

Docket B10-2

METRORAIL PROPOSED SERVICE REDUCTIONS

Headway Widening:

1) PROPOSAL: On weekends, make minor headway widening as described below:

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

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

Impacts:

All trains will continue to operate, customers will have slightly longer waits for trains and trains will be more crowded. It is anticipated that this proposal will result in the loss of 360,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$4.11 million and the ridership loss will reduce revenues by \$0.61 million. The subsidy savings for the headway widening for FY11 is projected to be \$3.50 million.

2) PROPOSAL: On weekdays during the off-peak periods, make minor headway widening as described below:

Weekdays – off-peaks	Headway Present/Proposed (Minutes)		
	9:30am – 3:30pm	6:30pm - 9:30pm	9:30 - closing
Line			
Red			
Shady Grove-Glenmont	12/15	12/15	15/20
Shady Grove-Silver Spring	12/15	12/15	-
Blue			
Franconia /Spring.-Largo	12/15	12/15	20/30
Orange			
Vienna-New Carrollton	12/15	12/15	20/30
Yellow			
Huntington-Ft Totten	12/15	12/15	20/30
Green			
Greenbelt-Branch	12/15	12/15	20/30

Impacts: All trains will continue to operate, but customers will have slightly longer waits for trains and trains will be more crowded. It is projected that this proposal will result in the loss of 600,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$5.44 million and the ridership loss will reduce revenues by \$1.01 million. The subsidy savings for the headway widening for FY11 is projected to be \$4.43 million.

3) PROPOSAL: Reduce Service on Holidays and During the Holiday Season

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

Impacts: Some capacity will be reduced slightly and some customers will have slightly longer waits for trains. It is anticipated that there will not be overcrowding as ridership is reduced during these times. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$0.14 million. The subsidy savings for this proposal for FY11 is projected to be \$0.14 million.

4) PROPOSAL: Reduce weekday peak service by operating all six-car trains; no eight-car trains (reduces peak pull-out by 58 cars)

Currently there are 29 eight-car trains operated during the peak period: 10 on the Red Line, 10 on the Green Line and nine on the Orange. The trains will still operate but they will be six-car trains.

Impacts: All trains will continue to operate, but capacity will be reduced slightly. Customers will have slightly longer waits for trains and trains will be more crowded. It is projected that this proposal will result in the loss of 1.28 million riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$6.23 million and the ridership loss will reduce revenues by \$3.54 million. The subsidy savings for the headway widening for FY11 is projected to be \$2.69 million.

5) PROPOSAL: Reduce weekday early morning service on all lines

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

Impacts: Capacity will be reduced slightly to reflect the lower ridership during this time period. Customers will have slightly longer waits for trains. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$0.46 million. The subsidy savings for this proposal for FY11 is projected to be \$0.46 million.

6) PROPOSAL: Change peak frequency on Red Line

To improve reliability on the Red Line and to correct the running time problem on the line the proposal is to widen the headway from two and a half to three minutes from Grosvenor to Silver Spring and from five to six minutes from Silver Spring to Glenmont and from Grosvenor to Shady Grove.

Impacts: Capacity will be reduced slightly during this time period. Customers will have slightly longer waits for trains. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$1.30 million. The subsidy savings for this proposal for FY11 is projected to be \$1.30 million.

7) PROPOSAL: Close additional mezzanines on weekends

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

Impacts: The stations will remain open but one of the entrances will be closed resulting of patrons having to walk up to an addition two to three blocks for access to Metrorail. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$0.67 million. The subsidy savings for this proposal for FY11 is projected to be \$0.67 million.

8) PROPOSAL: Close five stations entrances daily at 8:00 pm

On all weeknights, the following station entrances will close early: King St. North, Stadium Armory North*, McPherson Sq. West, Shaw Howard U. South, and Friendship Hts. South. (* note: both entrances will remain open during major events)

Impacts: The stations will remain open but one of the entrances will be closed resulting of patrons having to walk up to an addition two to three blocks for access to Metrorail. Ridership at these stations is low, less than 650 riders after 8:00pm on an average weeknight. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$0.2 million. The subsidy savings for this proposal for FY11 is projected to be \$0.2.

9) PROPOSAL: Close three stations on weekends

On weekends, the following stations will close: Morgan Blvd, Cheverly and Deanwood

Impacts: Ridership at these stations is low on weekends; less than 1,000 riders on an average Saturday and 600 riders on Sunday. It is projected that this proposal will result in the loss of 60,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$0.20 million and the ridership loss will reduce revenues by \$0.10 million. The subsidy savings for FY11 is projected to be \$0.10 million.

Possible Changes in Span

10) PROPOSAL: Open one hour later on Saturday and Sunday

Delay the opening of the rail system on Saturday and Sunday by one hour, and open at 8:00 am instead of the current 7:00 am. The system will revert back to the opening times prior to 2003.

Impacts: Since the system will open later on weekends, riders will have to adjust their schedules where possible to ride the system. It is projected that this proposal will result in the loss of 510,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$1.47 million and the ridership loss will reduce revenues by \$0.85 million. The subsidy savings for FY11 is projected to be \$0.62 million.

11) PROPOSAL: Open system one-half hour later on weekdays

Currently on weekdays, the first trains of the day start passenger service at the terminal stations at 5:00 a.m. and arrive downtown approximately 30 minutes later. This proposal will delay the opening of the rail system on weekdays by 30 minutes from the current 5:00 am to 5:30 am.

Impacts: Since the rail system will open later on weekdays, riders will have to adjust their schedule to ride the system. It is projected that this proposal will result in the loss of 430,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$1.65 million and the ridership loss will reduce revenues by \$0.86 million. The subsidy savings for FY11 is projected to be \$0.79 million.

12-14) PROPOSALS: Close the rail system at midnight on Fridays and Saturdays

Currently the rail system stays open till 3:00 am on Friday and Saturday nights. These three proposals are options to close at either: 2:00 am, 1:00 am or midnight. The following is the ridership impacts of the options:

Current Ridership	Avg. Friday	Avg. Saturday
2:00-3:00am	2,900	3,600
1:00-2:00am	4,100	4,200
Midnight-1:00am	6,600	6,200
Total	13,600	13,000

Impacts:

Closing the system earlier will force riders to adjust their schedules or to find an alternative to riding the system. It is projected that these alternatives will result in the following ridership loss:

Alternative	Annual ridership loss
Close at 2:00 am	122,000
Close at 1:00 am	433,000
Close at midnight	847,000

Subsidy Savings: These proposals will have the following impact on the annual budget (in millions):

Alternative	Cost Savings	Revenue Loss	Subsidy Savings
Close at 2:00 am	\$2.58	\$0.34	\$2.24
Close at 1:00 am	\$5.16	\$0.86	\$4.30
Close at midnight	\$7.75	\$1.46	\$6.29

15) Proposal: Reduce the Yellow Line on weekday nights and on weekends to a rail shuttle between Huntington and King Street.

On weekdays (after 9:30 pm) and all day on Saturday and Sundays, the Yellow Line rail service will be reduced to a rail shuttle between Huntington and King Street. Riders would be required to make a transfer to the Blue Line to access the rest of the rail system.

Impacts:

Since reducing the Yellow Line to a rail shuttle for two stations and requiring a transfer for most of the riders, it is projected that this proposal will result in the loss of 370,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$1.92 million and the ridership loss will reduce revenues by \$0.60 million. The subsidy savings for FY11 is projected to be \$1.32 million.

16) Proposal: Eliminate the Yellow Line extension to Ft. Totten

On weekdays (between after 9:30 am and 3:30 pm and after 6:30 pm) and all day on Saturday and Sundays, the Yellow Line rail service is extended from Mt. Vernon to Ft. Totten station. This proposal would eliminate this extension and all service would end at Mt. Vernon station. The Green Line would continue to operate to this area. Riders would be required to make a transfer to the Green Line to access Shaw Howard Univ., U Street, Columbia Heights, Georgia Ave. and Ft. Totten stations.

Impacts: Since reducing the Yellow Line extension requires a transfer rider, it is projected that this proposal will result in the loss of 90,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$1.99 million and the ridership loss will reduce revenues by \$0.15 million. The subsidy savings for FY11 is projected to be \$1.84 million.