

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201965

Resolution:
☒ Yes ☐ No

TITLE:

Approval of FY2019 Operating Budget & FY19-24 CIP

PRESENTATION SUMMARY:

Management will present the GM/CEO's FY2019 operating budget and FY2019-2024 Capital Improvement Program (CIP) for Board approval

PURPOSE:

Management seeks Board approval of the FY2019 operating budget and FY2019-2024 CIP.

DESCRIPTION:

Key Highlights:

- The GM/CEO's FY2019 budget totals \$3.2 billion and is grounded in Metro's three priorities: Safety, Service Reliability, and Financial Responsibility.
- Metro will continue to deliver capital investments to improve safety and reliability and renew and preserve the system. FY2019 planned investment totals \$1.28 billion.
- The budget does not increase fares or reduce service and Metro will encourage customers to ride through fare pass products.
- Management actions to improve efficiency and control costs will limit operating budget expense growth to less than one percent (\$12 million), despite cost growth for legacy commitments, mandates and inflation.
- Jurisdictional funding support increases by \$165 million: \$136 million (21 percent) for capital investments and \$29 million (3 percent) for operating budget support.
- GM/CEO proposing to adhere to three percent subsidy increase cap in FY2019 called for in the plan to Keep Metro Safe, Reliable and Affordable, even though revenue is projected to decline from the FY2018 budget level.

Background and History:

Metro's Structural Challenges

Metro continues to face structural challenges associated with chronic underinvestment

in the maintenance, rehabilitation and replacement of the system's infrastructure and an unsustainable operating model. Metro is reliant on unpredictable year-to-year local, state and federal contributions and is the only major transit system without a dedicated revenue source. Metro also has a substantial deferred capital needs backlog associated with an aging transit system and has limited maintenance and rehabilitation opportunity due to its "2-track" design and constrained work hours. Metro is a labor-intensive operation with over 70 percent of the operating budget going to pay for wages and benefits and has substantial legacy commitments on wages, pension and health benefits. MetroAccess demand and subsidy have grown rapidly as Metro has limited ability to control the costs of the mandated service. Metro has no "Rainy Day" fund or contingency for unpredictable financial shocks.

Keeping Metro Safe, Reliable and Affordable

In April 2017, GM/CEO Paul Wiedefeld announced the plan to Keep Metro Safe, Reliable and Affordable. The plan calls for ten actions to restore the system to a state of good repair and establish long-term financial sustainability:

- Invest \$15.5 billion over next 10 years for critical capital projects, increasing average annual investment to \$1.5 billion
- Establish a multi-year, inflation-adjusted stable revenue source generating \$500 million per year to a Capital Trust Fund
- Dedicate the Capital Trust Fund exclusively to capital investment, not day-to-day operations
- Secure Congressional reauthorization for federal capital investment (PRIIA) at least at current level of \$1.5 billion over 10 years
- Cap annual jurisdictional capital contribution growth at 3 percent
- Cap annual jurisdictional operating contribution growth at 3 percent
- Support flexibility to reduce cost through innovation and competitive contracting, where effective
- Amend the National Capital Area Interest Arbitration Standards Act (Wolf Act) to require consideration of WMATA's financial condition
- Initiate new retirement program for new hires
- Create a Rainy Day Fund to mitigate unforeseen obligations

Back2Good

Over the last two years Metro has pushed ahead on key priorities to improve Safety, Service Reliability and Financial Responsibility. Metro increased the rate of capital investment, spending nearly \$1.2 billion in FY2017 to advance safety, reliability and system preservation projects. Safety and reliability have improved through track

inspection and preventive maintenance program and new 7000 series railcars. Metro erased a \$116 million FY2017 revenue shortfall through management actions including reducing the size of the Metro workforce by 800 positions, other cost savings, and prior year budget surpluses. Metro balanced the FY2018 budget through management actions, service reductions, fare increases, and increased jurisdictional contributions.

Discussion:

FY2019 Budget Priorities

The GM/CEO's FY2019 budget totals \$3.2 billion (including \$55.9 million for debt service), and is grounded in Metro's three priorities: Safety, Service Reliability, and Financial Responsibility. The GM/CEO's Budget priorities:

- Fund safety, compliance and reliability improvements to drive ridership
- Deliver capital program investment to renew and preserve the system
- Encourage customers to ride through fare pass products
- No service reductions and no fare increases
- Fund legacy commitments, mandates and cost inflation while limiting operating subsidy growth to 3 percent (\$29 million)
- Implement Management Actions to improve efficiency and reduce cost, including outsourcing where effective

Capital Budget and Six-Year Capital Program

The GM/CEO's \$8.5 billion FY2019-2024 capital program is focused on projects that improve the safety, reliability and state of good repair of Metro's infrastructure, equipment and other assets. The six-year investment plan is based on ongoing projects and prioritized system preservation and renewal needs from the Capital Needs Inventory. Metro and the region must invest an average of \$1.5 billion annually over the next ten years. Metro's annual capital investment will ramp up from current investment levels (approximately \$1.2 billion) to over \$1.5 billion annually by FY2022.

After several years of capital delivery falling short of expectations, Metro successfully invested \$1.16 billion in FY2017, 122 percent of the original FY2017 capital budget and 99 percent of the amended budget. Metro's FY2018 capital budget totals \$1.25 billion, and after the second quarter Metro is forecasting that at least \$1.1 billion will be invested again this year. Metro's planned FY2019 capital investment totals \$1.28 billion. Over 85 percent of the investment planned for FY2019 is to fund projects, programs and contracts that are already underway.

Key FY2019 capital budget deliverables include, but are not limited to: 164 new 7000 series railcars (completing delivery of the 748 new railcars); completion of the new bus garage and overhaul facility at Andrews Federal Center; continued delivery of the radio

and wireless communication project; rail power system reliability and capacity improvements; track and structures rehabilitation; rehabilitation and replacement of station platforms, escalators, elevators, lighting, parking garages, and cooling systems; replacement of buses and paratransit vehicles; and modernization of information technology systems and infrastructure.

Capital Program Funding

\$8.5 billion of federal and regional capital investment is required over the next six years to ensure a safe and reliable Metro system. Funding from current sources will not meet this need. The Passenger Rail Investment and Improvement Act (PRIIA), which provided \$1.5 billion of federal funding for Metro's capital program for ten years expires after Metro's FY2020 (federal fiscal year 2019). Metro's proposed FY2019-2024 capital program assumes that PRIIA ends after FY2020 and that federal formula funding programs remain at current levels. Without federal PRIIA reauthorization and a dedicated revenue source, annual jurisdictional contributions will total \$6.3 billion over the next six years, \$4+ billion more than the \$2 billion contributed through the FY2011-2016 Capital Funding Agreement.

The FY2019 capital budget assumes federal formula, PRIIA, and other federal grants totaling \$459 million, MWAA and other funding of \$33 million, and \$787 million of funding from the jurisdictions (including funding to match federal grants). The \$787 million of jurisdictional funding is \$136 million (21 percent) more than the jurisdictional share of the FY2018 budget.

Capital Project Development and Evaluation

The FY2019 capital program will continue to advance the development and evaluation of new major projects and system preservation programs. Development, evaluation and design initiatives include, but are not limited to: a new railcar acquisition program primarily for the replacement of the 2000 and 3000 series railcars, the replacement or rehabilitation of Bladensburg and Northern bus garages, a new railcar overhaul facility, tunnel water mitigation and ventilation systems, and core station passenger circulation improvements.

FY2019 Operating Budget

The FY2019 operating budget totals \$1.837 billion. The budget assumes no fare increases, no service reductions, \$38.5 million of management actions to reduce expenses and increase business revenues, and a \$29 million increase in jurisdictional subsidy (three percent).

FY2019 Operating Revenue

Metrorail and Metrobus ridership continues to perform below expectations due to changes in trip-making, telework, competition from other transportation options, low gas prices, and the impacts of the fare increases and service reductions implemented earlier this year. Bus and rail ridership and revenue are below budget through the second quarter of FY2018. Rail ridership has stabilized as compared to the same period in FY2017, but is below budget. Consistent with regional and national trends, bus ridership

is below both last year's actual performance and FY2018 budget expectations. While Metro expects that ridership will increase as new and returning customers experience reliability improvements, the FY2019 proposed budget includes ridership and revenue assumptions based on the current ridership realities. FY2019 bus and rail revenues are projected to be about \$25 million (3.6 percent) below the FY2018 budget.

Legacy Commitments, Mandates and Inflation

Some of Metro's fundamental operating cost drivers are not controllable. In FY2019 Metro's costs will increase for legacy commitments, mandates, inflation and market realities. The proposed FY2019 operating budget assumes expense growth of \$42 million of cost growth for: paratransit (\$11 million), legacy labor commitments including contractually obligated wage steps and health care and pension contributions (\$16 million), energy including propulsion power for rail and fuel for bus (\$7 million), and inflation on materials, supplies and services contracts (\$8 million). The operations budget has been updated to include an additional \$0.5 million for the Office of the Inspector General. This increase has been offset by \$0.5 million of management cost reductions.

Management Actions and Initiatives to Reduce Operating Cost and Generate Revenue

Over the last two years, Metro has acted to improve efficiency and reduce operating expense through the reduction of 800 positions and contributions to non-represented employee healthcare, implementation of controls on absenteeism and workers' compensation, and the launch of the Abilities-Ride program as an alternative to high cost MetroAccess service. Metro is also increasing revenue through enhanced advertising and improved fare enforcement through the Fair Share initiative. To balance the budget and meet the three percent subsidy cap commitment, management is advancing additional actions to reduce cost and generate more revenue including \$25.5 million of further cost efficiencies and reductions, \$5 million of additional controls on overtime expense, \$6 million in parking revenue initiatives, and \$2 million from expanded advertising opportunities.

While aggressive management actions closed the FY2018 and FY2019 budget gaps, the scale of the reductions is unsustainable. Major structural reforms consistent with the actions called for in the GM/CEO's plan are required in order to constrain future operating subsidy growth and ensure financial sustainability. Metro will move ahead with efforts to advance structural changes including outsourcing where effective, a reexamination of the bus network, and a review of opportunities to save money by consolidating pension and health care programs.

FY2019 Jurisdictional Operating Subsidy

The proposed budget constrains jurisdictional operating subsidy growth to \$29 million, three percent more than the \$980 million FY2018 approved operating subsidy. Jurisdictional subsidy increased by \$135 million (16 percent) from FY2017 to FY2018 after no increase the previous year (operating subsidy was \$845 million in both FY2016 and FY2017). Without sustainable, structural changes to control costs, Metro forecasts that jurisdictional operating subsidy will grow by an average of 7.5 percent per year from

FY2020-2024.

Not included in the FY2019 Budget

The GM/CEO's commitment to cap annual operating subsidy growth at three percent requires structural reforms and does not include funding to increase service or address unsustainable mandates or initiatives. These potential additions would force increased contributions from the jurisdictions above the three percent cap. The FY2019 budget does not include funding for:

- Silver Line Phase 2 – costs to ramp up to revenue service operations are assumed to begin in FY2020.
- Increases in rail and bus service requiring additional subsidy (e.g. bus service proposals, additional rail service).
- Wage increases for FY2019 or prior years.
- Reduction in FTA grant funding of vehicle preventive maintenance (remains at \$60 million).
- Rainy day contingency fund to insulate Metro's jurisdictional funding partners from unexpected financial shocks.

Operating and Capital Budget Risks

There are substantial and ongoing risks inherent in the proposed FY2019 budget including:

- Ridership uncertainty due to changes in trip-making and transportation market (telework, alternate modes, gas prices, etc.)
- Outcome of collective bargaining
- Significant paratransit ridership growth
- Pension and OPEB liabilities
- Safety needs and additional system inspection and maintenance efforts
- Federal uncertainty – PRIIA reauthorization, formula program funding, transit benefit, federal employment and contracting levels

Metro does not have a rainy day or contingency fund. The GM/CEO's plan to Keep Metro Safe, Reliable and Affordable calls for the establishment of a rainy day fund for emergencies, compliance mandates and unexpected market shifts. A rainy day fund would insulate the jurisdictions from unbudgeted events such as federal government shut downs, major unscheduled regional events, safety mandates, energy price volatility, and snow and other operational disruptions.

FUNDING IMPACT:

Board action will approve the FY2019 operating and capital budgets.

TIMELINE:

| | |
|---|--|
| Previous Actions | November 2017 - GM/CEO FY2019 budget proposal December 2017 - Board authorization for budget public hearing January-February 2018 - Board budget work sessions January-February 2018 - Public comment period, including public hearing (January 31, 2018) |
| Anticipated actions after presentation | April 2018 - Transmit FTA grant applications for review and approval July 1, 2018 - FY2019 Begins |

RECOMMENDATION:

Management recommends Finance Committee and Board approval of a resolution adopting the FY2019 budget and FY2019-2024 CIP.

Budget adoption in March 2018 will (1) allow for the timely application and award of FTA grants, and (2) ensure critical safety, reliability, and state of good repair capital projects are not interrupted.

PRESENTED AND ADOPTED: March 22, 2018

**SUBJECT: APPROVAL OF FISCAL YEAR 2019 OPERATING AND CAPITAL BUDGETS
AND PUBLIC PARTICIPATION REPORT**

2018-08

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

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) Compact Sections 23 and 24 require the Board of Directors to adopt a capital budget and an operating budget each year; and

WHEREAS, The Board of Directors received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed Fiscal Year (FY) 2019 Operating Budget and FY2019-2024 Capital Improvement Program (CIP); and

WHEREAS, The Board of Directors conducted (1) a public hearing on January 31, 2018, preceded by an open forum on the proposed Operating Budget and CIP and Federal FY2018 Grant Applications; and (2) notified the public and collected public comments at certain locations in the Metro system, online, and from community-based organizations all pursuant to the Board-approved Public Participation Plan, the results of which are summarized in the Public Participation Report (Attachment A); and

WHEREAS, WMATA's Grants Policy Section 201(a) requires Board of Directors' approval for certain grant opportunities; however, there are grant opportunities which require a prompt turnaround and for which the Board's approval cannot be scheduled in advance; and

WHEREAS, It is in WMATA's and the region's interests to support innovative ways to reduce the cost of paratransit while providing eligible MetroAccess customers with additional service options; and

WHEREAS, WMATA received a premium on the sale of the Series 2017B bonds and wishes to use these bond premium funds to credit the capital contributions for the jurisdictions who have committed to the payment of the debt service on these bonds; NOW, THEREFORE, be it

RESOLVED, That the Board of Directors approves the Public Participation Report concerning the proposed FY2019 Operating Budget and FY2019-2024 CIP; and be it further

Motioned by Mr. Goldman, seconded by Ms. Harley

Ayes: 8 – Mr. Evans, Ms. Harley, Mr. Corcoran, Mr. McMillin, Mr. Marootian, Mr. Goldman, Mrs. Hudgins, and Mr. Horner

RESOLVED, That the Board of Directors approves and adopts the FY2019 Operating Budget (inclusive of all Operating Reimbursable and Operating Reimbursable Safety and Security projects) of \$1.837 billion, with revenues, expenses, and subsidies detailed in Attachments B and C; and be it further

RESOLVED, That \$55.9 million of debt service expenditures resulting from the issuance of Series 2009B, 2017A, and 2017B bonds are due from and allocated to the participating jurisdictions as detailed in Attachment C; and be it further

RESOLVED, That the Board of Directors approves and adopts the FY2019 Capital Budget of \$1.28 billion (inclusive of all Capital Reimbursable projects) and the six-year CIP for FY2019-2024 of \$8.53 billion as summarized by investment category and funding source in Attachments D, E, F, and G; and be it further

RESOLVED, That the Board of Directors approves the use of Federal Transit Administration (FTA) grant and local matching funds in the amount of \$60 million for eligible preventive maintenance expenditures through the FY2019 Capital Budget; and be it further

RESOLVED, That, subject to any requesting jurisdiction's paratransit expenses being favorable to such jurisdiction's budgeted paratransit amount and WMATA's net expenses on Metrorail, Metrobus, and MetroAccess being favorable to WMATA's FY2019 Operating Budget, the GM/CEO and Chief Financial Officer (CFO) are authorized to provide credits to any jurisdiction sponsoring innovative paratransit programs not to exceed the actual savings from such jurisdiction's budgeted paratransit amount in the succeeding quarter where credits are based on the per trip rate used by the innovative paratransit program; and be it further

RESOLVED, That, subject to a net favorable FY2019 Operating Budget position, the Board of Directors authorizes the GM/CEO to fund the OPEB trust in an amount not to exceed \$10 million during FY2019; and be it further

RESOLVED, That the Board of Directors authorizes the GM/CEO to accept grant funding, above the amounts listed in the FY2019 Operating Budget and FY2019-2024 CIP, without further Board action so long as there is no increase in the total annual expense budget authorization; and be it further

RESOLVED, That the GM/CEO shall report to the Board of Directors all unbudgeted grant funds received on a quarterly basis; and be it further

RESOLVED, That the CFO is authorized to credit the capital assistance billing in FY2019 and prior years for all jurisdictions entitled to a share of the bond premium in the amounts of their respective shares of the bond premium; and be it further

RESOLVED, That, in order to implement the elements of the FY2019 Capital Budget or the FY2019 Operating Budget, the GM/CEO, the CFO, or their designees are authorized to: (1) file and execute grant applications and accept grants on behalf of WMATA for funds from the federal government and any other public or private entity regardless of whether a local match is required without further Board of Directors' action, so long as that the acceptance of such grant does not result in the increase in expenditures above the approved FY2019-2024 CIP or the approved FY2019 Operating Budget; (2) conduct public hearings at any time during FY2019 in furtherance of the implementation of the FY2019-2024 CIP; and (3) execute and file the annual FTA Certifications and Assurances as a prerequisite to the submission of federal grant applications; and be it further

RESOLVED, That the Board of Directors acknowledges that, in accordance with the terms of the Capital Funding Agreement (CFA), if any projects are started during the term of the CFA or any bonds or other financial instruments are issued pursuant to the CFA, the Contributing Jurisdictions have agreed to continue to make their Allocated Contributions for those projects or debt service until the conclusion of the projects or the final maturity of the bonds or other financial instruments; and be it finally

RESOLVED, That, to allow staff to timely apply for the coming FY's grants, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure Nos.:
2.7 Delegation of Authority
4.2.2 Fiscal Year Budgets

ATTACHMENT A:



Washington Metropolitan Area Transit Authority
Public Communication & Outreach Report

Docket B18-01: Proposed FY2019 Operating Budget and
Docket B18-02: Proposed FY2019 Capital Improvement Program and
Federal FY2018 Grant Applications

Introduction

To balance Metro's budget for the coming fiscal year, Metro is seeking additional funding from District of Columbia, Maryland and Virginia governments while continuing to take actions to cut costs and increase business revenues. As part of the budget, Metro's Capital Improvement Program invests \$1.3 billion in funding safety improvements, rebuilding the Metro system and improving reliability of the current rail and bus networks. It also funds the deployment of new trains and buses, station upgrades and other important improvements.

As required by WMATA's Compact, the public was provided with the opportunity to comment on the proposal. Following the guidelines established by WMATA's Board-approved Public Participation Plan, the following report is a summary of the public communications and outreach, and the resulting comments on the budget proposal.

Communications & Outreach to the Public

In order to encourage customers to provide feedback on the project, as well as to fulfill Metro's Public Participation Plan, Metro designed a communications and outreach plan that focused on customers and local stakeholders.

Below is an overview of all the communications and outreach efforts that were conducted during the comment period from Saturday, January 13 through 5:00 p.m. Monday, February 5, 2018.

- Targeted marketing & media
- Stakeholder communication
- Open house & Public Hearing

Feedback was collected through the following sources:

- Online comment form in English and Spanish
- Paper comment form in English and Spanish from the Open House/Public Hearing
- Verbal public testimony at the Public Hearing



Targeted Marketing & Media

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

- Legal notices were placed in the *Washington Post* on Saturday, January 13, 2018 and Saturday, January 20, 2018 notifying the public of the opportunity to provide public comment.
- Advertisements were placed in newspapers throughout the region, including media in multiple languages:
 - *The Express* (English)
 - *The Afro* (English)
 - *El Tiempo Latino* (Spanish)
 - *Washington Hispanic* (Spanish)
 - *Korean Times* (Korean)
 - *Epoch Times* (Chinese)
 - *Atref* (Amharic)
 - *Doi Nay* (Vietnamese)
- The creation of the webpages wmata.com/budget and wmata.com/budget_espanol informed customers about the budget proposal, included the comment form link and public hearing information and contained pdf fliers in Amharic, Chinese, French, Korean, and Vietnamese. The page wmata.com/budget_espanol was professionally translated into Spanish and included a link to the docket in Spanish. The webpage in English generated over 1,475 unique page views, and the webpage in Spanish generated over 20 unique page views between January 13 and February 1, 2018.
- English and Spanish signs posted in Metrorail stations, Bus Information Centers on Metrobus, and MetroAccess vehicles.
- Copies of the English/Spanish flier and dockets were sent to all jurisdictional libraries.
- A press release was published on Friday, January 19, 2018, and there was media coverage on radio and television.
- Social media (Facebook, Twitter) was used to post information about the budget proposal.
 - Total Facebook views: over 1,650 people reached across two posts
 - Total Twitter impressions: over 65,200 reached across 3 @wmata tweets
 - Total Twitter engagements: over 330 across 3 @wmata tweets



Stakeholder Communication

Local stakeholders helped spread the word and encouraged feedback from their constituents about the proposals.

- The Office of Government Relations provided information about the FY19 budget proposals to local, state jurisdictional and Congressional staff. Staff addressed follow up questions to the plan to ensure elected officials and their staff had a thorough understanding.
- The Office of External Relations notified its 2,900+ stakeholders, which includes places of worship, event venues, business improvement districts, residences and apartments, schools, shopping areas and more around WMATA Metrorail stations. The list also includes more than 300 Community Based Organizations (CBOs).
- The Office of Equal Employment Opportunity (OEEO) sent email messages to all Community Based Organizations (CBOs). The communication included a link to the online comment form, information in languages other than English, and an invitation to register to attend the open house and public hearing. OEEO also followed up with 24 CBOs via phone, and visited nine CBOs in person, dropping off posters about the budget proposal:
 - Bread for the City
 - Catholic Charities
 - D.C. Center for the LGBT Community
 - D.C. Office on Latino Affairs
 - D.C. Office on African Affairs
 - D.C. Office on Asian Pacific Islander Affairs
 - Entre Amigas Women's Comprehensive Health
 - La Clínica del Pueblo
 - Many Languages One Voice (Language Access Coalition)
- Employees were notified of the proposals through the General Manager's weekly email message and encouraged to provide comments online and attend the open house and public hearing.
- Members of Metro's Accessibility Advisory Committee (AAC) received a briefing on Federal funding from the Managing Director of Government Relations. Members also held online discussions to identify budgetary priorities of the AAC.

Open House & Public Hearing

Metro hosted an open house and public hearing on Wednesday, January 31, 2018 at WMATA Headquarters, 600 5th St NW, Washington DC. The open house began at 5:30 p.m. and the public hearing began at 6:00 p.m.

The open house provided the opportunity for attendees to speak one-on-one with staff members about the budget proposal, and comprised of “topic” tables: Operating Budget, Capital Improvement Program & Grants, and Customer Service. There was also a table for attendees to complete the survey. Sixteen people attended the open house.



The public hearing followed WMATA’s standard public hearing procedures. At the beginning of the hearing, Board Chair Jack Evans read a prepared statement outlining the public hearing process and Dennis Anosike, Chief Financial Officer, presented an overview of the budget. Copies of the presentation were available in English and Spanish. An option to record oral testimony separate than the formal public hearing was also provided.

WMATA headquarters is ADA accessible and conveniently located next to Gallery Place and Judiciary Sq Metrorail stations and multiple bus lines.

Signage throughout the open house and public hearing was in English and Spanish, and Spanish-speaking staff was available throughout both events.

Nineteen people provided oral testimony at the public hearing, accounting for 5% of all feedback collected during the public comment period.



Public Input Results

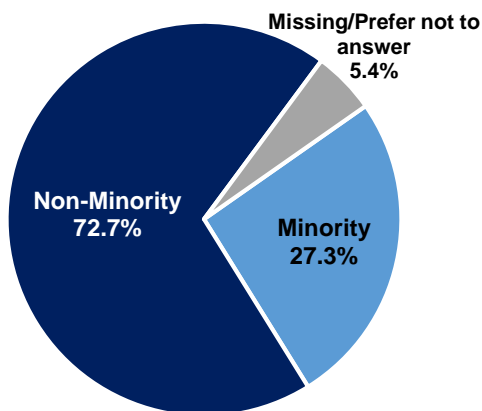
Metro collected public input through written comments online or letters sent to the Board Secretary's Office, and oral testimony at the public hearing. Metro received 320 responses about the FY19 budget proposals during the public comment period.

Of the written comments collected online respondents were able to self-select from topics that best described to what their comments referred. The table below lists the different categories that the comments focused on.

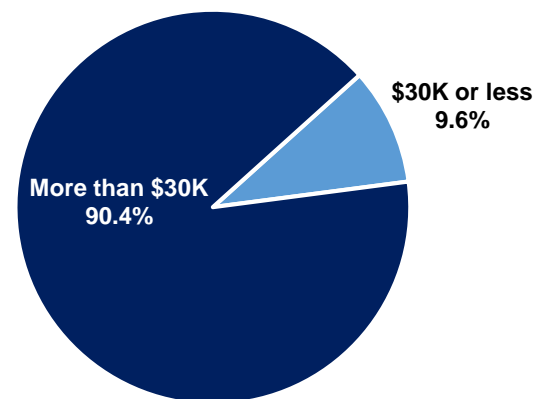
| Comment Category | # received in Category | % of Comments Received |
|------------------|------------------------|------------------------|
| Operating Budget | 210 | 70.7% |
| Capital Budget | 86 | 29.0% |
| Other | 61 | 20.5% |

Online respondents were also asked to provide additional demographic information. The charts below lists these results:

Minority vs Non-Minority



Low Income vs Non-Low Income



All written comments, including the comments collected online and the letters received can be read in Public Input Report Appendix A. All oral testimony from the public hearing can be read in Public Input Report Appendix B. Since comments could be received in multiple ways, some may be duplicative.

| Online Written Comments | Categories | | |
|---|----------------|------------------|-----------------|
| | Capital Budget | Operating Budget | Other |
| I am happy to support the DC Metro Silver Line extension to Ashburn. | X | | |
| Are the DC, MD, and VA funding sources dependent on one another so we have 'all or none' funding? If one of those jurisdictions declines to provide funding does the whole funding mechanism collapse or can WMATA still accept the funding from the other jurisdictions? I don't see state legislators representing parts of MD and VA far away from the DC area being very warm to the idea of providing state tax funds to help the DC area. | | X | |
| The metro is vital to the functioning of our city and the many people who rely on it every day to get to work, reach family and friends, conduct business, and other vital activities of a modern city. A fare increase would stifle many people's ability to use metro (I know several people that are already priced out). Government assistance is necessary and a valuable investment in our people and infrastructure. | | | Not sure |
| End the pension program for your employees! This is 2018, not 1918. | X | X | |
| The proposal for FY 2019 funding seems to be what is needed to maintain the current upkeep of the Metro system. | | X | |
| Although there have been no announcements regarding any service changes pertaining to your fiscal 2019 budget, my concerns regarding the reliability of service, particularly bus and rail. The past two years have shown that your subway service has been experiencing constant breakdowns, track maintenance, and delays. Your bus service in particular has not been improved. Considering that local governments recently been hesitant in continuing to pitch in, and growing complaints from passengers, including myself, I feel that you going to have a tough time to get everything in order, to meet your upcoming budget agenda. | | X | SERVICE CHANGES |
| Please go back to being open on Fri/Sat nights until 3am. | | | |
| I live in Washington DC (Columbia Heights) I work at Georgetown University Law Center on New Jersey Ave NW. The Subway used to stay open until Midnight and Metro cut service to close at 11:30 PM . My work works hours are 3:30 PM to 11:30 Pm which means when Metro change the hours to save money for 30 minutes and close at 11:30 PM I could not take the Metro home from the Gallery Place station to Columbia Heights Station. My question will ever return to closing at Midnight Sunday through Thursday. Please raise the fair in return keep the stations open until midnight its only 30 minutes. | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|--------------------|
| | Capital Budget | Operating Budget | Other |
| <p>As a near daily, very reluctant WMATA train passenger, it is manifestly obvious that management and employees are oblivious to quality of service and common courtesy. As an American who lives for years in Asia, utilizing commuter trains in Bangkok, Delhi, Hong Kong, Seoul and Tokyo frequently the Metro is far below any of those in terms of cleanliness, manners, safety and service.</p> <p>Real-time communications to passengers about line issues is poor, instead drivers bark commands, the public address system repeats messages about elevator outages at far-away stations on different lines.</p> <p>In nearly every other city of the world (excepting NYC) riding the subway is -- if not a pleasant experience -- benign and worry-free. Metro is depressing. Do those who are in charge of the system regularly ride the trains?</p> <p>Since returning home in 2016, I have seen the situation further degrade and now the final straw for me may be requiring me to use my Smartrip card to exit the garage to avoid an extra charge. If my card was not subsidized by my federal employer I doubt I would ever ride the system. The system is one calamity away from losing riders like me. You are 'Not Back to Good' -- not even close. After safety, operating funds should be allocated to improving the rider experience and giving us value for our money.</p> <p>I am a big proponent of public transportation but the mindset at WMATA is one to lament.</p> | | X | |
| Although metro has been getting better, there's still a tremendous amount of work that needs to be done. Such as track work, weekend delays, etc. I hope that our feedback is helpful. | X | X | Metro improvements |
| You're need to start rebuilding all vintage Metrobuses for some people who don't Drive to work in DC and Va.but start working on all vintage Metrobuses now.get busy. | | | Buses |

| Online Written Comments | Categories | | |
|--|----------------|------------------|---------------------------|
| | Capital Budget | Operating Budget | Other |
| <p>Dear WMATA,</p> <p>Your service is suck!!!!</p> <p>All you know is raise fare, cut service, cut rush flush train, raise parking and increase non-rider parking fee, reduce operaring hours on weekend, make it complicate and unnnessary required rider to use the same smartrip card n limited hours. WMATA you get an F in my book for everything. WMATA, you culture and ineffiency, ineffective opetation, fraude waste and abuse public fund and trust!</p> <p>if i can get to point A to B without using the system i will.</p> <p>what is a real disaapointed WMATA, a public transportation in a Capital of the current richest country in the world!!!!</p> | | X | |
| You have done nothing with your current budget. The red line JUST derailed. WHY should we fund you?! | | X | |
| I think Metro should spend less money on cosmetic improvements such as making all the old subway cars look like the new ones, and focus on making sure every station is up on safety issues so that another derailling or worse accident doesn't occur. | | | not sure |
| It's underestimated how much would be earned if the payment of fares were strictly enforced under a zero tolerance policy. It would also make metro a little more enjoyable without the disturbances from lowlife nonpayers and bums. More people would rejoin metro. Personally, I've stopped using metro as my door source of transportation because of problems like this. It's unfair i pay every time yet so many others can just walk onto a bus boldly not paying or give a fake sob story. Time would be saved if metro removed the fareboxes from buses. Saved time equals more on time buses which improves reliability. Offer a \$5 day pass for the buses. Start fining the crap out of people for violating laws and rules. It won't help save money but it'd be nice if the three hour window was brought back because many bus rides are easily an hour and if I have to get my next bus and it runs hourly, I'm left having to pay more. | | | All of the above and more |
| I think we need to fund more track,escalators, and especially train repairs | X | X | |
| Please replace the trains on the Yellow Line. They're old, dirty, and look horrible. Braddock Metro Station also needs to be redeveloped and needs to be taken better care of. Many of the lights are out, the newspaper stands are rusting out, and it's always dirty. Aggressively update the system for safety, modernize it, and add wifi. The indoor stations are also ugly. They're dark and ugly stucko with no character. Make them well lit and more modern. | X | | |
| If WMATA is getting money from Virginia, DC, and Maryland to support operating costs why are the employees of federal and City of DC having to pay so much to WMATA in commuter fees? The governments who supports your operations is still paying you in 2 ways; budgetary as well as through its employees which is blood sucking from your resources who pay you to operate. The fare charges now in comparison to 2006 to 2009 are ridiculous. Its crazy how much a fare is just to commute to and from work. On average, a city employee and federal worker will pay close to 2,000 yearly to WMATA and thats crazy. Thats too much income being paid to WMATA to commute as federal and city workers. | | | Fare cost |

| Online Written Comments | Categories | | |
|---|----------------|------------------|------------------------|
| | Capital Budget | Operating Budget | Other |
| - WMATA should consider all available cost savings, i.e. escalator run costs, non-revenue fleet, energy use, etc. prior to drafting or asking Maryland, Virginia, and D.C. to contribute a certain or more budgetary resources for WMATA's use. The mentioned items alone would save at least 2-3 million annually. I would also recommend that WMATA immediately stop any non-operationally safety programs until the entire property, tracks, equipment, and resources are at a satisfactory level of safety. | | X | |
| Hi there -- It has come to our attention that Metro is possibly considering selling (or putting up for bid) the parcel of lands at 11th and Park Ave. NW -- that is currently being utilized as a dog park -- to a commercial developer. I strongly urge Metro to reconsider that action and instead to allow that land to continue being a dog park, either by resuming conversations with a local nonprofit, 11th and Bark, or by some other means. The dog park is a huge positive for the community -- both furry and human. It's a hub of activity and community. It also contributes positively to the bottom lines of local business along 11th Street. Many of us patronize The Coupe for coffee in the mornings and when the weather is nice the community often uses the dog park as a place to burn off some dog energy before patronizing many of the local bars and restaurants with outdoor patios. Our dog Copper, a rescue that we adopted 1.5 years ago from Washington Humane Rescue Alliance, adores the dog park and exercise and socialization benefits it allows him to have. As a city pup, it's extremely important to have a place to spend time off-leash. This dog park is a staple in the neighborhood and if it closed we would likely have to leave Columbia Heights for a community that does have a dog park. I urge Metro to find a long term solution that allows the dog park to remain in the neighborhood. Thank you! Brittany Patterson | | | 11th and Park dog park |
| Thanks for asking your riders for opinions regarding Metro's budget. I am a frequent passenger as I do not own a car and live on the Red line --which is so convenient to navigate. The cost is very expensive compared to other large cities. I try to travel during non-peak hours to keep myself on budget. Most of us who ride Metro don't have huge salaries (one of the reasons why we try to save money by not having cars). I am happy to see the new fees of parking on weekends --a great source for revenue and some additional advertising on trains. If you could gain more corporate sponsors that would be excellent. Riders don't mind the ads and we are a captive audience! I also heard news that high school students might not receive Metro passes any longer. I am 100% in support of that. These passes should only be distributed to students who really need them and perhaps they can be limited to a certain after-school time frame. I see teens riding around in the mid-afternoon when they should be in classes. In regards to track-work I feel you have done a good job of working around scheduled service during slower times such as weekends. Most of us don't mind single-tracking or waiting a bit longer for a train in exchange for a safe ride. I have also noticed the conductors making more announcements which is much appreciated. Thanks again for this opportunity to comment. | | | both |
| Safe operation of the Metro system is critical. The budget to operate and maintain the system needs to be fully funded. The Metro enhances quality of life for the residents of Maryland, DC, and Virginia. If the federal government cannot meet the obligation, then the DMV needs to pitch in, as many, many of their residents use the system. | | X | |
| With an increase in fares to riders, Metro should be doing a better job of safety, reliability, and consistency. How can fares hikes be justified with the system operating sub par? | X | X | Customer Service |
| I Do Not Know Why Metro Insisted On Installing WIFI Under Ground - That was a WASTE In my Opinion - Those Funds could have been better Utilized Elsewhere where the Money Is More Deperately Needed!!! Riders are only on the Train 30 minutes Max - if they can't Survive without WIFI for 30 minutes - something is wrong with them!!!! | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|----------|
| | Capital Budget | Operating Budget | Other |
| It seems like elevators and escalators are always out of order to some degree. Especially at the Huntington metro station. | X | X | |
| Can we do a better job of somehow updating schedule changes so that Google maps can reliable tell me which metro line I should take? | | | |
| We need some kind of monthly report that outlines how many accidents, breakdowns, late arrivals, on time arrivals etc. I want to know and see the analytics that prove the metro is getting back to good. | | | |
| The budget should be focused on fixing the metro's operating system. The trains are ALWAYS late. I waited 40 min for a train on a Saturday morning. Spend less money on fixing escalators and more on ensuring that your trains are operating properly in the first place. | | X | |
| Safety first. Make sure all trains and tracks are operational and efficient. Pressure to expand or update should not end in a suboptimal product caused by cutting corners. Please provide a safer way out when stuck in the tunnels. Thanks. | | X | |
| There are delays | X | | |
| One route of track each direction and all trains stop all stops | | | |
| Metro is expensive enough shouldn't have to have poor service shouldn't have people peddling for money and riders should receive great service | | | |
| Please build more tracks and modernize system | | | |
| Look at Chicago | | | |
| Look at New York | | | |
| One can go anywhere there for less and fairly quickly | | | |
| Please do better. | | | |
| Bring back the yellow line rush plus to Van Dorn stop. | X | X | |
| I don't ride the metro any more because you have discontinued the yellow line up to PG. I think you should seriously consider bringing this service back as it has had a detrimental impact on the value many residents have found when it was served by two lines. | | | not sure |
| Although I totaaly support public transport and have been a regular rider on WMATA trains and buses, I am greatly dismayed by the increasing delays, single tracking caised by signal, track & diasabled trains which ironically seems to be increasing since you did so much repair work for which hou had to limit availability. How do you explain this? | | | |
| The DMV jurisdictions all have plenty of money to contribute to dedicated funding for WMATA. Especially Maryland, since Governor Hogan wants to give \$5 billion to Amazon to create a few shitty jobs. | | | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|----------|
| | Capital Budget | Operating Budget | Other |
| Please spend less money on advertising and transfer some of it to the capital budget. If you improve rail service, people will come back to metro on their own. They are leaving because the system is not a reliable or efficient way to get around, especially at night and on weekends. Once it is reliable, they will come back. The advertising only serves to anger the passengers who still rely on the metro who see that the ads do not match up with the experience. For example, the escalator reliability statistics plastered around stations are a joke. I don't need to see an advertisement for Metro at a Nationals game if the trains won't be operating after the game. Additionally, please stop denying advertisers then spending truckloads of money on the litigation costs. | | X | |
| Metro should not be asking for more money. Instead they need to fix the reliability of trains and extend the yellow line back up to Greenbelt. Trains are entirely too packed! | X | | |
| As a customer that relies on metro daily I just find it a huge inconvenience to be "holding momentarily" during rush hour do to single tracking, a train on the platform, signal issues, etc. And it's not like metro is lowering rush hour prices when these inconveniences occur during rush hour, even if for a little while. I know this is supposed to be for those with suggestions on how metro is to get more money, but it just seems like I'm paying more money for the same foolishness. I see these electronic advertisements in the stations and even on some of the new bus stop and wonder is this what I'm constantly having to pay higher fares so that you all can put these fancy advertisements up? Maybe you all should contact Georgia's Marta company and ask them how they do it. | | | Customer |
| Do not give refunds for lateness. Just be on time and make repairs. | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|--------------------|
| | Capital Budget | Operating Budget | Other |
| <p>I am sorry that metro has failed to keep a good maintenance & safety schedule over the years - this is a major reason why we have come to this state of severe needs. The organization has had to spend a lot of money on new train cars, safe track, and other emergency projects to make the train system good again - but this is your problem, not the people who use it every day.</p> <p>The metro is a public utility and needs to continue to serve the populace at large.</p> <p>This means</p> <p>1. Don't cut hours anymore (which are already so reduced, many are unable, including myself, to attend cultural events late at night or have to leave expensive events paid for in order to get home on the train. This is pathetic. I mean, pathetic.</p> <p>2. With the already cut hours - which were theoretically put into affect to allow more time for maintenance, please stop the increased scheduled maintenance DURING the normal operating hours. This is why we gave' you those other 8 hours of work time to 'get back to good.'</p> <p>3. Get the silver line OFF the track of blue and orange. There are simply too many train lines running on that long section of track and it causes too many bottlenecks and disruptions as a result.</p> <p>What this means is that the system MUST borrow money. This is okay to go into debt for the long term vision. we need a long term vision here - not a short-sighted 'of, we're broke' mentality.</p> <p>thank you Jesse Lambertson</p> | | X | Train operations |
| WMATA is a f***** s***** joke. A service run by c**** of lazy incompetent middle managers who are worthless t****. Endless delays and non-existent communication. Potentially deadly. You f***** a***** suck. F*** YOU. | | | S*** Service |
| <p>Uploaded attachment - #2</p> <p>Please see the attached ANC5E resolution.</p> | | X | |
| Meto needs to up its game! Just sayin.... | | | General competence |
| Fares should not be raised until service actually improves. This morning I was 20 minutes late thanks to Metro, and it is a pattern that has continued despite extended closures of the Orange Line and the related great inconvenience. Yet the same tracks and signals are proving faulty and delaying us. The Orange Line customers have gotten a raw deal ever since the Silver Line was introduced. We often must wait for 3 Largo trains to go by before a Orange line train comes along. Metro still sucks. I am frequently made late to work. Not much has changed. | | | service |
| I get on the Marc train at Rockville and therefore do not use my Smarttrip card to get on the train, but I would use it to park. According to the proposal, I would need to pay around \$10 to park at the Rockville metro even though Marc and Metro share the same parking lot. | | | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|--------|
| | Capital Budget | Operating Budget | Other |
| It's just as hard for working people to constantly deal with Metro increases almost every year. Now I see you want to raise the parking at Greenbelt station to \$8.20 and that's ridiculous. So guess what I know that I will be catching the metro but to Greenbelt when that happens. You all are not thinking how bad the economy is for us low income people. I pay almost \$380 just to get back and forth to work every month that's a lot. Once you raise the parking prices it will go up to almost \$480 and I just can't afford it. I know metro have it's problems but constantly raising the prices is extremely hard on a lot of us. I really hope you re-think this decision. Thanks, | | X | |
| Uploaded attachment - #3 | | X | |
| <p>While I accept that Metro needs money and that increasing parking rates is 1 way to get this I do not accept that parking fees will be increased at the Huntington Metro Station.</p> <p>The south Garage is two thirds not useable. The parking at the huntington station is not fully available to users of this station. No visible repair work has been done on this garage to make it safe for cars to park there, nor to indicate that it is safe for pedestrians to walk in areas where no cars are allowed to park. Concrete is falling from the ceilings of this garage. How can you just justify increasing parking fees when this parking garage is in deplorable condition and there is no indication from Metro in any public announcements that any work will be done to correct this horrific problem.</p> <p>I can't see how you can justify this without providing a plan with timeline for how, what and when this south garage at the Huntington Station will be repaired, renovated or replaced.</p> <p>Landscaping around this property is also in horrific condition. Trees are dying and are cut down. no tree replacements have been installed. The contractor for lawn mowing comes around and mowes the mud. Implementing a natural/native landscaping plan at the Huntington Metro station (especially at the south end) will significantly cut costs since maintaining native plants is less costly. You could easily eliminate all the grass, replace with mulched planting beds and plant native trees and native plants. These require less maintenance and are better adapted to our region and if the right plants are chosen, would in fact thrive. the urban heat island effect at the south end of the station is significant. Temperatures on the sidewalk exceed 100 or even 110 degrees on a hot summer day, and there is no shade for those waiting for the bus. The shelters do not provide shade. Please consider implementing a natural/native landscaping plan for the Huntington Metro station. The station is the gateway to our neighborhoods. it is in terrible condition and metro needs to invest in this in order to provide a welcoming environment for tourists and visitors to our region.</p> <p>Sincerely</p> <p>Cathy Ledec</p> <p>Tree Commissioner, Mount Vernon District, Fairfax County, VA</p> | | X | |
| Much more attention needs to be given to rider safety, not just mechanical safety but also physical safety from thugs/aggressive loiterers/substance abusers who congregate in and around metro stations and on the trains themselves. I stopped riding metro years ago largely because I'd been accosted more than once while alone (I'm an average size woman) and with others (men and women). | | | safety |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| Eight car trains on all lines. | X | | |
| new trains are not used equally. I take the train on orange line, and it's mostly the old ones. the other ones have the new ones consistently. Why is that? I throw up with old trains. kindly change all of them. also metro is quite expensive. not worth it for a family to afford, we are forced to drive to dc. why are kids under 10 same price as adults? why not provide passes also for people that are unemployed, or getting by...we need to be fair to the poor. | | | |
| <p>I have four comments. First, I think it would be a great customer service if WMATA could network with the Maryland Transportation Authority and allow the use of the Maryland EZ Pass to pay for parking. That would make it more efficient and improve the customer experience. Second, install a camera at the exit of parking garages. I often see drivers piggy back and exit behind the car in front of them and get out of paying the parking fee. That's stealing and takes money away from WMATA. The expense of the camera equipment would be easily recouped by sending a bill and a fine to the parking fee evaders. Third, many people in the area work overnight, the midnight shift. WMATA should allow overnight parking, beyond the four stations where it is formally allowed. The overnight parking ban discourages some overnight workers from parking at a Metro station, taking away from its revenue. Lastly, assess a parking fee, even when Metro is closed. You could reduce the parking fee during these times, but there should be a cost to park at all times, even nights, weekends, and on holidays. WMATA is missing out on lots of potential revenue.</p> <p>Thank you.</p> | X | X | |
| It would be great to walk into the metro every day and not see a red service advisory on the monitor on the station manager pod. | | X | |
| The operating budget must be expanded to increase the frequency of metro rail trains during non-commute peak hours. Trains that run once every 24 minutes on Saturdays are a hindrance to tourism, as well as social and cultural events in the metro area. Ease of access will increase utilization. Both locals and visitors who feel assured the metro will be available and timely are far more likely to actually pay to use the metro, rather than driving or using ride-sharing. | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>My concerns are: trains in service during morning rush hour breaking down causing passengers to off load. This causes us to be late for work, which affects our pay if we are not salary employees. Trains need to be fully inspected by an engineer/maintenance technician before going in service in the mornings.</p> <p>Train Operators: Slamming on breaks causing people to catch their balance/falling.</p> <p>Rudeness from bus drivers: Asking a bus driver to put the step on down. Bus drivers should put the step on down when arriving to a bus stop, so people can step on. The step on is all always to high up for people to step on the bus. This matter needs to be address to all bus drivers.</p> <p>Bus drivers moving the bus before passengers can take a seat. where their are seats available. People are falling on people trying to hold there balance.</p> <p>During baseball season the elevators at Navy Yard Station and other Stations smell like urine all the time. The cleaning technicians needs to check these elevators often. This becomes an health issue for passengers using the subway. The odor is so strong. The platforms at stations needs to be cleaned often, another health issue. Seeing mice/rats running around on the platforms and on the tracks.</p> <p>Recommendations; Mandatory refresher training course for bus drivers & train operators on customers services; safety; cleanness; and avoidable confrontations with passengers.</p> <p>As Metro prepares for the 2019 budget meeting the above concerns need to be address to meet the services Metro passengers require.</p> | | X | |
| <p>Service and safety need to improve dramatically and quickly. On weekends we will often stay home or take Uber instead of metro because metro will have single tracking or 20 minute waits. When the service is so slow it becomes unuseable. And it is very sad to say that we joke about metro killing us. As in 'why worry about a terrorist attack when metro could kill you any day?' The latest derailment on the red line is just another example. Thank goodness that no one was hurt but why in the world did it take 90 minutes to evacuate those passengers and why once again were there radio and communications problems? If it had been a life-threatening emergency, those delays and communications problems could have killed someone.</p> | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|--------------|
| | Capital Budget | Operating Budget | Other |
| <p>Good Afternoon,</p> <p>Is there any way that you could leverage IBM Watson Internet of Things (IoT) technologies to deliver greater customer experiences and heightened operational excellence?</p> <p>Using these sensors will increase safety, reliability and savings with predictive maintenance, by also saving you all money in the long run. Please consider it!</p> <p>IBM has helped the French National Railway with its technology to help do this. Here is the case study:</p> <p>https://www.ibm.com/blogs/internet-of-things/sncf-iot-french-railways/</p> <p>Thank you for considering this! I know it will help :)</p> <p>Sincerely,</p> <p>Avid Metro Rider</p> | X | X | |
| Expand the metro Orange Line our to Centreville. Continued growth and the nightmare 66 have made the commute almost unfathomable for most people. | X | | |
| Replace the 5000s, cut board salary stop marketing and fix the system with quality | X | X | SPEND WISLEY |
| I have had a significantly more positive metro-riding experience since the capital improvement plan began. Having commuted on the metro for the past five years, I've had fewer experiences of overcrowded trains, 30+ minute unexpectedly delays, and downed escalator climbs. This program has been a huge success in my personal experience, and I'm willing to wait a little bit longer on weekend trips for such a smooth weekday commute. Thanks! | X | | |
| I feel unsafe every day that I ride a Metro train. I feel safer riding a bus for 40 minutes into the city for the first half of my morning commute than the 5-10 minutes that I ride the Metro one stop after getting off the bus. It is appalling and unacceptable that the cars, tracks, and system as a whole are constantly breaking down or literally on fire. WMATA must spend the majority of its money, time, and manpower on making the system safe enough that workers are not putting their lives at risk every day just to make it to the office. | X | | |
| Should offer buy-out option, with generous incentives to 689 members. | | | retirement |
| There needs to be a significant increase in Federal funding for this project since its infrastructure supports many federal operations (Pentagon, for instance) and the District of Columbia was established under the U.S. Constitution as a FEDERAL district under the exclusive jurisdiction of the Congress. Arguably, the federal government should be paying the lion's share of the budget. | X | X | |
| While budgets go up and down in amounts, it is vital for two items to remain stable: dedicated funding for WMATA, and for employee contracts to be honored. Without these two items Metro will become a thing of the past. | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>Unacceptable to not roll back the coverage cuts in the evenings and on weekends. I now have to take expensive Uber rides on the weekends to get to work on time.</p> <p>Also, the service delays on the weekends and evenings on the blue and silver line are chronic and unacceptable. Even morning and mid-day are susceptible. I was made late three days in one week and almost fired because of 20+ minute delays at one point in January 2018.</p> <p>So the fares won't rise and the hours won't be cut? Great, then it's still an inconvenient, unreliable form of transportation that screws over the poorest of us who live the farthest away and need it to function well the most.</p> <p>Step up and make metro trustworthy again.</p> | X | X | |
| <p>Given the rapid growth in the Navy Yard and Waterfront neighborhoods, metro MUST increase the frequency of trains during peak hours, and less 6-car trains and more 8-car trains. Outside of those metro stations, there are very limited options for public transit. There's basically one Metrobus (A9) that heads towards downtown and its always crowded and doesn't run frequently, so that option becomes useless. We need more trains and more bus routes for the area! If money is the issue, explore the option of shutting down low-trafficked stations during peak hours (Smithsonian, Federal Triangle, Archives). Barely anyone gets on or off the train at these stations during rush hour. You might save money for closing them down or limiting their operating hours--besides, only tourists use them and they aren't on the metro at 8am anyway.</p> | | X | |
| <p>As a daily metro rider, I have a lot of concerns and comments, but I'll limit it to the top comments for now.</p> <p>First comment, I thought all of the track work was supposed to end with SafeTrack last June? Since the point of SafeTrack was to update parts of the system in need of repair, we shouldn't need that to still be such a large part of the budget (Capital or Operations one) because it was supposed to have already been dealt with.</p> <p>Second comment, will you please publicly release how much money has been spent on the recent commercials and ads for metro and how much is allocated for that in the new budget for that? As a rider, ads are not going to change my opinion about metro if there's never-ending track work, delays, fires, and trains breaking down. I'd rather have a safe, reliable system than a well-advertised one.</p> <p>Third comment, I've read that there's already dedicated funding from the DC city budget, Maryland, Virginia, and the federal government. That's more jurisdictions dedicating funding than any other public transit system in this country. Between that funding and raising our fares and reducing service hours last June, I don't understand why metro keeps asking for more dedicated funding. To riders, it seems like the funding already dedicated to the system and the money that we all pay daily is being flushed down a toilet somewhere instead of being used as efficiently as possible.</p> <p>While, there's a lot more about wmata I could comment on, these are my main comments that have something to do with the budget.</p> | X | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------------------------|
| | Capital Budget | Operating Budget | Other |
| Eliminate the Grosvenor Metro Station peak period turn-backs. Bring the Metro all the way out to Shady Grove Station. These unnecessary turn-backs deter people in Montgomery County from ride Metro to access jobs south of Grosvenor and deter people who reside in northern Montgomery County from riding Metro period. | | X | |
| Keeping current service levels (with waiting times over 10 min on certain lines) is not a long-term solution to increase ridership. Though it may save money in the short-term, frustration at longer waits and crowding reduces the likelihood of a returning customer. I love Metro and it infuriates even me. | | X | |
| The amount projected for advertising is far too high. Advertising expenditures need to be scaled back & invest those funds in structural improvements— radio communication, track issues (crack in rails seem to be happening more lately). Advertising will not bring people back to Metro. Consistent, reliable service will. | | X | |
| Please reduce the number of turn-arounds at GROSVENOR on the red-line, so as to INCREASE SERVICE on the CONTINUATION to SHADY GROVE. | | X | |
| Thank you | | | |
| Metro suffers from nepotism. I've heard stories of job descriptions being modified so somebody's cousin could get a job, for example. | | | employees |
| Please eliminate the Grosvenor turnback | | X | |
| You are using shady metrics in order to tell the story that the trains run on time. It's infuriating as a rider to come down during peak hours and see the next train won't be there for 8 or 10 minutes, which technically fits into your statistical window of 'on time' but still 'makes me late' to work. | X | X | |
| Not running the metro all the way up to the end is inefficient. The red line stopping at Farragut instead of Shady Grove just results in a bottleneck of people in the Farragut station and an overly crowded train once one finally arrives Shady Grove. I can't believe anyone thinks this is a good idea. It's dangerous. | | X | |
| Also, the bus arrival times are still not accurate. Last week my bus arrival time was 19 minutes, then 6 minutes, and then 11 minutes. And then it showed up in 8 minutes. | | | |
| MAKE THE METRO OPEN LATE AGAIN | X | X | |
| Increase the hours of operations, specially on the weekends. | | X | |
| Metro keeps making stupid budget decisions. Resell all those TVs that do nothing in the stations. Paint the entire system and cars with advertisement. Do something smart and logical for once. | X | X | |
| And stop depending on money that. You shouldn't have. Aka people leaving money on their cards. | | | |
| Busses running more frequently. Also, it would be cool if metro could stop catching fire. | X | X | |
| U need to get the busses right | | X | |
| | | | what is the difference? |
| We need preserve frequency of trains in order for the system to remain useful. When trains are spaced 10-15, or even 20min apart I tend to use alternate transportation. Metro should try to find a way to keep the frequency of service when it looks to balance its budgets. | X | X | |
| Need more service during weekend and nights. Stop single tracking all the time. | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>As a metro rider for the past ten years, I have seen hours of service shrink, times between trains grow, and the cost per trip rise substantially.</p> <p>If you would like ridership to continue, you must find a way to keep service acceptable without raising fares further. Furthermore, by refusing to open early or stay open late for district-wide special events like the cherry blossom run and Nationals playoff games, you are pushing riders to use other methods of transportation. Please rethink your decisions.</p> <p>Wishing the best for transit in the region,</p> <p>David</p> | | X | |
| I love on the Red Line at Takoma Metro and the frequency of track work and closures is extremely disruptive and yet metro fares keep going up. The quality of service is not equal to the cost. | X | X | |
| why did you raise the price of fare, particularly for the buses, as they operate less frequently and more sporadically over time? we are paying more for worse service | | X | |
| <p>My greatest frustration with WMATA is that it operates in the nation's capital of the richest country in the world, yet is constantly delayed or under construction—particularly on the weekends. I understand that the city is taking time to make improvements, but it seems the construction acts as more of a bandaid as opposed to seeking a long-term solution that might require one massive improvement (which would be inconvenient at the time) in order to minimize the number of improvements down the line.</p> <p>I'm sorry that this is so bratty and I am just a civilian who knows little about transportation engineering but frankly I don't really care what the stations or trains look like, I care that they service our growing population and the flux of tourists in a timely manner.</p> | | X | |
| <p>Metro is really pushing the limits of customers' patience. I understand the system was underfunded and not well maintained for many years, but you're continually asking for more money while cutting services. No business can successfully function that way. It seems that you're close to a tipping point of raising fares too much for the public to tolerate.</p> <p>Furthermore, while you're raising fares, you're apparently not improving safety and communications. My worst nightmare is getting stuck in a tunnel and being unable to leave and not know what is happening. It keeps me from riding Metro except when I have no other alternative.</p> | | X | |
| Just do what it takes to get the Metro working. People will always moan about prices, but they will still take the metro because traffic and driving sucks, and getting an uber or taxi twice every day is unmanageable. People want it done and fixed fast, not dragged out forever and ever. One or two years of a wee bit higher prices to get it fixed isn't bad because once it is fixed, people will forget about the two years of higher prices, and be happy about the price going back down and the metro working properly. After that, then you can focus on upgrading cars and Wifi. | | X | |
| Stop wasting money on cosmetics and PR spin. Actually spend the money on repairing the system. | X | | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| We need MORE trains to come on a regular, constant basis. The fact that this isn't happening already is crippling D.C's public transit system. 5 minutes is way too long to wait between trains at the peak of rush hour in the heart of downtown. Don't even get me started on weekend trains, what's the point of having a metro if you'll have to wait 20 minutes for a train on Saturday? Because of the long wait times, frequent delays, and crowded stations, I avoid taking metro as much as I possibly can, which is a shame- because I normally love public transportation. | X | | |
| As a daily metro rider, I cannot believe the amount of fires, passengers 'struck by trains' and other malfunctions that crop up on a weekly basis. I depend on the red line to get to and from work, and most of the time it's okay. However, when the metro is truly disrupted - as it was when the passenger climbed onto the tracks at Cleveland Park - it appears that the whole system shuts down. I believe there needs to be a higher budget for operations, so WMATA can make real changes that benefit the system. Time to stop cutting corners in Metro repair. | | X | |
| Single tracking during rush hour that ends at Mt Vernon Sq is very difficult for commuters. Most people live past this and experience ending the service to at least Columbia Heights (but preferably Ft Totten) would greatly reduce commuter frustration. Offloading at Mt Vernon has only led to longer commutes for low income residents who can't live downtown, super frustrated travelers, and very crowded trains (uncomfortable as a small woman having my body touched in multiple capacities and from many directions!!) | | X | |
| WMATA, please stick to the commitment previously made to end the turnbacks on the Red Line at Grosvenor-Strathmore. People do not want to get off the train and wait for another to continue their trip north. The frequency of trains during rush hours is significantly reduced as a result of these turnbacks – to about one train every 8 minutes beyond Grosvenor during peak periods – and deters people from riding Metro to and from any areas along the Red Line to the north of that station. | | X | |
| I am dismayed at the continued breakdowns and service interruptions in track sections that were supposedly rebuilt during the extensive SafeTrack shutdowns. The section that impacts me most often is the stretch between Stadium-Armory and Eastern Market. | X | | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-----------------|
| | Capital Budget | Operating Budget | Other |
| <p>Concerning the turn back of trains at the Grosvenor Station on the Red Line:</p> <p>As a long time rider of Metrorail this has always been an irritant to anyone that rides the Metro red line. What Metro fails to realize is that many tourists who may only be going as far as Bethesda do not get on the trains that say Grosvenor from downtown as they have no idea what Grosvenor station is unless they got on at that station.</p> <p>As a result, the Shady Grove Train is overloaded by passengers that bypass the Grosvenor marked train who are actually going to Cleveland Park, Bethesda and Medical Center, for instance. They figure they are looking for Shady Grove marked trains and when they see Grosvenor they ignore it.</p> <p>The other issue are the tourists that ride the metro downtown from Hotels in Rockville and near Shady Grove are royally confused when they try to return on an outbound red line train only to be dumped at Grosvenor.</p> <p>Above everything else, the ridership to and from Shady Grove has increased over the years. Why aren't you considering that? All you have to do is ride a Grosvenor train and get off at Grosvenor and then wait for a train going to Shady Grove and see how packed it is.</p> <p>One other consideration is that it can't be a safe and timely thing to switch tracks after emptying the cars at Grosvenor. It is a silly exercise with no purpose.</p> <p>I wish I could make the meeting on January 31st but I am out of town. Hoping you will allow common sense to overrule the current turn back of many red line trains at Grosvenor and allow the red line to run a normal route to Shady Grove with every train.</p> <p>Thank you for allowing this opportunity for feedback.</p> <p>Greg Munson</p> | | X | |
| | X | X | Job Performance |
| Improve bus service between Potomac and downtown DC - I would love to see a line from Falls Road to Tenleytown! | X | | |
| Metro fares are too expensive! There should be one flat fee like the New York Subway, where you can ride to any metro stop for the same flat price. | | X | |
| Riders are opting to Uber or other car-sharing services because the prices are sometimes equivalent to Metro prices. | | | |
| With this budget, please focus on safety training, but also more frequent train times. There is so much potential for the metro, and making it part of the daily lives of residents and enhancing the city. | | X | |
| Thanks! | | | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|----------------------|
| | Capital Budget | Operating Budget | Other |
| I believe you all should revert back to running the trains more frequently. Lower the cost of the bus to \$1.50. Increase the train ride by \$0.05. Have a student bus pass for elementary/pre-k-25 years old. | X | X | |
| They should increase the amount of funding. WMATA is ridiculously expensive and it is unreliable - last year my 40 minute WMATA commute increased by thirty minutes regularly. I implore you to increase funding, ensure that trains are more frequent and reliable, and create a more affordable monthly pass option for commuters. | | X | |
| First of all, thank you to all who work on or at Metro. It can be a thankless job and we appreciate all you do. | | | |
| While the lines are running more smoothly than before or during SafeTrack, the shattering of the rail at Metro Center earlier this month was unsettling. It maybe beneficial to continue to work and analyze the daily operational and maintenance than building a new line. I think the Silver line should continue it's construction towards Dulles, but a completely new line may need to wait. | X | X | |
| WMATA must try harder to retain service and return it to the levels that it has been in the past. The lack of even including options for returning to higher peak and off-peak service hours, especially for Metrorail, does a disservice to customers. | | X | |
| I support strong unions and fair pay. But the level of control ATU Local 689 has over the WMATA budget is unsustainable. High labor costs are more responsible for the budget shortfalls than anything else, and it will result in fewer jobs with less service in the long run. This needs to be addressed. | | X | |
| I really don't know the difference between the two comments, so apologies if this is in the wrong section! Please for the love of god switch over to the new trains - they are so much cleaner and have better lighting than the old ones, it makes them feel safer. Likewise, if there is to be track-work, please stagger the trains. The 20-25 minute wait time is awful, and it's hard to run for a train with a suitcase or heavy bags. | X | | |
| Thank you for taking the time!! I live on the green line and it's been fine the last couple months. | | | |
| Please continue the red line process of turning back every other train at Grosvenor and Silver Spring. If all of the trains originated at the end of the line, there would never be seating for passengers further down (closer to the middle of the system). The system should serve all passengers and not merely those at the ends of the lines. I live in Maryland now, but when I lived in the District (near Van Ness and Cleveland Park) it was often impossible to board trains that originated at Shady Grove. If all trains began service at Shady Grove, I would have likely resorted to driving. Moreover, having the trains turn back at Grosvenor and Silver Spring keeps them closer to the downtown core that needs to be served during rush hour. Thank you. | | | Red Line utilization |
| Quit cutting service to poor neighborhoods. We don't need an express bus on 14th street if it's going to mean fewer busses in Northeast or Southeast. | X | X | |
| Forcing WMATA Board Members to take public transit at least once a week would be a good change, too. | | | |
| I'd appreciate a little more discussion in the capital budget of how bike infrastructure can help improve Metro's ridership. As a local cyclist within DC city limits, I bike to the Metro stop very often and am sometimes surprised to find that bike parking is either old and unsafe or nonexistent. I think making biking to the Metro a more viable option and/or adding bike lockers in town would help improve ridership. | X | | |
| bus system is either early or late. often it is too early and in such I often miss the bus. If the bus is running early, then they should wait. The point: stay on schedule. An empty bus is not good for public transport riders. | | X | |
| | | | Everything |

| Online Written Comments | Categories | | |
|---|----------------|------------------|------------|
| | Capital Budget | Operating Budget | Other |
| By not stopping the turn-backs from happening in June 2018 at Grosvenor Station as promised, the public (like me & others) are not getting what we want. Does that matter? It does matter to me & others. Make it matter to you, keep your commitment. A resident of DC for 8 years & Montgomery County for 72 years. Regards, Allan Schwartz | | X | |
| The service needs expanding while also keeping the existing routes operating safely and on-time, as a bare minimum. | X | X | |
| I would like the Metro to focus less on cleanliness and more on service. The Metro system is already one of the cleanest transit systems in the country, and I do not believe that a cleaner system is a safer system. As a consumer, I personally would be happy if there were more 8 car trains during rush hour at Gallery Place, even if it there were twice as many rats. Please focus more budgetary resources on service and less on cleanliness. | X | X | |
| Please allow free connections between bus to metro (and vice versa), as many other transit systems already do. The additional charge when connecting between the two transit modes exacerbates inequities in under-served communities, who have no choice but to take the bus for the first leg of their journey in order to access a metro station. Allowing free transfers can also ease pressure on the system since it would remove the penalty that currently disincentivizes people from changing transport mode mid journey in response to crowding, delays or outages. | | X | |
| One key problem that WMATA has (from the outside) is that WMATA's staff appears to have very low morale, and is thus isn't willing to help the system improve. This is peculiar because employees are well-compensated by taxpayer funds and have a very stable job. Given that there are veritable hordes of both young people and folks with experience who would love to work for WMATA, I suggest culling ranks of unmotivated individuals and 'refreshing' the organization from the bottom-up. | | X | |
| They need more bus service on routes that are underserved like rhe 83, 86, T18 and more especially during rush hours! | | | Operations |
| This survey is terribly put together. You should have additional choices, not just free text comments. | | X | |
| Pay execs less and don't cave to union demands. Trains need to be safer. This will only be accomplished through proper funding and hiring employees who care. | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>Cap budget - Pursue more Public-Private Partnerships and Partnerships with other metros that have similar tech and stds. Kudos to Paul W. Finally the board has hired someone who is qualified and knows the transportation industry. The Board of Directors should fully back the new CDO and manager. He's (Paul W) is doing a great job and making up for too many years of Metro mismanagement and Board member corruption.</p> <p>Operational budget - need for evaluation of HR and hiring practices. My wife and I have used Metro since the 1980s. In the past 10 -15 years we and others have noted and seen a notable decrease in performance and in the quality of the people hired. Let's be honest ! Metro has a lot of people who were hired due to their political connections and/or because they knew someone at HR. I cannot tell you how many unqualified people I've seen roaming around with Metro uniforms on. There needs to be more qualified people and better accountability of the employees.</p> <p>Metro Board of Directors Budget - needs to be cut and pay fewer Board members and only people that are qualified. Far too many unqualified politicians have used Metro for political purposes. This needs to change! if a proposed board member is not a qualified transportation specialist, economist with legal expert in this field MAKE THEM PASS A TEST. These political crooks have no place stealing our money and playing politics with our safety. The Metro board has had too many members and many have been a public disgrace. This corrupt practice of putting unqualified politicians who have no idea how to run a complex urban transportation system. Get rid of the unqualified board members!</p> | X | X | |
| <p>Metro MUST implement some kind of quality check system -- too many times it's been clear that Metro employees are falsifying work tickets and endangering the public.</p> <p>Also Saturday parking should not cost money, it's ridiculous that you all are trying to gouge the public for a half functioning system</p> | | X | |
| Please get rid of the Grovesnor turn back. This is ridiculous for all of us that get off at stations beyond Grovesnor. It's already infuriating that metro cars are not running as often during peak times, please let us get home at a decent time while you take all our money. The trains should run all the way even during peak times. | | X | |
| Some time ago, WMATA committed to eliminating the metro turn-backs at Grosvenor Station by June, 2018. These turn-backs cause every other train to end at Grosvenor station, severely diminishing service to White Flint, Twinbrook, Rockville, and Shady Grove stations. The turn-backs also negatively impact ridership to White Flint and other stops north of Grosvenor. I want Metro to implement that commitment as soon as possible. | | X | |
| I really enjoy the new trains. They're clean, they look nice, and they make the Metro seem more modern and up to date. While the amount of single tracking is frustrating, I'm also aware that regular maintenance means fewer accidents and delays in the long run. My hope is that money is spent deploying new buses and trains, as well as funding needed maintenance on both the track and on stations/escalators. | X | X | |
| Please continue the use of the turn back/ termination of every other red line train into the Grosvenor metro station, as well as the continued termination point of Silver Spring. This allows those in closer in stations to make sure all trains are not filled up before getting further into the system and acts as a semi express train for those who don't need to go the full length of the track. | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>What happens when there is a budget shortfall? Service reductions have been taking place consistently with the most recent one being about 6-7 months ago. While I am encouraged by the fact that we can potentially go one whole budget cycle without cuts at some point WMATA is going to need more money spent to make the service more user friendly.</p> <p>The largest factor for me choosing whether I want to take the Bus/Rail or not is estimated time of arrival for those items. The bus near me (D6) might take 20 minutes and more than a few times I use the WMATA tracker app and no bus comes. For Trains, I am pretty good because I love on the core except for if I have to transfer on a weekend. If trains take 20 minutes between each one that means I'll wait an average of 10 minutes per train I need to catch. If I need to go ~2 miles to Chinatown then my choices are 30 minutes by bike share, 40 minutes by Train or Bus, 20 minutes by Uber. The worst part being that the train and bus are unreliable and its likely it would take longer or a bus would just disappear when I expect it to come.</p> <p>My whole point being that previous service cuts will continue to affect future revenue. There needs to be some long term plan/goal to restore better service, not just a short term plan to not make WMATA worse.</p> <p>Finally, Express trains. How are there not express trains. Run them 1 time per hour from the farthest points and have them stop at important transfer junctions. Example Silver express starts at weihle and stops at East Falls Church, Rosslyn, Metro Center, le enfant, Stadium Armory, and ends at largo Town Center. Express Trains should also be available on weekdays unfortunately I doubt the infrastructure could handle it. Which means that a long term goal of WMATA is creating a 3rd 'Express' rail which could handle these trains bypassing local trains.</p> | | X | |
| Raising costs on metro and busses is the wrong approach. Metro needs to be funded, but making public transportation inaccessible to lower income people who need it most (many of whom have no other way to get to work) is unjust and ultimately will serve to reduce Metro ridership in the long run. Metro should collaborate with local community organizers (Black Lives Matter DC, One DC, etc) to expand on the existing public awareness campaign for a better and affordable metro. Everyone wants metro to work. Making vulnerable residents pay more than they can afford is not going to make that happen. | X | X | |
| Bus service in NE needs to be improved. Buses only coming every 40 minutes makes it difficult to get to work on time. | | X | |
| The most pressing issue from a rider perspective is the constant delays and unpredictability of the train schedules. The residents of the DC area CANNOT depend on metro or trust that it will reliably take us from point A to point B on a regular basis. It is very hit or miss. Stop putting shitty tv screens in the cars and start getting the trains and the operating systems upgraded so people can actually rely on your system. | X | | |
| Don't stop the Grosvenor turn backs. they are very convenient. They take out maximum crowd and are very critical. I read there is plan to stop Grosvenor turn backs in red line during peak hours. Please don't do that. | | X | |
| I would like to see an alternative budget that restores more frequent Metrorail service to the region. WMATA should name its price to make that happen--perhaps with various tiers of funding in return for service--and leave it to the jurisdictions to decide whether they'll pay up or not. As of right now with this proposed budget for the next fiscal year, rail service basically stays the same as it is currently with no other option. Why? | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| Please improve service frequency during normal operations. During scheduled maintenance, publish a schedule: every 24 minutes is not a 'show up and go' frequency, but would be much less of a problem were it possible to plan ahead. As a voter in Arlington, VA, I would support whatever budget level would be needed to achieve those two goals. | | X | |
| <ul style="list-style-type: none"> - Eliminate rail turn-backs at Grosvenor - Market-price parking at WMATA-operated lots - Seek to reduce \$/mile costs of ops/maintenance for both bus & rail - Improve bus frequency as a higher priority than speeds - Work with DOTs for additional bus-only lanes - Work with the Union to reform safety culture - Restore Automatic Train Control - Improve rail signaling to allow for smaller headways - Invest in Blue Line Realignment &/or treatments to relieve Rosslyn bottleneck | X | X | |
| Please don't get rid of the turn back at Grovesnor. The trains aren't very full after the stop and it makes sense for those of us getting off beforehand. | X | X | |
| <p>Please eliminate Grosvenor Metrorail Station turnbacks. I live near the White Flint Metro Station. Turnbacks at Grosvenor make us feel like we live in another jurisdiction - one that is less favored. One of the reasons we purchased our home in White Flint was to be near the Metro Station. When the Metrorail system works, it is tremendous. We often use it to get downtown. Using less than the entire system to save money makes little sense to me. Please fund the full use of the system and eliminate Grosvenor turnbacks.</p> <p>Robert Drummer</p> | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>I support seeking dedicated additional funding from regional governments and understand that Metro has a structural funding problem.</p> <p>However, some things could be improved without more funding. First, I strongly recommend that Metro NOT spend scarce funds on marketing activities like 'Back2Good.' That money is better spent on things that improve reliability. When Metro is consistently reliable, that will do ten times more to draw ridership than a 'Back2Good' campaign.</p> <p>Also, Metro might want to consider -- if it doesn't already do this, having managers learn from transit systems that have a reputation for operational excellence. European systems come to mind but there may be some in the U.S. or in Canada.</p> <p>Finally, as much as possible, Metro conductors should be honest about delays, not exaggerate. And it would be wonderful if bus drivers were encouraged to be a bit more cheerful. Some are great but an awful lot are sullen and grouchy. A small smile or courtesy would go a long way.</p> | | X | |
| Metro will only be able to gain back its ridership losses if it focuses not only on safety and reliability, but frequency. It is no mystery no one rides the train when you could be facing 30+ minute waits at the platform if you transfer. Peak is bad enough, off-peak service is unforgiveably lousy even at the planned intervals. In an era of on-demand and affordable private transit options (Uber, Lyft, etc.), only by providing frequent service will Metro be able to compete. | | X | |
| Fire the useless sacks of shit standing around doing nothing and spend that money on better service and fire extinguishers. | X | X | |
| Trains are frequently packed during rush hour (red line into downtown DC). Multiple times, I've had to wait on the station while 1-4 trains pass by because they're all too full to fit on. Or, everyone does try to fit, and the train is so packed that it feels dangerous. I realize that it must be difficult to balance the demand of rush hour with the much less demanding down times through out the day. But, I think that daily/frequent metro commuters would have a much better experience if trains came more frequently during peak times. | | X | |
| Run more trains and buses at all hours. | | X | |
| There is something called the law of diminishing returns. For many people what they pay for contract parking downtown is less than what it costs to take metro and park in a metro lot per month or the difference is so little they'd rather drive. | | X | |
| Drop the fares, you'll increase ridership. | | | |
| I strongly urge the WMATA to consider eliminating the Red Line turnbacks at Grosvenor-Strathmore Station. As I understand it, WMATA currently has the infrastructure to at least test taking these trains all the way to Shady Grove. It is frustrating to wait twice as long for a train at Shady Grove, Rockville, Twinbrook, and White Flint during peak periods, and it is often a choice between an eight-minute wait for a train (or longer when delays occur) or a ten-minute wait for Ride On extRa for what amounts to the same price. Please consider honoring the commitment made by the WMATA Board back in 2015 to extend service to Shady Grove by mid-2018. | | X | |
| It's not fair to raise rates with such inconsistent service. Last weekend (1/27), four of the Metro lines were only running every 30 minutes. Improving the quality of the metro should not be done on the backs of those of us who can't afford alternative transportation. | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| Service needs to be increased in NW DC on the green line. More 8-car trains are necessary, and reduced headway between trains is necessary. Trains are overcrowded during morning rush (above 175 passengers per car) and passengers are being left behind. The yellow line should logically be extended to Fort Totten to alleviate this crowding during rush hour, even if it would increase the number of yellow trains (and therefore the operating cost). | | X | |
| Please eliminate turnbacks at Grosvenor-Strathmore -- all red-line trains should go to Shady Grove! | | X | |
| <p>I am the President and CEO of the Gaithersburg-Germantown Chamber of Commerce. We appreciate the ongoing hard work on getting the system running more effectively. The region relies on a safe, reliable metro system.</p> <p>But we also need a COMPLETE system. Several years ago, WMATA committed to eliminating the Metrorail turnbacks at the Grosvenor Station by June 2018. These turnbacks of many of the trains negatively impact ridership to White Flint, Twinbrook, Rockville and Shady Grove. People do not want to get off the train and wait for another to continue their trip north. The frequency of trains during rush hours is significantly reduced as a result of these turnbacks – to about one train every 8 minutes beyond Grosvenor during peak periods – and deters people from riding Metro to and from any areas along the Red Line to the north of that station.</p> <p>Please keep your promise and eliminate turnbacks at Grosvenor.</p> | | X | |
| <p>Hello,</p> <p>My name is Amir Sharifi and I am a civil servant working for the DC government. As a resident of Rockville, MD, having to wait for alternative trains that serve my station puts extra burden on my already long commute, and I feel like residents of my neighborhood are being treated as second class citizens because of living far outside of the city. I plead for you to restore nonstop service to Shady grove on the red line if possible.</p> <p>Thank you.</p> | | X | |
| <p>To whom it may concern,</p> <p>I've recently learned that WMATA may greatly reduce train service to the Shady Grove metro station in 2019. This would be an incredibly disruptive move considering the amount of riders that rely on that station during rush hour into and out of the city. My fiancée is currently looking for work in DC and would rely heavily on metro travel once hired. Considering our budget, living closer to the Shady Grove metro is more feasible for us. Having to travel further to catch a train that a large number of riders rely on further up the line would be a huge inconvenience on both our wallets and our schedules.</p> <p>Please consider continuing regular service to Shady Grove.</p> <p>Thank you,</p> <p>Ryan Babula</p> | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>my wife and I have used the Metro since the 1970s. Since the DC city government has passed the DC one program many of us have been subject to an increase in abusive and often violent behavior from these so called 'students'. At least once a week I am abused by groups of young teenagers who take up two seats put their feet up on the benches so no one else can sit there. This is on the red line from metro to Silver spring but is concentrated in the stops between Fort Totten and Metro Center. These teens use extremely offensive, profane, very loud vulgar language. They often are violent and push each other and bump in to the customers even older customers. Many times when I've had to stand near them and tried to read a book, newspaper or magazine these teens intentionally knock my book or newspaper with their hands and often use some of the most abusive foul, loud and profane language I've ever heard. Many of us law-abiding, fare paying, taxpaying citizens can not use the Metro because it has been taken over by these so called students that really are thugs and potentially violent criminals. who are you kidding, even the Metro security is afraid of these supposed to be students. when we describe the abuse were subject to to the Metro security officers they tell us they cannot do anything because they're supposedly students and minors? many times I see these young people jump over the security gates. Bump into people and not gold people nearly to the ground with no remorse whatsoever. It's a disgrace that honest, hard-working tax and fare paying Metro customers are stopping using the Metro because it's been taken over by these groups of thugs and violent teenagers who don't even pay for the use and their abuse of the Metro and the customers. Furthermore I have seen they destroy Metro property. On more than one occasion I've heard these suppose to be students say that they carry knives or other weapons in what are supposed to be there school book bags. This program called DC one is totally out of control and is an absolute abuse of the metro customer and older citizens. What it basically does is chases older customers and law-abiding citizens from Maryland and Virginia off the trains due to the undisciplined, unsupervised, violent and abusive behavior of these district teenagers. There are not Kids and they should not be allowed to Ride Free. it's like the DC gov. is providing incentives to these teen gangs of thugs to go on the Metro and abuse older customers.</p> <p>This program needs to be reformed or the Metro will be taken over by thugs and gangs!</p> <p>The Kids Ride Free program allows students to ride for free on Metrorail within the District to get to school and school-related activities. The program uses an electronic Kids Ride Free pass that is loaded onto students' DC One Cards.</p> <p>To be eligible, students must meet all three qualifications below:</p> <p>Resident of the District of Columbia</p> <p>Age 5 to 21</p> <p>Enrolled in an elementary or secondary public, private, charter or parochial school located within the District; or a 'Ward of DC' through the Foster Care System.</p> | | X | Fares |
| I would appreciate the Metro serving the Shady Grove station as often as possible. Thank you! | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|---------|
| | Capital Budget | Operating Budget | Other |
| <p>my husband and I have used the Metro since the 1970s. Since the DC city government has passed the DC one program many of us have been subject to an increase in abusive and often violent behavior from these so called 'students'. At least once a week I am abused by groups of young teenagers who take up two seats put their feet up on the benches so no one else can sit there. This is on the red line from metro to Silver spring but is concentrated in the stops between Fort Totten and Metro Center. These teens use extremely offensive, profane, very loud vulgar language. They often are violent and push each other and bump in to the customers even older customers. Many times when I've had to stand near them and tried to read a book, newspaper or magazine these teens intentionally knock my book or newspaper with their hands and often use some of the most abusive foul, loud and profane language I've ever heard. Many of us law-abiding, fare paying, taxpaying citizens can not use the Metro because it has been taken over by these so called students that really are thugs and potentially violent criminals. who are you kidding, even the Metro security is afraid of these supposed to be students. when we describe the abuse were subject to to the Metro security officers they tell us they cannot do anything because they're supposedly students and minors? many times I see these young people jump over the security gates. Bump into people and not gold people nearly to the ground with no remorse whatsoever. It's a disgrace that honest, hard-working tax and fare paying Metro customers are stopping using the Metro because it's been taken over by these groups of thugs and violent teenagers who don't even pay for the use and their abuse of the Metro and the customers. Furthermore I have seen they destroy Metro property. On more than one occasion I've heard these suppose to be students say that they carry knives or other weapons in what are supposed to be there school book bags. This program called DC one is totally out of control and is an absolute abuse of the metro customer and older citizens. What it basically does is chases older customers and law-abiding citizens from Maryland and Virginia off the trains due to the undisciplined, unsupervised, violent and abusive behavior of these district teenagers. There are not Kids and they should not be allowed to Ride Free. The Washington DC gov. is providing incentives to teenage gangs and thugs to go on the Metro and abuse older customers!</p> <p>This program needs to be reformed or the Metro will be taken over by thugs and gangs!</p> <p>The Kids Ride Free program allows students to ride for free on Metrorail within the District to get to school and school-related activities. The program uses an electronic Kids Ride Free pass that is loaded onto students' DC One Cards.</p> | X | | |
| Coming from somewhere that doesn't have any metro I really like it. I would say I would like more trains going on the weekends. It sucks to walk into the metro and see its a 24-minute wait till the next train leaves. In terms of price it is expensive to get out to the end of the silver line but overall it is fine. | X | X | |
| It is my understanding that WMATA has been placed under significant pressure by Mont. Co. Exec. Ike Leggett and others to end the Grosvenor turn-back. I write in opposition to Leggetts's position. I am a regular rider of the Red Line and I routinely observe that trains are nearly empty when they arrive at Grosvenor station in the afternoons. I would respectfully ask whether it is really in Metro's interest to be running more near-empty trains all the way to Shady Grove every day. Maintaining the Silver Spring to Grosvenor line allows for additional trains to be dedicated to the Red Line's busiest section. I would ask that Metro rely on its own research and ridership information to make such an important decision, rather than poorly-informed, politically-motivated feedback like Leggett's. Thank you. | | | service |
| Please run trains and buses more frequently. | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|--------------------------------|
| | Capital Budget | Operating Budget | Other |
| <p>This comment pertains to metro service, which I think is affected by the operating budget. When metro lengthened the number of minutes between trains during rush hour, the impact on riders was definitely noticed. The trains were more crowded and it was difficult waiting outside on platforms during cold days for 8 minutes between trains. If that initiative is going to continue, and even if it is not, I support continuous service on the red line to Shady Grove. There is really no reason for trains turning around at Grovesnor. Many riders, like me who get off at Twinbrook, ride past Grovesnor, particularly during the evening rush hour, and there are a sufficient number of riders to fill all the trains going to Shady Grove. If you miss a Shady Grove train at Gallery Place, you often have to wait 10 minutes or so for the next one. That is ridiculous at rush hour. However, I do support starting trains at Grovesnor in the morning. It is very helpful to relieve congestion on trains in the morning rush hour. Many trains from Shady Grove are already full, especially the newer ones which have fewer seats, when they get to Twinbrook, and it is very helpful to know that I can get off at Grovesnor and there will be an empty train coming in just a few minutes. Please do not stop that service in the morning. We older people need to be able to sit for the long ride into DC. Thank you for the opportunity to comment</p> | | X | |
| <p>Automate it and get it running 24/7 or at least til 2:30 AM on weekends.</p> <p>...actually, just hire a private contractor with a real plan to modernize it and just stop the slow bleed of allocated funding that's plagued the system for the last 20 years.</p> <p>P.S. It shouldn't take a year and a half to fix one escalator</p> | | | Operations |
| <p>Uploaded attachment - #4</p> <p>This is my statement for Metro on the FY2019 Budget</p> | X | X | Sales/Promotion |
| | X | X | Rail Station Improvements |
| <p>Uploaded attachment - #1</p> <p>Tino Calabia, Vice Chair</p> <p>AAC Bus/Rail Subcommittee</p> <p>Front Cover</p> <p>I'm Tino Calabia, a member of your Access Advisory Committee. Like others here, I've only three minutes to speak. My testimony focuses on MetroRail and is submit</p> | X | X | Metrorail Station Improvements |

| Online Written Comments | Categories | | |
|--|----------------|------------------|--------------------------------|
| | Capital Budget | Operating Budget | Other |
| <p>Uploaded attachment - #1</p> <p>Tino Calabia, Vice Chair</p> <p>AAC Bus/Rail Subcommittee</p> <p>Front Cover</p> <p>I'm Tino Calabia, a member of your Access Advisory Committee. Like others here, I've only three minutes to speak. My testimony focuses on MetroRail and is submitted online for your review, so I'll take just 90 seconds here.</p> <p>I quote from Zachary Schrag's monumental work, "The Great Society Subway." Schrag writes:</p> <p>"Designed by Harry Weese, Metro is built of grand, vaulted spaces . . . glowing with soft, indirect light." (p.65.)</p> <p>Furthermore: " . . . Decades after its design, Metro remains, in a word, stunning." (p. 65)</p> <p>I agree. And the encomiums earned by Weese are well deserved. But Schrag quotes Weese himself as saying, "disabled advocates were just another lobby." (p. 167) Schrag further quotes Weese as adding, "They wanted all kinds of fancy gadgets." (p. 167)</p> <p>As an AAC member who serves at your pleasure, I'm proud to advocate for people with disabilities. I trust you'll read my 12 suggestions on improving lighting and other matters. You'll see that I'm not wishing for "fancy gadgets." As you WMATA Board Members surely are, I'm also for equal access throughout our transit system. Thank you.</p> | X | X | Metrorail Station Improvements |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>I see that the proposal will not cut service but what about restoring service that has been taken away or greatly reduced in recent years? For example, it is ridiculous that I have to take a train before 7:30 am to be able to get a seat on the train when I get on at Shady Grove because trains now run so far apart on the red line during rush hour that it is incredibly packed, to the point of unacceptable uncomfortability any time after that during morning rush. Another example is that I finally agreed to invitations to meet up with co-workers and family immediately after work in recent weeks but I'm going to stop doing that because each time I've done that I've been shocked and appalled to find that the standard wait for a train at 7:30 pm is 12 minutes (minimum). That is absolutely ridiculous. I would much rather not spend my hard earned money enjoying drinks or dinner after work than to do so only to have my good mood ruined when I see how long my wait for a train is. You are directly, unapologetically taking money away from businesses (and yourselves) by having such a schedule. I already refuse to tame metro on the weekend because I would rather spend the \$40 to take Uber into the city than waste up to an additional hour each way dealing with trains running 24 minutes apart AND single tracking. I now just limit going into the city on the weekend to absolute necessity. Also a shame because I feel stuck and the city loses out on money (once again). I won't even take metro locally within Montgomery County on the weekends it's so bad.</p> <p>Rather than wasting an inexplicably inflated amount of money on overtime, you should hire more workers for each shift. I work in Human Resources so I know that the same amount you're spending on a few hours of overtime per person, per shift would be better spent hiring enough workers that you are not spending more on less people and less working hours.</p> | X | X | |
| <p>Please continue regular service from Grosvenor to Shady Grove. Don't make every other train turn back. There are tens of thousands of residents along that corridor, and we need them to use Metrorail, not drive.</p> <p>Thank you.</p> | | X | |
| <p>Transportation is metro's business- stick to timeliness and identify stop-go-stop-go issues with trains. The stop-go common issue gives an unease ride and uncomfortable standing rider difficulty. Remove that issue and timelines can be maintained and met. No additional trains required.</p> <p>Cleaner and safer stations which include the property outside the metro station.</p> | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>Montgomery County Civic Federation, Inc. Bethesda, MD 20827-1123</p> <p>January 31, 2018</p> <p>Mr. Paul J. Wiederfeld General Manager and Chief Executive Officer Washington Metropolitan Area Transit Authority 600 Fifth Street, NW Washington, DC 20001</p> <p>My name is Jerry Garson the Transportation Chairman, and I am writing on behalf of the Montgomery County Civic Federation, Inc. which represents about 150,000 Montgomery County residents.</p> <p>The mission of the MCCF is to preserve and improve the quality of life for all current and future residents of Montgomery County, Maryland.</p> <p>The MCCF recommends that WMATA fulfil the promise made to the residents of Montgomery County that all Red Line trains would continue to the Shady Grove Metro Station starting July 1, 2018. Currently about half of the Red Line trains turnback at the Grosvenor Station during peak periods.</p> <p>When it is cold many riders complain about waiting in the cold outdoors for the next northbound train, which results less riders using the Red Line.</p> <p>This has led to the following declines in Red Line station use from May 2008 to May 2017.</p> <p>Shady Grove Metro Station decline of 21.1% Rockville Metro Station decline of 17.1% Twinbrook Metro Station decline of 17.0% White Flint Metro Station decline of 16.6%</p> <p>There has been a corresponding decline in the use of the parking lots that were recently built at both the Twinbrook and White Flint Stations.</p> | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|---------------------|
| | Capital Budget | Operating Budget | Other |
| <p>The residents of the neighborhoods closest to Grosvenor often cannot find parking at the Grosvenor Lots because of the restrictions for prepaid parking due to residents of other areas parking at the Grosvenor Metro Station, this has resulted in many residents driving instead of using the Metro.</p> <p>One of the reasons that was previously given was the lack of Rail Cars. Currently not all rail cars are being used</p> <p>Since its founding in 1925, the volunteers of the MCCF have committed themselves to providing an effective citizen voice to government policy makers, both elected and appointed. The Civic Federation is a not-for-profit, county-wide umbrella group designed to promote cooperation, education and effectiveness of civic and community associations in Montgomery County.</p> <p>It addresses a wide range of concerns in transportation, land use, environment, education, budget and finance, public safety, and ethics. With its strength of numbers and thoroughness of its deliberations, the Montgomery County Civic Federation influences county policy and balances the activities of vested county pressure groups.</p> <p>Thank you for considering our views.</p> | | | |
| The new rail cars need redesign! There are about 20 fewer seats on each train, and that makes for a very uncomfortable ride when so many more of us have to stand for long distances. More leg room is only helpful if you actually have a seat! It becomes a toss-up as to which is more uncomfortable: sitting in traffic, or standing on a Metro train. | X | | |
| Please spend less \$\$ on advertising Metro as 'back2good' and more on actually improving service reliability and keeping fares low. We don't need a publicity campaign. Actions speak louder than words. | | X | |
| I believe the turnbacks at Grovesnor should be eliminated. Growth in that part of Montgomery County is accelerating (particularly around White Flint and Shady Grove), and having half the service during rush hour for these communities does not make sense. I also believe the turnarounds can create a bad customer experience (e.g. when an 8 car train off loads and a six car train follows or when a replacement operator doesn't show up). For a relatively modest cost, this change can increase substantially the level of service for thousands of customers. | | X | |
| End the turnbacks at Grosvenor-Strathmore. Service once every eight minutes is unacceptable. Ridership to Shady Grove is high, based on the packed trains and the number of people that have to exit Grosvenor trains and wait for the next train to Shady Grove. | | X | |
| | X | X | Service commitments |
| Please extend continuous Red Line service to Shady Grove. End turnbacks at Grosvenor and maintain 4-minute headways along the entire western end of the Red Line. This is important to increase ridership at Shady Grove, Rockville, Twinbrook, and White Flint, and reduce congestion in the Interstate 295 corridor. | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| I used to take metro, very disappointing trains was trashed not very comfortable with the ride. Waiting for train honestly let natural light in from outside it was dark gloomy and workers was not willing to help you. The current way of paying needs improvement seeing people jump over and not paying, while I was paying. Maybe you should use a door where the card access opening up doors. More security and uses of dogs if needed. If you want more money for budget give a great idea you might get it. Plus keep up with maintenance. You have employed people get your money's worth out of them. | | | All |
| I support metro putting more money into safety after the years of it not being maintained. Thank you for making the efforts to fix metro. | | X | |
| <p>Uploaded attachment - #5</p> <p>Please see the attached letter from members of the Maryland General Assembly regarding elimination of the Grosvenor turnback. Thank you,</p> <p>Sean Emerson</p> <p>Legislative Aide</p> <p>Office of Delegate Marc Korman</p> | X | | |
| <p>Please add bicycle pods to metro stations in order to prevent theft.</p> <p>Increase coverage to Shady Grove.</p> <p>Invest in automation and more frequent rides.</p> | X | X | |
| Restore either Yellow Rush Plus service OR reduce headways on the Yellow Line to 4 minutes during rush hour. 6-10 minute headways during rush are unacceptable and trains can be dangerously crowded. | | X | |
| Uploaded attachment - #6 | | | |
| Please stop turning the redline trains around at Grosvenor during rush hour. This hurts the many customers that go to Shady Grove during this time. Shady Grove has two large parking garages and is more popular than Grosvenor. Shady Grove also has one down escalator and one stairwell to handle this large amount of customers at one time. This results in backups at the stairwell and escalator. It also results in some people running toward the stairwell to beat the rush of people. I think this has and continues to discourage some people from taking metro because these trains are often overcrowded. I think you'll find increased use of metro and you'll also find the trains will run more smoothly and efficiently if they no longer have to stop, unload everyone, and then turn around at Grosvenor. This increase in efficiency will partly decrease the loss of downtown trains. Thanks for keeping your word and stopping this practice this year. | X | | |
| I commend WMATA for NOT planning to implement a change to the Red Line that would require all trains to go all the way to Shady Grove. I prefer the current procedure to turn some trains around at Grosvenor in order to ensure ample train coverage within the parts of the Red Line that really need it. | | X | |
| continue the grosvenor turn back service from 8 to 9.30 in morning. else trains will run super crowded. please do not cancel those turn backs. else run trains every three minutes during peak hour in morning. | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|--------------------|
| | Capital Budget | Operating Budget | Other |
| <p>It is critical that Metro run all Red Line trains through to Glenmont. With all the growth in the Wheaton area, including a large Capital Bikeshare presence, it is imperative that no trains terminate at Silver Spring.</p> <p>Trains are always backing up at Silver Spring due to the long time period needed to actually turn trains around !</p> <p>This in fact regularly delays the entire Red Line ! So, in order to make service more efficient in the whole line, please eliminate the annoying turn backs at Silver Spring at all times. This will save money and reduce delays. Thank you very much.</p> | | X | |
| <p>I am tired of paying rush hour fare for non-rush hour service. Rush Hour service should and used to be a train coming every 2-3 minutes not every 3-8 minutes, please start giving us rush hour service for which we are paying for, also, every Red Line train should be headed straight to Shady Grove station, not to Shady Grove and Grosvenor, eliminate train service to only Grosvenor. If u wanna help with the congestion provide rush hour service.</p> | | X | |
| <p>I do not approve of eliminating the Grovesnor turn-around during rush hour. Half the trains should stop at Grovesnor and get back into town to promote the smooth flow of traffic in and out of downtown during rush hour.</p> <p>Bob Glenn Lesak</p> <p>Potomac, MD</p> | | | Red line extension |
| <p>Please keep the turnarounds at Grosvenor and Silver Spring. This provides much more frequent service for the bulk of Metro Red line passengers at no extra cost to the system. I would, however, use 6-car trains for these routes rather than send the 6-car trains to Shady Grove and turn the 8-car trains around at Grosvenor.</p> | | | service |
| <p>MetrDedicated Metro budget is a must</p> | X | X | |
| <p>Please commit to extending all Red Line service to Shady Grove beginning July 2018 as the WMATA board committed to in 2015.</p> <p>Please also address operational issues of vehicles exiting from the Shady Grove Metro to Redland Road. The exit is currently not quite wide enough for two lanes, but is used that way often - creating safety concerns.</p> | | X | |
| <p>Metro should extend all red line service to the Shady Grove station, instead of terminating some trains at Grosvenor. Riders from Shady Grove pay some of the highest fares in the system, and should have better service than has been provided in the past.</p> | | | Service |
| <p>Eliminate the red line turnback at Grosvenor for future Amazon HQ2 either in DC, Montgomery county or Virginia !!</p> | X | | |
| <p>Please extend all Red Line service to Shady Grove beginning July 2018 as previously decided on. Wait times at Shady Grove can be excessive. Thank you, Rebecca M. Lowe, Olney, MD</p> | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------------------------------|
| | Capital Budget | Operating Budget | Other |
| I applaud the improvements and the 15min grace period, the RushHour Promise, New 7000 series trains, Wi-Fi in Metrorail Stations, more responsive on Twitter accounts @metrorailinfo and @metrobusinfo, etc. , SelectPass however I think SelectPass should include access to the bus at all price points. Currently it only has the metrobus AND metrorail option at two price points. The current SelectPass is too limited it should have the ability to add the bus option to all price points and the bus should allow for access on all bus operators such as ART, TheBus, RideOn, DASH, and Circulator, Connector, etc. Treat this as a true transit system not a bus system and a metrorail system. Also there needs to be some outreach by WMATA to employer's benefits managers and especially Federal Agency HR departments on how to give employees the option to choose SelectPass. Thank you. | | X | |
| Please allow all the Redline Metro Train go all the way to Shady Grove Station, due to growing population. | | | |
| <p>Metro gate entrances (where people scan their SmarTrip cards) should be updated and replaced. The Metro gate system entrances that New York uses with their multiple bars to walk through is more secure.</p> <p>Also, similar to Boston or New York, Metro should offer monthly passes that are discounted. I think frequent Metro riders would really appreciate that. Boston has a flat fee for every ride, regardless of destination. New York doesn't have flat fees for rides but values passes (7-day, monthly, unlimited, etc). Both systems have discounts available to any and all passengers. It's not restricted by anything.</p> <p>Maryland, DC and Virginia should equally share the operating and capital budget since people/populations from all regions/territories use the metro system throughout the region. It's fair.</p> | X | X | |
| In my opinion, through service beyond Grovesnor on the RedLine should occur on all northbound rush hour trains. Now, trains destined to turn back at Grovesnor are considerably less crowded than trains destined for Shady Grove. | | | Thru service beyond Grovesnor |
| As a long-time regular Red Line rider, I have frequently been impacted negatively by Red Line trains that turn around at Grosvenor. I live in Montgomery County and work in D.C., and in addition to taking Metro, I must also take a bus to get home. Many times, the fact that I have to wait even a few extra minutes for a Shady Grove train means I miss my bus, which adds almost half an hour to my hour and a half commute. Also, there are many times when the Grosvenor trains are almost empty but the Shady Grove trains are packed. I am short and cannot reach the overhead hand holds on the newer trains, so standing is problematic for me (not to mention sometimes painful at the end of a long work day). Please abide by your pledge to extend more Red Line trains to Shady Grove. Thank you. | | X | |
| Please eliminate the Red Line turnbacks at Grosvenor, ALL trains should go all the way to Shady Grove! | | X | |
| <p>I Stronly urge METRO to extend all red line trains to Shady Grove station and eliminate the Grosvenor turnback. Red line trains are over crowded and do not meet the needs of riders between Grosvenor and Shady Grove.</p> <p>The turnback may have been fine 20 years ago but does not make sense any more. On any given weekday, I can end up standing all the way into and out of downtown. The ridiculous part is that I board the train at Rockville. If trains are packed by the 2nd or 3rd station, that is a problem.</p> | | X | |
| Stop wasting money on station managers. | | X | |
| Please extend all the Red Line trains to the Shady Grove station. | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| Do not turn back red line trains at Grosvenor! As a White Flint rider, on evening rush there are often overfull trains unloaded @ Grosvenor to turn around. And then next Shady Grove train is already full but ppl have to try to push on. This makes no sense! Please continue all trains to Shady Grove! Thanks | | X | |
| Please eliminate Grosvenor turnbacks and extend all red line trains to Shady Grove. If this is not possible, please use all 8 car trains to Shady Grove and use the 6 car trains for the shorter route. | | X | |
| <p>Metro needs to keep its promise to run all the Red Line trains to Shady Grove beginning July 18. As Metro's own studies show, there is inadequate capacity on this stretch of the Red Line currently. Trains are often over-crowded. No series of your trains has been built for such overcrowding. Each series has places where there is no place for standees to hold on. It's different for each series, but there is no series built for packed trains - even though you know that happens all the time. There's no quick fix to that problem of poor design of all trains, but at least you can ease the overcrowding.</p> <p>Montgomery County is pleading for the end of the switchbacks at Grosvenor. In this case, the County Government is definitely speaking for those of us who reside in the County near the stations with grossly inadequate service.</p> <p>The policy of not adequately providing for Metro riders, and continually cutting back rather than accommodating people who prefer mass transit, is anti-environmental and irresponsible. Metro is in a death spiral. You can't solve the financial problems by driving away the customers. It's time for Metro to act sensibly for once. We, the customers are tired of the 52 years of mismanagement.</p> | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>Washington Metropolitan Area Transit Authority Proposed FY 2019 Budget Public Hearing (B18-01, 02), Testimony given by David Schwartzman, January 31, 2018, Metro Headquarters, 600 5th Street, NW, Washington, D.C.</p> <p>As a member of the Safe Our System Coalition (SOS), the DC Statehood Green Party strongly supports the Coalition's "Make it better, fairer and more reliable" platform.</p> <p>As I testified to you one year ago (January 30, 2017) a progressive dedicated funding stream for metro should be created, relying on taxation of big corporations and wealthy residents, especially millionaires. like Mayor de Blasio proposed for the NYC subway.</p> <p>In 2016, Mayor Bowser and WMATA Chair Jack Evans proposed a regional sales tax to fund Metro in coming years ("Leaders split on Metro funding", Washington Post, B1, October 13, 2016). We oppose any increase in sales taxes for two main reasons. First, these increases would be a regressive tax on low and middle-income users of Metro, in particular buses. Balancing the Metro budget on the backs of low income and working people would be an unwelcome continuation of the approach of the Control Board era for District residents, when budgets were balanced by hurtful cuts in programs that served low-income and working class residents. We don't need another dose of austerity for those who can least afford it, especially when the income and wealth gap is widening between the very rich and the rest of us. The income gap and child poverty rate in the District is now among the biggest in the nation, compared to cities and states.</p> <p>In my testimony to WMATA one year ago (January 30, 2017) I said "Second, raising fares will discourage Metrorail and bus ridership, shifting reliance for commuting to cars, precisely the opposite to what is needed to reduce regional air pollution and its negative health impacts as well as carbon emissions which contribute to global warming. This approach is directly opposite to the self-declared objectives of the District government following its initiative, Sustainable DC."</p> <p>From WMATA's Proposed Budget for FY 2019, Executive Summary we find confirmation of my prediction, along with many other transit justice activists, regarding the impact of fare increases (combined with the impact of continued unreliable service):</p> <p>"Metro's primary FY2019 budget challenge is declining passenger revenue as ridership continues to decrease. Bus and rail ridership and revenue through the first quarter of FY2018 were below budget, and this trend is projected to continue throughout the fiscal year. [bold added] Total estimated ridership in FY2019 for rail and bus is four percent below the FY2018 budget, and FY2019 rail and bus revenues are projected to be \$25 million below FY2018."</p> <p>Dedicated funding for WMATA should come from the taxation of regional wealthy residents, commercial property benefitting from WMATA proximity and regional corporate profits</p> | | | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>Please note that our WMATA Chair, Jack Evans, certainly has experience with promoting dedicated public funding, e.g., the DC Convention Center and Baseball Stadium.</p> <p>The WMATA Board should recommend to the governments of its jurisdiction serious consideration of the following progressive approaches to dedicated funding of the WMATA system:</p> <p>1) Taxation of regional wealthy residents</p> <p>In 2015, the most recent data available, DC returns with adjusted gross incomes (AGI) of \$1 million and above had a taxable income of \$5.39 billion, while for the same top income bracket MD had a taxable income of \$18.13 billion and VA \$24.71 billion (1). For the WMATA region the total tax income of these millionaires was \$48.2 billion, now likely even higher. A 1% tax on regional millionaire income alone would generate \$482 million! For residents with AGI \$200 thousand and above the total taxable income was \$12.8 billion in DC, \$61.02 billion in MD and \$83.4 billion in VA, giving a total taxable income of \$157.2 billion. A 1.1 % surtax on this income would generate \$1.8 billion equal to the proposed FY 2019 budget funding from state and local sources. Note that the new federal income tax legislation in 2019 gives these wealthy taxpayers an average tax cut amounting to 1.2 to 3.4 % of their pre-tax income (2), more than a modest 1.1 % surtax that would deliver the total proposed state and local funds amounting to \$1.8 billion corresponding to the FY 2019 budget. In addition, DC, MD and VA could generate significant additional revenue by simply recovering the remaining federal tax cut for these wealthy residents, leaving them with the same overall tax burden, state and federal, as if no changes occurred in the tax codes. For example, in 2019 DC could likely gain \$300 million in more revenue, badly needed for housing and income support for low-income residents, by just hiking the DC income tax payments from the wealthy by 2%.</p> <p>Thus , I urge DC, VA and MD to consider raising their state income rate on wealthy residents, especially millionaires, leaving them with the same overall tax liability, a step to making DC, MD and VA's tax structures more progressive, based on ability to pay. Note that Massachusetts has considered a 4% surtax on millionaire income to be spent on transportation and education (3) Likewise voters in the November 2016 election approved tax hikes on the rich in California and Maine (4).</p> <p>2) Revenue from taxing commercial property benefiting from WMATA proximity</p> <p>This case has been eloquently made by Rick Rybeck (5) and his dad, Walter Rybeck (6):</p> <p>“It is very sad that WMATA is pleading poverty while it is giving away billions of dollars in Metro-created land values. (Metrorail cost about \$10 billion to build, but has created more than \$10 billion in additional land value around its stations.)” (5)</p> | X | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>"A limited number of owners of prime sites near stations reap... Metro-generated land values as windfalls; this fuels land speculation and gentrification... A universal property-tax abatement [reducing the tax applied to privately-created building values while increasing the tax applied to publicly-created land values] would bring about results that exceed the wildest dreams of transit supporters and local political leaders" (6)</p> <p>3) Revenue from a gross receipts tax on regional corporations</p> <p>Given that they derive immense benefits from a publicly-funded WMATA, a gross receipts tax on regional corporations should be considered with an Ohio-like provision prohibiting pass-on to prices of its products, and WMATA should strongly urge its jurisdictions to all pass this regional tax.</p> <p>Finally, forcing those who can't afford fares to pay excessive fines or face arrest is a bad policy. Metro should serve low-income communities, not be financed by the criminalization of low-income particularly Black and brown communities. Criminalizing folks who can't pay fare is not the way to save Metro. The Trump-Sessions repressive 'law and order' agenda should be rejected by WMATA. We need transparency and broader public outreach on major transit changes. WMATA should hold public hearing in every region that receives WMATA services, Board meetings should be more accessible and held at a time when the average rider can attend, and in meeting rooms large enough to account for public participation.</p> <p>In conclusion, we stand in solidarity with ATU Local 689 in their struggle for protection of union rights and public transit, expanded and better quality service and a cleaner environment.</p> <p>Endnotes</p> <p>(1) Source of data: IRS data, http://www.irs.gov/uac/SOI-Tax-Stats-Historic-Table-2; Historic Table 2 State Data Tax Year 2015, open DC, MD, VA on the map).</p> <p>(2) Source of data: https://itep.org/finalgop-trumpbill/</p> <p>(3) http://www.bostonmagazine.com/news/blog/2016/10/28/massachusetts-millionaires-2; http://www.wbur.org/news/2016/01/19/economists-push-for-millionaires-tax.</p> <p>(4) http://www.forbes.com/sites/ashleaebeling/2016/11/10/voters-okay-state-income-tax-hikes-for-the-rich/#5eec6e4b16d0.</p> <p>(5) https://ggwash.org/view/43122/wmata-is-up-against-a-budget-deficit-today-it-floated-ideas-for-some-very-big-very-difficult-changes, comment by Rick Rybeck on October 12, 2016 at 12:14pm</p> <p>'It is very sad that WMATA is pleading poverty while it is giving away billions of dollars in Metro-created land values. (Metrorail cost about \$10 billion to build, but has created more than \$10 billion in additional land value around its stations.)</p> <p>Of course, this is not WMATA's fault. The jurisdictions that comprise the WMATA Compact allow publicly-created land values to become windfalls for private landowners. This is the fuel for land speculation—a parasitic activity that creates sprawl, blight and gentrification. Periodically, speculation creates land booms and busts that bring our economy to its knees.</p> | | | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|------------|
| | Capital Budget | Operating Budget | Other |
| <p>There is a remedy. Some communities have rectified this situation by reducing the property tax rate on privately-created building values while increasing the tax rate on publicly-created land values. The lower tax on buildings makes them cheaper to construct, improve and maintain. This is good for residents and businesses. Surprisingly, the higher tax on land helps keep land prices more affordable by reducing the profit from land speculation and thereby reducing the speculative demand for land.</p> <p>Therefore, we should not be cutting transit service for the poor and others who need it. We should be ending publicly-created windfalls for the affluent. ("Put an end to wealthfare!")</p> <p>For more info, see "Funding Infrastructure to Rebuild Equitable, Green Prosperity" at http://revitalizationnews.com/article/funding-infrastructure-for-sustainable-equitable-revitalization/</p> <p>(6) https://www.washingtonpost.com/opinions/how-metro-can-recapture-some-of-the-value-it-creates/2017/11/24/dc4efe8a-c63c-11e7-afe9-4f60b5a6c4a0_story.html?utm_term=.6d9889d3e9e1</p> <p>How Metro can recapture some of the value it creates By Walter Rybeck, November 24, 2017.</p> <p>David Sc</p> | | | |
| <p>On behalf of the Greater Farmland Civic Association, which represents 980 households in North Bethesda, we take exception of the plan to delay the end of the turnaround at Grosvenor and keep current service on the part of the line north of Grosvenor. Many of our residents rely on Metro, for the most part to go to their jobs south of White Flint. Because of the current headway between trains, many of the trains are overcrowded before they reach White Flint, which makes for a crowded, unpleasant experience, even on the new 7000 series trains. Moreover, we pay a premium price to travel to and from downtown Washington but do not receive the same level of service as those south of us who pay less. Moreover, with the County trying to create a new downtown at White Flint, the lack of rail service will serve to discourage further development, thereby lessening the funding that could be provided by Montgomery County to Metro. We strongly urge you to consider running all trains to and from Shady Grove. Moreover, we urge you to consider adding a northern exit/entrance to the White Flint station as soon as possible.</p> <p>Ed Rich</p> <p>President Greater Farmland Civic Association</p> | | X | |
| Please consider revenue dedicated to not and eventual raising of fares, as I would like to see senior eligibility age lowered to age 55 | | | in general |

| Online Written Comments | Categories | | |
|--|----------------|------------------|--|
| | Capital Budget | Operating Budget | Other |
| Please keep your promise to continue extending service to shady grove metro station. Thank you. | | X | |
| Please consider extending remind service to Shady Grove during rush hour for All trains. Real service has gotten to be extremely long wait of about eight minutes from twinbrook station. As a result, trains from Twinbrook get extremely crowded as so many people get on at Shadygrove and Rockville stations that it's already hard to find a place to stand even sometimes at Twinbrook in the morning. Adding frequency of trains would reduce congestion. | | | extend red line service to shady grove |
| Please include in your 2019 Budget the extension of more continuous Red Line service to Shady Grove beginning July 2018. currently, about half of these trains turn back at Grosvenor. This would increase ridership on the Red Line, and reduce congestion in Montgomery County. Thank you. | | X | |
| I support eliminating the Grosvenor turnback and support expanding the present platform and/or adding additional platforms at the Shady Grove Metro station to accomodate a growing platform crowding problem. I LOVE METRO, please make us proud, Marcia Bond, Rockville, Maryland 20850 | X | X | |
| Please retain full service at Grovesnor-Strathmore. We are a growing community that doesn't need reduced at this key Pike District Metro. | | X | |
| End the Grosvenor turnback. It overcrowds trains to stops after it and makes the delay much longer also which materially affects the stops after Grosvenor. | | X | |
| Please end turn backs at Grosvenor. I live in white flint and have to drive to grosvenor, because the trains are too full. Also every other train at grosvenor is packed, so the effective rush hour wait is about 10 min. Nothing like when I lived at silver Spring and we could still get on trains from glenmont. | | X | |
| Please end the Grosvenor Turn-Backs. | | X | |
| Metro has numerous safety issues that should be prioritized, along with numerous service issues around speed and efficiency. Please do not take anything away from those priorities by dedicating resources to the Grosvenor turnaround. Leave it as is. You've got much bigger fish to fry. | | X | |
| Trains should no longer be turned back at Grosvenor-Strathmore | | X | |
| End GROSVENOR METRO TURNBACKS!! Counter productive !! | | X | |
| Please honor your commitment to end Metro turn backs at Grosvnor station. This is hindering development north of that station and unfairly impacting residents and people who work by the impacted stations. | | X | |
| Please do NOT end metro trains at Grosvenor Station. I use the metro all the time and need to exit beyond the Grosvenor stop. Your practice of ending trains at Grosvenor increases my wait time and leads to severe crowding. If you want me to be a customer, I need to be able to get a train beyond Grosvenor. | X | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|---------|
| | Capital Budget | Operating Budget | Other |
| <p>Please extend all Red Line trains to Shady Grove, and end the turnaround at Grosvenor-Strathmore. Having every other train end at Grosvenor results in overly crowded trains to Shady Grove - to the point where passengers sometimes have to wait for multiple trains to pass before they can board. Meanwhile the Grosvenor-bound trains are well below capacity.</p> <p>Having limited service to White Flint, Twinbrook, Rockville, and Shady Grove hurts the ridership at those stations. White Flint is in the midst of a development boom, with multiple office buildings and multi-family units at full occupancy - yet many people drive to and from because the Metro service is unreliable. Twinbrook is host to Montgomery County's main HHS campus, which employs hundreds - yet many drive rather than rely on patchy service. Rockville is the County seat and yet people drive because the lead time for trains is so long. Shady Grove is host to USG and the life-sciences corridor, yet traffic is terrible in that area because so many people drive rather than rely on Metro.</p> <p>Stopping trains at Grosvenor does not make sense, hurts Metro ridership, and lengthens the commutes of thousands of people while they wait for a train that will actually go to the end of the line. Please end the turnaround at Grosvenor-Strathmore and have all Red Line trains serve Shady Grove.</p> | | | Service |
| Please eliminate the trains that stop at Grovesnor and go no further. This had been a commitment in previous plans and all trains past Grovesnor should be the standard for the upcoming budget. Thank you. | | X | |
| 1. Please discontinue the practice of stopping trains at Grosvenor during rush hour. This is an inconvenience for riders that delays commutes a fair amount. | | | |
| 2. PLEASE reconsider the new screens that have been placed in bus stations near the White Flint station. These send out a large, white glow at night that contributes to light pollution and is especially bothersome to broadcast a bright screen when NO ONE IS AT THE BUS STATION. We have enough screens in public. Most people will check the schedule on their phone or they can use the signs that have worked perfectly well for decades. This is not a good addition to the neighborhood. | | X | |
| All Red Line Trains need to extend to Shady Grove. | | X | |
| I am writing in support of ending metro's grosvenor turnaround. Metro should run all trains through to shady grove beginning July 2018 as originally planned. This step is vitally important to the continued success of development around the white flint, Twinbrook, rockville and shady grove stations. Thank you. | | X | |
| PLEASE ELIMINATE THE GROSVENER TURN-AROUND AND EXTEND ALL TRAINS TO SHADY GROVE. YOU REALLY NEED A LONG TERM PLAN TO EXTEND THE METRO BEYOND SHADY GROVE, POSSIBLY TO CLARKSBURG, MD. | | X | |
| THE PLATFORM AT SHADY GROVE IS A HAZARD DURING RUSH HOUR. IT NEEDS TO BE EXPANDED NOW! | | | |
| Please eliminate the Grosvenor turn-back on the Red Line. This was promised to have been incorporated in the FY19 budget. The diminished service negatively impacts ridership for White Flint, Twinbrook, Rockville and Shady Grove. | | X | |
| Please eliminate Metro Train turn backs at Grosvenor Station and extend service to Shady Grove to enhance commuter travel time efficiency. | | X | |
| please end the Grosvenor turnbacks and allow all Red line trains to proceed to Shady Grove. This was planned for June 2018 but is not currently in the budget, and definitely should be. Shady Grove trains are incredibly crowded and populations are increasing North of Grosvenor. These changes would certainly increase ridership in this area, making the change cost effective. | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|--------------------|
| | Capital Budget | Operating Budget | Other |
| Extend trains all the way to Shady Grove | | | Service |
| PLEASE STOP USING GROSVENOR METRO AS A 'TURN-AROUND' - HAVE ALL TRAINS GO TO SHADY GROVE - THIS MAY COST AS-IF ONE EXTRA TRAIN/DAY? | | X | |
| Access to all stations need improvement. Riders can walk to stations but often cannot walk up or down a stationary escalator. Often, one escalator is off at Grosvenor Metro Station. It is a short one. Long escalators usually have three in operation, when it isn't necessary. | X | X | Convenience |
| I would like to see the turn backs at Grovesnor eliminated. I pay hundreds from my own pocket to have to wait extra so that DC stops can be prioritized. Also, all rush hour trains on the red line should be 8 car trains. Otherwise, no seats and packed uncomfortable cars. | X | X | |
| Please strongly consider eliminating the metro turnbacks at the Grosvenor metro station as WMATA previously committed to by June 2018. We have expansive growth happening along the Route 355 corridor that will help increase ridership and make the area and Metro stronger and stronger in the years to come. Thank you, Jay Samuels DDS | X | X | Grosvenor turnback |
| Please eliminate the turnbacks at Grosvenor and send all trains to Shady Grove. | | | Trains |
| As a Takoma Park property owner, I am willing to pay even more property tax if that is what it takes to stop Metro's 'Death spiral'. Those of us who ride regularly are seeing WORSE service since Safe Track supposedly concluded - not just the drastic service hours cuts, but indeed, more frequent single tracking, even during weekday hours. Even at age 73, I am voluntarily turning down senior discounts, so I truly feel I am doing my part to save this badly deteriorating system. The buses are not as bad, but even THAT service is marginal on lines such as F4, F6, and K6/K9 other than at peak rush times. Thanks, Jim Miller | X | X | |
| Return full service to Montgomery County and stop sending half of all trains back to DC instead of continuing to Shady Grove after the Grosvenor stop. | | X | |
| Please continue to push forward with eliminating the Grosvenor turn back. We live in White Flint where there continues to be robust building of business and residential properties. A HUGE lure is that Pike & Rose/White Flint is on the metro line. As the attention to the area and the building/investment continues, it makes sense to EXPAND service to White Flint, vs constricting it. If it's a chicken or egg proposition, in my opinion, in order to increase ridership, service needs to be better/more often/more reliable. Thanks for your consideration. | | | Grosvenor turnback |
| Please implement board resolution 2015-37, the elimination of turnbacks at Grosvenor station. Also could you please start looking into initiating the construction of the north entrance to the white flint metro station? Thank you. | X | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|------------------------------|
| | Capital Budget | Operating Budget | Other |
| I urge WMATA to end the turn back of trains on the Red line at the Grosvenor Metro station. The White Flint area is experiencing a large amount of development, and there is a concerted effort to create a more walkable community. An important part of this is increasing use of Metro. Currently the infrequency of trains at White Flint is discouraging residents from using Metro. A commitment was made to the County to eliminate the turn backs in July 2018, and those of us who live beyond the Grosvenor stop would like to see that commitment honored. I strongly support a plan to run all Red line trains out to Shady Grove. | X | | |
| I want full (or at least expanded) train service to Rockville per commitments made to restore service to past levels. | | | service |
| I would like to see all trains go to shady Grove Metro Station. I may not have time to wait for a Shady Grove train, even during rush hour. Please have all trains go to Shady Grove. | | | TURN BACK AT GROSVENOR |
| Please vote to remove the turnbacks on the red line, at Grosvenor! I live b/w the Twinbrook & White Flint metros and that is a BIG inconvenience!! | | | remove turnbacks @ Grosvenor |
| Please eliminate Grosvenor Metrorail Station turnbacks, extend service to Shady Grove for ALL trains. Thank you. | | X | |
| Please stop turning back trains at Grovesnor as I commute every day to and from Rockville to DC for my job. It's extremely difficult after working all day, tired, already waited for a train, sometimes no seat and then to have to get off and wait for another train is awful. Thanks for listening. I hope this stops as was planned. Thank you Jim Baxter | | X | |
| I believe that Maryland should contribute its fair share to funding the Metro system. In return, Maryland riders should not be forced to choose which train to ride between Metro Center and Shady Grove Station. It is a great inconvenience to be dumped out at Grosvenor because the train is going to turn around and head back downtown. | X | | |
| Stop trunbacks at Grosvenot Metro Station | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|---------|
| | Capital Budget | Operating Budget | Other |
| <p>Dear WMATA,</p> <p>Your service is suck!</p> <p>You cut the rushplus train</p> <p>You reduce the operation hours</p> <p>You raise the fare</p> <p>You increase parking fee and make it diificult for customers to pay.</p> <p>You trains have too many issues: delay derailment...</p> <p>Your ineffective internal control to stop fraud waste & abuse</p> <p>You so @#\$%^**)(!</p> <p>WMATA, you are so pathetic. Even the subway in Delhi, India is so much better then your train. And the trains in Europe is even better. WMATA you need to get out of your cocoon to see, learn and expand your horizon.</p> <p>On top of that, you have some lazy fat a** employee doesnt want to work.</p> <p>For example:</p> <p>My card does not work when i existed the Springfield station, it said: See Station Manager.</p> <p>I walked to the booth and the Fat A** employee didnt want to get up, i said the card it does not work for some reason. it need to be reset. She replied, I cant help you. I said i have transit benefit and it has money in it. Still the Fat A** WMATA's employee still did not want get off her fat a** to assist the customer. WMATA your organiaztion is so @#\$%^*&! some of your employees need to hit the road if they dont want to work.</p> <p>WMATA your so pathetic, you like a leach. Why should VA subsidy for your incompetence, ineffective internal control & operation.</p> | | | Service |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| I understand WMATA is reconsidering its commitment to and turn backs at Grosvenor station. With more businesses going to Pike and Rose, and more people moving into the White Flint area, it is vitally important that we end these turn backs and let trains go through to Shady Grove. | | X | |
| My company is moving into Executive Boulevard, with several hundred employees taking metro, as of March. | | | |
| Please eliminate the turnbacks at the Grosvenor-Strathmore Metro Station. This was supposed to be taken care of, but is not a part of the FY19 Budget. These turnbacks cause confusion for many riders, and unnecessary congestion at this stop. Please keep your promise and restore funding to do this! | | X | |
| Please end the red-line turnaround at Grosvenor. | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>Overall I oppose adoption of the budget because it lacks strategic vision on how to make Metro a more attractive transit option and understates serious problems with Metro's current business model. Below are more specific concerns:</p> <p>*The operating budget contains several references to maintaining the Automatic Train Control System. However, media reports indicate that Metro's GM has no plans to restore that. Restoring automatic train control would be the most effective way for Metro to restore on time reliability and improve passenger comfort by eliminating the constant 'adjustments,' on the platform. It would also improve safety by reducing the number of riders who are thrown as the operator adjusts forward a few inches and eliminate the possibility of operators hitting workers on the work or speeding through work zones. The GM's apparent refusal to consider restoring ATO is a massive mistake. Further, if the GM does not want ATO, then why does the capital budget indicate Metro is spending money on it? Either develop a plan for bringing it back to stop spending money on it.</p> <p>*The operating budget should estimate the cost of restoring 6 minute headways at rush hour. The budget describes plans for bringing back riders, but if large numbers of riders return then how does Metro have the capacity to handle them? Further, large number of riders won't come back until Metro becomes more competitive on total travel time compared to other options and bringing back more frequent headways and automatic train operation are the only ways to do that.</p> <p>*The operating budget makes no mention of bringing back Rush Plus with direct trains from Franconia Springfield to Gallery Place. However, ridership is growing on the east side of downtown and Metro appears to have no plan for accommodating riders trying to get from Virginia to the east side of downtown.</p> <p>*On p. 18, the budget acknowledges that Safetrack hurt ridership. The budget document should be more explicit about how damaging Safetrack was to ridership. For decades, Metro had tried to provide frequent and reliable service during rush hour periods. However, Safetrack forever shattered that. The GM told riders to find other ways to get to work and thousands of Metro riders did exactly that. The budget document needs to acknowledge to local leaders that those riders will likely never come back to Metro.</p> <p>*The budget document on p. 18 also acknowledges other transit options, like ridesharing. However, no plan is offered for how Metro intends to adapt to ridesharing. For example, why would riders wait 15 to 20 minutes on the weekend for a Metro train when Uber or Lyft can get them door to door to their destination in the same amount of time? The only way Metro can 'compete,' is that the fare tends to be lower than ride sharing, but as the budget acknowledges more than half of the operating budget is subsidies. So Metro is undercutting Uber and Lyft on price because taxpayers provide massive subsidies. Long term, that is unsustainable. Ride sharing will continue to get more convenient and provide door to door transportation and eventually taxpayers will weary of subsidizing an antiquated transit system.</p> | X | X | |
| I am requesting that you eliminate Metrorail turnbacks at the Grosvenor Station. The elimination of turnbacks is a planned change and we expect you to honour your commitment. Turnbacks double the head time at stations further up the Red Line and make using Metro rail much less usable. | | X | |
| <p>Uploaded attachment - #7</p> <p>See the attached letter from the Montgomery County Council.</p> | X | | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|---|
| | Capital Budget | Operating Budget | Other |
| | | | Extending Red line to Shady Grove Metro |
| <p>We need the redline to continue all the way to Shady Grove at all times!</p> <p>You are investing so much in getting the metro Back to Good...but we will not pay for the metro and increase ridership if you do not provide it to us.</p> <p>We are invsting millions in the White Flint area and our ridership will increase with our walkability increase. Not to mention if Amazon comes here the metro is a hige part of their requitements.</p> <p>Invest in the metro and we will come...dont take it away.</p> <p>If i have to get in my car to drive to another station I will just keep going and not use it at all.</p> | | | Turnbacks |
| <p>In May 2018, I will have been a resident of Maryland and new homeowner in the EYA Westside Town homes. I use the Metro to commute to work and back Monday - Friday from the Shady Grove station. I was shocked to learn it was Metro official policy to turn back trains at Grovesnor.</p> <p>I assumed it was due to track maintenance or other issues. I understand Shady Grove is one of the Metro stations with the highest volume and it makes both a business and practical sense to Metro to extend full service for all Redline trains to Shady Grove and back. Please address and resolve this matter in favor of the thousands of Metro paying customers who live and use the Metro trains past Grovesnor. Thank you</p> | | X | |
| <p>Make Shady Grove metro well connected to the community around Derwood by creating elevated pedestrian/bike paths and with enough lighting for safety.</p> <p>Restore the late hours for weekend and stop turn back of train at Grovesnor and extend it to Shady Grove.</p> | X | X | |
| <p>Stop the turnbacks. Honor the agreement. They are incovienent and lead to overcrowded trains the last 5 stops and needlessly delay riders going further. Also half the time a train is labeled as shady grove or grovesnor but due to "schedule adjustments" changes right before or at the last stop and vice versa.</p> <p>Thanks</p> <p>Mike</p> | | | Turnbacks |

| Online Written Comments | Categories | | |
|--|----------------|------------------|----------------|
| | Capital Budget | Operating Budget | Other |
| <p>Dear WMATA,</p> <p>Your service is suck!</p> <p>You cut the rushplus train</p> <p>You reduce the operation hours</p> <p>You raise the fare</p> <p>You increase parking fee and make it diificult for customers to pay.</p> <p>You trains have too many issues: delay derailment...</p> <p>Your ineffective internal control to stop fraud waste & abuse</p> <p>You so @\$\${^**})(!</p> <p>WMATA, you are so pathetic. Even the subway in Delhi, India is so much better then your train. And the trains in Europe is even better. WMATA you need to get out of your cocoon to see, learn and expand your horizon.</p> <p>On top of that, you have some lazy fat a** employee doesnt want to work.</p> <p>For example:</p> <p>My card does not work when i existed the Springfield station, it said: See Station Manager.</p> <p>I walked to the booth and the Fat A** employee didnt want to get up, i said the card it does not work for some reason. it need to be reset. She replied, I cant help you. I said i have transit benefit and it has money in it. Still the Fat A** WMATA's employee still did not want get off her fat a** to assist the customer. WMATA your organiaztion is so @\$\${^*&*! some of your employees need to hit the road if they dont want to work.</p> <p>WMATA your so pathetic, you like a leach. Why should VA subsidy for your incompetence, ineffective internal control & operation.</p> | X | | |
| The demand is there to extend the redline to Germantown. The fairs would easily cover the extention. | | | Extend Redline |

| Online Written Comments | Categories | | |
|---|----------------|------------------|------------------------------|
| | Capital Budget | Operating Budget | Other |
| <p>It is unacceptable that fares keep increasing while service keep decreasing in form of:</p> <p>1-lower metro frequencies translating in long waiting times (10-15 min is not acceptable on week days, even 20-25 min. during week-ends ; this is so far from other World Capitals with much bigger metro systems) while metro official hours got scaled back</p> <p>2-low speed of replacement of old metro cars (many with no heat in winter or no A/C in summer, regular door problems, disabled cars...)</p> <p>3-low quality of new metro cars (noisier when coming into the station than old cars, barely more comfortable than the old ones with less seating)</p> <p>4-security concerns with operating procedure of driver switching happening in first car with doors that could be available to people with bad intentions (no other metro system in the World does that where this is done on the side door accessible only to metro operators)</p> <p>5-No membership available for regular users that are just considered cash cows (contrary to all other metro systems in the World, DC metro has nothing in place for its regular users to enjoy discounted fees through membership)</p> <p>6-Environment catastrophe of removing paper fare cards and impose smart trip cards (this is ridiculous for people that are just visiting and then again, all other metro systems in the World still use paper fare cards... Unbelievable that DC was unwilling to keep paper fare cards just because it would not replace its old system)</p> <p>7-questionable expenses of metro (in the 15 years I have been living in DC area, metro has spent millions changing 3-4 times the voice that is used to make announcements onboard while at the same time doing nothing to maintain the system... now that is collapsing, users are paying the price for that with higher fees. Unacceptable)</p> <p>8-bad practices when it comes to track maintenance for which users are constantly penalized with delays, single tracking and still pay full price (unreal that this track maintenance is happening when metro is open and not when it is closed, like any other metro system in the World...)</p> | | | General management of system |
| <p>Please reduce the number of trains that turn back, or do not continue to Twinbrook and Rockville stations which I use often. It is annoying at best and time consuming at worst, that I have to exit a train at Grosvenor and then hop back on when the next train arrives.</p> <p>Thank you for your consideration,</p> <p>Lee Ann Weir</p> <p>Metro rider</p> | | X | |

| Online Written Comments | Categories | | |
|---|----------------|------------------|----------|
| | Capital Budget | Operating Budget | Other |
| Please eliminate Red Line Turnbacks at the Grosvenor Station. Most of the passengers are going through and the Turnbacks serious slow down service on the Red Line during rush hour. | | | |
| I have been riding the Red Line to DC (Farragut North) since 1989. | | | |
| Start treating Red Line customers the way you do the Yellow Line customers (Pentagon VIPS). Stop ending at Grosvenor during rush hour and send all rush hour trains to Shady Grove. Cramming your over-charged customers into 6 car trains that are packed to the gills is unacceptable. | | X | |
| Blue line needs more service. We shouldn't be waiting 10-20 minutes for a train during rush hour. | | | |
| metro needs to get some new bus routes to charles county maryland so the people could get up out of here to go to WASHINGTON DC,ALEXANDRIA VA,ARLINGTON VA,FALLS CHURCH VA,CRYSTAL CITY VA.TO GO TO WORK.AND DO SIGHTSEEING IN DOWNTOWN WASHINGTON DC.AND START REBUILT ALL VINTAGE METROBUSES.AND GET BUSY TO REBUILT DC TRANSIT BUSES,WMA TRANSIT BUSES,ALEXANDRIA BARCROFT AND WASHINGTON TRANSIT BUSES,WVM TRANSIT BUSES AND CREATED METROBUS AGAIN AND PUT MALFUNCTIONING SMARTRIP BOX ON ALL THESE VINTAGE WMATA BUSES.AND START REBUILDING AM GENERAL METROBUSES AND GMC RTS METROBUSES AND PUT A MALFUNCTIONING SMARTRIP BOX ON ALL VINTAGE METROBUSES.AND THEY BE READY TO GO FOR THEIR RUN ON ALL ROUTES. | X | | |
| greatly appreciate the continued rail car improvements. Noticed recently you were polishing the outside of the older series cars, recommend putting capital in continuing to do this. The cars look clean and sharp giving an additional feel of confidence in the system. | | X | |
| I appreciate that you are finally crediting passengers who are convenience by delays. I rarely ride Metro on weekends anymore due to the lack of consistent service. | X | X | |
| I would happily pay more money every ride to have green line trains come more often during rush hour. | | X | |
| I am disappointed to find that the Grovesnor turnbacks are still in effect in the FY2019 Metro operating budget. For almost a decade, Montgomery County residents and businesses have been advocating for the elimination of the turnbacks in order to restore full service to the entire Red Line. The county has built many residences and businesses along the Metro corridor, greatly improving the property values of these areas. This has made the area ripe for a resurgence in frequent Metro service and a valuable investment for WMATA to make. There are no technical or logistical reasons why the service cannot be fully restored. As WMATA advertises in its stations, there are new 7000-series cars added to the fleet every week. The tracks were constructed to handle twice the current rail traffic that comes through the outer stations. And if WMATA's Safetrack program wasn't to restore safe and stable operation to the Metro rail lines, then what was it for? I urge Metro to honor its commitment to the people of Montgomery County like myself, who use this system every day. | | X | |
| I am in favor of continuing METRO turnbacks at Grosvenor-Strathmore Station. It is not fair to passengers living closer in to the city to have all trains starting at Shady Grove because they are unlikely to find seats during busier times. Even in the priority seating area, passengers only rarely offer their seats to the elderly, pregnant women and disabled. By maintaining the Grosvenor turnback, you will be giving these individuals a chance to find an available seat. | | | Red Line |

| Online Written Comments | Categories | | |
|--|----------------|------------------|---------------------|
| | Capital Budget | Operating Budget | Other |
| Eliminate the Grosvenor Metro turnbacks. These turn-backs cause every other train to end at Grosvenor station, severely diminishing service to White Flint, Twinbrook, Rockville, and Shady Grove stations. The turn-backs also negatively impact ridership to White Flint and other stops north of Grosvenor. | X | | |
| Please end Grosvenor station turnbacks on the Red Line. This is negatively impacting ridership and is not efficient. Thank you. | | | Grosvenor turnbacks |
| Please eliminate the turn backs at Grosvenor. It is very detrimental to increasing red line riders in Rockville and points north. | | X | |
| Please eliminate turn backs at the Grosvenor stop! Let the trains go all the way to Shady Grove! | | X | |
| Increase in rush hour and weekend service - less weekend single tracking as 24 min headways aren't conducive to a functioning heavy rail urban transit system | | X | |
| I suggest you renegotiate the union benefits. I ride the Metro almost every weekday and most of the time it seems there are a number of Metro employees just standing around. | | X | |
| I really appreciate the fact that you aren't planning to raise fares. | | | |
| I request that Metro end turnbacks at the Grosvenor-Strathmore station and have all trains continue to Shady Grove station. As someone who relies solely on public transit, it has been frustrating to wait longer for trains to get back to Rockville when I am in the city. The trains are increasingly crowded, as many other riders are forced to wait for the Grosvenor trains to pass so they can get on the next train that goes to Shady Grove. | | X | |
| Continue the red line to Shady Grove. Do it. | | | |
| Please consider prioritizing creating a second access to the platform at the Shady Grove Metro. I know that this project has been floated for years, but the fact that the current single access point creates a dangerous hazard should be enough to make this project happen. NOW. Some time soon, someone getting off the train, waiting in the long back-up to get down the escalator/stairs, is going to fall off the platform due to the extreme overcrowding. When that happens, WMATA will get sued, and will lose the suit, because WMATA has known of this hazardous situation for years. Please PLEASE add another set of stairs at the far end of the platform. Thank you. | X | | |
| do not stop the Grosvenor turnback during peak hours. especially between 8.00 to 9.30 in morning. do not stop these services. else trains will be overcrowded. | | X | |
| do not stop Grosvenor turnbacks during peak periods in morning. else it will be very difficult to board trains in Grosvenor and Bethesda. they are very convenient and helpful. | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>To Whom It May Concern,</p> <p>Thank you for the opportunity to comment on the development of the Washington Metropolitan Area Transit Authority's (WMATA) FY2019 annual capital and operating budgets (Dockets B18-01 and B18-02). Please accept the following comments from the DowntownDC Business Improvement District.</p> <p>Operating Budget:</p> <p>While it's refreshing to see a budget with no fare increases and no service cuts, the Downtown business community hasn't lost sight of the major service cuts enacted just a year ago.</p> <p>The elimination of late night service at that time was a serious blow to the economic competitiveness of Downtown and of the region as a whole. The WMATA Board of Directors promised to evaluate the restoration of that service after two years, i.e., 2020.</p> <p>WMATA's budget docket notes that it will take time to "rebuild customer trust and confidence in Metro." That trust and confidence is not only related to safety and reliability during peak hours.</p> <p>Metro's commitment to safe and reliable operations is commendable, but WMATA cannot lose sight of the fact that the system can never get 'Back2Good' if it cannot offer reliable, frequent Metro rail service to the people and businesses that depend on it.</p> <p>Metro must also take action to dramatically improve the competitiveness of their bus service. It's not simply a matter of poor on-time performance. Even if buses run on time, slow journeys on congested streets are not quality transit service.</p> <p>Metro must fundamentally re-think their bus network, building it around high-value, high-ridership services. These services offer high-frequency, limited stop, all-day, "show up and go" service. They're both more attractive to riders and more efficient for Metro to operate.</p> <p>As a part of re-thinking Metro's bus network, WMATA should re-allocate existing services on busy bus corridors to all-day, frequent, limited stop services. Contrary to the broader trends of declining bus ridership, these types of quality services have attracted more riders.</p> <p>Finally, WMATA must make meaningful progress on establishing a coherent and useful late-night bus service network. The lack of such action in addition to the abrupt end of late-night Metrorail service is an unacceptable hardship for the employees that sustain downtown's late night economy. Metro must do better.</p> | X | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <p>late night economy. Metro must do better.</p> <p>Capital Budget:</p> <p>WMATA's decision to formalize their capital investment decisions via a data-drive D&E (Development & Evaluation) process is a welcome change. Several important projects for Downtown are included in the D&E list, including core station passenger circulation improvements. In particular, the budget calls out the Gallery Place station for improvement.</p> <p>Metro Office Consolidation is another welcome change to the budget, opening the door for the redevelopment of the Jackson Graham Building site.</p> <p>The inclusion of development for the next generation of railcars is a strategic addition to the budget. Continued WMATA investment in the future of the fleet can build off of the improved reliability of the 7000 series.</p> <p>However, the 8000 series planning should continue to improve the rider experience. A couple of key concepts must be included in the 8000 series, including:</p> <ul style="list-style-type: none"> -Open gangaways between train cars -More doors – 4 doors per side -Wider doors – to improve passenger flow in and out of the cars at the busy downtown transfer stations. <p>The Downtown BID supports WMATA's efforts to provide safe and convenient transit service in its FY19 Capital Budget and encourages the Authority to aim for "Get2 Better" in 2020.</p> <p>Regards,</p> <p>Alex Block Infrastructure and Planning Program Manager DowntownDC Business Improvement District 1275 K Street NW, Suite 1000 Washington, DC 20005</p> | | | |
| Please eliminate the Red Line turn-backs at Grosvenor and Silver Spring so that all stations can have reliable 'full' service. | | X | |
| Please eliminate turnbacks at Grosvenor Station. Allow more trains to reach White Flint- Shady Grove. There are too many people near those stations that need more Metro Service | X | X | |
| Please eliminate the 'turn-back' at Grosvenor Station. | | X | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-----------------|
| | Capital Budget | Operating Budget | Other |
| I have been a dedicated rider from years. I travel from Shady Grove to Metro Center. I have considered driving and dropping metro all together, but have stayed to see if things improve. It now appears that the grovesnor turnback will not be eliminated by June 2018, as previously promised. As a result of this, which I see as WMATA's continued 'say one thing, do another' approach, I plan to start driving and taking the MARC train. If WMATA decides to still to its promise of eliminating the grosvenor turnback in June 2018, then please let me know. | | X | |
| eliminate the Grosvenor Turnback and restore full service to the White Flint metro station. | | | |
| Uploaded attachment - #8 My statement in in an attachment below. I had an additional attachment on the ranking of Metro's busiest stations that is referenced in my statement. You likely have a similar list. Thank you for the opportunity to comment. | X | X | |
| I request that you restore full service to Rockville and end the Grovesnor turnback. Growth in the White Flint area has been booming lately and full service is necessary to accommodate that growth. | | X | |
| <p>The express of October 30, 2017 page 6, blasts the populist headline 'Metro New budget wouldn't raise fare', and with a rider '...to rely on additional \$165M from Md., Va. and D.C.'</p> <p>General Manager Paul J. Wiedefeld followed suit: On 'What's new @ M... However, there's virtually nothing more we can do of significance to further trim costs without impacting service, which we don't want to do.'(express of November 30, 2017, page 11). In his report, Mr. Ray LaHood, was earlier quoted to have stated thus:'...Metro suffers financial pressures partly because it provides about 20 percent more service per rider than other large transit agencies.'(express November 13, 2017). These agencies, of course, include Chicago's, where 'Mayor Rahm Emanuel, D, pushed on all Uber and Lyft rides that goes into fixing public transportation' (express of December 06, 2017 page3').Why don't Virginia and D.C governments take a cue from Chicago 'blue' counterpart?</p> <p>There are low hanging solutions that bring riders back e.g. pro-active policies that are aimed at combating the challenge of fear of riders viz. overcrowded trains.</p> <p>On revenue generation, I had, in 'Thank You' letter to Ms D.A. Miles stated some suggestions.</p> | | | General Comment |
| <p>Given the fact that I just found out about this survey on my way home on the X-2 headed to McPherson Square, I have NOT had time to read the 196 pages. However, I have saved it nd provide comment on a later date, if need be.</p> <p>Note: I did hear (from a man in my building) that the name of the drive of the train in the major accident in the Hyattsville, MD area was name Janice</p> <p>True_ False__</p> | | X | |
| I would like all the red line trains to end at Shady Grove instead of many stopping at Grosvenor. I use the train from White Flint to Rockville, but will want to go south to Bethesda in the near future. The excess time to come back home may push me to drive to Bethesda as well as leading me to patron downtown Bethesda instead of supporting my neighborhood in White Flint/Pike District. | X | X | |
| Stop Grosvenor turnback. | | | |

| Online Written Comments | Categories | | |
|--|----------------|------------------|-------|
| | Capital Budget | Operating Budget | Other |
| <ul style="list-style-type: none"> - Stop issuing refunds. Most folks recognize challenges for being on time in this area...especially with public transportation. Challenges such as events bus and train operators are not responsible for initiating, such as sick passengers, bodies/items on tracks, congestion, and weather. Have a safe and reliable system and people will ride. Additionally, many rider who should request refunds probably won't. - Figure out a way to control bus traffic on Columbia Pike in Arlington, VA between the Pentagon and Pentagon City and Carlin Springs Rd. During peak travel, many busses are half full, especially after the Court House stop. Since there is a pull-over section there, riders can be consolidated. - Operate the Silver Line train between Reston and either Ballston or East Falls Church only. If needed, operate more frequent Orange trains between either stop and Stadium Armory. Three different trains on one track makes no sense and never should have been permitted. - Decrease overtime. Increase charges from sport teams for extending hours of bus and rail services. - Initiate an unlimited ride daily bus pass. - Decrease the number of lights, the ones that flash when trains are approaching, on the platforms. | X | X | |
| Please consider extending all Red Line trains to Shady Grove. It could prevent overcrowding, and my station (Twinbrook) is one of the most heavily traveled during rush hour. I was excited to hear the prospect of extending all service only to hear it had been delayed for FY19. I do hope you will consider re-establishing this commitment to the city of Rockville. | | X | |

**Tino Calabria, Vice Chair
AAC Bus/Rail Subcommittee**

I'm Tino Calabria, a member of your Access Advisory Committee. But like others here, I've only three minutes to speak. My testimony about Metro-Rail and the budget is online for your review, so I'll take just 90 seconds.

I quote from Zachary Schrag's monumental work, "The Great Society Subway." Schrag writes:

"Designed by Harry Weese, Metro is built of grand, vaulted spaces . . . glowing with soft, indirect light." (p.65.)

Furthermore:

" . . . Decades after its design, Metro remains, in a word, stunning." (p. 65)



I agree. And the encomiums earned by Weese are well deserved. But Schrag quotes Weese himself as saying, "disabled advocates were just another lobby." (p. 167) Schrag further quotes Weese as adding, "They wanted all kinds of fancy gadgets." (p. 167)

As an AAC member who serves at your pleasure, I'm proud to advocate for people with disabilities. I trust you'll read my testimony's 12 suggestions on improving lighting and other matters. You'll see that I'm not wishing for "fancy gadgets." As you WMATA Board Members surely are, I'm also for equal access throughout our public transit system. Thank you.



Advisory Neighborhood Commission 5E

www.anc5edc.org

ANC 5E RESOLUTION NO. 2018-01

WHEREAS the residents of Advisory Neighborhood Commission 5E (ANC5E) desire safe and timely means of transportation to work, school, family, and fun;

WHEREAS the residents of ANC5E desire to safely travel on foot, via viable public transportation, by bike, and by car;

NOW THEREFORE, BE IT RESOLVED, that ANC5E supports a transportation strategy of “all modes” and urges the District Department of Transportation (DDOT) and Washington Metropolitan Area Transit Administration (WMATA) to prioritize and the Council to support the following actions:

1. A safe and reliable Metrobus and Metro network (WMATA and DDOT)

- a. Emphasize balanced bus stops that provide shorter trips and shorter wait times.
 - i. Along 7th St NE, remove G8 stop at Kearny St NE.
 - ii. Install bus shelters on the southbound G8 stops on 7th St NE at Monroe, Jackson, and Franklin.
- b. Make Metrobus a viable alternative and complement to Metro:
 - i. Explore a pilot project for bus priority lanes for the G8 bus along Rhode Island Ave NE between the Rhode Island Avenue and Shaw Metro Stations.
 - ii. Explore using “pop-up” bus priority lanes during any Metro weekend track work or other scheduled track work.
 - iii. Make Metrobus fares fully creditable towards Metro fares.
 - iv. Explore off-board payment and all-doors boarding for Metrobus.
 - v. Explore adding DDOT security to the bus shelter to the south stop at Rhode Island & 3rd St NW, adjacent to the BP gas station.

2. A safe way to walk (DDOT)

- a. Complete the sidewalk on east side of 8th St NE between Monroe and Lawrence concurrently with the Monroe Street Bridge replacement in 2018.
- b. Install a temporary stop sign or hawk signal during the bridge construction at 8th and Monroe and a permanent signal when construction is completed.
- c. Fund a feasibility study in the FY2019 budget for a Hamlin Street Pedestrian bridge between 8th and 10th St NE - over the metro tracks - as recommended in the 2015 DDOT Brookland-Edgewood Liveability Study.
- d. Allocate a Transportation Control Officer (TCO) to Hope Tolson Public Charter School at Hamlin and 8th St NE and another to DC Prep and City Arts and Prep Public Charter Schools at 7th and Franklin St NE.
- e. Install a traffic light at New Jersey Avenue and O Street, NW.
- f. Expedite full implementation of the traffic control elements of the Mid-City East Small Area Plan.

5E01 Edward Garnett
5E01@anc.dc.gov
202-596-9027

5E03 Hannah Powell, Treasurer
5E03@anc.dc.gov
202-549-1586

5E05 Bradley Thomas, Chair
5E05@anc.dc.gov
202-670-0151

5E02 Patricia Williams
5E02@anc.dc.gov
202-709-9375

5E04 Sylvia M. Pinkney
5E04@anc.dc.gov
202-269-4180

5E06 Katherine McClelland, Corresponding Secretary
5E06@anc.dc.gov
612-408-5828



5E07 Bertha Holliday
5E06@anc.dc.gov
202-491-3996

5E08 Horacio Sierra
Recording Secretary
5E08@anc.dc.gov

5E09 Dianne Barnes, Vice Chair
5E09@anc.dc.gov
202-409-7155

5E10 Nancy Jones
5E10@anc.dc.gov
202-594-7850



Advisory Neighborhood Commission 5E


www.anc5edc.org

- g. Create more signage, painted crosswalks, and/or post a speed limit sign on the intersection of T and 2nd Street NW coming off Anna Cooper Circle.
- h. Install a painted crosswalk on the east side of the V and 2 Street NW intersection.
- i. Install crosswalk on the east side of the intersection at Florida & 3rd St NW.

3. Safe routes for bikers and drivers (DDOT)

- a. Prioritize the 8th St extension of the Metropolitan Branch Trail by committing to choose an alternative and begin installation in 2018.
- b. Implement the recommendation of the 2014 DDOT Roadway Safety Audit to “convert traffic flow on Edgewood Street to One-Way in the Eastbound direction between 7th Street and Franklin Street Overpass during school drop-off and pick-up sessions.”
- c. Implement Resident Only-7 am to 7 pm parking restrictions on the north side of the unit, 100, 200 and 300 blocks of P St, NW and on the south side of the unit, 100 and 200 blocks of Bates St, NW
- d. Install speed bumps in the unit block of P St NW and the 100, 200 and 300 blocks of Q St NW.
- e. Review and improve the timing of the traffic lights at New York Av and First St NW.

THIS RESOLUTION came before ANC5E as its duly noticed Public Meeting held at Friendship-Armstrong Public Charter School, on January 16, 2017. ANC 5E is comprised of ten (10) Commissioners the presence of six (6) of which constitutes a quorum. On January 16, 2017, with 9 Commissioners present, by a vote of 9 in favor, 0 opposed, and with 0 abstentions, ANC 5E voted to adopt this resolution.


BRADLEY THOMAS
ANC5E Chairperson


HORACIO SIERRA
ANC5E Recording Secretary

5E01 Edward Garnett
5E01@anc.dc.gov
202-596-9027

5E03 Hannah Powell, Treasurer
5E03@anc.dc.gov
202-549-1586

5E05 Bradley Thomas, Chair
5E05@anc.dc.gov
202-670-0151

5E02 Patricia Williams
5E02@anc.dc.gov
202-709-9375

5E04 Sylvia M. Pinkney
5E04@anc.dc.gov
202-269-4180

5E06 Katherine McClelland, Corresponding Secretary
5E06@anc.dc.gov
612-408-5828



5E07 Bertha Holliday
5E06@anc.dc.gov
202-491-3996

5E08 Horacio Sierra
Recording Secretary
5E08@anc.dc.gov

5E09 Dianne Barnes, Vice Chair
5E09@anc.dc.gov
202-409-7155

5E10 Nancy Jones
5E10@anc.dc.gov
202-594-7850

Thank you for not raising fares or reducing service this year. I wish that there were more hearings for in person input in the 3 jurisdictions, not just this one hearing. I also hope that the AAC will be involved in early planning for new projects, so that accessibility can be included in the plan, rather than having to develop a fix after the fact.

Capital Budget items to be supported:

- 1) Lighting program: Support to funding of lighting improvements.**
- 2) Improved signage (type and location). Improved signage should include it's accessibility to persons with significant vision impairments. Tactile signs on pylons are non-existent and moving the larger print list of stations ahead from pylons to wall signs makes the signage utterly inaccessible. Restore signage, including tactile signage to pylons at accessible heights.**
- 3) Continue Gap reduction (platform repair)**
- 4) Improve slippage safety (mezzanines, platforms and trains)**

- 5) Continue Elevator/escalator maintenance and upgrades**
- 6) Continue Bus stop accessibility**
- 7) Improve bus accessibility (mobility device turn around to exit bus)**
- 8) Include funds to complete detectible warnings on platform edge in 100% of stations, as planned and promised.**

Operating Budget:

- 1) Include sufficient funding to maintain current lighting systems, as well as enhancements once installed, at a maximum illumination because this is a critical issue and accounts for a lot of the problems in assessing needed enhancements. Currently, there is no adequate baseline regarding the true status of the station lighting environment.**
- 2) Develop a MetroAccess Pass equivalent to the current bus and rail pass**
- 3) Based upon the actual decrease in number of rides on MAC for 2017 and the increase in revenues from MAC, modify the fare formula, either multiplier or maximum fare.**

4) IVR enhancements should be supported, but problems with the current IVR for fixed route travel (schedules and trip planning) has to come first because that information is not otherwise accessible, except to those with computers and/or Smart Phones.

5) Increase the number and frequency of bus routes around the region, especially in areas lacking evening and weekend service

6) When Bus route adjustments are made, MetroAccess riders should be protected

George Carlisle

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

January 30, 2018

These are my comments in response to reading the FY2019 Proposed Budget. First, I want to thank Metro/WMATA for creating such a detailed budget and giving stakeholders a chance to comment on it. After reading the budget, I believe you have identified the key challenges that must be addressed. They are trust and confidence but what is the best way to do this?

About the operating budget, I don't see much room for change there because most of the items are mostly fixed costs. I do have a few questions and combination solutions to suggest:

1. Regarding fares, how about redesigning the fare passes that include the following options:
 - a. 1, 2, 3, 4, 5, 6, 7 and Monthly Rail Only, Bus Only, or Bus&Rail.
2. What about expanding the advertising to allow corporations to sponsor advertising with special packages?
3. What about route redesigns? This has to be done more often and coordinated better with county government. Example, I noticed when Metro updated the WMATA site they added New counties to the map routing in Maryland and Virginia. Why not talk to Howard/Anne Arundel County, MD and Stafford/Fredericksburg/Fauquier, VA to provide better Service there. These counties have lots of people and their local transportation systems are poor. Also, Montgomery County needs express service to Security Square back and forth up Route 29 during Peak hours too.
4. Finally, where are the Transit Oriented Development revenues? I can't believe that Metro hasn't bought property to resell. If Amazon comes to one of the three areas here, real estate prices will jump immediately and Metro can then sell a divided plot to recoup the gains.

About the capital budget, here are some suggestions:

1. Can you outsource the IT department & data center? This will allow Metro to move the capital costs of hardware and people off your books and get a higher-grade employee that will be able to create more value to ensure move the turnaround faster.
2. Also, I notice that I see employees wearing Metro-Branded Helly Hansen Tech Gear, https://www.hellyhansen.com/en_us/ Why is Metro paying for this type of outrageously expensive apparel?
3. Can you slow the extension of the Silver Line? I imagine a large project like that has massive capital outlays. Limited expansion to a station per year will probably result in a lower cost and higher quality development If managed properly.



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401

January 31, 2018

Chairman Jack Evans
Board of Directors
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, D.C. 20001

Dear Chairman Evans and Members of the Board of Directors:

As you consider the Fiscal Year 2019 budget, we write to remind you of the commitment Metro previously made to eliminate the turnback of alternating Red Line trains at Grosvenor-Strathmore station by July of 2018. As you will recall, the Board passed a resolution (Board Resolution 2015-37) to this effect three years ago.

Eliminating the Grosvenor turnback is important because the increased headways beyond Grosvenor are discouraging potential riders from using the system. This is particularly problematic in areas such as White Flint and the Pike District, which have been developed around the promise of high quality, regular transit service. Longer headways make using Metro less reliable and less appealing to the residents of these growing communities.

Frankly, it is concerning that past agreements are not being lived up to as Metro asks for even more capital funding from the jurisdictions. We ask that you put funding in the Fiscal Year 2019 budget to eliminate the Grosvenor turnback as promptly as possible. To the extent there are technical or procedural hurdles to achieving this long promised goal, we request that you diligently and expeditiously work through them.

Thank you for your consideration.

Sincerely,

Handwritten signature of Sen. Brian Feldman.

Sen. Brian Feldman
District 15

Handwritten signature of Sen. Susan C. Lee.

Sen. Susan C. Lee
District 16

Handwritten signature of Sen. Richard Madaleno Jr.

Sen. Richard Madaleno Jr.,
District 18



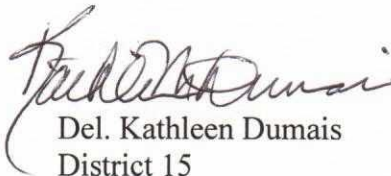
Sen. Craig Zucker
District 14




Del. Kumar Barve, Chair, Environment & Transportation Committee
District 17



Del. Anne Kaiser, Chair, Ways & Means Committee
District 14



Del. Kathleen Dumais
District 15



Del. Marc Korman
District 16



Del. Ariana Kelly
District 16



Del. Andrew Platt
District 17



Del. Sol-Gutierrez
District 18



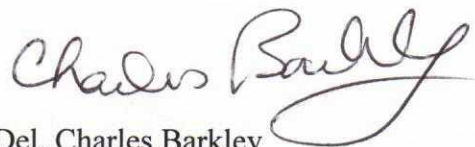
Del. David Moon
District 20



Del. Jheanelle Wilkins
District 20



Del. Kirill Reznik
District 39



Del. Charles Barkley
District 39



Del. Shane Robinson
District 39

Anthony Oberg

TO: The WMATA Board of Directors

RE: Proposed 2018 Budget

DATE: January 20, 2018

Members of the Board,

I regret not being able to deliver my comments in person. Though it is my preference, I hope you will accept my written account all the same. Having seen the proposed budget document I am pleased with the Board's attention to improving the safety and efficiency of the system through the six-year Capital Improvement Program. As a member of the disability community I am glad to see the Board's commitment *to* safety and wanted to take this opportunity to raise awareness about some of the specific issues that fall within that obligation.

As the 7000 series railcars make their way into service and the plan for an 8000 series unfolds, three safety items have come to my attention that I would like the Board to recognize as we head into FY 2019

1. Station Lighting
2. Height difference from platform to train (gap)
3. Slippery train floors in 7000 series

Station Lighting

Having all experienced a dark station or two, I think most would agree that our stations could do with some more light. This is especially important for low-vision riders that rely on specific lighting to improve their ability to navigate the system. Signage within the system is limited to begin with and at current lighting levels, all but impossible for low vision riders to use reliably. Better lighting design would increase usability for low vision riders considerably, but the safety benefits would extend to all users. Long term solutions should be discussed and considered but short term and low cost solutions such as paint to provide color contrast could provide an improvement. Continued funding of your lighting initiative is very important.

Height Difference from Platform to Train

I have experienced this safety hazard; when the train and platform don't form a level surface for entrance or exit of a train car. This issue is especially problematic for individuals who use Mobility devices like wheelchairs or scooters. If an individual is using a heavy, motorized device they may get stuck on the train. There have been efforts to fix this issue specifically at Braddock Road Station. I don't know how successful that effort has been but I think the work should

continue across the system. I have also noticed issues at Virginia square Station and East Falls Church Station.

Slippery Train Floors

During inclement weather the floors on the current 7000 trains become extremely slick. Even being in a manual wheelchair with the breaks on has not stopped me from moving when the floor is wet. I wanted to bring this to The Board's attention so that future design considerations can include improved non-slip surfaces.

Thank you for your time. If you have any questions or would like further details on what I have said here please use the contact information provided.

Sincerely yours,

Anthony Oberg

February 1, 2018

Mr. Paul J. Wiedefeld
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001

Dear Mr. Wiedefeld,

As members of the Montgomery County Council, we were troubled to hear that WMATA has backed away from its commitment of Board Resolution 2015-37 to eliminate the Red Line turnback at the Grosvenor-Strathmore station, and that the Red Line turnback is not addressed in the proposed FY19 budget.

Many of our constituents are affected by this Red Line turnback. Riders do not like to board and then reboard the train at Grosvenor to continue to go north on the Red Line. The turnback severely diminishes service to the White Flint, Twinbrook, Rockville, and Shady Grove stations, hurting ridership in a time when we are working hard to provide people reliable transit options. We understand the fiscal constraints WMATA has faced recently. However, one of the primary reasons for the turnback originally was a lack of rail cars, and now there are rail cars available. Please keep WMATA's commitment to eliminate the Red Line turnback by the established July 1, 2018 deadline.

Furthermore, when more new rail cars are acquired, please allocate them to the elimination of the turnbacks on the east side of the Red Line, so that our residents boarding and alighting at the Forest Glen, Wheaton, and Glenmont Metro Stations finally get the full service that they deserve. Thank you for your prompt attention to this important matter.

Sincerely,



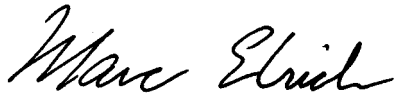
Hans Riemer
Montgomery County
Council President



Nancy Navarro
Montgomery County
Council Vice President



Roger Berliner
Montgomery County
Councilmember, District 1



Marc Elrich
Montgomery County
Councilmember, At-large



Tom Hucker
Montgomery County
Councilmember, District 5



George Leventhal
Montgomery County
Councilmember, At-large



Sidney Katz
Montgomery County
Councilmember, District 3



Craig Rice
Montgomery County
Councilmember, District 2

Peter Carlson



Thank you for the opportunity to submit a statement for the record on the Metro system budget:

**Docket B18-01: Proposed FY2019 Operating Budget
and**

**Docket B18-02: Proposed FY2019 Capital
Improvement Program and Federal FY2018 Grant
Applications**

My name is Peter Carlson and I live in American University Park. I grew up with the Metro rail system having moved to Washington, D.C. in 1975. And have used the Metro rail and bus system throughout that time.

The focus of my statement is on the needs of the disabled ridership in the system. Though considered by some measures a disabled person myself, the issue became more focused when my son was born in 1997 with spina bifida. He uses a wheelchair for distance and a walker for shorter needs. For the first 8 years of his schooling we drove him to schools - public and private - because our neighborhood public grade school and high school were not accessible at the time. When it came time for high school, he attended Gonzaga College High School on North Capitol street here in the District.

Background For Request

The first day of school my wife took him to school as she worked in Silver Spring, Maryland at the time. I told him I would meet him at school that afternoon and we would go together over to Union Station and ride the Metro home to either Tenleytown or Friendship Heights.

That didn't happen. We arrived at Union Station and the elevator down to the tracks was out of service. No way to safely go down in a wheelchair and get on to the trains. I asked the Station Manager if there was another elevator or what to do. The options were to: go out and see if a bus was there that was headed to either station before or after Union Station and get on Metro there, Call Metro Access and wait for some undetermined time, or walk to a station and get on if we were to rely on Metro. Since this was the "worst case" scenario for my son we chose to find our way by walking/wheeling to Judiciary Square. If I wasn't there, he would not have found it very easily.

If you go to page 35 of this linked report below it shows elevator performance in the Metro system. Metro strives for 96 or 97% availability during the year. So this translates at the elevator in Union Station down to the tracks as potentially being out on average 13 days a year. The other question in this worst case is how many stations in the system only have one elevator down to the tracks. In addition, I can tell I'm going to have trouble finding the actual cost to put an additional elevator in Union Station because I can't find the Metro Budgets (different names) for back in the 70's when the work likely was done and present value you amount..

<https://www.wmata.com/about/board/meetings/board-pdfs/upload/4A-Vital-Signs-Q1-CY2017-TO-POST.pdf>

So I became interested in what it costs to install an elevator in an existing station like Union Station. I have looked in the FY17 Budget document that I found on line - couldn't find a any line item. But in the linked report below I found another dimension of the issue - station depth - which may be another useful parameter for making decisions on additional elevator placement (I would like to think that additional space might have been left in anticipation of growth and need in a station area but I would be surprised if that were the case):

<https://www.wmata.com/about/public-hearings/upload/FY2017-Proposed-Budget.pdf> (It is a 5.5Mb report so didn't attach)

From FY17 Metro Budget Report pages I-5 to I-7 (and keep in mind that escalators generally don't work for the disabled or mothers and fathers with kids in stroller):

Vertical Transportation Metrorail's design places high reliance on vertical mobility through the utilization of elevators and escalators. Customers access Metrorail via escalators to the train platform, while elevators provide an accessible path of travel for persons with disabilities, seniors, customers with strollers, travelers carrying luggage and other riders. Metro is the single largest vertical transportation operator in North America. Metro operates more than 900 vertical transport facilities (613 escalators and 313 elevators) and delivers over 3 million trips each weekday. This includes the five new stations on the Silver line (27 escalators and 28 elevators) which began service on July 26, 2014. The Wheaton Station on the Red Line has the longest escalator (230 feet long) in the Western Hemisphere. The Forest Glen Station, also on the Line Segment Stations

Washington Metropolitan Area Transit Authority Proposed Fiscal Year 2017 Budget Chapter 1:

The Red Line, is the deepest station in the system (196 feet or 21 stories below street level) with high speed elevators that take less than 20 seconds to travel from the street to the platform.

Metrobus: Metrobus operates bus service on 175 lines with 299 route variations covering over 280 linear miles of services throughout ten jurisdictions in the Metro region. Weekday ridership ranges between 428,000 and 480,000 riders utilizing 11,051 bus stops supported by 2,554 shelters owned by 15 separate agencies. **All buses are accessible to people with disabilities** and bike racks are available for use on all buses. The entire bus fleet is equipped with two-way radio links to the operations control center, emergency radio silent alarms, and automatic vehicle locators. The Next Bus service provides customers information on Metrobus arrival times at a particular bus stop. It uses satellite technology to find specific locations of a bus and sends the estimated arrival time of the bus to customers via mobile devices. In addition, security cameras are installed on all Metro buses. Currently, the fleet is comprised of 1,548 buses to support maintenance of the fleet and meet peak weekday service requirements of 1,294 buses with varying sizes and capacities. In FY2017, approximately 136 million trips are projected to be taken on Metrobus.

MetroAccess The Department of Access Services ensures the ongoing accessibility of Metrobus and Metrorail for customers with disabilities, and in accordance with the Americans with Disabilities Act (ADA), provides MetroAccess paratransit service as a “safety net” for those who are unable to use bus and rail. MetroAccess, a shared ride, door-to-door service, is offered for the same days, hours, and locations as fixed-route transit, using a fleet of 675 vehicles. In 2013, MetroAccess transitioned to a new business model in which service was unbundled from a single-contractor operation. Three contractors operate the van service, while separate contractors manage the Operations Control Center and Quality Assurance functions. The new model has given Metro more agility and control in managing the service with greater efficiency and lower cost. MetroAccess, the nation’s fifth largest paratransit service, provides over two million trips each year. Demand for this type of service is increasing, as the population of people with disabilities is growing in the region and nationwide. For this reason, it is critical for Metro to accommodate as many customers as possible on its fixed-route services, and thanks to Metro’s free ride benefit, over 2.2 million fixed-route trips are taken by MetroAccess customers each year.

For those who have not used fixed-route transit, Access Services provides travel training to assist customers with disabilities in navigating our system and taking full advantage of our many accessibility and safety features. MetroAccess partners with Metrobus and Metrorail to provide group orientations and helps organizations become more self-sufficient in

serving their clients through Train-the-Trainer workshops. These popular workshops educate organizations on how to provide travel training to their unique clientele. This not only helps organizations assist their clients to be more independent, but also serves as a force multiplier for our travel training team. Additionally, Access Services is partnering with the jurisdictions to improve the accessibility of bus stops in the region that will further enhance the customer's ability to make use of the fixed-route system. I-6

Washington Metropolitan Area Transit Authority Proposed Fiscal Year 2017
Budget Chapter 1

To keep MetroAccess sustainable for future years, Access Services has embarked on a campaign to improve regional coordination of specialized transportation services, recognizing that the most efficient and cost-effective ways to deliver specialized transportation are through alternatives to ADA paratransit. Access Services developed pilot projects with jurisdictions to explore and advance these alternatives. The first pilot was launched in partnership with the State of Maryland in Montgomery County and lasted from October 2013 until June 2015, and reduced the State's costs for human service agency clients who would have otherwise used MetroAccess. A second pilot in Maryland is currently underway in Prince George's County that is expected to end in February 2016, at which point State officials will review the results. In October 2014, the Transport DC pilot was launched in the District of Columbia using taxis to provide trips for MetroAccess customers who live and travel in the District. Preliminary results have been positive, providing over 48,000 trips as an alternative to MetroAccess in the first year. **Given the inevitable increases in ridership that come with an increasing population of senior citizens and people with disabilities, MetroAccess will be able to remain sustainable only by partnering with human services agencies and other transportation providers. "**

The above elements for the disabled community are all very positive. But what happens inside the system or at the station for those same individuals when there is a failure of a single elevator or an emergency such as a fire? I have never read, heard or seen anything about what to do. Seemingly making the disabled community an afterthought in such circumstances. So one idea to consider as a budget item is having down on the platform an emergency phone on one of the elevated square 10 foot pylons closest to an elevator or escalator that first rings at the Station Manager kiosk and then also at Metro Headquarters as a backup could help alert them to a problem for a disabled person at that exiting station. And having an electronic message at each station outside and in the station placed in between the electronic signs of train arrival could help with decision-making for the disabled on alternatives. Their/our time is just as valuable as an able bodied person. This would also help with the disabled community coming in from out of town.

Budget Suggestion:

What I want to propose is that you budget for one new additional elevator at each of the top 10 busiest stations in the system if they presently only have one in existence. And from that initial ten then move on to the next ten for same treatment. This is why I've attached the only list I could find on the busiest stations. Disabled people shouldn't have to suffer time and money by having to go on to another station and figure out how to get to where they are going. And as wonderful as MetroAccess can be, it creates a separate but unequal system for the disabled. So unless Metro can produce data that shows the number of disabled use by Metro station that might change that priority list of placing a second elevator in a station, this would seem a good way to proceed.

How To Pay For It

I propose paying for the new work with a 1% fee on all new home/condo/rentals as of this date within a 10 block radius of each station. Once the elevators are in place, the left over money is used for OM&R at that station for the two elevators. I would also propose placing a 1% transportation fee on alternative transportation services (read that as Uber, Lyft, etc) where half of the money would go to the Metro OM&R fund and the other half would go to Metro Access. I would then propose placement of a fee on the Metro stops at National and soon to be Dulles as a dedicated fund to keep those stops at the top of the "best" in the system list. Since this is where many might experience the Metro brand. And then for DC, I would add a "protest, special event or festival" fee of 25 cents on each fare exiting or reentering stops in the area as a way to pay for wear and tear from large crowds at special events, but also for any extra Metro Personnel time used in the system. And finally I would assess a bicycle registration fee for riders in the District and on the new private bike services to assist in paying for the transportation services for the disabled. If you will, there is no free ride in the District for the able-bodied.

What people need to understand in the District is their "No Parking Minimum" in new buildings and removal of disabled parking in areas downtown has consequence for the disabled population living, visiting and working in DC. I've seen a figure of \$55,000 for each space that becomes the benefit of a developer not having to put in a space at a building. They might as well put up a sign that says the "Disabled Not Wanted Here". So the tradeoff should be that the whole Metro system should be easily accessible at all times at any station for the disabled. Not everyone has the money to use an Uber, Lyft etc. And the accessible cabs that are being made available are an improvement, but not a solution for an elevator when there is a fire in a Metro station and disabled people need to get out of one only to find the elevator isn't working.

The recent stories in the paper about the Metro report are food for thought and then action. Since business (and government) benefits tremendously by Metro, why not apply a "transportation fee" (like my rain fee from DC WATER) of say 1% on businesses gross receipts in the three jurisdictions that are served by Metro that employ more than 20 people. I know from a report (link below) that in DC 12% of firms employ 1-19 people, Virginia 18% and Maryland 17%. So you're not hurting the true small business. A further application of the fee exemption could be "owned and operated in DC and a resident of DC". That way you keep Maryland and Virginia whole with regard to collection sources for their revenue.

You could then add a similar fee on hotels, Air/BNB's, Sports venues, Colleges and restaurants. Run the numbers and I bet there has to be a study already done maybe by COG on revenue taken in by these entities. (The link below in that report gives broad numbers) See what it generates and consider doing it for a set period of time - 5 years. Then evaluate and see if it needs to continue.

An important element of this is to exempt any such "fee" (in this instance or any other proposed increase) from being applied to the local disabled community in the three jurisdictions as long as they take the time to register and use a Metro Access card. They are disadvantaged to begin with.

I would argue that with the new "reforms" for Metro Access that recently have been proposed, have ensured the disabled community are doing their part by not making the system more expensive to run. Someone disabled from out of town would pay through the above system.

As noted, the referenced full text of this report is available on the Office of Advocacy's website at www.sba.gov/advocacy/small-business-profiles-states-and-territories-2014.

A final note to my earlier story about my son's first day at high school and trying to come home on Metro. While he was at Gonzaga and riding Metro he could not get a "subsidized" Metro card because of being disabled. The Metro workers at Union Station asked me why he paid full ticket. I told them we had to pay the full price because of our income level. As noted, the other reality was that the neighborhood public high school at the time was not ADA compliant until after they completed the major renovation while he was well into his new high school. The same was true for grade school because the neighborhood school - Janney - was not ADA compliant until renovated. So he started out with one of us driving him and picking him up at Lafayette in Chevy Chase where they kept a class down on the first floor and then we then sent him to Blessed Sacrament where one of us took him and picked him up every day. Both situations limited his social life. We were constantly told we should have sued the District when people heard the story.

Meanwhile, we now have DC Public School Kids who can ride anywhere in the city for free and go to school wherever they can get in. I have to assume this contributes to the "absences" issue that I continue to read about. I understand the likely reason for the program. It let's DC off the hook for improving their neighborhood, safety and schools. But it also helps fill up the Metro during rush times and would not be surprised to find out that it is contributing factor for the elevator outages if you look at the repair records and the reported time. Hence the seniors, parents with young children and the disabled suffer that need to use them to get down to the trains.

Thank you for considering these ideas.

**Tino Calabia, Vice Chair
AAC Bus/Rail Subcommittee**

I'm Tino Calabia, a member of your Access Advisory Committee. But like others here, I've only three minutes to speak. My testimony about Metro-Rail and the budget is online for your review, so I'll take just 90 seconds.

I quote from Zachary Schrag's monumental work, "The Great Society Subway." Schrag writes:

"Designed by Harry Weese, Metro is built of grand, vaulted spaces . . . glowing with soft, indirect light." (p.65.)

Furthermore:

" . . . Decades after its design, Metro remains, in a word, stunning." (p. 65)



I agree. And the encomiums earned by Weese are well deserved. But Schrag quotes Weese himself as saying, "disabled advocates were just another lobby." (p. 167) Schrag further quotes Weese as adding, "They wanted all kinds of fancy gadgets." (p. 167)

As an AAC member who serves at your pleasure, I'm proud to advocate for people with disabilities. I trust you'll read my testimony's 12 suggestions on improving lighting and other matters. You'll see that I'm not wishing for "fancy gadgets." As you WMATA Board Members surely are, I'm also for equal access throughout our public transit system. Thank you.

SUMMARY OF SUGGESTIONS

- 1.) On granite stairways leading down to mezzanines, paint the forward edge of each step yellow or possibly attach reflective strips to each front edge. This will sharpen the contrast between steps and better enable those with limited vision to negotiate stairways safely. If economically feasible, apply yellow anti-slip material to provide light friction on the stairs or at least on the forward edges.**
- 2.) Above-ground traffic — motorized and pedestrian — or below-ground ads on passageway walls can distract passersby and leave MetroRail elevators unnoticed. Use the full logo (i.e., “M” plus “Metro” spelled out) to identify street-level elevators. Try inexpensive ways to call attention to inside elevators. Place next to them: wall maps, bus schedules on wire racks, possibly sandwich-board signs or some other simple three-dimensional display featuring Metro themes.**
- 3.) Fans of “Brutalist” architecture insist on subdued lighting to preserve Harry Weese’s original station design. Persons with low vision require uniform bright light calibrated to be free of glare while not washing out contrasts among objects. If fans of subdued lighting publicly protest new enhancements, invite them to discussions about MetroRail’s design. Then, while showing an appreciation for that design, the talk can merge into discussions of the Americans with Disabilities Act — and ADA’s reasoning.**
- 4.) Information about upcoming stations or the locations of an “Exit” are now on some signboards on vault walls too far from riders with low vision to see. Place such information on platform pylons where all riders can more closely approach them to read the printed information.**
- 5.) Dimly lit platforms affect the mobility and safety of people with disabilities and seniors, while emergency intercom equipment loses effectiveness when barely visible or hard to find. Enhance platform lighting and, where necessary, apply reflective material on “Help” buttons and around intercoms. Transfer non-emergency print information off of the “Help” pylons and place it on other nearby pylons.**
- 6.) Carpetless flooring on Series-7000 cars are not slip-proof and can become hazardous for riders with mobility losses, especially in wet weather. Such flooring can sometimes also cause glare. Apply a slip-proof coating near doors and aisles and a matte finish to avoid an otherwise glossy finish.**
- 7.) Ensure that station kiosks have hand-held white-boards and erasable markers to enable hearing-impaired riders to communicate in writing with station managers. Provide tear-off alerts giving pre-printed explanations about single-tracking, using shuttle-buses, etc. Surface staff managing**

shuttle service should also have white-boards. Consider offering visually-impaired riders tear-off explanations in Braille.

8.) Rain and snow make elevated platforms especially hazardous for persons with disabilities and seniors. But in any season strong, bright sunlight can create or intensify haze on smeared or unwashed train windows; haze further reduces what capacity low-vision riders have to read outside signage. Rigorously continue WMATA's new policy of more frequent, regular cleaning and maintenance. Consider printing station names in larger-size fonts and, if necessary, on bigger signboards.

9.) "Bumpy" pads on platform edges indicate where platforms end. In a few stations, super-size floor stickers show where trains slow to a stop — but not where car doors open. Until all trains are equipped with proven safety barriers that close gaps between cars, consider designing tactile pads with a different pattern and placing them on platform edges where car doors open. This would help low vision riders know where to step safely into cars.

10.) PA problems prevalent on older trains are mostly absent from the new Series-7000 trains. To improve PA announcements made on older trains, technicians should check faulty sound equipment and fix or replace them. Consider auditing train operators for how well they use functioning PA equipment and how effective are their PA announcements. Retraining should be given where appropriate.

11.) Series-7000 cars are equipped with four video monitors that display WMATA messages. Consider producing short scenarios with actors playing roles (in pantomime) freshly reminding riders to make priority seats available to persons with disabilities and seniors. Creative skits can also depict the availability and uses of white-boards and tear-off alerts for riders with hearing or visual impediments.

12.) Since the Americans with Disabilities Act applies to public transit systems, mount ADA placards on kiosks next to those already paying homage to the 1964 Civil Rights Act. (Note: The landmark CRA law does not specify persons with disabilities among its protected classes.)

RATIONALE:

1.) Escalators leading from the street down to the mezzanine have steps with yellow-painted front edges to improve contrast. This helps riders to gauge differences in height between moving steps. Painted front edges also aid passengers getting off a descending escalator or onto an ascending escalator, alerts especially useful in poorly lit surroundings.

a.) However, the granite stairs that parallel some escalators leading from street-level down to the mezzanine have no striped or reflective strips on the front or leading edge of each step. Furthermore, the speckled surface of granite can make the first step seem blended into the second step and so on down.

b.) Thus, what visual contrast can be gleaned from one granite step to the next appears minimal or virtually non-existent, particularly on dimly lit or wet stairways. For people with disabilities or seniors who discover they must descend down stairways or climb them (when escalators are out), hard, unforgiving granite steps become potentially even more hazardous on overcast days, during inclement weather and at night.

c.) Apply yellow paint or reflective strips to the front edge of each granite step. Such applications would provide more visual contrast to improve stairway safety. If affordable, anti-slip materials might prove even more beneficial.

2.) Metro's Friendship Heights hub boasts: a bank of four large, identical elevators at the station's street-level south entrance near Jenifer Street; a fifth also at street level on Wisconsin Avenue, roughly half-way between the hub's south and north ends; and a sixth, farthest north, but serving only between the mezzanine and platform.

a.) The four massed at the south entrance elude some riders because: standing street-side is a Metro bus shelter that, when crowded, may obstruct the view of where the elevators are. Moreover, the elevator doors of all four elevators face neither pedestrians, nor Jenifer St., nor Wisconsin Ave. After a first visit to the area, an AAC colleague was told where to look but could not readily locate these escalators.

b.) The one small street-level elevator a block north is outclassed by display windows and banners in a building filled with name brand shops, restaurants, and a hotel. At street level, a small simple "M" appears on the elevator's black portico. Below ground, the elevator lies burrowed back in a maze of three passageways leading up to everything from a T.J.Maxx, a Neiman Marcus, and a rooftop cineplex in one direction; Whole Foods and a hotel with more restaurants in other directions. To gain attention at street-level, this orphan elevator needs the full logo showing the the word "Metro" below the plain "M" now there; and below-ground, something eye-catching, perhaps three-dimensional such as a sandwich-board sign like the one sitting a level above pointing towards a McDonald's.

c.) The sixth elevator is farthest north, below the station's main entrance. It connects the mezzanine with the platform and opens its door near the space under the escalators serving the platform's north end which seemingly was the darkest space encountered on the Travel Initiative review.

3.) Some may claim that space in a station elsewhere is the darkest in the entire Metro-Rail system. At any rate, persons with disabilities continue to call for better lighting throughout the system, i.e., lighting that provides clear contrasts between big objects and small, stationary or moving, and at the same time, lighting that causes no glare.

Others (e.g., readers of newspapers, magazines or books) also wonder why below-level lighting is so dim. Low-vision riders, invoking the aims of the ADA, have continued to press for better lighting even after past improvements were attempted.

a.) But many architects and designers praise the subdued, indirect lighting bathing the long platforms, especially those in the original stations. Their reasoning: the play of soft light and shadow enhances the cathedral-like look of the coffered arch vault (often described as 'waffle-like') swooping up over the length of the platform. Fans of Harry Weese's use of 'Brutalist' architecture and many riders have decried lightening the interiors by power-washing grime away. A few forcefully object to whitening or painting the graceful, lofty wall/ceilings of the original stations and the simplified versions in stations constructed later.

b.) At a future cleaning of the vaults, an outcry may go up about how Weese's design will again be desecrated. If so, ACC members might promote discussions about aesthetics and lighting. To soften any lines of division, praise should be given to examples of widely acclaimed 'Brutalist' architecture near DC: Eero Saarinen's Dulles Airport whose white gently sloping curved roof seems about to float away airborne, and, in D.C., the East Annex of the National Gallery of Art designed by I.M. Pei. But note in DC: the Third Church of Christ, Scientist whose parishioners demanded and got its destruction. That church's Brutalist design also came from I.M. Pei's firm. The FBI building is an even bigger 'Brutalist' blockbuster which the government and the public have tired of. With time, tastes or opinions may change; hopefully understanding for the needs of reasonable accommodations may grow, as well.

c.) Still, great architects strive to infuse art into their architecture. And as we encourage discussions of MetroRail, all of us need to appreciate the gracefulness that Weese's unique vision for the underground stations sought to infuse throughout the Metro system. At the same time, all sides should come away from such conversations better appreciating the human dignity of each individual, especially as meant to be protected under the ADA.

4.) People with low vision have continually pressed for more effective placement of information indicating where the exit they seek is or listing the next stations to be served by a train entering the station and going in their direction.

a.) In some stations such information has been affixed to the vault walls. However, the low safeguard structure separating the station platform from the wall (and the ground-level, recessed lights shining upwards) prevents riders with visual impairments from approaching the information on the walls.

b.) Move the printed information from the vault walls to pylons on the platform where all riders can walk up to the pylons to see the information.

c.) Reconsideration should also be given about adding voice messaging about train arrivals to the Passenger Information Display System (PIDS) on the pylons.

5.) The below-ground Friendship Heights island platform offers an example of a station affected by poorer light overall than affects other below-ground platforms. At least two explanations come to mind:

a.) Stations are not identical in dimensions nor configured in the same way. Take lighting and the placement of pylons. One difference is at Metro Center's large multi-level station. Its Red Line platform is bisected at two locations on the platform and benefits from added sources of light, though from light mostly meant to aid riders changing rail lines. The pylons at Metro Center also stand close to the station's illuminated walls. But the island-like center platforms at Friendship Heights, Bethesda, and Medical Center are nowhere intersected, and their pylons stand in single-file down the very middle of their identical platforms.

b.) How pylons are equipped may vary as well. Pylons on the Friendship Heights platform are topped by large twin globes of light while the pylons on the Bethesda and Medical Center platforms have recessed lights inside the tops of each but virtually no external globes of light. Ironically, the latter two station platforms seem brighter overall than that of Friendship Heights.

c.) As for pylons equipped for emergency calls, the two on the Friendship Heights platform are located approximately where their counterpart pylons stand in the Bethesda and Medical Center stations. Yet, due to differences in the degrees of platform lighting, a red "Help" button on one pylon in Friendship Heights is very poorly lit when compared with the "Help" buttons on two pylons of the better lit stations. Affixing reflective material on the Friendship Heights "Help" button may enable it to collect more ambient light, enabling visually impaired riders to locate it more easily.

d.) Moreover, at least upon future refurbishment of platforms, consider placing the "Help" signage and emergency intercoms on pylons with less information posted on them. One pylon now holding emergency intercoms at Friendship Heights also lists in a vertical column all the names of each station towards which the train is headed. The listing clutters up the printable space on the "Help" pylon that can deflect attention away or confuse a rider who in an emergency rushes around on a platform looking for the pylon with the intercom.

6.) When the new Series-7000 trains appeared, their car floors were without carpets. Many applauded. The carpets on older trains had gotten worn, grimy, and become difficult to maintain. But it turned out that the flooring on the new cars was not fully slip-proof. Coming in from inclement weather, riders entering those cars with wet shoes could slip and fall.

a.) The Chairman of the Montgomery County Commission on People with Disabilities mentioned having slipped in a car, and an AAC member noted she had recently seen a rider fall.

b.) Moreover, the President of the National Capital Citizens with Low Vision added that, depending on the angle from which a rider with low vision is looking, the new floors can occasionally shine or cause glare.

c.) Consideration should be given to applying a slip-proof coating on the floor near doors and aisles where riders walk or stand and a matte finish overall.

7.) The manager at one MetroRail station was asked whether a hand-held white-board with markers using erasable ink was available. (The AAC had earlier recommended providing such writing implements to facilitate communications between hearing-impaired riders and station managers.) Though initially uncertain as to which writing tools were being asked about, the manager finally retrieved an unopened white-board set, saying it had been distributed in preparation for the Trump Inauguration. As an aside, he added, however, that riders occasionally approach the kiosk using smartphones to type out their questions. In any event, the white-boards in question had yet to be provided to him.

a.) Especially in cases of emergencies, white-boards are intended as a low-tech means of enabling hearing-impaired riders to communicate quickly in writing with station managers (and vice-versa). In a related way, station managers might hand out tear-off alerts with pre-printed messages dealing with emergency shutdowns, shuttle bus arrangements, etc. For riders with visual-impairments, such messages could be embossed in Braille.

b.) When shuttle buses are deployed during train stoppages, the street-level WMATA personnel also ought to be supplied with such tools to facilitate communications with hearing- or visually-impaired riders.

8.) At elevated stations such as Grosvenor-Strathmore's, fewer light-related problems exist like those on below-ground platforms. Yet dense fog can often diminish the ability of a person with low vision to see outside signage. Worse yet, rain, sleet, and snow create slick walkways and related hazards extremely dangerous for persons who use mobility devices or canes.

a.) However, in any season, bright early morning or early evening sunlight beaming directly onto dirty or unwashed windows on trains traveling above ground can cause haze on the glass. Such haze may make it close to impossible to read or even to see the names of stations on outside signboards. Thus, persons with disabilities and seniors press for better signage for adequate visibility throughout MetroRail's system.

b.) Though bigger signboards would help improve visibility, at least consider printing station names in bolder, larger font sizes on existing signboards to make them more effective. Also rigorously continue the new policy of more frequently cleaning and maintaining rolling stock to lessen problems caused by unwashed windows.

9.) The color, pattern, and size of rubberized dome or “bumpy” pads (that warn where a station platform’s edge is) are standard at MetroRail. A more recent pilot project in six below-ground stations involves super-sized yellow-colored printed stickers on platform walkways advising riders where best to stand as shorter 6-car trains arrive.

a.) However, neither the new pilot stickers nor the tactile pads along platform edges distinguish between where the doorways of a rail car are and the gap is between two rail cars. To prevent a rider from mistakenly stepping into the gap between two cars (instead of entering a doorway) and falling onto the tracks, earlier series of trains draped flexible chain barriers between one car and the next. Initially the new Series-7000 trains did not include such safety barriers. The unlinked new cars have begun to be retrofitted with vertical rubber safety barriers (called “clamshells”), which all Series-7000 trains under construction were to include as standard.

b.) Early on, the Federal Transit Administration had asked about the effectiveness of the “clamshell” safety barriers. A question remains: will the 9” gap between the new rubber barriers prove effective long-term in preventing visually impaired riders (or small children) from falling between cars? Even if proven safe, they or an older type of safety barrier become available on all Series-7000 cars only sometime in 2018. Should delays persist, consider manufacturing “bumpy” mats with a new sensory detectable design and installing the new mats over the existing pads vertically where train doors open to allow for reasonably immediate detection by visually impaired riders.

(Note: an 8-car train does take up more of a platform’s length than does a 6-car train. Yet along the part of a platform where a 6-car train stops, its doors open at the same places where the doors of an 8-car train open.)

10.) The Series-7000 trains have overcome virtually all problems of uneven sound levels and scratchy or garbled announcements made over older PA sound systems. But riders with partial hearing abilities — as well as veteran riders — have long resigned themselves to sometimes barely heard or poorly understood announcements made over PA systems in older rail cars.

a.) Nevertheless, many older trains will continue carrying riders over the short- and mid-term. Therefore, where mechanical or electronic flaws cause sound system problems, technicians should test for such problems, repair broken systems, or recommend replacements.

b.) Meanwhile, operators of any train series should be re-audited, and re-training should be provided to operators unable to properly adjust PA equipment that actually works or who, for example, speak too rapidly to be understood. These measures would benefit riders with only limited hearing ability as well as all other riders.

11.) Each Series-7000 train car is equipped with four video monitors that at times indicate which station the train is approaching and the stations beyond that. At other times, the monitors display MetroRail-related messages in scrolled script or pictorially.

a.) Consider producing messages enacted in pantomime, informing hearing-impaired riders and other viewers about the availability of white-boards and markers at the mezzanine kiosk. As explained in **7.)**, during emergencies these low-tech tools facilitate communications between a hearing-impaired rider and the station manager. A pantomime message on the monitors can explain the tear-off alerts dealing with single-tracking, using shuttle buses, etc.

b.) Produce ADA-related messages further appealing to all riders to offer designated seats to persons with disabilities and seniors. Granted, these words already periodically scroll along the bottom of the screen: “Please keep priority seats available for seniors and riders with disabilities.” Yet many youths and adults still take up such seats, often seats directly beneath the universal logo and statement that designate priority seats.

c.) Creative, well-enacted pantomime skits can attract more rider attention than mere messages in small fonts scrolling along the bottom of a screen. Take fuller advantage of the Series-7000 monitors; show lively scenarios of people interacting with one another and, at the end, offering seats, making use of white-boards, performing other such acts.

12.) Long publicly affixed to many station kiosks are plaques indicating that WMATA abides by the 1964 Civil Rights Act, Title VI, which requires equality of treatment regardless of a person’s race, color, or national origin. (The word/concept, “Disabilities,” is not included.) The plaques enshrine the CRA’s basic message in several languages besides English, though ironically Braille is not included.

a.) Since the 1990 Americans with Disabilities Act specifically protects the rights of persons with disabilities and seniors with sensory loss, WMATA should honor the 1990 Americans with Disabilities Act by placing ADA plaques on the kiosks as well.

b.) July 26th marks the enactment of the ADA into law. Mounting a celebratory plaque at Judiciary Square’s station on that day would be appropriate — indeed, nicely symbolic given the *judicial* recourse that persons with disabilities can call upon. Any ADA commemorative message should also be embossed in Braille on the plaque.

My testimony was drawn from a field trip I took and subsequent midday stops that Board Member Porter and I made at three Red Line stations in early November. To minimize costs, a few suggestions could be undertaken during a station’s renovation. On the other hand, any suggestion deemed worthy of consideration and action might lead to benefits at all stations and for all WMATA riders, not just persons with disabilities and seniors.

Ms. Porter does not necessarily share the above opinions, yet she was keenly interested, open-minded, and helpful in noting e.g., that various experiments are currently underway to find solutions to improve lighting, that white-boards are being distributed, etc.

In fact, WMATA itself or with assistance from the AAC and similar groups has taken actions that resulted years ago in measures ranging from placing permanent “bumpy” or tactile tiles to warn about platform edges to more recently retrofitting safety barriers between adjoining cars on the Series-7000 series.

The Travel Initiative project led to a WMATA Board Member’s taking the time to view several MetroRail stations through an AAC member’s eyes and is a further indication of how WMATA welcomes ideas and suggestions from a variety of sources. One new result is that the project provides the basis for my Testimony regarding WMATA’s proposed budgets.

* Beyond the comments I’ve adapted from AAC meeting discussions, the testimony above benefited from observations voiced by Montgomery County Commission on People with Disabilities Chairman Seth Morgan and National Capital Citizens with Low Vision President Barbara Milleville.

Supplementing this statement are seven photos [perhaps visible only as originally submitted by e-mail].

A barely noticeable street-level elevator (photos 1 and 2) that’s solely identified on its black canopy near its entrance by the lone letter “M.”

In photo 3 is the Friendship Heights “Help” pylon whose hot button is near-invisible due to bad lighting, compared with the Bethesda pylon in photo 4 whose emergency features are better illuminated.

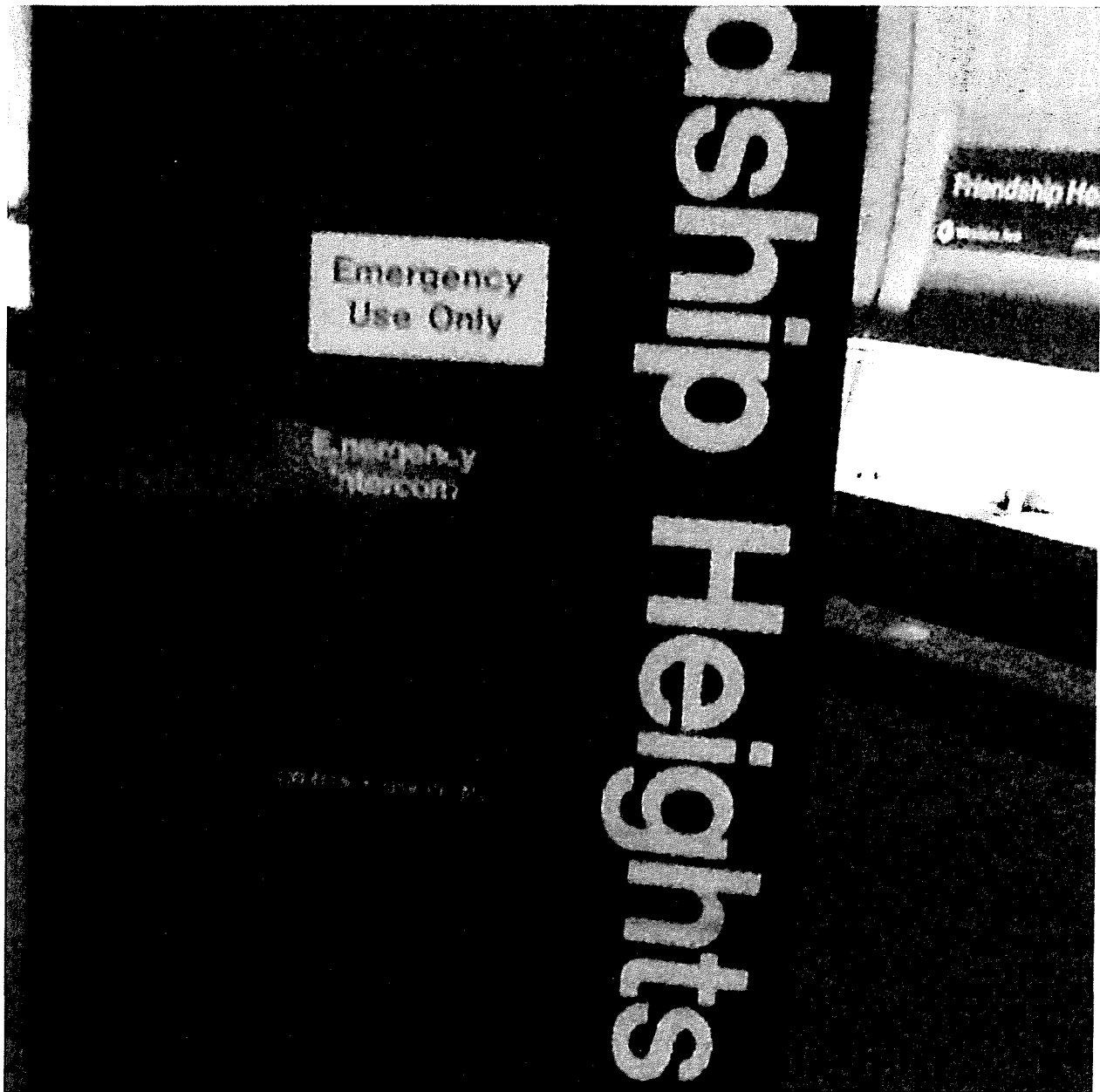
Photos 5 and 6 contrast the dim lighting of the Friendship Heights platform with that of Medical Center’s.

Photo 7 shows MetroRail’s Series-7000 video monitor whose technology seems underutilized.

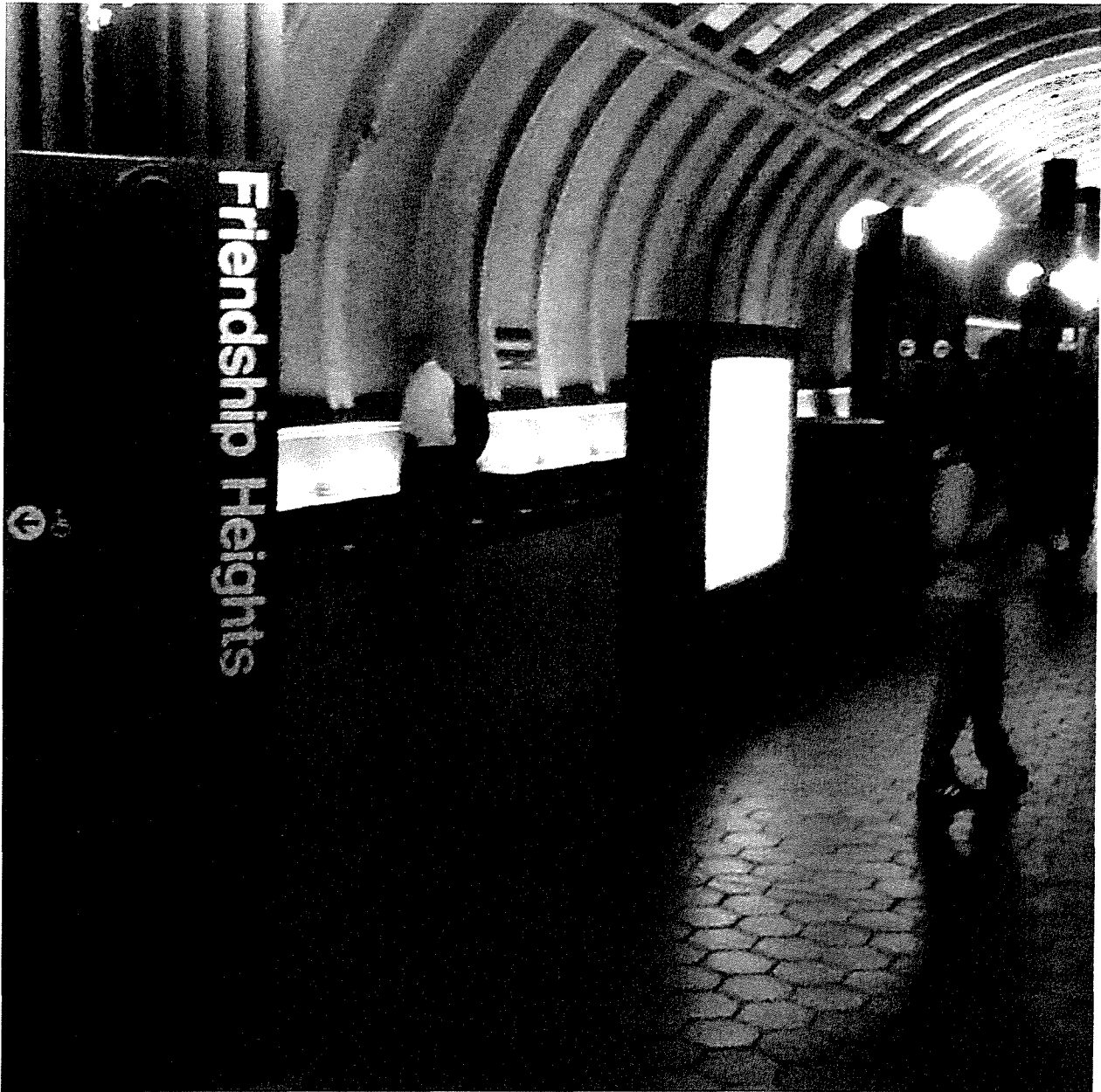
Photo 8 is of Metro’s plaque honoring the 1964 Civil Rights Law, Title VI, that ought to have the 1990 ADA law summarized on a plaque next to it since the CRA does not specify persons with disabilities as one of the Federally protected classes.



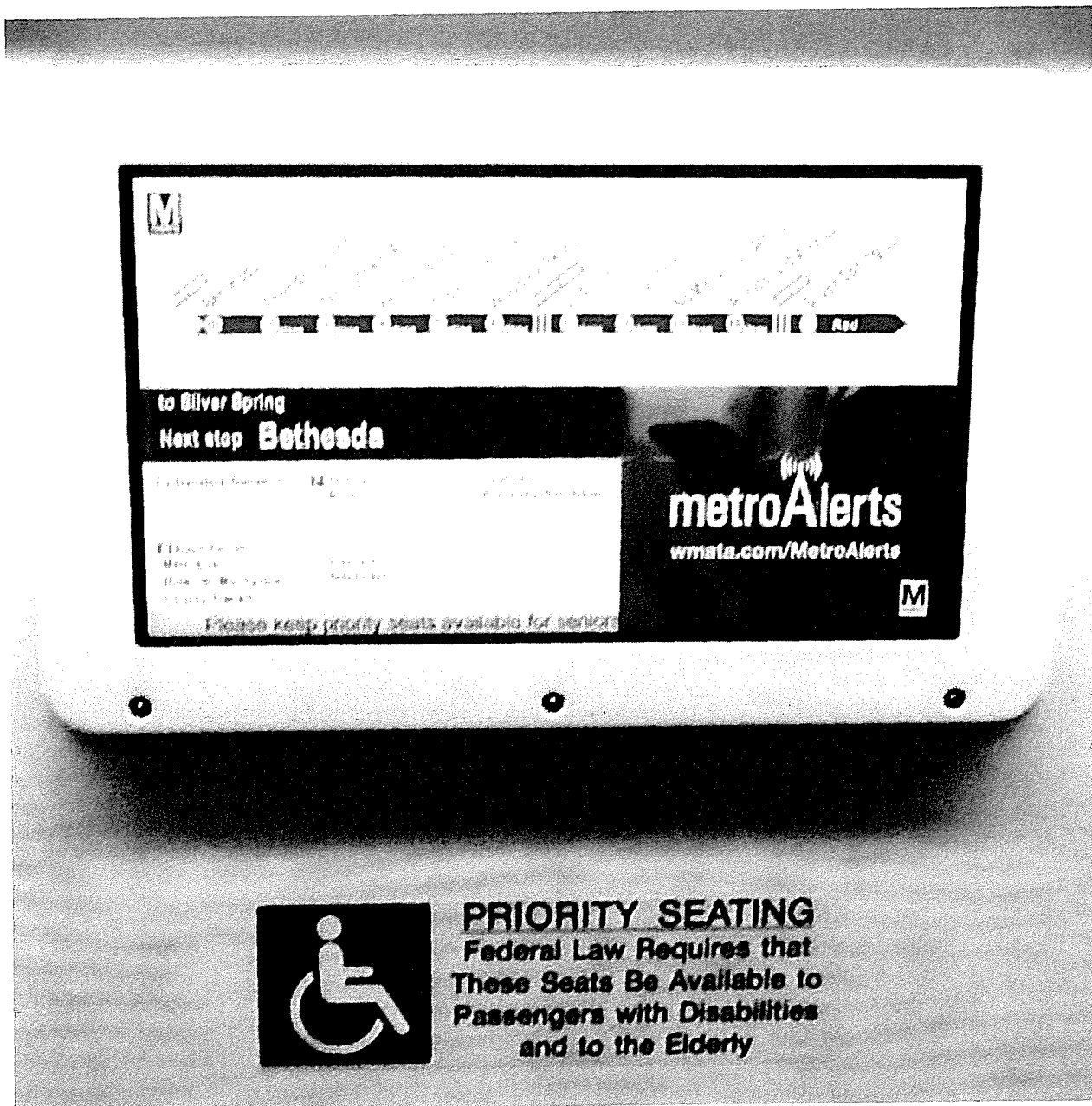












Title VI Notice to Public

Washington Metropolitan Area Transit Authority (WMATA) hereby gives public notice of its policy to assure full compliance with Title VI of the Civil Rights Act of 1964. WMATA is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended.

No person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of transportation services furnished by WMATA on the basis of race, color, or national origin. Frequency of service, age and quality of trains and vehicles assigned to service lines and routes, quality of stations serving different routes, and location of service lines and routes may not be determined on the basis of race, color or national origin.

Any person who believes they have, individually or as a member of any specific class of persons, been subjected to discrimination, on the basis of race, color or national origin may file a complaint with the Washington Metropolitan Area Transit Authority (WMATA). For more information on Title VI, in your language, please call 202.962.2582 or go to www.wmata.com.

Cualquier persona que crea que de forma individual, o como miembro de un grupo específico de personas, han sido sometidos a la discriminación por motivos de raza, color u origen nacional puede presentar un reclamo a la Washington Metropolitan Area Transit Authority (WMATA). Para obtener más información en su idioma, sobre el Título VI, pueden comunicarse al teléfono 202.962.2582 o por internet, accediendo a la página electrónica www.wmata.com.

Toute personne qui pense avoir été l'objet de discrimination, soit individuellement ou comme membre d'un groupe spécifique de personnes, fondée sur la race, la couleur de peau ou de son origine nationale, peut porter plainte auprès du Washington Metropolitan Area Transit Authority (WMATA). Pour obtenir plus d'informations dans votre langue, sur le Titre VI, veuillez appeler le 202.962.2582 ou aller sur le site www.wmata.com.

任何人如果认为自己或者作为个人或特定团体的成员受到歧视（肤色、种族或国籍），都可以向华盛顿大都市地区公共交通局（WMATA）提出申诉。有关 Title VI 的进一步详情，请拨打 202.962.2582，或访问网站 www.wmata.com。

Bất cứ ai tin rằng bản thân với tư cách cá nhân hay thành viên của một nhóm người nào đó bị phân biệt đối xử trên cơ sở sắc tộc, màu da, hoặc quốc gia xứ có thể khiếu nại lên WMATA. Để biết thêm thông tin về điều luật VI, xin vui lòng gọi số 202-962-2582 hoặc ghé trang www.wmata.com.

WMATA hereby provides this "Title VI Notice to Public" in multiple languages and alternate formats at www.wmata.com. For more information on Title VI, in your language, please call 202.962.2582 or go to www.wmata.com.

WMATA hereby provides this "Title VI Notice to Public" in multiple languages and alternate formats at www.wmata.com. For more information on Title VI, in your language, please call 202.962.2582 or go to www.wmata.com.

This Notice is available in multiple languages and alternate formats at www.wmata.com.



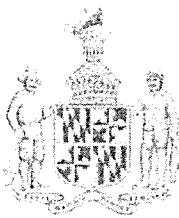
wmata.com

Distinguished members of this budget committee I am MS. Dee Curry a community advocate and activist currently residing in ward seven, as an astute knowledgeable lifelong resident of the District of Columbia, I already know that at any budget discussion, referencing services, always impacts the day to day existence of communities most vulnerable, ether intendant or not...So once again I am in front of you to hopefully give this body something to think about, when this body draws up its budget recommendations for transportation service WAMTA, I and many individuals in wards east of the

river, are without a doubt not overly pleased with the services of WAMTA as it relates to a community struggling with despair do largely as a result in escalating youth and family homelessness, diminished job opportunities and skills building programs for our most disadvantaged at risk neighborhoods. You see in spite of the smearing notion that these communities are havens of lazy good for nothing criminals, whom are looking for a free pass, these neighborhoods are also full of determined persons striving to become productive young men and women in a city that automatically

stereotypes and frowns on them simply because of the color of their skin and the logistics of their neighborhoods, now before we dismiss this as the same old song, do your homework and look at the data, With all due respect ,I am not here to hash over this entrenched problem, but to talk about how this body can be a part of the solution, not continuing to make unilateral decisions that arbitrarily contribute to the problem, but help facilitate a solution. One it is my sincere hope that this body seriously considers a system that makes an effort to take in consideration the realities in this aggressively changing city by adopting a

reasonable flat fare, with a renewed emphasis on transfers, and consider other means of assisting chronic fare abuse other than the Gestapo tactics targeting Ward 7, Ward 8 and homeless individuals, transgender and young men of color As always I am a believer that we are much more than the pompouse arrogant attitudes of a few and that we have always been a progressive city that promotes wellness and recovery for everyone.



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401

January 31, 2018

Chairman Jack Evans
Board of Directors
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, D.C. 20001

Dear Chairman Evans and Members of the Board of Directors:

As you consider the Fiscal Year 2019 budget, we write to remind you of the commitment Metro previously made to eliminate the turnback of alternating Red Line trains at Grosvenor-Strathmore station by July of 2018. As you will recall, the Board passed a resolution (Board Resolution 2015-37) to this effect three years ago.

Eliminating the Grosvenor turnback is important because the increased headways beyond Grosvenor are discouraging potential riders from using the system. This is particularly problematic in areas such as White Flint and the Pike District, which have been developed around the promise of high quality, regular transit service. Longer headways make using Metro less reliable and less appealing to the residents of these growing communities.

Frankly, it is concerning that past agreements are not being lived up to as Metro asks for even more capital funding from the jurisdictions. We ask that you put funding in the Fiscal Year 2019 budget to eliminate the Grosvenor turnback as promptly as possible. To the extent there are technical or procedural hurdles to achieving this long promised goal, we request that you diligently and expeditiously work through them.

Thank you for your consideration.

Sincerely,

Handwritten signature of Sen. Brian Feldman.


Sen. Brian Feldman
District 15

Handwritten signature of Sen. Susan C. Lee.


Sen. Susan C. Lee
District 16

Handwritten signature of Sen. Richard Madaleno Jr.


Sen. Richard Madaleno Jr.,
District 18



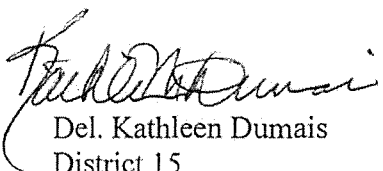
Sen. Craig Zucker
District 14




Del. Kumar Barve, Chair, Environment & Transportation Committee
District 17




Del. Anne Kaiser, Chair, Ways & Means Committee
District 14




Del. Kathleen Dumais
District 15




Del. Marc Korman
District 16




Del. Ariana Kelly
District 16




Del. Andrew Platt
District 17




Del. Sol-Gutierrez
District 18




Del. David Moon
District 20




Del. Jheanelle Wilkins
District 20



Del. Kirill Reznik
District 39



Del. Charles Barkley
District 39



Del. Shane Robinson
District 39



January 17, 2018

Chairman
Hon. Paul C. Smedberg

Vice Chairman
Hon. Matthew F. Letourneau

Secretary/Treasurer
Hon. Katie Cristol

City of Alexandria
Hon. Timothy B. Lovain
Hon. Paul C. Smedberg

Arlington County
Hon. Katie Cristol
Hon. Christian Dorsey
Hon. Libby Garvey

Fairfax County
Hon. Sharon Bulova
Hon. John C. Cook
Hon. John W. Foust
Hon. Catherine M. Hudgins
Hon. Jeffrey C. McKay

City of Fairfax
Hon. Jeffrey C. Greenfield

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Matthew F. Letourneau
Hon. Ron A. Meyer

Commonwealth of Virginia
Hon. Jim Corcoran

Virginia General Assembly
Sen. Adam Ebbin
Sen. Jennifer Wexton
Del. David LaRock

Executive Director
Katherine A. Mattice

Mr. Paul Wiedefeld
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority (WMATA)
600 Fifth Street, NW
Washington, D.C. 20001

Re: Proposed Fiscal Year 2019 Budget

Dear Mr. Wiedefeld:

On behalf of the Northern Virginia Transportation Commission (NVTC), I write to convey comments and concerns regarding WMATA's proposed FY2019 budget. Overall, NVTC supports the budget's focus on continuing to improve WMATA's operations to better serve its customers and manage operating costs. However, we share your concern regarding the rate of increase in jurisdictional subsidies projected after FY2019, which takes the region down a path that is unsustainable.

A safe and reliable Metrorail system is vital to the Northern Virginia economy, as it provides hundreds of thousands of our constituents with access to jobs every day. It is in the interest of both of our agencies to ensure that Metrorail continues to provide service that allows businesses to thrive, as the tax revenues they generate support our jurisdiction's Metrorail subsidies.

General Comments

NVTC concurs with the budget's focus on ridership recovery, capital investments to preserve the system, and continued management improvements. We believe that the proposed budget's emphasis on safety, reliability and service builds on the recent successes of SafeTrack and the Back2Good program and will restore public and rider confidence in the system.

However, the increase in jurisdictional subsidies that you have outlined for the out years exceed the ability of our local governments to pay. In Northern Virginia's localities, WMATA operating and capital funding directly competes with parks, schools, public safety, and other municipal priorities. A continued increase in jurisdictional capital subsidies of this magnitude presents tremendous fiscal challenges to our local jurisdictions.

The comments provided below focus on the operating and capital budgets, as these budget discussions are the most developed.

Proposed FY2018 Operating Budget

NVTC appreciates that the operating budget avoids service cuts and fare increases, reduces costs through management actions and competitive contracting, increases revenues through advertising and parking initiatives, and caps the region's jurisdictional subsidy increase at 3 percent. We recognize that there is some uncertainty to the proposed operating budget and that not all initiatives are funded within the 3 percent increase.

Proposed FY2019 Capital Budget and Capital Improvement Program

Given limited revenue sources and competing budget priorities, Northern Virginia is troubled by the rate of increase in jurisdictional subsidies after FY2019 in the proposed capital budget. We agree with your observation that, absent the reauthorization of the Passenger Rail Investment and Improvement Act (PRIIA) and the implementation of dedicated capital funding, the projected increase in jurisdictional capital subsidies is unsustainable. Given those challenges, we encourage continued advocacy for both the renewal of federal funding under the PRIIA and dedicated and sustainable state and regional revenue sources that will allow WMATA to address state of good repair needs.

NVTC and its jurisdictions are invested in WMATA's success. As such, we must continue to ensure that the WMATA budget reflects and supports the priorities of safety, reliability and service. We look forward to working with you and WMATA's other funding jurisdictions to balance needs and resources as part of the FY19 budget process and through efforts to implement the components of your plan, "Keeping Metro Safe, Reliable, and Affordable."

Sincerely,



Katherine A. Mattice

1

2

3

4

5

6

7

8

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

9

FY2019 PROPOSED BUDGET

10

Rebuilding, Reforming and Improving Regional Transit

11

12

Held at:

13

WMATA

14

600 Fifth Street, NW

15

Washington, DC

16

Wednesday, January 31, 2018

17

6:00 p.m.

18

19

20

21

22

1 A P P E A R A N C E S

2

3

4 WMATA'S PANEL:

5 Jack Evans, Chairman

6 Michael Goldman, Board Member

7 Dennis Anosike, CFO

8 Jennifer Ellison, Corporate Secretary

9

10 C O N T E N T S

11

12 WMATA PANEL:

13 Introduction, Jack Evans

14 Presentation, Dennis Anosike

15

16

17

18

19

20

21

22

1 PUBLIC COMMENTERS:

2 Mayor Bridget Donnell Newton (Rockville)

3 Gary Erenrich, Public Office, Montgomery Cty

4 Annie Jones, DC ANC (5C)

5 Dee Curry

6 Denise Rush

7 Tino Calabria, AAC

8 David Schwartzman

9 Michael Golash

10 Ed Gitterman

11 Emmelia Talarico

12 Ale Jacinto

13 Lindalatt Mercer

14 James Pizzurro

15 Delan Ellington

16 Claire Martinez

17 Johnathan Butler, BYP 100

18 Patrick Kennedy, DC ANC (2A)

19 Nnennaya Amuchie, BYP 100/Movement for Black Lives

20

21 * * * * *

22

1 P R O C E E D I N G S

2 INTRODUCTION

3 MR. EVANS: I'd like to call this meeting
4 to order. First of all, thank you all for coming
5 out tonight.

6 My name is Jack Evans, and I represent
7 the District of Columbia on the Board. With me
8 is fellow Board member, Michael Goldman,
9 representing Montgomery County; Metro Board
10 Corporate Secretary, Jennifer Ellison, and
11 Metro's Chief Financial Officer, Dennis Anosike,
12 who is our CFO, who is on our right, who will be
13 making a presentation this evening, right after I
14 speak, about our financial situation.

15 The hearing is convened by the Metro
16 Board of Directors to gather public comments on
17 two dockets; Docket B18-01 on Metro's proposed
18 FY2018 operating budget, and Docket B18-02, the
19 Metro's proposed FY2019 Capital Improvement
20 Program and Federal FY '18 Grant applications.

21 Notice of this hearing was made by
22 publication in the Washington Post, and ads were

1 placed in the Washington Hispanic, the El Tiempo
2 Latino, Korean Times, the Epoch Times, the Afro-
3 American Newspaper, Atref, and Doi Nay. It was
4 also sent to area libraries for viewing and was
5 posted at wmata.com. Signs were also placed in
6 buses, rail stations and MetroAccess vehicles.

7 Briefly, I will cover the procedures that
8 we will follow during the hearing tonight. In
9 this room, we will hear from those of you who
10 have signed up to give testimony. To sign up,
11 please see the staff at the registration table
12 outside if wish to speak tonight and have not
13 already put your name on the list of speakers.

14 Elected public officials will be allowed
15 five minutes, and everyone else will be allowed
16 three minutes each. Extra time will be given for
17 translation if needed. If you have copies of
18 your testimony to distribute, please hand that to
19 the Board's corporate secretary on my left, whose
20 hand is raised.

21 I will call speakers up three names at a
22 time. You can start making your way toward the

1 podium once your name is called; however, if you
2 need a microphone brought to you, please waive
3 your hand when your name is called so we can see
4 you and will bring you a microphone. There is a
5 timer here so that you can count down how much
6 time you have left to speak. We will give you a
7 warning beep when you have 20 seconds left, and
8 will beep continuously when your time is up. The
9 timer is important because we want to make sure
10 everyone who is hear and wants to speaks has a
11 chance to do so.

12 So I have to strictly enforce the time.
13 We have a long list, and it's not fair to the
14 people at the end of the list if the people at
15 the beginning of the list start running over. So
16 at the end of the three minutes, if you haven't
17 stopped, I'm going to have to ask you to stop so
18 that we can continue down the list.

19 I want to take a moment to recognize,
20 this is where riders, residents, everyone
21 involved has an opportunity to speak so that we
22 can hear your voices as to the Metro's budget.

Appendix B – Oral Testimony

1 This is your opportunity to comment on the
2 proposals and we're here to listen. We will not
3 be able to answer questions during your
4 testimony. If you have questions, please see the
5 staff at the registration table and they can
6 assist you there. Before you begin your remarks,
7 please state your name and the organization, if
8 any, that you represent. Please note that all
9 statements, including any personal information,
10 such as your name, email address, home address,
11 telephone number, anything you provide in the
12 statement are releasable to the public upon
13 request and may be posted on WMATA's website
14 without change, including, again, any personal
15 information you may provide.

16 Further testimony may be submitted, but
17 must be submitted by February 5th at 5:00 p.m.
18 So the close of business on Monday, February 5th
19 at 5:00 p.m. This testimony may be mailed to the
20 following address: The Office of the Secretary
21 at WMATA, 600 Fifth Street, Northwest,
22 Washington, DC 20001, or submit it within a

1 freeform comment box online that can be found at
2 wmata.com/budget. Again, available until 5:00
3 p.m. Monday, February 5th. This is in addition
4 to all your other options to provide the input.
5 If you have any questions about the different
6 ways to provide testimony, please again, see the
7 WMATA staff at the registration table.

8 Your comments will become part of the
9 public record that will be reviewed by the Metro
10 Board of Directors in our preparation and final
11 sign-off of the budget. Changes to the options
12 presented here tonight may be proposed in
13 response to testimony received and subsequent
14 staff analysis. Please note that no profanity
15 will be permitted during the public hearing. If
16 you have not already done so, please silence all
17 of your mobile devices.

18 And now, I would like to recognize Mike
19 Goldman, just quickly, if you have any further
20 comments for the record.

21 MR. GOLDMAN: No. I think you've done a
22 fine job. We want to go on to hear what the

1 riders and consumers want to say.

2 MR. EVANS: Okay. Now, I'll call on
3 Anosike for the staff presentation. Dennis,
4 welcome to the Metro Board hearing.

5 STAFF PRESENTATION

6 MR. ANOSIKE: Good evening, Mr. Chairman.
7 Thank you for the opportunity to present Metro's
8 FY2019 proposed budget.

9 Metro's proposed budget for FY19 is
10 designed to improve system safety and
11 reliability. It is designed to do so by
12 investing more funds in Metro's capital asset
13 renewal and preservation. The proposed budget
14 also helps to rebuild ridership with more pass
15 options and a greater focus on customer
16 satisfaction through programs like the recently
17 announced Rush Hour Promise.

18 Focusing on the capital program for a
19 minute, the proposed budget includes almost \$1.3
20 billion for trains, buses and facilities in
21 Fiscal Year 2019. Over 85 percent of planned
22 investments for FY '19 are for ongoing capital

1 projects, which means that only about 50 percent
2 of those funds will be designated for new
3 projects. The proposed six-year capital program,
4 on the other hand, is \$8.5 million and assumes
5 the federal formula of funds will continue at a
6 current level. But that federal PRIIA funding
7 which provides \$150 million to Metro every year
8 will end after the current authorization.

9 Mr. Chairman, in terms of distribution,
10 the \$8.5 billion, six-year capital program will
11 support investments across all of Metro's capital
12 asset categories, with about 50 percent of those
13 funds going to railcars, buses and paratransit
14 vehicles. Another 23 percent of the budget will
15 go towards stations, passenger and maintenance
16 facilities, as well as track and infrastructure
17 improvements. The remainder of the investments
18 will go towards rail and business information
19 technology systems, including traction power
20 upgrades to support more eight-car trains across
21 the system.

22 This slide shows planned capital

1 investment values across Metro for FY '19, as
2 well as for the six-year capital period. As I
3 noted earlier, most of these investments are
4 already ongoing. As we shared with the Board
5 last November, this slide shows the level of
6 funding that Metro needs over the next six years
7 with annual investments ramping up from nearly
8 \$1.3 billion in 2019 to over \$1.5 billion in
9 2024. However, without dedicated revenue and
10 reauthorization of current PRIIA funding,
11 required funding which is shown in red, coming
12 from the jurisdictions will increase from about
13 \$650 million in 2018 to over \$1.2 million in 2024
14 just for the capital budget alone.

15 In this scenario, Metro's funding
16 partners will be challenged to meet their own
17 local funding needs. Metro's proposed 2019
18 operating budget, on the other hand, is balanced
19 and stays within the annual subsidy cap that Mr.
20 Wiedefeld committed to last April. To meet that
21 commitment, however, the proposed budget is only
22 able to make up the \$17 million in lower revenues

1 projected for next year, as well as fun basic
2 programs and obligations in 2019. In total, the
3 \$1.84 billion operating budget is higher than the
4 prior year by seven-tenths of one percent, with
5 operating subsidy increasing by \$29 million.

6 So as a reminder, the 2019 proposed
7 operating budget is focused on baseline services,
8 which means that new bus or rail services are not
9 part of the proposal. Similarly, and similar to
10 capital budget, the proposed budgets funds
11 training and other initiatives tied to Metro's
12 safety and reliability initiatives. The proposed
13 operating budget, in addition, will also build on
14 the management initiatives that were implemented
15 over the last two years, as you'll see on the
16 next slide.

17 So in 2017, Metro cut 800 positions,
18 enhanced over time and absence management
19 controls and reduced management employee
20 benefits. The proposed FY '19 budget includes
21 additional monitoring actions such as increased
22 parking and advertising revenues. Further

1 reductions in overtime and a \$25 million
2 reduction in cost across the organization which
3 staff will identify in the coming months. All of
4 these management actions are wired to balance the
5 budget.

6 The key part of Mr. Wiedefeld's plan to
7 keep Metro safe, reliable and affordable is
8 capping future operating subsidy growth at three
9 percent. And Metro's proposed operating budget
10 for 2019 meets that goal by focusing on base
11 budget service levels. As a result, as I said
12 earlier, new bus and rail services, among others,
13 listed on these slides are not included as part
14 of the FY '19 proposal.

15 Finally, Mr. Chairman, each year Metro
16 struggles to contend with risks to the budget,
17 which is one reason why Mr. Wiedefeld called for
18 a Rainy-Day Fund to better insulate jurisdictions
19 from this risk. There are three key risks that
20 we see in FY '19, including ridership for both
21 the mainline as well as MetroAccess, the outcomes
22 of ongoing union contract negotiations and

1 potential changes at a federal level with respect
2 to both employment and funding. Any or all of
3 these risks could significantly impact Metro's
4 fiscal 2019 cost or revenue outlook.

5 Mr. Chairman, that completes my
6 presentation.

7 PUBLIC COMMENTS

8 MR. EVANS: Okay. Thank you very much,
9 Dennis. And now it's time to proceed with the
10 witnesses. So we'll call the first several
11 witnesses to come forward. First is Mayor
12 Bridget Donnell Newton. Welcome to the Metro
13 Board. Gary Erenrich. Gary Erenrich, are you
14 here?

15 MR. ERENRICH: Yeah, right here.

16 MR. EVANS: And then Annie Jones. And
17 then when they're finished, it will be Dee Curry,
18 Denise Rush, and Tino Calabria. So Mayor, welcome
19 to Metro.

20 MAYOR DONNELL NEWTON: Thank you very
21 much. Good evening, Chair Evans and the rest of
22 the Board members. Thank you very much for

1 having me tonight. I'm Bridget Donnell Newton,
2 Mayor of the City of Rockville and the immediate
3 vice-chair of the Transportation Planning Board.

4 I'm here to speak this evening on behalf
5 of the City of Rockville and our citizens. Thank
6 you for your efforts to improve the metro system
7 and service levels in the Washington metropolitan
8 area. We know it hasn't been easy, but as
9 someone who moved to Washington in 1980, I can
10 speak personally about the economic benefits our
11 region has seen since Metro came on line 40 years
12 ago.

13 Thank you also for holding steady on the
14 transit fares. There's an old saying, it's
15 easier to catch flies with honey than it is with
16 vinegar. And getting people back to Metro should
17 be our goal. You have done much to return us to
18 a state of good. Let's go to the next step and
19 return our levels of ridership.

20 To that end, the City of Rockville
21 respectfully requests that you honor Board
22 Resolution 201-37, which committed to eliminating

1 turn-backs at the Grosvenor Metro Station,
2 starting in July of 2018. Citizens, residents,
3 employees and students who travel the red line to
4 White Flint, Twinbrook, Shady Grove and the
5 cities of Rockville and Gaithersburg should not
6 have to lose time in their daily commutes while
7 every other train stops midway. With the
8 increase in railcars and the fact that current
9 infrastructure can accommodate more trains, we
10 strongly encourage you to reconsider this
11 proposal and honor the agreement.

12 Thank you very much for your time and
13 attention.

14 MR. EVANS: All right. Thank you very
15 much, Mayor. Next is Gary Erenrich.

16 MR. ERENRICH: Yes. Thank you. Good
17 evening, Chairman and Board Member Goldman. I am
18 Gary Erenrich, special assistant to the Director
19 of Transportation for the Montgomery County
20 Department of Transportation. And tonight I'm
21 speaking on behalf of County Executive Ike
22 Leggett.

1 Increased red line service between
2 Grosvenor station and Shady Grove has been a top
3 priority for Montgomery County for over 10 years.
4 Furthermore, Metro Board committed to eliminate
5 the Grosvenor back in July of 2018 in Resolution
6 2015-37. Montgomery County is deeply
7 disappointed and concerned that the proposed
8 Fiscal Year 2019 operating budget poses a
9 reduction in the long-standing service level
10 committed to by Ford.

11 We therefore request that you reject the
12 proposed budget unless it is revised to provide
13 the maximum red line service between Grosvenor
14 and Shady Grove. Operating the red line to Shady
15 Grove at its full design capacity, that means
16 eight-car trains and 24 trains an hour is
17 critical to achieve the planned growth
18 surrounding, the White Flint, Twinbrook,
19 Rockville, Shady Grove metro stations.

20 The service will advance and improve
21 line uses and generate additional ridership and
22 revenue for Metro. Until this service level can

1 be achieved, it is vital to provide the maximum
2 amount of service possible north of
3 Grosvenor/Strathmore. In the past, the obstacle
4 to full service north of Grosvenor was the
5 availability of rail cars. But rail cars are now
6 available. Recently, we have been informed that
7 infrastructure upgrades would enable highly
8 reliable operations with 15 trains per hour. The
9 15 trains per hour present difficulty in schedule
10 and reliability. In the short-term, we would
11 support operating 12 trains an hour north of
12 Grosvenor until these capital improvements can be
13 made.

14 The 12-car schedule has been provided in
15 the past and is known to work. This would
16 realize an increase from eight trains per hour to
17 12 trains per hour to increase the high priority
18 stations on this portion of the red line,
19 relieving crowding, reducing wait times for rail
20 passengers. In this case, three trains would
21 still turn back at Grosvenor. We believe that
22 this is a reasonable short-term approach. That

1 means the intent of the Board's Resolution
2 without being detrimental to service quality. To
3 prepare for the longer-term, we recommend that
4 the 2019 capital budget fund the design and
5 evaluation for track improvements at Shady Grove
6 to enable all red line trains to terminate at
7 Shady Grove in the future. We appreciate the
8 opportunity to raise the issue with the Board and
9 look forward to the Board reaffirming this
10 commitment.

11 In addition, I wanted to make sure that
12 the Board has a letter that was sent today from
13 the general assembly to Chairman Evans, dealing
14 with the Grosvenor turn-back. And it's signed by
15 Senator Feldman, Senator Lee, Senator Madaleno.
16 Excuse me, and Senator Zucker, and many delegates
17 as well, from many different districts in
18 Maryland. I'll give this to the secretary.
19 Thank you.

20 MR. EVANS: Madam Secretary, could you
21 make sure that letter is included in the record.
22 Thank you.

1 Okay. Thank you very much. Our next
2 witness is Commissioner Annie Jones.

3 MS. JONES: Good afternoon to the
4 officials and persons of Metro. I am a DC
5 resident and I catch the bus services. I'm a
6 Commissioner in Ward 5 ANC 5D. And I want to
7 address my concern. I will make it very brief.

8 Can Commissioner take five minutes as
9 well or only three?

10 MR. EVANS: Sure. You're an elected
11 official. Go ahead.

12 MS. JONES: Thank you very much. One of
13 the things that I want to address is that I have
14 a disability. And with that, I would like if
15 with the proposal you all are making that you can
16 reconsider because the last hearing that I
17 addressed is that there wasn't enough service or
18 MetroAccess services for the disabled citizens,
19 such as myself. And I would ask if WMATA would
20 consider to allow passengers that are disabled
21 only people to once when they enter into the
22 Metro service if they can only pay the fare to

1 enter into the service and once they exit, there
2 would not be a fare that is reduced along once
3 after you enter so that it will correspond with
4 all the rest of the transit services that people
5 use because once when you enter in and out, you
6 have to pay to enter in and you have to pay to
7 exit out. Then once after you leave from the
8 transit service, you go to the bus and then you
9 have to pay again.

10 MR. EVANS: Right.

11 MS. JONES: Okay. Thank you very much.
12 Then also they could have supervisions within the
13 area by request. On the bus line of H6, which
14 goes from South Dakota and Bladensburg to
15 Brookland Station. Then once it leaves from
16 there, the scheduling time -- 'cause when you
17 need someone to tell you how the service is
18 running, then you don't have anyone that is out
19 there you can address at Brookland Station or
20 going to the end of the line to say is it okay,
21 there are disabled passengers standing there
22 waiting for the bus. Why is that the schedule

1 for 20 to 15, that you be waiting 25 to 30
2 minutes on a daily basis, even in rush hour? And
3 if it wouldn't be too hard, I see myself calling
4 at various times to Central or either Bladensburg
5 buses to the red line, and the bus service, that
6 why is the buses to Bladensburg have the increase
7 of a fare. And all they can tell me is that
8 there is rush hour.

9 Well, then if it's before 6:00 or after
10 6:30 or 7:00 p.m., there is no rush hour but
11 you're still waiting 20 minutes. And also, the
12 D4, Franklin Square, which leaves from Ivy City
13 and going downtown before Franklin and between
14 the hours of 6:30 and 8:00. Okay, now that is
15 rush hour, but in the midday, we're talking about
16 12 noon to 2:00, still the same thing. The bus
17 may not show up. There's a delay. So there
18 should at least, if they could have someone
19 monitoring that area or that bus line and to see
20 where they can accommodate people with
21 disabilities, as well as other passengers.

22 I mean, I can speak for myself, as a

1 disabled citizen also, but I would like to
2 address those issues for other people or other
3 passengers and the residents of this community in
4 this area that do catch the bus at those
5 locations. And also, foremost, to have a
6 security, the Metro Transit Police on the red
7 line to cut down some of the violence. When you
8 get those kids that comes out of school from 3:30
9 or 2:00, up until like, 5:00, there has been
10 quite a few violence that has been occurred while
11 I've been on that green line and the red line.
12 That would be appreciative as well.

13 And foremost and last, if that -- there
14 is not a bus service in the area where I live,
15 which is Bladensburg and Brownville (ph)
16 Northeast. There is no bus stop. So if they
17 could allow a bus stop to be at that location.

18 Thank you very much. I appreciate you
19 taking those into consideration.

20 MR. EVANS: Thank you very much. Okay.
21 Next, we'll have Dee Curry.

22 MS. CURRY: Distinguished members of the

1 Board, my name is Dee Curry, Community Advocate
2 currently residing in Ward 7. As an astute
3 knowledgeable, life-long resident of the District
4 of Columbia, I already know that any budget
5 discussion references services always impacts the
6 day-to-day existence of communities most
7 vulnerable, either attended or not.

8 So once again, I'm in front of you to
9 hopefully give this body something to think
10 about. When this body draws up its budget
11 reputation for transportation, I, and many
12 individuals in who are in Wards east of the
13 river, I would highly doubt, are not overly
14 pleased with the services of WMATA. As it
15 relates to a community, struggling with despair,
16 due logic as a result of escalating youth and
17 family homelessness, diminished job opportunities
18 and skills-building programs for our most
19 disadvantaged, at-risk neighborhoods.

20 You see, despite of this mirroring notion
21 that these communities are havens of lazy, good-
22 for-nothing criminals, who are looking for a free

1 pass, these neighborhoods are also full of
2 deprived persons striving to become productive
3 young men and women in a city that automatically
4 stereotypes and frown on them simply because of
5 the color of their skins and the logistics of
6 their neighborhoods.

7 Now, before we dismiss this is as the
8 same old song, do your homework and look at the
9 data. With all due respect, I'm not here to hash
10 over the entrenched problem but to talk about how
11 this body can be a part of the solution, not
12 continue to make unilateral decisions that
13 arbitrarily contribute to the problem. And that
14 is what your Board has been doing it.

15 I hope that in light of what we've been
16 having as this discussion, ongoing, that we come
17 up with a solution to facilitate this problem.
18 One, it is my sincere hope that this body
19 seriously consider a system that makes an effort
20 to take into consideration the realities in this
21 aggressively changing city by adopting reasonable
22 -- a reasonable flat fare with renewed emphasis

1 on transfers and consider other means of
2 assisting chronic fare abuse other than the
3 tactics targeted at members of Ward 7 and Ward 8,
4 and homeless individuals, transgender, and young
5 men of color.

6 As always, I am a believer that we are
7 much more than the pompous, arrogant, attitudes
8 of a few and that we have always been a
9 progressive city that promotes wellness and
10 recovery for everyone. Now, we've been going
11 through this for a long, long time. And it's
12 time for us to really stop disenfranchising
13 people by labeling them. Just because a person
14 lives east of the river or a person may look
15 impoverished, does not mean that they need to be
16 discarded and treated unfairly.

17 This city and this Board, and this
18 transportation department has lost its sympathy
19 for the citizens of this city. And I'm disgusted
20 with you, Jack Evans. I'm disgusted with this
21 body. I'm disgusted with you still being in the
22 position to control what happens with this body.

1 And if you're not sensitive enough to -

2 MR. EVANS: I'm sorry. I'm going to have
3 to ask you to stop. You're over your time.

4 Thank you. Denise Rush.

5 MS. RUSH: Good evening. My name is
6 Denise Rush and I am the vice-chair of the
7 Accessibility Advisory Committee and the vice-
8 chair for MetroAccess. I want to thank the Board
9 that they are not doing an increase on the fares
10 for MetroAccess or increases on the fare in
11 general. When you look at your budget, make sure
12 that you include the lighting for low vision
13 people. It has to be sensitive to a person who
14 has low vision. And you do well with it, but you
15 don't keep the lights up. So they improve an
16 area and then you go six months later, the bulbs
17 are out. If you can barely see, it is not easy
18 to travel.

19 Most people are traveling with
20 disabilities need to be considered, especially
21 when they can't see. The gap between getting on
22 the platform and getting on the rail needs to be

1 adjusted. It is very difficult with your
2 wheelchair to get on or off some of the
3 platforms. I would hope that you would include
4 that in the budget. Also, the floors on the new
5 rail are nice, but they're not -- you can slip
6 when there is bad weather. So I hope that the
7 future cars have that in consideration.

8 And also, please remember that you have
9 the AAC, which is an Advisory Committee. When
10 you have something that you're going to present,
11 please check with the AAC. Make sure that the
12 consideration of having to help people is done
13 before the damage is done so we don't have to fix
14 it later. It becomes costly. That's why you
15 have the AAC.

16 There is a list that we are going to
17 present by the 5th. It's just a long list of
18 things that you need to consider. And I hope
19 that you will look at that list and consider as
20 many items as you can. Thank you for your time.

21 MR. EVANS: Okay. Thank you very much,
22 Ms. Rush. Tino Calabria.

1 MR. CALABIA: Calabia.

2 MR. EVANS: And then followed by David
3 Schwartzman and Bill Orleans. Thank you very
4 much.

5 MR. CALABIA: Thank you, Mr. Chair Evans
6 and Board Member Goldman. I'm Tino Calabia,
7 member of your Access Advisory Committee. I am
8 here and I have only three minutes to speak. My
9 testimony about Metro rail and the budget is
10 online for your review, so I'll take just 90
11 seconds.

12 I quote from S. Tragg (ph) lining up the
13 work for a great society's subway. Tragg writes,
14 "Designed by Harry Weiss, Metro has built a grand
15 vaulted spaces glowing with soft and direct
16 light. Decades after its design, Metro remains,
17 in a word, 'stunning.'"

18 I agree, and the encomiums earned by
19 Weiss are well-deserved, but Tragg quotes Weiss
20 himself as saying, "Disabled advocates were just
21 another lobby." Tragg further quotes Weiss as
22 adding, "They wanted all kinds of fancy gadgets."

1 As an ACC member who has served at your pleasure,
2 I'm proud to advocate for people with
3 disabilities. I trust you will read my
4 testimony's 12 suggestions on improving lighting
5 and other matters. You will see that I am not
6 wishing for fancy gadgets. As the WMATA board
7 members may know, I am for equal opportunity
8 access throughout our public transit system.

9 Thank you.

10 MR. EVANS: Okay. Thank you very much.

11 Mr. Schwartzman.

12 MR. SCHWARTZMAN: I'm testifying on
13 behalf of the DC Statehood Green party, which is
14 a proud member of the Save Our System Coalition.
15 As I testified to you one year ago, a progressive
16 dedicated funding stream for Metro should be
17 created. We rely on taxation of big corporations
18 and wealthy residents, especially millionaires,
19 like Mayor de Blasio that proposed for the New
20 York City subway, which I took when I was a
21 youth, through high school and through college
22 for 10 cents or 15 cents.

1 So I'm going to go to the heart of my
2 testimony now and if I have time, I'll add a few
3 things. So dedicated funding, please note that
4 our WMATA Chair suddenly has experience with
5 promoting dedicated funding, the DC Convention
6 Center and the baseball stadium.

7 The WMATA Board should recommend to the
8 governments of its jurisdiction serious
9 consideration of the following approaches to
10 dedicated funding:

11 1) taxation of regional wealthy
12 residents. In 2015, residents in Virginia,
13 Maryland, and DC, with an adjusted gross income
14 of over \$200,000, had a taxable income of \$157
15 billion. It's probably higher now. A 1.1
16 percent surtax on this income would generate \$1.8
17 billion, which actually is the amount in the
18 proposed budget from state and local jurisdiction
19 funding. So 1.1 percent. And the same
20 residents, according to an ONTAP study, in 2019,
21 will get a tax cut of between 1.2 and 3.4 percent
22 of their income.

1 So I think this is a no-brainer. Put
2 this 1.1 tax on them to fund Metro and then these
3 jurisdictions can also go up the total tax cut,
4 and these same wealthy residents will be paying
5 the same overall tax that they would before any
6 change in the tax code.

7 Second, I only have 10 seconds, but
8 revenue from taxing commercial property
9 benefiting from WMATA proximity. And the case
10 has been made by the Ribeck family, Rick and
11 Walt. And Walt had an article in the Washington
12 Post.

13 Thank you.

14 MR. EVANS: Thank you, Mr. Schwartzman.
15 Okay. Mr. Bill Orleans.

16 MR. ORLEANS: Welcome to WMATA.

17 MR. EVANS: Welcome to WMATA, Bill.

18 MR. ORLEANS: I'd like to have change
19 here for greater increases in my taxes. I echo
20 Mr. Schwartzman. I would add further, however,
21 all commercial property in all the jurisdictions
22 within the compact area should be assessed more

1 than they are currently. My suggestion is that
2 whenever commercial property in Fairfax County
3 pays Fairfax County, it should be duplicated to
4 payment into a WMATA fund. Whatever commercial
5 property raised or assessed, an equal amount
6 should be dedicated to WMATA. Similarly with all
7 the other jurisdictions. My jurisdiction, as
8 poor as it is, we'll contribute less, but it
9 assesses its communal property and costs less.
10 But I think that that would provide a substantial
11 way towards meeting even the more grandiose needs
12 of WMATA than the current general management of
13 the Board aspired to.

14 I'm in favor of expanding the system, not
15 contracting the system, which the current general
16 manager and the Board are aligned to do. In
17 preparing for this tonight, I quickly went
18 through the four-page notice of the public
19 hearing and the immediate question that occurred
20 to me is the budget, assuming no fare increases
21 and no service reductions, I'm inclined to not
22 believe that, I believe it assumes more service

1 reductions.

2 But \$38 million in management actions to
3 reduce expenses, increase business revenues. I
4 asked several people before I went further what
5 those management actions were and I'm told that
6 they are not yet been fully delineated, but they
7 would be, presumably, before the budget was
8 presented to the Board for approval. But at the
9 bottom of the page and on the top of the next
10 page I see that suggestion is amplified, \$25
11 million in base cost reductions.

12 I look forward, at the Finance Committee,
13 and certainly before it goes to the full Board
14 for approval that what those base cost reductions
15 are will be specified. I'm inclined to think
16 that the suggestion is that management and the
17 Board would want to privatize further on our
18 system.

19 I'm not in favor of contracting the
20 system or contracting to get out. I want to see
21 it expanded. Also, \$5 million in overtime cost
22 controls. That was explained to me that it is

1 hoped that notwithstanding it's unnecessary
2 overtime, because notwithstanding the fact that
3 there are fewer employees throughout the system,
4 both operating and headquarter staff, it's
5 expected that there would be no need for
6 overtime.

7 Well, this just confuses me. How can you
8 expect fewer people to provide more service to
9 both the agency and the riding public? There is
10 a fallacy there and I hope that will be addressed
11 at such time as the Board considers the full
12 budget.

13 Tax me more. Thank you very much.

14 MR. EVANS: Okay. Thank you. Case Hedi.
15 Michael Golash is next. Is Hedi here?

16 MR. GOLASH: It's Golash. That's all
17 right. It takes a lot of times to remember.
18 Thank you. My name is Mike Golash and I'm a
19 resident of the District of Columbia, Ward 4.

20 I would like to make several points about
21 the Fiscal Year 2019 operating budget. The
22 operating budget for the local jurisdictions has

1 to be increased by more than three percent. This
2 money is needed to pay for a fare reduction of
3 both the bus and rail, so as to encourage
4 ridership. It is essentially a payment made to
5 the riding public for the inconvenience caused to
6 them by the safe track system and the related
7 issues of a deteriorating system.

8 The Federal Government should also
9 require to make a payment for the operating cost
10 of the authority; 1) to help subsidize the
11 paratransit operation which is a federal mandate
12 this is unfunded; and 2) to make up the
13 difference between what a federal employee pays
14 to ride the subway and what the actual cost of
15 providing that service.

16 Labor costs: Over the last 40 years,
17 these costs have increased by approximately an
18 average of three percent per year. This increase
19 corresponds to the average rate of inflation
20 during this period. These increases have very,
21 depending on the financial issues that are faced.
22 If they are above average in good times, we got a

1 little better improvement in wages and work
2 conditions. If they are a little below, the
3 inflation, if we're in bad times, we got a little
4 bit less. During this period, the basic
5 structure of the agreement between the unions at
6 WMATA and the Authority have remained the same.
7 Metro should not, with its current financial
8 difficulties, attempt to alter these arrangements
9 for current employees or for future employees.
10 It just demoralizes the workforce and it creates
11 hardship for them.

12 The Metro workforce has created a
13 tremendous amount of wealth in this region. They
14 deserve better wages and benefits. They have
15 earned them. The Authority for major demands
16 concessions from the unions is unreasonable. The
17 excessive overtime referred to in the budget
18 proposal is a self-inflicted wound by the
19 Authority.

20 Many, many years ago, unions negotiated
21 rates of overtime rates not to make more money,
22 but basically to discourage the employers for

1 working people more than eight hours. That
2 systems is broken down. Employers today would
3 rather have you work overtime. Work you,
4 essentially, to death. Metro should sit down
5 with the unions and try to work out a way to
6 reduce overtime rather than trying to mandate a
7 reduction, taking the cases to courts, spending
8 tens of thousands of dollars and not being able
9 to change one thing.

10 In summary, Metro should not attempt to
11 salvage financial problems on the back of the
12 riding public and the unionized workforce. Thank
13 you.

14 MR. EVANS: Thank you. Next, Mr. Ed
15 Gitterman. Welcome to the Metro Board.

16 MR. GITTERMAN: Thank you. I've been
17 here before. For the record, Ed "New York MTA"
18 Gitterman from Bethesda, Maryland.

19 Regarding both the operating and capital
20 budgets, let me put in my two cents on the
21 subject of dedicated funding. Said funding
22 should be used for operating assistance and not

1 capital improvements, even though WMATA is
2 leaning on the ladder. Now, what's important
3 here is that said funding is not just an issue
4 for WMATA, but for all transit systems in your
5 Mid-Atlantic region. As for the capital side,
6 Congress needs to appropriate more capital
7 assistance for roads, infrastructure and transit
8 with state and local governments providing
9 general fund-matching assistance for federal
10 grant applications.

11 Now, the bottom line here is a) the
12 federal government is more generous with capital
13 assistance than day-to-day operating assistance;
14 and b) there are other transit agencies such as
15 New York's MTA subsidiaries that need capital
16 funds for safer and more reliable service, et
17 cetera.

18 Now, this can be an issue when so many
19 transit agencies in this country compete for
20 federal funding and many grants can get turned
21 down because there is not enough money for
22 everybody in the federal budget year. So with

1 that said, let me try to close with the following
2 paragraphs.

3 As a 50+ year transit-dependent rider, I
4 believe that WMATA should not try winning back ex
5 transit riders at this time and it must first
6 focus on operating improvements and proper
7 service expansion for current rider dependent on
8 your Metro system.

9 As far as service cuts and fare hikes for
10 FY '19, I do not expect this to be the case for
11 FY '20 or '21. And I'm not getting into why I
12 don't think that they'll be no cuts or fare
13 hikes.

14 Oh, and one final thing, and I'll be as
15 quick as I can, New York is playing around with
16 the issue of transportation funding. And even
17 though the focus is on congestion pricing, a
18 suggestion came out on taxing marijuana. I guess
19 this country is really going to pot, folks, and I
20 wonder if this is going to be bad news for Gerald
21 Counter (ph). But anyway, please think about my
22 comments. And you may have my consent to fax

1 them to the American Public Transit Association,
2 this area's governments, and of course, the
3 Washington Post.

4 Thank you.

5 MR. EVANS: Thank you. Emmelia Talarico.

6 MS. TALARICO: Hello. My name is
7 Talarico. I'm an organizer with Save Our System.
8 Save Our System is a coalition empowered by
9 riders, community-based organization, small
10 businesses and workers.

11 We have had enough with the Washington
12 Metro proletarian Area Transit Authority's
13 neglect for the riding public. Some of what I
14 will be testifying today are on recommendations
15 that have been compiled for WMATA riders from our
16 neighborhood meetings, conversations on buses and
17 trains, and through Save Our System, People's
18 Metro Budget Forum.

19 WMATA services should meet the needs of
20 our region and provide excellent service for
21 riders to access education, employment,
22 recreation and healthcare, grocery stores and

1 everywhere we need to go and want to go. We need
2 a transit system that is connected and serves the
3 communities that have been historically
4 underserved by WMATA, like persons with
5 disabilities, youth, seniors, LGBTQ, lower-income
6 people, recent immigrants, and communities of
7 color.

8 System-wide accessibility for
9 marginalized communities is crucial for a
10 thriving economy. We need progressive and
11 equitable funding streams so that we can expand
12 service and improve infrastructure. We need more
13 transparency and public accountability from WMATA
14 to the riding public. While it's great that
15 riders will not have to deal with fare hikes this
16 year, high costly fares based on time and
17 distance still remains tremendously burdensome
18 for many of those most on the margins in our
19 communities.

20 Sloppy policy changes, high fares,
21 service cuts and other anti-rider initiatives
22 result in the loss of opportunity for education

1 and employment and lead to the further
2 criminalization of low income communities through
3 broken windows, policing of fare enforcement.
4 Targeting those who are already struggling to pay
5 Metro fares is the wrong way for WMATA to address
6 their ongoing funding crisis. These petty
7 political ways to show neighboring regions that
8 WMATA is doing all that it can to capture income,
9 only serve to make Metro more inaccessible to
10 those who need to access public transit the most.

11 Undermining access to public
12 transportation will only worsen the racial
13 economic divides that plague our city and region.
14 While distracting the public from the real
15 offenders looting the system, according to a 2015
16 tally by the Washington Post, roughly \$50 billion
17 can be found in real estate development being
18 actively built near Metro stations. That's five
19 times what it cost to build the original system.
20 And in a 2014 report by Metro, found that the
21 value of property within half-a-mile of a Metro
22 station is \$235 billion. But for some reason

1 someone thought we shouldn't be asking these
2 folks to pay for the system.

3 This means that premium property owners
4 and developers are reaping huge rewards from
5 building near a Metro. WMATA Board members
6 should work together to influence those elected
7 officials who appoint you to the Board. We need
8 more money from the federal government, DC,
9 Maryland, and Virginia, not from riders with fare
10 increases. We support ATU 689 Tax Assessment
11 District proposal that was submitted at the WMATA
12 Board meeting that took place on September 28,
13 2017.

14 MR. EVANS: Okay. Thank you very much
15 for your testimony. Our next witness is -- I
16 don't want to mispronounce it, but it's Ale.

17 MR. ALE: No problem. My name is Ale
18 Jacinto and I serve on this hearing committee for
19 No Justice, No Pride, a coalition of grassroots
20 organizers, educators, and activists from across
21 the District of Columbia.

22 I'm a proud trans-Latina and my pronouns

1 are she and her. Thank you for this opportunity
2 to testify before the Board. I'm here to express
3 my support for the Save Our System platform and
4 their vision for a public transport system that
5 will be well-funded, safe, and reliable and fair.

6 More specifically, I want to speak to you
7 about the critical importance of bringing back
8 late-night services and why this is an issue with
9 some wide-range consequences that has personally
10 affected my own safety and ability to make ends
11 meets here in the District of Columbia.

12 When I was first able to secure an
13 internship in DC, I was excited to build a career
14 for myself. But in order to support myself, I
15 had to take on two additional jobs in the service
16 industry. This required me to work lots of hours
17 that extended well beyond Metro's limited hours
18 of operation once it cut late-night service.

19 Getting a ride back home to Maryland
20 after my shift became a daily struggle. Not
21 really having a community to fall back on, I
22 began to date an abusive man who had sex with me

1 without my consent because he lives near work and
2 staying with him meant that I could meet my basic
3 needs. This is an example of survival sex. A
4 form of sex work. Doing away with late-night
5 services might just seem like a simple way to cut
6 costs, but it has serious consequences and
7 compounds a system of trans-people in our city.

8 For trans folks, work can be hard to
9 find. And when we find it, it rarely pays well
10 or provides benefits to us. To make ends meet,
11 we are forced into underground economies, and
12 into sex work. No Justice, No Pride is leading
13 the charge with the sex work to decriminalize sex
14 work in the city, but we must also address the
15 ways that policies like Metro's limited late-
16 night service, fare hikes, and criminalization of
17 fare evasion that make sex work a necessity.

18 To be clear, sex work is work. Bodily
19 (inaudible) is a fundamental human right that
20 should not be criminalized, but it shouldn't be
21 something we are forced to do to survive. By
22 extending late-night service, Metro can support

1 working class folks and trans-people like me as
2 we work to make lives for ourselves in the city.
3 No Justice, No Pride is proud to be a part of the
4 Save Our System Coalition. And our vision of a
5 trans-liberation includes ensuring that all
6 members of our communities have access to public
7 transportation. For many of us, our jobs, our
8 livelihoods, they both depend upon this and upon
9 riding the bus and Metro.

10 We want to make sure that Metro's
11 attempts to cut costs don't make Metro
12 inaccessible and that Metro's crackdown on fare
13 evasion doesn't criminalize the most vulnerable
14 among us, particularly trans-women of color. I
15 hope you will take steps to reinstate late-night
16 services and keep fares reasonable. Our
17 livelihood depends on public transit.

18 Thank you.

19 MR. EVANS: Okay. Thank you very much
20 for your statement. Next is Lindalatt Mercer.

21 MS. MERCER: Good afternoon to everybody
22 and the Board.

1 MR. EVANS: Good afternoon.

2 MS. MERCER: As a taxpaying citizen and a
3 worker of the system, I have not been to a
4 hearing a while, but as I listen and read
5 consumer's campaigns on building up Metro and
6 making Metro back to good through safety, service
7 reliability and financial responsibility. The
8 truth about these concerns are not being
9 addressed in all aspects.

10 Service reliability, poor management,
11 overdue stress on the workers is a concern. The
12 financial responsibility, the support of poor
13 management which allows a rampant rate of sexual
14 harassment within this Authority that has been
15 shut down and quiet. The stress of workers that
16 have to go through this sexual harassment just
17 like on Capitol Hill and in Hollywood that no one
18 in this building at JGB or Conner Turner has
19 addressed yet.

20 Jack Evans, me and you are friends on
21 Facebook. I have tagged you in a group that
22 comes on every Sunday, where we address the

1 issues that workers deal within WMATA. So there
2 is no way you can make a responsibility of WMATA
3 great again when you have employees that work
4 under due stress, when management has
5 retaliation. We can't come to you guys as the
6 frontline workers to make this system safe and
7 reliable because of retaliation. There are
8 issues that go on in this authority that there is
9 no way that politicians should be asking for
10 money to upbuild this system until you clean the
11 inside of this house.

12 There are two many young women, and I've
13 been here 16 years, and I know of all the reports
14 from Paul Wiedefeld down to Rainey, when he was
15 here. All of these reports have been given to
16 all of our general manager that women go through
17 sexual harassment on a high rate here. And the
18 only thing is down is swept under the rug. These
19 managers have been promoted continuously, all the
20 way to the top. It shuts us down.

21 And how can you have someone out there to
22 work under these type of conditions, working your

1 bus system or your train system with these types
2 of conditions and the mentality that you have to
3 deal with, knowing you will retaliated against if
4 you put that out there and you have been touched
5 in a place where you shouldn't have been touched.
6 I have been a voice for a long time for this and
7 I have talked to plenty of y'all about it.

8 Jack Evans, you've seen a video that I
9 sent to you that I put out on Facebook. There
10 has been a clause to shut us up as employees that
11 we can't talk, but as taxpaying citizens, this
12 information needs to be put out there that we can
13 no longer work up under these conditions and
14 there is no way you could make right again with
15 the financial issues that go on. And a lawsuit
16 that should be put on top of this Authority by so
17 many employees that's been here.

18 MR. EVANS: Okay. Thank you very much.
19 Next, we have Stefanie Kenchen. Stefanie
20 Kenchen?

21 Okay. James Pizzurro. James Pizzurro?
22 No? Welcome to the Metro Board.

1 MR. PIZZURRO: Thank you. Hello. I'm
2 James Pizzurro, a customer who has been using
3 Metro rail --

4 MALE SPEAKER: Speak up.

5 MR. PIZZURRO: -- throughout the DMV for
6 over eight years. I'm also the lead developer of
7 Metro Here and for Metrorail commuters like
8 myself, and a charter member of Rail Transit Ops,
9 and independent group that monitors and evaluates
10 the operations performance and safety of rail
11 transit systems in the DC metro area, including
12 WMATA's Metrorail. However, I am not speaking
13 today on behalf of either of those two
14 organizations, just myself, and hopefully, my
15 fellow riders.

16 WMATA's proposed budget for its next
17 fiscal year currently keeps Metrorail service
18 levels at about the same as today. That is lower
19 compared to before Safe Track, particularly
20 during the day rush hours. I think I speak for
21 most riders when I say we would like to see WMATA
22 and the track ridership with more frequent

1 service rather than right-sizing it, because
2 right ridership is still down overall.

3 However, riders have also been told in
4 the past that maintaining service levels that
5 increase safe track levels would require
6 additional money. Could WMATA's proposal
7 alternative budget options with estimates for the
8 amount of money required to increase Metrorail
9 service levels? This could give our
10 jurisdictional leaders the flexibility to buy
11 into specific tiers of service for the region
12 rather than force them to vote up or down in a
13 single proposal, especially when today's proposed
14 budget doesn't move the needle very much.

15 I think it would be a sign of good faith
16 for WMATA to truly investigate what would be
17 necessary to ramp up service and put a price tag
18 on it, just as giving real alternative options
19 for jurisdictions to choose from, would hold our
20 leaders accountable when they have to choose.
21 This would also serve as good context for any
22 upcoming funding discussions and set everyone's

1 expectations, accordingly.

2 Considering the value that Metro brings
3 to this region, but perhaps more importantly, all
4 of the things it has yet to bring, hopefully this
5 an idea that resonates tonight with those in
6 charge of making such decisions.

7 Thank you very much for your
8 consideration.

9 MR. EVANS: Okay. Thank you very much.
10 Next is Delan Ellington. Welcome to the Metro
11 Board.

12 MR. ELLINGTON: Hello to all the nice
13 people in the room, fighting for their lifeline
14 of their life. And gentlemen, please stop
15 disrespecting people by looking at your phone
16 when people are speaking their truth to you all.
17 It is very disrespectful and unprofessional.

18 So I am Delan Ellington. As an organizer
19 with BYP 100, an organization in coalition to
20 save our system or to save the metro system, the
21 new budget needs to work for the members of all
22 the communities who live in the DMV, who have no

1 other economical way to traverse this region of
2 the country in our lives.

3 I'm speaking to you over the unfair Metro
4 budget that -- the current budget that are
5 currently in place and stopping them -- stopping
6 more of them from being put into action. This
7 budget could allow for the continued alignment of
8 marginalized communities that have called the DMV
9 home for generations. Previous budget
10 initiatives, such as cost savings -- cost-saving
11 initiatives of negative budget balance, policy of
12 not letting people out, have been targeting the
13 people who are being pushed out of the city due
14 to the rising cost of living and the
15 gentrification that is seeing a larger and larger
16 number of marginalized and invisible people lose
17 power, push down to the separate ranges of the
18 Metro map.

19 People in the Metro area pay more and
20 more of this burden than people who are being
21 pushed out pay more and more. These policies
22 exclude the people of color and the marginalized

1 people and do not allow them to have access to
2 the DC area at night and during peak times of the
3 day because of the cost it takes. This is a poor
4 task. We need to have a safer, reliable transit
5 system. We need to have a funding transit
6 system, and we need that transit to be funded by
7 people profiting off of their economical building
8 around Metro stops. We want to have a fair
9 system, a fairer fare system. We need vans, we
10 need late-night service.

11 I live in Alexandria and from my Metro
12 stop, after 8:30, it can sometimes take up to 50
13 minutes for another bus to come, usually doubling
14 my travel time home from work from wherever I am
15 in the city. We cannot pass the buck on people
16 who have little to no choice but to use Metro.
17 We need a flat rate of \$2.00 and free transfers
18 from bus to rail in this system, along with
19 getting rid of that negative fare balance.

20 If you can't afford to keep a positive
21 balance, you probably are not able to afford a
22 car, buy a chair, Uber, or anything else for that

1 matter. You need to tax on your property group
2 and owners of Pentagon City Mall and other groups
3 who profit off of their location.

4 As other members have said, and the
5 owners of Verizon Center, because all of those
6 events that get held there, they make money and
7 then those people leave, usually being tourists.
8 That is money that can be saved for the budget
9 and saved for more ridership at late night and
10 other times. Thank you for your time.

11 MR. EVANS: Thank you. Claire Martinez.
12 Welcome.

13 MS. MARTINEZ: Hello. My name is Claire
14 Martinez and I'm with the Save Our System
15 Coalition. I am a daily commuter from the
16 Brookland Station to the Silver Spring Station.
17 So because of the fare hikes and because of the
18 reduced services, my ride commute has more than
19 doubled, both for the fare price and the time
20 that it takes me to get to work.

21 I'm lucky that I have employment that is
22 able to offset these costs, but there are a lot

1 of people who are not so lucky. As it stands at
2 the moment, it is cheaper and easier and faster
3 for me to drive to work and even pay parking in
4 downtown Silver Spring than it is for me to take
5 the Metro, which should not be the case. And
6 while I'm not motivated personally by
7 environmental impact, I probably would not be
8 taking public transportation at all. And so if
9 in this situation you were driving away customers
10 who are able to pay a full fare, because of these
11 cuts to service -- sorry.

12 I'm hoping that you would consider having
13 transfers between bus and Metro service that
14 would be free for low income riders. I feel that
15 if you are able to restore some of the trains in
16 these more affluent areas, then maybe you able to
17 take off some of the costs for low-income riders
18 who are not able to offset these costs that have
19 been caused by reduction in service.

20 Thank you.

21 MR. EVANS: Okay. Thank you very much.

22 Johnathan Butler. Welcome.

1 MR. BUTLER: Good evening, everyone and
2 thanks for the opportunity to speak tonight. My
3 name is Johnathan Butler. I am a community
4 organizer with a local organization called BYP
5 100, which stands for Black Youth Project 100.
6 It is a collection of young black activists, ages
7 18 to 35, fighting for black liberation. We have
8 chapters all across the country.

9 A main part of our work is that we
10 believe in fighting for the social, economic and
11 political liberation of all black people and all
12 oppressed people. I fundamentally believe that
13 every human being has the right to accessible and
14 fair transportation as a part of a health life.

15 The way that the DC Metro has currently
16 raised prices and cut late-night service and have
17 done other things to impact negatively the lives
18 of people who are not only brown, not only black,
19 but oppressed in a variety of different ways, yet
20 have no conscience of the impact or have no
21 empathy towards these people.

22 WMATA keeps putting affordable,

1 accessible, and safe transportation out of the
2 reach of those who are actually impacted most by
3 these decisions. These people who are impacted
4 and marginalized the most are hardly, if ever
5 considered in these conversations. This
6 effectively pushes the rights of young black and
7 brown folks out of the social economic and
8 political realm of the District as it continues
9 to only other black and brown folks, but also
10 indivisiblize (sic) them into the far reaches and
11 even outside of the District of Columbia.

12 So why are these people who have the
13 least are required to pay the most for
14 transportation? That is a question that needs
15 to be reflected on at this time.

16 On the point of criminalization, I often
17 think about the reasons of which there are police
18 on the Metro in the first place. Police do not
19 automatically bring about a sense of safety.
20 Time and time again we have seen that not only on
21 a national scale, but on a local scale that the
22 use of police power in the very realms that it is

1 has happened. There is no reason, rational,
2 logical or otherwise, why there should be four
3 police officers pulling aside one young black
4 woman because of an alleged fare evasion.

5 MR. EVANS: Okay.

6 MR. BUTLER: There is no reason why this
7 criminalization of young black and brown youth
8 should continue to happen in the ways that
9 criminalization happens on not only Metro with
10 the fare prices, but the ways in which they are
11 policed and their very presence of just trying to
12 get a ride to work, school, or even just trying
13 to get home.

14 As an organizer with BYP and the work
15 that we have done around ending police brutality
16 and working towards the complete abolishment of
17 police, we have to continually evaluate where we
18 are in this system and in this time. Many times
19 we take our access for transportation for
20 granted. For someone who does have a job that
21 does help offset some of these costs, I am
22 blessed and privileged to be in a position where

1 these do not impact me fully, but this does not
2 mean that we have to continue to go after the
3 thousands of people that it does impact.

4 So going forward, WMATA must reject fare
5 hikes and implement a \$2.00 flat fare fee and --

6 MR. EVANS: Okay.

7 MR. BUTLER: -- because transportation is
8 a human right, not a luxury for the rich and
9 wealthy. Thank you.

10 MR. EVANS: Thank you very much.

11 MR. BUTLER: Absolutely.

12 MR. EVANS: Patrick Kennedy. Welcome.

13 MR. KENNEDY: Thank you. Good evening,
14 Mr. Chairman, Mr. Goldman and staff. Thank you
15 for the opportunity to testify. My name is
16 Patrick Kennedy. I am an Advisory Neighborhood
17 Commissioner in Foggy Bottom, and I wish to
18 direct your attention this evening since this is
19 somewhat of an off-budget, without fare hikes or
20 service cuts proposed, an issue that is
21 potentially addressable over the long-term, and
22 that's the issue of transfers. And I think Mr.

1 Ellington and some others have reflected on this
2 earlier.

3 There is an inequitable system in Metro's
4 fare structure between rail and bus services. At
5 the same time, there is a predominant need on the
6 part, especially, of bus riders, to transfer in
7 the rail service because so many routes were
8 curtailed in stations when the Metrorail system
9 expanded over the years.

10 I believe that there is a proposal that
11 is floated by Mr. Leggett (ph) and some others to
12 restructure the Metro bus network, the same that
13 is taking place in other cities, to take
14 advantage of network efficiencies and things of
15 that nature. That presumably means even more
16 consolidation of services in the Metrorail
17 stations.

18 That, in and of itself can be a good
19 thing if you're speeding up people's commutes,
20 but if you are charging people twice for the same
21 distance that they took on a one state bus ride,
22 they will understandably have objections to that

1 and they have had objections to that, and that's
2 why some routes have been retained over the years
3 and there were concessions like the Anacostia
4 special fare that was in place for a while. In
5 my view, there needs to be a holistic solution to
6 this issue and it involves bringing the 50-cent
7 transfer discount up to the full \$2.00 that is
8 the minimum rail cost, and the current bus fare.
9 I believe when this was discussed, the cost of
10 increasing that transfer during the last fare
11 hikes by 25 cents was about \$8 million.

12 So it is a considerable investment to
13 bridge that gap. Nonetheless, New York City did
14 it with the MTA in the 1990s, and quite
15 successfully. It stunts your ridership decline
16 and actually increased overall utilization of
17 their network. So even if this does need to be
18 phased in over multiple years for budgetary
19 reasons, I do think it's a worthwhile objective.
20 It's potentially more equitable. It's simpler
21 for the riders. And again, it will allow the
22 Authority to offset some of those costs by

1 running, hopefully, a more efficient network with
2 bus and rail combined and being considered.

3 I think in the short-run for a lesser
4 economic impact and less fiscal impact, the
5 Authority should consider taking some of the past
6 services that it offers, select pass for rail and
7 the weekly bus pass and allow users to take
8 either a bus or rail trip up to the amount of
9 their pass. And the reason that I suggest that
10 is -- and I think select pass is an excellent
11 service; I use it every month. I pay full
12 freight for it, but on most weekends, frankly,
13 some rush hours, depending on if there is a
14 disruption and late nights, now that services
15 have been curtailed, the bus makes more sense
16 than rail for some trips. But I'm financially
17 disincentivized from taking it. So ever since I
18 had started purchasing select pass for rail, I
19 don't use the bus nearly as much. And I find
20 that Lyft, Uber, biking are much more
21 economically viable options for me. And I'm sure
22 I'm not the only person in that boat.

1 Knowing Metro's ridership figures and the
2 trends that have been in place, really for both
3 rail and bus over the years, we need to
4 incentivize ridership. I think this is a
5 potentially less sensitive fiscal impact if you
6 were to equalize the ability to take rail or bus
7 services without touching the underlying transfer
8 policy, but I think it's a worthwhile down
9 payment to make. And particularly, for Metro's
10 most loyal customers, the customers who are most
11 dependent on it, and the most reliable who keep
12 coming back month-after-month, we have to
13 consider usage of the Metro network overall. We
14 can't continue segregating by past rail users and
15 bus users. We need more holistic usage of the
16 system and we need to empower people, financially
17 and otherwise to make that choice.

18 So I would encourage your consideration
19 of that, whether fiscally or technologically
20 feasible and would encourage you to pursue it
21 with the overall transfer policy in mind for the
22 coming years. Thank you.

1 MR. EVANS: Great. Thank you very much.

2 And last, I'm going to take a shot at this

3 Nnennaya Amuchie.

4 MS. AMUCHIE: Nope. Not even close.

5 MR. EVANS: Nope. Not even close, right.

6 MS. AMUCHIE: Not even close, but we're
7 here. Good evening. Do I get more time since
8 you butchered my name?

9 (Laughter.)

10 MS. AMUCHIE: Good evening, everyone.
11 Thank you for giving me an opportunity to voice
12 my concerns or my experiences with you all. My
13 name is Nnennaya Amuchie.

14 MR. EVANS: Okay.

15 MS. AMUCHIE: I'm an attorney and a
16 community organizer with the local organization
17 BYP 100, as Johnathan described. BYP 100 is a
18 collective of young black activists fighting for
19 black liberation. We believe in fighting for
20 socio-economic and political liberation of all
21 black people and all oppressed people, just like
22 Johnathan said. I fundamentally believe --

1 someone is calling me -- that every human being
2 has a right to accessible, affordable and safe
3 transportation, no matter who you are, where you
4 live or how much you make. As one of the
5 wealthiest places in the country, DC should be
6 leading the way for innovative transportation for
7 everyone, as Patrick listed.

8 Unfortunately, WMATA keeps putting
9 affordable, accessible, and safe transportation
10 out of reach for those who are most marginalized.
11 Access to transportation is directly linked to
12 addressing poverty, unemployment, health and
13 independence. When you have the ability to move,
14 you can make important decisions for yourself,
15 your families and your community. After housing,
16 transportation is the biggest cost for those
17 living in the city and around the world.

18 In fact, those who make the least pay the
19 most for transportation. Why? Because the
20 closer you live to accessible public
21 transportation, the more you pay. It's almost as
22 if transportation is treated as a luxury or

1 privilege in this country and not a basic
2 necessity that everyone needs, not matter your
3 income, race, age, gender, sexuality, ability or
4 immigration status. And if transportation is
5 something that everyone needs, and everyone, at
6 one point in their lives uses, my question to you
7 all is why are you making it more and more
8 difficult for people to access? It makes
9 absolutely no sense.

10 As an organizer with BYP 100, and with
11 the DMV (inaudible), I've been working directly
12 with individuals who are currently and formerly
13 incarcerated. We've been raising money for
14 individuals who need bail and have the need to
15 connect with resources to reenter society.
16 Today, I received a call from one of the mothers
17 that we bailed out, and in order for her to
18 access housing, a case worker, family, food, and
19 employment, in-patient healthcare services or
20 something as simple as leisure, like going to
21 visit your friends, she needs accessible and
22 affordable transportation.

1 Because all the resources are spread out
2 throughout the city, she will have to swipe a
3 Metro card numerous times throughout the day,
4 taking up Lord knows how much. Additionally, she
5 does not have access to over \$100 like Patrick
6 and Johnathan to buy weekly passes to meet her
7 most basic needs.

8 One of the main demands of Save Metro
9 System campaign is to implement a system that
10 takes into account a passenger's ability to pay,
11 not their ages. A zero-tolerance approach to
12 fare evasion criminalizes low-income folks,
13 particularly brown and black communities that
14 depend on Metro the most.

15 For Erica, access to transportation is a
16 matter of whether or not she'll end up back in
17 jail in the next couple of days. This may sound
18 extreme, but this is many folks' reality. Many
19 times -- I'm going to close up.

20 Many times we take our access to
21 transportation for granted. I think someone said
22 that Jack Evans drove here today. Right? Uh-

1 huh. So much that we don't think about the
2 thousands of people who have to make difficult
3 decisions and are forgoing some of their most
4 basic needs in exchange for their ability to
5 survive; exchange food for transportation,
6 healthcare for transportation, going to school
7 for transportation. WMATA must reject fare hikes
8 and implement a \$2.00 flat rate on the fare.
9 Transportation is a human right, not a luxury for
10 the rich and wealthy.

11 Thank you.

12 MR. EVANS: Thank you very much. Okay.
13 So that covers everyone who has signed up. So is
14 there anyone in the room who didn't sign up who
15 would like to testify? Anybody here?

16 (No response.)

17 MR. EVANS: No? Okay. Well, I want to
18 take this opportunity to thank all of you for
19 coming down to testify. I really do appreciate
20 all of your input. You would be surprised that I
21 agree with most of what all of you said. I've
22 been an advocate for a flat fare in the system

1 for a long time, when I was here last time
2 around. And we'll continue to do that. Someday
3 I may get it done.

4 So if there is no further business to
5 come before the Board, the hearing is adjourned.

6 (Whereupon, at 7:21 p.m.,
7 the hearing was adjourned.)

8 * * * * *

9

10

11

12

13

14

15

16

17

18

19

20

21

22

CERTIFICATE OF NOTARY PUBLIC

I, GERVEL A. WATTS, the officer before whom the foregoing public hearing was taken, do hereby certify that the testimony that appears in the foregoing pages was recorded by me and thereafter reduced to typewriting under my direction; that said deposition is a true record of the proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this testimony was taken; and further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

GERVEL A. WATTS

Notary Public in and for the

District of Columbia

My commission expires:

February 14, 2019



ATTACHMENT B:
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
FY2019 BUDGET

(Dollars in Thousands)

| | <u>Total</u> | <u>Subsidized</u> | <u>BUS</u> | <u>RAIL</u> | <u>ACCESS</u> | <u>REIMB</u> |
|------------------------|---------------------|--------------------------|-------------------|--------------------|----------------------|---------------------|
| REVENUES | | | | | | |
| Passenger | \$672,229 | \$669,361 | \$125,241 | \$534,180 | \$9,940 | \$2,868 |
| Other Passenger | \$19,685 | \$19,685 | \$11,825 | \$7,860 | \$0 | \$0 |
| Parking | \$47,238 | \$47,238 | \$0 | \$47,238 | \$0 | \$0 |
| Advertising | \$26,000 | \$26,000 | \$8,160 | \$17,840 | \$0 | \$0 |
| Joint Development | \$9,750 | \$9,750 | \$0 | \$9,750 | \$0 | \$0 |
| Fiber Optics | \$15,468 | \$15,468 | \$0 | \$15,468 | \$0 | \$0 |
| Other | \$37,941 | \$9,241 | \$6,149 | \$3,093 | \$0 | \$28,700 |
| Total Revenues | \$828,311 | \$796,743 | \$151,375 | \$635,429 | \$9,940 | \$31,568 |
| EXPENSES | | | | | | |
| Personnel | \$1,306,479 | \$1,299,386 | \$522,524 | \$767,350 | \$9,512 | \$7,093 |
| Services | \$304,858 | \$282,550 | \$51,739 | \$116,248 | \$114,563 | \$22,308 |
| Materials & Supplies | \$104,727 | \$104,565 | \$41,704 | \$62,331 | \$530 | \$162 |
| Fuel (Gas/Diesel/CNG) | \$32,651 | \$30,646 | \$23,936 | \$1,435 | \$5,275 | \$2,005 |
| Utilities & Propulsion | \$93,505 | \$93,505 | \$14,835 | \$78,120 | \$550 | \$0 |
| Casualty & Liability | \$29,338 | \$29,338 | \$8,755 | \$20,061 | \$522 | \$0 |
| Leases & Rentals | \$8,363 | \$8,363 | \$1,591 | \$5,882 | \$890 | \$0 |
| Miscellaneous | \$4,431 | \$4,431 | \$640 | \$3,688 | \$103 | \$0 |
| Capital Allocation | (\$47,111) | (\$47,111) | (\$14,058) | (\$32,215) | (\$839) | \$0 |
| Total Expenses | \$1,837,243 | \$1,805,675 | \$651,666 | \$1,022,902 | \$131,107 | \$31,568 |
| | | | | | | |
| NetSubsidy | \$1,008,931 | \$1,008,931 | \$500,291 | \$387,473 | \$121,167 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Cost Recovery Ratio | 45.1% | 44.1% | 23.6% | 61.6% | 7.6% | |

ATTACHMENT C:
FISCAL YEAR 2019 BUDGET
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

| | Total | District of Columbia | Montgomery County | Prince George's County | City of Alexandria | Arlington County | City of Fairfax | Fairfax County | City of Falls Church |
|---|-----------------|-------------------------|----------------------|------------------------------|-----------------------|---------------------|--------------------|-------------------|----------------------------|
| Metrobus Operating Subsidy | | | | | | | | | |
| Regional Bus Subsidy | \$427,246,773 | \$178,347,247 | \$63,545,593 | \$72,921,501 | \$20,469,316 | \$32,690,746 | \$757,922 | \$56,846,934 | \$1,667,514 |
| Non-Regional Bus Subsidy | \$73,044,310 | \$32,349,686 | \$8,339,228 | \$22,175,546 | \$2,860,512 | \$1,483,205 | \$0 | \$5,836,133 | \$0 |
| Subtotal | \$500,291,083 | \$210,696,932 | \$71,884,821 | \$95,097,047 | \$23,329,828 | \$34,173,951 | \$757,922 | \$62,683,068 | \$1,667,514 |
| Percent of Total | 100% | 42.1% | 14.4% | 19.0% | 4.7% | 6.8% | 0.2% | 12.5% | 0.3% |
| Metrorail Operating Subsidy | | | | | | | | | |
| Base Allocation | \$379,496,565 | \$130,532,975 | \$69,168,538 | \$62,275,766 | \$18,313,788 | \$36,787,465 | \$1,191,180 | \$60,249,929 | \$976,924 |
| Max Fare Subsidy | \$7,976,432 | \$852,701 | \$3,114,556 | \$1,435,083 | \$325,160 | \$223,441 | \$64,435 | \$1,930,610 | \$30,445 |
| Subtotal | \$387,472,997 | \$131,385,676 | \$72,283,094 | \$63,710,850 | \$18,638,948 | \$37,010,906 | \$1,255,615 | \$62,180,540 | \$1,007,370 |
| Percent of Total | 100% | 33.9% | 18.7% | 16.4% | 4.8% | 9.6% | 0.3% | 16.0% | 0.3% |
| MetroAccess Subsidy | | | | | | | | | |
| | \$121,167,265 | \$27,304,607 | \$24,979,079 | \$51,806,156 | \$982,841 | \$794,373 | \$299,883 | \$14,883,801 | \$116,525 |
| Percent of Total | 100% | 22.5% | 20.6% | 42.8% | 0.8% | 0.7% | 0.2% | 12.3% | 0.1% |
| Net Operating Subsidy | | | | | | | | | |
| | \$1,008,931,346 | \$369,387,215 | \$169,146,994 | \$210,614,053 | \$42,951,617 | \$71,979,230 | \$2,313,420 | \$139,747,408 | \$2,791,409 |
| | 100% | 36.6% | 16.8% | 20.9% | 4.3% | 7.1% | 0.2% | 13.9% | 0.3% |
| Debt Service | | | | | | | | | |
| Metro Matters Debt Service | \$20,080,228 | \$10,117,021 | \$4,699,175 | \$5,211,823 | \$0 | \$0 | \$0 | \$0 | \$52,209 |
| Series 2017B Debt Service | \$35,795,000 | \$13,676,661 | \$7,213,337 | \$7,285,285 | \$1,773,356 | \$0 | \$111,358 | \$5,608,396 | \$126,607 |
| Subtotal | \$55,875,228 | \$23,793,682 | \$11,912,512 | \$12,497,108 | \$1,773,356 | \$0 | \$111,358 | \$5,608,396 | \$178,816 |
| FY2019 Jurisdictional Operating Funding | \$1,064,806,574 | \$393,180,897 | \$181,059,506 | \$223,111,161 | \$44,724,973 | \$71,979,230 | \$2,424,778 | \$145,355,805 | \$2,970,224 |

ATTACHMENT D:
FY2019-2024 Capital Improvement Program by Category

| Investment Category (\$ in millions) | FY2019 Budget | FY2020 Plan | FY2021 Plan | FY2022 Plan | FY2023 Plan | FY2024 Plan | 6 Year Plan |
|---|------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Railcars | \$445 | \$254 | \$331 | \$305 | \$340 | \$543 | \$2,218 |
| Rail Systems | \$173 | \$175 | \$163 | \$129 | \$117 | \$103 | \$860 |
| Track & Structures | \$105 | \$144 | \$167 | \$201 | \$317 | \$240 | \$1,175 |
| Stations & Passenger Facilities | \$252 | \$300 | \$307 | \$321 | \$246 | \$240 | \$1,666 |
| Bus & Paratransit Vehicles | \$204 | \$314 | \$293 | \$308 | \$316 | \$288 | \$1,723 |
| Business Support | \$100 | \$112 | \$115 | \$235 | \$188 | \$136 | \$887 |
| TOTAL | \$1,279 | \$1,300 | \$1,375 | \$1,500 | \$1,525 | \$1,550 | \$8,530 |

ATTACHMENT E:
FY2019-2024 Capital Improvement Program Funding Sources

| Funding Sources (\$ in Millions) | FY2019 Budget | FY2020 Plan | FY2021 Plan | FY2022 Plan | FY2023 Plan | FY2024 Plan | Total |
|--|------------------|----------------|----------------|----------------|----------------|----------------|-------|
| <i>Federal</i> | | | | | | | |
| Federal Formula Programs | 305 | 321 | 313 | 313 | 313 | 313 | 1,877 |
| Federal PRIIA | 149 | 149 | - | - | - | - | 297 |
| Other Federal Grants | 6 | 4 | 4 | 4 | 4 | 4 | 26 |
| Subtotal, Federal Grants | 459 | 473 | 317 | 317 | 317 | 317 | 2,200 |
| Match to Federal Formula | 76 | 80 | 78 | 78 | 78 | 78 | 469 |
| System Performance and Debt Strategy | 561 | 552 | 912 | 1,069 | 1,113 | 1,149 | 5,355 |
| Subtotal, Match, System Performance and Debt Strategy | 637 | 632 | 990 | 1,147 | 1,191 | 1,227 | 5,824 |
| State and Local PRIIA | 149 | 149 | - | - | - | - | 297 |
| Other State and Local | 1 | 1 | 1 | 1 | 1 | - | 5 |
| Subtotal, State & Local | 787 | 781 | 991 | 1,148 | 1,192 | 1,227 | 6,126 |
| Jurisdictional Reimbursable Projects | 5 | 5 | 3 | 3 | 3 | 3 | 22 |
| Subtotal, State and Local, including Reimbursable Jurisdictional Projects | 792 | 786 | 994 | 1,151 | 1,195 | 1,230 | 6,148 |
| MWAA | 27 | 41 | 64 | 32 | 14 | 3 | 181 |
| Grand Total | 1,279 | 1,300 | 1,375 | 1,500 | 1,525 | 1,550 | 8,530 |

ATTACHMENT F:
CIP Financial Plan - Allocation of State & Local Contributions

| (Dollars in Millions) | FY2019 Budget | FY2020 Plan | FY2021 Plan | FY2022 Plan | FY2023 Plan | FY2024 Plan | Total |
|--|------------------|----------------|----------------|------------------|------------------|------------------|------------------|
| <u>Federal Formula Match, System Performance & Long Term Debt Strategy</u> | | | | | | | |
| District of Columbia | 226.9 | 219.5 | 343.8 | 398.4 | 413.7 | 426.4 | 2,028.8 |
| Montgomery County | 112.3 | 108.5 | 169.9 | 196.8 | 204.4 | 210.6 | 1,002.5 |
| Prince George's County | 107.5 | 104.0 | 162.9 | 188.8 | 196.0 | 202.0 | 961.4 |
| Maryland Subtotal | 219.8 | 212.5 | 332.8 | 385.6 | 400.4 | 412.7 | 1,963.9 |
| City of Alexandria | 30.4 | 29.3 | 46.0 | 53.2 | 55.3 | 57.0 | 271.2 |
| Arlington County | 58.5 | 56.5 | 88.5 | 102.6 | 106.5 | 109.8 | 522.5 |
| City of Fairfax | 1.8 | 1.8 | 2.8 | 3.2 | 3.3 | 3.4 | 16.3 |
| Fairfax County | 97.8 | 94.4 | 147.9 | 171.4 | 177.9 | 183.4 | 872.7 |
| City of Falls Church | 1.8 | 1.7 | 2.7 | 3.1 | 3.3 | 3.4 | 16.0 |
| Loudoun County | - | 16.2 | 25.3 | 29.3 | 30.4 | 31.4 | 132.6 |
| Virginia Subtotal | 190.3 | 199.9 | 313.1 | 362.8 | 376.8 | 388.3 | 1,831.2 |
| Subtotal Federal Formula Match & System Performance | 637.0 | 632.0 | 989.7 | 1,146.9 | 1,190.9 | 1,227.3 | 5,823.9 |
| <u>State and Local PRIIA</u> | | | | | | | |
| District of Columbia | 49.5 | 49.5 | - | - | - | - | 99.0 |
| State of Maryland | 49.5 | 49.5 | - | - | - | - | 99.0 |
| Commonwealth of Virginia | 49.5 | 49.5 | - | - | - | - | 99.0 |
| Subtotal State and Local PRIIA | 148.5 | 148.5 | - | - | - | - | 297.0 |
| <u>Other State and Local</u> | | | | | | | |
| DRPT (CMAQ Match) | 1.5 | 0.9 | 1.0 | 1.1 | 0.7 | - | 5.2 |
| Virginia Subtotal | 1.5 | 0.9 | 1.0 | 1.1 | 0.7 | - | 5.2 |
| Total Other State and Local | 1.5 | 0.9 | 1.0 | 1.1 | 0.7 | - | 5.2 |
| Subtotal Before Jurisdictional Reimbursable Projects | 787.0 | 781.4 | 990.8 | 1,148.0 | 1,191.6 | 1,227.3 | 6,126.2 |
| <u>Union Station</u> | | | | | | | |
| District of Columbia | 1.9 | 1.7 | - | - | - | - | 3.6 |
| State of Maryland | 0.4 | 0.3 | - | - | - | - | 0.7 |
| Subtotal Union Station | 2.3 | 2.0 | - | - | - | - | 4.3 |
| <u>Project Planning</u> | | | | | | | |
| District of Columbia | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 6.0 |
| State of Maryland | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 6.0 |
| Commonwealth of Virginia | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 6.0 |
| Subtotal Project Planning | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Subtotal Jurisdictional Reimbursable Projects | 5.3 | 5.0 | 3.0 | 3.0 | 3.0 | 3.0 | 22.3 |
| Grand Total | \$792.3 | \$786.4 | \$993.8 | \$1,151.0 | \$1,194.6 | \$1,230.3 | \$6,148.5 |

ATTACHMENT G:

FY2019 Federal Formula Match, System Performance & Long Term Debt Strategy Funding

| (Dollars in Millions) | Direct Contribution | Debt Strategy | Total Contribution |
|-------------------------------|---------------------|---------------|--------------------|
| District of Columbia | 75.2 | 151.7 | 226.9 |
| <i>Montgomery County</i> | 55.6 | 56.7 | 112.3 |
| <i>Prince George's County</i> | 53.2 | 54.3 | 107.5 |
| State of Maryland Subtotal | 108.8 | 111.0 | 219.8 |
| <i>City of Alexandria</i> | 4.4 | 26.0 | 30.4 |
| <i>Arlington County</i> | 23.5 | 35.0 | 58.5 |
| <i>City of Fairfax</i> | 0.3 | 1.5 | 1.8 |
| <i>Fairfax County</i> | 40.0 | 57.8 | 97.8 |
| <i>City of Falls Church</i> | 0.8 | 1.0 | 1.8 |
| Virginia Subtotal | 69.0 | 121.3 | 190.3 |
| Total | \$253.0 | \$384.0 | \$637.0 |