



REALITYCHECK

FY18 BUDGET PROPOSAL

Read about Metro's proposed changes to fares and service and tell us what you think.

More at wmata.com/budget

FEEDBACK
FORM INSIDE



Si desea obtener información sobre las propuestas de presupuesto para el Año Fiscal 2018 de Metro en español, visite wmata.com/budget_espanol o solicite este folleto en español a un miembro del personal de Metro.

Si vous souhaitez obtenir des informations en français concernant les propositions de budget de Metro pour l'exercice financier de 2018, veuillez appeler le 202-637-7000

如果您想要通过您使用的语言来了解 Metro2018年财务预算方案的相关信息，请致电语言热线：202-637-7000

귀하의 언어로 된 Metro 2018 회계연도 예산안 정보를 원하실 경우, 전화 통역 라인에 202-637-7000번으로 전화해 주십시오.

በቋንቋዎ ስለ ሜትሮ 2018 የበጀት ዓመት የበጀት ዕቅዶች መረጃን ከፈለጉ፣ በቋንቋ መስመር 202-637-7000 ይደውሉ።

Nếu quý vị muốn có thông tin về các dự kiến ngân sách Năm Tài Chính 2018 của Metro bằng ngôn ngữ của quý vị, vui lòng gọi Đường Dây Ngôn Ngữ theo số 202-637-7000.

Metro is getting back to good.

After a year of emergency repairs, including the intensive SafeTrack corrective maintenance program, Metro will institute a preventive track maintenance program beginning in Fiscal Year 2018. In addition, persistent problems with railcars are being addressed with a new railcar “Get Well” Plan designed to further reduce delays to customers.

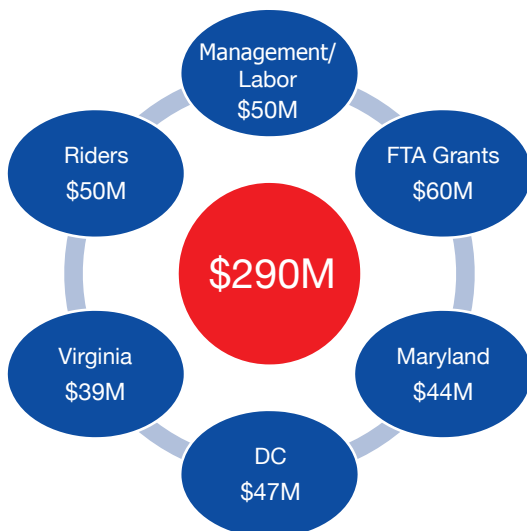
To improve the customer experience, Metrorail stations are being cleaned and brighter lights installed, and cell phone and wi-fi projects are being expanded. For improved bus operations, technology will be leveraged to integrate real-time traffic data, and Metro is testing a zero emission, battery powered bus that could become the fleet of the future.

Who pays for Metro?

For Fiscal Year 2018, Metro General Manager Paul J. Wiedefeld has proposed a \$3.1 billion budget that funds key safety, service and customer initiatives critical to reversing declining ridership and building a financially sustainable future for Metro.

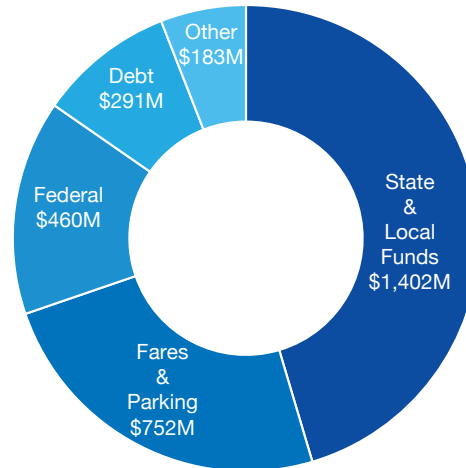
Fares paid by customers, advertising in stations and on buses and trains, and other revenue sources cover just a portion of the operating costs. Additional contributions come from local, regional and federal funding partners to cover operating expenses and capital projects. And while fares paid by customers have not increased since July 2014, contributions from government sources have increased each year.

Metro funding sources



FY18 proposed operating budget

For Fiscal Year 2018, General Manager Wiedefeld’s “Reality Check” budget proposal identified a gap of \$290 million – larger than recent years due to growing expenses to operate and maintain the system, and declining ridership.



To fill the budget gap, General Manager Wiedefeld has proposed shared sacrifice:

- **State/Local Governments:** DC, Maryland, and Virginia contribute a total of \$130 million more than they did last year
- **Metro Business Operations:** Management reduces \$50 million in expenses by eliminating positions and taking other cost cutting actions; as well as using \$60 million in federal money for eligible maintenance expenses. 1,000 positions will be eliminated through efficiencies and service rightsizing.
- **Customers:** Riders pay \$0.10 - \$0.25 more for rail and bus trips, and service rightsized to fit current ridership levels

Tough decisions need to be made

Facing this major funding challenge, Metro’s Board of Directors must consider every available option to balance the budget. Details about the proposed changes can be found on the following pages.

By providing your feedback, Metro’s Board of Directors and Management will be informed about how the proposals impact you when they make these difficult choices.

Proposed Fare Adjustments

The following fare adjustments are all proposed by Metro and the local jurisdictions as possible solutions to help close the budget gap.



RAIL

Standard Fares

- Increase Metrorail rush hour fares up to \$0.10
- Increase Metrorail non-rush hour fares up to \$0.25

Passes

- Replace the 1-day unlimited rail pass with a new 1-day unlimited “combo” rail and bus pass for \$14.75
- Eliminate the 28-Day Metrorail Pass*
- Increase the 7-Day Short-Trip Pass by \$2.50 and 7-Day Fast Pass by \$0.75
- Increase the monthly TransitLink Card (TLC) on MARC and VRE by \$3.00 and MTA by \$5.00
- Eliminate DC student 10-trip rail pass as a result of the Kids Ride Free program and the DC SmartStudent pass

** New monthly SelectPass was approved in December 2016 and is now available at multiple price points.*



PARKING

- Increase weekday Metrorail parking fee up to \$0.10
- Adjust parking prices by +/- \$0.25 at up to three locations per jurisdiction. Price changes would be in addition to any approved parking fee increase and locations would be designated by the jurisdiction.*

** The District of Columbia has proposed to decrease the daily parking fee at Anacostia stations by \$0.25 and increase the daily parking fee at Minnesota Ave and Rhode Island Ave by \$0.25. Other jurisdictions have not listed their choices.*



BUS

Standard Fares

- Increase regular and express Metrobus fares up to \$0.25
- Increase airport Metrobus fares up to \$2.75
 - Metrobus 5A (Dulles) from \$7.00 to \$9.75
 - Metrobus B30 (BWI) from \$7.00 to \$9.00

Passes

- Increase the 7-day regional bus pass by \$2.50 to \$20.00 to correspond with other fare increases, maintaining current pricing structure of 10x regular Metrobus fare (OPTION 1)
- Increase the 7-day regional bus pass by \$0.50 to \$18.00 to correspond with other fare increases but reducing the current pricing structure to 9x regular Metrobus fare (OPTION 2)
- Eliminate DC student 10-trip bus pass as a result of the Kids Ride Free program



MetroAccess





- The overall fare structure for MetroAccess will remain the same – twice the fare of the fastest comparable fixed-route trip.
- If the local bus fare increase from \$1.75 to \$2.00 is approved, the minimum MetroAccess fare will increase from \$3.50 to \$4.00.
- The maximum fare will remain at \$6.50.

Proposed Service Adjustments

The following service adjustments have been proposed by Metro and the local jurisdictions as possible solutions to help close the budget gap.



Weekday Rush Hour




- Adjust the frequency of trains
-  Orange, Silver, Green and Yellow Lines: every 6 minutes to every 8 minutes
-  Blue Line: every 12 minutes to every 8 minutes
-  Red Line: Silver Spring to Grosvenor: every 3 minutes to every 4 minutes
Shady Grove to Glenmont: every 6 minutes to every 8 minutes
-  Eliminate Rush Plus Yellow Line service (Franconia-Springfield to Greenbelt)



Listed on the following pages are routes by jurisdiction and a description of the proposed change for each route.

Maps and detailed information about the changes listed are available at wmata.com/budget.

Weekdays Non-Rush Hour & Weekends

- Reduce the frequency of trains
-  All Lines: every 12 minutes to every 15 minutes
- Adjust where some trains end
 -  Red Line: every other train in the direction of Shady Grove ends at Grosvenor instead
 -  Silver Line: every other train in the direction of Largo Town Center ends at Stadium-Armory instead. Weekday mid-day service would continue to end at Largo Town Center.

Travel alternatives are listed on some routes. These may only serve segments of the proposed eliminated service and should not be considered a direct replacement. See alternative service route maps and timetables for more information.



The proposed elimination of routes 15K, 18R, 18S and B27 will impact the MetroAccess service area.

District of Columbia

5A DC-Dulles (Airport Express)

Eliminate service or raise fare (see proposed fare adjustments).
Travel alternatives: Silver Line; Fairfax Connector 981, 983; Washington Flyer Silver Line Express

37 Wisconsin Ave Limited

Eliminate service.
Travel alternatives: 30N, 30S, 33, N2

G9 Rhode Island Ave Limited

Extend route along Eastern Avenue and Fort Lincoln Drive NE to new terminal at Fort Lincoln Drive NE and 33rd Place.
G9 is a new MetroExtra route scheduled to begin March 2017.

H6 Brookland-Fort Lincoln and B8, B9 Fort Lincoln Shuttle

Modify Route H6 to serve Rhode Island Ave and Brookland-CUA stations with service to Commodore Joshua Barney Drive NE and weekday midday service to Colmar Manor. Eliminate routes B8 and B9.

S2, S4 16th Street and S9 16th Street Limited

Replace some Route S2 and S4 local trips with Route S9 limited-stop trips on weekdays and Saturdays.

Maryland

B27 Bowie-New Carrollton

Eliminate service.
Elimination of this route will impact the MetroAccess service area.
Travel alternatives: B21, B22

B30 Greenbelt-BWI (Airport Express)

Eliminate service or reduce service frequency to every 60 minutes and/or raise fare (see proposed fare adjustments).
Travel alternative: MARC Penn Line

C8 College Park-White Flint

Modify route by eliminating route segment between Glenmont and White Flint stations.
Travel alternatives: Red Line; C4; Ride On 10, 44

C11, C13 Clinton

Reduce rush hour service frequency to every 20 minutes.

F1, F2 Chillum Road

Reduce rush hour service frequency to every 35 minutes.

H11, H12, H13 Marlow Heights-Temple Hills

Reduce rush hour service frequency to every 25 minutes.

Maryland continued

J1 Bethesda-Silver Spring

Eliminate service.

Travel alternatives: Red Line; J2, J3, L8; Ride On 33

J5 Twinbrook-Silver Spring

Eliminate service.

Travel alternatives: Red Line; J2, J3; Ride On 46

J7, J9 I-270 Express

Eliminate service.

Travel alternatives: Red Line; Ride On 55

P17, P18, P19 Oxon Hill-Fort Washington

Eliminate service or modify routes P17 and P19 to operate between Southern Ave Station and Fort Washington instead of downtown DC.

Travel alternatives: TheBus 35, 35S

T2 River Road

Reduce rush hour service frequency to every 30 minutes.

T14 Rhode Island Ave-New Carrollton

Reduce rush hour service frequency to every 30 minutes.

W13, W14 Bock Road

Eliminate service or modify line to end at Southern Ave Station instead of downtown DC and/or extend to Accokeek Park & Ride.

W19 Indian Head Express

Eliminate service.

Travel alternatives: MTA Commuter Bus 640, 650

Z7 Laurel-Burtonsville Express

Modify route by eliminating service between Burtonsville and South Laurel or reducing rush hour service frequency to every 35 minutes on the entire route.

Z11 Greencastle-Briggs Chaney

Modify route by eliminating service between Greencastle and Burtonsville, and reducing rush hour service frequency between Castle Boulevard and Greencastle to every 20 minutes.

Virginia

1C Fair Oaks-Fairfax Blvd

Eliminate service.

Travel alternatives: 1A; Fairfax Connector 605, 621, 623; Fairfax City CUE

2B Fair Oaks-Jermantown Rd

Eliminate service.

Travel alternatives: 1A; Fairfax Connector 466, 605, 621, 623; Fairfax City CUE

2T Tysons Corner-Dunn Loring

Eliminate service.

Travel alternatives: Fairfax Connector 461, 462, 463

3T Pimmit Hills-Falls Church

Eliminate service.

Travel alternatives: 28A; Fairfax Connector 721

5A DC-Dulles (Airport Express)

Eliminate service or raise fare (see proposed fare adjustments).

Travel alternatives: Silver Line; Fairfax Connector 981, 983; Washington Flyer Silver Line Express

7X Lincolnia-Pentagon

Eliminate service.

Travel alternative: 7W

13Y Arlington-Union Station

Eliminate service.

15K, 15L Chain Bridge Road

Eliminate service.

Elimination of this route will impact the MetroAccess service area. Travel alternatives: 23A, 23T; Fairfax Connector 721

16G, 16H, 16K

Columbia Heights West-Pentagon City

Modify Route 16H to provide two-way service 7 days a week between 5 a.m. to 10 p.m. with service every 10 minutes during weekday rush hours and service every 20 minutes at other times. The Route 16G and 16K designations would be eliminated.

Travel alternatives: ART 41, 45

16X Columbia Pike-Federal Triangle

Shorten route by eliminating service between Pentagon Transit Center and Federal Triangle Station via 14th Street, Independence Avenue, 7th Street and Pennsylvania Avenue.

Travel alternatives: Blue and Yellow Lines

17A, 17B, 17F, 17M Kings Park

Eliminate service.

Travel alternatives: 17G, 17H, 17K, 17L; Fairfax Connector 306

18P, 18R, 18S Burke Centre

Eliminate service.

Elimination of this route will impact the MetroAccess service area. Travel alternatives: 18G, 18H, 18J; Blue Line; Fairfax Connector 305, 310, 313 (313 is a new Fairfax Connector route scheduled to begin June 2017.)

26A Annandale-East Falls Church

Extend route to West Falls Church Station during rush hour via Washington Street and Broad Street, Great Falls Street and Haycock Road, or create new route.

28X Leesburg Pike Limited

Eliminate service.

Travel alternatives: 26A, 28A

REX Richmond Highway Express

Extend route to Fort Belvoir Post Exchange/Commissary and reduce weekday midday service frequency to every 40 minutes.

Tell us what you think!

Provide your feedback by 9:00 a.m. on Monday, February 6, 2017:



Take the survey! You can either fill out the survey online at wmata.com/budget, or fill out the survey on the next page and drop it in the survey collection bins near the faregates at your nearest Metrorail station.



Attend an open house from 4:30-6:30 p.m. and public hearing starting at 5:00 p.m. at Metro Headquarters, 600 5th Street NW, Washington DC on Monday, January 30, 2017. Speaker registration is onsite only and will close at 9:00 p.m.

Public feedback will be provided to Metro's Board of Directors in March 2017 as part of the final decision making process. Any Board-approved fare or service changes will begin on July 1, 2017.

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status. If you require special accommodations under the Americans with Disabilities Act or translation services (free of charge), contact the project team at 202-962-2511 (TTY: 202-962-2033) at least 48 hours prior to the public hearing date.

Balancing the budget

- 1) Considering the shared sacrifice among customers, jurisdictions and Metro business operations, how fair do you think the General Manager's proposed budget is?

Check one.

- Very Fair
- Somewhat Fair
- Not that Fair
- Not at all Fair

- 2) If you had the opportunity to decide who pays what share of the budget gap, what percent do you think should be covered by each area?

Your percentages must add to 100. If you don't think an entity should pay any additional amount, please enter "0".

Federal government	_____%
State and local governments	_____%
Fare adjustments	_____%
Service adjustments	_____%
Metro business operations	_____%

Total: 100%

Adjusting fares and service

- 3) If fare adjustments must be considered as part of next year's budget, which of the following would be acceptable to you? Check all that apply.

RAIL *Learn more on page 3*

- Increase Metrorail rush hour fare up to \$0.10
- Increase Metrorail non-rush hour fare up to \$0.25
- Replace the 1-day rail pass with 1-day combo rail and bus pass for \$14.75
- Eliminate the 28-day rail pass
- Increase other rail passes to correspond with fare increases

BUS *Learn more on page 3*

- Increase regular Metrobus fare by \$0.25
- Increase express Metrobus fare by \$0.25
- Increase airport Metrobus fare up to \$2.75
- Increase 7-day unlimited regional bus pass to correspond with fare increases

PARKING *Learn more on page 3*

- Increase weekday Metrorail parking fees up to \$0.10
- Adjust parking prices by +/- \$0.25 at up to three parking locations per jurisdiction.

- 4) If service adjustments must be considered as part of next year's budget, which of the following would be acceptable to you? Check all that apply.

RAIL *Learn more on page 4*

- Red Line:** Reduce the frequency of trains during rush hour from every 6 to every 8 minutes.
- Red Line:** End every other train at Grosvenor instead of Shady Grove during non-rush hour/weekends.
- Blue Line:** Increase the frequency of trains during rush hour from every 12 to every 8 minutes.
- Yellow Line Rush Plus (Franconia-Springfield – Greenbelt):** Eliminate Rush+ trains that run between Franconia-Springfield and Greenbelt during rush hours.
- Silver Line:** End every other train at Stadium-Armory instead of Largo Town Center during weekday evening/weekends.
- Orange, Silver, Green and Yellow Lines:** Reduce the frequency of trains during rush hour by 2 minutes.

- All Lines:** Reduce the frequency of trains during non-rush hour and weekends by 3 minutes (e.g. from every 12 minutes to every 15 minutes)

BUS *Learn more on pages 4-5*

- District of Columbia:** Eliminate or modify the following routes: 5A, 37, B8,9, G9, H6, S2,4, S9
- Maryland:** Eliminate or modify the following routes: B30, B27, C8, C11,13, F1,2, H11,12,13, J1, J5, J7,9, P17,18,19, T2, T14, W13,14, W19, Z7, Z11
- Virginia:** Eliminate or modify the following routes: 1C, 2B, 2T, 3T, 5A, 7X, 13Y, 15K,L, 16G,H,K, 16X, 17A,B,F,M, 18P,R,S, 26A, 28X, REX

5) If you had to pick between these fare adjustments or service adjustments to balance Metro's budget, which would you prefer?

- Fare adjustments
- Service adjustments
- Doesn't matter to me

Impacts to You

6) What most concerns you about the proposed rail adjustments? Check one.

- Not concerned at all about proposed rail adjustments
- Trains won't be available when I need them
- Trains will be more crowded
- I don't support rail cuts in general
- Other concerns (please specify):

7) What most concerns you about the proposed bus adjustments? Check one.

- Not concerned at all about proposed bus adjustments
- A route I depend on is being cut
- A route I depend on will run less frequently
- I don't support bus cuts in general
- Other concerns (please specify):

8) Please tell us a little bit about which fare or service adjustments will greatly impact you? This could include a bus route you use or a budgetary problem you may face.

Tell us about you.

9) Which Metro services would you say you use on a regular basis? Check all that apply.

- Metrorail
- Metrobus
- MetroAccess
- I don't use Metro services regularly

10) In what county or jurisdiction do you live? Check one. If you live in Fairfax County, please specify if you live in City of Falls Church or City of Fairfax.

- Arlington County
- City of Alexandria
- District of Columbia
- Fairfax County
- City of Falls Church
- City of Fairfax
- Montgomery County
- Loudoun County
- Prince George's County
- Outside of the region
- Prefer not to answer

11) Which one of the following best describes your race? Check all that apply.

- White/Caucasian
- Black/African American
- Hispanic/Latino
- Asian
- Hawaiian or other Pacific Islander
- American Indian or Alaska Native
- Other (Specify: _____)
- Prefer not to answer

12) Which of the following ranges contains your annual household income (before taxes)? Check one.

- Less than \$30,000
- \$30,000 or more
- Prefer not to answer

Your feedback is very important to us. Please fill out this survey and place it in a survey collection bin at any Metrorail station by Monday, February 6, 2017.