

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

Document
Number:
205720

Resolution:
 Yes No

Presentation Name:

Recommendation of FY2025 Budget and FY2025-2030 CIP

Project Manager:

Yetunde Olumide

Project Department:

Finance

Purpose/Key Highlights:

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

Interested Parties:

No interested parties identified.

Background:

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

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

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

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

Discussion:

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

The FY2025 Proposed Budget presented an unrecognizable Metro due to unprecedented service cuts across all modes to close the operating deficit. The FY2025 proposed service cuts to Metrobus included a decrease in service by approximately 33 percent in each jurisdiction, with 67 Metrobus lines eliminated entirely and a reduction in service on 41 lines. Metrorail service cuts included longer headways across the system, turnbacks on the Red Line and Silver Line, the closure of 10 stations, and a 10 p.m. closing time across the system. MetroAccess service was reduced to reflect only the legally required service area and hours based on the decreased Metrorail and Metrobus service levels. Additionally, the FY2025 Proposed Budget included a 25 percent increase in fares and 20 percent increase in parking fees. Closing this deficit through major service cuts and fare increases risked halting the ridership recovery and included steep reductions in maintenance, police presence, and customer service functions. Customers would have faced severe

crowding, longer police response times, and more frequent elevator and escalator outages. These service cuts were below current capacity needs and would likely have triggered a death spiral of a loss of ridership, detrimentally impacting the region through worse traffic, reduced access to jobs and opportunities, and more pollution. In addition, these budget cuts threatened to eliminate over 2,200 Metro positions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Participation

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

Title VI Equity Analysis

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

Funding Impact:

Board action is required to approve the FY2025 Budget and the FY2025-2030 CIP.

FY2025 Operating Budget Impact - \$2.4 billion

FY2025 Capital Budget Impact - \$2.6 billion

FY2025 Total Impact - \$5.0 billion

Previous Actions:

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

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

Next Steps:

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

Recommendation:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, be it

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reviewed as to form and legal sufficiency,

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

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

Public Participation Report

PROPOSED



FISCAL YEAR 2025 BUDGET PUBLIC OUTREACH & INPUT REPORT

APRIL 2024



Content

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

Appendices

Appendix A: Written Comments, Letters, and Testimony

Appendix B: Customer Feedback on Proposals



EXECUTIVE SUMMARY

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

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

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

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

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

Appendix A: Written Comments, Letters, and Testimony

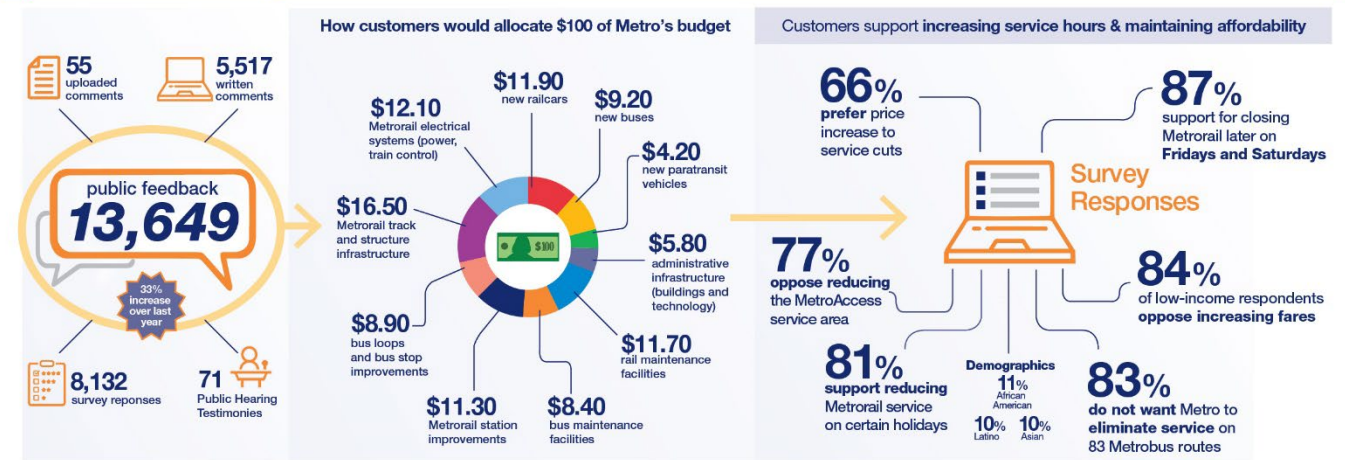
Appendix B: Customer Feedback on Proposals

ENGAGEMENT AT A GLANCE

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



Fiscal Year 2025 Budget **Communications & Outreach** CUSTOMER FEEDBACK



PUBLIC ENGAGEMENT RESULTS

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

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

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

Survey Responses

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

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

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

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

Written Comments

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

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

COMMUNICATIONS AND OUTREACH OVERVIEW

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

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

The communications and outreach plan included the following efforts:

- Stakeholder engagement
- Targeted marketing and media
- Public Hearings

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

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

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

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

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

STAKEHOLDER ENGAGEMENT

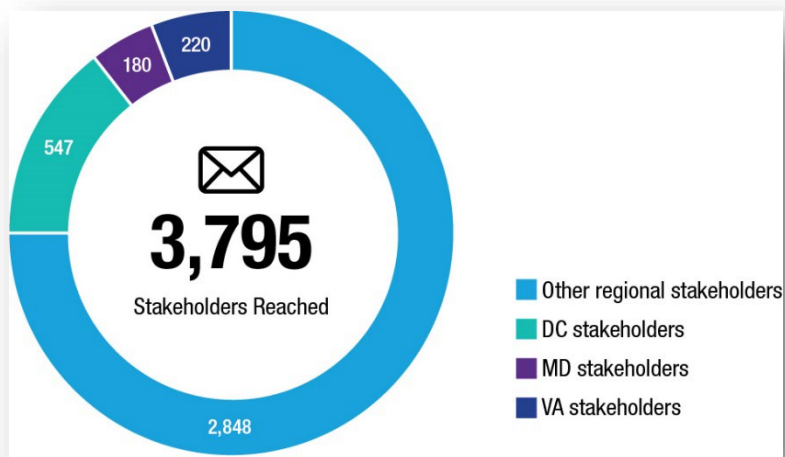
To reach customers and community members across Metro’s service area, Metro staff engaged stakeholders to help amplify the FY2025 budget messaging and collect feedback from a wide variety of individuals across the region. A comprehensive outreach effort was made to inform and connect with elected officials,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

Elected Official and Stakeholder Emails

Metro sent FY2025 budget email communications to 3,795 individuals –state and local elected officials, jurisdictional staff, community partners, places of worship, event venues, business improvement districts, apartment and residences, schools, shopping areas, social service organizations and more.

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

The February edition of *Metro Update*, Metro’s stakeholder and community based organization (CBO) email, reached nearly 3,000 community stakeholders within local BID/Civic Associations, businesses, event venues, government facility/agencies, hospitals/medical services, hotels, places of worship, multi-unit residential buildings, schools, shopping centers, and transportation partners, in addition to nearly 1,000 government stakeholders in DC, Maryland, and Virginia. Metro staff followed up on emails and phone calls from stakeholders in reply to these emails.



Committee Briefings and Meetings

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

Employee Communications

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

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

Communications Toolkit

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



Customer Engagement



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

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

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

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

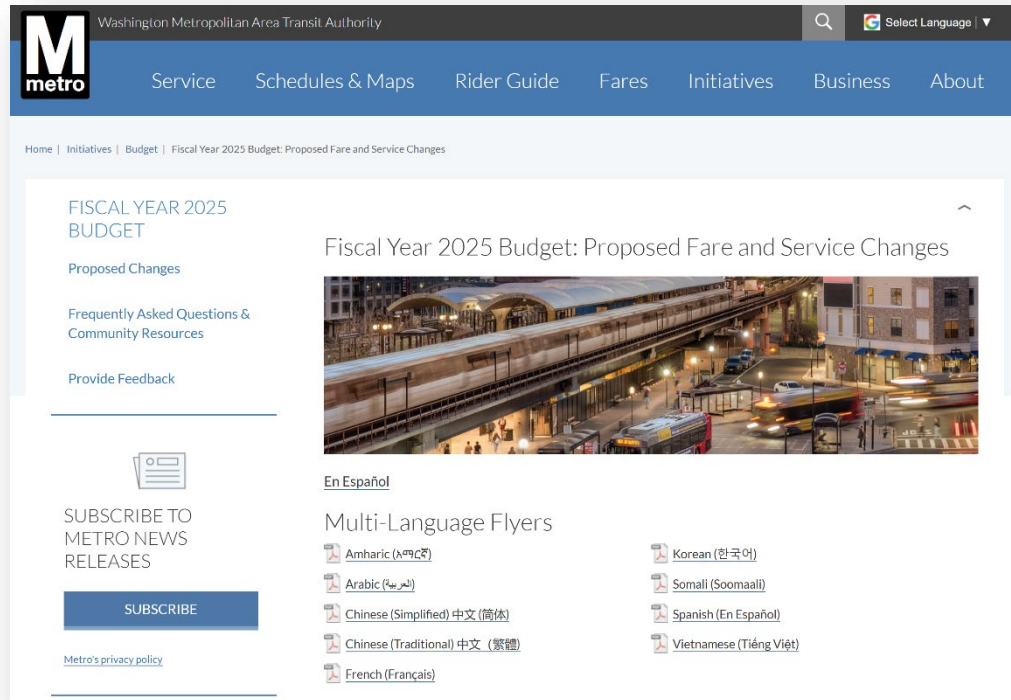
TARGETED MARKETING AND MEDIA

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

Website

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

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



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

Survey Tool

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

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

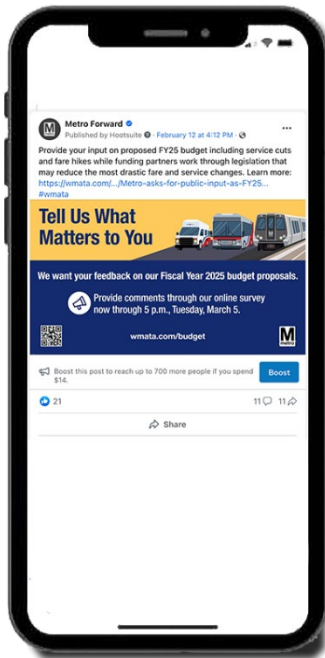
Digital and Print Communications

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

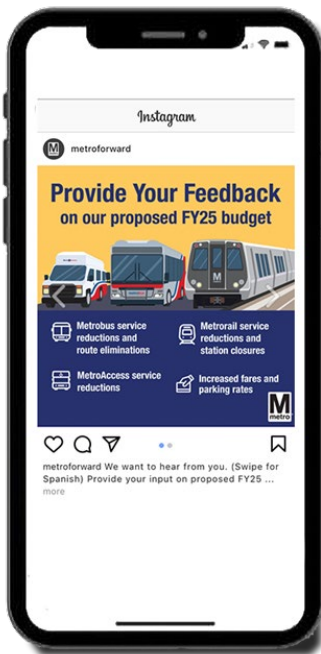


Social Media

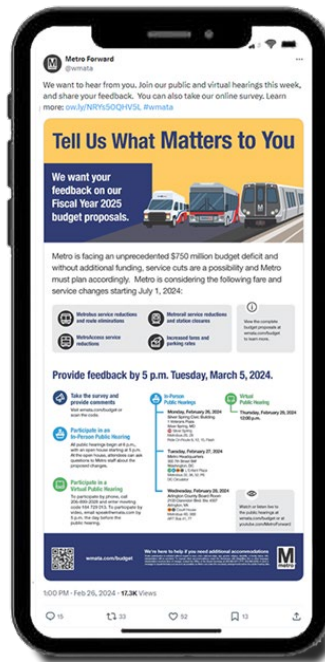
Metro published social media content in English and Spanish to amplify budget messaging and reach customers across the region. Owned social media posts resulted in more than 4,400 engagements (likes, comments, shares, saves) across all platforms.



Facebook



Instagram



X/Twitter

Social Media Metrics*

Channel	Date	Details
X (formerly Twitter)	2/01/24	<ul style="list-style-type: none"> 37,540 impressions 1,137 engagements (includes likes, shares, comments, and saves)
Facebook	2/12/24	<ul style="list-style-type: none"> 2,573 people reached 21 engagements (includes likes, shares, comments, and saves)
Instagram	1/30/24	<ul style="list-style-type: none"> 7,740 people reached 489 engagements (includes likes, shares, comments, and saves)
Instagram	2/01/24	<ul style="list-style-type: none"> 19,020 people reached 2,177 engagements (includes likes, shares, comments, and saves)
Instagram	2/18/24	<ul style="list-style-type: none"> 7,412 people reached 587 engagements (includes likes, shares, comments, and saves)

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

Digital Ads

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

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



Digital Advertising Stats

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

Print Advertising

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

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

请告诉我们您认为 至关重要的事项

欢迎您对 2025 财政年度预算提案提供反馈。

Metro 正在起草关于预算的 7.5 亿美元预算草案。预算草案将包括部分削减，可能包括服务和票价。并且，Metro 必须做出相应的计划。Metro 希望您从 2024 年 7 月 1 日起实施以下服务调整：

- 与 Metrobus 服务和 并取消路线
- 与 Metrorail 服务和 并关闭车站
- 增加 MetroAccess 服务和 上提高票价以及 停车费

请于 2024 年 3 月 5 日星期二下午 5:00 前提供反馈。

- 参与调查并 提供意见**
访问 www.metro.com/budget 或 扫描二维码。
- 参加现场公开听证会**
2024 年 2 月 26 日，星期一
Silver Spring (Civic Building)
1 Miramar Plaza
Silver Spring, MD
9:00 AM (Silver Spring)
Metrobus 站
Busch 站, 15 号地铁站, Flash
2024 年 2 月 27 日，星期二
Metro 站, IV 号 MetroCenter
Washington, DC
10:00 AM (Silver Spring)
10:00 AM (Metrobus)
DC Circuit 站
- 参加虚拟公开听证会**
2024 年 2 月 28 日，星期三
Silver Spring (Civic Building)
1 Miramar Plaza
Silver Spring, MD
9:00 AM (Silver Spring)
Metrobus 站
Busch 站, 15 号地铁站, Flash
2024 年 2 月 29 日，星期四
Metro 站, IV 号 MetroCenter
Washington, DC
10:00 AM (Silver Spring)
10:00 AM (Metrobus)
DC Circuit 站

如果您需要更多语言支持，请致电 202-637-7000。如果您需要更多语言支持，请致电 202-637-7000。如果您需要更多语言支持，请致电 202-637-7000。

www.metro.com/budget

Cuéntenos qué es importante para usted

Queremos saber su opinión sobre nuestras propuestas de presupuesto para el año fiscal 2025.

Metro enfrenta un déficit presupuestario sin precedentes de \$750 millones y, sin una financiación adicional, los recortes de servicio son una posibilidad, por lo que Metro debe planificar en consecuencia. Metro está considerando los siguientes cambios en las tarifas y el servicio a partir del 1 de julio de 2024:

- Reducciones en el servicio de Metrobus y eliminaciones de rutas
- Reducciones en el servicio de Metrorail y cierre de estaciones
- Reducciones en el servicio de MetroAccess
- Aumento de tarifas y de cargos de estacionamiento

Para obtener más información sobre el presupuesto que Metro propone para el año fiscal 2025, visite www.metro.com/budget o llame al 202-637-7000.

Envíenos sus comentarios antes del martes 5 de marzo de 2024 a las 5 p. m.

- Realice la encuesta y déjese su opinión.**
Visite www.metro.com/budget o escanee el código.
- Participe en una audiencia pública presencial.**
Todas las audiencias públicas comienzan a las 6 p. m., y hay una jornada de puertas abiertas a partir de las 5 p. m. En la jornada de puertas abiertas, los asistentes pueden hacer preguntas al personal de Metro sobre los cambios propuestos.
- Participe en una audiencia pública virtual.**
Para participar por teléfono, llame al 202-637-7000 e ingrese el código de la reunión: 164 729 013. Para participar por video, envíe un correo electrónico a speak@metro.com antes de las 5 p. m. del día anterior a la audiencia pública.

- Audiencias públicas presenciales**
Lunes 26 de febrero de 2024
Silver Spring Civic Building
Silver Spring, MD
15 Miramar Plaza
Silver Spring, MD
Martes 27 de febrero de 2024
Oficina central de Metro
300 7th Street NW
Washington, DC
1500 11th Street NW
Washington, DC
Miércoles 28 de febrero de 2024
Sala de la Junta Directiva del consejo de Arlington
2100 Clarendon Blvd, Ste. #307
Arlington, VA
1500 Court House
Arlington, VA
- Audiencia pública virtual**
Jueves 29 de febrero de 2024 a las 12:00 p.m.

Metro necesita adaptaciones adicionales, estamos aquí para ayudarlos. Si necesita adaptaciones adicionales, estamos aquí para ayudarlos. Si necesita adaptaciones adicionales, estamos aquí para ayudarlos.

www.metro.com/budget

Print and Digital Signage

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

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


Tell Us What Matters to You

Cuéntanos lo que te importa


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

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


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




Metrobus service reductions and route eliminations
Reducciones de servicio de Metrobús y eliminación de rutas




Metrorail service reductions and station closures
Reducciones del servicio de Metrorail y cierres de estaciones




MetroAccess service reductions
Reducciones del servicio MetroAccess




Increased fares and parking rates
Aumento de tarifas y tarifas de estacionamiento

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


Provide feedback by 5 p.m. Tuesday, March 5, 2024.
Envíe sus comentarios antes de las 5 p. m. Martes 5 de marzo de 2024.

 **Take the survey and provide comments**
Responda la encuesta y proporcione comentarios

Visit wmata.com/budget or scan the code.
Visite wmata.com/budget o escanee el código.

 **Participate in an In-Person Public Hearing**
Participo en una audiencia pública en persona

All public hearings begin at 6 p.m., with an open house starting at 5 p.m. At the open house, attendees can ask questions to Metro staff about the proposed changes.
Todas las audiencias públicas comienzan a las 6 p. m., y la jornada de puertas abiertas comienza a las 5 p. m. En la jornada de puertas abiertas, los asistentes pueden hacer preguntas al personal de Metro sobre los cambios propuestos.

 **Participate in a Virtual Public Hearing**
Participo en una audiencia pública virtual

To participate by phone, call 202-696-2028 and enter meeting code 164 729 013. To participate by video, email speak@wmata.com by 5 p.m. the day before the public hearing.
Para participar por teléfono, llame al 202-696-2028 e ingrese el código de reunión 164 729 013. Para participar por video, envíe un correo electrónico a speak@wmata.com antes de las 5 p.m. el día anterior a la audiencia pública.

In-Person Public Hearings
En persona Audiencias públicas

Monday, February 26, 2024
Jueves, 26 de febrero de 2024

Silver Spring Civic Building
 1 Veterans Plaza
 Silver Spring, MD
 Metrobus 26, 28
 Ride On Routes 9, 12, 15, Flash

Tuesday, February 27, 2024
Martes, 27 de febrero de 2024

Metro Headquarters
 300 7th Street SW
 Washington, DC
 Metrobus 32, 36, 52, P6
 DC Circulator


Wednesday, February 28, 2024
Miércoles, 28 de febrero de 2024


Arlington County Board Room
 2100 Clarendon Blvd. Ste. #307
 Arlington, VA
 Court House
 Metrobus 43, 38B
 ART Bus 41, 77

Virtual Public Hearing
Audiencias públicas virtuales

Thursday, February 29, 2024
Jueves, 29 de febrero de 2024

12:00 p.m.


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



wmata.com/budget

We're here to help if you need additional accommodations
Estamos aquí para ayudarle si necesita asistencia adicional

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status. ASL interpretation will be provided. To request other accommodations under the Americans with Disabilities Act or other language interpretation services (free of charge), contact the Office of the Board Secretary at 202-692-2091 (TTY: 202-982-2029) or email a message to speak@wmata.com as soon as possible, so Metro can make the necessary arrangements before the public hearing date.
Se solicita a participación del público sin distinción de raza, color, origen nacional, edad, género, religión, discapacidad o situación familiar. Se proporcionará interpretación de ASL. Para solicitar otros arreglos según la Ley de Estadounidenses con Discapacidades u otros servicios de interpretación de idiomas (sin cargo), comuníquese con la Oficina del Secretario de la Junta al 202-982-2091 (TTY: 202-982-2029) o envíe un mensaje a speak@wmata.com tan pronto como sea posible, para que Metro pueda hacer los arreglos necesarios antes de la fecha de la audiencia pública.



Media Relations

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



DC News Now, 2/13/23

PoPville, 2/13/24



PUBLIC HEARINGS

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

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



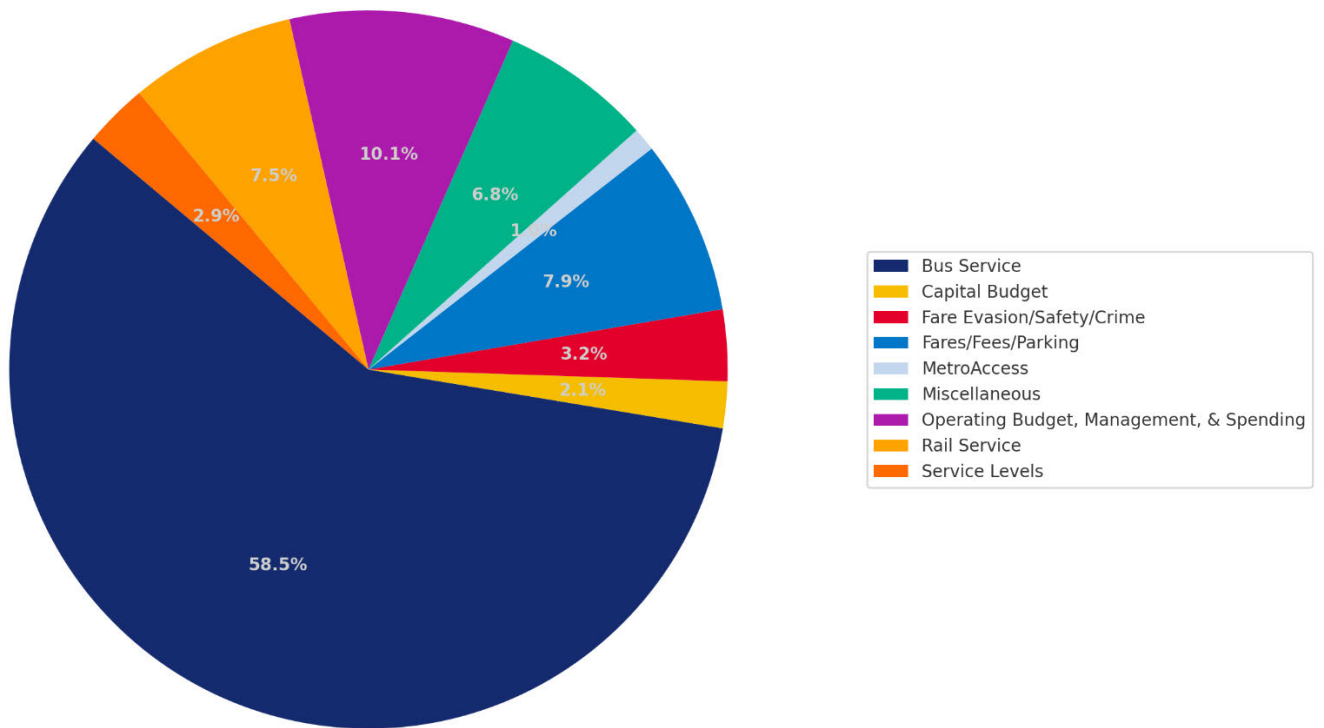
Public Hearing Details

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



APPENDIX A
WRITTEN COMMENTS, LETTERS,
AND TESTIMONY

Comments Distribution by Category



Written Comments from Survey

Comment	Category
Many of these changes would not fully deter me from using the metrorail but would make my travels more inconvenient and annoying throughout the weekdays/ weekend	Rail Service
Keep service, get needed funding	Capital Budget
Increase Wages for Workers	Operating Budget, Management and Spending
New York City's subway fares aren't nearly as expensive as your Metro's. Stop squeezing your customers and manage your business better.	Rail Service
Wmata is not just a vital and critical to the daily federal capital region. It's also a national symbol of America's national pride. It's a shame Wmata has to go through this every time. I hope Congress and the local jurisdictions will bring this budget issues to an end, which will give peace and stability to the hard working men and women of the Wmata workforce.	Operating Budget, Management and Spending
I think Metro should increase pay for its employees, close at 11pm seven days a week and have better shifts for employees. Metro does not take care of its employees and treats them like slaves. I would love to have a better Metro that takes care of its employees, puts them first, increase its wages and create a better work environment for its employees.	Operating Budget, Management and Spending
I would encourage exploring running more frequent trains over shorter sections of track, reducing wait times to 5 min or less in the city center (and/or other areas of high ridership). Then run less frequent trains to the end of line - timing them to coincide with high ridership (morning and afternoon rush, at close of bars). Convenience will increase ridership. A tax on commuter cars (see London) could also pay for Metro enhancements. Thank you!	Rail Service
Public transportation is needed. People need to get to and from all day and all year round. People depend on metro to get to work to provide for their families. Your loved ones use this platform to get around. To be honest some routes need to be added on Sundays and running faster not shorter.	Bus Service
See survey	Miscellaneous
Not in favor or proposal	Miscellaneous
Is the current fare appropriate? I hope the method remains the same.	Fares/Fees/Parking
My Metrobus lines to Metrorail are critical to reaching my job. Eliminating the 08W or 21C would be a major blow to my job.	Bus Service
metro needs a different model of funding and a way to guarantee there won't be massive rate hikes or service disruptions that will disproportionately affect the people who need to use metro to manage a daily life in this already very expensive metro area	Capital Budget
All proposals are self-inflicted wounds that only serve to further deteriorate Metro's ridership levels. Metro needs to run more trains, reliably, at a price people can afford. Between parking at metro and current fares, it is currently the same price for me to park downtown. Increased prices and/or fewer trains will only push me, and others into their cars and Metro's shortfalls will continue. Further, these proposals will only harm poor/lower class workers who do not have alternative means of transportation. Many of these people do not work 9-5 and rely on later Metro service to get to and from work. It's not overly complicated - just create a reliable product that runs frequently. 15-20 minute wait times in the capital of the United States is an absolute joke of a proposal, and one that Metro should be embarrassed about even considering.	Fares/Fees/Parking
The Metro is imperative for those who use it. I would rather pay a little extra to get the same or better services.	Rail Service
I think the idea of consolidating bus lines and terminating lines when they begin overlapping with Metro is a good idea and should be pursued regardless of Metro's funding situation. It would allow Metro to operate more frequent service for less money, with an overall minimal impact to riders once they acclimated to the change of needing to transfer to Metrorail to finish their trip.	Bus Service
Wmata needs to enhance safety for the riding public as well as their employees. I see transit officers standing around doing nothing especially with fare invaders. Also I would like to see more officers on the trains.	Fare Evasion/Safety/Crime
Make Cuts from the Upper Management...	Operating Budget, Management and Spending
Please do not cut or reduce the 52, 74, or P6 buses. I take them all regularly for work and for errands. They are the only routes to/from SW which is a fast growing neighborhood. Thank you.	Bus Service
METRO needs to work harder to institute a dedicated sales tax; whether it be lobbying or marketing, it needs to happen. The constant of having to beg for funds from various municipalities is unsustainable and leads to shortfalls in budgets!!	Operating Budget, Management and Spending
Don't cut P6 bus service. Want more metro rail and bus service, willing to pay more personally but aware that is not an option for everyone. Would prefer income tax over fare increase. Removing access to service worse than increasing fare, removes choice from the customer. I'm sure budget proposal was made by very smart people so I support that - don't see how allocation question could be reasonably answered by average customer even after hour of looking at budget docs online.	Operating Budget, Management and Spending
Public transit is a public good, it exists to serve the city and outlying areas in ways that are environmentally sustainable and equitable to lower income people in our community. It's one of the most valuable investments our city can make, and I hope resources can be found from other sections of the budget to support WMATA's shortfall, instead of reducing WMATA's budget drastically	Operating Budget, Management and Spending
Metro is such an asset to the DMV! I think WMATA has done such a great job these past few years improving and expanding service. It would be a real shame to backslide. I hope you get the funding you need via budget allocations? I think it's fundamentally unrealistic and untenable to expect public transit to pay for itself via fares, especially as we try to become less car-dependent as a society. Public transportation should be treated as a public amenity. Thank you for making the DMV more accessible to visitors and residents!	Operating Budget, Management and Spending
People need metrorail and metrobus to run reliably and frequently. Decreased service cuts could harm people who have to make transfers, which already can be difficult to plan for.	Bus Service
I wouldn't mind the fare increases so much if there was a push to inform low income, students, seniors, etc. about discount options and services that might be available. Especially given how common fare evasion is, I imagine a large portion of the people who evade paying are eligible for these discount options.	Fare Evasion/Safety/Crime
I would absolutely rather pay more for each trip, rather than have service reduced. In fact, I would gladly pay even more to have more trains running and/or for trains to run much later on weekends	Rail Service
The end user shouldn't have to suffer financially it should be the city or local government's pockets. We pay too much taxes to not be reaping the benefits of our taxes. Our money should be used wisely by wise professionals and not check collectors	Operating Budget, Management and Spending
Increase the salaries of your drivers, rail operators and safety training support.	Fare Evasion/Safety/Crime
An fair increase but not 7.00 maybe 4.00 or 5 and a few cuts in service but some of the service cuts are in areas where there is barely bus service especially on weekends	Bus Service
Please don't approve any improvements at the Potomac Yard Metrorail station related to the proposed arena until Virginia finds a way to provide dedicated funding. If they want to prop up a billionaire, we should make them figure out a way to prop up Metro and these many vital	Capital Budget
Don't do this - nb finna be paying yall still finna be broke at the end of the dat	Miscellaneous
Enforce fines due fare evasion at all metro station effectively, some rides even though are struggling financially they try to pay fare and to ride feeling safe while waiting the train and further.	Operating Budget, Management and Spending

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

Comment	Category
The public transport system is so deeply vital to tonnes of us in the city, and sometimes feels frustrating to work with as is, service cuts would be absolutely devastating.	Bus Service
Buses and trains are already crowded. Every time I see an alert that there's a driver shortage for X2 I know I'm gonna be squeezed in with tons of people when I try to get home. If you raise fares then the federal government will pay more for my commute, I'm not sensitive to price hikes at all. But if the reliability of busses gets any worse then I might join my colleagues in putting my transit benefits towards a bike instead of transerve.	Bus Service
Don't cut the budget at all	Operating Budget, Management and Spending
The MPD does not need any more money. Defund the police and put that money towards transit and social services. Additionally, the city should continue to look into taxing cars and fossil fuel emitters, while encouraging public transit. We are in a severe climate crisis -- look how insanely warm it's been this winter -- we must incentivize taxing fossil fuels and incentivize public transit. As well, as part of the working class, I rely on cheap and affordable transit. I can't afford to get to work without it. And I and all my peers work untraditional schedules. Less frequent transit, and higher prices, will make getting to work extremely difficult. As the city pushes to fairly compensate it's restaurant workers, keeping transit the same, or better yet, improving it, will affect the lives of thousands in the district who make our food, serve our drinks, care for our children, manage our small businesses, etc. Thank you for your time and consideration.	Bus Service
Dear Metro. As a student, these buses are essential as a mean for myself to get around the city. It already feels as if I'm waiting a long time for buses. If time between buses were to decrease it would further reduce the viability of taking public transportation around DC. I hope DC is able to find a way to fund WMATA or find ways to make its system more efficient because it is often when I wait 30 minutes for a bus and then see 2 arriving at the same time. The system can be made more efficient but I feel like this proposal would be detrimental to public transportation in dc.	Bus Service
Thank you for the service you provide.	Service Levels
There are occasions when I get off of work after midnight, if the service is stopped after midnight, will be difficult for me to get home. I don't drive and rely on the bus to get around	Bus Service
Is there a way anyone can donate to metro so that the less fortunate aren't affected by these fare increases and service cuts?	Bus Service
This is just some thoughts, how about you make the fare flat system during rush hour instead of increasing the fare entirely? So when it is 7 to 9 am during rush hour, the fare would be \$6 (no matter how far or close it is). And when it's not rush hour, you can use the current system.	Fares/Fees/Parking
I take Metro to and from work twice a week and regularly travel around the city via Metrorail and Metrobus. I would rather pay extra than see a decrease in service, especially after the decline in service due to the pandemic. Extended wait times will only drive me to pursue other travel options.	Bus Service
Shady grove serves many low income riders relying on the red line, reducing service on the red line is detrimental to this vulnerable population.	Rail Service
Having accessible metro and bus services is important to reduce COs emissions and fight with climate change. It doesn't make sense to discourage public not to use public transportation by decreasing service frequency or increasing fare. There should be other ways to maintain and improve metro rail and bus systems.	Bus Service
I want my service to stay the same. I deeply love the 96 bus. It's my favorite bus I use. Service / frequency is so important to transit.	Bus Service
This is very inconvenient metro think they losing money now just wait till all these changes happen it's has to be a better way another proposal raise fare more fare invasion cut bus lines that will be confusion and a lot of folks depends on these routes everyone don't have a car or have money to ride share like me I catch the 18 now sometimes I do Uber but when I have no money 18 is my option to get to friendship heights or east west hwy to get to the j2 .	Bus Service
You must arrive at a solution to avoid draconian cuts	Miscellaneous
Jurisdictions should step up and help fund the system. Putting that burden on employees by freezing raises and hiring only hurts the company.	Miscellaneous
Opening an hour earlier on the weekends would be beneficial for shift that start at 7am If cutting the 32/36 short Archives Station makes more sense allowing for a direct bus connection to the 70/79 I support the changes to the A4, V4 and X9 I support the P12 running every 20 minutes on the weekend	Bus Service
I think Metro needs to be careful about the service cuts so as to not disproportionately affect blue collar and healthcare workers, many of whom are less able to afford alternate forms of transportation like ubers and are less likely to have flexibility in the start/end times of their shifts. Making someone wait 20 minutes instead of 12 for a bus, followed by 15 minutes instead of 6 for a train, followed by an eliminated bus route meaning a 20 minute walk instead of 10 minute bus ride (including wait time) adds 25 minutes to a commute. Many people, myself included, live where they do due to the ability of Metro to get them to work and an alternative station on the same line would be challenging to access.	Bus Service
I'd prefer if metro rail increased revenue by criminalizing fare evaders. I watch dozens of people jump every single day in Chinatown while damaging the gates and generally treating stations and trains poorly thereby increasing maintenance costs. Further the damaged high gates you've spent millions on recently closed on me halfway thru with a stroller (I pay my fare) causing injury . This wouldn't have happened if only paying customers used the metro since we actually take care of the property. If metro raises its fees for me to subsidize your own negligence (and the Mayor of DC) I will stop commuting into DC altogether and just work from home in Alexandria. DC will continue to suffer the decline of its government's own making. (Note my agency is considering moving us out of DC because the Chinatown metro is so off-putting. It's the #1 reason people have requested remote work). Think about	Fares/Fees/Parking
You should be decreasing the fares so as to entice more people to take the metro.	Fares/Fees/Parking
People in this area depend on these routes. I know you've done surveys in order to collect this data but one of the main complaints of people new to the area is how bad the public transportation is for such a densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals are approved and go into effect.	Miscellaneous
A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons.	Bus Service
Don't like them	Miscellaneous
Idk	Miscellaneous
Please don't shut down metro service	Rail Service
I'm not trying to be late to school	Bus Service
In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be immediately address with cuts. But the asset needs to be protected at all cost.	Bus Service

Comment	Category
I think there needs to be a better way to fund this system. Public transit should be a right that is easily accessible to all, both in price and service. We shouldn't have to sacrifice one for the other, or sacrifice either at all! I'd rather have a tax introduced than put this burden on the backs of folks who need the service the most and probably have the fewest resources.	Fare Evasion/Safety/Crime
Metro just needs to do better	Rail Service
Metro should focus on making smart purchases with the advice of drivers and technicians who deal with the vehicles and equipment everyday.	Rail Service
Given that the DC, MD, and VA area has no alternative mass transit system, getting to and from home, and office, and other activities may be somewhat challenging, and considerably more expensive. It occurs to me that Metro's fares have been increasing substantially for quite some time now, and Metrorail's increasing unreliability might make one wonder (I certainly do) exactly what it is that is driving these cost increases. If this has to do with the pensions of retired Metro employees, then I feel that WMATA has a responsibility to be out front and transparent about that. I do not believe that the cost increases are necessary as often as they are occurring, and I would be curious as to what the final results from public input to surveys such as this indicate.	Miscellaneous
Do not freeze the wages of workers. For mistakes of people in the office	Operating Budget, Management and Spending
\$2 needs to run every 20 mins instead of 30 please :) more 52 or 54 would be prudent too - I never see that bus less than packed	Bus Service
Making these cuts hurts the people and workers. Will the GM not take a pay increase and lead by example? The answer to this is NO increase fare let the workers and the working public benefit from the service Metro provides.	Fares/Fees/Parking
Metro is a public good that keeps DC and the surrounding areas running. Metro needs increased funding to prevent traffic, climate change, and to increase equity	Capital Budget
This is absolutely ridiculous that the main public transportation system in the city is proposing to cut service and increase costs even more. Make everybody ACTUALLY PAY!!! Stop letting people not pay and use the metro. Seriously, you can figure out how to still PROVIDE PUBLIC TRANSPORTATION TO THE CITY. This is INCREDIBLY frustrating. I?m in disbelief that this is even a survey.	Service Levels
Wage freeze can not be a solution; rather it is another headache for metro family struggling with inflation.	Rail Service
The fares for MetroBus and MetroRail should be much lower for students, young adults, seniors, etc. I would ride both MetroBus and MetroRail so much more if they ran more frequently, especially on weekends. I also wish there were additional bus routes and rail routes across the city. I rely on the MetroRail to get to work, and under the proposal to cut stations with low ridership, I would not be able to get to work anymore.	Bus Service
I just want Metro run safe for customers and employees?	Fare Evasion/Safety/Crime
Enforce the fare evasion laws you'll have the money	Fare Evasion/Safety/Crime
I use Metro rail all the time. I don't mind paying a little bit more to have good service. I would love it if all the jurisdictions - especially Maryland and Virginia would increase their support for Metro. When the system works, it is terrific. However, between long waits for trains, broken escalators, fare evaders who jump over the entrances and exits, panhandlers on the cars, people who eat and drink and leave their garbage for others to pick up- there are challenges with the comfort and security I feel on the system. Bottom line- if things run on time, and the trains are relatively clean- it is a great way to get around the city. If fares need to rise to support some of the infrastructure - I am OK with that as long as these increases are reasonable.	Fare Evasion/Safety/Crime
METRO NEEDS TO FIND A SOLUTION TO KEEP THE ROUTES AND TRY TO FIND A WAY TO OPEN THE METRO STATIONS EARLIER SO YOU CAN CATCH A 0600 flight. People depend on those runs to get to and from work. ANY CUTS WOULD EFFECT PEOPLE LIVELIHOOD.	Bus Service
Consider that metro has changed from a hub and spoke commuter system to bring workers to downtown. But now it allows greater flexibility in transit needs for those that need it	Bus Service
Increased Fares would cripple working folks. Hold the Non Paying Customers Accountable. Increase advertising. Raising Parking would cripple the working Folk. Reducing Service, makes trains and Buses Crowded, and putting folks Less than 6 feet apart.	Bus Service
Metro should focus more in their employees and cut cost in some of the capital projects and their unnecessary spending.	Operating Budget, Management and Spending
I don't agree with cutting wages. Those workers work hard on a daily basis whether it's rail buses, maintenance or custodial.	Operating Budget, Management and Spending
When will Metro get it right? So much progress could have been achieved during Covid, but yet here we are again with more cuts and unhappy customers. So many cities around the world offer FREE public transportation to its residents. Why can't DC do the same!? Wait times and fares are already outrageous enough.	Fares/Fees/Parking
Don't cut routes and don't layoff employees	Bus Service
Metro's budget shortfall should not be made up on the backs of it's customers or workers.	Operating Budget, Management and Spending
Continue to pursue and lobby for dedicated, reliable funding sources as opposed to having to scramble to find the necessary funding to avoid drastically reduced service levels.	Capital Budget
No cuts to bus routes.	Bus Service
Provide Station and Station Manager Safety	Fare Evasion/Safety/Crime
Discussing pay freezes is unconscionable in this era of extreme inflation. How can Metro reasonably argue that inflation is the cause of funding issues and then proceed to pass the problem on to their own workers? There should be absolutely zero bus service cuts - as the post-public health emergency bus service rebounds have shown, bus service is the lifeline of this region's transport system. Finally, stop wasting money on CBTC - this will bring zero benefit to Metro while costing a literal fortune. Continue investing in upgrades and renewals to your existing train control infrastructure which was already designed to maximize system throughput.	Bus Service
Do not eliminate any service. Propose budget cuts on executive staff members and consolidate departments, eliminate redundancy/repetition of jobs.	Operating Budget, Management and Spending
If Metro decides it wants to increase ridership in buses and rail, it is a no brainer that more frequent service, and not the opposite, should be provided. It is ridiculous that in today's world, when every effort should be made to cut emissions and promote public transport, Metro decides to do precisely the opposite - cut or eliminate bus services. This is not something I would have expected in the capital of the USA. Additionally, this would be an ageist (discriminatory) policy, since older folks who cannot drive will face reduced or inconvenient access to public bus transport. On all fronts, these are bad policies that don't reflect well on Metro's or the city's leadership. It is very disappointing to even having to fill out this survey.	Service Levels
I know tough decisions are coming, service and reliability should not be a consideration. Thank you.	Service Levels
Metro should find other avenues for its budget shortfalls. Cutting service and or increasing fare for its customers is not an option. Metro have miss manage government funds purchasing new rail carts that was coming off the tracks, which they had to retrofit. Furthermore metro was giving out 5k sign on bonus for new employees. All of that makes a metro problem. Not us, the riders/customers.	Operating Budget, Management and Spending
Don't cut anything. Raise the fare and increase police officers to help fare evasion	Fare Evasion/Safety/Crime

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

Comment	Category
Closing the newly opened stations would be catastrophic for the communities that are growing around them. Ridership needs to grow over time	Rail Service
Please increase 17K services. The ridership has been high. Thank you!	Service Levels
Need to increase service on R2 metrobus. Its almost never on time! Metro security needs to be better aware of people that hop turnstiles and those that tailgate! I see it every day and it infuriates me! Security need to spread out across all of the turnstiles rather than standing around in a group shooting the crap and pay better attention. Arrest all of the people that jump or tailgate! If I have to pay so doesn't everyone else! Metro wouldn't have to make cuts if this is better policed!	Bus Service
Please remember that many people other than just commuters really rely on metro access. Not addressed in this are the desperate need for maintenance of easily located elevator and escalators (especially up escalators) that maintain power so people with disabilities can use them. An app that actually functions is also very important.	MetroAccess
Service is the best it's ever been, please avoid cutting	Service Levels
It's hard to have an opinion on closure of stations without further information on which stations - this information needs to be provided to individuals as soon as possible and should take into consideration bus route alternatives as well	Bus Service
Find funding and have DC, Virginia and Maryland contribute more	Capital Budget
Find cheap ways to make bus lanes! The current state of bus lanes in D.C. is pitiful, if you do that, especially in an area like Georgetown, where M Street desperately needs traffic calming and to remove the on-street parking. It's a shame that WMATA is made up of, at the highest levels, such soft, suburban-oriented people. You need some proper transit users on there, leverage your weight in those places. Don't get caught up in the silly things.	Bus Service
Metro services need to remember that folks depend on them to get to and from work, school, for family care needs, cutting service and hours takes away from the folks who most need to use metro to make a living.	Rail Service
Driving is already cheaper, why bother at this point.	Miscellaneous
As someone who cannot drive for health reasons I don't think eliminating bus routes are a good idea. People like me rely on public transportation for work.	Bus Service
Don't get rid of any buses that we take	Bus Service
I definitely suggest avoiding fare increases as much as possible. \$7.50 one way for a few mile ride is exorbitantly high considering Metro is not a true passenger train like Amtrak. I'm sure people would rather have fewer trains than a 25% fare increase. I also suggest avoiding service cuts during morning rush hour, since at least on the orange and silver lines trains can already be very crowded. I like the idea of later service on the weekends, but it's already very sketchy and unsafe to take the metro after rush hour, and I know very few people who would choose to take it alone at 1am, so maybe an increased police presence who will actually do something could be beneficial.	Bus Service
I do not think it should increase the fares for trains and buses because there are people who need to get places, but are on a budget. And trains and buses should definitely not have reduced services because people need to get places, even late at night.	Operating Budget, Management and Spending
Increased metro rail and metro bus services are what has allowed me to live car-free in DC without losing my mind. I am willing to stomach higher fees, though I am aware others may not be easily able to afford them, but cutting service will certainly help to lose regional trust and ridership.	Bus Service
Need to address systemic issue of riders jumping through the fare gates and not paying fares. Wide spread issue not consistently enforced and negatively impacts revenue.	Fares/Fees/Parking
Having frequent service is CRUCIAL to being competitive with other modes for more complex trips. If every transfer adds, say, ten minutes, Metro is not worth taking.	Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements.	Operating Budget, Management and Spending
Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends?	Bus Service
What's the plan for those who avoid paying for these services? Do you only penalise users who pay?	Service Levels
There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it's open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people's savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make [redacted] work in our lives with the little money we have. Y'all better do the same.	Operating Budget, Management and Spending
Fare increases, while annoying, are better than service cuts.	Bus Service
I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You!	Bus Service
Raise parking costs before fare increases	Fares/Fees/Parking
I would like if the prices are kept at current rate	Miscellaneous
Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, especially by young children forced to hop gates by guardians. As a cyclist, I often have to use the accessible gate to fit with my bike, but these are the gates that are most often hopped, which causes damage and issues. I am lucky to be able to lift my bike and use other gates, but people are making access more difficult for those who do not have that option. Continuing to find ways to distribute information and access to reduced fare, which would allow people to contribute what they can and also avoid damaging infrastructure, would be worth pursuing. It is ridiculous that children, who are allowed to ride for free, are forced through gates and taught that this kind of theft and destruction is reasonable daily. An incredible amount of money is lost due to evasion, especially at busy stations like Columbia Heights. It would be chaos to suddenly hard enforce payment, but more than nothing should be done to avoid large scale closures and denial of access.	Bus Service
Increase maintenance of rail cars and stations especially cleanliness.	Bus Service
Changing service schedule/frequency is not going to fix your problems, the metro is not only used for work day service, people rely on the metro to traverse the city on nights and weekends, stunting these services would: 1. Almost certainly increase dangerous driving (people ride home to avoid driving under the influence) 2. Effect our essential workers who you have apparently so quickly forgotten about, most services in the city do not run on a 9-5 schedule, restaurant, bar, shop employees would be left without affordable and reliable transportation, this is already a historically low staffing crisis and this would greater exacerbate the problem, sending workers to Maryland or Virginia and in turn 3.greatly hurt local businesses, employees not having reliable late night/weekend transportation and a reduction in foot traffic since customers would not be able to have the same amount of access that is currently in place 4. Reducing trains would cause more crowding when there is already crowding in common areas (game nights, tourist season, conventions, events on the national mall etc).	Bus Service

Comment	Category
Why doesn't the person in the metro booth speak Spanish?	Rail Service
Send me pre paid metro cards if fare is increasing I berly can make it to work	Fares/Fees/Parking
C21, C22, C26 are only buses that run on the route they run on. There are no transfers along the route except metro stations.	Bus Service
I believe the Metro system is of critical benefit to those of the DMV's area who are most at risk. Decreasing service reduces the number of people able to use the service. Increasing fares means at risk populations may not be able to afford the service, again reducing who utilizes the service. I don't see how changing the availability or cost to these populations will increase those utilizing the service. Taxes or adjustments to those who might be more able to pay in other areas makes more sense to promoting this vital service in the DMV area.	Fares/Fees/Parking
Please leave the metro fares the way they are now	Fares/Fees/Parking
Things are fine just as they are; there shouldn't be any changes.	Miscellaneous
I support raising fares to maintain level of service.	Fares/Fees/Parking
I like many metro users pay our fare's rightfully when we pass through the gates. But, there are many more who don't pay and we who pay, have to witness the act of people not paying their fares, but still get the benefits of using the metrorail. How can we who pay our fares be punished for WMATA's shortfall in budget all the while other's who don't pay are not impeded on? If fares go up from what it is today, people like me may wonder, why should I pay extra to use metrorail when there are other's who don't pay at all?	Operating Budget, Management and Spending
Eliminating Friday and Saturday night service and decreasing rush hour frequency would severely decrease overall ridership. If the metro is not seen as a reliable, easy, and quick mode of transport people will default to rideshare or other services. Similarly, raising prices too much will have the same outcome. An uber from Arlington to DC is on average \$20-30 and fits 4 people for \$5-8 per person, keeping rates below this especially in the evenings is important. Late night Ubers from DC back to Arlington are \$50+ so increasing service after 12 should attract many riders.	Bus Service
I want a system with better headways and late night service.	Bus Service
I think keeping increased service (8 minutes or better on metrorail, 15 minutes or better on metrobus) are the most critical aspect to continuing to grow ridership	Bus Service
Metro is a necessary service to the DMV area. The service should be as frequent as possible while still maintaining a low fare such that the system remains affordable and accessible to as many people as possible. Achieving a source of dedicated funding should be the utmost priority going forward.	Capital Budget
It's difficult to try and decide this. I'm in a position where I can afford to and prefer price increase over service cuts but know there are a lot of people who can't afford the cents being added will ruin their entire budgets. I know you all have thought this over extensively, it's just a very aggravating position the local governments have put all of us folks who use the metro in. Regardless, thank you for trying your best.	Operating Budget, Management and Spending
Public transportation isn't supposed to be a profit center, it's supposed to be a public service and it's integral to people who don't live in places where cars are feasible due to limited space. I would rather pay a little more than have people be stranded because service stops running, but this is something that should be getting solved at the government level with tax dollars, frankly, and there should be more encouragement for people to use the metro instead of driving by making stuff like parking overnight easier or more accessible instead of more expensive or more difficult. We *want* people taking the metro instead of driving drunk at night. We *want* people parking their car and knowing they can safely rely on public transit instead of clogging roads with more cars and the air with more exhaust, causing more road damage by wear, etc.	Fares/Fees/Parking
Reducing bus routes, increasing fare prices, or closing stations more strongly impacts the DMV population who are financially challenged, and increases the inequality in our community. This hurts those who need public transit the most.	Operating Budget, Management and Spending
They need to do more about the people who are not paying	Miscellaneous
I literally go two stops, Pentagon City to Lenfant, and it costs me 2.25. It's ridiculous	Fares/Fees/Parking
Metro System is useful for those that don't have their own modes of transport. This also allows individuals to reduce their carbon footprint. If any, attempts should be made to improve and increase the service of metro rails and bus and not make these budget cuts	Operating Budget, Management and Spending
If fare increases were implemented, I would like to see increased support for low income residents as well to ensure that our most vulnerable populations still have reliable access to public transport	Fares/Fees/Parking
If you eliminate the D6 you are ruining my life. It's how I get to both work and school. I can't afford to buy a car and the nearest metro stop is a far walk for me. Stop prioritizing suburban commuters and prioritize the people who actually live in DC and form its tax base. If you eliminate the D6 I will commit a ritual form of self-immolation on a metro train.	Rail Service
I prefer increasing fares to increase revenue, rather than making cuts to service. I feel that will have an overall negative impact on ridership and further reduce revenue. I also feel WMATA needs to continue making progress on eliminating the fare evasion problem. It isn't fair that honest people are going to have to pay more of their hard earned money to offset the costs imposed by people who feel they should ride for free. Metro also needs to continue efforts to provide reduced fare programs for low income groups, seniors and students.	Fare Evasion/Safety/Crime
I would rather avoid service cuts especially in the hours of metro operation. The hours are already more limited than preferred, especially on the weekends, and that is the biggest deterrent for not taking the metro- the risk of it not being available for both legs of my trip due to restricted hours. A small increase in fare would be annoying, but I would still take the train. Cutting or limiting the service would guarantee I would use other methods of transport.	Bus Service
You all cannot get rid of K2 bus line, doing so would severely limit students, staff, and caregivers' ability to get to/from Capital City PCS to/from Ft. Totten or Takoma metro stations. Students and staff have enough to worry about, how they are going to get to work and school shouldn't be something they have to worry about	Bus Service
PLEASE - do not decrease or cancel any of the 42 or 43 buses! We live in a very busy neighborhood (Adams Morgan) & depend on these buses to get around. It was & is devastating when Metro stopped our 42 and 43 buses terminating Downtown at the Public Library!!!! I do not know one person who takes the 42 and/or 43 buses to the Kennedy Center.	Bus Service
I live in DC but do not work in another state, making less than DC minimum wage. I take the metro to work 4-5 times/week. If the metro rail prices increase and the services decrease, I will move out of DC. Hurting the metro would almost ruin the city and would lose much economic stimulation.	Rail Service
No cuts, no price increases, higher taxes.	Miscellaneous
Metro must have adequate funding from all entities that benefit from it. We need more Metro, never less. Maryland, Virginia and DC all need to share the responsibility.	Capital Budget
the city has the funding but won't allocate it to the metro, where is it going?? policing budgets keep going up, but not transportation??	Operating Budget, Management and Spending
I'm a heavy user of mass transit. Metro is used not only for us but people coming here to visit DC. If you cut down services, we may have to use ride sharing services. Now, not everyone has the budget to pay for that. To reduce the losses of fares from people not paying through the gates, you should hire more people to police the stations. Especially where this kind of behavior is rampant.	Operating Budget, Management and Spending

Comment	Category
Don't increase fares. Don't cut service. Allocate more money to the budget. My taxes pay for freeway improvements, they can pay for better public transit as well. High fares are a regressive form of taxation that penalize poor people for not affording cars.	Operating Budget, Management and Spending
DC will die without a healthy metro. I take the metro almost every day to and from work. I do not work in DC, make less than DC minimum wage, and will move out if the Metrorail service decreases or if prices increase.	Rail Service
Why is metro only free for POCs?	Rail Service
Please raise fares and try to get Montgomery County to pay fares instead of that ridiculous pandemic-era free transit option for them. Stop running 8-car trains off-peak; that might save some money. Really rather pay \$2.25 or even \$2.50 one-way than service cuts. Some of us have no drivers' license and no cars and we depend on Metro. It's getting better; don't screw it up and don't provide so much service as you did prepandemic I would say.	Bus Service
The metro is essential to DC. Cops are not. Cut the police budget to fully fund the metro without increases in fares or decreases in service.	Operating Budget, Management and Spending
Many students like me and my friends that use the metro bus's during school days but also on the weekend. If I where to lose this form of transportation it would decrease my use and other students use of metro bus's due to lack of connectivity. Please let student be able to have transportation.	Bus Service
Either increase fares or parking but not both. The metro needs to keep drivers out of DC and making it far more expensive for a commuter to park and ride will encourage more people to just drive into the city and park, further deteriorating traffic and decreasing metro usage.	Fares/Fees/Parking
Please don't cut the 96 and the K2.	Bus Service
Dear Transportation Committee Chair and Members, My name is Julia Evans, and I am writing to you today to express my concern about WMATA's proposed cut to the K2 bus line. I work at Capital City Public Charter School in Ward 4 (100 Peabody St. NW). We serve more than 1,000 students in PreK3-12th grade in one building. Families from every Ward in the city (with the majority in 1, 4, and 5) come to Capital City to seek out a high quality, rigorous education for their family. Many of our students, and even staff, rely on the K2 bus to get them to/from school as Capital City is a 20-30-min walk from the Ft. Totten or Takoma metro stations. They take the metro to Ft. Totten and then the K2 to get to Capital City, which is the only bus option from the metro. The K2 is actually the closest bus stop to our school building and is regularly packed with students, staff, and caregivers during the 8am-9am and 3pm-4pm hours. The loss of the K2 bus line will have a significant negative impact on our community's ability to get to/from school on time. Many of our high school students rely on the K2 to not only get home after school, but to get to their part-time jobs. I am concerned that WMATA has never reached out to school staff, students, or caregivers about the K2 line and the possibility of cutting that line. How can WMATA put the K2 on the chopping block without consulting those who use it the most? What alternatives has WMATA proposed to support the large number of students, staff, and caregivers that rely on the K2 to get to/from school? I hope that you will ask WMATA to keep the K2 line and question them about their reasoning for cutting the line without any outreach to the impacted communities, like ours. Thank you for taking into account our concern. Sincerely, Julia Evans Student at capital city	Miscellaneous
I would like bus fare to not increase.	Bus Service
I ride the k2 to school everyday and need this bus to get home too	Bus Service
Alot of times I go to use my metrocard and it always sends me to see station manager and sometimes I don't have time to do it because the metro card is ether the magnetize or says that I use my MetroCard at another station that I never even was in	Rail Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it.	Bus Service
Dont increase fare	Fares/Fees/Parking
Amazing and OWESOME	Miscellaneous
I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long.	Bus Service
force the va governor to pull his weight in funding wmata	Capital Budget
I use the 29k/29n everyday	Miscellaneous
I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the tough spot you're in and thank you for helping to continue to make Washington a great city to live in.	Bus Service
Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Increased fare prices increase the cost of living in an already absurdly expensive city, and offload the burden of a functional transit system onto the people who live here, rather than the policymakers responsible for keeping the city running smoothly. DC's budget needs to be seriously reworked, and a LOT more money needs to be allocated for WMATA, because trying to cover budget shortfalls by making the metro less functional and more expensive will never work. If people see their access to WMATA being decreased, with less frequent trains and less available stops, while simultaneously being expected to pay more, they'll stop using the metro.	Operating Budget, Management and Spending
Just keep things the way they are now	Miscellaneous
The most important issue to me is that you either keep current or extend nighttime service hours, it'll be way more dangerous for people to travel around the DMV at night if service ends at 10pm.	Service Levels
Service cuts should be avoided at all costs to avoid risk of further decreasing ridership and reducing incoming fares for income even further. Otherwise the system will see compounding losses.	Bus Service
I am not a mega billionaire. However, Metro made the mistake of allowing people to not pay, at all. Everyone can pay \$1. Every Senior can pay .50. The buses need to be refitted so the patron have to get their money on the card FIRST. Every patron should be required to pay FIRST, BEFORE the doors open. People are going to ride the trains regardless. Set the Gates of the train high enough to where have to pay FIRST.	Bus Service
I do not want to decrease frequency of metrorail. I will pay more.	Bus Service
Not sure. I can manage fare increase. Others may not. My bus route and time as it is works for me as I do not like standing in the cold waiting 30 minutes for a bus plus it makes me late for work	Bus Service

Comment	Category
This budget cut proposal is a disgrace to the DMV community wishing to have an affordable, clean method of transportation. It makes a class system ever more greater, drastically separating those who can and cannot afford vehicles. Additionally, with the Capital beltway being consistently in the top 5 worst/congested highway systems in the United States, we need to provide MORE public infrastructure for alternatives, rather than less, resulting in more horrendous traffic conditions. The WMATA should not be run as a private corporation, and government funding is essential for the well-being of this area.	Operating Budget, Management and Spending
It is completely ridiculous that metro is considering reducing bus and rail service. People in the city rely on these to get to their jobs, and use of public transit is one of the best ways to reduce car traffic around the city. It makes travel better for everyone. Why not push people towards using public transit more -- add fees for car drivers? Actually enforce speed limits? Add tolls or additional fares to cars, don't penalize the people trying to make traffic better for everyone.	Bus Service
Metro is an essential part of DC life for thousands, particularly people with lower incomes who cannot afford a car and need a way to get around the city to jobs, groceries and family. Cutting service, or increasing fares, hurts those people in particular, and raises the bar on who can afford to live in this city until we continue to get priced out. Please maintain service levels. A city as essential as DC should have a effective public transportation system.	Fares/Fees/Parking
DO NOT RAISE THE METRO RAIL FAIR TO \$7.50!!!! People (including myself) will not be able to afford the Metro and will have to bus, which will be a horrible combination with decreased service.	Bus Service
If you reduce the N2, N4, and N6 lines and the M4, we will not have any way to get to pharmacies, groceries, library, doctors, etc. We also won't be able to get to the Metro to access all Metro proximity locations. You will isolate a community that is aging in place making living in DC more and more difficult for seniors. We are also impacted by changes in the 30 line because, if we can make it to Wisconsin Avenue, a bus line that has already been diminished over the years will get worse. As to your funding, in addition to more \$ from DC, MD, and VA and fare increases, why don't you take serious action against all the people riding Metro for free? Even where you have put better gates, what has happened to me on too frequent occasions is that someone pushes in behind me taking advantage of my paying my fare. In two cases just last week, I was almost pushed to the ground. Start fining and arresting people not paying fares. It isn't even that most of these are people who can't pay based on their clothes, headphones, etc. (I would gladly subsidize those with financial issues), They just do it because they can. At Tenley Metro elevator, typically I am the only person getting into the elevator (along with 5 others) who paid - everyone else jumps the exit or pushes in behind my paying. Stop these people and you would have less of a financial issue. Fix your security and get paid for the service you provide and you will have more money to reduce the need for any cuts.	Operating Budget, Management and Spending
The bus cuts, both overall routes and decreased service, are very concerning. Myself and so many others rely on the bus to get to work, to the grocery store, etc. The L2 is a lifeline for those who live up and down Connecticut Ave and it is the easiest and fastest way to get downtown. How are we supposed to return to downtown to work, eat, and support businesses, yet there will be no buses that can take us downtown? The L2 and the 96 are essential bus routes and are always full of people who need them to do their everyday activities, including getting to their jobs. If these bus lines are cut, many people will be severely effected.	Bus Service
If states have money for migrants then you have money to fund Md to keep things safe and running smoothly and a commentate the people.	Bus Service
The harder and more expensive it is to use metro, the less likely I and others will use it leading to further need for cuts. The more accessible it is, the more people will use it. When there are 30 minutes between buses, I'll choose another option but with 10-15 minutes, I'll choose the bus. And make more and more secure bike storage options for both annual and on demand use.	Bus Service
Please don't cut the service!!!! I will pay more (within reason)!	Service Levels
I depend much on the bus service especially working in a far distance, I usually take 3 busses to arrive my destination. Adding more fare will greatly affect my job	Bus Service
I mainly use Red Line, Green Line, and either A4 or W5 to get to work. I would prefer those lines be unaffected.	Bus Service
The government should nationalize the railways and subway infrastructure and fund access regardless of revenue and provide the missing funds through increased taxes on the rich.	Rail Service
Public transit should be free	Miscellaneous
Please do not cut metro service on the silver line. Many people ride the metro into the city from here because they DON'T have any alternative options. Ridership from the more distant silver line stations is only low because the stations just opened a few years ago and local infrastructure is now catching up to build up around it. There are plans to build commercial/entertainment hubs around several of the silver line stations (innovation station is one of them), which would increase ridership and benefit the local economy. Shutting these stations would have deep negative impacts on the local economies of the communities and residents who are currently working to make the metro more desirable and accessible for these communities.	Rail Service
1. Why is there construction on the purple line happening at the same time during the consideration of these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better.	Operating Budget, Management and Spending
Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to-day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen.	Operating Budget, Management and Spending
You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration!	MetroAccess
Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses.	Bus Service
Please make sure this surveys reaches as many people as possible who might be affected!	Miscellaneous
Metro and busses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to the budget given usership from MD and VA commuters.	Operating Budget, Management and Spending

Comment	Category
As both a student and resident at American University who lives near Cathedral Heights, please do NOT cut the N2, N6, N4 weekend service. It is already difficult enough to rely on public transit, to cut these services would greatly limit the ability of residents to go out during the weekend. Additionally, I anticipate people would be more likely to rely on ride share services and independent automobiles to get around on the weekends, making weekend traffic even more of a nightmare.	Bus Service
Thank you for the help you provide with public transportation because there are those of us who have no way to get to our jobs or medical appointments. You help us a lot; thank you.	Miscellaneous
Both bus and rail are vital services in the district and surrounding cities. Current users having to find alternative methods of transit will only make traffic worse. Users of WMATA and non-users alike should support fully funding the system.	Bus Service
Before increasing fares, Metro must answer a very simple question: why should I pay for Metrorail when every time I take the Metro I see someone go through the fare gate without paying and Metro employees don't do anything about it? The more Metro increases fares, the more likely I am to just stop paying altogether as there is clearly no serious consequence. If everyone who rides Metrorail paid, perhaps we would not need a fare increase. But they do not, so those who pay are being asked to subsidize others. Metro's budget should focus on combatting fare evasion through more of the taller fare gates, increased security, and getting the DC government to take it seriously with penalties.	Operating Budget, Management and Spending
Decreasing the frequency of bus and rail times would drastically impact the people that use these systems as their sole method of transportation. As a person who depends on the system to get to college, I beg that you take into consideration the citizens that depend on these systems for their livelihood. Especially people with unconventional working hours(past 10pm). I often use the buses past this time and these cuts would leave me stranded at night. I am a young woman that would be in constant danger if these cuts were made.	Bus Service
I want my taxes spent on the metro rail system. Creating further incentives/dissentives for people to choose the rails over driving would be preferable to service cuts. If you don't work/live in DC maybe you pay a toll to drive instead of parking and taking the train	Bus Service
budget cut :(fare too high :(Operating Budget, Management and Spending
PLEASE keep weekend service of the 62 and 63 routes	Bus Service
The proposed bus lines cuts to force people to use metro rail is disappointing. They add to commuting time with transfers and will lead to increased car use and traffic. In many cases you're forcing people to make multiple transfers which is frustrating cause the last thing people want to do after a long day is wait a half hour for a bus after the metro.	Bus Service
Please remember that low income folks also need to get to high income places to work.	Miscellaneous
Service cuts will greatly impact those commuting to and from work. Caution should be used when addressing shortfalls in that manner	Bus Service
Consider larger fare hikes for longer train trips, while keeping base price at or near current rates. Suburban residents who commute into DC for work are generally better able to pay higher fares. Those who live in the city and rely on the train for mobility throughout their lives are also the people less able to pay higher fares.	Fares/Fees/Parking
These all seem like pretty awful ideas that will disproportionately impact low income people.	Miscellaneous
I agree with Randy that we need a region-wide transit tax to fund Metro - the current funding structure is asinine.	Capital Budget
Increasing park and ride fare and parking costs will further decrease weekday use of the metro. In many cases the cost of a parking lot already rivals the cost of fare.	Fares/Fees/Parking
Please don't make cuts and if you increase fares (which I support) please make it easier for people who can't afford the fares to still use bus/metro.	Bus Service
If Metro Rail starts closing stations or reducing hours and frequency of trains, it will put itself onto a death spiral. People will find alternatives.	Bus Service
Keep moving us safely throughout the DMV area and thanks for the rides	Fare Evasion/Safety/Crime
I know you guys are trying to survive, but service cuts aren't the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don't actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don't close stations in DC, Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more.	Operating Budget, Management and Spending
Excrease fair not service	Service Levels
Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too.	Operating Budget, Management and Spending
While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren't convenient, riders aren't likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it's packed like sardines during rush hour. That's not even to mention the number of children who take it to get to	Operating Budget, Management and Spending
Need more train on the orange line and need more driver on the bus for L12.	Bus Service
Quit wasting money on police! They don't do anything but sit on their phones all day! Quit wasting good money on fare evasion! It's not worth it! Don't cut service, that's a death spiral!	Fare Evasion/Safety/Crime
Line 8 in Maryland is always empty.	Miscellaneous
Please don't decrease frequency of popular service lines and of bus 16Y	Bus Service
I live in South Fairlington in Arlington VA and take the 22F and 22G to the Pentagon each day. If those lines are eliminated, I will not have any mode of transportation to get to the Pentagon to then transfer to the subway to get to my office in NW DC. Please don't cancel those buses. Thank you for your consideration.	Bus Service
Metrobuses service is terrible. It can't even stick to a simple schedule. You should be ashamed of yourselves. Truly a shining example of waste, fraud and abuse	Bus Service
I don't think reducing metro train service during nighttime hours is a good option.	Rail Service
For what the metro rail charges right now the service is sub par at best. And the stations are filthy. If you are going to increase pricing then I would expect to see some serious changes with the cleanliness of trains and stations and service increased safety.	Fare Evasion/Safety/Crime
It is a joke how late the metro opens up on the weekends. What is the point of having a train to the Dulles airport if it's not operating early enough to take it? Also there are road races like the cherry blossom 10 Miler that have TENS OF THOUSANDS of people, but the Metro isn't running? You have to be kidding me. It shouldn't be up to the race organizers, WMATA SHOULD PROVIDE THAT SERVICE. Also I see reports that WMATA has between 12,000 and 15,000 employees. That is way too many, it seems like WMATA is a jobs program that runs transportation on the side. I recommend reducing the amount of staff to save money. And maybe doing automatic trains to reduce the number of train operators.	Rail Service

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

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

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

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

Comment	Category
A portion of all property taxes on buildings within a mile of the metro should be dedicated to metro. If metro increases property values, pay a portion of the increase in tax haul for local municipalities, cities, and states directly to metro.	Rail Service
Crime is too high. We don't need current levels of service. Get the crime in the system down, enforce fare collection, and people will start riding again.	Fare Evasion/Safety/Crime
I use the metrorail fairly often, I don't care so much about bus routes but I would rather have fare increases than service reduction for sure. My most important thing that I would like not to be cancelled is Newer railcars, important for reliability.	Bus Service
We bought our house largely to be close to our Metro stop (Forest Glen). I'd rather pay higher fees than have the station closed.	Fares/Fees/Parking
The metro already doesn't run often enough and trains are crowded. I will always drive and ride share if the wait time increases.	Rail Service
If metro wants to increase revenue then bus drivers should enforce payment to get on the bus. I would say one in five riders pays when they get on.	Bus Service
Find the money, don't cut the service or increase the fare. WMATA is a service, not a business!	Bus Service
Prosecute people who don't pay their metro fare and fine them.	Fares/Fees/Parking
Providing access to efficient, clean methods of public transportation is a vital necessity in our day and age. Accessibility is the main concern when it comes to public transportation. Increasing costs puts more weight on people and families who may not be able to afford it. Decreasing access also pushes citizens to using modes of transportation that are more detrimental to society, in addition to effecting their finances. Public transportation needs to be improved not diminished.	Fares/Fees/Parking
The fares are already high. It is possible to continue the service without rising the fares.	Fares/Fees/Parking
The M6 line should not be cut. This bus helps a lot of us get the Potomac Ave station. Is the only bus to get us back to Fairfax Village. The only other bus we have that service this area is the w4 which would be a tremendous inconvenience to have to catch that to Fairfax Village	Bus Service
Cutting service, especially during rush hour, is going to decrease ridership during nonrush hour as well. Please don't do that.	Service Levels
I would personally be ok paying a bit more for Metro service if it meant service levels stayed roughly the same. I also understand not everyone can afford this price increase, so if cutting service is the only viable alternative to keep ridership that's fine.	Rail Service
The metro and buses already have a lot of delays, and close too early on weekends. Cuts to service will decrease ridership and be counterproductive.	Bus Service
Cut suburban service to preserve city center service. Cut service in any jurisdiction that does not contribute to Metro's budget. Increase fares rather than reduce service or lay off employees.	Operating Budget, Management and Spending
Don't cut service stops! People organize their lives around public transit, and that could be detrimental for families.	Service Levels
Cutting service frequency should be the last resort. If trains run every 15 minutes at normal daytime hours you don't have functional transit, if buses run every 30 minutes at normal daytime hours you don't have functional difference. These things are the difference between DC residents who can't or don't want cars being able to have a decent quality of life in this city or not, and cuts would have a dramatic impact on businesses, especially those frequented by young people.	Bus Service
Get the DC government to criminalize fair jumping.	Miscellaneous
A novel idea - make people pay to ride. Arrest those who don't. That will help with some of the difference even though there will be a shortfall. Enforce the damn law and bring back criminal penalties for fare evasion. I've seen studies showing which stations have more than 50% fare evasion. If you want to close stations, close those. If the majority of people in a neighborhood don't pay then don't provide it service.	Fare Evasion/Safety/Crime
Be more aggressive with getting funding from nova!!!!!! Unleash the rage on governor sweatervest!!!	Capital Budget
The best solution to close the budget gap could be enforcing people to pay fares. A few months ago I had to wait for my son at Ft Totten station. I saw dozens of people jumping or skipping gates in just 30 minutes. My sons had told me it was bad but I was shocked.	Operating Budget, Management and Spending
it's not fair nor good leadership to allow the egregious levels of fair evasion yet increase prices for those who choose to pay	Miscellaneous
I think what is frustrating to use is their is so much maintenance in the same spots, over and over and over again. It just feels like we are watching our money being thrown away. Also with the high number of people that are just jumping turnstiles and riding for free, I wonder why something regarding that isn't in here. I feel like I'm the only one still actually paying to ride metro which has poor service, dirty cars, increasing fares and no protection or safety for it's passengers.	Fare Evasion/Safety/Crime
I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will	Bus Service
Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system.	Fare Evasion/Safety/Crime
Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s	Service Levels
if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information.	Bus Service
You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable.	Fares/Fees/Parking
The lower the fares the higher amount of ridership!	Fares/Fees/Parking
I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available.	Fares/Fees/Parking
I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard task, but I really feel that reducing the frequency of metro is not the answer to solving the budget	Operating Budget, Management and Spending

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

Comment	Category
Many of these routes are integral to both adults and students getting to work and school every day. While I understand that cutting some routes makes sense on paper, the real impact is detrimental to the mobility of lower and middle classes in DC. Cutting service is a bad choice that will hurt DC, most likely disproportionately hurting low income residents and residents of color.	Bus Service
I am in favor of implementing a county level tax for regions that use the public transport system, as those living in the areas have relatively higher income and also benefits most from the services.	Service Levels
Service cuts threaten a downward spiral in ridership we should prioritize public spending on metro.	Bus Service
Metro rail was a pain to take during the COVID-19 service frequency reductions with trains as much as 20-30 minutes apart. Riders do not want to see such low frequencies again due to possible service cuts. Driving a car in the District has its risks due to increased carjacking rates, and we need to have viable public transit as an option. This is the capital of the United States of America, proper public transit service should not be hard to fund, especially when the country is pumping countless dollars into unnecessary overseas military operations that don't directly benefit our citizens. We the people deserve better than to be subject to Metro service cuts.	Bus Service
In my opinion, irrespective of how significantly it contributes to closing the budget gap, it will be great to see increased ridership in Metro. But for this I think a drastic improvement in system reliability is needed. On a multi-leg trip, at least one leg is almost sure to involve a delay (train arrived late, train stuck during operation etc). As often as not, if I go to a station at random, there are passenger announcements regarding delays (including residual). Every weekend brings single-tracking and modified operations on anywhere between 1 and 6 lines. While significant improvements have taken place since Randy Clarke assumed the GM's position, honestly, much more is needed if Metro is to achieve record high ridership. The target has to be every train trip of a day within two minutes of its schedule at every station, every day. While this is ambitious, at least some perfect days would be a good target to start from (I doubt that Metro has had even one in the last 365 days). For this reason I allocated all of the hypothetical budget to rail maintenance activities. There has to be significant improvement in reliability, and after that, a suitable marketing campaign to attract customers.	Operating Budget, Management and Spending
Metro should focus on it's core service which is providing a high-quality, timely commuter service. Extending hours on the weekends is a luxury, but one the system cannot afford. Ridership during the week dwarfs the weekend ridership. Late-night ridership is extremely low outside of a few select events. While I would love a thriving weekend service, we don't presently have the resources to pursue lower-return services. For now, the core service should be the focus.	Bus Service
if you reinforce fare avoiding people you will be able to tackle some of the issues. cut salaries . diversify personnel etc etc	Fares/Fees/Parking
DC City Council needs to properly fund WMATA and not fund other pointless projects in the city. DC metro access is critical to DC thriving as a city. Enforcing metro fares is also critical, to date too many people just don't even pay to ride the metro, putting the cost burden on law abiding citizens. As a DC resident, that is unacceptable.	MetroAccess
Please do not eliminate bus service in SW as this proposal would do! Maintain/extend service along p6, 74 and 52 routes!	Bus Service
If you cut the P6, 74, and 52, you cut off SW from the use of the bus toward downtown. Only leaves the circulator.	Bus Service
I am a teacher in DC and I have many students that take public transportation to school. The proposed cuts would greatly impact mine and my students ability to get to school.	Miscellaneous
Metro should be free at point of service and be funded by progressive taxes. That would eliminate concerns about fare evasion and ensure steady revenue. Everyone benefits from a robust metro system, even people who don't ride it. Cutting service would make using metro far less attractive and initiate a death spiral.	Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we're broke college students	Rail Service
I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work.	Bus Service
Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals.	Bus Service
I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated.	Bus Service
The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system.	Fares/Fees/Parking
If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already is.	Bus Service
I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service.	Bus Service
Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable.	Operating Budget, Management and Spending
It is going to be hard pressed to ask those that pay to pay more when Metro has done little to effectively address fare evasion on the rail and absolutely nothing on the bus. Ridership may be up, but paying customers can see that in some stations and some bus lines only 20-percent paying their fare. Crime, drug distribution and use, violent customer-to-customer interaction, loitering, panhandling, and strong smells of urine again are common with station managers and doing nothing to proactively address it. The 8th and H Street Chinatown entrance is among the worst for all these things. Consistently there is an unhouseed person drink or have mental issue at the bottom of the entrance or people loitering. Station maintenance, proactive and visible security, lighting, and fare enforcement must be a greater priority. While there have been security personnel on the rail, there is nothing happening on the bus. Even periodic enforcement of Metrobus fare evasion with citations issued or denials of service could increase the likelihood of that can pay paying. Increase fares without addressing fare evasion seems more than shortsighted, it seem like a punishment on those that still financially support the system through their fares. Fix enforcement. Fix cleanliness, safety, and security	Operating Budget, Management and Spending
The Metro is a public good and should not have to balance its budget it is incumbent upon DC, VA, and MD to meet these shortfalls. Fare increases will impact low income people most and reducing frequency of services just means fewer people will use those services and the budget shortfall will get worse. Metro is a public good that I use daily to commute, the only thing that keeps me from using ride sharing apps is that Metro is generally reliable in service.	Operating Budget, Management and Spending
I rely on metro to get to work and medical appointments. Please keep metro working!	Rail Service

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

Comment	Category
<p>There are several ways to strengthen the farebox system, which refers to the equipment used to collect and manage fares in public transportation. Here are some strategies: 1. Modernize the fare collection system: Implement a modern, efficient, and user-friendly fare collection system that utilizes the latest technology such as contactless payment options (e.g., smartcards, mobile payments, or QR codes). This ensures quick and convenient fare collection for passengers and reduces opportunities for fare evasion. 2. Enhance fare enforcement: Increase the presence of fare inspectors or transit police to deter fare evasion and enforce fare payment. Regular inspections and strict penalties for fare evaders can discourage individuals from attempting to skip paying fares. 3. Improve farebox design and functionality: Ensure that fareboxes are designed to be durable, easy to use, and resistant to tampering or vandalism. Regular maintenance and repair should also be conducted to keep them in optimal working condition. 4. Introduce fare incentives: Offer incentives or discounts for regular fare payers, such as discounted passes or loyalty programs. This encourages passengers to pay their fare and rewards them for their compliance with the system. 5. Engage in public education campaigns: Raise awareness about the importance of paying fares and the negative consequences of fare evasion through public education campaigns. Highlight the benefits of a well-funded public transportation system and the role played by fare revenues in maintaining quality service. 6. Implement effective auditing systems: Regularly audit and monitor farebox transactions to detect any irregularities, identify potential revenue leaks, and ensure accountability. Advanced auditing systems can help identify trends and patterns of fare evasion, aiding in targeted enforcement efforts. 7. Collaborate with law enforcement agencies: Collaborate with local law enforcement agencies to share information, intelligence, and resources to combat fare evasion effectively. This can involve joint operations, intelligence-sharing mechanisms, or targeted enforcement activities. 8. Consider fare integration and interoperability: Work towards a fare integration system across various modes of public transportation, enabling passengers to use a single ticket or payment method for multiple services. This simplifies fare collection and reduces the likelihood of evasion. Overall, strengthening the farebox system requires a combination of technological advancements, strict enforcement, incentives, and public education to ensure reliable fare collection and increased revenue for public transportation authorities.</p>	Fare Evasion/Safety/Crime
<p>Please crack down fare invasion. No matter how much amount of fare you plan to increase, you still lose money because so many people don't pay their fares at all. They just hop on the buses and jump through the subway gates without being stopped by anyone. Metro staffers and bus drivers are unable to stop them so please think of a way to reduce this type of behavior or you will keep losing money.</p>	Bus Service
<p>Enforce fare payments! Fix fareboxes on buses.</p>	Bus Service
<p>To address budgeting shortfalls, WMATA could sell ad space in their metro cars like how they do in NY's subways. There is a lot of space in the car they could sell to advertisers. Additionally, WMATA should work expeditiously to remove their surface parking and convert to mixed use development or dense housing. The more housing near transit stops, the greater the number of metro users. People would be willing to pay more, especially the people who are not low-income or students. It's more convenient and cost effective not to own a car with the way metro is run in DC for most of DC. However, if you increase wait times, then people will forgo metro because of convenience. You are going to drive more people away with bad wait times over cost of ridership. As long as you provide the same subsidized pricing for low income DC residents and senior and students. Have you thought about cutting security staff at the metro stations? I haven't seen them stop fare evasion. We need dedicated bus lanes. Riders need dynamic GTFS feed so they know where bus locations are. Reliability is part of convenient service. Most people I know won't ride the bus because when they go on Google Maps, they don't know when the bus is actually picking them up. Bus fare evasion is not as pervasive as metro fare evasion. Buses have broken payment systems. Finally, incentivize people to buy annual, monthly, metro card deposit. People are used to these memberships where they constantly try to get their money's worth. It'll convince hybrid workers that a membership with unlimited rides is good for trips they make outside of their work commute.</p>	Operating Budget, Management and Spending
<p>You need to find a way to stop people getting on the bus and riding for free. One out of 5 people actually pay the fare. Increase police presence at all fare gates to stop gate jumpers going in and out the Metro station</p>	Bus Service
<p>Do NOT cut service at all. It will crash ridership and destroy transit in this city, further exacerbating the long-term outlook of Metro's budget.</p>	Operating Budget, Management and Spending
<p>The red line has been killing it for my commute the last few months. Y'all are doing great. Please maintain the amazing service. I'll pay more. Good luck plugging the gap. We're all rooting for you!!</p>	Bus Service
<p>I don't want to see any urban stations in Arlington close. It would be detrimental to Northern Virginia and would lead to even more traffic on the road. Fewer people out in the suburbs use metro, so if you are going to close stations please look at those rather than closing stations in Arlington that are I stand here at 11:40pm on the gallery place platform. Thankful that the metro runs this late but unhappy that I had to wait 15 minutes for the train to arrive. Personally as a citizen and frequent metro user of DC I don't think metro service cuts are viable. I would at all cost avoid using the metro (which I currently use multiple times a week) because other forms of transportation would become much more efficient. I would even go as far as simply moving out of D.C. Being able to easily access the city and work through metro is such an essential part of living in D.C. if I had to wait 15 minutes when taking the metro I would never want to travel across D.C., at least not by metro. Fare increases are a more viable option but are unfair and inequitable as public transit should be easily accessible to all. D.C is already seeing a crime increase. If the metro doesn't provide good access to the city people will move out at a higher rate, including me.</p>	Bus Service
<p>I love the metro. But some of these changes would affect how I get to and from work! I also don't make enough money to pay for increased fares or other modes of transportation.</p>	Fares/Fees/Parking
<p>Don't cut service and start a death spiral - raise revenue, whatever you need to do. Find the money.</p>	Service Levels
<p>Offering reliable and comprehensive public transit is invaluable. It keeps riders safe, and means valuing those in the DMV area who are unable to use cars as a primary means of transit, whether it be due to disability or finances. Public transit protects the poor and underprivileged of the city. It is also a huge way of combatting climate change city wide. Please care about the people who live here!</p>	Fare Evasion/Safety/Crime
<p>For the love of everything holy find a way to fund it. Any of these options will destroy ridership and provide an excuse to hit metro further</p>	Rail Service
<p>Providing the same amount of service levels or better will be imperative in keeping public opinion up as well as ridership. As opposed to technological advances (new screens, r&d for new trains/buses), which are nice, they are not as important as getting riders to/from their destination efficiently and safely</p>	Bus Service
<p>I think metro is doing a great job. Please don't cut service particularly on bus lines. Many people do not pay their fares on buses so that actual ridership may not be reflected in the numbers.</p>	Bus Service
<p>Just raise my taxes and make the metro cheaper and more frequent</p>	Rail Service
<p>The budget should support the metro and strive to keep it affordable and a competitive alternative to driving.</p>	Operating Budget, Management and Spending
<p>Would significantly prefer fare increases over any service cuts during rush hours! It would also be great if the metro was open later on weekends, since 1am is not that useful (most folks have either already gone home for the night by then or are staying out much later).</p>	Bus Service
<p>Enforce fare payments on rail and bus</p>	Bus Service

Comment	Category
I think it is crucial that as part of this process, money be allocated to purchase and install new, higher, stronger fare gates to stop fare theft in "all stations". I also propose that a similar system be in place for buses. I see so many people not paying fares, seemingly without consequences.	Bus Service
FUND METRO	Rail Service
I love the metro. I really think Randy Clarke is doing a good job. I wish we were talking about expansion instead of cuts. Politically, metro needs to figure out how to get dedicated funding from MD and VA and DC instead of begging for money every year or so. Also, PLEASE do everything you can to address Qot. issues on the metro. 100% of crime that happens on a metro car or in a metro station is perpetrated by someone who did not pay the fare. 100% fare evasion reduction on trains = 100% reduction in crime on metro.	Fare Evasion/Safety/Crime
Enforcing Fares on Rail and Buses!	Bus Service
Your employees need to do more to prevent fare evasion. There are times (more so on the bus than the metro) that I am the only person paying my fare. This is blatant theft and your employees are endorsing it. The metro gate barriers need to be installed faster, and the buses need some form of barrier to block entry of individuals riding for free	Bus Service
Metro loses tens of millions of dollars every year to fare evasion. If Metro had just cracked down on fare evasion in the last few years, they would have a lot more money today. Start taking fare evasion seriously! End it!	Fare Evasion/Safety/Crime
Enforce fare evasion. Cut service for stations with the highest levels of fare evasion even if it closes multiple stations in a certain area. Cut bus service in areas with high fare evasion. Why should paying customers suffer and pay more when certain types of people getting away with riding for free	Bus Service
Increase rates of both metro rails and bus that are OUTSIDE the district. Why are DC residents bare the bulk of the reductions? There are no metro stations near me and recent increase bike lanes significantly eliminated parking spots, which makes driving more challenging.	Bus Service
I only found out about this survey through a neighborhood blog. You need to advertise it better. The people most impacted by any changes in service or fares are probably the least likely to know about the survey.	Service Levels
please do not make metro bus riders pay more money.	Bus Service
Frequency and reliability being me to WMATA	Bus Service
Crack down on fare evaders	Fares/Fees/Parking
Virginia should pay more as their past poor planning and participation has resulted in many of these cost overruns & taken money from maintenance and upgrades. Service cuts & fees should impact VA more than DC & MD	Bus Service
Virginia has the two airports in the system, and potentially two world class professional sports teams. They should have to pay at least \$400m a year if they want to maintain the level of service. All the stations around Dulles are likely used very little and could be closed until the state provides more funds	Rail Service
When the bus or Metro are infrequent I find other ways to move. Frequency and reliability being me to WMATA.	Bus Service
The prospective service cuts would make Metro so inconvenient as to gut it.	Bus Service
Don't slight busses too much to save rail	Bus Service
Metro is lacking in service as it is. Provide better service by eliminating routes. People will take ride share regardless	Bus Service
I think you are idiots for attempting to cut services when the reason people ride is because the service you provide. If you keep on taking away what people need, they will find other ways to get around.	Service Levels
I ride the bus almost all workdays and see massive fare evasion on the bus routes, or I encounter broken fare readers where I can't pay a fare that I intended to pay. This seems like an issue that could be fixed to increase revenue without the proposed fare hikes. People who are already evading fares aren't going to pay higher ones and it simply punishes those paying fares.	Bus Service
In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially.	Operating Budget, Management and Spending
Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service.	Fares/Fees/Parking
Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree.	Rail Service
Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation's Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you'll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but if there is the slightest disruption we have to drive in instead.	Bus Service
Take some lessons from NYC Transit Authority.	Miscellaneous
1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. it put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. it will suck to have to pay more but having a patchwork system will be even worse. 3. thank you for everything you do. 4. please do not cut service. thank you.	MetroAccess
It is clear in this survey the focus of WMATA and the upcoming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get people transported throughout the region. There should not be any option presented that further decreases overall ridership.	Operating Budget, Management and Spending
Please don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would love if the metro could stay open until 2AM on fridays and Saturdays. that would do well to alleviate traffic issues caused by ride share users.	Bus Service
1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. Transit would then become welfare - used only by those who have no other choice. The goal of our transit system should be fast, frequent service that makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea.	Operating Budget, Management and Spending
Enforce passengers paying rail and bus fares. This will take care of budget shortfalls.	Operating Budget, Management and Spending
Metro needs to consider a flat rate per ride-- people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further out and have a long commute.	Bus Service
No one pays. All ages jump or push through the turnstiles. While I'm not against higher fares, this may exacerbate that problem.	Fares/Fees/Parking
DO NOT eliminate the d6! It is the only transit that helps people in my neighborhood and kids use it to get to school !!!!!!! It is the only transit I can use! Please don't eliminate the d6!!!	Miscellaneous

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

Comment	Category
As a Glover Park resident, I find any an all efforts to cut bus service to the neighborhood to be completely unacceptable. The neighborhood as it is already does not have a Metrorail station and bus is the only form of public transportation that the neighborhood has. The D2 bus route is absolutely critical in connecting the neighborhood with the rest of the city by connecting us with the Red Line at Dupont Circle. Additionally, dozens of DC public school children use the bus daily to bring them to and from school from homes both within the neighborhood and from neighborhoods distant to Glover Park (e.g. Duke Ellington students). This proposal to cut the bus to Glover Park comes up every budget session, but please I beg the city to not cut the neighborhood off from the rest of the city, as the effects will be tremendously negative and will greatly impact the live-ability of the neighborhood.	Operating Budget, Management and Spending
No service cuts on red line between 4:30 and 5:30 in order to get to Union Station to connect with MARC train	Bus Service
We need to cut down on fare evasion. That has to be the highest priority.	Fare Evasion/Safety/Crime
Prioritize bus and rail service in central DC to keep it frequent in time and in space. Sacrifice commuter service between the suburbs and DC. The suburbanites have to have cars anyway to get around in the suburbs so they can drive into DC and pay to park in garages if they have to. We DC residents often don't have cars and must rely on public transit in our own neighborhoods, and we typically have very little interest in access to the suburbs.	Bus Service
There isn't parking in dc so people want to use metro don't make it worse by cutting service. I?m still mad that yellow stops at mt. Vernon square instead of going to greenbelt. This has made me choose to drive to the airport instead of metro. Further reducing service will only cause more people to drive loosing more customers and reducing demand for metro and further reducing fare revenue. Also when I ride metro at least 25% of people are not paying, there?s your missing revenue. Metro is dirty unreliable and unsafe as is make it better and people will use it.	Fares/Fees/Parking
The metro is extremely expensive for what it currently provides. As is, it?s unsafe, dirty, and unreliable. If the prices increase and the parking increases, and the metro frequency decreases, the value is not there. It already isn't there. I will become car reliant. Maybe WMATA should look at how countries in Europe do it?	Bus Service
Demand funding from Fed govt, VA and MD. Metro is the lifeline for a majority of citizens and makes the DMV the DMV. Cutting services hollows out profit and makes living in an fun and complex city boring and sad.	Capital Budget
Eliminating service, especially to routes that are the only public transit option for entire areas of the district will have huge lasting impacts on populations on those neighborhoods cutting them off from the rest of the district and isolating them and eliminating job opportunities outside of their neighborhood. Eliminating the D6, for example, would cut off large parts of the district west of Georgetown that have no other public transportation options.	Bus Service
Please implement the Better Bus plan. Metrobus service is okay at best and could be a lot more frequent and efficient. Cutting bus and rail service unless there is too much redundancy won't do anything to get ridership. Also, investing in the new part of the Silver Line is important because ridership is lagging and the train is much slower than driving except during rush hour.	Bus Service
I use the bus to get to work, go to doctors appointments, go to movies, spend time with friends. If you cut service too much more people will use Uber and Lyft.	Bus Service
Accelerate and prioritize train automation on all lines as quickly as possible.This should be a no brainer...sooner you return to full automation the better for everyone.	Rail Service
The plan to cut service may very well cause a cascade of metro avoidance that only future metro cuts can remedy until lines run every 20-30 mins and effectively no one uses the metro	Bus Service
Please bring back service on the S1 bus route.	Bus Service
Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles.	Rail Service
	Miscellaneous
Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5-10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through.	Capital Budget
The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line	Bus Service
service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD.	Capital Budget
Prefer metrobus service cuts to metrorail service cuts.	Bus Service
Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper.	Bus Service
No Bus Routes should be cut. You are driving people away in using public transportation.	Bus Service
80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer.	Bus Service
Why not start to collect fares: I?ve ridden where the fare was collected: demanded based on appearance of the passenger? Everyone should pay the fare	Fares/Fees/Parking
More security	Fare Evasion/Safety/Crime
In my NE Capitol Hill neighborhood, which is not well serviced by metro lines (>1 mi), the D6 and 96 are key transit lifelines to NW. Elimination of these lines would be detrimental in creating equitable public-transit friendly neighborhoods.	Bus Service
People rely on Metro to get to and from work. If cuts happen perhaps they should be focused to the mid afternoon with frequent morning and evening service. Closing stations would be worse case, affecting those living there particularly in terms of property value.	Rail Service
You would increase ridership if you had not re routed the 42 bus. I would ride it all the time to go to Metro Center and Gallery Place. Now, unless I take an Uber, I cannot go down there. I am a senior, and do not feel comfortable on Metrorail. And if I were to take bus, I would have to transfer. Not sure why you just did not leave the routing the way it was. Many of us Adams Morgan residents are very dissatisfied about this. Please restore our bus service !!!	Bus Service
Rail service is vital to the DC metropolis and faster than other forms of transportation. Eliminating busses would have a minimal change to me.	Bus Service
Please eliminate more bus service routes. Very few people who ride the bus actually pay and payment is not enforced. In many cases, the bus's toll collector is broken / non-functional so all bus rides are free. Separately, please pursue mixed use developments on WMATA land that would allow WMATA to collect rent to supplement ridership revenues.	Bus Service

Comment	Category
I moved to DC from another state specifically because of the Metro. I left a car-centric environment to be free of having to drive as much, especially to work. Draconian changes to the schedule (eliminating early morning or late night trains) would necessitate me having to drive to DCA or IAD for trip reports. I'd rather pay more for continued service as is (which can be pretty pathetic on Blue and Silver lines) then face service cuts, driving, spending more time in traffic, on tolls, on gas and polluting the environment more. I know I'm of a financial means to absorb these fare increases, but fare increases and service cuts disproportionately affect the working poor and middle class. Service cuts will only drive remote workers to continue working from home at a time the city needs to be getting people back to the offices and restaurants.	Operating Budget, Management and Spending
Between DC, VA, and MD - how much is each state paying into Metro's services? All of these proposed cuts seem to presume that only commuters use Metro, therefore it's useless to run any buses or trains in the District on weekends or in evenings. Three quarters of a million people live in the district. We use metrobus and rail as our mode of transportation. Any cuts to service or budget issues should be considered in partnership with DC DDOT, DMV and parking enforcement, who make it too easy and inexpensive to drive and own cars in what should be a metropolitan walkable city. Not every neighborhood or area, of course, but I have lived in many large and mid-sized cities...many without a robust metrorail and metrobus service and even then they all made it incredibly more difficult to own and park cars. It's insane we're leaving all of that revenue on the table - revenue that could be shared to support public transportation.	Operating Budget, Management and Spending
try going after the fare jumpers to increase your revenue. I see it almost every trip. Your fares are quite high compared to other regions, and the cuts in service simply make you not relevant. I don't want to sit around in a station for way too long to board a jam packed metro car.	Fares/Fees/Parking
As a daily commuter in two directions I witness at least 50% of riders of both the bus and the metro not paying. The 64 is packed every week day but most people don't pay. Address truancy and you'll fix the budget problems	Operating Budget, Management and Spending
I don't like the idea of the metro pricing out any riders, but the proposals to cut services instead of raising prices seem like it would make the system pretty much unworkable. Who cares if riding it is affordable if it won't get you where you want to go at the time you need to be there?	Rail Service
While the budget constraints are very real and serious, I think that both fare increases (to fares which are already more expensive than most big cities) and service reduction will be detrimental to ridership and the health of DC	Operating Budget, Management and Spending
Don't eliminate the 96 bus. PLEAAAAAAAAAAAAASE	Bus Service
I am 81 years old and it's very difficult for me to use the subway so I use the buses. Waiting at a bus stop and getting on off the bus. I'm less likely to get harmed, than trying to get on the trains. I consider this a major attack on seniors and people who depend on the buses to go to work. I think you should get more money from city Council and the mayor, if the mayor has cut transportation, she is also cut Education without buses. DC is going to go downhill really fast and the number of cars will increase substantially. This is a very bad situation.	Bus Service
Decreasing service quality will further decrease ridership and revenue. Improved reliability of the service and high frequency during weekday peak hours will increase ridership. Also reduce fare evasion!	Fare Evasion/Safety/Crime
You provide an essential service. I'm fortunate in that I can pay more, and I find that your prices are so low for what I receive in return. I think many people, if they were honest, would probably agree.	Fare Evasion/Safety/Crime
Due to health reasons, I have no choice but to use Metro to get to and from work. I prefer route reductions to route elimination as that means I can still get around, even if it takes longer.	Bus Service
Increasing wait time on many of these lines would tank ridership and lead to even worse issues in the long-term. Transit is absolutely necessary for this city and gutting it like this is unacceptable and	Bus Service
Cutting service and increasing fares is an awful proposal when service is already low compared to many metro services and fares are high.	Fares/Fees/Parking
I would love to use the busses more but they are constantly delayed and sometimes don't show up. There are also often technical issues.	Bus Service
I stopped riding metro rail after you decided to eliminate yellow line service north of Mt. Vernon Square, thereby eliminating a direct line to both my job in Virginia and to the airport. The equity? arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it's like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be.	Fare Evasion/Safety/Crime
The metro fare is already high. We would appreciate keeping the price fixed for now.	Fares/Fees/Parking
I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region.	Capital Budget
Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable	Bus Service
Keeping frequency high is the key to maintaining ridership.	Bus Service
We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city.	Bus Service
We're not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV particularly difficult. Focus on actually taking action on fare jumping fines more because I see it happen daily and nothing happens to anyone and workers watch it happen	Bus Service
If metro runs too infrequently, people will switch to driving and not return later. The 40 min followed by 20-25 min waits in 2021-2022 were hell on my commute and I got used to taking Uber. I mostly metro now to work now that I can get there reasonably. Closing stations has also been terrible, such as 3 weekends in a row to silver spring. Stayed home rather than drive or Uber to events	Rail Service
We should not be balancing the budget on the backs of people with disabilities. And I am not interested in paying additional taxes in my jurisdiction to fund Metro	Operating Budget, Management and Spending
Service cuts will be disastrous to everyone and will make traffic worse, which will make existing bus trips even worse than they already are and metro cars more crowded than they already are	Bus Service
Please, do not send Metro into a death spiral. Those of us without cars, those of us trying to be environmentally conscious, we need a RELIABLE, safe, efficient public transit system. And with fare evasion SO pervasive, esp. on buses, well, no need to worry about those who can't pay (yes, that is sarcasm).	Bus Service
Put up new gates to block people from hopping the turn style and work with police and lawmakers to prosecute fair evasion.	Fare Evasion/Safety/Crime

Comment	Category
I think it is ill-advised to reduce metro and bus access and schedules in any way in the DC metro area. Montgomery County is strongly encouraging and supporting the redevelopment and rezoning of neighborhoods around metro stops to provide additional housing options for DC Metro residents. At the same time, it is also waiving parking requirements in the redeveloped areas and downplaying the additional traffic that is projected from the redevelopment by pointing to and relying on the current public transportation options WMATA offers. If WMATA cuts train and bus schedules and eliminates certain bus routes and closes certain metro stations, the current traffic situation in DC (which was recently reported to be the 2nd worst in the country) will worsen significantly.	Bus Service
Best way to make cuts are probably the turn backs, last thing I want cut is stations and service, then operating time, then quality/safety of ride, but turn backs are ok on the red and silver line	Fare Evasion/Safety/Crime
Half of the people boarding the bus (96, 33) do not pay. They just walk on. Also, unmodified fairgates are still being jumped. STOP ALLOWING FREE RIDES. Thanks!	Bus Service
I use the 96 bus frequently and many others I know do as well. Of all the changes you are proposing, cutting the 96 would be by far the most detrimental to me. It is a crucial line for getting across the city.	Bus Service
Raise prices, not cut service. Above all, CRACK DOWN ON FARE EVASION. I live in Virginia and strongly support WMATA funding. However, I do not support another dime going to WMATA until fare evasion is drastically reduced system wide, but especially in DC. It is not fair that we have tougher enforcement in VA and in DC fare evasion is rampant. Virtually every single bus and rail ride I take I witness fare	Bus Service
Metro is incredibly important to keep working class people moving around the city. Cuts to service will drastically impact people far more than a .50 increase in fares. 20 minutes of someone's time is well worth a dollar.	Fares/Fees/Parking
I really hope it doesn't come to this and MD and VA come to their senses. But in a scenario where this budget has to be the limit I'm actually pleasantly surprised by the idea of closing lower ridership	Operating Budget, Management and Spending
It is wild to me that the nation's capital has such defunct public transit. Putting the burden on riders to make your budget while other cities run transit with flat fees, 24 hours service, and more stations is unacceptable. This region is based on commuters and these proposed changes will just make horrific traffic that much worse. The city should make significant investments WITHOUT burdening riders or executives or WMATA should consider cutting the severely inflated salaries of their executives.	Operating Budget, Management and Spending
Need to improve capture of fare evasion	Fare Evasion/Safety/Crime
What ever happened to that proposal for a zipline?	Miscellaneous
There needs to be more Metro Transit Police at bus stops. I ride the bus daily and there are very, very few (and getting to be less and less) people paying. Most people don't even think of paying. If there were Police at the bus stops making sure they paid before getting on the bus, you could shorten the budget. I have never seen anyone enforce payment since COVID on the buses. You have installed barriers at Metrorail stations but continue to do nothing about all the people riding the buses without paying. I have an option on two bus routes each day and it is the same on both buses where people don't even stop anymore. Drivers don't want to be put in that situation to have to tell them to pay. Me and a friend counted 20 people getting on the bus last week without paying while going 10 stops....it needs to stop and will continue until you get someone with some power to stop this fare evasion on	Operating Budget, Management and Spending
Metro's service to the region is fundamental, and cuts to service will negatively impact life across the board, but especially lower income residents whose work often starts before and ends after the normal 9-5 work day.	Rail Service
Please don't eliminate the D61 This is the only public transportation option to get from my neighborhood (Palisades) to downtown DC.	Bus Service
Wash Metro needs to increase public transportation options not decrease. In particular they should support areas where Metro has not built a Metro stop or line. For example Georgetown, Burleth, Glover Park. We need to make our city more accessible and reduce car usage. More pedestrian friendly streets and more bus lanes to increase usage. A bus every 30 mins? Honestly who would be able to rely on that service for work or play or anything? Late night service? How are late shift workers going to get home if you eliminate that service??	Bus Service
I ride metro every day to commute and as my main transit on the weekends (I do not have a car). I am a federal employee so weekly commuting costs are absorbed by the federal government and fare changes would be too. From my perspective, metro fares are low especially compared to other urban areas (New York), that being said, keeping ridership is important. I think it's also important that lines and hours remain open, particularly so that workers earning less can get to their jobs no matter the time. And as we try to transition from such a car intensive city I think it's important that we keep as much of the infrastructure up and running as possible, even if that means higher fares. I am also curious as to when the last fare increase was, from my memory feels like it's been a base rate of \$2 forever so some public messaging on that might be helpful.	Fares/Fees/Parking
Make the busses and trains run until 2:20 am, starting at 4 am.	Bus Service
I use the red line to get to/from work 4-5 days a week, and it's been super convenient to know that my wait til will rarely be more than 5 minutes. I have two kids in daycare and on days when I need to pick them up, I need to know I will be able to make it in time before daycare closes. Significantly increasing the time between trains would make it much harder for me to get my kids on time, meaning I'd likely need to leave work early, which I may not be able to do with my current job.	Rail Service
Parking costs should increase in a percentage equivalent or greater than rail ticket costs. Public Transit users should not be subsidizing the cost of parking for drivers. Ideally, land currently used for parking would be sold for transit oriented development used to fund operation of the system.	Fares/Fees/Parking
For the elderly and disabled, please dear Jesus do not reduce services that are vital to access the community. Increase the fare 900% but keep services operating ESPECIALLY ON WEEKENDS when the disabled are able to have caregivers assist with tasks.	Fares/Fees/Parking
Cutting routes and increasing fares is the number way to decrease ridership. Take a page out of nyc's book instead.	Bus Service
This city really needs Metrobus and Metrorail to maintain its quality of a world-class city. DDOT has been reducing lanes and parking which makes driving difficult and time consuming for a small city. Public transit is a core feature to what makes this city a desirable place to live.	Bus Service
I use the S9, S2, 32, 36, and G2 buses on an almost daily basis, and if my service were cut off I would likely need to buy a car, which is exactly counter to what the DC government should've incentivizing. I am outraged that these changes are even being considered. Raise my taxes instead!!! As a hill staffer living in the U Street corridor, the buses are one of the only ways to get to work reliably. Additionally, for Georgetown alumni, students, and community the G2 bus is irreplaceable.	Bus Service
Focus more on reliability and frequency of KEY ROUTES to build healthy dependence on the system instead of trying to serve so many people with middling service. People will choose public transit when they can depend on it.	Bus Service
I took note of the service cuts that bridge the gap between Takoma and Ft. Totten or Takoma and Petworth stations. I live in Manor Park and our family uses the G2/63 and K2 to get to metro stations for school, work, and to access entertainment downtown. It would be a 20 min+ walk for our kids and the many others from Capital City PCS, Friendship PCS, Coolidge HS, and Paul MS to get to/from metro to their school without the bus lines. At a time when truancy is up, adding barrier to getting to school is irresponsible. I would happily pay increase in fee to keep bus lines that take kids to school open across the city. Please strongly consider our little riders when making these decisions (not just paying riders).	Bus Service

Comment	Category
Every day I see fare evasion, people straight up jumping the turnstiles or trying to walk behind me so they can get in my fare card. What is being done to stop this?	Fare Evasion/Safety/Crime
Attention should be made to keep the metro cars and the stations safe for passengers. Increase police presence would help.	Rail Service
I have been enjoying the increased service, makes it much more useful to use transit without having to think about it. I'd rather pay more and keep service going. Thanks.	Service Levels
Shift operations and fare increases to profit from tourism. Closure of any station has to be very strategic. Raise the price of 1 3 5 day passes. Standardize service to reduce number of trains. Please for the love of god stop turning trains around at Mt Vernon.	Fares/Fees/Parking
DC needs to take a holistic approach to getting more support from VA and MD in supporting Metro's operating budget.	Operating Budget, Management and Spending
Service cuts would lead to spiraling downward to ridership including shortening lines and headways.	Bus Service
Public Transportation should be the cheaper option, as opposed to driving. Increasing fares does not bring more people. Fares should be flare rate like NYC. Start looking at your 6 figure salaries you're paying bus drivers and train drivers. Or perhaps start at the top. Also you should be asking VA and MD for more money. And especially VA for building new stations for Amazon, and now the proposed Caps / wizard move, Virginia should be paying more, or cut their service	Bus Service
This is all absolutely ridiculous and garbage policy. The proposed budget is shameful!	Operating Budget, Management and Spending
As this survey dramatizes, Metro has some tough choices if it's not given the support it needs to survive. I am a rail user much more so than a bus one, and I am fortunate to have enough resources that I can handle a fare increase. I recognize many of my fellow citizens are not in this position and am concerned about what price increases and service cuts would do, and I am concerned about how people will get around without bus and rail access. In making these tough choices, my top concern is that service stays similar enough to keep customers in the system instead of incentivizing them to drive. People who are using transit care more about transit, and we can't afford to lose them.	Service Levels
Give buses priority over cars wherever possible. Show people that taking the bus is much faster and more efficient than a car.	Bus Service
Please provide transit to Great Falls, VA, Clifton, VA, Cox Farms in Centreville, VA, Great Falls National Park, Scott's Run Nature Preserve, etc. Also, make the Metro automated phone system more	Rail Service
We need to find the funding somehow... metro is finally working well again! We can't lose it. Actually fighting fare evasion might help. I suggest European-style conductors going through trains checking people's metro cards and issuing immediate fines to those who don't pay. So far, I have seen no enforcement at all.	Fare Evasion/Safety/Crime
These cuts would be a disaster.	Miscellaneous
The welcomed improvements at Metro have been noticeable. I hope the funding jurisdictions realize the value that the agency brings to the region.	Capital Budget
The city needs to give WMATA a better budget. Public transit is what makes DC one of America's few great cities. I would not live here if I needed a car to just get by.	Operating Budget, Management and Spending
I think some of your proposed solutions will disproportionately impact people ill equipped to find alternative transportation.	Miscellaneous
Do not cut P6 bus line. It's important to the SW community.	Bus Service
The P6 is a CRITICAL busline for connecting SE and SW through downtown and into Northeast. There is no convenient single-seat replacement for the P6. Please keep this route!	Bus Service
A lot of people rely heavily on public transportation for their livelihoods. Increasing rates and cutting services would have a negative economic impact on the city and its residents. Public transportation should be free or cheap. Maybe a discount fee for DMV residents so that tourists can pay a different price. Public transportation should be supported by taxpayer money and we have plenty of that money being misused in ways that don't serve all the people. I know WMATA can't single-handedly change that but raising fees will only cause more people to jump the terminals. I think we should be helping the working class and not raising fees to be closer to the cost of an uber because those are much faster too. The last few times I skipped metro in favor of uber was when the next train wasn't due for another 15 minutes. So those who can afford it would likely see the longer wait times as inconvenient. Times are tough and I think raising rates in a city that needs to be supporting more of the working class is just going to make this city more desperate and dangerous.	Fares/Fees/Parking
Need the P6 for SW residents as only bus line to downtown.	Bus Service
Fare gate jumpers are a HUGE problem, results in a significant loss of income, and yet you refuse to properly address the issue. The station managers at DuPont Circle ignore the action and tell me they are forbidden from taking any action. If true, you are encouraging it. If it's not true, retrain the Managers at that station. Or put up the higher turnstyle guards at all stations already. Enough theft. Enough making law-abiding riders pay increased fares because you don't want to deal with those	Fares/Fees/Parking
PLEASE do not cut the P6!! It truly is a godsend for the SW waterfront/wharf community, and connects through so many areas, particularly through the main work areas of Washington DC. It was my most ridden form of transportation in 2023 according to WMATA's ?best of 2023? app. As someone who does not have a car, I rely on it so much to get safely to and from my home, especially at night. It makes me feel so much safer having a bus option right in my neighborhood to get to and from	Bus Service
Do not close at 10pm!!! That's so awful and will extremely negatively impact the economy!!!!	Miscellaneous
you cannot increase ridership and revenue by decreasing service. That will only reduce service further. People will pay more for more reliable metro.	Rail Service
Service cuts would be terrible for bringing ridership to normal levels	Bus Service
The public transit needs to be funded more. Send this survey out with a way people can vote to have the government support more funding. I understand it's not all metros fault but even now it makes more sense to use Uber in comparison to fare prices.	Miscellaneous
I think it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of 31/33/32/36. These two lines connect residents in Southwest to Eastern Market via northern and southern routes as well as to the rest of Navy Yard. This is my main bus line and I often see it full of people using to get across town. For those in Southwest, it is also an easy way to get into downtown and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rid of it completely. To be completely frank, if WMATA does this it would be the last nail in the coffin which would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster for residents in Southwest.	Bus Service
Eliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increases should start with parking.	Operating Budget, Management and Spending
Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates.	Fares/Fees/Parking
Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD.	Bus Service
DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs?	Fares/Fees/Parking
Please be careful that service cuts do not push customers into further remote work or ridesharing.	Bus Service
Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting to and from school.	Bus Service

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

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

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

Comment	Category
Decreasing service will only feed into the negative stereotypes around Metrorail service. The service over the past year, or really since 2022, has been fantastic relative to even before the pandemic (as I can remember it). Overall service should, ideally, not be a point of compromise, because if it gets worse, fewer people may use it, and future budget shortfalls may only compound on one another through a lack of faith in the Metrorail system. New Yorkers get on just fine with a \$2.75 flat fee, so if that were the minimum with smaller increases (topping out at \$7 or something) maybe that would be better. Some new demand studies might need to be done for that. I do not want our second-only-to-NYC rail system to falter. It's so good and in many ways beats out NYC, falling short only in the realms of relative access to stations and service. If the service falters, we'd be in big trouble. Thanks for all that	Operating Budget, Management and Spending
Security on Metro needs to be dealt with. I stopped using it not because of service frequency but because the trains are now routinely full of homeless, truants and criminals. It's more frightening. I've seen people fight, eat, and urinate on the Metro. Hire DC police. Throw people in jail for stealing or Metro will go the way of MARTA in Atlanta (not a good thing) - anyone with a job and money will avoid it.	Fare Evasion/Safety/Crime
Service now isn't reliable or timely, cutting Service would cause further rider decline. We can't get where we need to go without delay.	Service Levels
Get more money from DC, VA, MD, and Federal Govt. Preference would be no cuts, no fare increases, but more publicly funded. Cuts and fare increases mainly hurt poorer people.	Fares/Fees/Parking
REALLY need a line that connects northern Virginia, Arlington, neighborhoods (shirlington, glens rd., to Clarendon, courthouse, king st in Alexandria)	Miscellaneous
I strongly prefer fare increases rather than service cuts to carry out Metro's Budget	Operating Budget, Management and Spending
I prefer not to have to decide between increased fares and service cuts. Public transport should be a public good in my view.	Bus Service
At the end of the day, I just know you all are trying your best. Just please don't get rid of past midnight buses, I like many people depend on them to get home safely after work.	Bus Service
If fare revenue (via increased fare prices) will somehow address the budget shortfall, can more not be done to prevent fare evasion instead? Both increased fares and reduces services instill fear in me of a death spiral in overall ridership. Surely there are more innovative solutions. What about flat fares for all Metrorail trips, coupled with gates that provide easy egress from stations but prevent access to the platforms without payment?	Operating Budget, Management and Spending
Do more to stop fare evasion. I still see it nearly everyday I ride.	Fare Evasion/Safety/Crime
Further evaluating buses that runs on a same segment as other transit agencies (circulator; RideOn; The bus; ART; Fairfax Connector etc.), reduce or eliminate the service of such routes.	Bus Service
Metro does absolutely nothing to stop fare evaders. I watch as people (sometimes even groups) push right through or jump turnstiles. The alarm sounds and the employees don't even flinch. Even when police are nearby, nobody moves. I pay for 100% of my trips and yet there are others who never pay with zero repercussions. It is a disgrace.	Fares/Fees/Parking
Please do not cut frequency and weekend service. Eliminating extremely low ridership routes might be better than a systemwide reduction.	Bus Service
I sincerely local decision makers get their heads together to find Metro a sustainable and sufficient source of funding. Too many rely on the system for it to be treated as an afterthought.	Capital Budget
The proposal would only reduce riders and also increase hostility towards metro which would reduce any desire to continue any metro funding	Capital Budget
This is greatly disappointing as I'm dealing with low-income stress and the need to commute to varied locations for onsite work through a temp/contracting agency.	Bus Service
Metro's going into a death spiral.	Rail Service
I don't mind increasing fares but please don't cut service, it's already not that great. Also consider automatic trains! France has switched to trains that don't require conductors and it's working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety.	Fares/Fees/Parking
Please do not fall into the trap of increasing fares and decreasing service--this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham.	Operating Budget, Management and Spending
I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet.	Bus Service
Raise the current faregates in the rail stations. The current new ones at Ft. Totten people can still jump over them. Why not have a fare gate system they have in NYC? Have some type of enforcement of fare on both rail and bus.	Bus Service
Not For it	Miscellaneous
The service cuts will impact %20 of users. We are working people, and we have to live far from busline or metro rail to afford our living. We can loose our jobs and dependent on social services. Please do not lock us in our neighborhoods.	Bus Service
I don't understand how region the size of the Washington DC metro area is looking to cut service when car traffic is one of the biggest problems. Major urban centers with reliable public transportation around the world don't charge as much as DC does for fares, and typically their systems run more frequently and are a convenience that everyone can use. Cutting service and/or raising fares defeats the purpose of public transportation in all respects. This sort of planning is backwards-thinking and treats the Metro rail and bus systems like accessories for tourists rather than vital arteries for people to get back-and-forth to their jobs and schools. Pile that on top of the economic disparity that is pushing average people further and further from the city center. With no economically feasible way to get in for work, they will go somewhere else because they won't have a choice.. I am a teacher who moved here four years ago. I cannot really afford to live in Washington DC on my single income, so I commute from a suburb. I have to pay over \$55 a week to get back-and-forth to work on Metro, but at this point, it's less stressful than driving a car, the frequency makes it convenient. If the frequency was less and the trains were packed all the time, that makes it far more stressful, and since I can park for free at my school, if the Metro rate becomes higher, I will have no choice, but to drive. My work does not subsidize, transportation fares. There are many people making hourly wages who rely on Metro rail and bus to get around. If you do the math, somebody is \$15 an hour working full-time is losing \$15 per day to get back-and-forth to their jobs, so why choose an hourly job in the city versus something that pays the same closer to where they live?	Operating Budget, Management and Spending

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

Comment	Category
Cutting and reducing service will contribute to a negative experience which will create a negative feedback cycle leading to lower ridership. As long as Metro is reliable, I will take it. If it is unreliable and wait times increase, I will pay extra to take rideshare or get others to drive me.	Service Levels
Metro should be open later on weekends	Bus Service
Maryland and Virginia need to commit more stable funding to a system that's a huge economic benefit to the region. DC needs to make more disadvantageous for non-residents to use a car inside the city and favor the use of public transit whenever possible. Other things that would help are the following: 1. Change the fare system to a zone-based fare system, like for other metro systems around the world. 2. Simplify the pass system so that a single pass works on Metrorail, Metrobus and on the Maryland and Virginia bus routes that allow the use of Smartrip cards to pay fares. 2. Implement a more flexible system of monthly passes for both Metrorail and Metrobus: the current system is very rigid and not at all economically convenient (e.g. if I'm not going to the office EVERY day for the entire month, the monthly pass is more expensive than paying for single rides). 3. Allow for the option of multi-month passes, especially convenient for summer interns and students (e.g. 3 month passes for the summer). 3. Implement a YEARLY pass that's both flexible and economically convenient: if I could get a yearly (365 day) pass for the price of 6 monthly passes, I'd do it on a whim.	Bus Service
Very sick of this. For the love of god it together.	Miscellaneous
Service cuts are short sighted decisions that are going to harm the growth of the Region long term. Many employers are requiring employees to return to office, local municipalities are pushing through initiatives to increase density in the DMV as well as build a new stadium in Virginia, and this does not support those needs. I will consider moving away from the DMV if metro service degrades to the point that I have to drive more frequently. One of the main reasons we chose to live in this area was because we would not have to drive often.	Bus Service
Thank you!	Miscellaneous
These changes would greatly reduce the utility of Metro. WMATA should prioritize maintaining service levels.	Rail Service
If everyone who used the bus and the metro paid for their rides, we may not need any fare increases or adjustments in schedules! I use both the Metro and buses in DC. I am tired of seeing people not paying their fares with no consequences! In France and many other countries in Europe, police check if people have paid for their passages. They board the trains and buses periodically. If someone has not paid, they are fined.	Bus Service
T18	Bus Service
With my disability, it's hard enough to use metro, why should I pay more for less service? Elevators and Escalators continually break down. Accessibility is lacking EVERYWHERE. The disabled can never catch a break! Can you at least improve the accessibility standards before making drastic fare or service changes? Can we get that first? I'm so used to being let down. NOONE CARES UNTIL IT INCONVENIENCES YOU TOO.	Fares/Fees/Parking
I take the h2/h4 to work and home everyday. I am estimating at least 80% of riders do not pay their fare. Please, please do something about that. If that is just one bus route, cannot imagine all of the	Bus Service
If some bus routes must be eliminated reroute the surviving routes to provide as much coverage in areas where service was removed as possible. Do not simply eliminate routes; change the surviving routes to compensate for the lost service.	Bus Service
1 I said it wouldn't affect my riding Metrobus. The Deal is I HAVE NO OTHER OPTIONS! It's Metrobus or Stay Home! I don't wish to stay home! 2 Maybe we'd not be in this position if WMATA would Address the Metrorail FARE EVASION on STEROIDS! 3 Use something like MTA's CharmPass instead of that dumb Smartrip App which doesn't work that well anyway. I love CharmPass. I use it on MARC and the Commuter buses. It has a way to pay for the MTA BaltimoreLink System too. I don't see why WMATA couldn't add Smartrip to it as well.	Bus Service
Please fight for a regional tax instead of service cuts.	Bus Service
I use the metro to commute to work. A decrease in service and increase in prices would drastically deter me from using the metro system since my commute is longer on the metro vs driving.	Bus Service
What are the 10 stations that are closing. I would like to know.	Rail Service
By closing stations, you are making sure we have no way to get around	Miscellaneous
Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods.	Operating Budget, Management and Spending
Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you!	Bus Service
Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn't subsidize non-payers	Miscellaneous
Get MD and VA to share costs. It is unfair to folks trying to get to and from work.	Fares/Fees/Parking
Service cuts and line eliminations will lead to more income issues down the road	Bus Service
Fare increases should be tied to inflation rates.	Fares/Fees/Parking
I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former.	Operating Budget, Management and Spending
Please do a much better job of catching the people who jump the gates!	Fare Evasion/Safety/Crime
I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything to make the people pay.	Miscellaneous
While I would not enjoy higher fares, dependable service is much more important to me than price increases. I am probably able to absorb fare increases better than others, though I may opt to take trips like a bike to a bus stop or bike to a rail station to avoid transfer charges with this scenario. However, seeing bus routes doing turn arounds at metro stations, drastically reducing service, and eliminating some essential lines would not be great. I'd be less likely to use metrobus or rail and there is a strong likelihood I might not return, mostly because my travel patterns would have changed. In summary, I would take a fare hike over reduced service. If we keep fares, but reduce service, we might be pushing ourselves into a bigger death spiral than if we just increase fares. Good luck!	Bus Service
Yeah?.dont do any of this	Miscellaneous
So much great progress has been made since 2020, it would be a terrible decision to make cuts to service just as ridership is rebounding.	Service Levels
Service to my area, west end of Alexandria, is still less than prepandemic times. I was expecting a return to higher levels of service, not more cuts. It is ridiculous that public transportation is not funded properly. It is also ridiculous that metro keeps making these threatening proposals. I think metro ought to fix its app for tracking buses and trains. It is an inferior product to metro hero	Bus Service
Metro's service is much lower and costs more than many other cities' systems - these proposed cuts and fare increases will break the system, which is already broken.	Fares/Fees/Parking

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

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

Comment	Category
Given the proposed increases in fares, parking, and the reduction in service. It would increase the time to commute and cost of commute to the point where it is faster and less expensive to drive into metro center from Glenmont and pay for parking daily. Following the previous fare increases from FY 2024, the cost to commute to metro center plus parking already costs more than driving and parking. I commute daily into DC from Glenmont. Paying over \$400 a month to public transit is ridiculous. These increases would make me highly consider finding new employment closer to home rather than take	Fares/Fees/Parking
Metro and the three jurisdictions (DC, MD, and VA) need to find a way to dedicate funding for Metro so we don't have to go through the annual budget drama. The spectre of service cuts and fare hikes signal a death spiral for public transit in the DC area. Those who can find other alternatives to public transit will, and that means more cars on the roads and more calls for widening and expanding roads. I also don't want to lose my bus--the G12, and I am sure riders all over the Metro area would say the same thing about the buses on the chopping block. Come on people, we should be able to do better than Typical yearly cycle. Claim a shortage, threaten to raise fares and cut service, people revolt, funding granted, WMATA continues to waste money. Repeat.	Operating Budget, Management and Spending
The States of Maryland and Virginia, and the District of Columbia, collectively, must support Metro unreservedly. They must structure this support on the basis of relative demand for Metro service within their respective territories. They must accept their collective responsibility without allowing it to become a political football. Without responsible leadership, there is no vision.	Capital Budget
1)26 weekday services currently runs every 30 minutes. I would appreciate if we could have more frequent buses. 2) Please hire bus drivers who have a good attitude. Some can be very rude. 3) Bus drivers need to enforce riders to not eat and leave their trash in the buses, as well as enforce not putting their phones on speaker mode to disturb other passengers. Many thanks.	Rail Service
1. WMATA must avoid increasing wait times for Metrorail AT ALL COSTS. As a downtown resident, I can tell you that a 15 minute wait for Metrorail would effectively render WMATA useless for me. In the case of 15 minute wait times, other options such as last-mile bike and scooter, or even walking, would be more efficient for me. I am not going to wait for a train from Foggy Bottom to Metro Center when I can simply rent an electric bike on any block outside my West End apt. WMATA should decrease Metrorail frequency as a last resort and prioritize increasing fares, cutting Metrobus, or cutting stations outside of D.C. proper before resorting to ANY decreased frequency in Metrorail, particularly downtown. 2. WMATA should prioritize keeping Metrorail stations in D.C. proper open past midnight ? do NOT end service at 10pm. I frequently use Metrorail in the late evening hours, and I believe cutting back on late night service would make it much more difficult to travel throughout the city, as well as put people in danger due to the surge in crime?people need a way to get home safely!! 3. If cuts in Metrobus stations or service; or increase in Metrobus fares can be used to prevent cuts to stations or service on Metrorail, I believe Metrorail should be prioritized over Metrobus. Metrorail is the pride of our city and is well-known as one of the best transit systems in the country. Decreasing frequency and cutting hours would confine Metrorail to a second or third-tier transit system. A strong subway system distinguishes D.C. from most other cities in the country and we should protect our leadership in this area!! 4. As a D.C. resident who takes advantage of my location near the Dupont Circle Metro on a daily basis by using the Red Line, I support the proposed Red Line switchbacks. I believe it is important to have high frequency for downtown stations.	Bus Service
2 things: 1) part of what's causing people to drive instead of take Metro is gas prices are relatively low right now. It would make a lot of sense for Metro to try to secure funding through a gas tax/ tolls, since it's the very service that's offsetting the negative impacts of driving. It would have the added benefit of increasing ridership as well as generating funds. 2) As long as low-income riders who depend on metro are covered by some program, I think people can handle fare increases more than they can handle decreases in service. Most complaints I hear about the metro have to do with long trip times, not going to where people need to go, possible delays, and it being less comfortable than being in your own car. I have never heard anybody say it was too expensive.	Capital Budget
21C bus	Bus Service
32, 36 and D6 are critical for children trying to commute to school and must be maintain for these commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes.	Bus Service
74,52 and P6 are needed in Sw Waterfront	Bus Service
89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring	Bus Service
96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries	Rail Service
A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive	Operating Budget, Management and Spending
A real SHTTTT	Miscellaneous
A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me \$2/day compared to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I won't hesitate to switch to driving into the city. Given the reduced office occupancy, many of the parking garages are offering competitive rates. I appreciate the difficult situation Metro is in, but you aren't considering viable	Fares/Fees/Parking
Address fare jumpers to bring down costs. We need to keep metro trains and buses safe for kids going to school, seniors and everyone else. Prioritize safety. Eliminating bus and rail service in Dc especially will negatively impact kids who rely on public transportation to get to school. You can't push school choice on one hand and not give families adequate and affordable ways to get kids to school across	Bus Service
Any bus routes which children use to get to school cannot be eliminated. The D2 and the D6 M4 in my area for children going to Hardy MS and MacArthur HS	Bus Service
Any increases should be based on inflation. Pressure congress, the two states & DC to provide additional funding. Pressure top local businesses like Marriott corporate and Fannie Mae to pledge funds. We have to get metro operating more frequently for longer hours, NOT LESS!	Bus Service
Anyone who regularly rides Metro knows that fare evasion is a joke. Pushing to the front of the bus line, not paying, grabbing the best seats. That's what we see everyday. Rail is just as bad. I wouldn't mind a fare increase at all if this wasn't so in your face everyday.	Bus Service
Are station managers actually required? That is a significant expense that could be replaced with remote customer service.	Rail Service

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

Comment	Category
Cut service to the Maryland and Virginia if they aren't paying their share. Bring parking prices up but so that total trip costs stay below parking in DC. Raise cost of parking in DC with a tax sticker?	
Traffic/parking enforcement should fund transit. More bike infrastructure and dedicated bus lanes everywhere please.	Bus Service
Cut the buses? keep and expand the rail system.	Bus Service
cutting bus services like the u4 where it travels returns will be a terrible decision you have a lot of old and senior citizens that live in River Terrace who need that bus route	Bus Service
Cutting Metro service and closing stations strikes me as disastrous in the long run, as it would continue a cycle of reduced ridership. Public transit is a vital part of the DMV infrastructure, as well as the tourist industry, and closures would negatively impact both.	Rail Service
Cutting routes and lengthening wait times makes using Metro less convenient and more unpredictable, and reduces likelihood to take metro. You are often competing with ride share. Metro should not be making changes to reduce convenience if you want to compete.	Bus Service
Cutting service is a death spiral for public transport. When service becomes more inconvenient, less people will use it, resulting in less revenue. WMATA has a very good bus/rail network and should not close any stations or make service so infrequent to become a deterrent. Work with local elected officials to find a way to discourage the use of private transportation (raise parking rates, reduce parking spots, increase registration costs). If people are deterred from using their private autos, Metro begins to look more attractive, leading to higher ridership and revenue.	Bus Service
Cutting service, closing stations, or raising fair will result in me to stop using Metro. Often metro doesn't make my trip faster and higher costs and wait times will decrease my utilization.	Fares/Fees/Parking
Cutting the bus lines would render metro useless. we do not have the rail capacity like nyc to handle that. if metro cuts the D6 and D2, which I rely on, I would have to consider moving, or more likely, leaving the district.	Bus Service
Cutting the D6 and 96 buses would make my home inaccessible by WMATA, as walking distances would be too great	Bus Service
Cutting the metro's frequency takes an essential system for DC residents and makes it far less efficient. If frequency dips then quality of service will also drop and ridership will most definitely fall.	Bus Service
Cutting the service and/or increasing the cost of metro disproportionately harm those most in need of public transportation including myself. for many of us, metro is our only option for transportation and cutting service creates issues for me getting to work and necessary doctors appointments and will for many others as well. consider spending less obscene amounts on metro police as a start rather than decreasing necessary services for the public. the new turnstiles at the rail stations will help lessen fare evasion and also crime on the rail service (logically then less need for the excessive metro police) and create more flexibility in the budget. i also recommend exploring ways to reduce bus fare evasion because i've seen people tap their card less than a handful of times (and i ride the bus regularly) so this could also help with increasing funds. the bottom line is that public transportation is a necessity and increasing fares will disproportionately hurt low income folks who NEED and rely on this service. reducing service lines will only make the services more crowded and busy (potentially increasing wait times even further) and also increase the likelihood of crime. PROTECT ACCESS TO PUBLIC TRANSPORTATION.	Operating Budget, Management and Spending
D6 is a critical bus route for school children attending BASIS	Bus Service
DC and the states if Maryland and Virginia should realize the incredible need for the WMATA system. While there's several tax benefits to other institutions, the ones that provide the most accessible, future-foward programs are always the least funded. If you want to keep having cheap/intern labor all throughout your areas you have to give us a financially accessible, frequent mode of transportation. Dc government - please fund metro!!! It is so important!!!	Operating Budget, Management and Spending
DCI needs MORE. bus service, not less! Any cuts to busses servicing 14th and Aspen or 16th and Aspen or nearby would be a mistake	Bus Service
Decreasing funding is a positive feedback loop, and metro will become unusable	Miscellaneous
Decreasing service is crazy. We must fund public transit infrastructure effectively more cars is the option? More traffic? Impossible.	Service Levels
Decreasing service is only going to reduce ridership and continue the revenue death spiral. If you can provide frequent, reliable service ridership will naturally follow.	Service Levels
Decreasing service will only lead to fewer people using Metro (resulting in a death spiral) and impacting the people who rely on the system the most.	Rail Service
depend on present and future the art of living standard.	Miscellaneous
Disheartening to see that public transit has become such a contentious issue. Though it's not ideal that the increased cost to maintain & operate the Metro falls on the years, rather than the government to fund a public necessity.	Fares/Fees/Parking
Do not balance the WMATA budget on the backs of working class people. They already suffer low wages, long commutes and irregular part-time hours. If WMATA cuts services for neighborhoods full of people who can't afford a car or home near their work, groceries or health care, what is the goal? Do WMATA's values require more traffic congestion, environmental pollution, and economic inequality? Or do WMATA's values support access to affordable, reliable public transportation for residents who need it most and have no alternative? WMATA is a public utility, a steward of public transportation, with a duty to transport all residents, not just the wealthy ones (who can afford other transport options). This is not just a matter of principle. Successful businesses depend on workers accepting wages too low to afford a car, gas and parking. PG county residents disproportionately commute long distances to fill service jobs that add to the quality of life of residents of wealthier counties. Show some leadership. Fulfill your mission. Provide public transportation.	Operating Budget, Management and Spending
Do not change the T2 bus route service.	Bus Service
DO NOT CUT SERVICE	Service Levels
Do not cut service unless its really Low ridership or volume. People and the earth rely on public transit every day. Dont take that away from them just because of poor accounting and reactive management	Operating Budget, Management and Spending
DO NOT CUT THE D6 OR 96 PLEASE!!! I NEED THEM!!! if anything, i need the 96 to come more frequently, thank you for taking the time to read.	Bus Service
Do not eliminate bus routes in SW. we are a very diverse economic and age community we need	Bus Service
Do not eliminate the G21 It's the only connection to Georgetown university.	Bus Service
Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro.	Capital Budget
Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit.	Bus Service
Don't cancel the D6!!	Bus Service
Don't close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people soliciting for money and other major incidents. Try to stop fare evasion on busses due to people not paying their fares.	Bus Service

Comment	Category
Don't cut any lines! Please! I love the metro!	Bus Service
Don't cut redline commuter hour frequency!!! Don't cut T2 or L8 bus service?it's already very infrequent and needed!!	Bus Service
don't cut service :)	Service Levels
Don't cut service!	Service Levels
Don't eliminate the 96. There is no reasonable alternative.	Service Levels
Don't get rid of the D6 please!!! Very important for getting across town!!!	Bus Service
Don't make buses free. Seems like you need the money	Bus Service
DON'T TOUCH THE 33 BUS. SO NECESSARY AND ALWAYS FULL. Get federal funding please :)	Bus Service
Don't cut lines ir routes!	Bus Service
During weekdays, metro service cuts or fare increases would almost guarantee that my wife and I would drive to work instead of taking the metro. We enjoy the convenience and affordability of the metro when going to work but if prices increase it would be cheaper for us to drive to work and pay for parking. There are also already issues with the amount of people taking the train during rush hour so decreasing service would make metro travel more frustrating and dangerous. While the information provided states that fare avoidance has been reduced by 70% I still see people hopping the turnstile every time I ride. Instead of punishing the people who support the metro, more focus should be put on those who ruin it for the rest of us.	Bus Service
East west service should not be part of the but routes eliminated, such as 42, 96, D6. Those fill a gap that metro rail does not fill.	Bus Service
Eliminating and drastically shortening bus routes, as Metro proposes, would cut off many people and communities from much-needed public transportation. In particular, my family and I live in SW DC and rely on the p6, 52, and 54 routes regularly? all of which would be eliminated in our neighborhood by metro's proposal. This would leave the entire southwest/ wharf/ waterfront area virtually without bus service, just as the area is growing and expanding? and reliable public transportation is needed more than ever. It would drastically limit my own transportation options for work and recreational activities, and increase my commute time. As a lifelong DC-area resident who uses public transportation daily, I strongly urge metro to reject these bus service cuts.	Bus Service
eliminating and extremely reducing service for busses leaves people without vehicles all but stranded with the only options to walk for >1 hour to their destination, or to pay an insane price for ubers or other third party rideshares. It's unacceptable to leave so many people without proper public transit	Bus Service
Eliminating that many bus routes is so drastic! Please reconsider - the metro just isn't that accessible in many parts of the city. We need the buses. Please do surveys on the actual routes themselves so that folks know what is being proposed (e.g., have this survey available electronically and on paper when you step onto the D6/96/and other 80+ routes).	Service Levels
Eliminating the 74 bus service and not replacing it with an alternative is simply ridiculous	Bus Service
Eliminating the T2 will cause a lot of hardship on people who don't have cars who need to go out River Road to Falls Road and north to Rockville.	Bus Service
Elimination of the D6 route would be catastrophic for families in my neighborhood (12th and D NE area). The D6 is a mainstay in Capitol Hill, allowing folks in our neighborhood to get downtown. The walk to metro from my home is just under a mile (to either Easter Market or Union Station). The long walk is made worse by crime in the neighborhood being at a high. It is simply not safe to walk such a distance in Capitol Hill these days, particularly during the early morning or late evening commuting hours. I use the D6 nearly every day, as do many of my neighbors. Please do not cut the D6 line leaving us with no metro service to our neighborhood.	Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay.	Bus Service
Actually any change that would affect all people who use public transport but we also understand that there must be changes	Miscellaneous
Enforce fare payment.	Fares/Fees/Parking
The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay.	Bus Service
I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion	Rail Service
Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!!	Fares/Fees/Parking
Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc.	Bus Service
Everything is going well so keep going	Miscellaneous
Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY.	Bus Service
Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city's social infrastructure, including free and affordable public transit	Bus Service
Find the funding. (Administrative cuts, property sales etc.)	Capital Budget
Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The preferred choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the booths at metro stations with energized, active people. Hence, stopping fare jumping. Have more security in the stations and on the trains and you will stop all sorts of things and thereby increase ridership. I used to love the metro and took it everywhere. I have a lot of fear riding it now, and around the stations inside and out. It's sad and certainly life altering for those of us who liked to go places and do things.	Bus Service
Focus on maintaining efficient service, not expanding. Focus on the core mission and not peripheral tasks.	Capital Budget
Frankly I've always been perplexed as to why Metro does not run express trains - similar to the NYC subway (e.g. the 2 or the 3 line, as opposed to the 1 line which is local on the same route). I feel that one of the main drawbacks to Metro is that it has a lot of stations/stops at places that are low-traffic or easily accessed via other nearby stations. I'd really like to see something like a blue/silver/orange line express - making the main stops: maybe rosslyn, foggy bottom, metro center, l'enfant, eastern market even, etc. And if you want to get off at federal center SW, you get the local. I think people would be ok with a fare increase if they could see some increased value in return for it - and offering a better express train service seems one way to do that, at least to me. NYC has had express lines for decades - I'm sure we can figure it out.	Bus Service
Frequency and reliability are more important to me than cost.	Bus Service
Frequency in pick hour is important	Bus Service

Comment	Category
It was great that the buses had the exact hours to go through the stops, so one organizes over time and never arrives late to work due to delay and that will spend more often one after another that there is more fluidity with the buses	Bus Service
Fund the metro	Rail Service
Get better with Fare evaders	Fares/Fees/Parking
Get help from the Compact of the three jurisdictions.	Miscellaneous
Get some nicer rail cars I mean Jesus this isn't the 80s anymore. It's competitively terrible with NYC's subway. Come on now	Rail Service
Get the money so there won't have to be no changes.	Miscellaneous
Glover Park NEEDS the D2 route, many rely on the service to Dupont Circle. The route up and down Wisconsin Ave is PACKED every morning and afternoon. MORE buses please during rush hour. It is sad to get on a standing room only bus for all of a trip up to the metro stop	Bus Service
Good public transit with frequent service should be free. This is what taxes are for. Also, I hope Metro is intentionally going out to the areas of the routes/services they are proposing to cut to make sure they here from people who rely on those routes rather than just hearing from people who use the main commuter lines.	Bus Service
Gotta think about the other half of the working class that comes out of works late and uses metro as their main transportation means.	Bus Service
Thanks for the Metro Bus and Metro Rail service	Bus Service
Green Line headways need to be improved on weekends. Please run the 59 more often. Please rollout all door bus boarding faster. I see that the fare machines have been entering service in the back of buses, but not all bus drivers are opening both doors when making stops.	Bus Service
Half of the people who rides these buses don't even the pay the fair	Bus Service
Have the powers that be considered the impacts these changes would have for dcps students? They seem to have been left out of the loop.	Miscellaneous
Heartbreaking that the nations capital does not prioritize funding affordable, efficient, reliable, and climate friendly public transit. Im embarrassed.	Capital Budget
Hello good morning in my criteria would be a solution that really obliges. To the passenger to pay all their trips since most people do not pay and it is unfortunate that seeing how one pays and others do not see that the subway workers in large part do not do their job and make transportation make transport Very unpleasant and leaves much to be desired for putting these surveys and I hope not to offend anyone	Miscellaneous
How about wage cuts? How about improved security? How about fixing the escalators? How about reducing administrative cost?	Fare Evasion/Safety/Crime
How can you cut so many routes that a large number of people use daily... This is PATHETIC	Bus Service
How will you enforce increased fares? It is unfair to have my fares increased when the majority of people I'm getting on and off the train or bus (but especially the bus!) don't pay. The 96 bus route is essential to getting around nw dc without a car. My family uses this route frequently. There are only a handful of east west bus routes in the city generally which is a real shame. There should be a lot more 96s and G8s not fewer.	Bus Service
Hundreds of children rely on the D2, D6, and G8 to get to school every day. You cannot eliminate these bus lines.	Bus Service
I absolutely rely on the 96 for my daily life! PLEASE don't eliminate it! I really need it and I don't have a car or anything else so I would basically be home bound without it :(I know it's almost always busy and quite full when I'm on it so it's definitely a popular route.	Bus Service
I am a regular 8W/8Z (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to Metro instead of driving improved my quality of life. I purchased my home in part due to proximity to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metro rail ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turn my neighborhood into a transit desert.	Bus Service
I am a regular user of the P6, D8, 80, and G8 lines -- my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts -- many parts of NE are not metro-accessible.	Bus Service
I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess to take me to hospital appointments and getting essential supplies. Please at any rate keep MetroAccess services. I would accept paying more than \$4 per trip to help maintaining the services. Thanks.	MetroAccess

Comment	Category
<p>Public authority opposed to reducing service on the Red Line and splitting service into multiple sections. This would increase confusion and reduce my ability as a blind passenger to ride independently and get to work and medical appointments. Additionally, reducing or eliminating service on critical lines such as the L8, L2, J1, J2, S9, and S2 that provide backup options to get to key locations when track work temporarily limits red line service would be disastrous. Priority should be given to allow access to key destinations such as malls, shopping centers, medical complexes, large employment centers, and transit hubs that provide local service. Cutting Red Line service at Grosvenor would complicate trips I take to medical offices in Shady Grove. Closing metro stations would be even worse and force people to relocate. I live near Cleveland Park, and if the station closed, I would need to move. Reducing service in Montgomery County would be very difficult because I have aging parents in Leisure World. Maryland has paid its share of the budget. Virginia is the one slacking, and I think Virginia needs to provide significant additional funds for WMATA, particularly in light of its plan to expand Potomac Yard to encompass the proposed sports complex. That cost should entirely be on Virginia, and really shouldn't happen anyway. Virginia has repeatedly chosen to neglect its transit infrastructure and not participate in region-wide transit initiatives, even within Virginia between Arlington and Alexandria. Residents have realized this and more transit-dependent people live in DC, Montgomery County, and PG County. I don't want to see any cuts to service beyond well-researched streamlining of service that benefits the community, but I would prioritize the needs of DC and Maryland residents simply because they have paid their fair share of WMATA funding and because they have chosen to live in jurisdictions that prioritize transit access. I have no issues with the Silver Line running between Ashburn and Stadium-Armory, and I think that makes a lot of sense. I am open to certain modifications of bus routes that eliminate unnecessary redundancy and provide increased access. For instance, there are many MARC train stops that do not have bus service within a five minute walk. Increasing bus service to access all MARC train stops would provide enhanced local options for commuters who need to connect further North. Additionally, working with MARC to integrate into the transit system for short rides (five stops or fewer) would service several neighborhoods that currently have poor Metro connectivity and in some cases also poor bus connectivity. However, if bus routes were extended to hit MARC train stops, the MARC train could be used for some trips that currently aren't reasonable via bus and Metro. This might require coordination with MARC regarding fee structure to allow this, but MARC operates in some</p>	Operating Budget, Management and Spending
<p>I am alarmed particularly by closing stations, some of which were just recently built using taxpayer dollars. Why build the stations in the first place for them to close a couple of years later? Also, closing the system at 10 pm will increase the likelihood of drunk driving accidents as people will drive to go out instead of taking public transportation. Finally, if you were to cut service during rush hour, many people would be incentivized to drive to work, making our roads impassible and our trains harder, if not impossible to board with more crowded cars.</p>	Rail Service
<p>I am disappointed that I continuously see Metro cut services for those of us who do not have reliable car transportation and are dependent on bus to get to work in D.C. from Virginia, particularly on the West End of Alexandria. We cannot have any more reduction in services! I actually prefer to take Metro but recent changes have made it impossible for me to handle my usual schedule and get reliable</p>	Bus Service
<p>I am entirely reliant on the D6 bus to get to my office, which I am now going in person at least 3 days per week. There are also a lot of children reliant on the D6 for getting to school. For our neighborhood in Capitol Hill this leaves us stranded from getting downtown easily. I am also concerned about the people for whom there is no alternative transportation in our city and the most vulnerable people that will suffer through service cuts. As many people still need to get places, will this increase cars, taxis, and ride sharing services? In addition to the fact this costs more, there is increase in traffic and an environmental cost that is counter to what all other cities around the world are trying to do.</p>	Bus Service
<p>I am honestly very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fare continues to increase and is never enough. Why does WMATA propose fare hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service.</p>	Operating Budget, Management and Spending
<p>I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Marial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus.</p>	Operating Budget, Management and Spending
<p>I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive</p>	Bus Service
<p>I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too</p>	Fares/Fees/Parking
<p>I am using metro rail less frequently because of the smell of marijuana in the cars and stations...smoking in the trains and kids jumping the fare gates. It doesn't feel safe.</p>	Fares/Fees/Parking
<p>I am vehemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts would have a drastic impact on my ability to move throughout my daily life.</p>	Bus Service
<p>I am very concerned with possible service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro.</p>	Bus Service
<p>I and many people do not have a car. I rely on busses and metro rail to get everywhere. wait times more than 10 min for busses and more than 5min for rail are a disgrace. I understand that y'all do not determine your budget, but idk. y'all need more money. it already sucks to get around with the bus/rail because I can't rely on it to get me places late at night and i always have to get somewhere 30 min early because bus times are so infrequent</p>	Operating Budget, Management and Spending
<p>I appreciate you gathering feedback on this. I live in DC and rely on the metro to pick up my son from daycare. I don't feel safe riding the metro after 8pm, so any extended hours would not affect my ridership. I appreciate the frequency of trains during rush hour. The only suggested change I would utilize is opening metro earlier on Sunday morning (6:30am) so I can get to church to volunteer by 7am.</p>	Miscellaneous
<p>I believe that additional service during rush hour is important and should be kept. Please do not close the metro at 10 PM. It is an important and safe way for people to get home after drinking and having a night out.</p>	Fare Evasion/Safety/Crime
<p>I can barely make the bus serviceable with the current wait times and routes. Any further reductions would severely limit the feasibility of my countries use of Metro bus</p>	Bus Service
<p>I commute three days a week on the red line from Brookland to Wheaton and regularly use the metro (red and green mostly) and the bus (mostly G8) to go downtown etc for dining out / museums / concerts / etc. Service reductions will mean that I stop using the bus and metro altogether since they won't be reliable or useful options any longer. I don't like fare increases but I will likely still consider the metro and bus as feasible options if they are more expensive.</p>	Bus Service

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

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

Comment	Category
I understand the budget but the metro runs the area. Most people can hardly afford to pay for the fares as it is. I believe there should be some type of reform. The cut in services will affect everyone drastically so if there's any change than I believe the fares should increase a bit more.	Operating Budget, Management and Spending
I use 1A at 1am and if that changes I won't have a way home. Metro will lose money if it does that since I'm not the only one that uses 1A after 1am.	Rail Service
I use Metrobus quite often. On average less than half the people boarding the bus pay the fare. Why do the drivers do not ensure that people pay the fare? In times of a tight budget, why does WMATA fail to collect the fare in buses? I guess this proves that none of the executives of WMATA use Metrobuses. Or they just do not care.	Operating Budget, Management and Spending
I use Metrorail 5-6 days a week. The amount of cars Metrorail and Metrobus keep off the roads is amazing. I hope the DMV governments would realize the value of the Metro system as a cost saving measure for their respective DOTs. I worry any service cuts will cause a downward spiral of ridership and further cuts. Raising fares isn't much better but Metro needs to keep system and buses reliable, safe, clean, with short headways to keep/grow ridership. Also transit-oriented development will stop occurring if developers think the local station will be less valuable to tenants or may be shut down completely.	Bus Service
I usually take metrorail to work (red line) anywhere between 7 am to 11 am 7 days a week. If I regularly had to wait more than 6 or so minutes (which I currently never do), I'd probably bike to work.	Rail Service
I want the price of the fares to stay, only increase for passes and subscriptions and decrease for late night and weekends	Fares/Fees/Parking
I want you to address your budget shortfall by enforcing fare payment. It is unacceptable to place the burden of improvement on those already paying while those who evade continue to do so. You are engendering more crime.	Operating Budget, Management and Spending
I went years without needing a car while living in the city even though Metro wasn't extremely reliable. If DC wants to make the city more non-car friendly, we need better public transportation, and that means less wait time on rail and bus and more stops, as well as safer travel. If NYC can have good public transportation, why can't we? The service cuts are just going to make people find other means of transportation.	Bus Service
I will literally move to another city if you gut the metro	Rail Service
I would be much more likely to use bus service more frequently (including the 96 line I really really hope you do not cut) if it were more reliable. I lived in Chicago almost 20 years ago and it was easier to reliably track when a bus would arrive than it is here. Too many people rely on buses for WMATA to miss the opportunity to use them more and better. Thank you!	Bus Service
I would gladly pay double rather than see my state ransomed into covering the poor spending and development I've seen these last two years that I've lived in Virginia. Please don't cut the routes and lines anymore than absolutely necessary.	Bus Service
I would like the rates to stay the same for Metro Access & to include up to 2:am on weekends	MetroAccess
I would like to know what caused the Budget deficit currently causing said price hike and service cut proposals.	Operating Budget, Management and Spending
I would love to see metro rail run rush hour fares to continue with little fare increase	Fares/Fees/Parking
I would most prefer it if Metro could raise revenue from regional jurisdictions.	Rail Service
I would prefer the fare increase because some of my main routes of use face major changes and it would hurt me a lot.	Bus Service
I would prefer to pay higher prices than to see metro cut services. The 96 bus was proposed as being cut from low ridership which is not the case. The bus is consistently packed but no one pays for it so I am assuming ridership data is skewed.	Bus Service
I would prefer you raise prices - and also make sure that all riders pay for their rides and do something to penalize the people who jump the terminals and don't pay for their trip. Please keep the D6 bus. It is important to our community.	Bus Service
I would rather have higher fares than decreased access on metro, I depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only form of transportation and I'm eager to support public transportation by principle.	Fares/Fees/Parking
I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school	Bus Service
I'll pay more don't run less	Miscellaneous
I'm a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced	Rail Service
I'm a single, upwardly mobile professional who owns a car but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don't cut corners in either of those areas.	Bus Service
I'm concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs.	Bus Service
I'm definitely not pleased to hear about a proposed fare freeze	Fares/Fees/Parking
I'm okay with a slight fare increase but not \$2.50. That's too steep.	Fares/Fees/Parking
I've been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you!	Bus Service
If certain lines in Virginia are cut (1C & 2B) I won't have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don't know how I'll survive without Metrobus in my area (Fairfax)	Bus Service
If DC is going to be a world class city we need to invest in our public transit. In general I think fare increases on those who can pay are more appropriate than service cuts. The buses headways are already unacceptable. Making them worse could cause a doomsday spiral. Closing stations that people rely on for work is also a bad choice.	Bus Service
If I don't use that service other people do so I'm not saying yes to the cuts there is always needs for the community	Service Levels
If increasing the fare means the Van Dorn station will remain operational, then I support a higher fare. I would like the powers that be at Metro (and state/city governments) to think and plan for the longer term for Metro operations, rather than constantly being reactive and threatening service cuts and station closures, as well as fare hikes, to make up for budget shortfalls. Do this and manage the budget better and do a better job of forecasting ridership. The new Inova Hospital is slated to open in the West End of Alexandria in a couple years, not to mention several other new residential developments going up within a 1-2 mile radius of it. Why would you put the Van Dorn station on the chopping block with all of this going on?	Operating Budget, Management and Spending
If it ain't broke, don't fix it.	Miscellaneous
If it costs more, we need to pay more. Please implement a sales tax to pay for metro.	Fares/Fees/Parking
If metro discontinues routes on Saturday and Sunday this places a hardship on people who don't have a vehicle and fare hikes also.	Bus Service

Comment	Category
If metro would make the stations safer, and the bus service actually show up at the stops on time and the transit police don't be lazy with arresting fare evaders and ticketing cars going into the bus zones at the stations then I wouldn't be doing this survey	Service Levels
If the DC area governments (including VA and MD) allege that they want to have policies that are good for the environment, they must NOT make metro rides more expensive, or less frequent.	Rail Service
If the fares were to increase any more I believe that ridership across the DMV would decrease substantially, whereas with service cuts there would still be a decrease and ridership but not to the same extent.	Bus Service
If the goal was to inevitably lose more money, then these are brilliant proposals.	Miscellaneous
If the Mayor can find \$500 million for the Caps and Wizards, she can find money to preserve bus service? period.	Bus Service
If there will be no change in service schedule during rush/peak times there should be no extra cost to ride during peak hours.	Fares/Fees/Parking
If we want to reduce traffic, we need to give people viable, affordable public transportation options first. Building more and more roads is not the answer. Public transportation should look like it does in Europe: affordable, ubiquitous, reliable, widespread. Metro should go where people live and need to commute, e.g. put metro down the center of Rt. 66 to Gainesville instead of adding toll lanes; add the Purple line across the Potomac from Silver Spring to Tysons Corner. I know those options represent an enormous amount of money but we need to shift out priorities and are hard choices at some point. Sooner rather than later is cheaper.	Bus Service
If you are going to charge more for fares on the rail or bus put the money into the trains and buses and the workers who are out here putting their life on the line because mental health is real and the operators have to deal with it everyday! So put money into the worker's pockets so they will appreciate their job more	Bus Service
If you increase fares people will only turn away from using the service (or hopping fare gates). This will cause even more declines in use and profit.	Fares/Fees/Parking
If you keep increasing fares and cutting services, you'll end up losing more money in the long run. Stop using our taxes to fund genocide and make public transportation more accessible for everyone.	Service Levels
If you provide a service that has value then you shouldn't be afraid to charge for it. If you continue to lose lots of money on every additional train and bus you run, eventually you will run fewer trains and buses.	Bus Service
If you terminate service on buses to end at the city center and don't provide an alternative that runs at a regular pace, the general public becomes out of luck. do better than service cuts please.	Bus Service
If you would just enforce fare jumping laws, you would have the money.	Fares/Fees/Parking
If you're going to increase the fare, at least make sure that things look better and are better equipped and kept.	Fares/Fees/Parking
I'm hoping metro access will still take you to appointments that are farther out and don't go up on the fare	MetroAccess
Implement energy conservation: photocells for lights off during daylight hours for outdoor stations, reduce # of cars during off hours except for major events, turn-off constantly running escalators when not in use	Rail Service
In good, prosperous cities, the metro system is at the heart of their success. Doesn't make any sense to me what they're trying to do (service cuts and make fare more expensive). I guess the latter won't matter that much to the good number of people that just jump over the turnstiles without paying. I would be careful making public transportation less good	Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users.	Bus Service
In one of the wealthiest metropolitan areas in the country, this should not be an issue.	Rail Service
In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service.	Rail Service
In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore.	Miscellaneous
In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and paid their fare, it would help with the budget gap. It sucks for the rest of us fare-paying riders.	Operating Budget, Management and Spending
In the future, please extend Metro bus to other parts of Maryland because THEBUS PG is extremely unreliable.	Bus Service
Increase fares - don't cancel routes or service	Bus Service
Increase frequency with return to office Don't cut bus or paratransit and consider on demand busses or shuttles instead. The paratransit cuts really only impact communities predominately of color Extend yellow line to fort Totten or greenbelt. 15 minutes on the stretch between ft Totten and Mr Vernon would be really crowded and make my commute longer and may require me to stand when I'm disabled Have benches at all metro rail stations Consider wider areas of some busses for wheelchairs/walkers/strollers/grocery carts/luggage Keep service running late enough for concerts or events for anyone on Metrorail to get home	Bus Service
Increasing frequency will increase ridership, hopefully increasing profits. The only thing cutting services will accomplish is the further decline of metro. Have you considered modernizing the exit fare machines to accept electronic payment? Also there have been several times I would have happily paid for a coffee while waiting in a metro station, Have you considered operating a cafe during peak hours as an additional source of income? Additionally, have you considered offering reduced fares during peak hours? If people are incentivized to use metro especially when the roads are busy, it would accomplish dual goals of increasing ridership and decreasing cars on the road. Finally, the current unlimited pass is bogus for anyone who actually uses Metro to get around, such as myself. I am not always getting on and off at the same stop, which disqualifies me from an unlimited pass. While I recognize that this is an attempt to save money, don't you think more people would buy the passes if they were useful? Again, discouraging ridership is NOT the way to fix Metro. I love Metro and Am extremely grateful for all that	Bus Service

Comment	Category
Increasing metro fare will only result in more traffic and more pollution from commuters who will inevitably resort to personal vehicles rather than metrorail. Keeping the fare the same or decreased will actually encourage more commuters to ride metrorail in turn increasing your profit. People cant keep spending a third of their paycheck on metrorail parking and fees.	Operating Budget, Management and Spending
increasing rates and decreasing service will make you lose customers	Service Levels
Increasing the metrorail fares is unethical. This is the opposite of progression. This is weaponized incompetence. It's 2024, WMATA should be working to increase ridership as much as possible to reduce reliance on car driving. This means increasing the accessibility of the metro through efforts aimed at reducing metrorail fares. Frequent WMATA riders likely don't have personal vehicles and may be facing economic hardship. It would be an absolute disservice to the people in the DMV to increase metrorail fares due to the incompetence of WMATA's leadership to plan and budget accordingly. Don't place the burden on the people who use the Metro rail daily and pay taxes that are going towards more reliable and improved public transportation. Don't be another reason that makes it harder for low income folk to operate. Do better WMATA.	Operating Budget, Management and Spending
Inflation hit every other sector. It's time for the DMV to acknowledge it and raise fares accordingly. Also, the fare gate jumping is still such an aggravating daily ritual. Please keep up the new gates and law enforcement.	Fares/Fees/Parking
Is there any way to get more money to you guys?? I'd really love to have both no increases for people who can't pay as well as the same service.	Service Levels
Isn't obvious that we should be pouring public funds into public transit as opposed to subsidizing car use? This whole survey is based on seriously flawed logic.	Miscellaneous
It already costs me \$11.40 to get to and from work and \$5+ to park. If it costs more or if I have to wait longer I will just drive from now on.	Fares/Fees/Parking
It is absolutely asinine to raise fare rates. Period. The few of us who actually pay our fares currently watch 70% of metro riders jump gates and pay zero money. Your missing income is coming from the millions of fare skippers. I and everyone else who pays should NEVER be forced to pay higher fare increases when we already pay to watch others skip out on their payments. It's your responsibility to use the law enforcement provided to stand guard and press charges against ever single fare skipper. When you start 100% enforcement, you'll receive 100% payment on rider fares.	Fares/Fees/Parking
It is appealing to me that one of the few cities in America that has somewhat decent public transit is looking to cut back service. I understand that moving things around like stopping service that overlaps, but we have a crisis of unaffordable transportation. We need metro rail service more often and for more hours of the day. If it ran earlier I and others could actually get to the airport for morning flights. Instead, expensive taxi/rideshare or if someone has a car they want to park, DCA is \$19 a day. The region's transportation issues are because there are too many cars on the road. The proposed changes would make traffic worse. We need better connected bus routes that run more often. Why have we made it easier for someone to get to DCA than to get to their grocery store? I know in the end it is about money and politics, but public transit should be there for everyone. My answers say I have not ridden in the last month. That is because I have moved. However these are issues I faces as I lived in the DMV and used the metro and bus systems.	Bus Service
It is insane that there is not more permanent dedicated funding provided by the jurisdictions that metro serves. Also real bus arrival times are already a mess, so it's a toss up if less frequency would actually make service feel worse or not.	Bus Service
It may be worth considering rethinking the downtown DC bus network to be more Tangential, that may work well with the proposed bus route truncations.	Bus Service
It seems only about half the people even try to use the fare box (and often it is out of service) and the drivers don't care. Perhaps you could invest more in having people on the bus for fare enforcement like they do in Europe and Asia. Another option would be figuring out how to do a lump sum transfer from employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, I'm very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful.	Bus Service
It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!!	Bus Service
It would be great to go to flat fare only within the district. The transfer fee is problematic.	Fares/Fees/Parking
It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut.	Bus Service
It's disappointing that you can't get a good handle on the fare jumpers and rest of us suffer	Fares/Fees/Parking
It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it.	Rail Service
It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some.	Operating Budget, Management and Spending
Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enforcement. Showcase how people are not paying the fare on Camera and detail what the shortfall affects. Maintenance ,repairs, system improvements.Beautifying this GREAT city. Demonstrating Pride of the Capitol of the United States. Right now more than half people that ride metro bus ride free for EXPERT service.	Bus Service
Keep rush hour frequency - should be priority.	Bus Service
Keep the routes	Bus Service
Keep the T-2	Miscellaneous
L2 need more bases in the morning	Bus Service
Like to see some of the updates where folks can't jump the rails.	Rail Service
Lobby the City Council to RE-criminalize fare evasion. Fund more Metro Police and arrest fare evaders.	Fare Evasion/Safety/Crime
Lots of jobs are located by stations past Grosvenor-Strathmore (Rockville, North Bethesda, Shady Grove). Having trains run through there is important, especially on weekdays.	Rail Service
Make drivers enforce fares. I take the C8 bus every day and I constantly see people get on without paying. If everyone paid you wouldn't have a budget deficit. Make drivers enforce fares.	Operating Budget, Management and Spending
Make the government actually pay for this.	Miscellaneous
Making it more difficult for people to move through the community with more delays	Miscellaneous
Many DC children use the buses to get to school! We use the 96 and the D6. Please don't get rid of them!!	Bus Service
Many low income people use the service. And cutting back and raising fares may not be easy for us	Fares/Fees/Parking

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

Comment	Category
Metro is essential to Ward 8. It is how my family travel around the DMV. Increased fares should keep the current status of our public transportation. Budget cuts would keep me from providing a range of historic adventures for my grandchildren. Going downtown to the museum are lessons best taught on person. Being a handicap person this is how I travel. I fo not drive anymore and none of my friends and family suited for my chair to travel in. Access to restaurants, historic figures, and parades. There are farms and wine vineyards to visit.	Operating Budget, Management and Spending
Metro is one of my favorite parts of DC. I think it?s important to continue to grow the metro system rather than cut the budget.	Operating Budget, Management and Spending
Metro is proposing cut service on the side of town where a lot of new developments are being built. I have lived all my life and plan to stay. I depend on public transportation with my fellow neighbors to get around the metropolitan areas. Please think about cuts especially when you are not affected because you drive. Thank you	Rail Service
Metro is very important to the area and it is critical to quality of life.	Rail Service
Metro must consider ridership for internal and external customers.	Rail Service
Metro Must demand that Jurisdictions be accountable for paying their fare share	Fares/Fees/Parking
Metro needs more funding. It is the lifeblood of the community and greater DMV area. People depend on it.	Capital Budget
Metro needs to be fully funded. Our politicians should not be ok with not funding Metro, and beginning a death spiral for public transit. WMATA has shows they can improve the system, and have done wonders with Randy Clark in charge. Fully fund Metro and let them continue to improve, bringing in more ridership.	Capital Budget
Metro needs to have officers at the fare gates and ticket evaders instead of spending money for new gates that aren't fully effective. Also Smartrip readers on busses don't work for the people that try to use them, and many people don't pay on the buses either.	Bus Service
Metro needs to make sure that passengers pay for their service. It seems that 90 percent of passengers are not paying fare whenever I used it.	Fares/Fees/Parking
Metro needs to take a look at cutting some of the senior positions salaries like the CEO and old GM and how much they are paying them. Don't go after the people who move the city and think it won't affect the whole system.	Rail Service
Metro provides fantastic bus and rail service in DC - and in the surrounding region -- that eases car traffic for those commuting to work and meets the needs of its low-income residents for travel to work as well as makes DC an attractive tourist location that is very easy to navigate. Our local economy depends on this service. Cuts in this service will further problems with return to downtown offices and keeping our teams and other attractions downtown. Higher fares with support for low-income riders is a preferred option.	Bus Service
Metro service bus & train is my only way to and from work . I do not drive due to medical conditions.	Bus Service
Metro service is already pretty slow, expensive, and unreliable. I take it to commute and when possible, but the wait times and early closing are reasons it's no longer an automatic choice. If the service gets worse, I will probably just stay closer to home when possible and work from home a lot more.	Bus Service
Metro should enforce fare collection controls. Way too many jump the gates and don?t pay. Please invest more people towards this.	Fares/Fees/Parking
Metro should have a set amount of funding it receives from the tri-state region and the federal government. Ridership should increase if they lobby. for people to work in person.	Capital Budget
Metro should prioritize maintaining and expanding service in jurisdictions that meet their funding obligations to WMATA. You all are doing a great job, and I hope we can keep this service level! It allows me to live in a zero-car household in DC, which would not be possible with inferior service.	Capital Budget
Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay.	Bus Service
Metro ██████ I don't know why no one there can properly read the room. I rarely take Metro anymore-- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something that I'll support? Invest in that. Not in crap like the purple line. Yes, the purple line will initially be funded by jurisdictions, but it doesn't take a genius to see how it will also add the overall operational expenses (that you already claim you can't afford); I can already see the threats to cut service. I intentionally and drastically reduced my transit on Metro, because I don't think you're a good steward of the monies you receive. And you can bet that I'm going to be pitch a fit if DC adds a dedicated sales tax that essentially forces me to pay for the very same inefficiencies that I consciously boycott every day. Get your priorities straight first.	Operating Budget, Management and Spending
Metro sunks	Rail Service
MetroAccess is a wonderful service - from what I hear it's the best paratransit service in the USA. I have mobility issues and use an upright walker. MetroAccess enables me to be independent. I use it to go to work, for medical appointments, to perform errands, and get together with friends. It is so reliable and safe. The drivers are excellent and are always professional and courteous. The operators and office staff and great, too.	MetroAccess
Metrobus: Prioritize consolidating bus routes, closing bus stops, simplifying service patterns Metrorail: Prioritize closing underperforming stations and reducing service to 10 mins at maximum Raise fares as proposed if WMATA doesn?t receive additional funding. Also avoid using capital funding for operations. Capital funding should be used on maintaining a good state of repair	Bus Service
Metro's services are essential and the funding should be treated as such. It is ridiculous that such a critical part of the region's infrastructure doesn't have a dedicated, reliable funding source (preaching to the choir, I know). If budget cuts must be made, I think a balance of fare increases and careful service cuts is best. Given recent inflation, it seems reasonable to raise fares somewhat regardless of the budget situation. I'm more nervous about service cuts, because for some this is their only way to make essential trips, and service cuts put the system at risk of starting the vicious cycle of a ridership downspiral. We need people to use Metro, and the only way to make that happen is to provide service where they need and want to go.	Operating Budget, Management and Spending
money isnt real	Miscellaneous

Comment	Category
Money to improve police presence and reduce crime.	Fare Evasion/Safety/Crime
Most ride the transport bus like 21 upper Marlboro bus. Few ride the metro bus	Bus Service
My cost to park at a Metro stop and take Metro now rivals the cost to drive and park downtown. I have more flexibility driving and parking than I do on Metro, especially with the already confusing and limited service options. Either go all in and own that -- outside the District -- Metro functions like a regional rail not an urban subway or go all in on the frequency of service that comes with an urban subway and reduce prices. Right now trying to thread the needle at an increasingly expensive price isn't serving anyone.	Bus Service
My employer compensates my travel costs. so a fare increase won't affect me that much, but it's essential that the Grosvenor station remains open and the Metro doesn't stop running at 10 pm	Fares/Fees/Parking
My family and I frequently take the D6 bus to and from Capital One Arena from our home near 15th & C NE. It is a very convenient way to get there and back.	Bus Service
My neighborhood is 2 miles from the metro. Eliminating the d2 bus and cuts to the 33 will make it largely impossible for me to rely on wmata for anything meaningful	Bus Service
My only issue is with the amount of money that we pay for your services any disruption will cause dysfunction amongst your peers. I believe there is work to be done yet the thing is, keep it simple keep it the way it is and stop taking money from the top.	Service Levels
My preference is to address the shortfall through fare increases while also improving facilities at stations to prevent theft of fare or 'fare skipping'. I noticed the improvements made at Metro Center and approve of them. I also believe a small amount of service cuts are likely appropriate. However I think the choice on how those service cuts are made must be very carefully evaluated. Reducing service too much seems like it will have an outsized impact on those who commute into the city from suburbs like Gaithersburg and Vienna, and also on individuals and families with lower incomes. A public transit system should be designed in such a way that it encourages ridership to reduce emissions, and also supports groups for whom individual transport ownership is unachievable.	Bus Service
Need better maintenance Stop rail service expansion...	Rail Service
Need dedicated funding	Capital Budget
Need more details on proposals (especially closing low ridership stations) to provide informed	Rail Service
No ambiguous rail station closures!! If you're gonna close stations we need to know now which ones you're considering. Those of us without cars depend on being within walking distance to our metro rail station. We made housing choices based on this and we can't easily relocate- if we all did, it would destroy the neighborhood. Charge more for parking before considering closing stations- honestly it's cheap compared to other major cities. NYC LIRR park and ride parking is twice as expensive.	Fares/Fees/Parking
No fair increase to bus	Bus Service
No mention of changes to Senior fares, increased security, and enforcing fares??	Fare Evasion/Safety/Crime
None	Miscellaneous
Not sure on impact but I would look at reducing facility costs as a first option such as removing restrooms and only making them available to employees. The Metro's purpose is to get people to and from wherever they need to go in a reasonable amount of time and me personally I think 6:00 a.m. to 12:00 a.m. anything other than that regarding people the system moves is not important. That said, I completely understand. Is not enough money to keep this system going, I just hope those are in power. Choose to make the best compromised decision.	Fares/Fees/Parking
Numerous children take the 32 and 36 from SE to schools in downtown (past I?enfant) every day. Those lines are vital in a city that does not provide school buses.	Bus Service
One of the best things about DC is its reliable metro system. Cutting service by over half and cutting hours would be a horrible decision, esp for people who can't afford rideshares and don't own cars. I like the idea of staying open later on Friday and Saturday nights, as I've missed the last train a couple of times and had to pay up to \$90 to get home.	Rail Service
One of your proposals is to more than double the time between trains for the green line which has an absurd number of patrons already meanwhile, you will only increase waiting for the other lines by 5 minutes. What on earth are you thinking. Between Mats Stadium and Audi Field traffic it's already a nightmare. Your cutting service to one of the demographic patrons most in need. There must be other ways you can cut service; e.g. Have the silver line turnaround much earlier than you propose. Prosecutor fare evaders to put a stop to this. You can do better!	Fares/Fees/Parking
One significant problem that could remedy budget shortfalls is the number of people who jump the turnstile and do not pay a fare. And this happens right in front of Metro personnel! I take the metro several times a week and inevitable at last two people jump each time I go through with my pass. There are ways to avoid this. I saw in one metro, can't remember which, extended vertical doors that would block people from jumping and only open if someone has a pass.	Operating Budget, Management and Spending
Only implement service cuts on the most egregious low ridership bus routes. Please make up most the shortfall with fare increases.	Bus Service
Only thing I strongly oppose is \$1 increase at parking. You have a falling down garage at Huntington, them entering the East garage is a cyber hole and other cement is cracking on level 2. During snow I really days for the sidewalk to be shoveled.	Fares/Fees/Parking
Our government should be allocating more tax dollars towards essential services like public transportation instead of funding genocide !!!! We as citizens should be made more aware of such potential budget cuts before they occur so we can pressure our reps to support the metro services and the like	Operating Budget, Management and Spending
Our planet is burning. MORE people need Metro! You're cutting service and going beyond the means of people with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable.	Fares/Fees/Parking
P6 can cut their service after midnight or weekends. Do not cut P6 and 74 because these are 2 lines running in and out of SW. Bus lines with similar routing can be combined.	Bus Service
Pakistan has better public transit than dmw now. Sad.	Miscellaneous
People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus	Bus Service
People rely on these services and you can't leave them behind. We must advocate for increased usage of public transportation because car traffic in DC and Maryland is already terrible	Service Levels
People should choose public transit because it's cheaper, but if it costs me the same to pay for my personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is have to pick my personal vehicle. That's not common sense	Fares/Fees/Parking
People with disabilities need Metro Access. Any cuts to service should not happen.	MetroAccess
Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal.	Fares/Fees/Parking
Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might be unmanageable	MetroAccess
Please charge the drivers of cars more money to travel in the city. This will increase people riding public transportation	Miscellaneous

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

Comment	Category
Please don't decrease service on Metrorail and Metrobus to such an extent that people will prefer cars to public transport. For example, by taking out the 96 and D6, you are cutting off Capitol Hill from the red line for people who are not right near an orange line metro station.	Bus Service
Please don't increase the fares especially of metrorails. If you increase at least provide student	Fares/Fees/Parking
Please don't put more cars on our roads. Find a way to keep the buses going. they are a lifeline for so many	Bus Service
Please don't raise the fare	Miscellaneous
please don't reduce or eliminate stops on green and red line	Rail Service
Please find a way to keep metro's service intact	Rail Service
Please get funding from literally any other source, like the privatized health industry or something	Capital Budget
Please increase the operations efficiency over fare increase or service cut.	Bus Service
Please just leave the metro the way it is. There has been no problems so far..increasing the fare and changing bus routes is silly and unnecessary.	Bus Service
Please keep me service to Fy. Washington, MD. I can't afford Lyft and Uber every day. If anything, please consider increasing service because the bus stops so early. And consider adding weekend	Bus Service
Please keep the 96 and d6 bus routes they are heavily used by DCPS and DC charter students to get to and from school. DCPS has no school buses - these routes are critical for our kids to get to school	Bus Service
Please keep the 96 bus route. It's critical for the workforce, women's shelter, and jail. Also, an added amenity for the new housing developments in the stadium armory neighborhood as well as providing critical access to the greenways by the river for outdoor recreation.	Bus Service
Please keep the G2!!!! My chariot! My trusty steed! Bus of my heart, bus of my dreams.	Bus Service
Please keep the T2 route!!!	Bus Service
Please keep the trains running often and late nights. Thank you or you?all	Rail Service
please no fair increases, it's already pretty pricey as it is on the daily. as a daily traveler to ashburn the metro fares hurt my pockets as is	Rail Service
Please pay for service by reducing fare evasion. It's not fair to increase rates for the minority of law abiding patrons while most people don't pay. We're tired of government support for criminals. This city government is absolute trash	Fare Evasion/Safety/Crime
PLEASE PLEASE do not make changes to the D6 bus, on which many children and adults rely on a daily basis. It's a fantastic route that goes from Capitol Hill through many neighborhoods and areas where people work, visit, or otherwise travel.	Bus Service
Please please make either the 31 or 33 an express bus - it takes forever to get downtown!	Bus Service
Please start a campaign to call on congress to change the Metro charter and allow it to carry a budget deficit so we don't have to deal with this nonsense	Operating Budget, Management and Spending
Please stop all of the free riders! I see people jumping over the entrance gates every day.	Miscellaneous
Please think about extending the Yellow Line to Fort Totten, instead of ending at Mt. Vernon	Miscellaneous
Please, do everything you can to stop this. I love metro and I cannot have the fares increase OR service decrease.	Fares/Fees/Parking
Please, please do not cut the D6. I take it to work daily and we take it downtown on the weekends all the time. That bus is full every time. It's a link for everyone in hill east/RFK that would be sorely missed. Half the time I take the bus the fare swiper machine is broken. I and everyone else on the bus would gladly pay but there's no way to do so. Now the proposal is to take away our service when we've been supporting metro and wanting to pay for our rides! Please find other solutions besides cutting off the only way working folks and kids can get to work and school.	Bus Service
Pls don't remove R12	Bus Service
pls keep clarendon	Miscellaneous
Please do not increase the price, or remove routes	Bus Service
Because buses are not passing at the time that passed the arrival at work before	Bus Service
Prioritize keeping routes to low-income areas. Discourage use of cars in the city.	Bus Service
Public transit should be accessible, physically and financially.	Operating Budget, Management and Spending
Public transportation is critically important infrastructure and a key environmental justice issue. To move swiftly toward a fossil fuel-free DC and meet DC's ambitious climate goals, DC needs to expand public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service.	Operating Budget, Management and Spending
Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly.	Bus Service
What a shame that we are going to be without that service	Service Levels
Do not lower the subway functions	Miscellaneous
R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks	Bus Service
R2 Bad weekend services	Bus Service
Raise parking at metro stations higher than 20%	Fares/Fees/Parking
Raise the minimum wage because this increased on our fare will affect low income families.	Fares/Fees/Parking
Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations	Fares/Fees/Parking
Rather than consider either fare increases or service cuts, I would strongly suggest that WMATA address the problem of fare jumpers. EVERY single time I ride metrorail or metrobus, I invariably see multiple individuals fail to pay the fare. I think it is ABSOLUTELY OUTRAGEOUS that WMATA has the AUDACITY to seek approval for either of these changes when it fails to enforce their legal authority and responsibility!!!!	Bus Service
Make a verification that time there are no passengers addressing buses	Bus Service
Reduced fair rides for college students who attend schools such as UDC, Howard , Trinity etc etc	Miscellaneous
Reducing service just means less likely to use just means less money you make. It's crazy that we wait over 10 minutes during commuting times to get a blue line train at pentagon city or Farragut west? It'd be more likely to take the metro (and pay) if service was more frequent.	Rail Service
Reducing service lines and frequency will affect the livelihood (ability to hold a job, household budgets) of those who can least afford it - especially the children in these households	Operating Budget, Management and Spending
Removing core functionality of a system will never improve the system.	Miscellaneous
Rid of the upper management who do nothing	Miscellaneous

Comment	Category
Riders already face many buses that don't show up as scheduled. A 20-minute wait becomes 40 minutes, 30 becomes 60, etc. By reducing service, you risk losing riders. Many riders don't feel safe riding either Metro rail or bus at night or in isolated spots during the day due to concern about street crime. If you cut service, you leave riders waiting longer and increasing vulnerability as target for crimes. From a practical point of view, why cut routes when more workers are returning to the office? The city needs to put better lighting on the streets. What will the fares be? What about workers like health care (hospital), security guards, cleaning staff, and other workers who must work very early or late hours? What is the city doing to improve security in stretches of unoccupied office buildings that workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dark streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops.	Bus Service
Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn't Safety First!	Bus Service Fare Evasion/Safety/Crime
Sc*** Metro...no, really, S**** Metro!! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic cuts, drastic, drastic, drastic. Everything inexorably framed as drastic. So I've taken it to its logical extreme and supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the routes, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and self-defeating) game is that the only thing really shown is that its leaders are irredeemably incompetent & won't ever be able to operate the system effectively and efficiently. So, wow...bugger on off then	Bus Service
Service cuts are counter productive and lead to a ?doom loop.? Obviously, there needs to be a balance and fares can't stay the same forever, but as much effort as possible needs to be focused on keeping service frequent.	Bus Service
Service cuts will dramatically effect the entire DMV community that uses Metro and make the daily lives of people who rely on Metro's service very difficult. Please do not decrease train frequency as many trains are crowded at certain hours and this will also increase risk for covid-19 among other	Bus Service
Service cuts will drastically disrupt the use of the metro and metro bus. Cutting off the two only bus routes available to me (22A and 22F) which are consistently busy at rush hour times is not the answer.	Bus Service
Service cuts would be a severe burden on people's ability to get around the area for anything other than commuting to work. My decision to use transit is largely driven by my confidence in being able to get a bus or a train without waiting too long. I would prefer fare rises by far - so long as low-income riders still retain access to lower fares.	Bus Service
Service cuts would be disastrous for the system, which is finally operating at basic functionality after years of issues. Metro frequencies of 10+ minutes do not constitute rapid mass transit, and would significantly impact ridership and competitiveness vis-a-vis cars. Bus route cuts, in particular crosstown routes which make up for a lack of crosstown metrorail service, would drive more and more Washingtonians into rideshare and personal vehicles.	Bus Service
Service decreases would lead to larger infrastructure problems	Fare Evasion/Safety/Crime
Service on the Blue line is already less frequent than other lines. Fares already went up. Focus on providing safe frequent service not the potbelly in your HQ or fancy signage.	Fares/Fees/Parking
Several of these routes the D4 and D6 are routes that allow children to attend Hardy middle school and MacArthur high school. The 30s line as well is used by students attending Hardy. Changes in service will affect my sons ability to take the bus to school next school year. If you eliminate the N6 route on the weekends, than many apartment and condo buildings in whole neighborhoods will not have access to bus service at all on the weekends. They cannot walk the half mile to a mile to buses on Massachusetts avenue or Wisconsin Avenue. The m4 is the only way some can travel to Sibley Hospital from the Tenley town metro station. These are all vital routes in our community and removing them makes it harder for those most in need of using the routes the elderly, students, and those with disabilities from being able to get where they need to go safely.	Bus Service
public transports are very late	Bus Service
So many comments... 1) Crime and safety. If we don't feel safe, then we won't use WMATA. The agency has to END all fare evasion. Why must we subsidize criminal activity and have to pay higher fares? Those who commit crimes in the metro system are most likely not paying a fare to do so...Also, there needs to be undercover security patrolling stations, bus platforms, riding the trains, and parking garages at all times of the day. On my last train ride, there was a gentleman on the train with a 9 month old Cane Corso puppy (a giant of a dog) that was leaning against my leg as I sat down. I definitely feel less safe now that people are bringing all sizes of pets onboard trains. This was not a service/emotional support animal (he told me so). I've had two dogs and would never ride with them on the train and unleashed like this owner. 2) Bus arrival times need to be more accurate and good spacing is important. Two H8s shouldn't be right behind each other with one running mostly empty. 3) Didn't see this question in survey, but I remember one about using fewer rail cars per train to keep costs down especially during non rush hours. I'd be okay with this. I'm also okay with running fewer buses at low demand times to save money. 4) When considering new 'greener' technology, also consider associated costs like tire wear (and road damage) due to heavier buses with large battery packs, as well as the need to regularly recharge these buses throughout the day and the battery degradation during weather extremes. Making severe cuts or enacting huge fare increases will be a death knell for WMATA. Please if you NEVER do anything else, please improve undercover surveillance for crime in and around stations. UNDERCOVER is the key word here.	Service Levels
Some MetroAccess riders have few options other than MetroAccess. Paying more for this service is a reasonable solution as opposed to cutting service.	MetroAccess
Some of these proposals cut of vulnerable parts of the city, where the economic impact on a limited number of people can be huge. There needs to be more buses that are direct routes downtown -- eg T14, T18, 86, 83 -- one of those should go downtown.	Bus Service
Start by getting people to pay now, I ride the bus I notice that almost nobody pays for the ride. And driver never says anything. So I sometimes don't pay	Bus Service
Start enforcing fares instead of letting people jump over while station employees watch & do nothing.	Fares/Fees/Parking
Still salty the bus isn't free. Stop wasting money on fare evasion deterrence bc we all know that's not where the majority of your money is coming from	Bus Service
Still too many people evading fares in the system. Even the new gates aren't working as well as they should. Stricter enforcement, higher fines.	Fares/Fees/Parking
stop being so bad with money and make gate jumpers pay their fare	Fares/Fees/Parking
Stop changing the gates and just lower the price of the metro and dc residents will actually pay for it. People jump the gates because it is too expensive, not because they hate the metro.	Fare Evasion/Safety/Crime
Stop expansion B	Miscellaneous
Stop fare evasion first!	Fare Evasion/Safety/Crime

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

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

Comment	Category
The wait times on the weekend are outrageous. Especially on Sundays. The Z2 is my only way of getting to work.	Bus Service
There are already times when I cannot use Metro because of its limited hours (eg to go to the airport early in the morning on the weekend). Service cuts definitely reduce use and make the funding problems worse.	Bus Service
There are much better ways to address WMATA's budget shortfalls than either increasing fares or cutting service. Access to public transit is a climate justice issue, and making transit less accessible affects the most vulnerable far more than those with more means. How will people get around who can't drive due to disability or age, if something happens to their car, if their license is suspended? Don't these people deserve to get to the places they need to go? Recently Metro updated the display signs in stations, a frankly unnecessary use of funds that could have been better spent on increased accessibility. The city should instead look to taxing high-polluting vehicles, putting limits on number of cars in the city and where they can park, etc. Public transit is a vital part of keeping communities connected and should be nurtured and supported above the use of private vehicles, especially in a dense metropolitan area. I realize this is a comment to Metro, not the city, so perhaps an expended program to make fares more affordable to low-income residents would be a good stopgap measure. There are plenty of service interruptions as it is. Try not to make it worse.	Operating Budget, Management and Spending
There is never anyone on any of the buses. Buses should be used to provide access to a metro station for people who don't live within walking distance, but the metro system is the area that should get more funding. Additionally, rather than closing the metro earlier on weekdays, maybe consider an inverse peak fare? Peak pricing only taxes people who are required to take the metro during commuter hours - if you're taking the metro later at night, you're likely choosing when to take it.	Bus Service
There is still a lot of fair evasion and ive seen the new gates make it more difficult for people to jump it. That should be prioritized at more stations	Rail Service
There's needs to be a plan put in place to stop the fair evasion instead of new devices placed in the rear of buses where ppl are already NOT paying because they know nothing will be done	Bus Service
These cuts would be disastrous for a large portion of DC's workers and school-age children	Miscellaneous
These proposals are devastating. I'm in the area served by N2, 4 and 6. There is no other transit option and you are also proposing to reduce the 30 routes (although the long steep hill prevents them being a feasible substitute for N service.) I don't have a car and am thereby not contributing to congestion, pollution or traffic injuries in DC. I use the bus every weekday and weekend for commuting to work, errands, shopping, cultural and social events. This will hit so hard for students, older people, workers (including elder care providers in the large condo buildings in the neighborhood) anyone with a disability or who otherwise doesn't drive, and the environmentally conscious citizens that the Mayor is trying to support. Please reconsider the proposal to slash this crucial service. I know budget times are hard but once cut, the routes and service level never come back. Better to keep the routes, raise fares and then subsidize the needy for their transit use. Public transportation is central to DC's identity and appeal. Thank you.	Operating Budget, Management and Spending
These proposed service cuts would make it very difficult for Adams Morgan residents to get to Dupont/downtown on weekends--which is the primary way I use Metrobus! Eliminating the 42 and 43 on weekends, as well as terminating the L2 before it reaches Adams Morgan, eliminates ALL bus routes that connect Adams Morgan to Dupont and Farragut Square. Reducing service on the S2 on weekends further reduces the limited options for Adams Morgan residents to get downtown on weekends. This proposal would reduce a significant amount of public transit options in one of the neighborhoods in DC where it is hardest to own and park a car.	Bus Service
These service cuts will cripple the dc area and dramatically increase traffic and pollution. I desperately hope that the city of dc doesn't shoot itself in the foot by adopting these cuts	Bus Service
These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still work late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential. Is disappointing.	Bus Service
They need to have longer transfers on the card and also on the trains	Rail Service
They should just leave it how it is	Miscellaneous
This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job.	Capital Budget
This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You're going to bring more gas-guzzling cars into the city and make it less livable.	Service Levels
This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it's gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this.	Bus Service
This is devastating. Please do not increase wait times and just get rid of the bus completely	Bus Service
This is embarrassing.	Miscellaneous
This Metrobus proposal really does a disservice to Adams Morgan. I use the L2 to get to upper NW Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most.	Bus Service
This proposal is awful! Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$50, the 2nd is \$100, the 3rd is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: 5A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be combined into a new E2 route from Ivy City to Takoma. Metro should be focused on preserving as much service as possible because this proposal will not solve the issue: it will make fare evasion a bigger problem and Metro will lose more customers with these cuts. This is no good for anyone!!!	Bus Service
This will be effected more people	Miscellaneous
Those of us without cars NEED a comprehensive, reliable public transit system.	Miscellaneous

Comment	Category
Times are hard right now and I believe cutting service lines can cause more issues. As someone who unexpectedly lost their car and had to start taking metro the D14 route has been a Savior. Cutting certain lines will cause more people to turn to Uber or another type of ride share which does not benefit WMATA. I am in favour of high fares which shouldn't be an issue since new gates have been installed at several stations. Money should actually increase through this new program.	Bus Service
TIRED OF PEOPLE JUMPING THE GATES AND NOT A PAYING FARE TO RIDE. NEED NEW FARE GATES AT EASTERN MARKET. MORE PEOPLE JUMP THE GATES THAN PAY.	Fares/Fees/Parking
Too many of the service cuts will cut off areas from public transportation.	Bus Service
Totally understand the budget challenges and appreciate the work that's been put into this. I think Metro needs to change the tune a bit, though, about remote work--unfortunately, that's here to stay and having Metro leadership keep harping on about how remote work is cutting revenue is an old tune that many of us are tired of hearing. I commute three days a week and pay a good bit of money for that commute--to the point that taking Metro is now the equivalent of what it would cost to pay to park in my building downtown (\$13/day) where my commute is \$5.10 each way. Yeah, you can factor in tolls and gas, car maintenance, etc. That said, the cost/benefit analysis of taking Metro is very quickly becoming less in favor of Metro if the price keeps going up and the service isn't as good as it once was. Take it from last week, the week of February 12. There was an issue on Orange each day. I know Metro staff work super hard, but it's hard to keep hearing apologies and not see service increases or less issues. Even beyond that, there are STILL fare jumpers that I see daily at Dunn Loring and Farragut West, the stations I commute to and from. I get that it isn't the manager's job to enforce this, but if these fare jumpers aren't being held accountable, then why am I paying what I pay to commute? I think often about how NYC subway caps rider fares past 10-12 trips a week, and we're talking a flat rate of \$2.75 per trip. It just seems like something isn't adding up here for why Metro is so expensive when the system is smaller and runs less frequently. All of that to say, I appreciate so much the transparency that Randy Clarke has provided and the shift between Randy Clarke and the former GM is astronomical, in a good way--but there's just so much more that has to be done and the fare increases would really leave a sour taste in my mouth when I could just as easily take that money and pay to park in my building at work for the exact same cost of taking Metro.	Operating Budget, Management and Spending
Trains already run too infrequently! 7-10 minutes for a train during rush hour is far too long.	Rail Service
Uber and Lyft have become incredibly expensive on Friday and Saturday nights after a night out. It would be incredibly beneficial to have the metro be open until 2 or even 3am. That is where I think you'll see a dramatic increase in use for people in their 20s and 30s.	Rail Service
Using metrorail makes my commute longer by 50% over commuter buses, but it's a better value. If trains take longer to arrive or are more crowded, I will likely reevaluate my options.	Bus Service
using our funding to recoup 1.6% of the money we lost to cuts is stupid. bad business practices	Bus Service
VERY concerned that our every day station (Benning Road) could be affected because we see fare evasion happening all the time. Does WMATA really know how well used this station is with some many people not paying? We love that both the Blue & Silver lines service Benning Road as it makes it a much more desirable route with the two options. We are a longer walk away from the Minnesota Avenue station on the Orange line which has much longer wait times due to being serviced by only one line. Would love to see increased service in order to entice more riders AND lower fares or just have one fare (such as the \$2 on weekends but all the time). We need bus routes to the many areas not accessible via Metro trains with frequent service for convenience.	Bus Service
We are in Rosedale, NE DC. Cutting the D6 bus line will significantly limit transit options in our community. We rely on it. Please do not cut the D6.	Bus Service
We frequently ride the D6. It's our 'lifeline' from our home to Union Station. Cutting this route, as well as other routes, will put Metro into a 'death spiral'. People rely on public transportation. It reduces reliance on automobiles. Reducing or cutting service will most likely lead to more auto traffic, greater congestion, more accidents, increased air pollution, and a general degrading of the civic and social network.	Bus Service
We need more and more public transport and diversity of options	Miscellaneous
We need to fund metro more than we are funding metro	Capital Budget
We need to keep bus 74 to keep up with neighborhood growth in buzzard point.	Bus Service
We need to stop fare evasions. Give students and low-income passengers cards to ride free and then enforce paying the fare for all others. It's not just the lost revenue that has an impact. The sight of people regularly hopping turn stiles creates an atmosphere of the wild wild west that is damaging our city.	Fare Evasion/Safety/Crime
We really rely on the D6 for school access and the kids' current school lottery choices were made with the expectation that the route would continue. Cutting bus frequency would be something we could work around, but my kids could not use Metrorail--too far, too much possibility of confusion--and we'd be forced to drive them daily or change schools. We're also moving to more in-office days at work, and I ride the D6 to and from the office. It's a huge benefit to us here!	Bus Service
We so appreciate all you do for our special needs young adult son. It has provided him with an independence that he never thought he would experience. It is hard to tell from the map photos, but it looks like the proposed cuts might affect some of his trips. We are in 22030. We hope he can continue with the metro access for many years to come. Thank you for all you do! Everyone is always SO nice.	MetroAccess
We truly need to continue metro access services the way it is	MetroAccess
What I think about this budget cut, fare and service change is mad cause simple anyone under 18 can't ride train anymore until age of 21 even Airplanes and regular trains too. Simple have a structure like Japan's metro	Operating Budget, Management and Spending
Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a	Bus Service
When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair.	Bus Service
When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that's impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets.	Fares/Fees/Parking
Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO -- your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too.	Bus Service
While a fare increase is not ideal it is better than losing service access completely.	Fares/Fees/Parking

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

Comment	Category
I support metro's new capital budget. I do not support ANY changes that would result in decreased service whether that's increased headways from 10 to 15 min or 15 to 20min, closing any stations, removing bus routes, or most importantly, cutting metro hours both late at night or on the weekends. In fact metro hours should be INCREASED. I wish metro were open earlier on weekends. It's insane that metro doesn't open until 8am on Sundays. It can take 45min-1hr to get most places meaning I cannot reliably take metro places on Sundays until late morning. The way to grow metro's ridership is to increase services not set in down a death spiral of closing stations because of low ridership which only means ridership will decrease further. As for the VA issue, NOVA is the economic powerhouse of the state. Virginia must pay up to support workers who live there otherwise, increase the cost on VA residents who use metro to come from VA.	Operating Budget, Management and Spending
They are very late buses in some areas and with this cold	Bus Service
Instead of taking away, add stops for seniors that ride the buses, and some drivers need to be train all over again.	Bus Service
Don't replace cloth. Seats with polluting vinyl! Improve rider safety in trains and rail stations especially for disabled and senior riders. Nursing doors close too quickly. Electrify Mettobuses ASAP	Bus Service
My choices for commuting into DC are either Metro or Commuter bus. I tend to avoid the Metro as the service fails to enforce the rules that it has established. Those rules include failing to collect fares from all riders. Almost every time I ride the Metro, I see people jumping the entry/exit gates and the station manager not addressing it. My more recent experience has introduced me to one station manager at Farragut West, in the early morning, that stands in front of the fare gates. I appreciate the added effort that he makes to reduce fare jumpers. How is it that he can do the job and none of the others in my experience can? There are monitor cameras at many of these locations. Why are they not being utilized to identify jumpers? It is said that you get what you pay for. If these people are allowed to ride for free, how much respect do you think they have for the service provided? How likely are they to follow the rules of ridership if there is not cost to ride and no enforcement of the rules? During the COVID period, although masks were mandated, many riders did not wear them.. Where was the enforcement? No eating or drinking on the train. Unenforced. Panhandling on the train or otherwise bothering other passengers, too often. I was on the Metro this morning. There was a Metro worker with an Operations vest on. His radio was at such a volume that you could understand the conversation from the other end of the train. Why should he not be required to use a headset, like the passengers are? It detracts from passenger comfort and shows preferential treatment. This is not something that keeps just me away from the Metro, but other riders as well. Maybe the Metro should put police officers in the station manager roles. Maybe more police officers should be riding the trains or monitoring the access gates and citing violators. Perhaps the financial shortfall is not just from an increase in costs, but a lack of efficiency in your staffing.	Operating Budget, Management and Spending
Thanks for your service metro. Love u	Rail Service
1. WMATA should work with Google so that people can use Google maps to see a bike to metro option when determining their travel options and time 2. WMATA on-line station maps need to be upgraded to clearly show where the elevators are. Without this it is very frustrating for bike riders and handicapped folks to figure out where to access the metro stations and if/where there's a 2nd elevator they need to use.	Rail Service
Please do not reduce the G8 bus service. This is a really helpful line for me and my family!	Bus Service
Please do not reduce the G8 service! This is a very helpful line for me and my family!	Bus Service
Metro Access is a wonderful service. I use it to travel to medical appointments, adult day center, library and church. It is easy to schedule. It runs 7 days a week. The staff are caring and good drivers.	MetroAccess
Enforce fares. A great place to start.	Fares/Fees/Parking
Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station.	Fare Evasion/Safety/Crime
Cancel all gov't-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users.	Bus Service
I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you.	Bus Service
Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back.. Virginia service is not as bad but Maryland and D.C. are out of CONTROL!	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration.	Bus Service
Who is my concern I'm writing this letter for the T2 bus route that's my transportation going and leaving work. I worked at Congressional country club and there's no other bus that goes near there and that will hurt a lot of employees at work that uses metro transportation	Bus Service
Hello,	Miscellaneous
Before increasing Metro Access fees, please improve the quality of the subcontractors and their vehicles. One subcontractor did not show up the first time this company was assigned to us; the 2nd time the seats were all taped up (more tape than upholstery). The 3rd and final time, the cab smelled really bad and we had on masks. Also he picked us up 15 minutes early (earlier than 30 minute window) which was ok but he barely gave us time to leave the building. He reprimanded us and said he was about to leave. I had to remind him he was early and we needed time to leave the building (we left as soon as we got the text). We never had any issues with the vans that are labeled Metro Access.	MetroAccess
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA	Bus Service
It is not good that they upload it is better that way they help the economy of us Latinos	Miscellaneous

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

Comment	Category
Hello, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area and allows so many who work here to enjoy safe and efficient travel to their place of work and the communities they love. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Nathan Yokel, DMV resident and tax payer all my life	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sharon and mark amorosi	Bus Service
Hello. I live in Potomac, Maryland, and I want to express my perspective that the T2 Metrobus route is critical to our community. Without it, businesses in Potomac and Bethesda will suffer, as public transportation routes to those businesses by individuals who patronize and/or are employed by those businesses will be eliminated. There is no metro to our area - thus the T2 Metrobus is a vital route to keep us connected to DC and those cities that do have metro access. This area of Montgomery County is critical to the county's overall economy, and elimination of reliable public transportation will have significant adverse impact on economic contribution, and ability to increase future contribution. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
The T2 bus line is an important part of keeping transit options available in the Rockville/Potomac region. The T2 bus is the only way to get to Metro without using a private car/uber/taxi, and using any of those last three can be too expensive or simply unavailable to many residents of the area. I'm retired now but used to use the T2 to get to and from the Red line at Friendship Heights on a regular basis. There were also numerous people on the bus that were using the route to get to jobs in and around Potomac Village.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Bridget Nikodem	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. One area where this is especially important is around River Road and Bradley near the Norwood School and Congressional Country Club which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and	Bus Service
Please do not get rid of Metrobus T2 route. I have many friends and family that use this route to get to and from work. It would be devastating for them.	Bus Service
I am writing to you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is extremely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Dr. George Vuturo	Bus Service

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

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

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

Comment	Category
I agree on the change of rates because public transport is necessary for all those who do not handle and travel long the wages are very low does not give for taxi or uber and the lack of public transport will affect us a lot in the economy many will lose their Jobs because they cannot be called I hope in God that this is temporary grasias	Operating Budget, Management and Spending
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Mary Pat Alcus (9500 Newbridge Drive, Potomac, MD)	Bus Service
Keep the T2 route it is vital for Montgomery county citizens and businesses alike. Please remove the z6 route as it causes problems in Olney but keep the t2	Bus Service
I am writing to say I do not support the T2 being cancelled	Bus Service
Stop the jumpers!!! I ride the Metro daily and see many riders jump over the low level terminal gates or walk thru the emergency gate and NO ONE says anything. Not one word! I also see the same on weekends. You are losing a lot of money and now we must pay to subsidize the jumpers with higher fares!!! Also, the new terminal gates at Pentagon City are worthless as the jumpers simply walk thru the emergency gate and no one says anything. In fact, one weekend at Pentagon City, I observed a lady entered by walking thru the emergency gate and the Station Manager greeted her!!! Really! Hello to a fair evader! What a joke!	Fares/Fees/Parking
Good day, it came to my attention that the T2 service along River Road to Rockville is to be cancelled. My son, who has special needs, is dependent on this service. He has been trained to take this route and has been using it extensively lately. It is vital for his well being and to assert his independence. I urge you not to cancel the T2. Ziad Khalaf, 7715 Glenmore Spring Way, Bethesda, MD, 20817	Bus Service
Dear Metro Board: I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Suzanne Canton	Bus Service
Bs don't do that I have to commute to d.c. and back to Bethesda	Bus Service
The workers need to get paid better , they are important to our community, they are important to our people , their is people out here in the bus stops waiting on the bus , we the people need free transportation.	Bus Service
Please do not discontinue the service on River Road. (T2). Many young people who do not have licenses or access to a car use this route to get around. cancelling it will just result in more traffic and ubers. thank you!	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Personally, I have a caregiver who relies on this T2 bus service and is unfair to both my caregiver and I. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Gary S. Davidson 8016 Bradley Blvd Bethesda, MD 20817	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Sulma	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community and my daily commute. I rely on this bus to get to Friendships Heights Metro stop, and rom there to home, because the 23 RideOn is so unreliable. This is a critical route for many individuals, businesses and families to access the River Road corridor to Bethesda and Potomac. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
I traveled Metro Access 9 days ago. Your survey of the last 7 days was extremely narrow.	Miscellaneous
February 24, 2024 Javier E. Aguirre 2 Newlands Street Chevy Chase, MD 20815 Hello, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you, Javier Aguirre	Bus Service
Do not cancel the T2!!! It is the only way to connect and only bus in our area that helps connect us.	Bus Service
Metro is always crying broke. Then have the audacity to make threats about cutting service. They are the biggest extortionist in the DMV.	Rail Service
This comment is to let you know that T 2 bus is soo important to make it to my work destination please keep it in place thanks	Bus Service
I like how this app is useful but your drivers are out of control one just drove past me and I've been waiting already for 30 minutes. Now I have to wait another hour until the next bus and I'm going to be late for work. Is this how yall take care of the community when I'm a government paying worker who actually still hit my card when others just walk on. I'm going to continue to use and have faith in this app but I just feel like the drivers on the k12 specifically are purposely driving past there passengers.	Bus Service
Please DO NOT eliminate the T2 bus - it is our only source of public transportation - many caregivers ride this bus route who are caring for elderly people in the neighborhood, I ride the bus to work with my bike and ride part way via bike - that would be impossible if the bus route T2 were eliminated	Bus Service

Comment	Category
<p>I am a disabled, homeless, senior citizen who does not live in a shelter nor in a household. I use the rail and button get to soup kitchen for food. I usually require Metro Access assistance several times a month. I have no access to any transportation other than Metro. I almost always travel off peak times except by Metro Access. I often have to walk over a mile to get a bus. I travel far LESS on Ride-On. Metro is my principle transportation. If I could afford to, I would travel mostly by Metro Access, but I don't have the funds to do that. I cannot afford to have any medication, and I have unpaid medical bills. The trains are the easiest for me to use because of the elevators. I fell on an escalator in 2023 but did not get injured because Metro staff stopped the escalator that had already grabbed my pants at the waist and was pulling the pants off me. I speak for the elderly in your system: WE NEED METRO. You get me to free clothing, including coat and blankets. You get me to food. You get me to over the counter medications like cough syrup and aspirins. The young people are massively far evading. They push right in front of me, beside me, or behind me when I tap on. They are where your revenue problems are. The middle class insist on paying their fares. They take pride in paying their fares.</p>	<p>Bus Service</p>
<p>Keep fares low</p>	<p>Fares/Fees/Parking</p>
<p>I never ride Metro. I do see lots of empty buses snarling traffic for people like me. Suggestion: sponsor a program whereby would-be Metro bus passengers receive for each trip the difference between Uber and bus fare. Then eliminate the buses. Every rider would benefit and Arlington could save money.</p>	<p>Bus Service</p>
<p>I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders, particularly those of lesser means, who require this service to get to work, school, and other activities. Thank you for your time and consideration.</p>	<p>Bus Service</p>
<p>Route 322 and 310 has not passed three days and have not given any cancellation notice</p>	<p>Bus Service</p>
<p>I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thanks, Amanda Thompson</p>	<p>Bus Service</p>
<p>This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. I know many people who depend on this bus route for their livelihood. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.</p>	<p>Bus Service</p>
<p>Metrobus route T2 should be preserved. This route is a vital route servicing my area which has car-dependent infrastructure which greatly hinders and harms those who are unable to drive or cannot afford to own and drive or use paid car services. Removal of the route would hamper the ability of many people to get to their jobs in the area especially to the largest employer in my area. While it might not be the most populous route it is still a vital service that the community needs and its removal would unjustly harm most those who cannot afford or aren't able to easily access alternatives.</p>	<p>Bus Service</p>
<p>As a disabled elderly person I rely on Metro Access! Please save and maintain this essential service. I have no car and ride services are not affordable for me!</p>	<p>MetroAccess</p>
<p>Please do not eliminate the D31-34 bus routes! Our family depends on these routes to get our children to their schools. It makes no sense to eliminate access to transportation for kids zoned to attend schools in Tenleytown! This change may make more sense if the school feeder patterns are changed and implemented. For now, please preserve this important transportation service.</p>	<p>Bus Service</p>
<p>I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, Ellen M. Rowan, 7613 Carter Court, Bethesda,</p>	<p>Bus Service</p>
<p>I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses, families and students to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Nancy Clark Potomac, MD</p>	<p>Bus Service</p>
<p>I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration.</p>	<p>Bus Service</p>
<p>I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration.</p>	<p>Bus Service</p>
<p>Thank you for the opportunity to provide written comments. I have lived in Glover Park and Burleith for almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency's whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later.</p>	<p>Bus Service</p>
<p>Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red.</p>	<p>Bus Service</p>
<p>To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Many Thanks, Joseph</p>	<p>Bus Service</p>

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

Comment	Category
<p>TESTIMONY on the Proposed 2025 Metro Budget submitted for the record by Philippo Meene Resident, District of Columbia February 26, 2024 I am a resident of the District of Columbia and I am a person with a disability. My testimony is to implore the Metro Board of Directors to fully fund Metro and not to reduce the service area for Metro Access, which is vital to the viability of the disability community. Metro Access allows a person with a disability and/or a senior citizen to have the same opportunities available to any person who has no limiting disability. This includes the ability to travel to and from a workplace in support of their own financial viability. Metro Access is critical to some who need lifesaving dialysis, cancer treatments or other medical services. It also enables persons with disabilities to get to and from church, to be engaged in community and volunteer activities, to venture to social gatherings with family and friends, to transport groceries, etcetera and to be a participant in the lifeblood of the community. As a person with a disability, Metro Access has enabled me to fully thrive in service to my community. I am active in my church, I have served in the foster grandparent program mentoring youngsters, I can get to and from medical appointments, I am active in service projects with my sorority, I am a volunteer with the AARP Senior Medicare Patrol program training seniors to spot Medicare billing fraud and abuse, and I participate in a plethora of other activities. I also have served as a voice for the disability community for several years on a Metro committee. None of this would be possible without Metro and most of it would not be possible without Metro Access. While I appreciate that the budget pressures may require reduced spending and/or increased revenue, I am asking that it not be done at the expense of Metro Access customers. These customers often have no other access to transportation services. I understand there is consideration to cut fixed route bus and rail services, but this also could adversely impact Metro Access customers whose service area is determined by current fixed routes. The savings by cutting metro access is quite minimal in relation to the devastating impact it would have on Metro Access customers. There is no rationale to reducing the service area. Does it make sense that a person who currently gets picked up from their home, transported to their job or a medical appointment and back home would suddenly be forced to navigate the added expense, difficult and time-consuming task of adding in travel to and from a new pick-up point because their home is suddenly outside the service area? This is beyond senseless; it is cruel. Persons with disabilities have enjoyed these services but budget cuts now threaten to pull the rug out from under them. I invite each of you to close your eyes for a moment and imagine if this was the</p>	Operating Budget, Management and Spending
Please do not eliminate the M4. It is vital transportation for a majority of Deal Middle School and Wilson High School students. The M4 runs in front of my house during the week and is very busy. We have many adults who rely on it for work too.	Bus Service
They shouldn't the bus is very beneficial to us	Bus Service
Because Route 402 and 401 are no longer happening	Bus Service
When they take the bus strike	Bus Service
Metro should lower fares	Fares/Fees/Parking
I am a regular rider on the L2 bus from Chevy Chase to I St NW. It allows me to transfer to other bus routes on K st and at I St NW that go across town. Eliminating the route from Woodley Park to I St would be a hardship for myself and many regular riders on this line. I urge you to reconsider your plan to eliminate this portion of the route.	Bus Service
My name is Curtis Richards. I am a 65 significantly visually impaired resident in the Cathedral Heights neighborhood. I do not drive and am totally dependent on public transportation, including the N buses to get back and forth from downtown. The Cathedral Corridor is full of people like me, senior citizens with limited vision and mobility. Please find alternative means of making budget reductions other than taking our much needed bus service away! Thank you for your serious consideration.	Operating Budget, Management and Spending
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. JENNIFER DESANTO	Bus Service
Why did Metro Access stop serving Loudoun County other than Dulles Airport and Ashburn Station? Was it because there was no Metro Access garage in Loudoun County?	MetroAccess
Metro's new route changes will negatively affect the workforce at my place of business in a significant way. We have a large service team, many of whom are late-career and/or under served in the community already. Route T2 in particular is vital to our team. With all the tax revenue this county generates it doesn't make sense optically or practically to take away the people that need transportation on River Road. This change, while maybe making sense on paper, feels out of touch with serving the workforce of the community. Please reconsider this very impactful loss of service to the workers that serve the people that can afford to buy property in Montgomery County.	Bus Service
I'd rather the cost of people paying on buses and the underground goes up and therefore none of our dc Maryland bus routes would be lessened or taken away.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD	Bus Service
Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In addition, it is used by people who work within the communities along River Road and Falls Road. Those of us in this area have no other benefit from the taxes we pay to subsidize Metro. Eliminating this route will further erode taxpayer support in the currently served communities.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and	Bus Service

Comment	Category
<p>Well I'm not sure what the proposed budget and fare and service changes entail but I can say the fares need to seriously be considered as they are far too high for us poor folk and that can be considered low class. Most of us are already struggling to pay rent, afford utility bills and groceries let alone metro fare. Leaving most of us literally living paycheck to paycheck as we have nothing left nothing in savings. The rich get rich and the poor stay poor! Virginia's minimum wage vs the cost of living? Most make 20-30k maybe less and average income needed to live 45k,65k, or more. The new gates will not stop people from fare invasion as the fare is simply too high for us to afford. As for service changes I can agree you can reduce service as having the Fairfax connector for most routes run from 5 or 6 am well until 12 am or 4 am is quite much as they don't get the time they would like to rest and or spend time with their families, the Fairfax connector should stop running same time as the Rex bus or other metro bus routes, 12am at the latest and they should get holidays off if requested without penalty or anything. Service should certainly be reduced on holidays so they can spend time with their families. The Fairfax connector buses could use an update or upgrade to seating arrangements and personally seating on all buses should be replaced every few years as they collect a lot of germs and dirt and dust and the pretty patterns don't hide them all. Security measures should be put in place for Fairfax connectors as the buses get pretty dirty especially the 171 on Richmond hwy.</p>	Operating Budget, Management and Spending
<p>I'm a DC resident without a car and one of the best parts of living in the city is access to public transportation including the bus and metro. I use public transportation for all facets of my life - to get to work, get to friends, socialize, frequent businesses, get to the airport, and go to healthcare appointments. DC needs to keep its current public transportation infrastructure. For personal reasons as well as climate reasons to reduce carbon emissions. I see all types of people when I use public transportation every single day and when you add inflation and the high cost of living, DC needs a strong public transportation system for its economy and give everyone access to affordable transportation options. I reject all service cuts to the Metro system and urge WMATA to fully fund public transit instead.</p>	Bus Service
<p>To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, Jessica</p>	Bus Service
<p>I have a metro smart trip disability card that I so depend on to see 2 to 3 Doctors every single week. I do not have a vehicle and the ability to travel to Doctors, medical procedures and prescriptions this disability card is crucial for my health. Please do not take this mode of transportation from people that so depend on this card. If you require any other feedback please contact me.</p>	Rail Service
<p>Since Metro is in a bind financially, why do bus drivers let people ride for free. My friend and I were on the L2 bus the other day, and about 3/4 or more of riders did not pay a fare along Connecticut Ave. from Cleveland Park to Chevy Chase Circle. A few days later I took the 96 bus, and the fare card machine was out of order, this time no one paid. This was not the first time the fare card machine was out of order or I was told to move on when trying to pay. As for the subway, I witnessed a teenager jump the gate without paying. I reported it to the guard, and he said, pretend you didn't see it. If it happens again, ignore it, it is dangerous. So, the bottom line here is that Metro needs \$\$\$ and yet continues to allow riders to ride for free. How can Metro be serious about a budget if people don't pay.</p>	Operating Budget, Management and Spending
<p>I am vehemently opposed to these proposed fare increases for Metrorail. I chose to begin using Metrorail, despite it costing more than what I was paying for parking in D.C. This was mostly based on making up the difference in reduce wear and tear on my vehicle, and stress of driving through the city. The cost differential in spending less on fuel made up the cost difference. Did not affect my commute time, however my stress reduced and a notable increase in mental health. WMATA has both uniformed officers and armed contract security guards. Perhaps reducing the armed guards in favor of WMATA Metro police officers would reduce some costs. WMATA can realize a net increase in fares by actually confronting and fining fare jumpers. This is where the majority of losses occur. Between New Carrollton and Foggy Bottom, I can count nearly 5-10 fare jumpers at each station in the morning and evenings. These fare jumpers have no fear of consequences as the station managers, employees, guards and officers are not concerned as they do not confront them. In traveling around the country and the world, I find WMATA Metro fares to be more expensive than most, and with an increase during commuting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the New York City fare model. If I come into DC with my Family of 4, I could drive in and park downtown for less than 20 dollars, or take the Metrorail and pay 4.70 one way per person, or a total of 37.60 for all 4 roundtrip plus the 4.95 parking fee (42.95). No brainer, I will forego the Metro rail. Currently I spend 258.40 per month on Metrorail for my commute, where I was paying 185.00 monthly parking. I suggest holding fare jumpers accountable instead of punishing honest commuters.</p>	Fare Evasion/Safety/Crime
<p>I feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to \$30 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay rent food, electricity</p>	Fares/Fees/Parking
<p>I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas</p>	Bus Service
<p>Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work every day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration.</p>	Bus Service
<p>Too expensive are the rates</p>	Miscellaneous

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

Comment	Category
The proposals would make the network practically unusable and would have endless downstream effects on quality of life for all DC residents	Miscellaneous
Please don't cut the D6 bus route!	Bus Service
I really hope that weekday rush hour service is not eliminated and that metrorail continues to operate more frequently. The proposed service cuts would make DC a much less livable city and would lead to me driving to work instead of taking the metro (thereby increasing emissions and traffic).	Bus Service
It is outrageous how the metro easily increases prices to pay for their inability to stay within the budget. Maybe instead, they need to start using their budget more efficiently and effectively. Can the metro share their full budget and how they spend it?	Operating Budget, Management and Spending
Please don't cut service for routes that kids use to get to and from school.	Bus Service
Fare evasion needs to END. Recommend hiring more police and prosecute evaders. The reduction of evasion will pay for the staff.	Fare Evasion/Safety/Crime
I understand that Metro is in a very difficult budget situation and I sincerely appreciate that it's exploring many different means of covering this deficit. However, I strongly advise against cutting the D6 bus route. Myself, along with many other parents and caregivers, regularly use it (several times a week) to access museums, libraries and more with our children. I love the bus for its ease and frequency of stops, and the drivers are always friendly. Riding it is really a bright spot in the day for me and my toddler. The D6 is very conveniently located throughout our Capitol Hill neighborhood and it's so much easier to navigate the bus with a stroller than it is making the trek to Eastern Market metro. Taking the metro adds a 17 min walk + ~5-10 extra min navigating elevators each way. I do wish there was a way to enforce payment once people board the bus, however. Often times, I will try to pay with my phone but the reader has been broken. Anecdotally, I also see many people (several people each ride) simply walk past the reader without making any effort to pay. I don't want to place drivers in an unsafe or confrontational position, but I am curious if there are ways to require payment so that the budget deficit wasn't so great.	Operating Budget, Management and Spending
Metro has finally just been getting back to having sufficient service. I would significantly rather see fare increases over service reductions. Also, stop wasting money trying to catch fare evaders. I would be shocked if you didn't spend far more on the new fare evader turnstiles than you 'lose' through fare evasions.	Fare Evasion/Safety/Crime
We need buses to connect to the last metro train of the service day.	Bus Service
STOP MAKING NEW FARE GATES AND JUST RUN THE METRO AND METRO BUS!!!!	Bus Service
Bus 42/43 weekend service is ESSENTIAL for those coming to work in the AdamsMorgan/Kalorama area. ESSENTIAL for those who can grocery shop only on weekends.	Bus Service
Public transportation is crucial; there should be neither service cuts nor fare increases (or fare increases and more low income discounts). we are pricing people out of the city and making it harder and harder for them to get to work. I know this isn't an option on the table but the government needs to subsidize these systems. the better it is, the more people will use the system. this makes me sad.	Bus Service
Keep Bus route 74	Bus Service
We need to maintain a healthy area to live in.	Miscellaneous
Those using metrorail and bus to go concerts sporting events, tourists in town, evenings out to not use their vehicles will be impacted for ending rail service at 10pm during the week including those in concierge services (hotels, office and condo bldgs) and employees working late. Raising rates or slowing down service times is better. Closing stations? How about opening for rush hour am and pm shifts for these stations M-F and closed weekends and holidays. I am sure there are those who don't mind working part-time.	Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering!	Bus Service
address fare evasion	Fare Evasion/Safety/Crime
Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area.	Bus Service
i am not happy at all my ownly way of geting around silverspringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places	MetroAccess
We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc.	Bus Service
Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life.	Bus Service
I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare	Bus Service
I am fortunate to be able to pay higher fares, but I am concerned about workers who truly need public transportation and likely cannot afford higher fares. I would support the preference of those WMATA preferences over my own.	Fares/Fees/Parking
This is not an either or situation for fare increases or service cuts. DC, MD and VA governments NEED to fully fund ALL PUBLIC TRANSIT AGENCIES. there are third world countries with better public transit service than one of the wealthiest areas of the United States. That's embarrassing.	Bus Service
Eliminating the majority of these bus/metro lines is messing with the livelihood of many who have no choice but to rely on these lines to get to and from work. You close off communities and make them less accessible and harder to travel in and out of them. This will do nothing but make us rely heavily on rideshare services that are even more expensive than public transportation.	Bus Service
I don't believe fare increases or service cuts should happen at all. WMATA has well over enough to supplement service as it is (and improve it) rather than come to us to make up for the 'deficit'. I do not believe cutting service for people who already have certain lines/stations as their only and easiest means for public transportation, and on top of that doubling their wait times because they live further out. People shouldn't have to choose between paying ridiculous price-gouged rideshare prices or having to shave an extra hour or two off of already limited personal time to make it into the city on time for their day. The money has to come out of people who are profiting off of something that should strictly be a public service, not the working class who is already struggling to live because of inconsiderate policy like this.	Bus Service
I am new to using Metro Access and have used it once and plans are to use it once or twice a month. A fare increase would not be a reason to use it more/less often.	MetroAccess

Comment	Category
The proposed bus cuts would be devastating and lead many in my neighborhood to turn to driving, making existing traffic safety issues worse.	Bus Service
Longer wait times would just make me order an Uber to get places, I'm fine with paying more for the train/bus if it's consistent and timely. Metrorail closing at 2am on the weekends I think is a great idea, it would definitely get me to use the train more and I'd enjoy more time out and about without having to hurry back early to a metro stop.	Bus Service
I feel like they already tried adjusting the hours and service changes (ie Silver Spring turnaround, etc), and they weren't great. It just frustrates riders more than anything. Increasing prices while your loyal riders continue to ride is just a slap in the face to me. My employer never increases the amount they give us to help pay for metro and it just makes me take more days off so that I can offset the cost increase. I'm not speaking of gov employees who gets hundreds of \$\$-but the other commuters like me who are just trying to make ends meet.	Fares/Fees/Parking
Closing metro stations and eliminating bus routes should be the absolute LAST option. The biggest strength in public transit is its reach to the greatest locations with the greatest frequency of service. PLEASE PLEASE do not eliminate the K9 bus route!	Bus Service
This survey isn't really well done. It asks about whether cuts would affect my choice, but what if I have no choice? My house has one car and I rely on red line to get to work (Rockville). If there are turn backs, I can't reliably get to work. It makes my whole life harder. That's not an option other than to say 'I don't support.'	Miscellaneous
I feel like we've already tried the turnaround spots (is Silver Spring/Grvesnor), and cutting the time the trains run and it wasn't successful. It just irritates people because wait times are longer. It feels like your loyal riders are being penalized for continuing to ride. My employer does not increase the amount they give us to help pay for parking/metro any time there is a price increase, which means I will take the train less (take more days off) to offset the cost increase. I'm speaking on behalf of us who are living paycheck to paycheck. Price increases just make us anxious, it doesn't make us want to take the metro more, but what options do we have?	Fares/Fees/Parking
Please do not reduce service on the M4, N2, N4, or N6.	Bus Service
I am 72 and depend upon bus service to move me around the city, especially upper NW and to downtown and to reach the Metro. Eliminating the D2, N2, N4 would greatly impact my ability to show, get to medical appointments, and enjoy all that DC has to offer. There are many people who depend upon these routes, and this is a very hilly part of town. I would have to walk uphill to reach Wisconsin Ave in all weather conditions, and while I am physically able now, I am not getting any younger and this is of great concern to me. PLEASE do not cut these routes, especially D@ and N2. There are used by many students, seniors, people r repopulating offices downtown. I would literally be in tears and not know what to do if this were to occur. Thank you.	Bus Service
Get more funding from the jurisdictions.	Capital Budget
It's really a shame these options are on the table, and I don't envy the folks who have to make these decisions. Some of the changes I don't feel knowledgeable enough to comment on because they don't affect me personally. But I hope that this survey will be made available in multiple languages and on paper in the bus routes being proposed to be cut. I saw this survey through a transit app I use. Bus service is the cheapest way to get around and I would hate to see folks who rely on inexpensive transit lose their options. I ride the 86 and 83 interchangeably since they're equally walkable to where I need to go	Service Levels
It is a sad state of affairs when billions of federal money is politically decided to be spent for defense budgets and foreign countries? wars that the USA should stay out of while our own capital's public transit system is suffering and neglected, making our residents suffer, further undermining the WMATA and contributing to more traffic congestion and less economic mobility for our citizens	Operating Budget, Management and Spending
Many of these routes are used by children to access schools in different parts of the city. Eliminating these routes will make school attendance and timeliness a MAJOR issue.	Bus Service
I love Metrorail service. My life would be severely negatively if service cuts were made.	Bus Service
Ada senior, I rely on frequent bus service frequently. Would rather pay higher fares than have reduced service	Bus Service
To exist as a world class city in the 21st century, the DMV needs a highly functioning mass transportation system. Our region should reallocate money from building/expanding roads for cars to support and enhance Metro. I was recently in Paris, where the trains arrived every 2-4 minutes, and the trains were packed. Reliable, stress free transportation motivates ridership. Infrequent trains and buses make me want to hop in my car.	Bus Service
I ride commuters buses and not happy about routes cuts.	Bus Service
Catch fare evasions (gates in metro center seem to work well; get those everywhere). Better to increase fares, especially on the weekends, than reduce service. Many people are subsidized for riding metro, so the rate increases wont hurt people much. Thats one way to indirectly get the federal government to be contributing more.	Fare Evasion/Safety/Crime
I of course answered in the hypothetical where MWATA is not fully funded. I would rather WMATA be fully funded by all jurisdictions, establish regular and new sources of funding to close these shortfalls permanently, and *expand* current service and systems.	Capital Budget
Very displeased with MD and VA	Miscellaneous
I think there can be targeted service cuts that minimally impact high need populations (I'm thinking service workers who use bus/meteo early in the morning) while balancing the budget.	Operating Budget, Management and Spending
We need better service between SW and other parts of the city, not cuts to our service!	Service Levels
On a weekend morning ,Arlington to Brookland ,using a bus to connect to rail including a line transfer it takes 1hour 15 minutes ++ to get to my destination.	Bus Service
Hopefully jurisdictional.payments will come through but I oppose cutting routes and reducing service wherever possible. I ride Metrorail and bus everywhere; it's my primary form of transportation. Reliability is of paramount importance. Cutting service chips away at the idea that transit will be there for me when I need it, making it harder for Metro to be the first place I turn to when I need to go across town.	Bus Service
I am not a frequent rider on bus or rail, but that is because it would take at least 2 transfers to get to places. For short trips, I can bike. I would be willing to take a bus more often if wait times were 10 min or less. To get people to take Metro, I think we need to change behavior and make it cool to take a bus. It must be convenient, reliable, and less costly than driving. If Metro raises the fees greater than what folks will pay, Metro loses. Unfortunately, it's the folks who can't afford a car and insurance that lose the most because they don't have an alternative. If it takes over an hour to get somewhere that has free parking and takes 20 min by car, Metro can't compete. If folks had to pay outrageous parking fees, that might outweigh the negative aspects of rail/bus. However, if folks carpool to share the parking fees, then Metro loses especially if Metro raises the fees too high. As a bicycle commuter, I am willing to take twice as long on a bike than a car because I get something out of it. I think the same would be true for a bus/rail commute. However, if it takes more than twice as long, that is too much time that I have wasted on transportation. The only reason I might still consider transportation is if the cost for transportation was at least half of what it would cost to drive.	Bus Service

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

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

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

Comment	Category
Please don't eliminate the D6 line! It's fantastic and we use it multiple times a week. I watch people fail to pay for the bus and metro all the time. I know you're working to fix that, but increased enforcement would hopefully help fill in the gap and otherwise, I think increased fares for good service makes the most sense. If you eliminate too many bus lines or trains, then people will just drive instead and the gap will be bigger next year.	Bus Service
My company is mandating working from the office more frequently starting in March, service cuts during peak hours would make already crowded metros impossible to use.	Bus Service
Cutting service will significantly impact your ridership - I can't speak for everyone but I'd rather pay a few cents more and have consistent service than save and have to wait 15-20 min. I recognize that is a very privileged point and for many lower-income people, a 25% is a huge difference. But I think cutting service is a bigger issue.	Service Levels
When it comes to deciding the budget, I would choose service improvements over new buses, metro cars, etc. any day. I think investment in paratransit that can help with first and last mile connectivity is a good use of funds in the case where service has to be cut, so long as transfers are free. I also would encourage collaboration with the private sector (uber, lyft, etc.) to see how first-last mile connectivity could be better integrated between the systems. Thanks for allowing for public comment!	Operating Budget, Management and Spending
Please don't cut the D6 or the 96! These are essential routes for my family that we use multiple times weekly. Thank you.	Bus Service
Cutting service after 10 pm would make Metro so so much less useful. Similarly, reducing frequency any more than it already has been would be incredibly detrimental - as would eliminating rush hour increased frequency. Maintaining or increasing frequency and duration of service on bus and train lines should absolutely be the top priority.	Bus Service
I wish something closer to ?I'm not in favor of rate hikes but I *have* to take metro to work so it won't affect my decision to take metro ? but it will negatively impact my budget in other ways? was a choice in your survey. I totally get why you have to make these decisions, but it seems disingenuous to simply say ?it won't affect my decision.? It CAN'T affect my decision.	Operating Budget, Management and Spending
As a family of 5 with 3 kids and only 1 car, we frequently rely on metro bus and rail to get us where we need to go during the week and weekends. Cutting both service to metro rail and eliminating bus routes will severely limit our ability to stay a one-car family. Cutting routes like the H6 that take us directly to locations that otherwise require transfers on the metro would also negatively impact our ability to continue to use metro to get ourselves and our kids to work, school, and activities.	Bus Service
Cutting the D2 means stranding an aging population with mobility issues in Glover Park.	Bus Service
Overall, metro does not provide adequate service currently. The rail and bus lines do not operate frequently enough to get riders where they need to go in an efficient manner. Furthermore, the routes are not direct and create more inefficiencies. Service cuts would only exacerbate the existing issues.	Bus Service
The proposal submitted seems to drastically impact bus service in the NE area near/around Union Station and Stadium Armory. While these 2 rail stations will remain available, the distance between them is significant (i.e. not conveniently walkable). This area is a heavily populated residential area. Eliminating the buses that provide service to this section of the city, especially weekday rush hour service, would have drastic impact on the residents in this section of the city. Honestly the elimination would seem to force these residents to choose alternative means of transportation as 'simply using Metrorail' is not a realistic option. Personally, the D6 bus line is my sole means of transportation to and from work each day. While Judiciary Square is within 1 block of my office, neither Stadium Armory or Union Station is within walking distance of my home. Using the Metrorail for me requires a bus ride and transfer. I strongly oppose eliminating any of the bus lines proposed in this area, but especially the D6 line.	Bus Service
No comments	Miscellaneous
The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third-rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue.	Bus Service
Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please.	Bus Service
To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you.	Operating Budget, Management and Spending
I would like to keep as many bus routes for Prince George's county because it would affect my community the most	Bus Service
I think it's possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don't understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redline to green line and I also live paycheck to paycheck so I would prefer not to spend more money on metro than groceries.	Rail Service
Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus.	Bus Service
Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate	Fares/Fees/Parking
Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this.	Rail Service
Public transit is vital for a healthy community and economy. Don't make service cuts.	Bus Service
You cannot answer this survey without the details of the previous CY and current CY budgets. There are other ways to address the budget problems such as decreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected pension benefits. This must be one of the worst run organizations on the planet.	Operating Budget, Management and Spending
Please increase service if possible!!!	Service Levels
Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers.	Operating Budget, Management and Spending
please return the coin operated meters to the parking lots.	Fares/Fees/Parking
Metro is a valuable service. Keep it going!!	Rail Service
Ask the government for more money!	Miscellaneous
I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community.	Bus Service
Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines that I ride constantly.	Bus Service
Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant bunching up can lead to sitting in tunnels for upwards of 10 minutes waiting for trains to clear	Rail Service

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

Comment	Category
If service is cut passengers will have longer wait time, this can mean being late for work and appointments. Also very hard to wait in cold/hot temperatures, especially seniors.	Bus Service
Cuts would send use into a death spiral, I fear. I'd rather pay a bit more. But I really wish local and state governments would step up and provide more funding.	Capital Budget
My greatest concern is residents' ability to efficiently commute to and from work. Some of these service cuts seem reasonable (Holidays, certain metro stops, bus lines that run along a metro line, weekend bus frequency, etc.) but to cut the frequency of all Metro rail service and most Metro bus service on weekdays makes this city nearly unlivable. If I need to buy a car to get from NW DC to Downtown DC for my job, I would seriously consider moving out of the city and Metro region all together. If this has to happen, ideally we'd see a balance of service cuts and rate increases.	Bus Service
I personally think a new image of metro trains - clean and reliable - is long due. The current strategy makes metro service a dying sector when it's absolutely an essential component of vibrant DMV life. I believe it has the potential to become a DC signature for national and international tourists.	Rail Service
No cuts, no fare increases. Defund the DC PD	Fares/Fees/Parking
Do not decrease rush-hour frequency on rail and bus. That will kill the most important and faithful sector of Metro ridership.	Bus Service
Holy	Miscellaneous
I would prefer longer wait times as opposed to an increase in fares.	Fares/Fees/Parking
Please consider fare increases instead of cuts in service.	Fares/Fees/Parking
Cut executive pay, renegotiate union contracts: make everyone- not just ridership- take a bite of this s*** sandwich. Increase ad rates- bring in revenue from sources other than government and riders. Eliminate bus transfers, go to flat \$1 fare, period.	Bus Service
Increase available advertising revenue spaces; have both reservable bike lockers (by month or 6-month) and per hour, and make it more expensive than a nickel an hour/\$1 day (it costs far more for a Union Station locker than this \$); the fare increases were fine except the highest - \$7.20 - is too high and should be capped lower, even if it means 5 cents more for the lower fares; I also advocate for a \$5 cap on MetroAccess. Overall, there's got to be a better solution than higher prices for more sporadic service. It's now cheaper to drive into DC and pay \$25 for parking with more than one person and it takes a fraction of the time, especially on weekends. I even tell tourists to drive in and pay for parking rather than take metro, which is sad because I think public transport has a huge (good) role in emissions reduction. Have your studied how New York, Paris, and other cities manage? They have closer stations, more frequent trains, for less or equal fares.	MetroAccess
Metro has a ridership problem many years in the making; the constant changes / churn mean that bus riders are unable to count on public transit so they prefer to use other services and lead to more service cuts deepening the lack of service. When I lived in PG County, I essentially didn't have bus service most weekdays while Saturdays and Sundays were horrible. Once I moved to DC, I gained bus service yet now, Metro appears to want to remove this critical service from this jurisdiction also. Metro's communication of service disruptions/changes are also less than optimal; e.g., during COVID, I rode shank's mare (walked) from Greenbelt Plaza twice because the bus service had ended without my knowledge. Can you also see the tone deafness of telling people that they could ride one step less/more and walk to their destination? Many of us find the ad hoc outage of elevators/escalators sufficient mandatory exercise already.	Bus Service
\$2.50 to \$7.50! Yikes. That's a HUGE increase.	Miscellaneous
Get more money from infrastructure funding and wealthy local governments	Capital Budget
Reducing service will decrease ridership. Please try to find other ways to make this work!	Service Levels
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be.	Fares/Fees/Parking
why are we unable to handle a transit system like a developed country	Miscellaneous
Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time.	Bus Service
thank you for asking!! I love METRO!	Rail Service
The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy	Bus Service
You guys have wasted all the money you were given and now you want to take services away, its ridiculous.	Service Levels
Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently.	Fares/Fees/Parking
Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service.	Fares/Fees/Parking
Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll never recover. Eliminating extraneous admin staff, contractors and marketing initiatives and outreach is optimal.	Service Levels
Cut Staff positions and salary for the executives	Miscellaneous
The fare increase is wild. Yes, the metro is one of the cleanest out of the large cities, but I cannot imagine paying 7.50 for a train that may or may not arrive on time. I also worry that the bus routes being cut would impact communities where transportation is already difficult.	Bus Service
Cheaper senior fares	Fares/Fees/Parking
SAFETY, SAFETY, AND SAFETY are my top 3 concerns about Metro. Passengers are often drunk, drugged, and/or menacing, especially toward women, children, and the elderly. Cut cost where most needed, but not when it comes to SAFETY, which is ALWAYS needed yet is chronically given short-shrift at	Fare Evasion/Safety/Crime
My first concern is safety, next is frequency of highly used routes, next is making sure people can't jump the turnstiles. I am also concerned about the number of people working for Metro who seem to stand around and would like to see more police and security measures at highly used stations and	Bus Service
I would prefer to pay more for better service otherwise I would not use the metro if I have to wait 20 minutes.	Rail Service
Consider if stopping bus service will strand a neighborhood. Don't eliminate both 22A and 22F.	Bus Service
Cheaper metro rates Bus and rail	Bus Service
How dare you cancel so many lines. Unacceptable. Will ruin established commutes for thousands. Find a different solution. This will cause riots and destroy any goodwill the public has for WMATA. Do not cancel the 22A and 22F lines. In fact, cancel the bare minium. This is a public service we rely on. And it supports sustainability. Unacceptable to cancel lines.	Service Levels

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

Comment	Category
I, and thousands of people rely on the metros and bus systems in the DMV. If services were cut, it would drastically impact quality of life for people. I would rather pay slightly more in fares than experience bus and metro cuts. I do not have a car and NEED the public transit to be reliable. Public transportation is vital for DC and peoples livelihood.	Bus Service
Eliminate rush hour service, are you nuts? :Srsly..	Service Levels
The fantastic, reliable, continuous public transit is one of the things that make living in the DMV area so lovely. I'd happily pay more taxes to continue to grow the area's transit infrastructure.	Miscellaneous
Please consider those that work late shifts, those that take the bus to church on Sundays or need to travel on weekends.	Bus Service
We use the Ballston Metro station. Ridership seems to be up dramatically. Thanks for providing more security. The jumping of turnstiles is out-of-hand. These young men are clearly saying 'We don't have to abide by the rules.' Tuesday I boarded a train about 3:30 or 4 and looked for a seat. Five or six young men had draped themselves across seats, challenging new riders to ask them to move. Intimidating.	Fare Evasion/Safety/Crime
Fare increases may not be able to be avoided, but should be a last resort. If anything, fares should be lowered to increase ridership. It will take a big change to increase ridership (lowering fares to free or almost nothing) to change people's thinking. Once the mindshift has taken place, fares could be raised a little at a time.	Fares/Fees/Parking
please don't eliminate the g12--there is no weekend service to some of these areas otherwise. the g14 doesnt cover all the same neighborhoods. please consider that greenbelt has a high school a large elderly population, the bus is routinely packed with both groups! thank you!	Bus Service
Please don't cut that m6 a lot of hard working people take that bus and its service as of lately has already been terrible but to cut the bus line going to the top of the hill is just absurd	Bus Service
I depend on metro (mostly bus and my bike locker) to get home safely at night. I understand WMATA's efforts to reduce fare evasion considering that fare evasion is rampant on buses and to a lesser extent on trains. Affordable access to a bike locker ensures that I have a safe way to get home every night; it is an invaluable resource that is critical to my safety. Please continue to force Maryland and Virginia to provide the funding necessary to uphold the metro system rather than reducing service and making metro less affordable to DMV residents. Thank you!	Bus Service
I firmly believe that the District of Columbia has the capacity to augment the budget allocated to public transportation infrastructure without imposing undue financial burdens on its residents.	Operating Budget, Management and Spending
Youre proposing Fare increases and the quality of service and customer service on metrobus decreases. Buses sometimes keep going and don't stop when I'm waiting at a bus stop. That is if they show up at	Bus Service
Increase fare across the board. Bus lines are already scattered in DC, cutting makes people difficult to move around, affecting the economy - Cut more Circulator routes, Increase fare. - Cut free bus ride, like the Wharf, free ride to Kennedy Centre P6 and #52 I am a senior, have difficulty even walk to the Subway station. Bus stops are closer, and it is a connection by transfer to the NW doctors - Eliminate 52 instead of P6. 4th St SW is the central street N-S bound from 12 st to South capital street below Independent Ave. More residential complex in the vicinity Merge stops at School Street with Madison pl, 3 stops between G st.SW and I st. - Late night service is not necessary for P6 - More passengers on	Bus Service
Please don't get rid of the D6!!!	Bus Service
At times I have ridden METRO on a regular basis for about half of the past 30 years. During the past five years I have found that your service is so unreliable that I no longer even consider it as a transportation option. It gives me no pleasure to say this. At night I also believe that several stops are no longer safe, even for a grown man. Such a pity. Please focus on reliability and policing.	Fare Evasion/Safety/Crime
The Metrorail systems are already extremely overloaded at rush hours on weekdays at the current schedule. Eliminating service and making trains more infrequent would aggressively negatively impact the workers of Washington, D.C. in their efforts to do their jobs that this city depends on. I would implore Metrorail to look for solutions other than decreasing service along the already overloaded D.C. Metrorail lines.	Rail Service
Please avoid the most drastic measures (closing stations, eliminating bus routes on the weekends, eliminating rush hour frequency)	Bus Service
When considering cuts to bus service, Metro should prioritize retaining service along routes that have no rail access (e.g., the Columbia Pike corridor in Arlington).	Bus Service
frequently when i arrive at EFC metro station i want to take 2A and for some reason there is always about a 30 minute wait. This is much too long. The system is only useful to me if i can use it to get around in a reasonable amount of time. additionally, crime at/on metro is becoming increasingly concerning to me. fewer transfers and less time waiting would make me feel better. also, having metro staff visible makes me feel safer and more likely to continue to use the system. i do not use metro late at night and do not plan to. i would very much like to be able to use metro earlier in the morning on weekends, especially to get to the airport and to get to races.	Fare Evasion/Safety/Crime
Don't close stations.	Rail Service
This is crazy. Our fares are already way higher and our service already way lower than places like nyc and now you want to make it worse? This makes the metro look like a total joke honestly and is a poor service to those of us who live near and rely on it for affordable reliability given how horrible parking and driving in this area can be.	Fares/Fees/Parking
Senior user of service with station half block away. Very convenient for local travel in VA, Few trips to WDC, No trips to MD. Would like access to DCA and IAD with early opening times to permit travel from Ballston to both airports. Use airport access five or six times a year, not as much as pre-pandemic when traveling twice a month using airports. Presume Senior fare will remain at current rate, half of minimum regular fare when changed. For my personal use, service has been very convenient at VASQ station. Senior fare consideration appreciated. 7000-series cars are better maintained than 2000 and 3000 series. Concerned about customer lack of consideration for other passengers by leaving trash in public places including in Metro trains. Security has become a greater concern as seniors increase in \$7.50 per fare is absolutely absurd, and would make metro services cost-prohibitive to those who need it most. Further, when a \$9 uber is faster and more convenient, there remains no incentive to use public transit for its climate benefits.	Fare Evasion/Safety/Crime
The metro is a disgrace to our country.	Fares/Fees/Parking
The metro has to be convenient and cost efficient. I live near the Shady Grove Metro and will not have an interest in relying on the metro if it's not convenient. Shorter wait times, having extended hours on the weekends are just two examples of convenience. I am open maybe (big maybe) to waiting longer periods when it's warm out but I will not bother during the winter if times are extended.	Rail Service
These budget cuts should not happen, I want to see the regional funding partners contribute more to keep service as frequent and reliable as it is. Vehicular traffic is already terrible, it would be even worse if cuts to metro service were to take place. I take metro because its reliable.	Operating Budget, Management and Spending
if the route 89m is cut off i will have literally no way to get to work and i will lose my income.	Bus Service
Metro could run fewer trains (more time between arrivals) during off peak times. Peak times could do 10 min. arrival times. Off peak times use 6 car trains instead of 8, if practical.	Rail Service
Route 16y is a gold mine. Full in the morning Standing room only in the evening	Bus Service
If you want to have less cars on the road, Metro and Metro bus service is essential.	Bus Service
Metro is a public good that many people depend on. If you decimate the metro you will contribute to the hollowing out of this great city.	Rail Service

Comment	Category
I think fare increases should only be considered while also continuing to address the huge issue of fare evasion.	Fare Evasion/Safety/Crime
Reduce service in jurisdictions that don't provide fair funding levels, but leave train headway as they Ratepayers and governments have invested billions of dollars to create a valuable public asset. All of us, riders, federal, state and local governments have to support the system financially. The draconian service cuts would fritter away the billions of dollars already invested in this system and essentially destroy its value to all of us. There is no free lunch: if we want great, reliable and safe service we have to pay for it.	Capital Budget
Transit 4 all please.	Operating Budget, Management and Spending
I don't ride Metro because the headways are ridiculous and farejumping and other antisocial behavior (loud music with no headphones, panhandling, etc) are not controlled.	Miscellaneous
All stations on Metrorail should be in use all the time and intervals between trains should be consistent. In all the years I have used Metrorail, the trains have never been evenly spaced. Maybe learn how to accomplish this before messing with theoretical schedules.	Fares/Fees/Parking
All metro area buses should have realtime tracking available. Not an issue for Seoul, Tokyo, or other major international cities.	Rail Service
I'm a unique metro rider: I live near shady grove and don't commute in for my 9-5 but I do commute into DC (and other parts of Maryland and Virginia) at night for concerts and events. That means I typically ride the system between 6 pm and midnight ? all nights of the week. That also means I pay a higher price than most riders because I go a long distance. Under the proposed changes, I would be paying more for reduced service. The turn back at Strathmore would give me less options for commuting into the city and significantly delay my ability to safely get home at night ? when trains are already often delayed or running on a modified schedule. Given that I often spend 40+ minutes on the train, decreasing train frequency to every 15 minutes to and from shady grove would add immeasurable time to my already lengthy commute (often late at night, when safety is a concern) and for that privilege, I would pay more if traveling before 9:30 pm. It doesn't make sense to charge more for reduced service. Either raise prices or reduce service ? don't do both. Shrinkflation is real when it comes to groceries and toiletries (paying more for less of a product) and this proposal does the same to the red line. I live near shady grove so I can use the metro regularly. I rely on it to spend time and money in other parts of the region. If service is reduced, I will also reduce the events I go to and the time I spend riding. I urge metro to reconsider reducing service ? it's a lifeline to those of who live out in the burbs and try not to have to drive in. This will increase cars on the road and ultimately lead to reduced revenue for metro. It's a shame, too, because metro service has been so much better of late. I used to love metro growing up, then the 2009 crash ? I rode the system that day ? ruined the system for a while. Over the last year or two, I've started to love metro again (and even look forward to riding!) because service is finally where it should be. I was upset when off-peak fares were eliminated (and spun as a simplification of fares, when ultimately it has just cost me more money) but I understood why that change was made. To now punish riders like me by charging us even more for a lesser product is a real slap in the face and a step backwards to the Wideman days. I understand the budget issues metro faces but don't penalize the riders in Maryland (a state that has agreed to more Metro funding) because Virginia won't pay their fair share. I implore metro to rethink this proposal. I ride fairly packed trains home after 11 pm all the time, so ridership is there. I don't what I'd do if I have to wait for 15 minutes or more as Strathmore trains pass me by.	Bus Service
I hope taxpayer money can be directed appropriately to the public transit our region so desperately needs	Operating Budget, Management and Spending
I think service cuts would have a more negative effect on ridership than fare increases. How do people get home from Nats night games, and other sporting events, with earlier closing times?	Miscellaneous
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence.	Bus Service
Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro.	Capital Budget
Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road	Bus Service
Charge more.	Fares/Fees/Parking
I want y'all to not have cuts AND not raise the fare. Y'all got money spend it more wisely	Miscellaneous
G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus to go to work! Even on weekends. Please do not cut service . Increading fare at least allows people to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more	Fares/Fees/Parking
It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work.	Service Levels
I don't think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all.	Fares/Fees/Parking
I am in Glover Park. If we don't have bus service, I may move out of DC :(:(Bus Service
Please don't leave Friendship Heights disconnected! Your changes greatly affect those who live and work here!	Bus Service
I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to be cut transit will be in a death spiral and it could take us back all the way to the lowest point in US transit history in the 80s and 90s. PLEASE DO NOT CUT SERVICE. those most transit dependent will be most hurt. I would also prefer you not limit Paratransit service to smaller areas but rather charge a higher fare for those traveling beyond the 3/4 mile buffer. Also it would be evil to cut fixed routes primarily to eliminate higher cost Paratransit service.	Miscellaneous
The metro should not run any less frequently. If stations need ti be cut, let that only be on weekends.	Bus Service
D6 is my only consistent tie to WMATA. Without it, I'd rather the whole system shut down until MD and VA pay up.	Rail Service
Buses connect neighborhoods where trains are not available. By eliminating bus service you are essentially crippling demographics that need it the most. The reason why people don't use metrobus and metro rail is because the frequency is not often enough, Please do not reduce service. Increase the fare instead.	Bus Service
I have no choice but to use Metro Access because I'm confined to a power wheelchair. Service to my house has already been cut on Sundays meaning I am unable to attend church or run errands. These proposed service cuts would make it even harder for me to get where I need to go for work and errands. I have therapies I have to attend in Baltimore and the only way I can access them is by going up through Laurel. This proposed change will make it so that I cannot get to these appointments at all. I am strongly opposed to service cuts and would prefer a higher rate increase instead.	Bus Service

Comment	Category
I am very strongly opposed to both fare hikes and service cuts as someone who does not have a vehicle and relies on public transit to get to work. I would be very opposed to the metro closing at 10pm, as I think it will lead to more drunk driving accidents on the weekends. I would love the metro hours to be pushed later in the evening, and I think you would get increased revenue from people going home on the evenings	Bus Service
Try to find a way to obtain a regional tax to support WMATA operations.	Miscellaneous
Please start going after fare evaders. I take Metro every day to work. I see people jumping over fare gates all the time, yet I've never seen anyone penalized for this. Even if this isn't a primary reason for the budget shortfall, the optics of cutting service/increasing fares/demanding more public funding, while not addressing this problem adequately, are terrible. It also makes Metro feel more unsafe for law-abiding riders and keeps them away, hurting revenue even more.	Operating Budget, Management and Spending
Consider overall Impact on a neighborhood, not just ridership	Miscellaneous
It is understood that more funds are needed. Maybe try stopping the fare evaders and that would make up the difference instead of making your loyal customers pay for them! This is not the way.	Fares/Fees/Parking
Please do not cut bus service!	Bus Service
Having a bus that only runs once an hour doesn't help anyone actually get where they need to be reliably. Removing the G2 would fully eliminate transit service to Georgetown University, which is a problem for anyone who needs to use it to get to and from campus.	Bus Service
The proposal to eliminate routes 89M & Z7 results in Laurel being reduced to MTA #302 as the sole means of bus transportation to Metro. Why not run the Z7 from S. Laurel Park and ride to Burtonsville p&r? There passengers can board the Z 6/8 southbound to Silver Spring. This change will be welcome with the expanding Burtonsville commercial district. This could be a Mon-Sat line and expand ridership.	Bus Service
cutting the funding towards the nation's capital's metro system but continuing to allocate money towards ██████ genocides in other countries is baffling as hell! do better	Capital Budget
I think you need to keep fare increases relatively low. Service cuts will impact ridership greatly. Service fees should be set with an understanding of the cost of other transportation options.	Bus Service
You should consider the counties are encouraging housing development at the end of the metro (like Shady Grove) with the promise of good public transportation. If people decide the service or fares are bad, it's going to increase the traffic and cars that end up in Washington DC. It's better to reduce the service inside WashingtonDC then at the ends of the metro where people have more cars. Worst case, someone in DC have bikes, scooters, or can walk. I can't walk from Shady Grove to DC. Metro is the only option. It's unfair to punish people at the ends of the lines that connect to the rest of the county.	Fares/Fees/Parking
Use smaller number of cars to save money. Stop people from jumping over the turnstiles.	Miscellaneous
Enforce fare payment	Fares/Fees/Parking
These proposed drastic service cuts to Metrorail would be a disaster for the greater Washington, DC region.	Bus Service
I am disabled and cannot drive. T2 is my only transportation option to go from home to work and vice versa. Without T2 I will not be able to work anymore. Please do not eliminate T2 service.	Bus Service
Metro has a lot of administrative fat and managerial bloat in its organization. Start reducing at the top, don't threaten the public with cuts at the bottom and service	Rail Service
Dont cut redline service	Miscellaneous
Stop gate crashers	Miscellaneous
Congestion charging a fee for computers entering DC by car should help fund Metro. Please partner with DC schools and consider critical school routes when cutting bus service lines, taking into consideration the fact that ridership by students is likely underestimated because many do not swipe their cards. Virginia and Maryland should have a steady predictable contribution to Metro's budget.	Operating Budget, Management and Spending
Please don't cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive I'm considering driving?	Miscellaneous
It's unsafe for single women to use the metro late at night anyway so I'm not opposed to it closing earlier, but sadly only for that reason	Bus Service
I'm sorry you have a hard job to do here.	Miscellaneous
Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate.	Rail Service
Keep d6	Miscellaneous
In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous.	Fares/Fees/Parking
As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evaders...I see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less.	Bus Service
Please don't cut all the SW buses as proposed! We only have 3 and you're proposing to cut both that are not circulator! Save 74 and P6! Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate.	Bus Service
Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay.	Bus Service
By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job.	Bus Service
So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly	Capital Budget
DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive through). Both need to happen at the same time though. As is, buses already run too infrequently for those with any other options. Cutting service more than the limited frequency that already exists would be very difficult for metro to ever recover from	Bus Service
I am very concerned about Metro's proposed cuts to the X8 bus. I use it most days to get to/from work and take my young son to daycare. Because of Carver/Langston's geography (a very steep hill centered around 19th and Maryland Ave NE) walking from the far eastern portions to access buses along Benning and Bladensburg is not practical. It is not unusual for older folks, parents with kids, and people using mobility aids to take the bus only a few blocks to avoid walking up the hill. Eliminating this route will cut the core of our community from safe and easily accessed public transit. Moreover, DC recently approved an approx. 80-unit all affordable senior housing project on the 2200 block of M St. That project's transportation plan relied on the X8 to provide its future residents access to city. I'd welcome a representative from WMATA to come walk my neighborhood with me and see what you may not be seeing by just looking at maps and ridership numbers. Thank you, Kara R. Kara.Mc.Rollins@gmail.com	Bus Service
Metro buses and trains help less privileged people so must consider its decisions.	Bus Service
Perform better and stop fare evasion. Don't cut services because you can't get your stuff together. Do better.	Fare Evasion/Safety/Crime

Comment	Category
I live in Adams Morgan; the 42 and 43 are the lifelines of this community. My daughter rides either the 42 or 43 to the School Without Walls High School - along with other neighborhood kids - every day. I commute to work every day on either of these lines. Shortening the route and stopping it at Farragut Square would create a hardship for our entire family. And ELIMINATING weekend service - are you crazy???? Again, those lines are central to this community. If you need to fill a budget gap, how about you enforce fare payment???? Every day, I dutifully swipe my Smartrip card and I'm in the minority - many other passengers blithely board without paying, and without consequences.	Operating Budget, Management and Spending
Reduce rail and bus service before fare increase	Bus Service
Cutting the D6 service will eliminate any public transportation options to Georgetown and Sibley hospitals, and MacArthur high school. It would also eliminate service from the Palisades to Key elementary school and Hardy middle school. There would be no way for anyone without a car to get to any of these essential places.	Bus Service
I'd rather increase fare prices to keep the buses and trains rolling. Having a transit system that is often enough makes it a viable option. If the service gets too slow and not often enough, people will stop thinking of it as an option and will look for other modes of transportation to get them to their destination, rather than metrobus or metrorail.	Bus Service
The metro bus and rail systems are a really important form of transport for many of those in the DMV area, especially for getting to work and school. Removing/restricting routes from this public transport would heavily impact many people's daily lives. More funding should go into the public transit system, as it's a very important aspect of travel in this area.	Bus Service
Most businesses make money by offering more of their product or service. The is what Metro should aim for. Consider renting retail space in some stations--similar to Boston or New York.	Bus Service
Do not increase the rates or reduce routes because they would affect the obligation that we use the Metro Bus Services	Bus Service
Metro needs to work well to succeed. That includes being reliable, safe, clean, highly available and responsive. It's a public good and a cost center on a balance sheet - and that's fine if it exhibits all those other attributes. But inconsistent performance, long wait times, fires, accidents, unresponsive administration and staff, filthy dim stations, and lack of availability make for it's worth being approximately [REDACTED]	Fares/Fees/Parking
Service cuts will hurt the public more than a higher fare	Bus Service
How can you totally eliminated the D6 when it is the only public transportation in this part of DC? This bus route brings employees to two major hospitals in the city and eliminating the D6 will make it impossible to get to work.	Bus Service
Make smart decisions for all the people who have to take the bus/train.	Bus Service
If rush hour frequency is reduced I will not be able to pick up my kids on time via metro. If necessary increase rush hour fares instead of reducing rush hour service.	Bus Service
Please do not cut 29G it is my only way to and from work. It is why I chose where to live and I would have to move if you eliminated this route.	Bus Service
The people who rely most heavily on public transit are the same ones who can't afford fare increases or reductions in service. Raise the fares and then push the mayors to subsidize fare prices for lower income earners. You already do this in many ways, and I think that's the best way to go. Professionals whose fares are paid by their employers are greatly advantaged.	Fares/Fees/Parking
I work at Congressional country club we have a lot of employees that uses the T2 we need that route to stay around because we don't have ant buses that come this way but T2 so please keep that route for the people who needed it will help out a whole lot. Thank you	Bus Service
Cutting the T2 line will make it difficult for me to get to my job, that is the only bus that will take me to my job.	Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it	Bus Service
Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved.	Bus Service
I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders	Operating Budget, Management and Spending
If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride.	Bus Service
Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games).	Rail Service
Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don't feel safe on Metro.	Fare Evasion/Safety/Crime
I don't think 25% fare tolerable. Also, DC middle school and high schoolers rely on public transportation to get to school and service cuts could affect their attendance at school. As it is, my child's bus service to school is totally unreliable. This needs to be addressed. I'm generally comfortable with trimming the ends on service but cannot agree with cutting bus lines without seeing Ridership data. As it is, I have the option to drive, bike, or take metro. When fares go up, the math changes on what mode of transportation I use. That is true for many people I know.	Bus Service
This is awful and I will use metro less if it happens	Rail Service
Keep the bus service to NW as there is no other option.	Bus Service
Many people work on weekends and holidays and need the service to open early and stay open late. You also did not address safety. More money needs to be used for safety.	Fare Evasion/Safety/Crime
Eliminating the 89M & Z7 results in Laurel Maryland having no service at all. Modify the Z7 to run between Laurel to Burtonsville park and ride. Remove the limited status and increase the schedule to Monday thru Saturday.	Bus Service
We need more bus service along Columbia Pike in Arlington, not less! Please consider bringing back the 16C service to downtown DC. I have been driving most days to work since this was canceled as trying to take metro takes me more than twice the time that the 16C used to. I have taken the 16Y on occasion, but now you are proposing to cancel that too? I remember with the 16C being told by WMATA reps that there was a metrorail option instead, which I'm sure is the excuse you're using to cancel the 16Y. But metrorail is not a reasonable alternative when the ride takes 2-3x as long. Having my commute go from 30 minutes to 1.5hrs is not reasonable. We need to get cars off the road. The density along Columbia Pike continues to increase and we need bus options into DC to get cars off the road!	Bus Service

Comment	Category
I live on the Columbia Pike corridor so commuting to downtown on Metro without the 16Y makes the commute longer and more stressful. Having the 16Y (and other Virginia to DC buses) available has made my life so much easier. Taking the bus means greeting the drivers and feeling connected to other riders that you see every day. Learning and connecting to people I may not have met otherwise. The 16Y is always full when I've taken it. Please keep these routes available to commuters. I may not be your best example anymore because at 70 I have gone part-time and moving toward retiring from my job in downtown.	Bus Service
I think budget shortfalls should be addressed by making passengers pay their fares on Metro trains and buses. Whenever I take either, I see lots of people not paying and getting away with it.	Operating Budget, Management and Spending
I live in MD on the DC border. There is no metro nearby and I rely on the N4 to get into work. It's already infrequent and can be an unpredictable route. If anything, it needs to increase it's frequency, particularly without metro service available. Thanks for your hard work on this challenging situation. I	Bus Service
Please do not change bus routes to medical facilities especially D2, D6, N busses or 30s	Bus Service
I support metro, both rail and bus. I would hate to see such significant fare increases especially if they were coupled with decreases in service. Adjusting service based on use trends makes sense, but having to wait 20 minutes for a train, especially on a weekday, does not make sense to people relying on	Bus Service
I take public transportation because it it's a cheaper alternative and is more eco friendly due to carbon emissions pollution from driving increasing fares will fall back on people driving which will increase the carbon pollution	Fares/Fees/Parking
Decreasing service and increasing fares are absolutely going to decrease ridership. You need to amp up services, reduce fair evaders, and increase safety measures	Fare Evasion/Safety/Crime
as an occasional metro rider, I find the constant closures create unreliability. Since I cannot depend on Metro or parking, I tend not to use it.	Fares/Fees/Parking
How much revenue is lost by those not paying / jumping the gates? There's your shortfall right there. While some of us actually pay.	Miscellaneous
Cutting services means cutting access to jobs in the City and in the DMV area as a whole. Less bus lines and longer wait times only hurt those working and building up our local economies	Bus Service
As someone who observes today's climate. I find it hard to believe budget cuts and fair increases have fallen upon the everyday citizen. I take public transportation everyday for work and now Metro is proposing service cuts and fair increases when the service is mediocre. All I have to say is if you do these things. The expectation for drivers need to be held to a higher standard. Also we need places and people to complain to and make reports. Once a bus driver didn't even stop at my stop, drove straight pass me. After I walked to the metro I informed the station operator, and I was told there was nothing I can do. Do I want a free ride on the train. If the prices go up the standard does too. Remember that.	Operating Budget, Management and Spending
There are certain routes (like D31) that run very selective times and are critical for school commutes. These bus lines save thousands of cars on the road per year as they are daily rides to schools for hundreds of DC Public School students. Whatever the arrangement with DC (kids ride free charges, more fees, etc.), these should NOT be cut.	Bus Service
Please do not cut the G8 service on the weekend or end at Shaw Metro. There is no other route that serves this area, and it is heavily utilized by people traveling downtown for service industry jobs. Please consider raising fares over cutting service! I suspect most riders would rather pay a little more than lose a reliable way and affordable way to get to work.	Bus Service
Please do not cut the D6! It's a vital metro line to the Capitol Hill and Kingman Park community, of which many streets and blocks are not accessible to a metro station. Many people rely on the bus for their morning commute and many children rely on the bus to get to school.	Bus Service
Metro should take into consideration individuals who lack the means of travel and truly depend on Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel	Operating Budget, Management and Spending
Some of the proposed service cuts would make it near impossible for me to live and work in DC car	Bus Service
The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc.	Bus Service
Only honest people pay? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily... I PAY ALWAYS...HONESTY IS MY HAPPINES.. BUT I FEEL SAD.. OTHERS PEOPLE DONT	Bus Service
Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don't pay their fair share of the fare it's not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging.	Bus Service
Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don't have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to fund the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be a vicious circle of ever increasing fares and service cuts. Doing what is proposed may get us through a couple of years but it kicks the can down the road and the chickens will come home to roost in the next few w years. Get into crisis mode, check out these incremental solutions? and really figure this out. Please.	Operating Budget, Management and Spending
While I do not support raising week day fares by the amount listed, I do think weekend fares could be safely and fairly raised and still be competitive against rideshares and parking downtown. I support raising it to \$2.50, or even higher (\$3). Studies show that service reliability is the #1 factor in people choosing to ride transit, so please prioritize keeping service. And closing stations would be disastrous, because people buy homes near stations to use them. It would undermine so much trust.	Fares/Fees/Parking
Please DO NOT cut service times. That will affect everyone's schedules. If you must, increase fares (fairly).	Fares/Fees/Parking
Enforce fares! I am so sick of paying for fare evasion. Us honest ones are paying for thieves. Now you are cutting service instead of enforcing fares. I am very angry about it! Make it free for all or give fare cards to those on food stamps. Stop allowing fare evasion on buses and metrorail.	Bus Service
Already connectivity is very low. Try to organize the fare collection in a standard way and address metro budget rather than service route cuts.	Operating Budget, Management and Spending
I take the metro to and from work everyday. I make minimum wage and paying roughly \$12/day is already a hard pill to swallow. I could not afford to be able to pay a higher increase in fares	Fares/Fees/Parking
The routes that Metro doesn't use often should be the ones to cut to save money.	Bus Service
While I don't use the public transportation often, I know people who depend on it and I am happy for it to be funded by my tax dollars if fares do not cover operation costs.	Fares/Fees/Parking
I often take the metro on the weekends from suburban MD for convenience. Reducing to every 20 minutes would change that and seriously make me reconsider just driving.	Rail Service
Very confusing survey - bottom line: please do NOT cancel the T2 bus.	Miscellaneous

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

Comment	Category
Capitol Hill family here. D6 is vital moving east and west across the city to access public resources, Chinatown, libraries and Georgetown. Charter schools also are accessed by d6 in Chinatown.	Bus Service
Please do not eliminate Route T2. It is a critical route for many workers.	Bus Service
Y'all need more money	Miscellaneous
Reducing service will reduce confidence and rider usage. The more frequent and reliable service is, the more people will use WMATA and support investments.	Capital Budget
I take the T2 bus everyday to work. If that gets eliminated I have no way of getting to my job and I would be fired and I would lose my income.	Bus Service
Increasing late night service to 2 am on the weekends would be useful, as I don't have to rely on an Uber to get from DC back to Alexandria late at night	Bus Service
Bus service mainly for elder, please don't cut the benefit for elder.	Bus Service
If metro rail does not get the funding they need through Virginia, why doesn't Virginia take the brunt of the station closures? I believe this is an amazing way to show the politicians in Richmond how important it is to keep metro funded for NoVa and truthfully would be quite ironic for them! They caused the issue so why hurt DC or Maryland even though they provided the funding they were	Capital Budget
Please do not discontinue the T2 bus line through the Bethesda area. This is a vital line used by many of us to travel from home to work and shopping. Ending this service would put more cars on the road leading to greater traffic congestion and pollution. Raise the fares but don't cut the service.	Bus Service
Please keep the T2 metrobus route	Bus Service
Obviously, getting additional funds should be the number one priority. Secondary to that, consolidation of bus stops and the combination of some redundant service (such as the 42 and 43) should be pursued. The last resort should be the elimination of unique service. It is incredibly foolhardy to reduce service on the S2/S9 and S2/S4, two of the most trafficked bus corridors in the city.	Bus Service
Cutting the T2 would make it impossible for lower income people to get their jobs along the entire route putting them out of work or having much higher travel expenses.	Bus Service
Why would you reduce service to the working class people of the METRO area who need to use the bus to get to their jobs????? RIDICULOUS. NOT FAIR and you are penalizing the poorest of people who need to work!!!!	Bus Service
T2 is the only public transportation access we have in our neighborhood (Carderock Springs). Eliminating it would increase the use of car transportation and traffic jams in River Rd, something that is already happening. Also, we can't access Bethesda Metro Station (our closest Metro Station) by bicycle, since there's not a safe route (crossing the bridge over the Beltway on River Rd is way too dangerous for bikes and/or pedestrians). We're always talking about decreasing the use of the car and increase more massive or environmentally friendly ways of transportation, but these proposed actions go against it. Thanks,	Bus Service
The Z6 Z8 are buses that Hospital Staff use and need. Also for our patience..Not s good idea to decrease times. Also if buses run on time or even just show up. Your customers will return to riding.	Bus Service
Don't cut any service. You will harm more people than help them. I'd rather have you increase price instead.	Service Levels
Please don't remove the J1- I would strongly consider which lines to remove as it would cause significant bus crowding may increase drastically. Very much so. I understand the need for a change in budgeting for transport, but if so done, it needs to be done meticulously well.	Operating Budget, Management and Spending
Don't cut the 96! It's so hard to cross NW without it!	Miscellaneous
Please don't cut the 96. It is a very popular and useful bus that serves many neighborhoods. We also need more 31/33 service	Bus Service
Fare increases could be a viable option as long as there is adequate access to fare assistance programs for people in need.	Fares/Fees/Parking
keep the trains running - the more and more frequency will add more riders!!	Bus Service
The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam's Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut	Bus Service
INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS.. I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!!	Bus Service
Please keep T2 route	Bus Service
too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center and Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops,adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point ,and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro.	Bus Service
Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money.	Bus Service
As someone who doesn't have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public transportation if the bus lines were more regulated and/or more accurately reported on the apps! I find most of my peers frustrations with taking buses are largely the lack of reliability rather than price!	Bus Service
The metro in DC is one of the most efficient in the USA. We need to do whatever we can to keep it running at full capacity.	Rail Service
T2 route is vital to employees of business and clubs along River Rd. Cutting out the T2 route would be devastating and result in unemployment for many.	Bus Service
Bus consistency is important to me, 90/92 often have times when there are like 45 minute gaps in service and I feel like it's a relatively popular line. I think consistency is pretty important for building trust in using metro services	Bus Service
Create express routes especially on silver to at least Arlington. The train isn't realistic for a daily commute.	Bus Service
Reducing service encourages use of cars. Seems like it creates other costly problems.	Fares/Fees/Parking
T2 is used by so many to make it to work and other places around Potomac it's always being used by Rockville residents and Potomac residents we as tax payers pay to much for it to be discontinued or for an increase in fares	Fares/Fees/Parking
Concerned about commuters that this is there only transportation.	Bus Service
No additional comments at this time.	Miscellaneous
Please do not get rid of J1. The J2 is already overly full after each workday between 3 and 6 and takes much longer to get to silver spring.	Bus Service
The T2 is vital to the Montgomery county community and should not be eliminated.	Bus Service

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

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

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

Comment	Category
Accessibility for low income and disabled people is already horrendous on the Metro system, despite what it advertises nationally. These service cuts would make what is already a system so disastrous I would not use it except that I literally have no other option, exponentially worse. Please, please find the money, or disabled people will not be able to exist independently in this city anymore.	Bus Service
D31 and M4 are relied upon by students in the Shepherd Park neighborhood to get to Deal and Jackson-Reed, please keep these routes at least during prime before and after school hours. Thank you!	Bus Service
Tap into tolls and parking fees in the DMV to increase revenue. Toll all road during rush hours into business centers, use the revenue to fund WMATA....	Bus Service
Metro should prioritize any bus route reductions or eliminations in higher income areas where people, like me, can afford to drive and park at the rail stations. I also think that Metro should prioritize raising fares over service cuts because the more service is cut the less likely people are to ride metro, and then it becomes a never ending cycle of lost revenue and further service cuts. I also would note that regarding bus routes I WOULD take a bus if it ran more frequently and was a closer walk. For me, taking the T2 entails crossing a busy street without a light or stop sign (Seven Locks) and then waiting at a long light to cross River Road. Given that the bus also does not run frequently, that is too difficult for me. But I wish it was more feasible to take a bus to the metro and not use my car!	Bus Service
I am appalled at the amount of routes that are proposed for cuts. This mostly affects the lower-income population, who have to rely on several buses and metro combinations to get to and from work and take kids to doctor's appointments, schools, etc. People who work hard and cannot afford to own a car or call an Uber. Our housekeeper, for example, comes all the way from Seven Corners, VA to Carderock Springs, MD, by a combination of bus-metro-bus that is already inefficient and takes her more than an hour. She takes the T2 bus in Maryland, which still forces her to walk almost a mile to get to our home. She won't be able to come any longer if the T2 is discontinued. The MD T@ is the only option for residents of Carderock Springs to use public transportation, even after a long walk. The metro-bus connections in the suburbs of Maryland, for example, are already quite poor when compared with services in all other developed countries, including many developing countries as well. We need an improvement in the service and frequencies, not cuts and less frequent routes.	Bus Service
Please do not discontinue the T2 service. It's a lifeline for so many people to get to work, to grocery stores, to enable independence. Consider the elderly portion of our community that can not safely drive, or the disabled which are incapable of driving, even the people that are unable to afford the expenses of car insurance, maintenance, gas and all the associated costs that come with car ownership. The lower montgomery county area is already unserved, please keep this route.	Bus Service
The D31 is used daily by my neighbors to get to school and should not be cut at all.	Bus Service
for people who rely on the metro regularly, the service cuts and fare increase are going to be a huge quality of life decrease. for people who would only use the metro infrequently, both of these things also lean them away from using the metro and if they have other alternatives and will result in a spiral of less funding for the metro system. regular service and reasonably priced metro fares are crucial for encouraging people to use more public transportation. if metro fares are the same (or more expensive) than parking and also ends at 10pm, people cannot rely on the system as a safe alternative for getting around.	Bus Service
I take the T2 and L8 to/from work almost everyday including the weekends. There's a lot of people along River Road (T2) that rely on these services because the businesses or residential they work for are along River Road. Cutting these routes will make people have to quit their jobs to find another one more closer but most likely it'll be a lower paying job. Metro already reduced the hour of operation for the T2 during COVID and now Metro wants to eliminate the route? Metro's big shots and the government need to put themselves into our shoes.	Bus Service
There would be no need for a fare increase if you could stop fare jumpers. 500 people a day at the metro station I use most? Seems like I am already paying for them with my use of the Metro. Why should I have to pay for their free rides? They may be forced to pay their share. I heard parents use their child's Metro fare cards, which leave the children no choice but to evade fares. Clamp down on that happening. Make Metro free for DC residents. We are not a state that can fund ridership with state taxes. Do more to stop smoking of all kinds, including vapes, and loud music. Do more to promote civility and courtesy. Thank you.	Fares/Fees/Parking
This is a false dichotomy. The metrorail is a public service that needs to be treated as such. I want to ride it more, but the price and schedule have made it both unreliable and expensive. This is making it worse and more expensive. I'm more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I'm personally responsible for paying higher fares to keep this thing running.	Fares/Fees/Parking
I didn't see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it.	Bus Service
The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget.	Operating Budget, Management and Spending
Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park.	Bus Service
The cuts seem to always disproportionately affect residents in Prince George's County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George's County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George's county from point a to b.	Bus Service
eliminating the Deal bus routes (D31 etc) creates a major problem for families within the Deal boundaries, especially those east of Rock Creek Park	Bus Service
SECURITY. Planners need to address fare skippers. Build a system to eliminate the possibility of people jumping the stalls and thus, putting revenue back in the cache of paid fares. If Metro would capture the appropriate fare from EACH rider, they could eliminate the need to tax the truly paid customer. I've seen at least 80% of riders not paying fares on a daily basis. Further, placing cameras at bus stops would additionally protect the rider and increase usage; right now bus stops are not safe for our children or elderly (all of us for the most part). Stop taxing the innocent and prosecute/stop the	Bus Service
T2 is the only bus comes to my neighborhood. My nanny takes it every day to my house. She doesn't own a car. T2 bus is essential for her commute. Please don't eliminate this bus line.	Bus Service
We know this cuts are a situation where people are not paying but we need Metro so keep making these proposals and we just have to adjust we have no other choice in the matter those who do not drive where you depend on Metro or other services but we're hoping that we can have some of those services and just be willing to pay for the increase	Rail Service
Please don't reduce service, people need it!	Service Levels

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

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

Comment	Category
Please do not eliminate the bus routes used by Deal and Jackson-Reed students to get to and from school. Elimination of these routes would create an incredible - and completely avoidable - hardship for students east of the park who need to travel to their public schools west of the park. In addition to an undue burden to students and their families, elimination of these routes seems targeted to displace certain students who rely on public transportation to get to and from school from their parts of the city. DCPS does not provide bus service on the basis that public school students can use public transportation to get to and from school. Eliminating a critical and highly used route cuts off this access for 100s of students who otherwise have no DCPS-provided option to get to school. Eliminating this essential route would harm students.	Bus Service
These proposed Metrobus cuts really do a disservice to Adams Morgan. The eastern side of Adams Morgan is a long walk from the Woodley Park metro station and the bus turnaround on Calvert, and we rely on the S line and buses that cross 18th and Columbia. This proposal would completely cut off Adams Morgan from Dupont/Farragut Square on weekends while simultaneously making it more difficult to get downtown on the S2. Eliminating the 96, the L2 below the Calvert turnaround, and the 42/43 on weekends would eliminate 4 of the 5 bus options that cross 18th and Columbia. That is an insane thing to do to a neighborhood without easy nearby Metrorail access. Taking the Circulator to Woodley Park is not an acceptable alternative to going downtown, and takes so much longer than getting on a southbound bus in my own neighborhood. And DDOT has already proposed putting the Circulator that passes through Adams Morgan on the chopping block.	Bus Service
Metro should bring back the bus that connects Greenbelt Metro station to BWI airport.	Bus Service
Take a hard look at those bus services that affect children getting to and from school. Those lines should not be touched.	Bus Service
D31 provides transportation for dozens of children in my shepherd park neighborhood!! Without D31 these children will have no way to get to school in the mornings, it would be catastrophic!!	Bus Service
Elimination of D31 and M4 will negatively impact children who live east of rock creek Park and their ability to get to school west of the park, where Deal and Jackson-Reed are their assigned in-bound schools.	Bus Service
I believe increasing fares over decreasing lines is the more appropriate solution. It would have a great impact on the individuals who use these services on a consistent basis if their typical travel routes were removed. They'd like have to pay more to travel to work/school/going out and therefor an increase in rates would be the more preferred solution.	Bus Service
Please don't reduce service	Service Levels
Thank you guys for running a great system! I hope you get a dedicated operating budget soon!	Operating Budget, Management and Spending
It is an absolute shame that the capital of the world's most powerful nation can't fund transit. The cost of living is already way too high and eliminating transit will just make it harder for poorer people.	Fares/Fees/Parking
The buses already run at reduced frequency for it to reduce further	Bus Service
The new GM come in with big ideas or ideas used where they came from, public transportation is a service to the public that's not always profitable but needed. Do what you need to do to give the public confidence in the system! None of this survey spoke to safety on the system which is one of the reasons that people don't ride the system late night! Stick to the problem and stop inventing proposed issues! Your employees don't use the system either.	Service Levels
I live in Woodridge and rely heavily on G8 to get around town. In fact, G8 is the only public transit option accessible from my neighborhood (there is not even a bike station within a reasonable walking distance). Reduction to G8 service will severely affect me and my neighbors who already have experienced limited access to affordable public transportation options.	Rail Service
Fix the turnstiles so people can't jump over them and crack down on offenders. Give bus drivers and station attendants training in courtesy and tell them to work, not stand around and chatter to each other and ignore customers in need of assistance.	Bus Service
The T2 route is significant to my community and it would be a shame if it were to be discontinued. It's important for many of my friends for it to stay in service.	Bus Service
Many people rely on the metro rail system after 10PM. Please do not reduce hours of operation.	Rail Service
D31 and M4 are the only ways that students from Shepherd Park can get to their inbound middle school, Deal and high school. Eliminating these buses causes issues for over 200 families here.	Bus Service
T2 bus line is essential for federal government workers and should be the number one priority bus line kept	Bus Service
student bus passes should extend to metrorails	Bus Service
Poor service, infrequent trains, and mediocre facilities and trains - please do better	Rail Service
The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that I'm sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous.	Rail Service
Where I live, T2 is the only practical alternative for me to get to work using public transportation	Bus Service
The fees should be increased for Virginia & Maryland riders in DC.	Fares/Fees/Parking
Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders.	Bus Service
I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations	Bus Service
The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students!	Bus Service
I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work, The negative attitude from Metro staff was another factor, Many Metro employees gather at the manager booths while riders straggle to get their Metro charging/vendors machines to work. (b) The Metro cars are so filthy, smelly and disgusting that any one rethink on ride Metro twice. KEEP THOSE CARS CLEAN, Those cars are to carry people NOT COWS. Metro stations are another issue, They are full of trash, The rail platforms are filthy of trash. How Metro expect people/riders go back and USE Metro system???? Think hard.	Rail Service
Please do not eliminate the D31-34 bus routes! My family depends on the service to get our children to and from their schools! It makes no sense to eliminate the bus routes that enable children whose by right schools	Bus Service
Please do not eliminate and /or reduce route, schedule and frequency for the only buses serving the Glover Park neighborhood, those are the D2, 31,33. These buses are vital to the existence and well being of this neighborhood as they serve residents, workers, students, and they are the only means of public transportation for an area with no metro access, the closest stations being Dupont Circle or Tenleytown, which are accessible ONLY with the aforementioned buses. WMATA you are doing great damage to a lot of people if you implement the proposed budget. Please Do not do it. Thank you	Operating Budget, Management and Spending
I think having less stops especially on the red line would be advantageous and having the metro come more frequently at earlier times would benefit most people involved	Rail Service

Comment	Category
I am 100% opposed to cuts in the metro's budget. This system is essential to our region -- our economy, our community, our resilience in the face of climate change. Where there are ways to invest in cheaper options (buses) that is better than more expensive options (rail).	Operating Budget, Management and Spending
Dimulates the prillities to use the subway with high rates	Bus Service
Metro needs to stop taking out its lack of funding on riders and do better with allocating the budget. You can't afford to provide full service to riders but have been working on opening a new purple line for years. Get your priorities straight.	Operating Budget, Management and Spending
Please don't cut bus service to the Glover Park neighborhood. I use it extensively to get around and we don't have easy access to rail. Thank you!	Bus Service
Get your house in order, metro. it's already cheaper to park downtown twice a week than take metro every day. i almost exclusively take the bus now	Bus Service
The cuts proposed (ending d2, d6) would leave me with no public transport options in my neighborhood and I would no longer be a WMATA customer because there would be no service accessible. I live well within the borders of the district, not a remote location. This is unacceptable.	Service Levels
My neighborhood, Glover Park, relies on the D2 for access to metro. Please do not eliminate this bus line!	Bus Service
it's really disappointing that an area of the city with already limited options on public transport because there are no metro stops within a reasonable walking distance, that routes continue to be cut and reduced. I am a huge supporter of the bus system and take it every opportunity i get but the decrease in service and often late or missing busses is really disheartening. you're cutting off a portion of the city from accessible transportation and alienating a region that WANTS to use the system. if you want to gain and maintain ridership, cutting off people who want to use the busses is not going to help your cause	Bus Service
Eliminating D2 will leave us without reasonable bus service	Bus Service
Reducing service will reduce Metro use and worsen financil problems. Metro wasted money in new fare card gates that I see being jumped every time I ride Metro. Focus on safety and service..	Fare Evasion/Safety/Crime
I do not agree to eliminate. Route 27. It is very. Use. For those who work in. Laurel. And we use. The. It is coats of. Burtonville	Bus Service
our kids use the D6 to get back and forth from school regularly and my wife would have no way to get to work without the D2. cutting those two routes and the 31/33 would leave our glover park neighborhood and neighbors with almost no mass transit options. it's a terrible idea.	Bus Service
I am a disabled passenger that often uses the metro (top 7% of riders in 2023! by the way, that was a great idea I loved looking at my year summary stats). I regularly use the metro to travel across the DMV for appointments and to explore the city. I also semi-regularly use the bus routes. I don't have a car and depend on the metro for timely and safe travel. The proposed budgets would be an inconvenience to accessible travel if service is reduced or more costly. I do support improvements to the infrastructure and sustainability.	Operating Budget, Management and Spending
The Metrobus N- and D-series always find their way to the chopping block, but I rely on those routes to get me to/from work (K & 19th St.) and Metrorail (Farragut West for the Blue/Silver lines and Dupont for the Red line). I don't have a car and my residence at the intersection of Cathedral Ave/New Mexico Ave NW is a 40min walk to Tenleytown Metro. My quality of life would severely decrease without Metrobus service.	Bus Service
My son will start middle school at Deal next year. His brother will follow him there in 3 years. We also plan for both of them to attend Jackson Reed. They will both rely on the M4 to get to and from school. The M4 is an incredibly route for our community because it is used by hundreds of students to get to Deal and Jackson Reed. Additionally, it is the only bus line remaining in our neighborhood and, therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function.	Bus Service
Keep Metro open! People work late hours, we need meteo to get to work during rush hour.	Bus Service
My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves.	Bus Service
Gutting service will negatively impact existing ridership. I enjoy metro because it's frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park.	Bus Service
Please don't cut the D6. Kids take it to school and often don't swipe since their routes are free. But that could affect your figures about how many people ride	Bus Service
Public transit is a necessary public service in urban areas, the government needs to support this.	Service Levels
I am dependent on the D2 to get to work and downtown. Please do not eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bus would also cut off countless school children from Hardy Middle School and the Duke Ellington School of the Arts. Please keep the D2 operational.	Bus Service
The government should invest in infrastructure. If the metro trains are not full, then maybe rush hour extra trains are not needed? Or put 8 cars together, with fewer drivers, does this save money? Keeping to a regular scheudle, and having access to real time live updates of the train arrivals via an easy app could help commuters learn when to leave their homes. Displaying this information OUTSIDE of the stations (not just at the train levels) could help. Your proposal to get rid of like hundreds of bus lines completely, specifically D2 and D6 affecting Glover Park, my neighborhood, is disastrous. There is literally no other way for people without cars, and our neighborhood is home to a high percentage of low and middle income people who do not use cars, as well as an ageing population. These people would have no links to other places in the city. It is too far for many people to walk to Wisconsin Avenue. Talk about increasing the demand for Metro Access (which is much more expensive than a bus route, I am sure).	Bus Service
D2 is the only bus servicing Glover Park. While the statistics might not show this, many kids take D2 to Hardy MS without showing the free ride card. They do this because the lines to get into the bus are too long. Eliminating the D2 route will be a blow to the community.	Bus Service
If Glover Park is cut out of the bus system I'll have to buy a car and then I might as well move to MD or VA, who are the primary antagonists in this story. They need to pay their fair share or stop getting the benefits of the system.	Bus Service
The 32 and 36 are constantly completely packed. I don't know why you would eliminate service. MANY school children on Capitol Hill use the 32/36 to go from the Hill to BASIS DC every single morning and afternoon. I know the data doesn't show this because the drivers don't require children to swipe their Kids Ride Free cards. Please, please don't take away public transportation for children going to school.	Service Levels

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

Comment	Category
The 96 bus is a vital east-west connection for residents of Woodley Park (like me) and other neighborhoods on the route. Woodley Park doesn't have a grocery store, so car-free residents like me need the 96 to get to supermarkets on Wisconsin Ave or in Adams-Morgan. When I'm returning home with my shopping bags, there are always others, similarly loaded down, waiting at the bus stop. I used the 96 to get my COVID boosters. I use the 96 to get to pharmacies in Adams Morgan that have better prescription prices than our local CVS. There are at least ten public and private schools along the 96 route from Jackson-Reed to Cardozo. Whenever I'm on the bus around dismissal time, there are students using the bus to get home. My wife has mobility issues and uses the 96 to and from the Woodley Park business district. Are there other ways we could make these trips? Sure. A mid-afternoon Uber roundtrip from my home to the nearest supermarket is roughly \$25, or \$1300 per year for weekly	Bus Service
I hope you get the funding you need to sustain your current operations - and potentially reduce costs. I am a frequent customer who takes the train + parks daily, and fares for both are already very expensive; I've used your services long enough to notice this change. Thank you to your hard working men and women who nevertheless, despite this inflation, deliver us the service we need to get to work. You guys are literally the backbone of our economy with talent greater than all of us. God bless you.	Capital Budget
Spread out preventative maintenance, especially those involving station shutdowns, more evenly across all commuters and lines. Major red line stations are shut down on a majority of weekends, making it difficult to travel around the region. A rule limiting station shutdowns on a line to 1x per month or less would help make it more likely for people to use the system. Weekday commuters feel none of the pain of station shutdowns and should occasionally share in the burden of reduced service due to preventative maintenance.	Rail Service
If MD and VA don't want to pay their fair share for public transportation then they shouldn't receive service. If the G8, which is horrifically unreliable, were to further disrupt service, I would not use metro much at all and I currently use it 6 days a week. If the buses ran closer to on time, and drivers had their relief when they are supposed to, more people would ride the bus. I wish there was a way to be notified by Metro when there are train delays or issues. If I could plan alternatives, I would be less angry and better able to work with the system that was operating.	Bus Service
Maintain or increase service and Metro will increase ridership.	Rail Service
My neighborhood is already underserved by metro and metrobus. I'd like to see increased hours on rush hour Metrobus (particularly route 63). In addition, it would be extremely helpful to return yellow line rush hour service to Ft Totten. Stations beyond Mt. Vernon Square are very underserved.	Bus Service
Please do not eliminate D2 it is the only route in my neighborhood and we do not have metro/subway access yet, only bus. Also we do not need less 31 and 33 buses, we need more, especially in the morning where they are usually full where there is not metro/subway service	Bus Service
T2 line is the lifeblood of many workers in Potomac	Bus Service
Are there surveys or actions available to urge the government to appropriately fund the Metro. It's an important service and vital to the health of the city. Making it worse to ride on it is only going to decrease ridership which will have a negative and compounding effect. Thank you to the metro workers for all they do for the city.	Service Levels
Metro is a public service, not a business. Budget deficits shouldn't be addressed through fare increases or cuts to service, but by state, local, and federal increases in funding and investment. These fare increases and service cuts are severe and will only serve to hurt the riders who rely on Metro the most, and those who work in lower-paying jobs are the least likely to have employer-provided transit benefits like money on a Metro card. Raising parking fees could be a solution, but raising other fees like bike storage fees only discourages alternatives to driving. These cuts will put more cars on the road and burden those without the ability to drive or own a vehicle. I moved to the DC area from Boston four years ago and one of the driving factors for leaving the city of Boston was the abysmal performance of the MBTA. The total lack of service and reliability has reached a crisis point where even employers are feeling the squeeze of workers not being able to commute. One of the best parts of living in the DC area is the reliability of the Metro--headways are probably some of the best in the country and bus and Metro routes are efficient and relatively affordable. Not to mention that IF the proposal to move the Capitals and Wizards to Potomac Yard goes through, Metro will require INCREASED service on those lines, not less. I would hate to see DC go the way of Boston. I personally don't see the issue of Metro running a budget deficit--it is not a for-profit business.	Operating Budget, Management and Spending
I ride from North Bethesda to Tysons every day for my commute. On a good day it can take an hour and some change. Not bad. If you reduce service, my commute will easily hit 2 hours for one trip. Please don't do it.	Bus Service
Members of my family depend on Metro service. Should you reduce service, we'll be forced to drive more or walk more after midnight or make other risky choices. Higher fees will make us drive more.	Fares/Fees/Parking
MD and Virginia need to pay their historical amounts plus an increase. These gov't officials reap all the rewards from Metro for their constituents and the ROI for their regions, without spending the investment necessary to keep their transit running. It is an embarrassment for Metro not to be fully funded and have funds promised into the future, especially after visiting London, Time, etc where transit is actually fully functional because it's a priority. Embarrassing.	Operating Budget, Management and Spending
Cutting of the M4 will impact the largest schools in DC: and many students ride without even using their free fare cards (my own do!) Please coordinate with DCPS or absentee rates will skyrocket!	Fares/Fees/Parking
Both the service cuts and the fare increases will decrease ridership. If people have to wait 20 minutes for a train, they'll just take a car because they can reach their destination in that same amount of time. Closing stations will be problematic for stations which are far apart from one another. All the proposed changes are harmful.	Bus Service
Capitol Hill NEEDS the X8 and the D6. They are the only east-west routes south of H street and north of Mass Ave.	Bus Service
How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the	Bus Service
I'm concerned about D2 going away, it's the bus route my daughter will take to middle school. In addition, having no Sat or Sunday 31 or 33 service is limiting.	Bus Service
Please do not cancel the M4!	Bus Service
These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders should not be punished for Metro's inability to secure funding.	Capital Budget
Thank you for seeking public input. I appreciate all the services that Metro provides and realize funding shortfalls may require tough choices.	Capital Budget
The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents who use this bus line to get groceries. Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan and other northern parts of DC. It is vital for elderly residents grocery shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is!	Bus Service
Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is not served by Metrorail) to downtown DC and the Mall.	Bus Service

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

Comment	Category
<p>The potential cuts in funding for the Washington Metropolitan Area Transit Authority (WMATA) could have significant negative impacts on both individuals with disabilities and regular commuters who rely on the system. Here are some reasons why: Accessibility for Individuals with Disabilities: WMATA provides essential services for people with disabilities, including accessible buses, elevators, and ramps at stations. Reduced funding could lead to maintenance delays, malfunctioning equipment, or even closures of accessible facilities. Without proper funding, WMATA might struggle to maintain and improve accessibility features, making it harder for people with disabilities to travel independently. Frequency and Reliability: Commuters depend on WMATA for their daily travel needs. Service cuts due to funding reductions would mean: Longer wait times: Reduced frequency of trains and buses would inconvenience regular commuters. Overcrowding: Fewer trains or buses could lead to overcrowding during peak hours, affecting everyone, including those with disabilities. Unreliable service: Delays and disruptions due to insufficient maintenance or staffing would impact all riders. Safety and Security: Adequate funding is crucial for maintaining safety and security measures within the system. Metro Transit Police presence: Reduced funding might lead to fewer officers patrolling stations, potentially affecting safety for all passengers. Emergency response times: Longer response times due to budget constraints could jeopardize passenger safety during emergencies. Infrastructure Maintenance: WMATA's infrastructure, including tracks, escalators, and stations, requires ongoing maintenance. Escalators and elevators: Inadequate funding could result in more out-of-service escalators and elevators, impacting accessibility. Train and bus maintenance: Insufficient funds might lead to breakdowns, delays, and inconvenience for all riders. Fare Increases: To compensate for budget shortfalls, WMATA might raise fares. Higher fares disproportionately affect low-income individuals, including people with disabilities who rely on public transit. Regular commuters would also face increased costs, impacting on their daily budgets. In summary, cutting WMATA funding would not only affect regular commuters but also disproportionately impact individuals with disabilities who rely on accessible public transportation. It's essential to recognize the critical role WMATA plays in our community and prioritize its funding to maintain a reliable, safe, and accessible transit system and as a college student this issue would make it more difficult for me to use transportation and to get to the places I need to go to and with out these services this would inconvenience me and many others.</p>	Operating Budget, Management and Spending
Please don't cut the metro, Follow other countries lead with cutting down roads and beefing up the metro with more trains, higher quality trains, more areas to travel by train to	Rail Service
M4 is the only bus serving students at Deal/Jackson Reed who live in Chevy Chase/Barnaby Woods area. That area is already underserved with the loss of the E6.	Bus Service
Can't afford service cuts	Bus Service
The cancellation of the S1 bus has added 20 - 30 minutes to my commute (and I live only four miles from work). Additional cuts would make my commute even worse. With all the pressure for workers to return to the office, cutting bus service even more is counter productive.	Bus Service
Please don't close early or shut down lines. I will not be able to get to work or any of my activities. I am a customer with disabilities who is power ability and doesn't drive. I would prefer over closing stations or reducing hours.	Rail Service
Eliminating the M4 would significantly impact the communities that rely on that route for getting their children to & from school. As it is, children are able to get to & from school independently. Eliminating this transportation option would burden working families and force them to drive their children, thereby increasing road traffic and decreasing road safety. The M4 is reliable, environmentally-friendly, safe, and community-building form of transportation for thousands of families along the route. Please don't cut it!	Bus Service
For long commute we need to cut down station stops if they are closely located. For example, Ashburn to DC metro can skip 1/2 stations, McLean and Tyson's are close so during rush hours run express train that skip closely located metro station.	Rail Service
Train service is still quite unreliable, I would advise any changes be for increasing the consistency of the trains	Rail Service
Government needs to cover the shortfall and not rely on the people to pay the price. Also fare evasion needs to stop. New gates have people on my pushing through. Hate hate hate it	Fare Evasion/Safety/Crime
Negative Quality of life impact caused by amount of financial savings should be major consideration. Effects of cuts to bus and rail on MetroAccess routes and hours have negative qol effects for health care, food and work as well as volunteer activities which may yield minimal fiscal savings for wmata. Please minimize negative impacts on QOL through MetroAccess cuts to gain some fiscal savings.	Operating Budget, Management and Spending
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort.	Operating Budget, Management and Spending
Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and Jackson Reed high school.	Bus Service
Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route.	Bus Service
With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom.	Bus Service
The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity	Rail Service
Keep fares low, and metro open till 5:00 am.	Rail Service
The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it's much better and I've been pleased. Cutting service and increasing costs would be detrimental for me getting around and to work. When it's extremely hot or cold, I like have another option to work, that might be longer but has less walking (bus route 90/96). I also frequently use these on the weekends, often late, for plans in different part of the city. I'm counting on legislators and WMATA to find a way to fix this without cutting the service I depend on and implementing fare increases.	Bus Service
Government Needs to cover the shortfall that should not be put back on the people that already Don't have enough money to cover for everybody else. Also, fair evasion needs to be fixed. I have people with the new gates. Rubbing up behind me jamming into my back to push through with me. So they can cheat the system and I don't like those people in my space. Needs to stop. Police it. We pay for them to ride for free.	Fare Evasion/Safety/Crime
My daughter relies on the m4 to get to school	Miscellaneous

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

Comment	Category
If the city is serious about becoming greener and more equitable, access to public transportation should be prioritized because it advances both of those goals.	MetroAccess
These proposals make it more likely I'll move to New York. I don't want to own a car, thus functional public transportation is very important to my quality of life.	Miscellaneous
How do you expect people to use metro if trains are crowded And 15 minutes apart. Buses are 30 minutes apart. It's impossible to use a schedule like that to make a reasonable commute on schedule. Absolutely disappointing if any of these cuts happen	Bus Service
WMATA is deeply important to this city, and to the towns and counties surrounding. The entire DMV area must make a statewide effort to preserve it. DC is hollowing out: we are losing people, losing jobs, and endure worsening crime. We cannot turn that around without robust public transit. If we have to choose, my preference is always for higher fares, rather than inconveniencing the carless, the distant, the night-shifters, and so on.	Bus Service
Reliable service is paramount to increasing ridership and keeping current riders. Eliminating routes and shortening operating hours while also increasing fares will only result in more riders choosing alternative options. You can't raise fares and reduce service. The metro is already unreliable enough on the weekends and buses can be hit or miss outside of peak hours so reducing these services even further will only erode public trust in WMATA's ability to function as a public service.	Bus Service
PLEASE DO NOT CUT SERVICE ! Beg congress for money, but no service past 9pm is a disaster for everybody.	Miscellaneous
Budget issues should not be solved through service cuts!	Operating Budget, Management and Spending
Get a bigger budget-- I'd rather pay more taxes and have metro service I can actually use.	Operating Budget, Management and Spending
Metro should be focused on improving and comparing to other major modern cities around the world.	
To think of cutting service in our nation's capital is embarrassing.	Rail Service
Good bus time 171, 151,	Bus Service
You need to stop the rampant fare evasion.. those of us who pay every day. If you collected all those lost fares instead of watching thousands of people enter and walk thru for free there would be a surplus of money to operate like any normal business you can't watch thousands daily pay nothing and charge the ones paying daily extra or cut services that they need	Bus Service
I love metro!!	Rail Service
I would rather pay more for the metro to maintain its current running status. Cutting services in it increasing wait times will effect the metro cars filled. Most are already full during rush-hour so limiting the time would cause people to pack more than	Rail Service
I don't like the question 'will it change my likelihood to take the bus/metro' I have to take it anyway. I have no choice. If you change it, my life just gets worse fund our transit by taxing the rich	Bus Service
I don't like the fare increase, and I would want to see the metro stay open later on weekends. I ride the metro mainly cause it's cheaper than any other transportation and enjoy it because of that.	Fares/Fees/Parking
Incredible numbers of people get on the bus I take without paying. I would be very happy if the first AM Eastbound C8 was more reliable.	Bus Service
Fare increases and cutting service would decrease my likelihood of taking metro and would most likely prompt me to move from DC. I do not own a car and purposely choose this neighborhood I live in because of how connected the metro is. Most people cannot afford the fare increase and even though you're increasing the fare we cannot see where our dollars are being used especially when the service is not top quality (there's already longer waits than NYC subway) and the stations/bus/trains are always dirty	Bus Service
For people with disabilities and those with lower income, MetroAccess and Metrorail and bus are crucial to quality of life and productivity, as well as safety. Please seek other ways of fixing the budget shortfalls, don't cut service!	Bus Service
Metro is a critical part of the DC infrastructure, and any service cuts would be devastating. We need to make speed and efficiency improvements right now, as ridership is increasing ? not cuts. Although fare increases are not ideal, it's far more favorable to keep things ?as they are? and focus on improving wait times, ride efficiency, etc. than it is to make service cuts. Please please please no service cuts!	Bus Service
The bus system (routes, timing, etc) are absolutely abysmal, especially if you don't live near a metro. The fact that you have the audacity to cut EVEN MORE is completely absurd. Our taxes are so high and for what?	Bus Service
The bus service is already awful in its waiting time and sometimes delays or times where the bus doesn't arrive on the designated time. Reducing services further only further makes traveling more inaccessible for various people. Public transportation is vital to not only me but to the general public. It's disappointing and upsetting that cutting down on public transportation is being considered.	Bus Service
Focus on getting the region together to discuss how there can be a dedicated operation budget and capital improvement budget. technology for real time bus and train data, app data, open portals cleaner stations	Operating Budget, Management and Spending
The more you increase fares and/or decrease service, you are creating a downward spiral that will be impossible to recover from. We need a functioning and funded public transportation system. Thank you to all employees.	Fares/Fees/Parking
Seems like proposed cuts would isolate certain neighborhoods and that isn't fair	Miscellaneous
We need more trains not less. If you think trains every 15 minutes is a solution, you obviously don't ride metro.	Bus Service
Please place more weight on the wants and needs of the marginalized DMV residents who may fully rely on Metro for reliable daily transportation from more disadvantaged/non-gentrified areas of the city and surrounding areas, instead of prioritizing the wants and needs of the more affluent residents. Affluent residents will find ways to make transportation work for them, in one way or another, and are more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of fare evaders -- individuals who cannot afford the system as is -- and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet.	Fares/Fees/Parking
Try to increase ridership by increasing service and keeping prices low!	Service Levels
The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class.	Capital Budget
Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland.	Rail Service
Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour	Operating Budget, Management and Spending
It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone making less than \$400K/year).	Fares/Fees/Parking

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

Comment	Category
My name is Jasper Wilson, and I was in top 1% of wmata users in 2023. Having the S2 run so frequently has helped me regularly this school year with my commute from 16th and Euclid to Blair high school on weekday mornings. Without the S2 running so frequently, I would have to pay really close attention to timing my commute in order to make it to Blair on time. Those 10 minutes would be difference between me getting to Blair relaxed, and with time to prepare for my first class without rushing vs. missing an S2 and hoping I get an S9 soon after. The transfer to Flashbuses at Sarbanes is often slow. Selfishly, less-frequent S2s would make my daily morning commute less reliable. Please reconsider cutting the frequency of that route. Best, Jasper Wilson	Bus Service
If I can	Miscellaneous
Do not cut the T2 line on River Rd. We will be left without public transport	Bus Service
If service is cut, the cycle started with covid of low ridership and thus lower revenue will restart, as less people will be willing to ride metro.	Rail Service
Each time Metro asks for money, I'd also like them to highlight ways in which they can improve their stewardship of the funds they already have. When it makes the news that you let certifications for your operators lapse, it really makes me less willing to support unfettered spending increases. It's also a really bad look for a fare increase to go into effect when the eastern red line will have no service north of Fort Totten for the entire summer and into the fall. I used to commute solely via Metro to Metro Center and to Navy Yard, but will forego ALL trips to the downtown for the entire length of the red line outage. Combined with fare increases (I do not get commuter benefits) and exceptionally large travel times (Metro has not responded to a comment I left on Facebook about shuttle bus travel times from Glenmont to Fort Totten) in the summer, Metro is simply not a travel option for me.	Bus Service
Have there been studies done to show the impact that these specific changes would have on low-wage commuters and students who rely on public transportation but can't afford fare increases or who work late? Wages and salaries are not increasing at the same rate as inflation or expenses. Higher income riders and tourists will always be able to choose other transportation options but the life and soul of metro are the daily commuters who need public transportation to get to work or school or daycare. The 10pm closure is especially concerning since that will hit students and lower wage jobs the most (UDC - DC's public school - holds classes until 9:30pm during the week). Metro should be taking into account the needs of these demographics first and foremost since they are, by necessity or otherwise, the most loyal riders.	Operating Budget, Management and Spending
Thank you for all that you do. Public transportation should be FREE!	Miscellaneous
The whole point of a transit system is to provide connectivity throughout the network. Eliminating or reducing services greatly impacts the users of the system (especially lower income people who may be dependent on the system for basic needs, such as getting food or going to work). Decreasing service on a system that's already considered by some inconvenient is a disastrous choice. Eliminating bus routes is completely unacceptable (two of them I use regularly, and was a factor in the location where I live). To hear about fare increases is frustrating, especially given the lower costs in other transit systems around the country and the world. And once again, it greatly impacts lower-income people. Overall I'm incredibly disappointed by these options and nervous about how I can get around in the future	Bus Service
Metro really should get more funding by MD and VA and not cut service to solve these issues. Metro is already INCREDIBLY expensive. Raising fares more is not sustainable.	Capital Budget
This is against the encouragement of in-person works. Please consider raising the fares rather than cutting the services.	Fares/Fees/Parking
The proposal eliminates the bus routes that I primarily take and would mean I do not use the metro. I do not want to uber, but I will not have a choice unless I decide to drive myself.	Bus Service
Increase station lighting and keep escalators and elevators in good order. Improve audio announcement system in older trains	Rail Service
As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays.	Rail Service
I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding.	Bus Service
A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system.	Bus Service
It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type of smoke/drug detectors because drug use has increased on both metro and metro buses.	Bus Service
I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike.	Fares/Fees/Parking
Monday-Thursday 5am to 11pm. Friday and Saturday 5am to 1am. Sunday 6am to 10pm	Miscellaneous
Please reduce the weekend services not the weekday nor the rush hour to support in-person workers	Service Levels
We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawl buses are no longer necessary in the city. Just tell everyone the reduction in service is good for the environment and if they dont like it, they hate the environment.	Operating Budget, Management and Spending
Please do not cut Metrorail and Metrobus service! I have epilepsy and can't drive - I rely entirely on public transit to travel. Service cuts would be devastating to disabled people like me and those who can't afford cars.	Bus Service
The wait time for a train to get to/from work using the silver line is already too long. If it gets longer, I believe I will start to drive, instead. It's just not tenable to stand around for so long, waiting. Especially since if there is an issue with a train, the next one would be that much longer a wait.	Rail Service
I think cutting metro service is the most harmful because buses are already seen as unreliable, but if the metro becomes seen as unreliable too, it could have long-term ridership consequences for both	Bus Service
Don't increase fares or decrease hours!	Fares/Fees/Parking
Stop letting those NIMBYS in the county have their way with public transit opinions!	Miscellaneous
Move bus stops further apart.	Bus Service
If the buses actually show up at the bus stops (F6 Fort Totten- New Carrollton) , Transit police start arresting fare evaders and ticket all the drivers who drive in the bus lanes in the stations then metro wouldn't be in a budget shortfall	Operating Budget, Management and Spending
Put more fences in all stations and force people to pay the rate !! Many people jump these fences without paying or do not pay the bus	Bus Service
The T2 is the only route to get out into the County and I hope wont be cut. My sons and I use it to get out River Road.	Bus Service

Comment	Category
Increase public funding of transit service please!! Thousands of people depend on it—but most importantly, the most vulnerable people in our region REQUIRE it to be able to live any decent life where we can work, travel, and participate in the community.	Capital Budget
Dude, this [REDACTED] sucks.	Miscellaneous
Hundreds of us seniors rely on the N2 and N4 bus service, and I am deeply pleased that you have decided to leave the routes untouched. Losing Sat/Sun service on the N6 is a small sacrifice to make. THANK YOU FOR KEEPING OUR TRANSPORTATION LIFELINE IN PLACE!!!	Bus Service
Do not eliminate the M4. Our children need it to get to school	Bus Service
Fare increase with daily fare cap	Fares/Fees/Parking
Don't eliminate the T2 Route. I ride that bus to visit family, when I get a car fixed, and to get to kids? activities. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
The T2 route is essential to the Carderock Springs neighborhood because it serves as our only connector to public transportation in the DMV area. If we lose the T2 bus people without cars or no longer able to drive will be left with only pricey options to get around the area. This will not only impact seniors on a tight budget but also those people who provide essential services in our area and don't own cars themselves or, for a number of reasons are unable to drive. - Perhaps this survey should include questions regarding the hours of most frequent use and then adjust the size of the equipment used to fit the ridership.	Operating Budget, Management and Spending
Cutting service in response to funding issues is a sure fire way to put metro in the transit death spiral. D4 and d8 are essential. D4 brings NE people downtown easily and d8 connects to Union station is invaluable	Capital Budget
Metro is the lifeblood of DC. Any and all impacts to service, pricing, and schedules will immediately impact riders from the lowest socioeconomic backgrounds the most, and only trickle up the socioeconomic ladder from there. These are our often our essential service workers, but more importantly they are our most vulnerable community members, especially with staggering inflation and a nationwide housing crisis. Changes to metro will impact those individuals first and likely ripple out to dozens of other essential DC services and communities.	Rail Service
Do not cut service, do not cut service area, do not adversely impact Metro access, even if fixed route services change.	Bus Service
You're going to make the service worse AND more expensive??? This is insane. SEVEN DOLLARS? Are you kidding? Take the money going towards building those barriers over the turnstiles/paying for the security officers and use that. I already switched from metro to bus to commute to work even though it takes ~20 minutes longer because the rush hour metro price is simply unaffordable as it is. What psychopath thinks people are going to pay SEVEN DOLLARS to take one trip on the metro. This is insulting.	Bus Service
Increasing metro rates at a higher percentage than national inflation rate is frankly irresponsible and will lead to even lower usage of the metro system as well as an increase in rate avoidments. I advocate for public transit all the time and moved to a city so that I would not need to depend on my car every day. However, I will end my monthly unlimited pass if rates go up at the proposed 12.5%. The increased rate would no longer be financially feasible for me to take the metro to work.	Operating Budget, Management and Spending
More police officers in sight. Riding the trains. That's how more riders will come back	Rail Service
There are other avenues in funding which allow to increase ridership without cutting service or fares. If you have all time low service areas, sure cut them if they don't make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road.	Capital Budget
Keep the T2!	Bus Service
Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas.	Bus Service
currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely!	Bus Service
It's very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment.	Operating Budget, Management and Spending
the blue line [REDACTED]	Miscellaneous
Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home.	Bus Service
Public transit shouldn't have to turn a profit, it is a necessary public good and what keeps me around here.	Miscellaneous
Don't cut the 96	Miscellaneous
It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to Deal MS and Jackson-Reed HS. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I'd rather fares increase than services be cut, but I don't want to pay for all the people that just jump through! I'll be pissed if fares increase and only some of us actually pay them!!!	Fares/Fees/Parking
The 96 bus and N2/N4/N6 are vital connectivity to metrorail in an area that does not have a lot of connectivity to rail. The 96 bus connects the Wisconsin Ave neighborhoods to Connecticut and the N2/N4/N6 provide needed connectivity to DuPont circle. With no close metrorail stops. These busses are the best way to get downtown for work and for fun. The 96 bus connection to U street is important and it would take far more time to get there by every other route available.	Bus Service
I want current rates to be maintained	Miscellaneous
Can we have more cleaning service for metro cars on terminal stops?	Bus Service
Do not cut service to shady grove, I stg	Service Levels
The 62, 63, and 64 buses are essential for my family. We don't own a car so I don't know what we would do if we didn't have access to those buses. They are our lifeline for getting around town. Thank	Bus Service
The problem is that hard working people, like me, pay the fares but you never punish the fare evaders. You let them skirt buy and they never are punished. Then you let thugs scare people at the station and on the trains and there is never a police officer around to take these monsters away. Your trains are not safe and you never punish the law breakers. Time is up and it's time for a new regime. Pay the fare or go to jail. You are losing money and it's your own fault! Wake-up!	Fares/Fees/Parking

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

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

Comment	Category
Good morning, Please do not, under any circumstance, eliminate bus route T2. I live in Carderock Springs and it's my only lifeline as far as public transportation is concerned. Note that the Walkability (access to amenities) index for our neighborhood is only 11/100. So you know that cars or public transportation is required to do anything outside the community (groceries, doctors appointments, work, school, etc.). Many users of T2 cannot drive. Besides, it would be extremely costly to drive and park at Friendship Heights metro all day. If that's metro you take to work downtown. Also note, please that our neighborhood has a higher than average number of seniors, i.e., 23 + %. (Average is 17-18%). Most seniors I know in my neighborhood can no longer drive. And they are dependent on caretakers who arrive by bus. I would prefer a fare increase rather than elimination of this vital T2 route. Please reconsider its elimination. Thank you!	Bus Service
Thanks for trying your best to navigate the hostile politics of the neighboring states.	Miscellaneous
By cutting the 96, the D6, and the X8, Metro would be cutting three of the only bus routes that go through the north-eastern parts of Capitol Hill and connect parts of the city east of the river to the rest of DC	Bus Service
I'm handicapped & take MetroAccess to get to my medical appointments. MetroAccess is critical to me because I have no other way of getting to medical appointments. I usually get picked up between 6:00 am & 8:00 am in the morning & return anytime in the afternoon.	MetroAccess
After unsuccessful attempts to part at Wiehle-Reston metro, for which I had to pay to exit, I gave up on parking at your facilities and my husband now drops me off; there is no convenient bus service between my home and your stations. I balance the cost and time factor of taking Metro against the cost of tolls on the Dulles Toll Road; Metro takes longer, but cheaper, driving is shorter and more expensive. Then again, I'm not your core customer, the person who commutes regularly and needs a decent bus service to survive. Thank you for the chance to comment.	Bus Service
My children rely on M4 to go to/from school. How come the city consider eliminating this route?? Is there a plan for school buses?	Bus Service
Keep the T2 in Maryland. Many people use it to travel to and from work	Bus Service
I think bus service should be preserved particularly. Buses are cheaper and they run to more areas in the city that the trains don't reach. Increasing bus service could help people adjust their schedules to accommodate for increased prices or delayed time on metro rail. So many people rely on the bus service? I take a bus nearly every day. Either way, I think it would be a terrible idea to raise prices or cut services on BOTH metro rail and bus. One had to compensate for the other or no one will use either and you'll fall into a deficit spiral and everything will fall apart. PLEASE keep the trains open past 10pm on weekdays. That's so early, and frankly cutting off the train option is VERY UNSAFE because more people will choose to walk home later at night. Women, particularly, could face increased risks.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our Potomac Maryland community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Susan Garcia	Bus Service
The problem isn't Metro. The problem is cars on the road. We need to charge tolls for driving on ALL major thoroughfares in the Metro service area. We should subsidize Metro, not driving.	Fares/Fees/Parking
The proposed cuts will affect my neighborhood of Glover Park. We currently only have the D2, the 31 and 33. That's it. We're not near a train. We rely on those buses to get us to other parts of town and/or to Metro rail stations. Not everyone has an option to bike, drive, or walk, and cabs are expensive. Personally, I have those options. However, many people who depend on a robust public transportation service. Improving our public transportation will go a long way to keep our city safer and cleaner. How? Less car traffic! If anything, we should add MORE public transportation options. Please rethink the proposed cuts to service.	Bus Service
I would prefer fare enforcement to fare increases and fare increases to service cuts.	Bus Service
Metrobus is essential to many people in this city. The budget problems are extreme and the municipalities/states should be supporting you more. Until that time, fare increases are definitely required to ensure service continues. I do not have a car; limiting my metrobus options means I do not get to important things throughout the city, thus driving down weekend revenue. Please consider raising fares instead of changing/eliminating routes.	Operating Budget, Management and Spending
The buses already don't run nearly often enough. Public transit is all but completely unreliable here.	Bus Service
Metro needs to concentrate on the lines they have now, instead of trying to expanded other lines, they also need to start cleaning the trains more, stop hiring lazy people, stop letting people jump the gates, I ride metro Monday thru Friday, starting from New Carrollton to Farragut West, the service is terrible, the trains are nasty, and they are not doing anything about people jumping the gates, but want to go up on the fares, that's why they are loosing so much money, people are jumping the gates at New Carrollton station all the time, it's sad, if I could get to work another way I would. 'METRO [REDACTED]	Fares/Fees/Parking
I am dismayed by the proposal to eliminate the 22A and 22F routes that service South Fairlington. I bought a house here 14 years ago and have lived in the neighborhood 17 year in large part because of the accessibility of Metrobus. Our service has been cut and chipped away -- and become even less reliable -- over the years and now I'm being punished for using public transportation. Already the 22A has been extended to make the ride much longer. I'm truly outraged. The rug is being pulled out from under us and all you're doing is going to push people to use more cars. It should not be this hard to get to a Metrorail station. This is a large part of your own doing, too. Making service so infrequent and inconvenient that people ride less and now you have an excuse to eliminate it. With these changes, there will be no bus that services South Fairlington, a community of thousands with many people who work in the city. At this point, the closest options are over in North Fairlington with the 7A, a good 3/4 to 1 mile for the farther ends of South Fairlington, or the DASH 36 bus, which is slightly closer but only runs during rush hour. Walking up from Shirlington for the ART buses? It would add at least 20, likely more, minutes to an already 40-minute commute (on a good day!). Not feasible. Just to get from Arlington to downtown D.C.! Sending people to other bus stops is less than ideal for people who cannot walk that far for health reasons or have a lot to carry or in inclement weather. Or who want to get home in any reasonable amount of time. I am sitting here and actually wondering how I can conceivably make my commute work. We have one car. We're not driving it into work every day to sit in traffic and then in a garage, and it needs to be available to get my kid from school. Figure something out that doesn't leave people in a lurch and uses us as political pawns. Run an express bus only in rush hour between Fairlington and Pentagon? Fine. Just let people get to work.	Bus Service
WMATA is a vital part of the region and I appreciate the service improvements and the commitment to service	Service Levels
Please do not cut service or increase fares. This is just awful	Fares/Fees/Parking
please don't cut the 96 I use it every day :(Miscellaneous

Comment	Category
With either service cuts or fare increases, there is a significant portion of the DMV population that will be negatively affected. Their quality of life will be affected. People living on budgets that grow tighter every day will have to pay more for basic transportation in the nation's capital. People outside of the richest parts of the city will have their access to the city center further reduced. Where does it end? I understand that if the budget is cut, sacrifices must be made. It's incredibly difficult to hear that the city manages to find new ghastly ways to make living in this city harder than it already is for those who are not the 1%.	Operating Budget, Management and Spending
Cutting service would undo all the positives you've built up over the last couple of years. Keeping service and upgrading the trains/buses would be a positive step. Getting more 8 car trains at rush hour would help also as it seems right now all lines have only 6 car trains except the Red, which combined with increased ridership, has led to crowding conditions.	Bus Service
Although I myself do not use the T2 bus, there are many people in my neighborhood who rely on this bus. My daughter used to take it to get to school. PLEASE do not eliminate this bus.	Bus Service
Public transit needs to be better funded, or, receive as much funding as the roads do. If anything, Metro needs to expand so that the traffic situation is damn near eliminated. Maybe its time to move into light rail service to feed the Metro rail that already exist, AND expand the reach of Metro to the places with the most congestion. ie. PG county and south of Springfield/Franconia	Capital Budget
Please don't cut T2. That's the only line that comes at all close to my house.	Bus Service
I saw that many people don't pay fare for metro rail service, may sure that everyone pay, because government loose money ,take control of that point.	Fares/Fees/Parking
The idea of removing weekday rush hour is laughable. the Red line is packed during rush hour and they come every 5 minutes. Removing some of the bus systems also cut off entire neighborhoods. The D2 and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea that you would take out both is bizarre.	Bus Service
Please don't increase the fare	Fares/Fees/Parking
Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in ridership. Right now it's not cost or time effective to pick rail over driving. Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NoMa just because a business district. It's not cheap. I pay for what I pay in gas once every month in a half in less than 4 days riding. Additionally if you cut late night there goes people attending concerts and sporting events.	Bus Service
The T2 is the only connection to mass transit and two urban destinations (downtown Washington and Rockville) along a large traffic corridor in and out of the city- River Road. Eliminating bus service in that corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options	Bus Service
Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources.	Bus Service
As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit.	Fares/Fees/Parking
Some of these routes are the only options in some neighborhoods. With business and federal government signaling a return to office demand we will need public transportation.	Bus Service
PLEASE do not cut the S2 it is so crowded as is	Bus Service
The weekend flat fare and weekday after 9:30pm flat fare of \$2 should be retained. Additionally, Metro should promote its monthly passes more so that people are paying more to Metro ensuring that fares are captured but also so the riders are getting better value. If headways are increased to 15-20 mins on the Green Line, then the Yellow Line to Greenbelt needs to be restored. The uptown Green Line stations like U Street/African American Civil War Memorial/Cardozo, Georgia Ave-Petworth, and Columbia Heights have experienced massive growth, and running six car trains every 20 minutes on the weekends will result in crush conditions without the Yellow Line.	Fares/Fees/Parking
I live in neighborhood that feels isolated, no close amenities. We are considered to have a walkability score of 11/100. I often see neighbors walking to use the Metrobus, including a young man with autism and a young woman with Down's Syndrome. This is a direct service to them to provide independence. We also have more than the average community's number of elderly that may not be able to drive themselves. We have many people who come to the neighborhood to provide home health and other services via the metrobus. Although I don't have a current need, I see and support the value in having increased transportation access and know that one day, I will likely use it myself.	Bus Service
The previous question about how to address budget shortfalls did not include the most obvious option: force Maryland and Virginia to pay their fare share.	Operating Budget, Management and Spending
Don't cut the 22A or the 22F - Fairlington needs reliable bus service for commuters to connect with Metrorail at the Pentagon	Bus Service
Please don't reduce service. 20-30 minute wait times would absolutely kill the metro. I love public transit, and even I would struggle to wait that long with any level of frequency. I would much rather pay twice as much than wait twice as long. Also bring the Yellow Line back to Columbia Heights please	Bus Service
We cannot stress enough how valuable this T2 MetroBus resource is for the Carderock Springs community, both owners, renters and employees. If the route is eliminated, it would mean that WMATA and the State of Maryland have taken away a tool that we use to recruit and retain top talent to provide hospitality to you each and every day.	Bus Service
if these cuts are made it would automatically decrease a lot of metro riders use of the metro.	Rail Service
It's not feasible for everyone who takes the 22A and 22F to take the 7A if those routes are eliminated. At minimum, it's a 10 minute walk between the closest 22A/22F stop and much longer for the further stops.	Bus Service
I want to say that I appreciate the high quality of service that the metro provides and I appreciate all of the workers that make it possible! You set an example for the rest of the country! Thank you	Rail Service
I use Metro Access for different kinds of trips including going to work, to the doctor, and to the gym. I would rather that the Metro Access fares would be increased as opposed to Metro Access service being cut.	MetroAccess
Fare rises are better than service cuts.	Bus Service
Metro shouldn't punish riders who always pay their fares for those who evade fares and contribute to the budget shortfall. Raising prices on those who pay is not the right thing to do. Maybe you should let your station managers or guards actually do something about those who jump the turnstiles.	Operating Budget, Management and Spending
PLEASE KEEP THE T2 BUS ROUTE INTACT	Bus Service

Comment	Category
22A and 22F are the only bus lines near me. I take those buses to work, metro, and church. I do not have a car. If those bus lines are removed I will have to rely on cabs and ride share apps which will be incredibly burdensome. The 22A and 22F serves the Fairlington community, many of which rely on the buses to take them around the area or work (large pentagon employee community).	Bus Service
Please don't eliminate buses, NOT everybody likes metrorail	Bus Service
I take the M4 every single day and to not have it would drastically change my life. I even wish we had it on weekends. Same goes with the L2 and any shortening of that route. I depend on that bus, as do many others who don't live off the red line.	Bus Service
Please keep the following routes open -R12, F1, F8, C2. Also, keep the following stations open -- All stations leading up to Gallery Place Chinatown from the Green/Yellow line, as well as keep Cheverly open.	Bus Service
The news reported that METRO is losing millions annually because of individuals not paying for bus rides. Simply expand the system to require payment from everyone. Why should honest individuals receive inferior service because of the actions of dishonest ones?	Bus Service
The T2 is a much needed route to service areas where many service people need to get to work- Where is the plans to reduce staffing and any bonus structures in place for leadership? Is it possible to know what internal financial changes were made before taking these drastic measures.	Operating Budget, Management and Spending
Our Public Transit System Is Essential To Our Communities And To Our Economy !! Adequately Publicly Fund Our Public Transit System In The DC Metro Area !! Instead of implementing service cuts and instead of implementing price increases, Allocate More Federal/State/Local Government Revenues To Fund Improved Public Transit !!	Bus Service
Service cuts will result in a transit death spiral and kill the system, and subsequently the city.	Bus Service
Our neighborhood is far from any services or grocery. There are no sidewalks. We rely on the bus to get food.	Bus Service
I really believe that Metro should consider not cutting these resources for riders who primarily if not some move to locations because of the accessibility to move through out the DMV. If the buses are cut, rail turns back around and doesn't show up, or paratransit is not available that takes away the livelihood of my family member going to and from work. That is a problem.	Bus Service
I think Metro should consider cutting executives' salaries since all these cuts and fare increases affect hardworking people who also work nights and weekends.	Fares/Fees/Parking
Please retain the existing bus network, it's really critical to keeping the city connected. I'll give you an example - my parents are refugees from Ukraine, they don't drive or speak English, and have depended on the D6 bus to connect them to the farthest parts of the city where Metro is not an option. Their mobility would be hugely affected without this service. Lots of people in DC, including myself, can afford pay more for public transit. So long as we keep safety nets or subsidies in place for the poorer commuters, hopefully we can find a balance without losing existing services.	Bus Service
Please consider the elderly who live on fixed incomes and depend on busses to get to grocery stores and medical appointments during the week and have to wait to make a connection to get where they are going and are afraid of travel at night.	Bus Service
I am a power wheelchair user who needs Metrobus and Metrorail to be available to me whenever I wish to travel. I use MetroAccess as a backup plan. I need bus service to be available when Metrorail elevators are out of service. Just because I frequent certain service areas right now does not mean that I won't go new places served by WMATA services in the near future. Service cuts especially earlier closing times for Metrorail and Metrobus absolutely make me want to cry!!! I work full-time and primarily want to go to out to theaters and restaurants with friends outside of work time. Lots of theatrical events don't end much before 11 pm. I also have to allow extra time in the event of Metrorail problems including elevator outages. I won't be able to do anything but go to work if these service cuts are implemented. I can't drive and I don't think that there are many wheelchair accessible taxi or ride-sharing services available to me. I will become a shut-in significantly disabled person without good and reliable access to transportation. None of my family or friends own a wheelchair Please do not eliminate the buses, many people who cannot afford cars and need them for doctor appointments as well as work and for groceries rely on the bus. The most underserved populations rely on buses and are a lifeline in their communities. It is preferable to increase fares than eliminate services or routes of reducing hours	Bus Service
Are there not budget savings you could make by having better contracting procedures and controls? Plus, why do riders of Metro Access pay less than people who take rail or bus? Should they not pay their cost or if subsidized, only subsidized to the same fares as rail?	Operating Budget, Management and Spending
Please do not cut service.	Service Levels
M4 bus addresses critical transportation needs for our Deal and Jackson Reed student population. Removing that route would increase cars on the roads taking kids to school causing more traffic/congestion on the roads. And without other transportation options parents would have to figure out how to get kids to school.	Bus Service
Get your operating expenses under control. Metro can't be everything to everyone, so do what you do best for the greatest amount of riders and stop expecting the local taxpayers to bail you out when you try to do everything.	Rail Service
Please beg for more money for the government? so that these cuts don't need to happen!!! many people use metroaccess to get to and from work, as I have done for years and addition, it's often the only medical transportation available on a non-emergency basis. Do you think you're saving money by cutting the service but the overall situation will cause a reduction in taxes when people with disabilities, can't get to work and can't pay taxes because they lose their jobs. that he would cut the service is unconscionable especially since you already cut the service a few years ago because of a MetraRail accident that had nothing to do with metroaccess. Stop making metroaccess pay for cuts and other services. Anything else is discriminatory to people with disabilities.	MetroAccess
No turnbacks! People paying the most for fares will get less service.	Fares/Fees/Parking
Please do not cut late night service. I have been in unsafe positions from being stuck at someone else's home because the metro stopped running at night.	Bus Service
In my mind, since all of the jurisdictions and the feds won't pay their fair share, I think Metro ought to go up a considerable amount, or an amount commensurate with other transit systems on the east coast, and ensure riders that there won't be another fare increase for at least two years, and that the transfer time between buses be returned to 2 hours if not increased to 3 hours.	Bus Service
If you remove T2 line, I won't be able to go to my work. I'm making my wages by using this line. Take it away and I have to look for new job and it's not fair! I love where I work and I need to take care of my family by working there.	Operating Budget, Management and Spending
If you cancel some of these routes, you'll have to provide school buses for DC school children. Cancelling them would eliminate transportation options for kids.	Bus Service
Please don't get rid of the 96 or N2/N4 weekend service! I use those a lot.	Bus Service

Comment	Category
An efficient, reliable, safe and affordable public transit system is an essential service for any self respecting city. More so for a city that if viewed by many, when convenient, as 'the capital of the free world'. However from all the cities that I visited, many in less affluent countries, none has a bus system as dysfunctional as in Washington DC. I'm excluding of course the very professional and pleasant women and men that drive the few busses that are still in circulation. Basically I put all this buss service reduction debacle on the leadership of the transit system and the elected officials that are supposed to have some level of interest and oversight.	Bus Service
The T2 bus (Maryland) between Rockville and Friendship Heights is necessary especially to the service employees and workers in the Kenwood Station Shopping Center and the newly opened Westbard Square (Giant) building. In the next two years at Westbard Square there will be a 6 story mixed use rental apartment building and 75 townhouses. Another 27 townhouses and a 6 story Kensington Senior Living Center will be completed within a block of the T2 stop at River Road and Brookside. Montgomery County is also in the process of talks to develop River Road from the Beltway to the DC line. T2 is and will be an important way for people to get to work, sometimes the only way.	Bus Service
Please keep it open at nights. It's by far the safest way to travel at night	Fare Evasion/Safety/Crime
Please don't shut down stations. As is, there are locations within D.C. that are extremely metro inaccessible, and closing stations would only make the situation worse. It also seems like an incredible waste to have functioning stations sit idle.	Rail Service
I ride metro rail almost exclusively instead of metro buses because I find metro rail to be more consistent and I believe metro rail to be more environmentally conscious. I believe that most individuals prefer metro rail over bus. I believe it would be extremely detrimental to ridership to reduce rail service. Consistent service is critical to metro rail ridership. Additionally, I believe metro rail should take additional steps to improve fare enforcement as I often see individuals avoid payment by forcing their way through turnstiles. Ensuring fare enforcement may bridge some of the budget shortfall. That said, I would be willing to pay more per ride to ensure consistent rail service.	Operating Budget, Management and Spending
Jurisdictions must step up to provide sufficient funding for Metro to be able to provide service needed by residents who do not have/cannot afford other options.	Capital Budget
Metro is a critical transportation option in this area. Its services have major impacts on traffic congestion and the business hubs.	Bus Service
The previous screen of the survey was inaccessible to screen reading access technology. I do not believe I correctly gave an answer to the question. I would be disappointed to see service cuts to the system. Also, I would like to see changes in the train stations themselves having verbal announcements of when trains arrive. As someone who is blind, it is extremely difficult to be able to tell where to get the train and what train is arriving at what time. This information is visually shown on the signboards. It should be provided audibly to those who cannot see the information. Because the train station do not have this available, I do not ride the train as much as I would if the information were provided. I should not have to use my phone to get the information. The information should be provided in the environment. Also, taking out my phone in the train station may not be a safe thing to do at certain times. I would also like to see improvements of stop announcements when I am on the train. It is often very hard to hear that information and I also don't ride the train as much as I would now if that information were clearly communicated. It is stressful not to be completely sure when my stop is coming along my journey and wonder if I will be able to know when it is time to get off. I really would like to take the train more than I do now, but currently, I do not feel that I can do so safely.	Service Levels
Keep the M4	Bus Service
Keep the M4! It is critical for students at DCPS!	Bus Service
We need to increase funding for Metro	Capital Budget
First get everyone to pay. Many people just jump over the fare gets. Get enforcement. Also streamline positions. There is a lot of redundancy by many workers. People getting there when they want, others covering for each other?	Fares/Fees/Parking
We need a funding stream that doesn't force these choices on the city's most vulnerable populations Metro's proposals cut all service to Glover Park. I don't understand what we're supposed to do or how we're supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour.	Bus Service
Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education.	Bus Service
Fare increases in the absence of fare evasion enforcement is unacceptable	Fare Evasion/Safety/Crime
Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good	Bus Service
Please ensure that families are aware of programs if they cannot afford metro fares.	Fares/Fees/Parking
If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system!	Bus Service
Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods.	Bus Service
Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service.	Rail Service
Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly	Bus Service
Either option of decreasing service frequency and increasing metro fares will result in less ridership and less money from the system. This will cycle downward and create more problems in the future and ultimately choke the system entirely. More money should be invested into the metro to encourage people to use it more rather than implement changes that will encourage people to use it less and to squeeze more money out of the people already using it or having to use it because they don't have any other choice.	Bus Service
Please fine riders that don't pay and eat and break the rules. Too many riders are jumping the fare gates and nobody is doing anything to stop it. If you raise prices and everything is jumping the fare gates it doesn't help. Please hire more police and security so that riders are safe.	Fare Evasion/Safety/Crime
Many, many kids in upper northwest use the M4 to get to Deal and Jackson Reed daily. It is literally their school bus. It cannot be eliminated.	Bus Service
Honestly less curry option would be great	Miscellaneous
The K2 is crucial for students to access Capital City PCS. Please don't cut it.	Bus Service

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

Comment	Category
<p>MetroAccess? policy of having to be 3/4 of a mile from a bus stop or Metro station has got to go, since it prevents riders, like myself, from traveling anywhere in Loudoun County and some cities in the DMV. When Metro finally opened in Loudoun in November 2022, it looked like it would bring some relief for MetroAccess riders and they could finally be allowed to travel anywhere in the county, but unfortunately it didn't, all because of that dreaded policy, and that's just so wrong. MetroAccess riders can't be denied trips to Loudoun County or anywhere in the DMV, all because of a dreaded policy. They should be allowed to use MetroAccess to travel to the county to visit a family member or friend that lives down there or to go to a place that's located down there. That way they don't have to spend money on an Uber or Lyft or depend on a family member or friend to take them to and from the county. WMATA should contact the Loudoun County Government and urge them to get funds from them so that they could approve MetroAccess service and start serving the entire county, especially all of Leesburg and some cities that pass Leesburg, like Lovettsville, Belmont, Broadlands, etc?.. Service should be done on both weekdays and weekends. The MetroAccess service hours should not be the same as equivalent fixed route bus and rail service. They shouldn't close the system at 10pm everyday, and the proposed service area of MetroAccess should not depend on the day and time, because clients should be allowed to travel at any time and come home at any time. If a client's job requires him/her to work late, like until midnight or later, then MetroAccess should still operate at those times so that clients could find a way to get home, so it's best that the MetroAccess service hours don't change at all. I would like to make a suggestion. Now that Metro is operating in Loudoun County, then WMATA should lean on trying to bring Metro to Prince William County, since I have a feeling it deserves to be there. May they please contact the Prince William County Government and urge them to approve Metro and get funds from them. Also, I think MetroAccess riders should automatically be allowed to use Omniride Access so that they could travel to Prince William County to visit family and friends that live down there and also go to a place down there so that they won't have to depend on an Uber or Lyft or a family or friend to take them to and from there. I hope they can start going to Fairfax or</p>	Bus Service
<p>Increase the budget!</p>	Operating Budget, Management and Spending
<p>The one that would really impact me is metro access service. I depend on it heavily to get to and from work, also to get me to school. If metro access were to reduce the area within which they serve, and or the hours they would operate, it would impact so many people beyond just me. I am unable to read the map that is shown, as it is not screen reader friendly as far as I know. However, this has the potential to have widespread consequences to many people with disabilities, who also depend upon metro access to get to and from important obligations. Such as work, doctor's appointments, school etc. Reducing hours would be unfavorable as well. For example, if a client has an early flight they need to catch, the inability to take metro access could place a huge financial burden upon that person. Who, if they are living on SSI or other fixed income, may not have the resources to pay for an uber or a lyft. That then goes to fair increases as well. While metro access does provide affordable transportation, fair increases would put a burden on so many people financially. Again, since so many people who are disabled, live on a fixed income, and they must also account for rent and other bills such as utilities. An increase in fares could make it difficult for people to attend important appointments, simply because they do not have the financial means to pay to go somewhere on a weekly basis.</p>	Operating Budget, Management and Spending
<p>I can't go to work and move around the city without the METRO services, being a foreigner without a car license. Then I absolutely need the service AND at a decent price</p>	Rail Service
<p>Please support the in person work trend</p>	Miscellaneous
<p>Transit is essential to everyone, whether local or not, and eliminating service just to save a quick buck is not ideal!</p>	Service Levels
<p>I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!)</p>	Fares/Fees/Parking
<p>Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax!</p>	Miscellaneous
<p>Metro is the heart of the city and should do more, not less to support the people who support them.</p>	Rail Service
<p>Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are.</p>	Miscellaneous
<p>Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each.</p>	Bus Service
<p>The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now.</p>	Bus Service
<p>It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful</p>	Rail Service
<p>M4 is used as a public school transportation route for both Deal middle school and Jackson Reed high school - how will these kids get to school???</p>	Bus Service
<p>Metro bus and rail are my only transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this presence does not stop them. Please address this and I believe it will help.</p>	Bus Service
<p>Metro bus is not on time has been a big issues. For example bus 4B, it delayed 20 minutes at Roslyn station yesterday afternoon.</p>	Bus Service
<p>I love having a transit system. everyone paid her/his fare Metri would get quite a bit of extra cash! It would be better to make us wait a bit longer and pay a bit more than to eliminate services to people who need it to work. This week I am experiencing the negative impact of the strike of Fairfax Connector buses. I dependon them to tske me to either Van Dorn or Springfield/Franconia and it has complicated things for me and others. Please don't eliminate those. Thanks for listening.</p>	Bus Service
<p>Cut the fat</p>	Miscellaneous
<p>It appears that the burden to sustain the Nation's Capital Metro transit system has been put on the citizens. This is unacceptable and our local leaders are silent during these discussions.</p>	Rail Service
<p>I would love ? to see the improvement across the board and every area, without it affecting people jobs and the funds help improve the transportation. I also would like for travel distance improve for DC,MD,VA. I would love to see the time and distance longer, for safety purposes.</p>	Fare Evasion/Safety/Crime
<p>The 21C bus is essential and crowded. If anything, it needs to run more often.</p>	Bus Service

Comment	Category
WMATA generated tremendous ill will by cutting back to only six car trains on most lines in February, with no honest advanced warning or opportunity for customer input. I do not trust WMATA to fairly consider the impact of any of these proposed changes on the customer experience. Fare increases should not be done as a percentage increase anymore. Your highest fares are already too high, and when you start taking about increasing round trip fares by \$3, you're putting too much of the burden on customers with long commutes. You really need to address the problem posed by having three lines share the tunnel between Rosslyn and Foggy Bottom. It makes operating those lines extremely inefficient. You need to fix the endless switching problems and signal problems that cause regular delays during peak service hours.	Fares/Fees/Parking
I've been riding the 16Y for months and it is one of the best routes. It takes the people of Virginia into their DC jobs at a quick and seamless rate. After the governments (based on DCs request) to have all telework employees return to work into the city, cutting lines seems like a counterintuitive step. If DC wants more people to spend money in DC, you have to give them a way to get into DC!	Bus Service
Keep t2 bus	Bus Service
Service reductions will affect ridership, which will affect revenue. The best change I've seen in the last year is more reliable, frequent service, making Metro the best way to get around. If service was cut and frequency reduced it would be harmful. Most people need to get somewhere on time and need to have a method they can trust. We choose trains and buses because we either don't want to or can't drive.	Bus Service
My only option is route 22 22a or 22c. If they are eliminated I will have to drive everywhere	Bus Service
Stop the daily freeloader riders...	Miscellaneous
Fix fare boxes on buses, and you've got to increase enforcement of penalties for fare jumping. I'm not a big proponent of police enforcement, but it does seem that for right or for wrong, many who would use Metro will not because of perceived danger/whatever they think is posed by 'disorder' on bus and train, so unfortunately I think visibly ticketing fare jumpers is worth doing. Also, I think you've got to do fare interoperability with MARC and VRE, or at least do a transfer like you do to and from RideOn and ART and other similar regional transit authorities	Bus Service
Metro allows affordable access to everyone who use it. Public transportation should really be subsidized more by the government.	Rail Service
Not good	Miscellaneous
I take the Metro to get to and from work. If it is not operating at reasonable convenient intervals I can't use it.	Rail Service
Metro fares are already borderline prohibitively expensive for commuters with long trips. With this increase, it will be cheaper for me to drive my car all the way into DC and pay to park in a garage than what I currently do, which is park at Vienna metro and take the train into DC. Making public transportation the most expensive option is a bad idea.	Fares/Fees/Parking
T2 line is essential service for Carderock neighborhood access, especially for elderly neighbors who want to live in place. Walkability score for neighborhood is 11/100. Also bus line is essential for care workers to arrive to Carderock and would impact that employment. River road is already a heavy traffic road so eliminating bus service would have negative impact on traffic.	Bus Service
This survey seems designed to lead respondents by not showing the budget impact of each change and by only presenting a choice between fares and service, leaving out other possible options like cuts to non-operating departments, negotiating with labor, efficiency improvements, etc.	Operating Budget, Management and Spending
Eliminating the D2 and 33 to federal triangle would severely impact my commute and access to the city. Rather than cutting service WMATA should increase fares and identify other funding strategies. Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership.	Capital Budget
Both service cuts and increased fares will only drive the ridership down	Bus Service
First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this bus is the link for commuters going to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection to the metro area. Please do not eliminate this important connection for our community.	Bus Service
For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens.	Bus Service
As a 92-year-old, changes in the N bus schedule would limit what I can do	Bus Service
Just rise the bus and train fair at Metro station to make the money	Bus Service
Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying.	Fares/Fees/Parking
Metro should be given more funding by the states	Capital Budget
I have another suggestion - stop just passively watching people jump the gates! I see it EVERY SINGLE DAY and no one does a thing about it, meanwhile, I'm here, scanning my pass for \$12.00 a day, plus parking. You keep raising the rates, it'll be cheaper to drive and pay for parking downtown. For those of us that are required to come in to the office for at least 4-5 days each week, you are effectively increasing our rates another \$50 per month. There's a reason we live so far out -- we cannot afford it! Has there been no partnership with the Federal workers who still aren't coming in?	Fares/Fees/Parking
Please do not make service cuts to the Metrobus 42/43 line, the Metrobus 52/54 line, or the Metrobus S2 line!!!!	Bus Service
If the schedule becomes inconvenient then it'll just further reduce use.	Miscellaneous
Please do not cut both 22F and 22A. That would leave the entire neighborhood of South Fairlington without bus service and our buses are full every morning during the week!	Bus Service
Especially with metrorail, I strongly prefer fare increases over service cuts. I would prefer that the strong network of options be maintained and the product be high quality, with those who are able to pay full price paying full price. As a young person building a career and life in DC, I have made long-term choices around WMATA being a reliable system. It's key to my everyday life, and I am glad to pay more as long as it is used wisely and meets the needs of my neighbors.	Bus Service

Comment	Category
I do not support elimination of the T2 route. I commute for work on weekdays from Carderock Springs in MD off of River Road. To get to Metrorail, I have 4 options, 1 - Rideon 32, 2 - Metrobus T2, 3 - self-drive and park, 4 - taxi / uber. Rideon 32 runs a limited schedule and generally works. I am dependent on T2 to use mass transit when Rideon 32 does not run (e.g., late or cancelled) or for hours outside of Rideon 32 (e.g., 12noon travel or after 7:30PM Monday through Friday). When I want to stay downtown past 7:30pm, for things such as dinner, then I am dependent on T2 or taxi or driving and parking in the morning. While the T2 and Rideon 32 stations are on opposite parts of the neighborhood, I have had to walk through the neighborhood when Rideon 32 failed to show and I ended up taking T2. T2 is a critical part of my ability to limit my car usage and cancelling T2 would result in my driving more frequently and necessitating increased parking demands for another car at or near Metrorail stations. You should consider the compounding impacts, such as my increased parking need and my addition to traffic congestion, on the Metrorail system when considering changes. I'd recommend reduced service to T2 before cutting altogether. Also, I live alone, so I do not have someone in my household to carpool or to combine driving.	Bus Service
3Y bus is a commuter route serving north Arlington. Suggest reducing the number of trips rather than eliminate. ART 55 bus is not a good substitute as it is much less reliable than the 3Y bus and the 3Y bus provides access to government offices near Constitution Ave. Reduce trains from 8 to 6 cars. Work with the states to increase the penalties for fare evasion and widely advertise the penalties. OK to raise fares. I think that the fares for seniors are very fair and I am OK paying a bit more-cheaper than getting another car or taking taxis/Uber! I very much appreciate the work of all WMATA employees to provide us the system that we have today. Very happy overall.	Bus Service
The DMV governments should be fully funding metro!! It is a public service, it is supposed to be losing money. The metro system is one of the best parts of living in DC!	Capital Budget
Metro will be the only way to live car-free in a country that only builds for and around the cars. Taking service away from metro financially will just push me to continue using my car or force me to use it more often when those trips are currently being replaced by metro or metrobus trips due the headways that make it feasible to run daily life errands via public transit.	Operating Budget, Management and Spending
Dc is the nation's capitol yet our metro is behind Chicago, New York and other major cities. It's expensive to the point it's easier to drive than to ride the metro. What's the point of even having public transit when it just connected another major airport but can't connect to Baltimore and still purple line is years away. So much corruption and spending money carelessly has lead to this.	Operating Budget, Management and Spending
I want to express enthusiastic support to Metro's regional partners for funding Metro's budget. MetroRail and MetroBus are crucial services for many many people and both fare increases and service cuts would dramatically impact us.	Operating Budget, Management and Spending
More tax money from Va md and dc to develop metro system. Benefitting the earth, car traffic, and people of all socioeconomic statuses.	Rail Service
We need to go in to the office more frequently and the service cutdown would significantly impact our willingness to make it	Bus Service
I love my metro access service right now. Instead of cutting service maybe you should increase the fare. Please don't cut the service.	MetroAccess
Hopefully only modest decreases in FREQUENCY of all service and only modest fare and parking fee increases will be necessary.	Bus Service
It is essential that service cuts be avoided. As a city DC is already far too car dependent and far too many people regularly rely on personal vehicles as it is. Reducing service will not only reduce ridership in the shortterm, it will also reduce public trust in the system and push more people to rely on cars and car ownership to get around the city. This would have disastrous consequences to traffic, pedestrian and bicyclist safety, and emissions and air pollution. DC cannot be a modern, livable, vibrant city without a robust, extensive, and reliable public transit system or with so many people relying on sprawl and cars. Cutting service is a short term budget fix with terrible long term consequences.	Operating Budget, Management and Spending
I am sorry that we are all in this situation. I do think WMATA should explore all the possibilities. While I am blessed to be able to afford rate increases, everyone is not. I would prefer a rent increase over cutting services because those who need it the most, who are already suffering will continue to brunt the true cost. I also think some of these questions need to have the ability to explain an answer, if people would like to give more feedback.	Service Levels
1. Address those who don't pay (it's lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not	Bus Service
Metro should not cut well-used services and needs to consider its impact on lower-income workers.	Rail Service
WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into	Fares/Fees/Parking
Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don't live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not.	Bus Service
There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes and reducing stop frequency	Bus Service
Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won't need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those stations, said as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole lot of money was spent to fix that issue but nothing changed. I find that the best way to deter fare jumpers is what happens at the Herndon station weekdays around 8 am: the station manager is out in the area before the faregates, smiling and talking to people. I have never seen anyone jump a gate while he is there. The real issue most of the stations have is visibility of the station employees - you are a lot less likely to jump a gate if you can see a WMATA employee.	Bus Service
The city should increase it's metro budget. The metro and bus service is the lifeline of the city and there should be no service decreases or fair increases. The metro should not need to be profitable. The profit to the city from having a strong public transportation will be self evident.	Operating Budget, Management and Spending
I wouldn't be able to get home after work with these proposals. I work closing shifts and all of this would leave me stranded after work. No one likes having to pay more, but a bit more of a fare is better for me than paying \$30 for an Uber after work.	Fares/Fees/Parking
Please keep the D2	Bus Service
With the Fairfax Connector on strike the public needs Metro bus services	Bus Service

Comment	Category
25% is excessive. The fare increase vs service cuts is unrealistic. Service cuts are not an option. It is Metro grandstanding in order to get fare increases or justify service cuts. Should address improving efficiencies and giving summary on what isn't getting done without and what is being done internally to help solve the funding problem, without citizens having to weed through the budget. Metro seen as always taking without giving back. Need to get Congress to appropriate funds to metro and pressure States to establish permanent funding lines.	Operating Budget, Management and Spending
Take some money out of the MPD budget.	Operating Budget, Management and Spending
Making all these proposed cuts will send WMATA into a death spiral of lower frequencies leading to lower demand leading to less revenue and increased car traffic, which will lead to more cuts and less demand, etc.	Miscellaneous
metrorail is a public service not a private business, obsessing over budget and profitability is wrong. just provide the service of public transit as best you can, and stop trying to increase the fare, if anything you all need to be decreasing the fare if not removing it. always worried about your budget, stop the corruption within your organization, buying these expensive new trains that don't even work for billions off of a collusion deal and firing your engineers who recognize safety fallacies before having to decommission them anyway... and how much are the upper levels of administration getting paid? vs the operators? exactly. do better yall	Operating Budget, Management and Spending
Just put those new gates at every station, especially the ones where all the poor Hispanic and black people live cause let's be honest no white or Asian people jump gates	Rail Service
Please do not enact service cuts. That would be disastrous for my daily commute. My husband and I chose our house specifically because it provided access to the Glenmont metro station. I depend on it daily to get to work, particularly given the state of DC traffic. You're taking away a literal lifeline. And doing things like increasing time between trains or turning certain trains back is equally catastrophic. It means more time away from family, more wasted time commuting. You're taking away a service that tens of thousands of us depend on and is critical to keeping downtown alive.	Bus Service
Please do not cut bus routes, for many DC residents who cannot afford or choose not to have a car for environmental reasons, busses are the only way to get to work and cutting routes could turn a 30 minute commute into over an hour	Bus Service
Metro uses up way too much budget and isn't used enough. We need to lower the Metro budget and cut unnecessary services.	Operating Budget, Management and Spending
Changes should be reasonably balanced between service changes and fare increases. Riders on alternative schedules (very early or late, midday) and those that do not live in high density areas are likely to switch to ridesharing or other means harming public transit usage.	Fares/Fees/Parking
Has no one involved with Metro ever heard of Walmart? Instead of creasing fares or cutting service, you should be CUTTING fares to increase ridership.	Fares/Fees/Parking
Increasing rates and cutting services, while feeling like necessary measures, will only gut the system and make it inaccessible to those who rely on it the most. Also, wait times increasing to 20 minutes seems ineffective when many riders use the metro for short rides. I think very few people would want to wait 20+ minutes for a metro when they can take a taxi, or Uber for a short ride.	Rail Service
Please don't cut rush hour service. The metro is already crowded and uncomfortable during rush hour. Please don't cut weekend bus service either. the bus is often the most convenient way to get around the city, but it needs to be reliable for folks to use it.	Bus Service
Randy Clarke is doing a great job. He has a friendly personality and a nice butt!	Miscellaneous
Please don't change L2 service. We already lost L1.	Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc.	Bus Service
This would be a tragedy if it goes through	Miscellaneous
Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be.	Bus Service
I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated!	Rail Service
Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr).	Rail Service
Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse.	Rail Service
Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical	Operating Budget, Management and Spending
I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me where I need to go. Back like 5-10 years ago the trains came more often but were constantly delayed and slow and it was a nightmare to commute my metro, you never knew how long it would take to get anywhere. I think the system is much more reliable now.	Bus Service
Eliminating the D31 would make it extremely difficult for the kids to get to and from school. The residents of the neighborhood rely heavily on this route. Especially us who work during school hours.	Bus Service
Sue the governments that aren't paying	Miscellaneous
The 22A and 22F bus routes are critical to my transportation to and from work. I would think that you would rather cut weekend service because people do not typically ride those lines on weekends. Also, you could reduce rides after 8pm or 9pm. Many in my community rely on these bus routes on weekdays. One reason I moved to my community was the ease of public transportation. Cutting service completely would be detrimental to me and my family.	Bus Service
Transit is a public good and necessary for an urban society. Profiteering off it should be illegal	Fare Evasion/Safety/Crime
I use the metro for leisure: hitting DC for the museums, Silver Spring for a farmers market, those kinds of things. That is almost exclusively on the weekends. However, I know many people who travel into DC from VA or MD for work. When I interned for Congress, the metro was packed like sardines. Suited sardines, anyways. Reducing rush hour service would cause more people needing to wait or make a mad, shoving rush into the car. Given COVID, RSV, and the flu are still running rampant, people may hesitate to ride the metro if they know it'll be even more packed due to service decreases. Let me wait 20 minutes for my leisurely stroll.	Rail Service

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

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

Comment	Category
These changes are the exact reason people don't want to ride the Metro. In order for people to take public transit you need more trains/buses that come at shorter intervals. I don't think cutting down on fare evaders will matter much compared to the loss of people riding the train and busses with these service cuts. I really urge (begging) you guys not to make these changes, it impacts so many people, and the planet.	Bus Service
Sorry, but I can't believe that a solution to fully fund -- and expand funding -- can't be found! This is a regional failure and a conversation we should not even be having.	Capital Budget
Make driving more expensive. Increase tolls, raise the price of parking, reduce options for driving in the city. ALL these should come before a reduction in service or increase in fare	Fares/Fees/Parking
Lots of my co-workers rely on the Metro Bus route T2 to get to and from work everyday and the elimination of this route would leave them with little or no options to get back and forth to work	Bus Service
Do NOT shift maintenance money to operations. Maintenance cannot be3 deferred any more. Do NOT cut staff. You are already short of staff.	Miscellaneous
Please keep the routes! Some lines are already limited	Bus Service
No	Miscellaneous
As a low vision person, I'm highly depending on MetroAccess. I'm hoping to continue to use MeteoAccess and the new proposal will work for the best. Thank you Selam	Rail Service
The train service cuts would ruin the off peak non-work ridership numbers that the world is moving to with telework. The bus cuts would be even worse. Living in Adams Morgan would ruin the neighborhood as it becomes particularly difficult to go anywhere during the weekday and nearly impossible on the weekends without increasing transit time significantly. Based on the description of the cuts, the L2 will no longer go towards downtown and the 42, 43 will be cut entirely. This means the Mt Pleasant and Dupont commercial corridor would be inaccessible, and all the transfer points from there? Georgetown, Palisades, anything in the BOS corridor will take significantly more time to reach. Meanwhile with 96 being cut and the 90 with more limited coverage (and poor reliability), we lose reliability in reaching neighboring U St, Woodley Park, Tenleytown and beyond. There are already few cross-town corridors in DC and removing the 96 would only worsen the divide between NW and NE. If anything, we need more buses and better reliability along this corridor. One improvement is that the 90 could easily extend to the Woodley Park metro stop while keeping the Ellington Bridge turn around. With service ending at the station, the driver could cross the bridge for his break or for swapping. Currently I am overall pleased with the transportation system in DC. One of the reasons I moved here was that DC is known for being one of the few places in the US where one could be car-free. Adding onto that, the future of WMATA seemed bright and hopeful with the increase in service since the pandemic allowing DC to become a national leader (and respectable across the globe).	Bus Service
Please don't reduce M4 and D6. You just built MacArthur high. Two family members and I travel from AU Park to that area and back every weekday. We would use transit to get there some weekends, too, if it were easier.	Bus Service
Please take accessibility and historic policies cutting off certain neighborhoods from transit options when choosing where to make budget cuts.	Operating Budget, Management and Spending
Please continue to make it difficult to jump over Metro gates. It is so discouraging to see riders avoiding payment with impunity.	Rail Service
Please not delete route T2 is the only route to my work	Bus Service
Reducing service is not going to boost ridership. If the metro is infrequent or unreliable, ridership will die. Waiting 15+ minutes for the next train will send me to a taxi every time.	Rail Service
You're already well aware of the risk of a death spiral here. I personally would use it much more if it ran later on weekends. Not just 2 a.m., but even 3 a.m. would be ideal. Then I would never have any reason to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make it unusable for many people.	Bus Service
I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me	Bus Service
The 16 Y is always packed. It only runs during rush-hour anyway, so there's not a lot of times when it runs that it isn't busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro.	Bus Service
Cutting service just creates a doom loop. No one wants to pay more for less	Service Levels
Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown!)	Bus Service
Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC -- feels discriminatory to me!	Operating Budget, Management and Spending
Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc.	Rail Service
Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates.	Operating Budget, Management and Spending
22F is a lifeline for many commuters in Fairlington, please do not remove this service.	Bus Service
Please keep the 22A and 22F - this is how our family gets to work daily.	Miscellaneous
Please don't reduce the M4 and D6 buses. You just built MacArthur high. Three of my family members travel from AU Park to that area and back every weekday. We would use transit to get there on weekends, too, if it were easier. Overall, Metro should not be reducing service OR raising fares. It should instead improve its service, which will in time convince riders to come back. That includes dedicated bus lanes and buses that can affect the timing of stoplights. The DC government should understand that transit benefits the vibrancy of the city, and public transit should not have to pay for itself. Instead, the city should pay to cover transit, without increasing fares. The city pays for fixing roads without charging drivers for that. It should do the same (or more) for those who rely on public	Bus Service
These proposals are awful. I already find metro to be expensive. I was in Boston last summer and you can ride the T anywhere for \$2.40; it does not matter how far you are going. I commute from Grosvenor to L'Enfant Plaza. The cost is \$15.90 per day (\$10.70 for metro and \$5.20 for parking). Super expensive. And I do not feel safe on metro anymore. L'Enfant Plaza is not a safe station. Perhaps metro should loo at its internal workings and expenses before the cut service and/or raise prices. I have commuted on the metro for decades and the current state is the worst. Bad service and ridiculous	Fares/Fees/Parking

Comment	Category
Metrorail and Metrobus are critical to maintaining a good quality of life in DC and the metro area. I've used Metrorail and Metrobus since the mid-1980s. It deserves to be fully funded and positioned to lead our nation's transition to a zero-emission future. I applaud WMATA for expanding bus service and improving rail service on all lines over the last few years during the COVID-19 pandemic and other challenges. However, instead of cutting service or increasing fares (which may disproportionately hurt low-income riders) I strongly urge WMATA to work with regional leaders to secure dedicated, long-term funding for Metrobus and Metrorail. I worry that without swift action, our region will enter a transit death spiral, where service cuts lead to decreased ridership and lower fare revenue. As a resident of Glover Park, Washington DC, I am a regular user of the D2 line. It is a lifeline to the Metrorail system and connects our neighborhood to the rest of the DC region. Over time, our bus service has been cut drastically. I strongly urge WMATA to keep the D2 service and oppose cuts. In the long term, I encourage WMATA to continue adoption of a system-wide bus electrification effort. Doing so will reduce air pollution and the health risks associated with it. It will also reduce greenhouse gases that contribute to climate change. Thank you for considering my comments.	Bus Service
This is all insane and I hope the government gives you more money. Ted Leonsis!!!!	Miscellaneous
Do not cut service. Currently the existing service outside of weekdays already makes my daily activities challenging and makes me and my friends less likely to even attempt riding the metro. The constant single tracking is frustrating and makes it inconvenient to ride. Fare increases make me want to not ride the metro because it is no longer cost efficient. DO NOT INCREASE FARES OR CUT SERVICE! It will not increase margins, it will reduce ridership significantly. It also will contribute directly to climate change. Raising fare would financially impact me. I take Silver from Courthouse/Clarendon out to Innovation Center for work, so I'm already paying the max of \$12 a day. Food is already so expensive and sometimes I don't have enough money for metro if I want to eat. Charging me \$15 a day is insane and would ruin me. Please don't do this!	Fares/Fees/Parking
I currently live in Glover Park and frequently use the bus to get to Georgetown, George Washington University, and my job in DuPont. This cut would SIGNIFICANTLY impact me and make me reconsider living in the district. I can't park my car anywhere in the places I commute, and I potentially may not even be able to take the bus in. What's the point when I can get a remote job and not have to do this once I graduate? These strides will make myself and my neighbors reconsider living in the District especially on top of everything else (homelessness, crime, overall decline of quality of life etc).	Operating Budget, Management and Spending
Metro has received continual support from local and federal governments over the past several years. It is terrible that these funds have not been well used, and we are again faced with the threat of massive cuts to service or massive fare hikes. The current path is unsustainable.	Bus Service
Reducing any services (both routes and frequency) will only make people less likely to ever use metro. It will further destroy its reputation for being a reliable transportation option. Why don't you wait and see how much extra revenue is received from the new fare evasion gates?	Fares/Fees/Parking
The 74 bus line is used lots more in SW area than the p61 I think so..!? Please keep n2, n6, and n8 on Mass Ave, NW too ?? Thank So much!!	Bus Service
Please don't increase wait times, especially on the red line. A lot of commuters in Maryland, including me, rely on the short wait times. The commute is long enough as is without having to wait for the train. Fewer people will move to Maryland if you increase metro wait times. Also, please don't eliminate rush hour service. The trains get too crowded and it is a public health concern. There have been multiple times where I couldn't fit in a train during rush hour. Finally, this survey should have a rank choice option. No one is going to say they are in favor of service cuts. You should make people select the service cuts they are most opposed to. Thanks!	Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds.	Service Levels
I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area.	Bus Service
When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times -- particularly for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro.	Rail Service
I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help.	Bus Service
Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand?.like which things are in the worst condition so those need the money. Asking that question in this survey does not inspire confidence in Metro's decision making ability.	Operating Budget, Management and Spending
last question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour!	Operating Budget, Management and Spending
The money for all those new turnstiles could have gone to the issues you proposed.	Fares/Fees/Parking
Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it.	Miscellaneous
I think increasing fare to meet budget deficit is not a good idea. I ride the metrorail and metrobus every day and I see a lot of people skip the fare gates and not paying their fare at all. I wonder if we can account all of this right now, would we be able to alleviate some of those budget problems? Maybe solve security and people skipping paying their fares first before suggesting to increase the fare?	Rail Service
Honestly, this service is already overpriced relative to the value. It's an embarrassment that this is in our capital city. Crying wolf and raising prices every few years is not sustainable. People more people left NOVA than moved here last year for the first time ever. It's already hard enough with personal property and real estate taxes going up every year. I don't know what the answer is but if you go to closing at 10 p.m. before sporting events and concerts end, you're not even going to get the non-commuters anymore.	Operating Budget, Management and Spending
Please INCREASE or AT THE VERY LEAST, maintain current coverage and service for all metro modes of transport. I am someone who doesn't want a fare increase but, if push comes to shove, is willing to pay more fare to keep or increase service. Thanks.	Bus Service
Please control the fare evasions first. Why could we pay for increased fares while others just jump through the gates?	Fares/Fees/Parking
Happy to pay more but please don't make metro worse by cutting service! We need it open early and late to make dc a real city!!	Fare Evasion/Safety/Crime
The 22A and 22F lines are my only way to and from work every weekday. Eliminating the 22A and 22F lines would make every day much more difficult for me, my family, and my neighbors. Please keep these lines for those of us commuting from Arlington!	Bus Service

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

Comment	Category
Improving communication about bus routes and timing (scheduled and real-time) and transfers would increase ridership. I use buses more in foreign countries than I do in my 35 years living in DC. We can do so much better! A screen inside the bus that alternates between showing the next 3 stops and the connections that can be made at each stop such as they do in the Netherlands would help locals and visitors alike. Add real fare gates that prevent people from jumping the gate.	Bus Service
The 74 and P6 busses are essential to residents of SouthWest. We depend on these two routes to transport us to grocery stores, doctors' appointments and daily activities.	Bus Service
the frequency of the L2 which I use has finally been reliable and reasonable. I would hate that to change. Stop fare evaders and raise the prices if necessary.	Bus Service
Hope jurisdictions can find funds so service cuts do not have to happen. Low wage workers (dish washers, etc) cannot afford rate increases	Bus Service
Metrobus is a vital service to professionals and workers, especially bus routes to hospitals, and downtown.	Bus Service
Frequency is freedom and integral to the system. Federal subsidies for riders will always be there, use those fare dollars!	Bus Service
The proposed service cuts and fare increases are categorically immoral.	Bus Service
It doesn't matter if I don't pay on the express routes 17s & 18s, if you guys are going to cut them anyways. If those express buses get cut, oh well at least I used them while I could.	Bus Service
Current fares and routes are suitable for the routes I use but the bigger issue is that I see at least 10+ people evacuating on just my one pass through.	Bus Service
The 74 route is crucial to SW residents getting around town. A fare increase would be preferable to reduced service. Service is spotty and irregular enough as it is now.	Bus Service
While understandable that budget is a concern, the solutions to cut services and increase prices are nonsensical. These ideas would only help further decrease ridership and cause additional budget shortfalls. Redoubled efforts to get funds from DC, VA, and MD should be the primary goals rather than offering poorer quality service to the public. WMATA should also push for other alternative funding structures instead of this constant battle to get money from three different jurisdictions.	Operating Budget, Management and Spending
Do not eliminate G2 service.	Bus Service
The D6 bus coming to Georgetown Hospital is extremely essential for those without a car. I feel this would greatly affect patients and employees alike. I personally find it as an employee of Georgetown Hospital, reassuring to know that when one of my family members has an appointment here and I cannot bring them, knowing that all they have to do is take the bus and they're pretty much in front of the building. Without that D6 route, I worry for those who aren't navigation savvy. I urge you to reconsider this decision. Thank you, Chatia.	Bus Service
The D6 is a major bus route to our community and specifically the MedStar Georgetown University Hospital community. The D6 provides frontline workers and the patients they care for a safe way to commute to and from the hospital. Removing the D6 will result in members having to leave their job at the hospital because they have no way to commute and will have major safety repercussions for MGUH patients in an already short staffed occupation. The D6 also provides a safe way for patients who are discharged to leave hospital property and not reside on Georgetown city streets.	Bus Service
Hope the L8 bus down Connecticut Avenue stays	Bus Service
Need d6 bus for work early in the morning and then later in the evening to return home to family	Bus Service
Ride the L8	Bus Service
M Like compliance with time	Miscellaneous
Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown	Bus Service
I'd like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn't have been able to keep my job without that training. And now that I'm in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it's an absolute must. I can't speak highly enough about it.	Service Levels
I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is crucial for the the County's economy. Please consider all efforts to protect full T2 Metrobus access for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very important to the community.	Bus Service
I am writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3900 Tunlaw Rd NW, Metro bus first removed the N? (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Before I retired I would take the bus to Tenleytown and then on to my work. Now I use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service throughout DC.	Bus Service
Please do not cut route D2. This will make an entire section of DC even more car reliant.	Bus Service
Please don't cut off any bus routes. People rely on most of the bus routes listed to get to where they need to be.	Bus Service
My daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated.	Bus Service
Please do what is possible to reduce fare evasion as much as possible. Thank you.	Fare Evasion/Safety/Crime
Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through SW DC. I am submitting this note in support of keeping the route.	Bus Service

Comment	Category
Eliminating the D2 would be very chaotic for many students who go to DCPS schools. We do not have a car and there is no bike lane from DuPont Circle to Duke Ellington where my son is at school from 8:30 to 5pm. We, and presumably one hundred or so others would then be clogging the Georgetown streets with our crappy cars we did not want to buy in order to get our kids to school. So cancelling the D2 is a very bad idea, and I also think you all know that.	Bus Service
Please don't cancel the D-2 bus. It is a wonderful part of Glover Park and provides the only reasonable access to downtown for many people.	Bus Service
I am not in favor of the elimination of M4 and E6 bus service, and the shortening of the L2 route.	Bus Service
In this time of high gas prices, why would you discontinue R12 bus route. Using public transportation needs to be encouraged not discouraged. It's bad enough that there is no longer service to BWI from the Greenbelt Metro Station. Keep this bus route and any others you are planning to eliminate. Get more cars off the road and offer the service to those who don't have cars. Don't raise fares as that just makes it harder for everyone as they try to pay bills, buy groceries etc. As everything has gone up in price, public transportation should still be available at a reasonable price.	Bus Service
It is a horrible injustice that the R12 route through Berwyn Heights is being considered for elimination. This is a very diverse primarily Latino community that really needs and currently utilizes this route. This is a particularly ugly case of WMATA taking advantage of a vulnerable hardworking population that doesn't have the resources to complain in person or in meetings virtual or otherwise.	Bus Service
I was wondering if there's some kind of agreement with a portion of DC's population?. Out of 10 passengers, only 3 pay fare? The rest (men/women; young/old) just walk by? drivers seem to comply with this ?modality??. No wonder metro is going broke?. ?	Fares/Fees/Parking
Keep the M4 route!	Bus Service
Keep the L2, M4 and E4 routes in their current form! They are critical routes for our community. If anything, the routes should have greater service, not less, to encourage more ridership and to better serve our neighborhoods.	Bus Service
Please do not close the Forest Glen Station. It is one of the safest stations and also one of the easiest suburban stations for bike or scooter connections. It also generates parking revenue. I will switch to MARC if Forest Glen closes.	Fares/Fees/Parking
I strongly object to the consolidation of 31 and 33 bus routes. My child takes these buses every day to and from school in another ward. This consolidation will make her commute to and from school extremely difficult. Buses are ALREADY very crowded and don't run frequently enough. This consolidation will cause extreme hardship to my family	Bus Service
WMATA is already by its (historical and) recent scheduling screw-ups creating a perfect death spiral and the current budgetary offering is yet another gift of chaos and alternative commuting incentive. Where Metro should have focused was on integrating cross jurisdictions; instead, Metro has encouraged / continued balkanization.	Operating Budget, Management and Spending
Please do NOT get rid of the G2/any public transportation that is close to Georgetown University. It is hard enough already to get around with the few infrequent stops of the buses, and you want to take away the only bus we have that actually comes to our campus?! If I don't have the G2 or the other buses, I literally have NO OTHER OPTION than to pay an exorbitant amount of money to get ANYWHERE. It's already upsetting that Georgetown Uni doesn't have a metro(though I understand this isn't your fault), but we cannot have the only public transportation near us taken away as well. Even though Georgetown has provided buses, at times- especially on weekends (WHEN I WANT TO GO OUT AND EXPLORE) they are INCREDIBLY unreliable?.PLEASE DO NOT TAKE THE G2 OR THE OTHER	Bus Service
if the D6 bus is eliminated, I will no longer have a way to get to work. For the patients that I care for, I fear that providers will no longer be able to sustainably get to work. The elimination of this route is unacceptable.	Bus Service
Cutting the D2 and the D6 (among many other routes) would be detrimental to the many students and neighbors that rely on these buses to get to work and school. It's insane that the city is budgeting money for luxury things like pickleball courts and billionaire sports owners tax breaks, but not funding necessary infrastructure and transportation.	Operating Budget, Management and Spending
My16-year old son on takes the D2 regularly to connect to the Red Line at Dupont Circle that gets him to and from school near Fort Totten. It is essential to his life as a student, student-athlete, and student-artist, as it enables him not only to get to school, but also to participate in afterschool and weekend activities. I'm not sure how my family, with two working parents, would manage without it.	Bus Service
I do not want to see NH2 route disrupted. I am okay with reducing metrorail times and low use dates to ensure we dont have an increase in cost.	Bus Service
I am writing to strongly oppose any change in bus services for the 30, 31, 33, 96, and N2, N4, and N6 buses I am on the board of directors of the Chancery Apartment Tenant Association. We have 206 apartments in our building, which represents well over 300 people because we have many families. Children rely on the 30 buses to get to Hardy middle school in Georgetown. There is no way to get to that school by Metro. What will these children do? Many parents in my building do not have a car because they cannot afford one and anyway there is no parking available in this neighborhood. Therefore they rely on the bus as the only way for their kids to get to school. Many people have only one way to get to work and that is using one of the above buses. We are between the red line Tenleytown, red line Dupont Circle, and blue line GW Metro stations. Some people do take the bus to the stations and transfer to metro rail; others just go as far as Dupont Circle or downtown DC and get off the bus. Either way, the buses are vital to their transportation into work. If you eliminate all of these, how will we get to the metro stations?! It is about a 10-minute ride on the N buses to Dupont Circle where people can also catch a red line train. It is about 15 minutes for the bus to go through Georgetown and get to the GW station and another five minutes to get into downtown. There is no other way of reaching their destinations that is quicker than the bus On behalf of the three hundred persons in our apartment building, and the members of the Association, we beg you to reconsider eliminating these services. The buses are already very crowded so you will be leaving many, many riders with no options. Respectfully submitted, Katherine Murray Secretary of the Board of Directors Chancery Apartment Tenant Association 3130 Wisconsin Ave. NW Washington DC 20016	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. PD Patrick M. Dunn President CopperDunn LLC O: 301-565-0015 C: 301-509-3088 E: pd@copperdunn.com W: www.copperdunn.com	Bus Service

Comment	Category
<p>I am writing to strongly oppose any change in bus services for the 30, 31, 33, 96, and N2, N4, and N6 buses I am on the board of directors of the Chancery Apartment Tenant Association. We have 206 apartments in our building, which represents well over 300 people because we have many families. Children rely on the 30 buses to get to Hardy middle school in Georgetown. There is no way to get to that school by Metro. What will these children do? Many parents in my building do not have a car because they cannot afford one and anyway there is no parking available in this neighborhood. Therefore they rely on the bus as the only way for their kids to get to school. Many people have only one way to get to work and that is using one of the above buses. We are between the red line Tenleytown, red line Dupont Circle, and blue line GW Metro stations. Some people do take the bus to the stations and transfer to metro rail; others just go as far as Dupont Circle or downtown DC and get off the bus. Either way, the buses are vital to their transportation into work. If you eliminate all of these, how will we get to the metro stations?! It is about a 10-minute ride on the N buses to Dupont Circle where people can also catch a red line train. It is about 15 minutes for the bus to go through Georgetown and get to the GW station and another five minutes to get into downtown. There is no other way of reaching their destinations that is quicker than the bus On behalf of the three hundred persons in our apartment building, and the members of the Association, we beg you to reconsider eliminating these services. The buses are already very crowded so you will be leaving many, many riders with no options. Respectfully submitted, Alejandra Morales 3130 Wisconsin ave nw apt 605</p>	Bus Service
<p>I am against the elimination of the D2 route and the consolidation of the 31 & 33 routes. It would greatly impact the kids at duke Ellington, my daughter and her friends rely on it for school transportation. So many kids would be negatively impacted by this, please do not eliminate the route!</p>	Bus Service
<p>To Whom It May Concern: We do not have easy access to Metro being between Tenleytown on the red line and GW on the blue line so we must have bus access to Dupont Circle. We are seniors living in the Chancery apartment building with at least 300 people and 206 units. It is vital for most of the tenants to reach their jobs by bus, the children to go to school by bus, and seniors, many of whom have mobility issues and low incomes, to go to Dr appointments, shop, etc by bus. The buses are almost always very crowded. Please don't take away our buses. Thank you. Kind regards, Margaret((Peg) Egan Harold Erickson 3130 Wisconsin Ave NW #806 Washington DC 20016 252-497-0676</p>	Bus Service
<p>I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Carolyn Carroccio</p>	Bus Service
<p>I take the D6 metrobus to get to work at Medstar Georgetown University Hospital. There is no other bus or train that takes me directly to the work. Getting rid of this route will negatively impact me and other colleagues. I don't have a vehicle and I cannot afford Uber or Lyft. I live too far to ride a bicycle and I don't know anyone who I can carpool with. I desperately need the D6 bus route to continue to operate. My job is my only source of income. I have a family to feed and need transportation to get to</p>	Bus Service
<p>Restore bus service from Glenmont Station to BWI Airport, and back. Or add bus service between BWI and New Carrollton Station.</p>	Bus Service
<p>Buses that are scheduled di not always show up. They skip a time which is unacceptable</p>	Bus Service
<p>sdhfskjd</p>	Miscellaneous
<p>Thank you for this opportunity to provide comments. I am writing about two specific bus lines: G2 -- The G2 line is the primary bus line serving the Georgetown University campus, a campus which is not accessible by Metrorail. A large number of university staff, as well as students, rely on the G2 to get to work every day. For instance, one of the teachers at the university's on-campus child care facility noted that, without the G2, she does not know how she will be able to get to and from work every day. I urge Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 -- The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments.</p>	Bus Service
<p>Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive -- Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please listen to the community and do what's right for us. Thank you.</p>	Bus Service
<p>As a long time resident of the District, and of Glover Park, for more than 30 years..... I find it appalling that WMATA would recommend full cancellation of the D2 bus line. How in the world are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the public good. Why are the residents of Glove Park now handed yet another insult by WMATA, an insult that would effectively strand us all without public transportation. Not all of us can afford Uber and Lyft. WMATA should do better with their own books, and not let the former Administrator retire with millions in compensation. For what? for a new WMATA chief who earns hundreds of thousands of dollars a year? This D2 Bus elimination would create horrendous problems for folks who rely on it to get to the hospital, to doctor appointments, the airport..... DO NOT CANCEL the D2!!!!!!!!!!!!!!!!!!!!</p>	Bus Service
<p>Metro should be ashamed of itself, its ridiculously expensive. People are being robbed and assaulted on a daily. There should be one standard fare no matter where you are going or it should be free for all.</p>	Fares/Fees/Parking
<p>I am objecting to 2 metrobus service changes: the elimination of Route 96, and the elimination of Saturday and Sunday service on Routes 42 and 43. Route 96 is one of the few buses that cross through DC and connect the east/south areas of the city to the west/north areas, an important aspect for citizens to have a sense of community in DC. Additionally, it is a vital form of transportation for workers and a critical part of citizens wanting to visit many of the diverse areas of the city that this long route traverses. Eliminating Saturday and Sunday service on Routes 42 and 43 will leave the residents in the densely populated neighborhoods of Ward1 stranded on weekends, as there are no alternative modes of transportation. Large segments of working class citizens will not be able to get to work and dependence on these buses will have economic impacts on shopping and entertainment, particularly in Mt. Pleasant and Adams Morgan. I have lived on Columbia Road for over 50 years and, as a car-less person, I love Metrobus. But I have to wonder, is DC in such a state of decline that something as essential as public transportation needs drastic cuts?</p>	Bus Service

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

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

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

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

Comment	Category
I rely on the G2 bus to commute to Georgetown University and do not know of or have any alternative budget that would be so reliable to go between the Logan circle and Shaw neighborhood directly to one of the largest employers in the District. This must be reconsidered!	Operating Budget, Management and Spending
February 29, 2024 To Whom it May Concern at WMATA: I am writing to you today to voice my great concern about the possibility of the T2 Metrobus route being eliminated. I want to stress the vital role that the T2 Metrobus route plays in the community. This is a key route for many individuals and families to access a large and bustling swath of DC, Potomac and Rockville. As you know, this bus provides access to students and staff at several schools including Walt Whitman High School, Bullis School, and Ritchie Park Elementary School and also to key facilities such as libraries and community centers. The bus is particularly vital to the economy of the many shops, restaurants, offices and two country clubs along River Road. To summarize, the T2 Metrobus is the most reliable public transportation to this part of the County, and without it people in the area will face barriers to accessing places of employment, education and recreation. Please protect this bus line for the many riders who require this service to get to work, school, and other activities. Sincerely, Charles C. Wilkes	Bus Service
Please don't eliminate G2 to Georgetown University. Thanks!	Bus Service
Please do not eliminate the G2 Metrobus service at the University's front gates and other G2 stops in the Georgetown neighborhood. Georgetown is already constrained from a public transit standpoint, and adjustments to public transit from campus could afford to increase in availability not decrease. These are a critical link to connecting Georgetown students to DC at large and for helping staff enjoy more affordable public transit options. Thank you for this consideration.	Bus Service
Hello, I've learned of the recent proposed changes that would eliminate the existing direct G2 Metrobus route to Georgetown University's front gates. I disagree with this decision as it would place a great burden on those living in Georgetown to access an efficient transportation route. For residents of the neighborhood, students, and faculty and staff, G2 is the only efficient option to get from Dupont Circle or deeper DC to the campus. Without a close metro stop, it makes public transportation very difficult. Please do not close this service.	Bus Service
I am DISMAYED by the recurring attempt to cancel the D2 bus for budget cuts. I use this bus every day to get to work, and have for the past 6 years, across 4 different jobs. It is unclear to me how it is logical or equitable to make the bus free while cutting service lines, effectively leaving people who live in Glover Park stranded. I am irate. This makes no sense and is shameful. Put a toll on incoming Virginia drivers, if you have to! They don't do ticket reciprocity anyways! Tax me more! Literally do anything but take away this bus. If you can't make the BUS work, what are you doing???	Operating Budget, Management and Spending
I think the G2 metro bus provides a much needed access route to georgetown including the university that is leveraged by otherwise underserved communities that have trouble gaining access to that area. I don't think this route should be cut.	Bus Service
I am strongly against the elimination of the G2 bus route. As a Georgetown University student, the G2 bus is the main connection of the university to the public transportation system of DC. If this route were eliminated, I would have no connection to the DC public transit system.	Bus Service
Before Metro propose any fare and service charges here is something for you to think about and consider. How can it be justified for to ask for a fare increase when you have fare evaders on a daily basis? How much longer are law abiding tax payers front those individuals? I take the same route every day 4 days a week. Within those 30 min every day the same people get on without paying that's \$10 within that 30 min time frame. Multiple that over the whole year and all the other bus routes within the metro system. And on top of that 9 out of 10 bus operators don't even ask the passenger to pay they just walk buy. Why should I pay then or even asked to pay more? Unbelievable that metro asked this from the ridership	Bus Service
Do not close G2 route in front of Georgetown. Students need public transportation to get into DC and the surrounding area.	Bus Service
Georgetown needs G2 route	Bus Service
Georgetown students need G2 bus route!!	Bus Service
Please do not omit the G2 Bus from DC's public transit scheme. It's already hard enough to get off campus and into the city without a metro stop. Removing this bus line will make it harder for students and staff to get into the city. DC prides itself on its diversity, and removing this bus line creates a barrier to cultural monility.	Bus Service
I would like to see the commuter 220 bus maintained as a route and not eliminated from service. It is valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route.	Bus Service
I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts.	Bus Service
They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax.	Fare Evasion/Safety/Crime
The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Georgetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation.	Miscellaneous
Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line.	Rail Service
Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it.	Bus Service
Oppose lone hour later on Friday and Saturdays	Bus Service
If you do this change, you are screwing over all the staff, students, and faculty at Georgetown University. I don't know who proposed this, but they either have animosity towards the university or should be fired for ignorance/incompetence or both.	Bus Service
DONT DO IT	Miscellaneous
Please don't it's incredibly useful to low income students needing to leave Georgetown's campus	Bus Service
students and workers need the G2 bus. And without it it's secluding the whole of Georgetown!!!!	Bus Service
As a student at Georgetown University eliminating the G2 bus would really impact my mobility in the city, getting downtown from campus and also taking the bus home. I live in Glover Park and I wanted to underline that since we don't have any metro access (and neither does Georgetown) the bus is really all we have and we rather need more than less! I therefore also strongly oppose the elimination of the D2 and D6 or combining the 33 and 31. Again: WE DON'T HAVE A METRO STOP, PLEASE DO NOT TAKE AWAY THE BUSES TOO!!!	Bus Service

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

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

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

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

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

Comment	Category
I am writing express my support for full service on M4 and M6 routes. As an elderly person who will be depending on these routes, it will cause hardship if they are not operated with full service. Metro should be required to do an impact study to determine the effect upon the elderly and handicapped of curtailing service on these routes.	Bus Service
Metro needs to implement review of overtime to better manage abuse by (a noted small) portion of its workforce that bilks the system for 10s if not 100s of thousands of dollars.	Bus Service
I can live with the price increases to operate Metro but the service cuts would drastically reduce my time using Metro. I live in the far suburban area and the current Metro timetable is already pressing me with time restraints coming to and going to work. Additional wait times would definitely hamper my traveling times on Metro. I would most definitely move to Marc.	Bus Service
Don't cut the hospital bus line d6	Bus Service
Please don't cut G2 I'm a Georgetown student and that takes me right to school	Bus Service
Not having the 28A in Virginia after the strike with the 703 would leave NOVA to DC commuters (mornings and evenings) without a bus to get them to the metro station. Closing lines earlier on weekends would force me to choose Uber over metrobus or rail when I go out at night in D.C since ten pm is when most events start.	Bus Service
Maintenance and infrastructure. NO increase in administrative costs. Concentrate on the basics of maintenance and increase technology to identify weaknesses and vulnerabilities in the infrastructure. Recognize the contributions made by staff and employees.	Fares/Fees/Parking
We need our local bus service for shopping and other life activities.	Bus Service
The cut of 96 and changes to the 30 series would certainly adversely affect persons living in Wards 6, 7, and 8 who work in Wards 2,3,and 4. We need to support these residents.	Miscellaneous
Please keep the bus schedule of N2,N4,N6 as usual	Bus Service
I'd rather get cuts than pay more by far	Miscellaneous
I sincerely hope that Metro considers these proposed budget cuts. Your proposals completely impact the Georgetown University community. If the G2 service were to be unlimited, I have no idea how I would get to work. I have been relying on the G2 bus for the past 7 years. Please DO NOT get rid of the G2, that way we can keep our jobs and contribute to this city that is already rapidly declining with public transportation and safety of DC community members. If you will eliminate the G2 bus, then please provide a direct bus route from the Columbia Heights metro or Georgia/Petworth metro station DIRECTLY to the Georgetown University front gates. Thank you.	Operating Budget, Management and Spending
The G2 metrobus route is essential to the Georgetown University community, particularly staff, faculty, and graduate students who don't live in the Georgetown neighborhood like most of the undergraduates. Many people use this route to get to Georgetown University everyday, and eliminating it would drastically impact many people who rely on this service.	Bus Service
Please make Maryland and Virginia pay taxpayer dollars towards the budget, as they use the metro system as well!!!	Operating Budget, Management and Spending
Please do not get rid of the M4, N2, N4, N6, 31 and 33. Thousands of students use it daily and on the weekends in order to get to class and internships/jobs. It would be the worst decision to get rid of these lines because it would affect thousands of students negatively and prevent them from getting to class on time or getting to internships/jobs.	Bus Service
Keep the D6	Bus Service
Given that weekend ridership bounced back relatively better than weekday ridership, there should be consideration given when making any service changes. And it would be likely for weekend ridership to increase even more during the summer, when cuts are alleged to take place. Also there should be a very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly.	Bus Service
Please do not eliminate the D2. I will no longer be able to get my children to school easily by bus	Bus Service
Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you're spending it on !!!	Operating Budget, Management and Spending
I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don't know how I'll get around the city on public transit without them. Please don't make these changes!	Bus Service
D6 bus helps me live and work in DC and provide for my family	Bus Service
We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33	Bus Service
The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this!	Bus Service
Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no! The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry.	Operating Budget, Management and Spending
I moved to DC electively from New York City; no job or family choice, just liked the city and its pace and accessibility. I chose a neighborhood with frequent and broad bus service. This has been consistently threatened in these last years of my actually living here and I'm getting pretty sick of it. When will you stop seeing NW DC - Cathedral Heights and AU especially, as not worthy of your service? A lot of elderly live in that area, I planned to retire in Cathedral Heights and already am without a car (for environmental reasons) and rely on public transit and you keep telling me my neighborhood doesn't matter. NO N6 on the weekends? On the major Mass Ave conduit? Reduced or eliminated portions on the major Wisconsin conduit? Never mind Glover Park, no service at all? Its insulting, reduces my property values and has me thinking about returning to NY that still prioritizes public transit. (I also feel used as a pawn by you, BTW, in your budget fights with the city. And then there was that ridiculous 'Better Bus' money pit of an idea. Distasteful.)	Operating Budget, Management and Spending
If fares increased, or if there was ANY oversight whatsoever on fair evasion on buses then maybe these routes wouldn't be affected. Since my car was stolen, I use the L8 every single day for work. This would have a horrible impact on my ability to maintain my job. I would then lose my apartment and be homeless.	Bus Service
please focus your balancing of the tensions around what will actually address the budget shortfall and what would just be a signal, but not actually save you money. I don't think fare increases on the bus actually would change anything, i think fare increases on metro and parking would. If you have to do service cuts, do it for areas that already have metro coverage or redundant bus/rail options, not areas that are isolated or dont use the bus.	Operating Budget, Management and Spending

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

Comment	Category
Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration.	Bus Service
The point of Metro is not to make money -- it's to make DC livable. This isn't y'all's fault, but you can't slash service and expect the fiscal problems to go away. Waiting longer for trains or having less convenient bus routes will only DECREASE ridership in the long run, and you'll be at the same cliff again. Personally, I don't care at all if Metro is in debt. Bowser was going to give \$500 million to Ted Leonsis, surely we can muster up some money to save Metro. You cannot cut your way out of a customer problem. If metro had BETTER service, cleaner systems, safer rides, and was designed to move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals -- Vision 0 for traffic deaths, reducing the area's carbon footprint, reviving downtown, attracting new businesses. All of those require a good metro system. Please don't make these cuts.	Bus Service
I'm worried about how these changes will impact people in DC, especially the most vulnerable populations due to their housing locations, work situations, and financial situations.	Operating Budget, Management and Spending
Eliminating bus route G2 would have direct negative effects on a patient population that relies on that bus line to go to Georgetown University Hospital. This would make going to appointments more difficult and more expensive for patients that are already vulnerable in our healthcare system.	Bus Service
Please don't get rid of the d2 and 33/31 that's the only way I have go get to school	Miscellaneous
Gloverpark needs the d2, make higher fares. Decrease time but do not eliminate it. We have no Metro! Not everyone can walk to the 33/31.	Fares/Fees/Parking
Keep L8	Bus Service
I am particularly concerned about the proposed elimination of Metrobus #D2 - the only public transportation that connects my neighborhood - Glover Park - with metro - (Dupont). This bus route is an all important link to Metro and downtown. Without it residents will have to choose more expensive and private transport...	Bus Service
Public transportation is the cornerstone of accessibility, sustainability, and urban design. You must prioritize its subsistence at affordable levels with constant service. The repercussions of increasing fares, decreasing service, and/or just not having an acceptable budget would impact us DC residents beyond measure.	Operating Budget, Management and Spending
No increase on fares or service cuts, please!	Bus Service
Metro has very difficult decision to make while still providing quality service, maintenance and reasonable fares to its ridership, parking, bikes, and Metro Access. Metro will eventually receive federal funding; it moves the government and government employees in this region. This region realizes on government employees for its business services. In addition to DMV visitors.	Bus Service
I've seen a lot of people get on metrobuses without paying or showing ID and I don't understand why.	Bus Service
The T2 bus route provides an invaluable link to our suburban neighborhood to two urban centers, Rockville and Friendship Heights. This gives many residents in our neighborhood and environs access to the subway and access to their places of employment. Our neighborhood is also bordered by high traffic roads unsafe for walking or biking, so commuting on foot or by bike is not a realistic option. The T2 is a vital lifeline for us, please keep it going!	Bus Service
eliminating the D6 and D2 bus routes completely cuts Georgetown University and Glover Park out of the metro system. The D2 is the easiest way for Glover Park residents to access the DuPont metro station. The D6 is the only bus route to the MedStar Georgetown University Hospital. Without the D6 many patients from other parts of the city will be stuck in the Glover Park Georgetown area without means to get home. This route also helps employees get to an from work. The D6 and D2 can not be eliminated from the bus routes.	Bus Service
I would prefer fare increases in lieu of closing stations or reducing services.	Fares/Fees/Parking
You ask about the impact elimination of various bus routes would have on my 'choice' of transportation method, when in fact there IS no other realistic or affordable alternative. I am a senior, don't drive, don't ride a bicycle, live in Ward 1 (Adams Morgan) which is a rail desert - the nearest rail station is a mile or more away and these bus cuts remove connections to Wards 2 and 3. My doctors are in 2, my exercise programs are in 3, how do you expect us to get downtown on weekends without the 43/43? And what do you have against the 96, which appears on the 'cut' list every time? I ride it frequently and ridership is quite healthy. Don't base your cuts on bogus ridership figures caused by	Bus Service
Eliminating the E2 would cause the loss of a key cross town route. It allows residents of Chevy Chase to easily access metro train service at Friendship Heights (and eliminating the L2 would make that even worse by eliminating access to Van Ness station and south). It also allows residents of northeast speedy access to work and shopping in upper northwest. In short, elimination of either route would be insane. While I don't use the M4, eliminating that route would eliminate bus service for Chevy Chase children to attend both Deal and Jackson Reed. I see many kids go by my house on Broad Branch on the way to the MR4 at Nebraska. At a minimum there should be service tied to school hours.	Bus Service
I am a Metrorail rider and I am sick and tired of the fare evaders. Why do I bother tapping my card with the rampant evasion? It's ridiculous. If fares make up such little of WMATA's income, then just make the system free for all of us. THEN I would accept service cuts. I'm tired of a \$15+ round trip while so many freeloader off the current system. You'll lose my patronage soon if this isn't addressed.	Bus Service
Please do not eliminate the M4 bus line. You eliminated the E6 during the last round of cuts. The M4 is the only bus I can take from Pinehurst Circle to metrorail.	Bus Service
I think that reducing public transit in the city would increase drunk driving incidents, make it harder for people to get to work, and severely limit the access people have to other resources in the city.	MetroAccess
Cutting routes D2 and D6 would further cut the Georgetown area out of the public transportation system. This would be a huge mistake and would eliminate the routes that I intend to take frequently in the future (when my office, among other parts of Georgetown University) moves downtown. In the midst of a climate crisis and questions about the future of downtown, DC should be investing in expanding access to public transportation rather than cutting it.	Bus Service
please do not get rid of N2 I'm begging	Bus Service
The D6 is used to get to macarthur high school. No other option is available. Many people depend on the N6 on the weekend to get around and would be stranded without it. Tje 96 is the only way some people can get across town. If you must cut times that is one thing. Completely elimating the route is	Bus Service
The D6 and G2 buses are very important to me. I also believe that the price should not go up as it is already expensive	Bus Service
Please continue to fight for increased service. Cuts in service will lead to a death spiral, period.	Fare Evasion/Safety/Crime
Please retain the T2 service, which provides vital access to a part of the County not otherwise served by reliable public transportation.	Bus Service
I don't think increasing fares will make a substantial difference aside from angering the minority that pays their fares. Instead, fare evasion should be more strongly punished.	Fare Evasion/Safety/Crime
R12 is essential for myself, and my children to get to the metro station that would otherwise require a 40 minute 2.0 mile walk.	Rail Service
Eliminating the R12 would leave whole communities without reasonable access to the Green Line.	Bus Service

Comment	Category
The M4 route is the only way for many people located in the Chevy Chase/Barnaby Woods/Hawthorne areas of DC to commute downtown using public transportation, and it is also used heavily by students attending Alice Middle School and Jackson-Reed High School or traveling by Metrorail to other schools (such as School Without Walls). I have used the M4 regularly to commute to work for 30+ years. The major problem that has discouraged others from using it is that it is not reliable. Instead of eliminating the route, I would suggest limiting it to hours often used for commuters and students and making efforts to improve reliability. It also would help if Metro would make efforts to encourage use and also increase fare collection (in my experience, many students do not register at the fare box, and the fare boxes often do not operate properly and the drivers just tell passengers to board without trying to resolve the issue. In other words, there is little effort made to ensure reliable service and improve profitability. The correct answer is to remedy those problems rather than eliminating the line.	Bus Service
Please DO NOT eliminate M4 Metrobus service. We need it. Thank you.	Bus Service
Service cuts are going to drastically impact the congestion of traffic in the city, as it will require more people to rely on services like Uber and Lyft, or to drive their own cars into the city. The amount of cuts proposed shows a clear disregard for the role public transit plays in the lives of countless DC natives.	Bus Service
The more you cut back service the less convenient/reliable it becomes and the less people like me will use it. You are proposing to cut routes that are the only remaining routes that run through certain neighborhoods and that schoolchildren rely on. Why does the city devote so much time and money to building bike lanes that are only accessible to people who are physically able to ride up and down DC's hills, in all types of weather, while cutting back public transportation that is accessible to everyone?!	Bus Service
Please do not close Forest Glen metro station.	Rail Service
It is unconscionable to take away ALL bus service to a neighborhood. That's what you would be doing if you eliminate the D2 line. Nor is Metro a viable alternative in Glover Park. All it will do is increase traffic on the roads whether in personal automobile usage or the use of commercial automobiles such as taxis, Lyft, Uber. We need to get surrounding jurisdictions to pay their fair share of the Metro budget.	Operating Budget, Management and Spending
I wish metro had its own dedicated budget instead of relying on funds from the 3 dc area boroughs. Increasing fares and reducing service effects the people who either choose to only use public transit or can ONLY use public transit. This ain't fair.	Operating Budget, Management and Spending
I believe not having adequate transportation to the major hospitals, Sibley and Medstar Georgetown, will hurt the community and the healthcare providers that uses these services. Not having access to Potomac Ave or any Metro Station will slow or decrease your ridership.	Rail Service
People with disabilities and will be greatly affected by most of these proposals. I do not drive and cannot walk the mile to a bus that will likely be overflowing (31/33). I live on D2 route which allows me to participate in DC culture and activities. Please do not do this!!!!!!	Bus Service
I am 85 years old and use the M4 to and from Sibley Hospitality and grocery shopping. Most of my neighbors - the same age - use M4 for food shopping and doctors' appointments. Closing the M4 would be a tremendous loss.	Bus Service
I am a senior citizen with mobility issues. Changing buses or having to walk from the bus to the metro would cause great inconvenience and present unnecessary challenges.	Bus Service
I understand that Metro is in a budget crisis-- I would favor legislation that supports dedicated and sustainable funding for current and even expansive Metro service; I would be willing to support a funding model based on dedicated tax payer support. I am proud of our Metro system and Metro employees, and want to see it grow in more ways to serve the community. I believe cutting the R12 route, even temporarily I, would drastically impact my community in ways that would largely not be recovered after any potential reimplementation. This is particularly a problem, given the desired success of the coming purple line, as the R12 would serve as the primary means to connect to it as well. While I do not want to see Metro fare increases, I understand that managing Metro in the midst of the financial challenges means either increases fares, reducing operations, or a combination of both. I support increasing fares over reducing operations if that must be the only options.	Operating Budget, Management and Spending
Fare enforcement of fares. Prosecute fare evaders	Fares/Fees/Parking
D2 is the bus used by kids going to Hardy MS and other schools in the neighborhood and it is a safer neighborhood alternative than busses that run on Wisconsin ave.	Bus Service
Glover Park bus service must continue. The neighborhood will be cut off from the rest of DC if it is eliminated. Also, the 42/43 Adams Morgan lines are ESSENTIAL every day of the week. These lines are the very core of the service economy of NW DC.	Bus Service
Cutting the D2 bus line would cripple the Glover Park, Burleith, and Georgetown public transit options. There is no nearby metro and I use this bus daily to get to the metro to get to work. It is the primary reason I chose to live in Burleith. I don't have a car and don't want to have to rely on a car for a daily commute. The 31 bus to Navy Archives is my secondary commute choice and without that or the D2, there's no way for me to get to work without a car.	Bus Service
Chevy Chase, DC has very limited bus service as is, and our children use the M4 to get to Deal Middle School and Jackson-Reed High School. It is critical that that bus line not be eliminated; because DCP5 does not run school buses, they would be left with no way to get to school other than walking miles or having parents drive them every day, which is not feasible and would lead to an enormous increase in cars on the road and congestion around the schools. The L2 is also an important bus line for Chevy Chase residents who do not live close to the metro and use the bus to get downtown or get to the closest metro. Those lines are really important to making Chevy Chase pedestrian-friendly and reducing car use, and I would urge Metro to leave them in place.	Bus Service
Please don't eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work??	Bus Service
Living in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehicle and use these routes a lot with my small child and find them very useful.	Bus Service
Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school.	Bus Service
I think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities	Operating Budget, Management and Spending
My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to work? There are five schools all within both the H6 route as well as the D2. How are kids supposed to get to school?	Bus Service
Metro's budget should be much higher, so that a choice between service cuts and fare increases shouldn't need to exist.	Operating Budget, Management and Spending
Metro should get the money we are spending on war and genocide and fund transportation for the people- no service cuts, no fare increases!	Bus Service

Comment	Category
The Metro is already completely unusable to anyone who wants to go in and out of or around the city for recreation on the weekend. The metro needs to expand service to get more people to ride it, not slash times and hike prices to bail itself out. Build a better product and people will buy it. It does also seem to me that a regular, easy-to-understand schedule will lead to higher ridership than elaborate schedules, blackout times and rush hour services. I don't know.	Capital Budget
I live in DC, in part, because the transit is good. Don't make it bad. I need it.	Miscellaneous
Increasing demand of in person works	Miscellaneous
PLEASE do not get rid of the D2 bus. Hundreds of students rely on that bus to get to schools in Northwest. If you remove that bus, it will result in parents having to drive their children to school. This will further congest DC streets, disadvantage families who rely on cost-effective transportation to get to school, and impact families who do not have flexible work hours.	Bus Service
Enforcing payments of fares would reduce the need for service cuts. Many people, including those who do not appear to be poor, are not paying.	Bus Service
The proposed changes would cripple the workforce that depends on Metro to get to work, and increase car traffic to horrific levels. Federal and local government need to step up support of this essential service.	Rail Service
Eliminating or reducing service on the D2 and D6 would be catastrophic for DCPS students at the Duke Ellington School of the Arts. The vast majority of students live outside of Ward 2 and rely on public transit to get to and from school every day (a long day that runs from 8:30 to 5). The burden on families, and the resulting traffic and climate impacts, would be terrible for the students and their families as well as local residents.	Bus Service
The D2 and D6. Are essential for students and other residents along the routes	Bus Service
Reliable, timely service is the defining feature of a well-functioning metro system. Besides DC, I have lived in and used metro systems in Toronto, NYC, and London. In all of those cities, the wait time for a train is 5-6 minutes or less. 10 minutes would be a very long wait. 15 minutes would be considered dysfunctional. And as for closing stations, that too would compromise a well-functioning system. As you well know, large numbers of people jump the turnstiles. Stop that, increase fares 30-35%, provide very big discounts to students and smaller discounts to those living in or near poverty, and keep the service timely; that's my advice.	Fares/Fees/Parking
Increase prices with worse service ? There is no way you can motivate this.	Service Levels
bring back pre covid service !!!!!!!!!!!!! 10 pm is ridiculous and unsafe to do for locals living in the city. if you close at 10 pm that means i'll walk 30 min alone and that's unsafe. i chose metro because it's a safe commute. 15 minutes between trains is also ridiculous at that point i'd walk or uber.	Rail Service
IT IS VERY CRITICAL FOR THE T2 TO REMAIN IN FULL OPERATION, THAT IS MY TEAMS ONLY TRANSPORTATION BEFORE 7AM AND AFTER MIDNIGHT. PLEASE REINFORCE THE T2 LINE TO REMAIN IN FULL OPERATION BASED ON THE SCHEDULE AND NOT REDUCE OR REMOVE THE T2 BUS FROM OPERATING. THANK YOU IN ADVANCE FOR THE APPROVAL TO KEEP THE T2 IN OPERATION	Bus Service
Discontinuing bus routes in and around the Greenbelt, College Park, and Berwyn Heights areas are short sighted and will cause deep impacts to communities that rely on these routes. Some of these routes like C12 and R12 connect communities that otherwise may not have safe routes to walk or get around. It may also be short sighted because of the announcement of additional federal agencies making plans on building office spaces in the Greenbelt and College Park areas.	Bus Service
The D2 serves students from all wards that attend the magnet high school Duke Ellington, and many students take this from DuPont Metro. It's imperative that kids, many of whom already have a long journey on what's, reach school in time. This bus also serves many students at Hardy Middle school, coming both from DuPont metro and Glover Park. If DC cannot provide school buses it should at a minimum ensure public buses serve these routes	Bus Service
Metro should do a better job of making sure people actually pay when they get on the bus. A lot of the time, the driver doesn't stop people who walk on without paying, especially homeless people.	Bus Service
PLEASE DO NOT CUT THE D 2 BUS	Bus Service
I work across the river in Anacostia and am a civil servant. Eliminating the D2 would severely hamper my ability to commute to and from work.	Fares/Fees/Parking
people won't be able to get to work, doctor appts, or hospitals	Miscellaneous
I would like to see meaningful changes to address fare evasion: either make the system pay what you choose OR actually enforce the payment of fares.	Fare Evasion/Safety/Crime
Increase rushour train frequency of Orange, Silver, and Blue Lines. Make all rush hour Orange and Silver trains 8 cars. Create a Virginia Route (hybrid Silver or Orange without a transfer at Rosslyn to continue on Blue) - platform space is limited and with the proposed new arena in Alexandria, WMATA is unprepared to accommodate a mass transfer at Rosslyn.	Bus Service
it is unconscionable that each and every year, Metro threatens to cut bus service in my area (and most other areas of the city) yet they demand ever greater amounts of subsidies from DC, MD and VA which are paid for from our taxes. At the same time, the QUALITY of service as not appreciably improved nor is it likely to in the near future. If that's not bad enough, Metro seems hellbent on massive, costly expansion of the Metro subway system which is much more costly than bus service. Its all about 'build baby build' rather than pursuing cost effective service delivery	Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop.	Bus Service
I gratefully ride the D2 five to 10 times a week	Bus Service
Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please.	Fares/Fees/Parking
Please keep the D2 bus line. It is Glover Park's most convenient metro resource.	Bus Service
My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be NO BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle.	Bus Service
The D2 is vital for my DCPS student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. Plz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those.	Bus Service
Need to enforce punishment for fare evaders so paying customers' service doesn't erode.	Fares/Fees/Parking
Frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%.	Bus Service
This proposed change would really affect myself and my child getting to work and school. The bus lines you are trying to cut would hinder myself and my child from getting to work/school. We use the 32,36,M6, F14, D6, 63 every single day! How would we travel to get to work and school especially if we have to travel across town and our jobs don't give us metro fare?	Bus Service
The D2 and D6 busses cannot be terminated! They are vital to getting many dedicated students to and from school quickly and safely. The G8 bus is also very important to many that I have talked to and I personally use it more on weekends than anything else	Bus Service
Increasing fare and cutting service of metro buses will make some area of the DC area extremely inaccessible for the majority of the population that earns an average wage and cannot afford a car and that becomes an equity issue	Bus Service
My child lives on Bolling AFB. The D2 and 31 bus are close to the school and allow my child to get	Bus Service

Comment	Category
Most, if not all, students at the performing arts high school Duke Ellington School of the Arts (located in Georgetown) use the bus routes proposed to be eliminated to get to school. Eliminating these bus routes would be a major disservice to those students.	Bus Service
Some of these buses after are key transportation to a vast group of ages. Older people (60+) might not be able to travel with ease nor will kids be able to either. It creates an inconvenience to those and puts people in danger to different areas they might've not went to if the services weren't cut.	Bus Service
I frequently use the 10A bus, and I am opposed to the proposed merger with Metroway. The current routing is an important and well used connection between Pentagon City/Crystal City, Arlandria, Del Ray, and Old Town. The current routing should not be changed. Additionally, this idea was originally proposed as part of the bus redesign community engagement to be combined with ADDITIONAL service on the 10B bus. Proposing this cut now is disingenuous and undermines public trust in the process. The proposal will be a devastating loss of bus service to Arlandria and Del Ray. This bus line provides critical service for neighborhood residents including underserved service workers in Arlandria. Other service is not an adequate replacement due to frequency, hours of operation, and bus capacity.	Bus Service
This is a disappointing proposal when considered to large capital metro systems around the world, which run far cheaper and much more frequently around the world. Having to wait 15-20 minutes between trains in the nation's capital and the surrounding area is not a metro system, but rather is more similar to a suburban rail system (compare Paris France's Metro v RER). For example, even having lived in Paris France even on days where there were strikes in France in which only 1/3 of the regular service was assured, that itself was still more frequent than some of the proposals herein. Further, the increase in metro fees is effectively a regressive tax on the poor, working class individuals who depend on the infrastructure to get to work. Limiting the stops and metro frequency adds to an already busy day when one is trying to make ends meet and juggle multiple obligations. Finally, it's a shame that in an increasing age of climate awareness that these proposal are effective encouraging more carbon heavy ways of transportation.	Bus Service
I hope WMATA does not cut service or reduce fares but instead expands service and reduces them. It needs proper funding from Maryland, DC, and Virginia to address the shortfall and add to the budget for improvements.	Operating Budget, Management and Spending
The D2 (and D6) is a key bus connecting the redline to Georgetown area. This is how my children get to school and it would make it very difficult and extend my daughters already 1.25 hour commute for this bus to be removed. The changes proposed impact both my children from getting to an from school. I remind metro that public transportation is the only way that kids get to school and that separate busing is not provided. The changes on the 80 and G8 will also lengthen her commute times.	Bus Service
If you get rid of the D2 bus service, the majority of my entire school will have absolutely no way to get home on time, forcing many young people onto possibly dangerous routes in the dark as the school gets out at 4:55. Without the D2 my route would take two hours, I would get home at 7 PM, I am a young girl and this could be VERY dangerous for me and my friends as well as incredibly impractical for my work schedule as a full time student.	Bus Service
Please do not cut the D2, G2 or D6. I have no car in DC and these would prevent me from traveling to work.	Bus Service
I ride D6 to go to Ellington every day of the week this route make it so I can get to school (along with many other students)on time every day losing this route would be detrimental to how I get to school every day	Bus Service
A lot of the proposed bus routes for elimination or route changes are essential routes for students. These proposed changes would interfere drastically with students' ability to travel to school in a timely manner. Please consider maintaining routes that service students at least during before and after school times. It's better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions.	Bus Service
Cutting out D6 & G2 will further isolate the Georgetown community.	Bus Service
It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful.	Capital Budget
The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Line) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line stations will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means to eliminate highway congestion and additional harm to our climate, the elimination of bus service makes no sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients would have to resort to taxis or ride sharing options that may not be affordable. Persons with disabilities will be especially negatively affected by the elimination of service. I urge you to reconsider these cuts. Elimination of bus service affects those most who can least likely afford an alternative form of transportation. You are eliminating their lifelines to the world.	Bus Service
I go to Duke Ellington School of the Arts and take either the d2 d6 33 or 31 almost every day, as do most of my classmates. Reducing/eliminating service on these routes would make it drastically more harder for us to get to school, particularly because we come from all over the dmV.	Bus Service
I am opposed to elimination of M4 and E6 bus service and reductions in L2. There are no alternatives for school transport, access to Metro rail and weakens the Maret school new field project in Ward 4, likely creating massive traffic and parking problems.	Bus Service
Cutting service drives riders who have access to cars away from the system.	Service Levels
Cities need public transit that is safe, accessible and reliable. The proposed budget would be a terrible step back at a time when we should be focused on increasing public transit to address climate change. If the proposal is enacted the DMV would be a much harder place to live for those who cannot or choose not to drive. It would increase our dependence on cars and decrease transportation equity in I realize you have to balance the budget, but please do not eliminate vital services like bus transportation for people who have to get to and from work, doctors' appointments/hospitals, churches, synagogues etc. + grocery stores, drug stores to pick up medicine, etc. Eliminating the D6, D2 and G2 buses would be a hardship for all the neighborhoods served. Medstar Georgetown University Hospital, Sibley Hospital and George Washington University Hospital would all be affected. Not everyone is well enough to walk from metro stations, particularly hospital workers who work around the clock serving our families. ...	Operating Budget, Management and Spending

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

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

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

Comment	Category
please do not cut the D6 line ? it is so important for many employees of medstar georgetown university hospital!!	Bus Service
This is not a thought or comment about proposals for this survey. When I used the Metro rail, I wished that the seats were all facing the middle of the train later in the future (I saw the Korean subway seat). So even when it goes backward, it does not affect the seating comfort. It was a little hard to stay on the seat when I sat on the backward seat because my body slid or felt float. I had to try to put my feet on the ground so as not to slip toward the opposite way of the driving direction. Thank you for all your hard works.	Miscellaneous
I am very concerned about the negative impact that service cuts will have on those who cannot drive (for financial or medical reasons) and that this will lead to a negative ridership spiral for the system. I hope that those making the cuts will bear that in mind and focus on reducing rather than eliminating services where possible, as well as looking for any places fees can be raised on those who can likely afford it (e.g. parking fees at stations).	Operating Budget, Management and Spending
The D2 is one of the few bus routes Glover Park has. It will be very difficult for many commuters if this bus route is eliminated.	Bus Service
This survey was intended to show massive resistance to proposed cuts by presenting extreme cuts. The survey could have done a better job (and be far more useful) by making clear the service cuts that would result WITH a 12.5 % fare increase on bus and rail service. Service reductions COULD THEN BE compared with the service cuts RESULTING FROM NO fare increases. THIS is the important tradeoff. Examples: With a substantial fare increase the time interval between trains on several Metrorail lines could be increased to 10 minutes from 8 minutes, which is not likely to affect ridership much. With increased time intervals the capital budget for new railcars could also be reduced. The overlapping service on the 16C, 16A and 16E could be reduced with little impact on existing service. [I am familiar with this service.] Some other overlapping service with Arlington Transit could also be reduced. I expect other Metro bus services could also be reduced or coordinated with local bus services. The combined Metroway/10A bus service is a good example.	Operating Budget, Management and Spending
There will be no bus access to Georgetown. Not everyone owns a car or lives within GU shuttles. Please do not do this to students	Bus Service
This new proposal is going to cut all the bus lines I use in my neighborhood at Glover Park. It will disturb my daily commute.	Bus Service
Please do not make cuts to the G2, 33, 31, D6, and D2 lines. These provide immense accessibility to the DC community and are needed!	Bus Service
I commute several days a week from Maryland to Downtown DC. I just want you to know that I think Metro is doing a really good job despite a lot of things being out of its control (budget, rising crime). A lot of people complain, but I doubt they are even using it! I hope that you are able to fix the shortfall because this is an invaluable asset to the community and the environment.	Operating Budget, Management and Spending
public transit is a public service, not a business. we don't need to break even to be successful?we need to serve the people.	Bus Service
The R12 is the only bus that services a lot of the kids from Berwyn Heights that go to Parkdale and surrounding schools as well as the route to Beltway Plaza and Greenbelt Metro station. Many people depend on it. Please do not eliminate the R12 bus. Thank you!	Bus Service
I believe that expansion is the most important and increasing fares is ok to support it	Fares/Fees/Parking
Please don't take away the D2 route. This bus route is very important for me because I need it to get to work and to get to the DuPont Circle Metro Station	Bus Service
Please do not get rid of the D6 route. There are a sizable amount of Georgetown graduate students who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration.	Bus Service
Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mprtingimery County or Northern Virginia. Or at least it seems to have lower impact there.	Service Levels
Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains.	Bus Service
I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you	Operating Budget, Management and Spending
Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't.	Bus Service
We do not need metro services in National Harbor!	Rail Service
Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events.	Bus Service
Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for their employees; Create an eco-pass for people using public transportation to solve climate and pollution crises (see Colorado example);	Bus Service
Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metrorail doesn't.	Bus Service
We need to meet D6 and G2 because basically those are the main routes that connect with Georgetown area . We work in the university and hospital that we need to be ta 6 am and people that we don't have a car is going to be a hard time . If you cute those routes how we are going to get there	Bus Service
Put a toll and make people from Md and VA pay to drive through the city on the major streets from the highway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to drive/commute through VA, why not reciprocate	Bus Service
Keep working to get jurisdictions to step up and help pay for Metro!	Rail Service
I agree on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes 16a and 28 A, are very interesting because we need many people, this is my gracias opinion and that soon solve everything with success. God bless you	Bus Service
Get the gate jumping and fare evading criminals out of the system and then advertise it to gain riders.	Fares/Fees/Parking
Please do not close Forest Glen station	Rail Service
This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged.	Operating Budget, Management and Spending
please don't cut the G2 bus. that is how i get to work!	Bus Service

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

Comment	Category
Some of the bus routes service multiple schools where no metro stops are close e.g. D2 and D6 (5 public schools among them a new high school with no other public transportation option). Children would not be able to get to and from school if these bus routes were eliminated.	Bus Service
STOP SENDING \$ TO ISRAEL AND MAYBE WE COULD FUND PUBLIC TRANSIT?!!!!	Miscellaneous
The Glover Park area already does not have ready metro access. Removing bus routes and/or increasing fares will make it incredibly difficult for residents of this area to access public transportation in DC.	Bus Service
budget cuts is going to make my commute to work harder. your making it hard for people without car in the community to get to the hospital. your not helping the community your actually making everything worse .	Operating Budget, Management and Spending
Please do not cut lines, as for our entire neighborhood the D2 bus is the only public transportation that a lot of people use it as a regular commute, on daily bases.	Bus Service
Service cuts make metro much more unappealing to anyone who has a choice. And for climate change and community sake, we should be making public transit more vital and comprehensive.	Bus Service
Cutting frequency to the extent would be devastating to ridership and the functioning of the system as a whole. If late night service got cut it would deeply impact my ability to enjoy the city at night and avoid using rideshare and reducing frequencies would make my trip to work more difficult with more waiting and a longer wait time when transferring. Some of the frequencies proposed are more fitting for a light rail system in a mid-sized American city. As the nations capital city, we need to set an example and operate the world class system to the fullest extent with the highest frequencies as early and as late into the day as maintenance needs will allow. Replacing the 6000 series with the 8000 series should still be a capital budget priority. The budget shortfall will not be forever, Metro needs to maintain critical services as best possible so people still maintain their commute patterns and inclination to take transit. I support more fare increases over service cuts, taking transit will always be cheaper and more sustainable than ride share services or driving, if people can pay \$20 to park or \$10-30 for an Uber/Lyft/Taxi, people can afford a slight fare increase for transit, as it will still be significantly	Operating Budget, Management and Spending
As a disabled rider I need access to both bus lines and the metro services at their current run time. If the bus lines which bring you closer to the metro rails are shutdown that will make it a lot harder to have access to any form of public transportation. I also don't think it's best to decrease or eliminate and weekend services or holiday services because there are still people who rely on the buses!! and the metro rail	Bus Service
Reducing service could lead to a death spiral for the system. Ridership can only increase if the bus or train is there to use and the nearby station is open.	Bus Service
Do not cut 96	Miscellaneous
I currently live near a close-in suburban Metro station, and I do not own a car -- I rely on Metro for my transit to work, and to see friends and family. If I have to wait 15 minutes in between trains on weekdays, I'm honestly not sure what I will do. That doesn't seem like a reasonable length of time to wait, if you have to get to work on time. I'm not sure if I'll need to finally buy a car (which I don't want to do), or what. But I don't think I'd be able to rely on Metro. If Metrorail service is cut, I fear it will send the system into a death spiral. And Uber will be laughing all the way to the bank.	Rail Service
Please keep the D6! It is so important to me!	Bus Service
The ridership counts recorded by fares are not accurate for the bus routes. I frequently ride the F4, F8, 83, and 86 buses. There is a large percentage of riders who do not pay the fares, but these busses are often full!	Bus Service
Metro is a public service, and DMV residents have a right to good public transit system. Accessible Transit is racial justice, economic justice, disability justice, and so much more. Don't cut WMATA.	Rail Service
I am a graduate student at Georgetown University. I do not have the means to live in the university's vicinity due to the high costs of housing. Eliminating G2, D2 and D6 Metrobus lines to school would double the time it takes me to get there, thereby forcing me to take the metro all the way to Rosslyn station, Virginia, and walk the remaining 25 minutes across the bridge to school. This would impose significant additional stress to my everyday life. It seems most unfair to deprive students from access to their university. Thank you for your consideration.	Bus Service
Dependent on the Metro would increase, but there is not evidence Metro service would improve, metro and bus are my only ways to commute to my job, my son's activities and also we take metro during weekends cause we cannot afford cars, this is why we choose to live in the DMV are and always have been living near metro stations we also believe that it helps to decrease traffic and pollution , metro budget should really be increased and reconsidered	Operating Budget, Management and Spending
Please don't eliminate or reduce service on bus lines. In this age of climate crisis we need more bus and metro service, not less!	Bus Service
What are the politics behind this? I feel like public transit is one of the few things that work in this city. How is it that your budget is getting cut? Just get a bigger budget.	Operating Budget, Management and Spending
Metro trains and buses are my primary means of transportation in the DMV. I am a senior citizen and do not own a car.	Bus Service
Many employees are dependent on Metro bus and rail for transportation to their jobs. Reducing routes and reducing accessibility will have a negative financial impact on these families. Students and temporary workers are also dependent on the Metro. Fare increases will be more tolerated in comparison to route changes. DC is well known for its public transportation system and it is a plus for the economy. Please don't change the routes or schedules. Thank you.	Operating Budget, Management and Spending
metro in dc is very important, please don't cut service	Rail Service
Have the jurisdictions contribute morr	Miscellaneous
I have been relying on the D2 for my daily commute to graduate school and now to work for the past three years. The termination of the bus service would negatively effect my commute.	Bus Service
People rely on public transit in this high cost of living city - we need reliable transportation like metro rail and metro bus. We don't need new cars or trains - we need low fare prices and increased service.	Bus Service
Georgetown doesn't have a metro in walking distance so many people rely on the bus to get to work, to the hospital, and to transfer to a metro line. Please do not eliminate the public transit in Georgetown, especially D2 and D6. Many people also use these buses to travel to and from the hospital for admission, visiting family members, or work.	Bus Service
Please be aware that certain people rely on late night and early morning service to get to work - please keep this in mind, especially buses/rails that service lower income areas.	Bus Service
Stop funding increases for law enforcement while cutting basic transportation services for everyone e I think that y'all should find other alternatives to finding that doesn't lead to service cuts or fare increases. Ppl have work, school, and other obligations and it will only make our commutes a lot tougher.	Capital Budget
Metro is already one of the most costly systems in the nation. I may have to look for work outside of the district where I can take Ride On to get to work if the proposed changes go into effect. The district government is recalling their employees and having us work in the office 4 days a week. The Health department just moved and my commute of the proposed changes go into effect would cost me over \$207a day. 4 times a week, 4 weeks a month. That is cost prohibitive!	Fares/Fees/Parking

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

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

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

Comment	Category
<p>We have some of the most expensive transit in the nation, despite its high utilization. Due to the cost of rent in our region, many users of Metro do, in fact, pay maximum fares - currently \$12 a day, \$60 a week, \$240 a month. It was ridiculous that it took until 2022-23 for WMATA to put in place a reduced fare option for low-income riders. Frequent, safe, reliable, affordable transportation is an essential service, and current trends indicate that Millennials and Gen Z prefer, and will gravitate towards, walkable spaces. Reduction in Metro services will drive this demographic away from DC, worsening the present trends in the District. The most vulnerable residents of the region disproportionately rely on transit, and reduction of services will always hurt them first, and most severely. DC is already infamous for its inequity, exacerbated by inaccessibility of transit for the most vulnerable residents of the District. Service reductions will make this problem worse. Fare increases are also not the answer. As previously mentioned, fares are already some of the most expensive in the country. Yet for the costs that DMV residents pay, we get a mismanaged transit system that is frequently unreliable. What other transit system in this country has to spend a year operating at 50% capacity due to the failure of those in charge to ensure that new trains are safe and compatible with our existing infrastructure? What other transit system in this country has invested millions of dollars into faregates more than once in 5 years because the faregates chosen were (obviously, to the naked eye) vulnerable to jumping? Fare increases amount to an attempt to punish Metro users for WMATA leadership's mistakes. If you want to balance the budget, focus first on fare enforcement. It is not only children who jump the faregates; I see multiple adults doing this every single time I use Metro. You cannot expect to recoup costs by raising fares if you are not even enforcing fares in the first place. Metro is one of the only attractive features of the region to young professionals, because despite all of these missteps, it continues to be widely considered reliable, safe, and clean compared to other major cities' transportation. Any reduction in service, or increase in fares, renders Metro a less attractive option. It also draws attention to the chronic mismanagement issue in WMATA, jeopardizing Metro's reputation. Work to ensure the commitment necessary to keep Metro operational from DC, MD, and VA - who all rely on Metro - without reductions in service or increases in fares. Do not allow the people who are responsible for keeping Metro safe and reliable (including WMATA) to foist responsibility for maintaining the service off on the public, who by and large do have the choice to move out of the region.</p>	Operating Budget, Management and Spending
No additional comments	Miscellaneous
Please do not alter the 42, 43, and especially not the L2 as proposed. Be sure to keep weekend	Bus Service
Keep funds as is for patrons. You will lose service	Service Levels
Please do not cut metro rail service. Metro rail needs to be available to be useful.	Rail Service
Service should never be cut. The public needs to have their faith restored in a SAFE and RELIABLE metro system. Metro should have extended service hours and shorter wait times. Cutting service will turn more and more folks off to the system.	Fare Evasion/Safety/Crime
I love the metro and I need the metro. Service cuts would cause huge backlogs of traffic for commuters, having to go to stops much further away and with much fewer parking space. If we want to help the environment and improve urban/suburban mobility, I and I think many people are willing to pay more for metrorail/bus access. The closure of metro stations would be highly damaging to the relatively 'few' users of those metro stations. Please don't close them.	Bus Service
PLEASE do not cut the D2, D6 and G2. You would effectively be cutting off Georgetown and Glover Park. I am a senior citizen without a car and would have to move. There is no alternate way to get from Georgetown/Glover Park to Dupont Circle. It would require going to Foggy Bottom and taking the metro then changing lines, tripling or quadrupling the time and reducing the hours available. This would dramatically worsen the quality of life. If absolutely necessary, cut the D2 and retain the D6. This is a matter of utmost and life-changing importance to me.	Bus Service
Cutting service is not a sustainable option when many parts of the city are barely even serviced. Cuts will only increase racial and economic inequity	Service Levels
There's no reason that Metro should have to raise fare or decrease service just to improve. When the Metro was consistent, reliable and safe before Covid ridership was higher. Maybe try going back to that. Also there are other rail systems that work better than WMATA and they cost less for riders, maybe contact those jurisdictions to see what they are doing, why it's better and why they have increased usage (ie NY and Chicago).	Fares/Fees/Parking
Extending the yellow line to Fort Totten would increase the likelihood that I would use metro on a daily basis for my commute	Bus Service
Fares have already been increased. There was a re-shifting of bus routes for the 30 line buses a few years ago which resulted choosing less and less public transport as moving around town gets more complicated. Metro should start fighting bus fare evasion which has become rampant especially on buses. I take the bus regularly and less than half the people choose to pay, while the bus conductor chooses to look the other way.	Bus Service
I live in Largo and the blue line has problems on a weekly basis. Having the silver line as another option is very beneficial for my weekly commute to Rosslyn.	Bus Service
Washington DC is (was?) a world class city. World class cities require world class transit. End of comment.	Miscellaneous
Weekend free or low cost Metro parking is extremely important to me to using the system. I am also pro-the bicycle box rental plan, I have wanted to use one of those but not been able to get off the wait	Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options	Fares/Fees/Parking
I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations.	Fares/Fees/Parking
This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing.	Miscellaneous
I utilize the New Carrollton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely.	Fares/Fees/Parking
The survey is poorly written, the questions are leading and the trade offs are not clearly outlined.	Miscellaneous
The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC's walkability.	Fares/Fees/Parking
Get a dedicated funding source from taxes. Property taxes of all counties that benefit?	Capital Budget
Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas, accessibility, and usefulness of metro and metro bus. A slight increase in fares is preferable to cutting services. I understand if certain lines/routes were redundant or underused, but full coverage of as much of the metro area by public transit is a necessity to continue and expand.	Bus Service
The most important thing you can do is to keep service frequent and reliable. If you start cutting service to the point where trains or buses run infrequently (making narrowly missing a train/bus catastrophic), the whole system will become much less useful and there will be no point to what you're doing. That's already the case on many bus lines. My take is that you shouldn't be afraid of raising fares, and you should focus on making sure that the routes you do support have reliable, frequent (at least once per 10 min) service.	Bus Service

Comment	Category
Fare increases are a much better way of dealing with current budget shortfalls. I *do not own* a car, nor do most of my friends who live in DC. Having to pay more for transit services is one thing, but for them to just not exist for large swaths of the day would be debilitating to our quality of life. I know there will be some backlash from raising fares, but reducing service is a death-spiral for transit if people turn increasingly towards purchasing personal vehicles if they can no longer rely on transit to get them to work and other obligations. Thank you so much for the work you do!	Operating Budget, Management and Spending
If Metrorail wait times will increase to 15 minutes between trains, I will stop commuting from Alexandria to NoMa by MetroRail. I need to change from Yellow to Red lines on my commute. 15 minute wait times for two trains will add potentially 30 minutes to my commute, which is	Rail Service
The proposed elimination of the NH2 bus route, the sole public transportation link between National Harbor, Maryland, Alexandria, Virginia and Washington DC, is a decision that overlooks its critical importance to the local community, workforce, and tourism sector. This route does not merely connect three geographic locations; it supports a vibrant ecosystem comprising hotels, restaurants, and attractions that significantly contribute to the local economy. For many employees in these establishments, the NH2 is more than a convenience?it's a lifeline, making their daily commute affordable and feasible. Without it, the financial burden of paid parking could render employment untenable for a substantial segment of the workforce. Furthermore, National Harbor's appeal to visitors, who contribute to the area's economic vitality, hinges on its accessibility. The NH2 service is indispensable for tourists, especially those coming from or heading to the airports, facilitating a seamless connection to the broader Metrorail and Metrobus network. The discontinuation of this service not only threatens to disrupt this symbiotic relationship but also risks a decrease in Metrorail ridership, as NH2 stands as the singular conduit to the metro system for both residents and visitors. In essence, the removal of the NH2 bus route would erode the foundations of community accessibility, workforce sustainability, and economic growth, making its preservation not just a matter of convenience but a crucial investment in the region's future.	Operating Budget, Management and Spending
If service is cut to many of the proposed stations, lines, and stops, folks would be forced to buy cars they cannot afford (myself included), or move out of their apartment and into a place closer to a line that is open, which creates an overcrowding problem in an already overcrowded city.	Rail Service
The proposed cuts and changes significantly impact my ability to commute to weekly doctor's visits (chronic illnesses) and to my parents. I do not have a car and rely on the Metro and bus system for my healthcare transportation, to/from work in Grovesnor and Springfield, and to visit parents in Annandale. The listed cuts would force me to compromise my health and well-being by reducing my time to be with my healthcare professionals and family so that I can get home via WMATA systems.	Bus Service
Please devote some funding to increasing security presence and making riders feel safer in riding when.	Fare Evasion/Safety/Crime
Given the limited transportation options for those residing in Georgetown and Glover Park, including students (middle school, high school and college who come there from across the city), and for families without cars (like ours who rely exclusively on buses) - routes such as D2, D6, G2, 31, 33 - are our lifeline to access work, school and extracurricular. Cutting those will have a severely detrimental impact of families and students living and needing to reach the areas of Georgetown and Glover Park for school, work and recreation.	Bus Service
I would rather pay more for fares than have less service	Fares/Fees/Parking
need to make rush hour train service the priority to get more people back on metro and out of their	Rail Service
I believe that service cuts to MetroRail and MetroBus will result in worse conditions on the roads. We already live in a heavily populated, congested area. Increasing mass transit usage should be the priority. Cuts to Metro services would make these issues worse in the future. It would make MetroRail almost unusable in some situations.	Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact.	Bus Service
The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families.	Bus Service
G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that relies on G2 for their commute to school.	Bus Service
Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more.	Bus Service
My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, I am against service cuts.	Bus Service
Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up?	Bus Service
Service frequency and hours (more is better) and public safety are the most important priorities. If that requires higher fares so be it. Increase fare evasion enforcement. Maintain Kids Ride Free so any fare increases don't impact access to public transportation for school-age kids.	Fare Evasion/Safety/Crime
If D2, D6, and G2 are eliminated there will be NO bus service that feeds the metro from the west. It will CUT OFF access to everyone who lives west of Dupont. How can you eliminated them all??????	Bus Service
The services are so necessary for the regular people that WMATA to do its best to continue with a good service. Thank you	Service Levels
Metro is an essential service, both bus and train. Any decrease in service will only make people more likely to just take a lyft instead.	Bus Service
Rerouting the E4 bus that has been traveling on McKinley Street will add .8 mile from my home to the bus that goes to Friendship Heights, not a trivial distance to someone in their 70s or older -- and this neighborhood is full of people in that age group. I would like to see the E4 remain on McKinley St. NW traveling between 32nd St. NW and Friendship Heights.	Bus Service
Considering the number of times metro has breakdowns, track work, fires etc, I depend on buses to help me get where I need to go when the train isn't as accessible. If bus routes are eliminated or service decreases, that flexibility goes away. Our government should be investing more money in Metro to eliminate the use of cars?one of the reasons I love living in DC is I can get around without the expense and environmental cost of a car.	Bus Service
If you must implement service cuts do it for the suburb commuter routes and not the downtown core	Bus Service
Service cuts ensure that those who have a choice on whether or not to use Metro will simply use other transit options. As ridership decreases, you would then need higher fare increases which would be an increasing and unfair burden on those who *must* use Metro.	Bus Service
It is IMPERATIVE that Metro avoids causing a transit death spiral by implementing service cuts. Metro needs to do everything it can to avoid cuts to service. And I mean everything.	Bus Service

Comment	Category
I hope this budget will include: sanitizing the trains and buses and to hire more security.	Operating Budget, Management and Spending
Many MedStar Georgetown University Hospital employees rely on D6 to get to work. Cutting this service would negatively impact hundreds of essential healthcare workers every single day.	Bus Service
The L2, 42, and 43 buses are not just used by people commuting for work. They are also used by families who live in the neighborhood that want to get to neighborhood places like the library, grocery stores, the Kennedy Center, and parks and they provide a great way for families with young kids to get around their city. Please don't eliminate the Saturday and Sunday schedule or the bus stops that are	Bus Service
Commuter routes such as the 11Y and 16Y may regain ridership as Congress puts pressure on Federal agencies to bring workers back to the office. It is premature to consider dropping them at this time. Reducing late night service is harmful to those who work at night in vital service sectors. The bus to rail design of Metro assumed that folks would take a bus to Metrorail to work in Washington, DC. A comprehensive study is needed to see where folks live and where they need public transportation to take them to work, entertainment or shopping. The express buses were successful because they took folks to work faster than driving or bus to Metrorail. Finding out what folks need is essential to the survival of public transportation.	Bus Service
The city and Congress need to provide the funds. Decreasing routes and increasing fares turn more people away from public transit which will lead to even less usage. The way to increase usage is by expanding! If you want to do anything, tax cars and car parking more and use that funding for public transit. WMATA services are where I want my tax money to go, not to war or crimmibus. Fully finance WMATA and you will have more people voting in favor of the current office.	Bus Service
I would like to understand the tradeoffs of the various questions I was asked to vote on to be able to rank them. I feel much more strongly about choosing one as an alternative to another if I knew what the tradeoffs were for meach	Miscellaneous
I appreciate when WMATA's construction works smoothly as intended(or the times when it was underbudget). While not previously mentioned, it would be valuable to look at a larger Metrorail expansion rather than a piecemeal approach. This would allow both National Harbor and Fort Lincoln(for example) to get Metro service in the future. This would make it politically easier as there would be less pushback to whichever plan is approved in addition to rail service being a benefit to all of the communities.	Operating Budget, Management and Spending
I feel for my neighbors who rely on these regular services - I hope if fares increases, opportunities are made to support my low-income neighbors	Fares/Fees/Parking
Making metro rail run fewer trains with longer wait times will kill the service. People will take Uber instead of waiting 15-20 minutes for a train, thereby clogging roads and making navigating the city impossible. I hope cutting trains is an absolute last resort. Making sure no one avoids paying the fares will go a long way to making sure you don't have to do price hikes too.	Fares/Fees/Parking
Please keep NH2	Miscellaneous
A part of living in a vibrant city is accessing the city without a car. I would much rather pay more to access this system than pay for a car and parking. I also want there to be nighttime service so folks who have been drinking have the ability to take public transportation instead of driving home. I feel safer knowing there is public transportation as an option for people. Personally I metro and bus everywhere. I work for the federal government and can afford to increase my fares. If fares are increased, I hope the programs for low-income citizens would also be expanded.	Bus Service
Don't cut the 96! Or reduce the 42!	Miscellaneous
Please keep the Metro running great! Don't cut anything, it will ruin the system. If prices need to increase they must, but do not let the system fall.	Rail Service
Frequent reliable service is a driver of ridership more than cost is a deterrent. On the margin the tradeoff should always favor frequency. Crappy service begets falling ridership at any fare price point.	Bus Service
I oppose cancellation of the M4 and rerouting of the E4. These routes are used significantly by neighborhood children to travel to and from school; by workers to connect to transportation to downtown; by workers to travel into Chevy Chase DC, in particular from the Fort Totten area; and by older citizens to travel to Friendship Heights, significantly to medical appointments. Moreover, Maret School is constructing a large sports complex on Nebraska Avenue east of Utah. Parking at this complex will be insufficient to accommodate the number of users travelling to the field. The public transportation plan which has been approved for the field by city agencies includes use of the M4 and of the E4 as it is currently routed. Changes to these two routes will contribute to further traffic and parking congestion by automobiles, including during rush hour, when the sports complex will see its greatest use after school.	Bus Service
Frequency is more important to riders than price. Fares should be raised to offset the costs of frequency. Metro has a low income fare program that will insulate poor people from the fare hike.	Bus Service
Please prioritize better service over lower fares--make Metro a great service for the people who ride it! There is no US city or foreign country in the world with a first-class public transit system that gives it away for free. And don't get rid of the 63 bus downtown because I use it to get to work on most days!	Bus Service
The elimination of the G2 route or a portion of the route that travels to the Main Campus will eliminate my primary mode of transportation to work. I do not own a car and rely on the G2 as my transportation to work 5 days a week and sometimes on the weekend for special events.	Bus Service
The metro system is a part of making dc one of the best cities in the country!! Please reconsider cutting services and beg the government for money. Metro is vital at giving dc residents and visitors an amazing opportunity to get around the city.	Rail Service
Cutting a main line to a high traffic area ie the hospital is a negative impact to not only the employers but the patients themselves. Transportation is already not easy at the hospital	Miscellaneous
Please put out an announcement on what is happening with the continuation of metroway.	Rail Service
I paid fees on 3 vehicles in DC but CHOOSE to ride the buses around the area. I would rather see WMATA get more funds from the local jurisdictions that charge these car fees and raise the rates before cutting the bus service or close rail stations. If WMATA makes cuts, DC NEEDS TO RESTORE car lanes because people won't use the rail. Hell, it doesn't go everywhere, especially for groceries!!	Bus Service
D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially impact elderly residents and caregivers.	Bus Service
The t2 line is used consistently and has high ridership - granted I get on during peak hours but it's used by so many and goes through many neighborhoods, which can help keep cars off roads	Miscellaneous
The D6 is an extremely important commuter bus for employees of the Georgetown Medstar hospital system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are buses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important.	Bus Service
Metrorail and bus are essential to the many of us who don't have cars. Service is already spotty and not as regular as advertised. Cutting service more would make it harder for us to get around the city, get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible.	Bus Service
Service frequency is the primary determinant of how often I use the system	Bus Service

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

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

Comment	Category
Please save the D2 D1 33 32 and 36 bus lines	Bus Service
We need to encourage more people not less to use transits. all of the options on the table are bad and will hurt the poor and those who cannot drive the hardest. these are not equitable solutions and will do little to help deal with the climate crisis.	Miscellaneous
Your changes to the L2, 31 and 33 make no sense. You already eliminated the L1, which was the most useful bus route for my commute. Terminating the L2 at the Ellington bridge and not offering a through route downtown seems foolish. Also, many folks who take the 33 continue on past Foggy Bottom and the bus is often packed - why would you eliminate that option?!	Bus Service
The proposals changing service on the 42, 43, and L2 bus lines would effectively create a bus dead zone in Adams Morgan and North Dupont circle during the weekends. People with disabilities and many elderly people rely on the bus to travel.	Bus Service
Metrobus service is very important to me, and I think, to the DC area generally. The proposal to shorten and truncate certain lines--for me the 33 bus line in particular--substantially reduces my ability to commute on weekdays to work and to downtown museums and events on weekends. In my experience, the majority of riders on the 33 take the bus from Wisconsin Avenue to beyond Washington Circle to downtown. Maintaining that is very valuable.	Bus Service
I understand that this is necessary, but would encourage the metro staff and board to do everything they can to prevent a death spiral of the system. Current off peak service is good and while loss of peak service is frustrating, less people travel at peak times.	Rail Service
Metrobus service is essential for the Palisades area of DC as well as down Wisconsin Avenue to Georgetown. Fare increases should be implemented.	Bus Service
Eliminating bus lines is absurd. Why do you want everyone to own a car?	Bus Service
Metro rail and Metrobus are integral parts of my life and how I get around. Service cuts are unacceptable and will force me and others to make tough decisions relating to how we live which will have profound impacts to the life and economy of the region as a whole.	Bus Service
Please keep 26. I need 26 for everything. Go to church and work and buy groceries. I don't have a car	Miscellaneous
These proposed changes are not in line with policies designed to push people back into the office. Increasing fares by this much would worsen vehicle traffic.	Fares/Fees/Parking
I strongly favor increased fares, more frequent service, and greater capital investment. I am strongly against cuts to core services and to the reduction or elimination of fares. For the metrobus system, eliminating and consolidating routes in order to provide more frequent service strikes me as a positive tradeoff. In general, I would like to see the metro system become a more attractive option for everyday commuters and transit users, even if that requires modest increases in fares.	Bus Service
I realized it is not up to WMATA to establish dedicated funding, however, it is past time for the jurisdictions DC, Va, Md, to stop putting all of us through this regular budget struggle. I hate to see WMATA cut service, either rail or bus, because our beautiful Metro is more than a tourist attraction; it is more than a weekend novelty. Plenty of the people who need the most and have the least rely on Metro and Metrobus and local/county transit partners to get to and from school, work, appointments, groceries, and other essential travel. It is a disgrace that WMATA has to fight this hard for funding every time. We the people must insist that Virginia and Maryland put in our fair share of the funding to a system we all benefit from. We can only have a safe and reliable transit system if we fund it.	Operating Budget, Management and Spending
Please do not cut the service of D6 and D2. They are essential life line for Georgetown residents. Without those buses residents will be completely stuck and prejudiced against. There are no metro rail service in Georgetown, and these buses are the only service they rely on for everything	Bus Service
My children both use the D6 as their means of getting to school, as do most of the students at Hardy Middle School and MacArthur High School. I know that the drivers right now are not enforcing that kids use their Kids Ride Free card at the farebox, which in turn is creating a gap in the data that WMATA has about student riders. While it may look like there are very few riders, both of those schools fill D6 buses with their students on the way to and from school. I think it would be a real lack of forethought and support for DCPS students to close down these buses without understanding student ridership.	Bus Service
Decreasing bus service routes will decrease use of bus and metro services.	Bus Service
Please do all you can to help maintain bus service. One solution is to allow people to pay their fares instead of waving them through without paying.	Bus Service
Please do not get rid of the L2 or D6. These are very important bus lines.	Bus Service
If you eliminate D2, D6 and G2 it will be impossible to take the bus from Georgetown to DuPont Circle to connect with the red line. I frequently use 33 to get from Georgetown to the court, to Penn Quarter to the Mall. It would be a real loss to have this service curtailed.	Bus Service
D2 and D 6 are vital means of transport for all who live in Georgetown. Their service should not be stopped or curtailed under any circumstances. There is no metro rail service for this area. D6 and D2 are the only means of transport people rely on. Please do not cut it	Rail Service
It's unconscionable to reduce/stop bus routes for nearly 50% of the busses. The poorest people have to live far out because of rental prices and take buses to do some of our most pressing jobs. For example look at how this will affect cleaners and orderlies at Sibley Hospital. The loss of fare revenue with the gates is ridiculous. And it could have been avoided if they had *originally* been made difficult to get through like they have in New York. It also thoroughly undercounts ridership. How on earth did this happen.	Bus Service
Why are we trying to decrease car emissions and cut bus routes? Also these routes are a lifeline for workers who don't drive and those who can't drive due to health or age.	Bus Service
Please don't stop route 74. There is already no train station near the Audi stadium and many apartments being built in bizzardpoint. Without 74 routes thousands of residents will have no transportation	Bus Service
I would much prefer to pay a higher fare than accept lower service. Frequent service is much more important to ridership than fare cost.	Fares/Fees/Parking
For all people in the region, especially for students, low-to-modest income families and those who work in service, healthcare or hospitality, it is important that we have safe, reliable and affordable public transit. Public transit is necessary for the whole region to thrive. If service is curtailed and wait times extended, public school students will not likely make it to school in time. Please don't curtail service as the ones that will be hurt the most are most likely to be the people who need to get to hourly service jobs. Thank you.	Fare Evasion/Safety/Crime
I have returned to the city after a 7 year absence. The metro rail stations are in a shocking state of disrepair. The other thing that is shocking is an embedded culture of fare evasion. This has been addressed to some degree with infrastructure investments on the rail lines, but fare evasion is rampant on the bus lines. The drivers don't seem to care whether people pay or not. When you allow a culture of lawlessness the passengers pay less respect to other aspects of bus travel, such as cleanliness. Something needs to be done about fare evasion. This is theft, and it is hurting the quality of the rider experience for those of us who do ride and do pay.	Bus Service
it hinders us from getting to the other side of town.	Miscellaneous
Metro bus D6 and D2 are crucial for all residents in the area where there is no metro rail service. They should not be cut under any circumstances! If D6 and D2 buses stop functioning, people in the area will be seriously prejudiced against. These buses are the only means of transport for countless people. They have no cars either	Bus Service

Comment	Category
The proposed elimination of the NH2 bus route, the sole public transportation link between National Harbor, Maryland, and Alexandria, Virginia, is a decision that overlooks its critical importance to the local community, workforce, and tourism sector. This route does not merely connect two geographic locations; it supports a vibrant ecosystem comprising hotels, restaurants, and attractions that significantly contribute to the local economy. For many employees in these establishments, the NH2 is more than a convenience—it's a lifeline, making their daily commute affordable and feasible. Without it, the financial burden of paid parking could render employment untenable for a substantial segment of the workforce. Furthermore, National Harbor's appeal to visitors, who contribute to the area's economic vitality, hinges on its accessibility. The NH2 service is indispensable for tourists, especially those coming from or heading to the airports, facilitating a seamless connection to the broader Metrorail and Metrobus network. The discontinuation of this service not only threatens to disrupt this symbiotic relationship but also risks a decrease in Metrorail ridership, as NH2 stands as the singular conduit to the metro system for both residents and visitors. In essence, the removal of the NH2 bus route would erode the foundations of community accessibility, workforce sustainability, and economic growth, making its preservation not just a matter of convenience but a crucial investment in the	Operating Budget, Management and Spending
I depend on the G2 bus for my work commute and to get to doctor's appointments. If the route is cut it will make my commute much longer and I will likely have to move.	Bus Service
What happened to free fares for DC residents? How about for low income or allow low income that don't qualify for SNAP to qualify for cheaper fares.	Fares/Fees/Parking
Public transportation is more environmentally friendly than cars so please don't cut the service. I use it almost in a daily basis.	Service Levels
Maryland and Virginia need to pay their fair share to maintain Metro.	Rail Service
Metro will put my safety and well being at risk if it cuts the R12 bus. Because it is the only way for me to access the College Park Metro Station safely, without being at risk of getting hit by a car, getting assaulted by walking in dark no sidewalk streets in the town of Berwyn Heights, MD, and putting me in harms way from racist homeowners who have threatened to harm me for walking in front of their house in my indigenous skin, and as a female of color. Please do not cut the R12 line. My mom relies on Metro Access to go to her doctor appointments. By drastically changing the hours that she can use Metro Access you will put her health at risk. Metro has a direct beneficial impact on my 80 year old mom's health, by providing her with Metro Access. She has paid her taxes her entire life, it is not equitable for her to no longer have access to services she paid for. May I suggest metro spend less time in fixing vendor errors at fixing the same escalator for an entire year (College Park Metro). Or perhaps, stopping the double spending Metro did on replacing working fare machines, with new ones that do not stop people from jumping them without pay. Perhaps stop paying its top management, so much for a privileged CEO revolving door. Slightly reduce hours DO NOT CUT routes nor Metro Access. Thank you	Bus Service
15 minutes is a long time to wait, especially when making additional changes (at Metro Center or Gallery Place, e.g.) And during that period, sometimes the crowds build up and a rider may not be able to board. This is a very bad scenario for that rider.	Rail Service
Cut the roads budget not public transit.	Operating Budget, Management and Spending
Please consider keeping Metro Access funding and services. Many people with disabilities in Montgomery County do not drive and rely on this service to get to their jobs, schools, community events, and more. Thank you!	MetroAccess
I think, making a more competitive frequent, commuter pass, while raising rates for travelers, makes the most sense or DC residents	Bus Service
There is no need to have wmata cops...there should be Metro police instead because the wmata cops do absolutely nothing. The money for that should go towards the budget.	Operating Budget, Management and Spending
WE are facing a \$750m deficit, are we assured that these proposed cuts will satisfy the needs or create new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hastily ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service.	MetroAccess
It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship.	Bus Service
It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to Glover park, to Georgetown, and to Dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars.	Bus Service
The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer.	Bus Service
Regardless what decisions are finalized We need Metro in DC to operate efficiently.	Rail Service
I like Metro and have taken it for years—but not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW.	Fare Evasion/Safety/Crime
I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to neighborhoods I need to access for my social and professional life. Your proposal would make the 33/31 the only route that serves my neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would almost certainly compel me to have to move out of my neighborhood as it would become impossible to meet professional and social obligations without these important metro bus routes: D2, D6, and G2.	Bus Service
Every time you have to transfer buses, it increases the time of your trip substantially. Please do not eliminate these routes that so many of us take to get to work or go through our weekend errands.	Bus Service
This is an essential service for many people and while I understand that budget issues must be addressed, it is sickening to target the most vulnerable population. I am strongly against these proposed changes.	Operating Budget, Management and Spending
Return Yellow Line service to Greenbelt. I use the Shaw station many times each week and too often I just miss a Green Line train or have to wait a long time for Green.	Rail Service
Need the D2, D6 and G2 to connect Georgetown and Burleith to the rest of the city!!!	Bus Service
I think metro should do what they have to do, because I see every day people are not paying their fare, jumping the gates at stations and people walking behind other trying to get through. I am all for metro. It makes me mad every time I see this. 100% For Metro	Fares/Fees/Parking
It's ridiculous to eliminate the G2 as well as the D6 and D2. How are people supposed to access the Georgetown neighborhood via public transportation? You're eliminating a public transportation option to one of the most important and largest employers and schools in the District of Columbia. This is incredibly short-sighted, will primarily impact lower income individuals, and will enormously increase the use of private vehicles driving to Georgetown for work or school. Terrible idea.	Bus Service
Please don't eliminate the 74 or P6 bus routes which will affect SW residents.	Bus Service

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

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

Comment	Category
Please do not implement the service cuts outlined here. It will absolutely obliterate public transportation viability in this city. Washington DC is one of the few cities in the US with a functional public transportation system (from the perspective of an everyday user). The cuts outlined here are a horror show of austerity. There are so many people moving here, into one of DC's many new condo development towers, who would pay for the increase in metrorail fares. My hope would be to actually add more metrorail service, for example by extending the opening time in the morning so that those of us who must commute to work very early can take metro.	Bus Service
Please keep the G2 route. This is CRITICAL for students at Georgetown who use this service. Not having a metro stop makes using public transit difficult, but not having the G2 would make things much worse. Thank you!	Bus Service
Please do not terminate service around Georgetown University. It is already so isolated without a metro rail stop, if the bus routes were to be eliminated there is no way for me to get around the city. Some of us cannot afford any alternative to public transportation. Please keep them they are so	Bus Service
The G2 bus is one of very few options to get to the Georgetown neighborhood and university campus. It is relied upon by Georgetown staff and DC residents and there is not an alternative should the G2 be eliminated. The S2 bus service being cut to 30 minutes would significantly impact customers ability to use the S2/S9 bus line, given that it is a heavily used and relied upon line with busses every 7-15 minutes. What would have been the point of adding dedicated bus lanes to 16th st if not to utilize them by running frequent service. I hope you consider not eliminating the G2 line or decreasing service to the S2.	Bus Service
I use the D6 bus regularly to commute to work and eliminating that line would make my commute much longer to the point where I might not take the bus any more. I also use the S2, H lines, 42 and 43 regularly and oppose any service cuts related to those lines as well.	Bus Service
If you cut the G2 and D6 you are basically leaving Georgetown and all of its students without any access to public transport whatsoever. Like literally none. We will have no way to travel on metrobus.	Bus Service
Public transportation in Glover Park is already very sporadic and minimally accessible at best. Removing the D2, D6, and other very important bus routes from this area would completely cut off an entire section of DC from important areas like DuPont and Georgetown. Many students take this bus route and it is heavily relied upon by students ranging from middle school to graduate students. Several corporate employees also use these routes to get to their jobs every day! DON'T REMOVE THESE BUS ROUTES IT WOULD BE DETRIMENTAL TO THE COMMUNITY!!!!!!!!!!	Bus Service
The G2 Route, along with the D2 and D6 routes, are one of the only ways out of the Georgetown University neighborhood and into the city without using Uber or using the (very limited) Georgetown University shuttles (which only run on weekdays and are located on a far corner of campus). Eliminating these routes would primarily effect low-income students and reduce student travel to DuPont and other areas (reducing their economic presence in those areas -- all of which are known for high-student activity). I understand limiting service due to budget cuts, but please do not cut out the only public transit in a neighborhood.	Operating Budget, Management and Spending
Decreasing service does not address budget shortfalls! Metro should be focusing on building ridership, which is achieved by frequent, reliable service! If people can rely on transit to be safe, safe, clean, reliable, and frequent, they will use it.	Operating Budget, Management and Spending
The G2 is the only route that connects Georgetown with the rest of D.C.. We already do not have a metro rail, if you eliminate this route, it will significantly impact the Georgetown students and community. You need to think about the already limited accessibility. It would be much better to raise rates than to completely eliminate this route.	Bus Service
PLEASE do not cut all of the G2, D2, and D6. These cuts would be deeply ruinous for residents of Georgetown, including students, as well as employees of Georgetown University who already have limited access to transit thanks to the inaccessibility of Metrorail services. Cutting all of these buses would be incredibly inconvenient -- I urge WMATA to reconsider its plans to cut all three of these vital bus routes.	Bus Service
Please don't eliminate the G2!!! It is essential for Georgetown Students!!!!!!!!!!!!!!1	Bus Service
I implore you to not eliminate G2 bus service. Too many people work and study at Georgetown University for folks to be driving in and congesting that part of the city. Eliminating the bus line further prevents access to that part of the city in a way that can only be designed to advance inequity and systemic inaccessibility. It is already outrageous that there is one bus that goes all the way to the campus. It would be absurd to eliminate the G2 line.	Bus Service
There were a lot of cases where I couldn't remember all of the bus lines that I have used. My primary way of getting around the city is by using the bus system, and I will often just figure out which bus is coming that will get me from where I am to where I need to be. So I have drastically under-reported my bus use. That said, the G2 is deeply important to my daily commute. It's what I use to get from home to work at Georgetown, and it's really the only viable option for getting from home to work.	Bus Service
The G2 bus is extremely important to Georgetown students	Bus Service
Don't eliminate G2 and D6, many students take them and rely on them to get to Georgetown University	Bus Service
With the elimination of the G2 and D2, there would be no bus line going to Georgetown University on the eastern side of campus and would significantly reduce transportation options for faculty, staff, and students	Bus Service
Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off our only option is	Bus Service
Do not eliminate the D2! People rely on it!	Bus Service
PLEASE PLEASE PLEASE PLEASE PLEASE PLEASE Do not get rid of the G2 route. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catastrophic effects for local businesses and georgetown students- you are seriously underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real	Operating Budget, Management and Spending
Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access.	MetroAccess
Please do not remove G2 which stops at Georgetown. Thank you	Bus Service
These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me.	Bus Service
The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is not an option for most.	Bus Service

Comment	Category
Your proposal lists cutting the G2 metrobus line with no alternatives. This would have a huge impact on the lives and commuting ability of thousands of people who rely on this lines to reach Georgetown University and Hospital. Specifically, I take the G2 line from the Shaw neighborhood to Georgetown which takes anywhere from 25-45 minutes. Should this line be taken, the only alternative would be to take the metrorail green line, transfer to orange/silver/blue lines, and then walk 1.2 miles from the Rosslyn station to campus. A commute that would increase to 60-90 minutes on average. Metro access is already limited in the Georgetown neighborhood and this change would make it non-existent.	Bus Service
Please do not eliminate the D2 - is the only reliable bus connection out of Glover Park and is essential for its residents.	Bus Service
Do not eliminate G2 Metrobus route. Georgetown students need access to public transportation.	Bus Service
D2 and G2 are important not only to me but to the Georgetown and Glover Park communities.	Bus Service
The G2 bus is the most accessible way for Georgetown students to get out into the city. The spending power most Georgetown students have would allow you to simply increase the fare of the G2 line without cutting it entirely. Moreover, the ability for Georgetown students to traverse downtown brings spending further to the center if the city rather than containing it within Georgetown itself. This symbiotic relationship both stimulates the economies toward the center of the city and allows for us Georgetown students to leave the ?Georgetown Bubble.?	Bus Service
Need stricter fare enforcement	Fares/Fees/Parking
For some routes, the bus is the only way to access certain areas. Removing the G2/D2/D6 would be an absolute disservice to the rest of the city who'd be expected to drive/fund private car service to access anything Georgetown has to offer including 1 of DC's only major hospitals!	Bus Service
The G2 is a vital service for me living in Logan Circle. My ability to get to school and work would be severely impacted by the loss of this service. The buses I take are currently very overcrowded and reducing and removing services would make things so much worse. I appreciate many don't pay for bus services but the poorest people in DC need these services and the government needs to be providing them as a public good	Bus Service
please keep the D2, D6, and G2 service!!! Georgetown, Glover Park, etc. is very inaccessible and these routes are incredible helpful to students and professionals in the area.	Bus Service
Cutting direct bus service to DC's largest private employer (Georgetown University) makes absolutely NO SENSE.	Bus Service
KEEP THE G2!	Bus Service
Some buses are already unreliable and cutting service would make them even more so. I rely on the 52/54 to get from the Wharf to my home in Columbia Heights, as the Metro is not a convenient option. Stopping 52/54 service at Metro Center would likely mean that I stay home and telework more frequently. The same goes for the G2 route, which I use to get to another work location in Georgetown. Georgetown already suffers from crushing gridlock at rush hour and a lack of public transportation options. Consequently, I would likely not go into work, or drive, thus worsening the congestion in the neighborhood. Cutting public transportation services seems to be in direct contradiction to Mayor Bowser's goal of getting more of the workforce downtown and back in the office, as commuting will only be made more difficult with this proposal.	Bus Service
People rely on these routes for commuting to work and school. For myself, the D6, D2, and G2 are necessary for me to get to school. Please do not cut any of these proposed routes. People already struggle enough with the lack of busses in DC compared to pre-pandemic.	Bus Service
Do not cut the G2 bus. Georgetown is already disconnected by the lack of metrorail stations in the area, do not make this problem worse be eliminating our only bus access. Student, professionals, and families will thank you.	Bus Service
Dont hurt students smart kids wont come to dc and then it will be bad	Miscellaneous
Getting rid of the G2 outside of Georgetown would greatly affect scheduling for myself and many students. Since we don't have a metro station in Georgetown, I rely heavily on the G2 to go to other places in the city for work and other activities.	Rail Service
The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the fare. Please keep the G2 bus route!	Bus Service
Don't do any of this it will ruin the city	Miscellaneous
Cutting D2, D6, and G2 while also limiting hours for the 33 and 31 completely isolates those in Georgetown without other means of transit. It is an affluent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services.	Bus Service
G2 stop is needed	Bus Service
This is a terrible idea your hurting students with service cuts. We need metro bus you can't do this to us. I hate you.	Bus Service
Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. I would be happy to pay \$3 a ride if lower-income people would have no increase.	Bus Service
Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community.	Bus Service
The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus	Bus Service
Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters.	Bus Service
PLEASEEE don't get rid of the G2.	Bus Service
PLEASE KEEP THE G2!!!!	Bus Service
G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job -- and I am not in a financial standpoint to do so.	Operating Budget, Management and Spending
Please keep the G2 bus route! It is the main route that I use to travel to work.	Bus Service

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

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

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

Comment	Category
I am a frequent user of the metro bus and metro rail on weekends and weekdays. Public transport is my only way (as with a lot of peers) of getting around the city as parking/ having a car is not feasible within DC. Georgetown is already not easily accessible by public transport and even to those who do have a car, does not have adequate parking available. The D2 and D6 are my only options to get to school every morning and without them I would be left walking a considerable distance to get to Georgetown University from where I live. Even if I moved to Georgetown I would not be able to access the rest of D.C in an easy way if these lines were suspended. I have also worked at Sibley Hospital in the past and I personally know a lot of healthcare workers and patients that use the D6 bus to get to and from the hospital. I believe discontinuing this service would have very negative effects on the community, specifically to service workers who rely on public transportation. I am more in favor of fare increases of necessary (or more monitoring on buses to ensure patrons are paying the fare) than entirely removing these lines.	Bus Service
Metro's proposals to cut bus routes serving the Georgetown community, such as the D2, D6, and G2, would be detrimental to the Georgetown neighborhood. These cuts would completely cut off major portions of the neighborhood that already have relatively poor connections to Metrorail and the rest of the DMV. These routes are not redundant and are a vital lifeline for Georgetown residents. Please consider the community's concerns and needs when deciding whether to eliminate these routes.	Bus Service
You would basically be cutting Georgetown fully from DC. Either build a Metro stop or keep the buses	Bus Service
The proposed changes would radically reduce my ability to navigate the city. I might have to start commuting by car.	Miscellaneous
These proposals remove the only public transportation in Georgetown. Removing D2,D6, and G2 would be extremely harmful to students and cut off access to internships, jobs, and the city in general. Georgetown has no Metro rail stops so removing all of the busses and combining the other nearby busses (31 & 33) is unconscionable.	Bus Service
the D2 and G2 routes are basically the only way to access the georgetown area. I use these daily and they are crowded at every single stop. I think the cancellation of these lines would be a massive mistake and would negatively impact thousands of people who live in the NW region of DC	Bus Service
save the G2 :(Bus Service
Please keep the G2 route and the 31 and 33 route. It is essential for Georgetown workers to commute to campus, and if eliminated the University likely will not provide a substitute for these essential	Bus Service
The G2 route is the single Metrobus line to Georgetown University, a historic landmark of Washington D.C. It would not make sense to eliminate this route.	Bus Service
Please try and find a better solution :(Miscellaneous
The G2 and D2 are essential routes for Georgetown University. Eliminating them makes Georgetown even more inaccessible to those who do not own a car to park (which is already awful in the first place). This is essential for equity, sustainability, and ensuring use of Metrobus by GU students and staff.	Bus Service
The G2 bus is basically the only bus I regularly use, and my ability to get to the other side of DC from Georgetown would be immensely impacted by its removal.	Bus Service
Cancelling all buses that go to Georgetown (D2, D6, G2) would considerably affect students and staff who need to commute to this area daily. There is no metro option in this area, either, so that would leave people the only option of paying for Uber. This is a serious disservice to all lower and middle income people who need to commute to Georgetown for work. This includes major employers Georgetown University and Hospital, as well as shops, restaurants and bars in the area.	Bus Service
You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership.	Bus Service
Please keep the G2. There is already limited transit access into and from Georgetown!	Bus Service
Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important.	Bus Service
Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people.	Bus Service
Eliminating G2, D6, and D2 will hinder access to Georgetown University's campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown	Bus Service
This is outrageous! I am 86 and rely completely on the G2 bus service.	Bus Service
Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is	Bus Service
The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many individuals like myself who depend on public transportation to navigate our daily routines. The potential removal of this route not only poses an inconvenience but could also disrupt the livelihoods of those who rely on it to access employment, education, and other essential services.	Bus Service
There are many of us who rely on many of the routes being proposed to be cut to get to our place of employment, and with no alternatives there would be no way to get us to work. The DMV governments and Metro have a responsibility to its citizens/patrons to ensure that we can actually get to work and not put our livelihoods at stake.	Bus Service
Do not cut the G2!!	Bus Service
Cutting the D2 and D6 lines would make my public transit exceptionally difficult	Bus Service
The Georgetown area is completely cut off from the rest of DC without the G2 metrobus. The removal of this stop/route would be detrimental to the students, workers, and other people who need to access the Georgetown campus area.	Bus Service
I use the D2, D6, and G2 bus routes on a very frequent basis and I know how critical they are to other workers, students, and residents in the Glover Park area. These three bus routes are critical linkages between the Georgetown, Glover Park, Foxhall, Burleith, and Cathedral Heights neighborhoods and the rest of the WMATA system and DC as a whole. Without these bus routes, it will be much harder and more time consuming for me to get to work each day and, as a former resident of Glover Park, I know it will make it much harder for residents of that area to access the rest of the city. I recognize the challenges of balancing this budget, but I believe these particular bus routes are distinctly vital to the neighborhoods they serve and their current levels of use merit their continued operation.	Operating Budget, Management and Spending

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

Comment	Category
I am impacted by some cuts directly (because I rely on public transportation from Georgetown to Capitol Hill) and INDIRECTLY because I support businesses and restaurants whose workers need public transportation to remain employed. You have framed this in individualistic terms, but these cuts are a step in the wrong direction. We need to make Metro more accessible (spatially, service times, cost) for labor and environmental reasons if you want people to keep working in this city. The more you make public transportation a barrier, the more people will opt for remote work (or leave for other less expensive and more convenient cities) and the city will hollow out.	Bus Service
By eliminating the G2 bus route, this will leave me completely without a mode of transportation to the Georgetown University Campus. There is no metro that goes to the area or any other bus route. This would extremely hinder my transportation. I would prefer to increase the price of the bus rather than see this route eliminated. This is very important to me and if there is any other feedback you would like please let me know.	Miscellaneous
The 96 is basically the only way I am able to cross DC going east-west from my house. Do not get rid of this line it would absolutely screw me over.	Miscellaneous
Eliminating the G2 route would be detrimental to my daily commute. As a Georgetown University student living in Columbia Heights, I take the 52/54 and connect to the G2 five days a week, twice a day. I enrolled in a two-year program at Georgetown under the assumption that I could take the G2 every day. It is the only stop at Georgetown University. Eliminated the G2 route would isolate the university from the rest of DC and negatively impact the many students, faculty and staff who rely on public transit to get to campus. Without the G2, I would have to wake up at unsafe hours of the early morning to take the 33 or Circulator instead, and then walk 10+ minutes to campus. I am a loyal WMATA and Metrobus user who strongly opposes eliminating the G2 route.	Bus Service
More date accessibility Reducing the number of bus stops can have several negative impacts on both the community and the environment: 1. Reduced Accessibility: Removing bus stops means that certain areas or communities may become underserved or inaccessible to public transportation. This can disproportionately affect people without access to private vehicles, such as those who rely on public transit for commuting, elderly individuals, people with disabilities, and low-income families. Reduced accessibility to public transportation can lead to social exclusion and economic disparities. 2. Increased Walking Distance: Fewer bus stops typically result in increased distances between stops. This means that passengers may have to walk longer distances to reach a bus stop, which can be inconvenient and discouraging, especially for those with mobility issues or during inclement weather conditions. Longer walking distances may also discourage people from using public transit altogether, leading to increased reliance on private cars and worsening traffic congestion. 3. Environmental Impact: Longer distances between bus stops mean that buses need to travel farther between each stop, resulting in increased fuel consumption and greenhouse gas emissions. This contributes to air pollution and exacerbates climate change, especially in urban areas where public transportation plays a crucial role in reducing traffic congestion and emissions. Moreover, decreased accessibility to public transit may lead to higher car usage, further worsening air quality and environmental degradation. 4. Social Equity Concerns: Public transportation serves as a lifeline for many individuals, especially those who cannot afford or are unable to drive. By reducing the number of bus stops, certain demographics, such as low-income communities and people with disabilities, may face disproportionate challenges in accessing essential services, employment opportunities, education, and healthcare. This exacerbates existing social inequalities and limits opportunities for upward mobility. 5. **Negative Economic Impact** : Inadequate public transportation can hinder economic development by limiting access to employment centers and hindering the movement of goods and services. Businesses may face difficulties in attracting employees and customers if public transit options are limited, potentially leading to decreased economic activity and stagnation in certain areas. Overall, decreasing the number of bus stops can have far-reaching consequences for both the community and the environment, impacting accessibility, social equity, public health, economic development, and environmental sustainability. It's essential for transportation planners and policymakers to consider these factors carefully when making decisions about public transit infrastructure.	MetroAccess
keep the transportation options that are in near proximity to schools such as public and private institutions	Miscellaneous
I, along with man others, take the G2 to work every day. Georgetown is already very inaccessible by public transportation. Please do not get rid of the G2 line.	Bus Service
Cutting off the D6 bus route disadvantages anyone who lives in Foxhall without a personal vehicle. There is not metro remotely close to that area or Georgetown, so bus services in the Georgetown, Foxhall, and Glover Park areas need to continue.	Bus Service
D31, D33, D6, and G2 are the only metrobus lines that service the area around Georgetown Hopsital. There is not metro near the area for patients to use. This would be detrimental to the health of the city. Please, you can't get rid of the G2 - it's the only way I can get to work.	Bus Service
you will be inconveniencing many old people trying to get to their appointments, and minority groups who do not have their own vehicles nor money for Uber (because the system is already set up for minorities to be unsuccessful). you will also be inconveniencing college students trying to get to and from their campus to get an education. do not cut any routes.	Bus Service
G2 bus route provides useful service to several Georgetown students and staff who live outside Georgetown area. Since it is the only bus route from Shaw to Georgetown and the metro station from Shaw does not provide direct access to Georgetown, it should not be eliminated.	Bus Service
Metro's proposed service cuts leave low-income communities and university students with less affordable transportation options effectively cutting them off from areas of the city that are easily accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the course of action, these communities should be taken into account.	Bus Service
G2 is apart of Georgetown's most used bus service, eliminating it will do significant harm	Bus Service
I am a student at Georgetown and would like to use the G2!	Bus Service
the information that these proposed cuts are based on is inaccurate and these changes will severely impact the lives of DC residents negatively.	Rail Service
Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. many of these bus routes are absolutely vital to many citizens to get too and from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to work if the G2 gets closed down.	Bus Service
Georgetown students rely on G2, D2, D6 to get to campus	Bus Service
the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long.	Bus Service
save the G2!	Bus Service

Comment	Category
please do NOT cut off the 33, D6, and G2 routes. Georgetown students are already forced to take metro bus instead of metro rail, so please don't trap us further on this campus. these are 3 of the routes that are most crucial to Georgetown students, so please do not take them from us/ decrease service. thank you!	Bus Service
None of Metro's current public transportation services to, from, or through Georgetown University service the Georgetown Community in an optimal capacity. Additionally, no Metro Rail servicing Georgetown even currently exists to comment on. That is because Metro's Blue Line stops at Rosslyn and Foggy Bottom are both nowhere near Georgetown for a pedestrian. Thus, I will comment only on MetroBus's G2, D2, D6, 31, and 33 routes. These routes need to be REPLACED with routes that BETTER serve the Georgetown University population. In lieu of constructing Metro Rail stop at Georgetown Univ, a short term solution would be to (1) survey and better identify where the Georgetown commuters are traveling to/from, (2) coordinate with surrounding public transpo service providers (such as ART, Maryland, GUTS, etc.), and then (3) add the McDonough Bus Turnaround in all the new Metro Bus routes.	Service Levels
Why are you cutting off college students from the only affordable transportation they have to get to and from the city? Georgetown and GWU students are particularly affected by these changes and they use routes like D2, G2, & D6 the most. Please don't cut services to these areas.	Bus Service
Eliminating the D2 and G2 in an area like Georgetown, where there's no direct subway stop is a terrible idea. How do the council people expect us to get to Dupont circle or move around the neighborhood? This will severely limit my mobility in DC.	Bus Service
PLEASE do not eliminate the G2 stop at Georgetown. This bus stop is essential to my commute and crucial to my ability to get to work. As a wheelchair user, I cannot navigate the hilly terrain or longer distances from other area bus stops. The G2 stop at Georgetown University main gates (3700 O St) is critical. Please preserve it.	Bus Service
I rely pretty heavily on the G2 and D2 to get to my job. Eliminating these routes would negatively impact my commute as well as that of thousands of other employees and students who use these routes to get to work and school. I would definitely pay more for the bus to keep the routes. If these routes get eliminated, I would consider it a betrayal of the working people and students of this city and you can be sure that I will never willingly spend a single penny of money towards WMATA services ever	Bus Service
The G2 is integral to the Georgetown community. Especially without a Metro rail connection, this will negatively effect so many people, especially students. So many people are opposed to this, keep G2 running!	Rail Service
The proposed changes will leave the Georgetown/Glover Park/Cathedral Heights/Burleith neighborhoods significantly isolated from the rest of the city. These are regions with no nearby Metrorail access and would force many to use a car. Not only will this increase traffic in an already busy area, but it will have an enormously detrimental impact on the environment as well as low-income and student populations, which are a significant part of the community in this areas.	Bus Service
Don't eliminate 96, 31, and 33, which provides Wisconsin Ave options for my son to get to school!	Miscellaneous
Eliminating the G2 and D6 routes would be detrimental to the hundreds of workers at Georgetown University, many of whom commute long distances via Metrobus to a neighborhood that already has limited access to public transportation. I urge WMATA to reconsider removing these routes, as inaccessibility to neighborhoods like Georgetown makes commutes less attainable for lower-income workers who need to travel from other places in the DC Metropolitan area.	Bus Service
The elimination of the M4 and D6 would leave me without any practical metrobus or rail service whatsoever. It would eliminate the ability of my children to take the bus to their school. It would have a similar effect for my entire neighborhood, almost all of whom rely on either the M4 or the D6 for critical purposes.	Bus Service
Please do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to leave my college campus and explore DC.	Bus Service
The G2 is an absolutely vital line for Georgetown University employees who commute in. There is no train stop in Georgetown so the G2 is the quickest and easiest way to get to campus from the train. I take it twice a day every day I am on campus, as do many of my colleagues. I opt-in to tax exempt transit fees partially because its so convenient to take the G2 and would use Metrobus much much less if that line were removed, as well as be very inconvenienced in my daily commute.	Bus Service
Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the Georgetown community from other parts of the city. This would most greatly affect low-income employees who reside in more affordable parts of DC.	Bus Service
I think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC.	Bus Service
you are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of D2, D6, and G2.	Bus Service
Please do not eliminate G2 as it's the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends	Bus Service
I urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding.	Capital Budget
I'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown University, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many low-income workers also need these buslines to work in the the Georgetown area. Our city needs to be inclusive and not just afford transit to those who can easily pay for rideshare services or who own cars.	Bus Service
pleaseeeeeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown can get off campus	Bus Service

Comment	Category
Dear WMATA Board and Stakeholders, I am writing to express my strong opposition to the proposed service cuts to the WMATA Metrobus routes, particularly the reduction of the G2 bus line. Public transit in Washington D.C. is not just a convenience; it is a lifeline for many of its residents, especially those who depend on it for their daily commute to work, school, and essential services. The decision to cut services such as the G2 bus will disproportionately affect service workers, as well as faculty and staff of Georgetown University, making it extremely difficult for them to reach their workplaces in an area already challenged by limited public transit options. Public transit is a public good. It is essential for the economic, social, and environmental well-being of our city. Cutting services undermines our collective effort to decrease reliance on cars, reduce traffic congestion, and minimize environmental pollution. A well-funded, accessible, and efficient public transit system is critical to achieving these goals. Moreover, investing in public transit supports those in our community who need it most, promoting equity and inclusion in our city's growth and development. Reducing the accessibility of public transit, such as the G2 bus, sends a message that we are stepping back from our commitment to a sustainable and equitable future. It forces our workforce, particularly those in essential services and education sectors, into difficult positions, potentially affecting their employment and our community's access to essential services. I urge the WMATA to reconsider these proposed service cuts. Instead, I advocate for responsible funding and strategic planning that ensures our public transit system is not just maintained but improved. Let's work together to make public transit in Washington D.C. more accessible, reliable, and efficient for everyone. By doing so, we invest in our community's future, support our workforce, and take a significant step towards a more sustainable and equitable urban environment. Thank you for considering this appeal to keep our city moving forward together. Sincerely, Nick Scrimenti	Bus Service
No service cuts or fare increases should be implemented, however if they are necessary, I would rather service cuts. I think the Metro should be better subsidised by the government	Bus Service
The G2 is essential to my travel and to students at Howard and Georgetown. I use this route almost 5-6 times a week, often twice a day. I would use public transportation far less frequently if G2 service were cut. It would be a great disservice to the Metro's budget to eliminate this route since hundreds of students use it daily. My sense is that students would switch to bikes, scooters and even low-budget ride shares over taking a new route.	Operating Budget, Management and Spending
The elimination of the G2, D2, and D6 would essentially cripple Georgetown University access to the broader WMATA system. These routes, especially G2, provide convenient and accessible travel to key locations in the system such as DuPont Circle (and in turn the Red line and broader metro system), Embassy Row, and downtown. The lack of a nearby metro rail station is enough of a headache for students please don't completely leave us stranded.	Bus Service
I use the L2 bus to get to and from work (Cleveland Park and Dupont Circle). To stop it at the Duke Ellington bridge makes the line entirely useless to me, especially with reduced service of 42,43 bus lines. The L2 is so convenient, I pick it up right outside my house and I ride it almost to its last stop. It's so important and losing this bus line would make my commute completely inefficient. The Z6 is the only bus I can take to reach a relative's home and it already has atrocious service (20 minutes between buses and sometimes it doesn't show up). If anything it needs service improvements. I have really appreciated the red line frequency improvements and I really hope those continue. For the other lines, 20 minutes between trains is too long and I would love to see more frequency. I am okay with fare increases but I think it's best to have no transfer fees between bus and rail in a single trip. Thanks.	Bus Service
As a Georgetown student, the lack of a metro station in the Georgetown neighborhood isolates students like myself from the rest of D.C. For many of us, the G2, 33, and 31 is what we use to travel to work or just to visit downtown and the city center. As it is, the G2, 33, and 31 buses are often packed and do not come as frequently as they should. Removing these options would be a huge inconvenience for students in an area that is already vastly inaccessible. This would also only exacerbate economic inequities as not everyone can afford to travel by car or rideshare.	Bus Service
Do not eliminate the G2 Metrobus route, or the D2 or D6	Bus Service
public transit is good but fare increases are regressive	Fares/Fees/Parking
The G2 is essential to many Georgetown students, staff, and faculty please don't eliminate our route.	Bus Service
Public transportation is not supposed to be profitable. Thousands of people rely on even the least used bus routes and metro stations to go to work and sustain their lives. Please consider the effect of the proposed changes on the residents of DC and Maryland.	Bus Service
Please keep the Georgetown University community connected. This will isolate us from the city even further.	Bus Service
These changes are a step in the wrong direction decreasing services will actively decrease the need for metro and increase the feeling of unsafe.	Fare Evasion/Safety/Crime
I have heart problem. If there are no buses out front of georgetown university front gate I cannot walk down to Wisconsin Ave. without some health issues.	Bus Service
The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships.	Bus Service
Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work.	Bus Service
I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to Columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change.	Bus Service
The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base.	Bus Service
The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don't make even it worse!	Miscellaneous
Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration.	Bus Service
Please don't shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible!	Bus Service
eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilities, dining, transportation, etc). There is no metro accessibility, very limited parking, and thousands of workers rely on these public transit options to make it possible to work in our city's elite institution.	Bus Service
The S9 express bus is very convenient and fast and very well utilized. I use it daily. Dramatically increasing fares for MetroExtra would make it uncompetitive with cabs for two people travelling or shift people to the much less efficient S2 bus. The S9 is a vital and successful route, fares should be in line with other metrobus service. Punishing riders for choosing the most efficient route for both riders and metro seems wrongheaded. 42 and 43 service on weekends is also important. It connects Mount Pleasant and Dupont Circle which is otherwise unconnected by transit. It is also the only way to efficiently get to the Kennedy Center by transit so the extension should be maintained.	Bus Service
Please do not eliminate the G2 bus route.	Bus Service

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

Comment	Category
G2 is a critical bus route to Georgetown University, which is the second largest private employer in the city of DC. Cutting this important bus route to an area of DC that has no metro access would be a huge mistake and negatively affect thousands of Georgetown University employees, as well as third-party vendors and visitors to the area.	Bus Service
Eliminating the D6 and D2 routes to Georgetown Medical Center will cause many students to be limited on how they get to the medical campus from downtown or dupont circle quicker.	Bus Service
I think Metro should focus on curbing fare evasion. I feel like fare hikes, in a way, would mean that the people who pay the fare subsidize those who don't. Related to decreasing frequency of services - I have found that the next bus information displayed at bus stops is highly inaccurate. 'Arriving now' doesn't usually mean that. Oftentimes I would see the arrival time move from, say, 2 minutes, to 7 minutes and then back down to 3 minutes. Decreasing bus frequency would not help with the situation. If I miss a bus because the ETA info is wrong, it will then be a miserable 30 minutes of waiting for another bus.	Bus Service
Appealing to please not cut the G2. There are few options to gain access to Georgetown and Georgetown University. The G2 is vital to many Georgetown University employees with personal transportation and insufficient means to pay the exhorbanant parking fees. More cars crossing Key Bridge, going up/down Mass Ave and Wisc Ave will add to the chokehold traffic already experiences during rush hour. The University has thousands of employees who work non-traditional hours, and students from all over the DMV who need rely on the G2 to make a living and complete their studies. The wealth of that specific community doesn't mean the low-wage employee does not rely on the G2 service for daily survival to care for their family. Thank you.	Fares/Fees/Parking
Please do not eliminate the G2. Metro service to Georgetown is already slim, and the G2 is the primary way I get to the neighborhood. Otherwise, my only option is Uber.	Bus Service
It's completely irresponsible to cut the Georgetown, Glover Park and Foxhall lines, considering students live in these areas without cars!	Bus Service
You all need to install all of the new fare gates and step up enforcement before raising fares!! I am so tired of paying my fare and watching hundreds of people skip the fare gates. Yes, I know you say this is less than 2% of the shortfall, but Metro has greatly frustrated your riders by being so slow to do anything about it. I've only ever seen one Metro cop at faregates in all of my travels on Metro, and so I don't buy that you all are doing everything that you can, plus the rollout of the new fare gates are going so slow, they really shouldn't be taking this long. From an optics standpoint, no fare hikes until you actually get people to start paying their own way.	Fares/Fees/Parking
The G2 is my sole transportation to work	Bus Service
The G2's service is essential, connecting students and workers at Georgetown University with other Metrobus and Metro routes. Without it, access to the rest of DC becomes really difficult, especially since there is no Metro station near Georgetown. Please do not eliminate the G2!	Bus Service
The georgetown university community values having busses near us and uses them all the time!	Bus Service
Please please don't get rid of the G2 bus route. Additionally, please don't cut get rid of the D2 or D6 bus lines either. I use the G2 line at least once a week. The Georgetown community is already so inaccessible and cut off from the rest of the city, and getting rid of this route would completely cut us off. There are no other options for public transportation from Georgetown other than this one bus route. Without it, I would have to walk longer than 40 minutes to the nearest Metro station. I use the G2 for commuting, shopping, and any time I have to go anywhere in Washington, DC. I can't afford rideshares or a car, so if I didn't have this bus route, I would be completely trapped in the Georgetown I need more access to Georgetown, and connect it to the capitol area!	Bus Service
Please don't eliminate the Georgetown University stop	Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic	Rail Service
Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer.	Bus Service
I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment.	Bus Service
Contractors who don't work or have oversight is an issue.	Miscellaneous
There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay	Bus Service
I can't count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real.	Bus Service
It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland.	Bus Service
Do not get rid of the G2! It's the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It's ridiculous to have an entire university be completely disconnected from any public transit.	Bus Service
I think that reducing service would really harm the city and serve as a barrier to people going out and supporting local DC businesses. It would suck so bad please don't	Bus Service
DC/Metro shouldn't be close to thinking about cutting service but radically expanding it. DC traffic is horrific, and more transit is the only thing that can help. BRT lines must be implemented across the city, and a new metro line going through Georgetown must be added.	Capital Budget
I always see crowding on S buses along 16th street and cutting S2 service will contribute to that. Please also keep the 42,43 running all the way on its current route.	Bus Service
G-2 Bus route is badly needed for the people that work in this area. Please keep it!	Bus Service
It is obscene that we are talking about slashing the transit that people need to get around the city at all hours rather than finding other places in the budget to save money, such as police funding.	Operating Budget, Management and Spending
I would rather that the buses run for less time and the 24 hour buses be cut, and after midnight service is cut than full bus lines be cut. I ride the 96 every day and it is almost full every single day--- it doesn't make sense to cut the entire line. Instead limit certain lines to after midnight.	Bus Service

Comment	Category
Given the lack of MetroRail access to and lack of parking available at Georgetown University, it was be foolish to cut both G2 and D6 buses. This measure would create significant transportation issues for a number of students, faculty, and staff, particularly those who cannot afford to live closer. I say this for all those who rode the G2 and D6 buses with me these past few months. This morning, I rode the D6 bus, and it was filled to the brim with passengers -- students, families, office workers -- just trying to reach their destination with less hassle and stress. Would you be willing to strand these groups? A week ago, I rode the G2 bus and stood side-by-side the fellow riders, crammed into the space yet treating each other with the same empathy and kindness you would treat family. Again, they were students, families, and office workers. You are not simply impacting a commute; you are impacting the ability of an individual to make it home on-time to see their kids; you are impacting the long-commute workers who already have to wake up two and a half hours before work to get there in time; you are impacting the students that rely on public transportation to get to class, to receive an education; and, finally, you are impacting every disabled person who perhaps cannot walk to the next closest bus stop or can't afford an Uber. I implore you to consider the humans impacted by this decision, not the measly funds you may earn back. I know it is important to maintain funds, but this truly cannot be your only feasible solution. It simply goes against the entire purpose of the Metro, its entire mission. Thus, I encourage you to think wisely about this decision and consider the interests of your constituency.	Bus Service
This problem of a budget cut should not even be an issue, we are one of the only 'developed' nations that continuously has public service infrastructure funding cuts and inaccessibility. But, unfortunately, this is our situation, so to address the issue head on, do not take away any lines, but make do with the budget provided and increase fare prices.	Operating Budget, Management and Spending
I hope Metro will reconsider as this will affect many people's commutes.	Bus Service
Please keep G2 bus route	Bus Service
Public transportation will never be profitable and for God's sake it doesn't need to be. Allowing people to get to and from work easily and cheaply is good for the economy and good for society. Allowing people to easily visit their friends and family and explore their own town is a moral good. You should not decrease service, you should not raise prices, you should make public transit free for everyone.	Service Levels
Cutting services from entire days, metro bus lines, and late hours will inevitably impact the people of the DMV who need and rely on these services the most. While there may be minor adjustments that would allow for cost-saving, the burden of the WMATA budget cannot fall upon the working class families of the DMV. Political will must demand that the metro services are adequately funded, even at a net fiscal loss, because the purpose of public transportation is not profit, but public benefit.	Operating Budget, Management and Spending
The G2 is the only Metrobus that connects Georgetown with the DC larger area. As a Georgetown employee, I will not be able to efficiently get to campus using public transportation.	Bus Service
I mainly care about the G2 route because it is the most accessible way for Georgetown students to get out of the Georgetown neighborhood	Bus Service
G2 is literally Georgetown's only Metrobus stop so it would be devastating if it was eliminated since there already isn't a metro train station there. It's really convenient for Georgetown residents and students because it stops right in front of campus gates and runs more frequently and consistently than our campus buses which have very limited availability.	Bus Service
Eliminating the G2 route would take away one of the very few points of access through public transportation to Georgetown and would make the area increasingly difficult to access.	Bus Service
Please do not cut the 42/43! I use that route 99% of the time!!	Bus Service
PLEASE DO NOT GET RID OF THE D2 AND D6, AND PLEASE DON'T CHANGE THE ROUTE OF THE 33. AS SOMEONE WHO LIVES IN GEORGETOWN, THESE ROUTES ARE MY LIFELINES.	Bus Service
Please retain at least one bus route that goes to the Georgetown University campus	Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and Z7 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park & Ride Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex. If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you.	Bus Service
Please don't cut G2.	Bus Service
Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop.	Bus Service
I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think cutting routes is necessarily a bad idea, but I do think reducing service and increasing fares is. Honestly our fare is pretty expensive too. However I will note I like the expanded weekend times and I do think that's a good addition.	Bus Service
Please address the problem of people free-riding, instead of raising the fee and/or reducing operations.	Fare Evasion/Safety/Crime
Please keep G2.	Bus Service
Please do not cut G2. It is vital for students, faculty, and commuters to Georgetown University and Hospital.	Bus Service
Force Maryland to fund Metro like they should or else they don't get service Penalize residents in Virginia and Maryland for their lack of funding to WMATA and not those of us who live in DC, a jurisdiction more than willing to help close the budget shortfall	Operating Budget, Management and Spending
Cutting the D2 and D6 will completely cut off these areas from commuter services. there is no metro rail in Georgetown or Palisades. Not everyone who lives there or works there is rich. Please reconsider	Rail Service
The G2, D2, and D6 are quite literally the only way I can get to and from work. It is a 50 minute walk otherwise. This is unsustainable in the cold and rain. I will have zero options if you get ride of all of these lines. They are the only ones that go to and from Georgetown. You will be cutting off DC residents from an entire neighborhood. This is ridiculous. Plenty of my coworkers and young schoolchildren ride this bus. How do you expect them to get to school otherwise? Keep the routes.	Bus Service
Of course I voted against increasing rates, but frequency and infrastructure should be promoted at all costs. So, please do whatever it takes to increase the frequency and performance of metro rail and bus. If you've been to New York, you know that people are fine with ugly stations and ugly cars. We don't need it to look pretty -- we need high frequency, extended hours, and reliability.	Bus Service
Much of the problem is that so many people don't pay fares when they use the busses and there is no enforcement. Please don't stop the G2 line. It's the only way I can get to work and school. If anything, that bus is pretty crowded during rush hour? the bus should come every 20 min instead of 30. Thanks	Bus Service

Comment	Category
I think it is vital for metro rail to find the money to maintain the current level of service at a minimum. Having a well maintained, reliable metro service is a critical part of what makes Washington DC an appealing Metro area to attract people and business.	Bus Service
The proposals to eliminate the G2, D2, and D6 would eliminate virtually all public transit access from Georgetown University's campus. As a Georgetown undergraduate student, I recognize that the student body represents a great deal of socioeconomic privilege, but I urge you to consider low-income students and working graduate students living in lower-cost areas of D.C who would be cut-off from campus by this change. Georgetown's shuttles run very infrequently (often > 1hr) and are limited to those with university affiliation. The D2 is the only bus route servicing Glover Park, a neighborhood where many students seeking lower-cost housing live that can be upwards of a 45 minute walk from parts of campus. The D6 is the ONLY route connecting both Sibley Hospital and Georgetown Hospital to downtown DC's public transportation network, which would not only disservice thousands of healthcare workers but also patients and families. I understand resources are limited, but eliminating essential routes to schools and hospitals is a mistake.	Bus Service
G2 bus is absolutely essential for Georgetown employees.	Bus Service
The D6 should absolutely not be eliminated. This line is used heavily by residents of Capitol Hill to get to work and school. Metro is not a viable option. Please consider service reductions over completely eliminating this line.	Bus Service
The changes proposed to the different services through cuts are extremely drastic and would render the public transit system almost useless for most of the trips I make. A lot of areas I often visit would be without any service or such limited service that I would not be able to travel to them without resorting to other transportation means. Furthermore, the area where I live would essentially lose almost all access to any form of public transit, and it would isolate me and other residents, and prevent them from making the trips necessary to work, live, visit friends and all other aspects of life. If these changes were to be implemented, I would probably have to move out of my current place, and most likely to another city, in another state given the proposed cuts to public transit. This would also increase the car traffic, that is already very mad in DC, and lead to more noise, more pollution, traffic jams and street safety issue. I would also like to point out that cutting service to lightly used lines (whether metro or bus) is not a wise idea. If these are low ridership stations and lines, they provide essential services for the people who depend on them and are important for the well being of the neighborhoods and communities that are served by them. The impact of a public transit service is bigger than only the people that are using it, it impacts everyone by decreasing car dependency, making streets safer and cleaner, and by contributing to the connection of those areas to others in the DMV area. I understand that drastic budget cuts need to be made due to funding issues but the changes proposed would essentially sign the death of WMATA public transit system, since a lot of users won't be able to use it or depend on it anymore, and choose other means of transportation or move out. This, in turn, would lead to a spiral of death where service cuts and price increase would lead to decrease ridership that would lead to more cuts and fare increases.	Operating Budget, Management and Spending
Please don't cut off Georgetown from the rest of the city	Bus Service
Please do not remove the G2 route! As a Georgetown student, it is very very useful to get into and around DC, particularly to transfer to the Dupont circle metro.	Bus Service
The G2, D2, and D6 are all routes I take because there are no other bus services or metro stations nearby that are convenient (i.e. removing these routes would make it incredibly difficult to travel.	Bus Service
Dedicated funding is necessary to avert this continual crisis of cuts which are borne by the most disadvantaged residents in the region.	Capital Budget
Please don't eliminate the G2 route as a Georgetown student, considering we already don't have a subway it is my only means of getting off campus	Bus Service
The G2 is a critical metrobus route connecting Shaw and Logan Circle neighborhoods to Georgetown University. Should you eliminate the G2 route, there is not a single next best solution for connecting these neighborhoods to Georgetown or anywhere west of Dupont circle. This is a critical access issue, and I cannot understand why WMATA is considering eliminating the G2 without providing any alternative service for this route. Please save the G2.	Bus Service
Without the lines I would be unable to go to work and to school making it difficult for me to move around DC since I have no car and rely on public transport	Bus Service
I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, D6, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area.	Bus Service
I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen.	Fares/Fees/Parking
Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around	Bus Service
States of Virginia and Maryland needs to step up and help with the budget shortfall.	Operating Budget, Management and Spending
There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC's most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can't fall on that population.	Bus Service
These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them.	Miscellaneous
I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothly! Good, frequent, reliable transit is one of DC's best attributes	Bus Service
Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn't be taken out on us.	Operating Budget, Management and Spending
Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University.	Bus Service
Horrible. Just horrible. For those of use who rely on the D2 bus in the Glover Park neighborhood, the proposed changes would be extremely detrimental. Yes, there are a lot of homeowners with vehicles in this area, but there are also a lot of renters who rely on public transportation. Cutting the D2 would make it almost impossible to continue living in Glover Park. Please reconsider!	Bus Service
Eliminating the N Bus routes on the weekends would cause hardship to students and residents.	Bus Service
I believe that the key to a successful transit system is through increased frequency not cutting frequency. Ridership that is not dependent on public transportation can only be appealed to use metro if it is as convenient or more convenient than a car.	Bus Service
PLEASE DO NOT CLOSE TFE G2 THOUSANDS OF PEOPLE - STUDNETS, VISITORS, STAFF, FACULTY AND SERVICE WORKERS RELY ON IT TO GET TO GEORGETOWN!!!!	Bus Service
I use the G2 everyday. Figure out your budget, take it from the police (I know they're not on the same budget but goddamn. Less shooting and more public transportation access) this is not the right way, do not reduce access to public transportation. What kind of Wild West do you think we are living in?	Operating Budget, Management and Spending
There should neither be significant service cuts nor a significant increase in fares as Metro serves the working class. There should be a demand for an increase in metro's budget.	Operating Budget, Management and Spending

Comment	Category
Don't eliminate the buses 33,31,D2 and G2	Bus Service
Please don't remove the D6 route, I use it to get to campus every day. It cuts a forty minute walk into about a ten minute commute.	Bus Service
I wouldn't mind if the G2 maybe ran less often, but eliminating it completely would really cut off Georgetown students from the rest of the city considering that we don't have a Metro Station.	Rail Service
Hi There I am a senior who has recently moved to Laurel South side area. The 89M and the 27 is the bus that run around the corner Senior Complex I move too. Please hear me out I am always take the 89M to and from Greenbelt that I move into the area because the service. The bus do not run on the weekend at all I understand but their are some folk (seniors) who does taking on the weekday. If you just cut back the hours the be helpful for us. Use the 89M to our appointment, shopping, or out for a day on the town. Please if you cut that bus service we will have other way to get around. Thank you please from a seniors who use your service thank you for your time and patience.	Bus Service
Any route affecting service to an area with limited service already (ie Georgetown) should not be under consideration to be cut	Bus Service
Please do not get rid of G2; it is the only public transportation method for Georgetown affiliated individuals (12,000+ students, faculty, workers) and also provides access to M street and other areas in the Georgetown area.	Bus Service
Service cuts are a bad idea. I can't speak for every one of the proposed cuts, but some of these buses don't show up on time and have long wait times as it is, and cutting service would only make that worse, not to mention that eliminating rush hour service or the number of buses will make the crowds unbearable. There is also no point in eliminating the D2, D6, AND G2. It is already a hassle to get in and out of Georgetown/Glover Park by Metro as it is, why you would eliminate all but one (the 33) of the bus routes that go there is beyond me. Lastly, regarding the price increases--I understand they are necessary, but they do nothing if people just ignore paying them, which is a big problem on the buses. A way to better enforce this if possible wouldn't be a bad idea	Bus Service
YOU CANNOT ELIMINATE THE G2. IT IS VITAL FOR PEOPLE TO GET TO WORK AND CONNECTION BY GEORGETOWN TO THE REST OF DC.	Bus Service
Please, do not cut service. If the only other option is to increase fares, then just do that.	Fares/Fees/Parking
The G2 route is the only way to get to the Georgetown neighborhood and Georgetown campus and is a fundamental way students, faculty, and staff get to the university. There is no metrorail service and so this bus route is absolutely necessary. Please don't cut this line.	Bus Service
I rely on g12 for work, as does my wife. Eliminating that would ruin a lot of people's work commutes and would put many of us in a bind, maybe even out of work. Please do not do that to us, I'm begging Metrobus should not get rid of those proposed bus routes.	Bus Service
taxpayers should make up the difference in budget. public transit is a public service. it benefits not only the transit riders but also drivers (by reducing traffic), walkers, bikers, kids playing in the community and all community members. it benefits tourists and tourism for the DC area if it is convenient. it also works towards reducing emissions, driving fatalities, and should be affordable and convenient. there should also be fare programs for economically disadvantaged individuals and children under 18.	Operating Budget, Management and Spending
please do not cut off certain communities from access to the bus lines! i rely on services like the G2 every day and i will not be able to get to where i need to without it	Bus Service
Please don't eliminate the g2	Bus Service
Removing the G2 bus line will render public transit to Georgetown university unattainable. This would significantly impact my life as I work there and take public transit. It is shameful DC transit is considering removing access from our university. I condemn any effort to remove the G2 and wish malice on all those who support it.	Bus Service
I am horrified at the thought of not having the G2 service. It is vital to the the student community and others in Georgetown. The buses are habitually quite full (indeed just last week so full that the a morning bus didn't even stop at P and 17). The G2 bus is important for both transport and personal safety reasons - just look at the number of Police reports surrounding the Georgetown University campus area.	Bus Service
If you cut service to the G12 I will need to sell my house and buy a different one because I don't drive and rely entirely on public transit. This would be enormously difficult to me. Having the G12 bus stop right outside my house was a primary reason I bought my house, I would never have bought here if the G12 didn't exist.	Bus Service
As a student of Georgetown University, I would urge Metro to not eliminate the G2, D2, and D6 Metrobus routes. These are the most accessible routes for members of the Georgetown University community?including students, faculty, and staff?to use to get to the rest of DC. Especially since there is no Metro stop close to the university, it is important that these bus routes, especially the G2, be preserved.	Bus Service
There are no rail alternatives to the D2 and D6 so this would be a major disruption to me. I use them to get to the Dupont Circle metro and there is no alternative.	Rail Service
I take the G2 DC Metrobus every Sunday, so I can go to church. I don't feel comfortable taking an Uber nor do I want to pay a lot for the ride there. The metro stop is conveniently place just outside of Georgetown University (the campus I am from). Removing this stop would make it difficult for me to attend church on Sundays. Additionally, it would make it harder to commute around DC in general without that stop there.	Bus Service
I enjoy not having a car in the city and Metro makes that possible. But increasing the fare while decreasing service, especially as people have returned to the office and are using Metro more seem to work against our shared goal. I already deal with rush hour overcrowding more mornings and evenings than not. So if these changes were to be made, it seems things would get significantly worse and force people to find non-Metro alternatives.	Fares/Fees/Parking
I rely on metro heavily. I live in DC and do not own a car. Any service cuts to Metro, especially on the Red and Orange lines, would have a deleterious effect on my quality of life. It would make it much harder for me to get to work and to go around on the weekends. Metro is the lifeblood of DC and the surrounding suburbs, and needs to be fully funded!	Bus Service

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

Comment	Category
These cuts are so massive they seem totally unacceptable to me as a frequent user of the city's bus system. Buses are about accessibility and the city has an interest in keeping people out of cars and off the roads. I am totally fine with increasing fares, even selectively on the routes that are facing cancellation. Just keep those buses running, they are a lifeline.	Bus Service
Enforce fare evasion on buses. I know it may be a small amount of money in the grand scheme of things but on many buses the number of people boarding without paying the fare is will over 50%. I'm willing to pay more as long as others do their share.	Bus Service
Make cuts to metrorail before considering cuts to bus service. Rail riders tend to have cars, bus riders do not.	Bus Service
If you reduce service too much, people will stop riding. It's critical to build a product that people want to use over other means of transportation.	Service Levels
If you eliminate the G2, I and many other Georgetown University faculty and staff and grad students will have literally no way to get to work. Owning a car in the district is expensive and inconvenient and parking by campus is nearly impossible, so switching to driving is not a viable option for many of us. It's also not an option for many of our international and disabled faculty and students who are unable to drive for all sorts of reasons. This is an embarrassing proposal. DC should be supporting its flagship research University with at least minimal transportation options. This would be enough to make me consider leaving for a different university and city altogether as I seriously have no idea how I would get to my job.	Fares/Fees/Parking
You are proposing to get rid of all the routes that service the georgetown neighborhood. I need these to get to and from my job. You are making dc more and more inaccessible	Bus Service
Please do not cut lines, as it would affect areas that are already underserved by public transportation options. Particularly the G2, where students do not have Metrorail access to Georgetown University and are reliant on Metrobus.	Bus Service
Please don't get rid of the G2.	Bus Service
The D2 and G2 routes are essential routes for students and many other individuals to access the Georgetown community and university. Eliminating or reducing these routes would have a major decreased in accessibility to an area that already does not have a metro station.	Bus Service
Please don't eliminate the lines G2 and D2. They are the only lines linking Georgetown / Glover Park with Dupont Circle and downtown. They are essential and many people, including students, university workers and residents rely on them daily for their commute.	Bus Service
For non-car owners who live in the District, a system that enables us to go where we need to go is essential. And for the District in general, easy connection between neighborhoods and community members is the key to the success of our city.	Miscellaneous
georgetown is already so difficult to get in and out of, please don't do this	Bus Service
It is completely unfair and disappointing to hear that D.C. is considering FULLY cutting off Georgetown / Glover Park / Foxhall & Palisades from the MetroBus. The area where majority of students live and lack car access and pay for their fares. Shameful decision.	Bus Service
The metrobus proposals for cutting service to the D2, D6, and G2 would remove ALL bus service to Georgetown neighborhoods. Without a metro stop in the neighborhood, how are people suppose to get to work???? It would kill business.	Bus Service
Georgetown needs accessible bus routes --- please keep them if you can!	Bus Service
Neither service cuts nor fare increases are a good solution to budgetary shortfalls.	Operating Budget, Management and Spending
It is crucial to continue a sufficient level of Metrobus service around the Georgetown University campus. I very much object to the proposal to completely eliminate the existing direct G2 Metrobus route to the University's front gates at 3700 O St. NW. I also am opposed to eliminating the D2 and D6 Metrobus route, and combining the 31 and 33 into one route.	Bus Service
DO NOT CUT THE G2 OR D6 BUS STUDENTS WILL LITERALLY HAVE NO WAY TO GET TO GEORGETOWN UNIVERSITY.	Bus Service
Put pressure on the government to fund through more taxes on cars. Metro and busses are a public service and should not be degraded. Even drivers benefit from more people using metro, but if it costs more or is unreliable, more people will drive and Uber.	Bus Service
Please keep service in Georgetown/directly accessible to Georgetown University's campus we literally have no other options except for Metrobus. I love the D2 it is my favorite bus line please don't take it away I use it a lot.	Bus Service
For a public transit system to function, it needs to offer convenient, safe, and frequent service to beat out cars and rideshare. Cutting service will not fix a public transit system's problems. Instead, it will stall the problem and lead to even less ridership, leading to a negative cycle where service is systematically cut. Consider fare increases rather than service cuts, please.	Bus Service
96 bus is my primary method of transit with no bus offering even a similar route at all	Bus Service
Do not take away G2 please because so many Georgetown students use that route and we have no other options close by. Thanks	Bus Service
Why aren't local stakeholders investing more? What can be done to move the needle on that?	Miscellaneous
If the choice is between higher fares vs. cutting service, there FIRST also needs to be better enforcing of fares on Metrobus. On a regular basis, I see plenty of riders not even bothering to tap the machine on their way into the bus. There's also a lot of malfunctioning card machines that don't properly scan the Smartrip cards, either. I'm not necessarily asking for more policing of fare-skippers, and in an ideal world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line.	Bus Service
Please don't make it harder to get across DC! These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it!	Bus Service
Please don't cut off all the routes that go to Georgetown/Burleith!	Bus Service
Please keep the C2 and C8 running at the times they are	Bus Service
Please save the G2! It's vital for my ability to commute to work and to continue living car free in DC!	Bus Service
Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing routes will only lead to a less equitable and less sustainable transit service. To be honest these route cuts could actually lead to me moving to another city entirely.	Bus Service
The G2 bus is an integral part of my commute to Georgetown University. It is so convenient! Cutting such a route would probably impact my use of the Metrorail system as well, as I would probably choose to drive (I have parking privileges near the University) instead of commute by public transit.	Bus Service
Do not eliminate the G2- it is the single most direct way for many Georgetown students to get to and from campus. This would make it more difficult for Georgetown students to live in DC.	Bus Service
Depending so much on G12	Bus Service
Super excelente	Miscellaneous

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

Comment	Category
Avoid cutting service as much as possible, even if it entails increasing fares. Bus routes D2, D6, and G2 need to be maintained and run.	Bus Service
Please please do not eliminate the D2 and D6 buses. Those are the only options available for late night travel from Georgetown to NE/SE. People rely on those buses to get across the city, and it would devastate the community to lose those Commuting options.	Bus Service
Please do not eliminate the G2 bus route. As a Georgetown graduate student who lives downtown, there is literally no other way to get to the Georgetown campus on public transportation. I rely on public transportation to get around DC and taking a rideshare multiple times a week to get to class would cost me close to \$100/week, which is untenable on a graduate student budget. I know that the majority of my classmates use the G2 to get to campus, and it would be hugely detrimental for us to lose that access. Thank you for your consideration.	Operating Budget, Management and Spending
I think that reducing the metro on the extremities of the lines (particularly the red line) is not a very popular decision for a lot of commuters in the area	Bus Service
Please find funding somehow ? a cheap and efficient transport network is absolutely essential both for getting around as a college student, but helps immeasurably with the traffic in the streets and consequently public safety. The more buses and trains, the sooner I can make it to my destination, and the less likely I am to be hit by a careless driver on the way. Thank you for taking your time and listening ? I hope you all have a wonderful day!	Bus Service
Please do not eliminate D6. I rely on this line to get to work, and my commute will be twice as long without it.	Bus Service
PLEASE KEEP THE D6 AND G2 BUS ROUTES. So many people rely on them. I use both twice daily in Georgetown and since there is no metro rail we have no other transportation options	Bus Service
Please don't eliminate G2	Bus Service
Cut services where not in demand as EVERYTHING is TOO expensive. You can always add again later.	Bus Service
For bus routes, it is important to consider areas that lack any other means of public transportation. The G2 line is very important for many commuting Georgetown employees and students. This includes professors but also essential employees on the campus. I have used G2 many times myself, and it is reliable and helpful to get into the city, improving the economic contribution of Georgetown students and residents with disposable incomes in the city center. I can certain that the removal of this line would cause a significant detriment to my perception and my peers' perception of the Metrobus	Bus Service
Public transit is crucial for accessibility. It is a reliable, and equitable form of transportation, and an environmentally conscious choice. I sincerely hope routes are not eliminated, as they are a necessary component of our community, and everyone's accessibility to resources within the area.	Bus Service
The G2 bus line is the only one in Georgetown and I use it everyday. To remove it would be detrimental to my daily life, and I urge you not to please!	Bus Service
Keep Georgetown connected to public transport!!	Bus Service
If metro is fast and easy to use, more people will use it - as in NYC. Cutting service by reducing frequency or eliminating stops would inconvenience people and drive them away from metro.	Bus Service
Cutting/reducing that many bus lines is ridiculous. This city is not prepared to handle the influx of car traffic that would come from reducing accessible public transit. Additionally, the increased number of bikers on the road due to bus route cuts would lead to more bike-car related deaths in the city- a statistic that is already dangerously high. In particular, cutting all of the G2, D2, and D6 lines would completely reduce service to Georgetown- an already borderline inaccessible neighborhood. How will Georgetown University employees get to work? How will neighborhood residents travel to downtown? It seems that WMATA has not thought through how a reduction in their services will dramatically impact the quality of life around the city.	Bus Service
Save the G2 bus route	Bus Service
Make MD and VA chip in	Miscellaneous
Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro.	Operating Budget, Management and Spending
The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park	Bus Service
I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way.	Bus Service
G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited.	Bus Service
D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it.	Bus Service
I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can't get home afterwards?	Rail Service
You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations	Rail Service
Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work every day.	Bus Service
Bring back the G9 route please!	Bus Service
As an avid user of the Red Line (getting on at Glenmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen.	Bus Service
Please don't eliminate G2, 31 and 33 metro bus routes.	Bus Service
Increase cost of parking ? particularly in MD and VA! Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved! I'm happy about that as I time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does critical work for the city and region!	Bus Service

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

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

Comment	Category
The D6 and D2 are the only accessible buses I can take from my home in Burleith. It would impact me severely if those routes were cut.	Bus Service
Metro's proposed cuts will dramatically impact poor and low income riders and be a gut punch to those wishing to attend events at downtown venues	Rail Service
Keep G2 Service! It is essential to Georgetown students!	Bus Service
Cutting service on the G2, D2, D6 would greatly impact employees of local business and Georgetown University and residents of particular neighborhoods. There are usually students attending area school that need that bus service.	Bus Service
The proposed bus routes are how I get to school and work every day. I would have to consider moving just because I wont have access to the public transport that I need.	Bus Service
As a part-time Georgetown student, my commute to/from the Hilltop campus would be significantly impacted. Specifically, I use the G2 bus on a nightly basis when I am on campus. It is simply the only way to get from campus back into the city without calling an uber or walking to Rosslyn at night. Walking to Rosslyn can be unsafe across the bridge. I would strongly encourage a revision to this plan that enables regular access to/from the Georgetown hilltop campus.	Bus Service
Please keep the G2 at Georgetown front gates	Bus Service
A lot of people don't pay for using the Metro (they evade the fare by jumping over the fare gate). You really need to address this issue, and it will help financially, too.	Operating Budget, Management and Spending
Need to take into account that many low income people who live on the edge of the system are paying much more than those of us in downtown and that's not fair.	Miscellaneous
Adequate public transportation is essential to ensure the quality and character of this city. Cutting out lined would have very negative consequences.	Bus Service
Increasing the length of time between trains would impact me the most. Even if service is less frequent, or there are cuts/price increases, I'd likely still choose Metro due to not driving. Consider looking to MD and VA for more funding. Thanks for giving riders this platform.	Capital Budget
Metro decreasing its access is one of the worst things you can do for the residents of DC. It's already hard enough to get around; these changes will negatively impact student, low-income communities and those who rely on public transport to get around. We don't all have money for Ubers and lime	Fares/Fees/Parking
Appreciate having Metro as my service for transportation. Very thankful for this service.	Rail Service
This service change would make living in my current neighborhood (Glover Park) impractical without owning a vehicle and/or being able to uber and lyft daily.	Service Levels
Do not make a railway to Georgetown if that is in the works.	Rail Service
Please, please don't do service cuts. We should be investing in public transportation. The world is heating up, buses, metros, trains, and more are so great! As a commuter, teacher, citizen, woman, and student, I would greatly appreciate keeping these routes and accessibility for people.	Bus Service
The combination of service cuts and fare increases will severely affect low-income household and individuals who rely on the metro system to get to work and make a living. For instance, the Z2 bus which runs close to me had eliminated the weekend route for almost 9 yrs now. That means I have to rely on Uber and Lyft. That's potential money that Metro could have received by simply adjust the route frequency. I consider the implications for those who might not have a voice or even be aware of these far reaching implications.	Bus Service
Don't remove the bus stops in Georgetown	Bus Service
G2 is a critical way for Georgetown University faculty, staff, and students to travel to their homes, work, and more. Without a metro subway station nearby, it's important for G2 to run regularly and consistently in front of Georgetown University.	Rail Service
One of the proposed bus lines to be cut is the X8, which is the quickest and most direct bus to get you directly to union station from the Carver area. Other options are just not as fast. Certain lines mean a lot to people, and this would further decrease the use of public transit from the Carver area when there's already not many options. There's no metro and only the X2/X9 which takes 10 minutes longer than X8 to get to Union Station.	Bus Service
I would much prefer to pay more to keep Metro Rail at the same level of service it now has. I am very opposed to closing stations as well. However, I know paying more would negatively affect poorer parts of the DMV residents, so I would not be opposed to SOME limited service cuts (operating hours reduced, or slightly fewer trains running) if it would keep costs from rising too high. On the whole, though, it would be better to keep service levels as they are and raise prices. Perhaps individual jurisdictions could provide more discounts for lower-income, seniors, and disabled folks through city/county budgets as a way to help bridge the gap if prices must rise.	Operating Budget, Management and Spending
The G2 and D2 provide the ONLY source of easily accessible public transportation for students and residents in Georgetown. Getting rid of these routes would isolate Georgetown University students and make affordable travel off-campus nearly impossible.	Bus Service
Service is what keeps the community going. I would pay more for a service that is guaranteed to deliver. I would not favor paying the same rates for less service.	Service Levels
Virginia and Maryland have to kick in more funding. Also, Metrobus, which are used mainly by lower income riders, should be spared most of the fare hikes; Metrorail can better increase fares without losing its customer base	Bus Service
I think it's integral to keep the G2 Metrobus route given how there would be no alternative service to existing G2 bus stops in the Georgetown neighborhood.	Bus Service
DC traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.C!	Bus Service
I'm particularly concerned about the proposed D6 and G2, as these are the ONLY buses near where I live. It is impossible to get anywhere by public transport without them.	Bus Service
Metro needs to make a better case to its funders & users: public transportation is the only forward with the impending climate crisis. We need to get as many cars off the street as possible and that can only be done by having reliable, safe public transportation!	Fare Evasion/Safety/Crime
I support discontinuing the M4 route and support the proposed L2 route	Bus Service
G12 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro than drive a car. We choose to use the bus as a way for us to combat climate change. We strongly urge you to keep the G12 line.	Bus Service
The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown community. Georgetown is already transportation locked and eliminating necessary access will not help this ever growing issue.	Bus Service
I am a medical student at Georgetown University and I rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration.	Bus Service
Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions.	Bus Service
Put strong effort into fare stealers who jump over the gates and station managers do nothing.	Fares/Fees/Parking

Comment	Category
This is unfortunate we should be disincentivizing driving to get more people to use the great metro system. Bring up the no right on red sooner for cars, charge congestion pricing etc and get more investment into metro given it covers three jurisdictions!	Capital Budget
It would be absolutely unfair to entirely eliminate the G2 service, as it is the only direct route to Georgetown campus main gates. As a young woman taking night classes, this offers a safe option and without it people might feel compelled to pay for over-priced rideshares. Condensing the 31 and 33 routes also impacts direct commutes from residential neighborhoods to downtown DC, further complicating the public transportation process. And then eliminating weekend service of the N2, N4, and N6 routes also makes it incredibly hard to get around and forces people to turn to expensive	Bus Service
I ride the bus a few times a week. I'm shocked and angry that many passengers just walk on and do not pay. It is discouraging and contributes to a sense of lawlessness on the buses. I also ride Metro and am shocked at how many people evade paying.	Bus Service
Fare increases are not ideal but are not a backbreaker, especially when Metro has great programs for low income riders. Service cuts must be avoided at all costs! The most important factors for people taking transit is reliability and frequency, and if these are impacted, we will enter a death spiral.	Bus Service
The line of M4 is vital for seniors in all the area, please do not think of eliminating it. This line connects schools and hospital with our area. We lost line E6 and do not possibly effort an other transportation loss.	Bus Service
Shutting down the G2 and consolidating the 31 and 33 will render Georgetown University students and Georgetown neighborhood residents unable to take any efficient public transport. This neighborhood is already so isolated by lack of Metrorail access that more cuts to service here would be extremely harmful.	Rail Service
I am a graduate student at Georgetown university and the proposed cuts to the G2, D2, and D6 bus routes, in particular, would make it EXTREMELY difficult to commute to campus for my classes every day. I find these proposed cuts particularly preposterous considering Georgetown doesn't have a metrorail station either, leaving people with practically no option to commute to the area. Additionally, this clearly runs very counter to any climate initiatives to reduce the amount of people commuting by car (for those lucky enough to even have a car - which neither I, nor the majority of my classmates, do).	Bus Service
Maximize bus and rail capacity. Eliminate empty buses. Install fare evasion gates at ALL stations. Rotate security to metro stations and crack down on all the freeloaders. Cut back to six-car trains after rush hours.	Bus Service
Please don't further cut off Georgetown University from public transport by getting rid of the G2, D2, and D6	Bus Service
When metrics or information did you use to make these proposed route decreases or route elimination? It is hard to understand why certain routes were chosen or in the case of station closures those stations were selected with seeing the metrics. I suggest a link to this information be added to each page of the survey for easy access to the information.	Miscellaneous
You want to be more expensive and provide less service. Makes no sense	Service Levels
Take into consideration the people who rely on Metrorail and Metrobus exclusively for their transportation needs when you consider making these drastic changes.	Bus Service
Service cuts and fare increases impact the people who need services most? low income, public transport populations. I'm not in favor of anything that impacts those populations. Public transportation should be free to low income riders (if not to everyone).	Bus Service
Removal of the G2, D2, and D6 routes would be very difficult for Georgetown students as we use these modes of transportation to access areas of DC. At least one route should continue to stop here.	Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools.	Bus Service
I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that.	Bus Service
Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase	Capital Budget
Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow.	Miscellaneous
Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here.	Fares/Fees/Parking
Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it.	Bus Service
The G2 line is my only way to and from work. Please do not eliminate it.	Bus Service
The most common evening shift is 3pm to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service to get to and from work. I am adamantly against this cut because it is how I got to work for many years.	Rail Service
Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines.	Bus Service
Don't get rid of the G2 please!! It's one of the few bus options Georgetown University students have.	Bus Service
bruh this sucks	Miscellaneous
If buses run less frequently ridership will decline further, which will result in yet more cuts down the road. If you want people to use public transportation, it has to be convenient to do so. Many people would prefer to pay an extra 50 cents not to want an additional half hour for a bus. And if there is no bus, then there is no affordable way to get to many places for many people.	Bus Service
Please do not eliminate the D2 and D6. For Georgetown students who need to get out of the local area and into the city (for jobs and internships), these are a lifeline.	Bus Service
I am outraged over the potential cuts in the bus routes! DC residents rely on the bus system and proposing to eliminate and reduce certain routes is not only an inconvenience but also a safety concern and injustice to citizens, especially low income residents. The D2, D6, and G2 lines specifically service the Georgetown area assisting residents, students, and employees to travel throughout the city, given the lack of metro access in this area. Eliminating these specific routes would cut off thousands of residents from reasonable access to the city!	Bus Service
Yikes, this sucks	Miscellaneous
I ride the 74 bus almost every day. Please do not cancel it. There are many seniors who need to use the 74 because it is much less stressful than the metro.	Bus Service
Eliminating the G2 bus will make Georgetown's campus inaccessible to those who cannot afford to leave close by.	Bus Service

Comment	Category
The fundamental problem for Metro customers is that beyond a certain point, the quality of service is so low, the coverage is so low, and the waiting times are so long, that we will not use the service even if we were free. It is just not worth the aggregation. The only way Metro can raise ridership is to improve the service, which means more trains and buses, not fewer. If ridership increases a lot, then you will not have to raise the fares as much. But you have to make the service drastically better. You cannot raise ridership enough by lowering prices. People for whom prices matter that much are already not paying and are free-riding on the system. By cutting service, you will lose customers who are actually paying for the service.	Bus Service
These changes severely curtail accessible public transit for the Georgetown University campus. Implementing them would make it extremely difficult for students to have affordable and reliable transportation.	Bus Service
The proposed cuts and reductions in bus service would increase traffic congestion and pollution during rush hours, as more people would drive their cars.	Bus Service
You can get rid of everything else just not the G2 PLEASE.	Bus Service
My daughter rides the D6 to Hardy every day. So do many other kids. The bus is packed with kids!! My husband takes the M4 to tenleytown to go to work. Without these buses we'd be in a public transportation desert. Please don't get rid of them!!!!	Bus Service
Service is already fairly slow with fares higher than transit in other major metro areas. Please consider the people of the area and all of the tourists who benefit from consistent and accessible service, which is greatly being put at risk with these proposals. People rely on this service to get to their jobs and families and much more.	Fares/Fees/Parking
Please don't eliminate G2 for Georgetown University	Bus Service
My child relies on the D6 to get to Hardy Middle School from Palisades. If you eliminate it she will not be able to get to school	Bus Service
Eliminating the D2, D6, and G2 bus would severely limit Georgetown students' ability to use public transportation, forcing them to find other methods.	Bus Service
Sibley Hospital and Georgetown Medstar Hospital have no transport access other than the D2 and D6 lines; it is critical to keep these lines. They serve patients from Wards 2, 3, 7, and 8.	Bus Service
My bus use is seasonal, so there are months when I don't use the bus, but when I am riding, I ride regularly. Having a bus stop nearby influenced my home purchase back when I was commuting regularly into DC, and it was very convenient to ride to the New Carrollton Metrorail station. My line is the G12, and it is great having easy access to the metrorail stations on that line. I used to take the B30 from Greenbelt metro station to BWI.	Bus Service
Thank you for the survey.	Miscellaneous
It would be highly detrimental to people who cannot afford to have a car (or prefer public transportation for other reasons, notably environmental reasons) that certain neighborhoods no longer have bus or rail service, or that service hours/frequency is drastically curtailed.	Bus Service
My family uses the M4, T2 and L8 to go to school. If these bus lines are discontinued, my children won't be able to continue attending school. Unfortunately there is no metro station near my house nor near one of the schools, so there is no alternative public transit if these lines are discontinued	Bus Service
Please don't cut critical bus lines like 96, D2 and L2! Don't cut redline hours. Please make bus and metro more reliable and frequent	Bus Service
The reason there is a shortfall in the budget is because far too much money in this city goes towards the police. If people do not have reliable public transportation in this city, that will decrease peoples ability to access jobs and other needed resources, which we know increases crime. Do not cut our metro rail or buses.	Operating Budget, Management and Spending
The proposed cuts would be disastrous for commuters, and would accelerate a death spiral that predated--but was certainly exacerbated by--COVID-19. The only way to get stable ridership and rider income is by having buses and trains come frequently and reliably. With the number of people in the area who have avoided buying cars and instead using rideshare and other options, there is a much higher potential rider base than there was even 5 or 10 years ago. But cutting service will make them flee the Metro system rather than becoming its biggest supporters. The proposed bus cuts in particular seem to turn a Metrobus system into a 1950s era commuter bus for the men in gray suits. It would be horrific.	Bus Service
Consider including the following concepts in FY25 budget: 1) After 7 pm Friday flat \$2.50 fare (or whatever weekend fare becomes in FY25) to stimulate leisure ridership on Friday evening when full fares are charged until late evening. 2) Increase >15-mile trip fares at a larger rate +25% than <15-mile trip fares. Consider holding <3 mile fares to FY24 levels 3) Consider implementing with member jurisdictions a regional property tax opt-in system that would give free rides for entire household systemwide for each tax year for the price of the additional levy 4) Consider selling a DCA and IAD day pass (rail fare to or from each airport and a day-pass included for one price) 5) A max price per month fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations.	Operating Budget, Management and Spending
It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders, likely permanently, especially considering the tens to hundreds of millions of dollars invested in those stations that would then sit unused and possibly fall into disrepair.	Fares/Fees/Parking
Please consider the buses that students use particularly to MacArthur HS in Ward 3	Bus Service
metro need em examine the shuttle bus p99 employee buses b97 employees shuttle bus your general manager doesn't have that on your postposals	Bus Service
I am a Georgetown student planning on using the D6 stop on Reservoir Rd to commute to work every day this summer. Please do not cut D6 line.	Bus Service
G2 is a very helpful route.	Bus Service
your general manager eliminate the employee shuttle bus and it not on the proposal you don't have p99 Or B97 employees shuttle bus to eliminate at all but you all the other bus on the that unacceptable went your general manager it that in consideration at all.	Bus Service

Comment	Category
I would prefer a small fare increase vs. eliminating service. I would rather have reduced service than a total elimination of particular bus lines. I actively use the D2, D6, and G2 Metrobus lines and am decidedly opposed to the elimination of those routes. I use a combination of those for work multiple times per week and also on the weekend. Ideally, no cuts to service, but if you have to, I'd prefer reduced service (for example, the D2 running every 15 min during peak hours vs. every 10 min; or every 30 min during late evening vs. current rate). Those are the only lines reaching into west Georgetown and Georgetown University, a major employer in DC and also connected to the hospital. Losing connection also prevents students and residents from the area from traveling eastward into downtown DC, which drives business and revenue.	Bus Service
Both D6 and M4 routes are crucial for students in different Middle Schools and High Schools. My two children commute to and from school using D6 and M4 everyday. They are the two of the very few routes serving the Palisades area and this part of NW DC and doing away with these routes would leave no public transit option for us.	Bus Service
your general manager should have need the b97 and P99 employee shuttle bus on there with the rest of the bus been eliminate to . That unacceptable went your general manager doesn't care about	Bus Service
The G2, S2,S4,63,64,90,92, and 96 bus routes are my usual routes and if this is cut it's going to cause serious hardship for me and a lot of people. There are still many people who aren't mobile in the DMV area and Metro should consider this and look for a way to sort the budget deficit out, it won't be such a bad idea if the bus fares are increased but cutting it out completely is going to cause serious hardship. Please reconsider this decision especially for the students and elderly people who rely on public transport to get to where they are going.	Operating Budget, Management and Spending
I am strongly opposed to the proposed service cuts by MetroBus. The budgetary shortfall should be addressed by alternate means, specifically fare hikes and additional city support. A number of the proposed changes will affect the poorest and the vulnerable the most, especially students - who would be forced to walk long distances or choose unsafe alternatives to transport.	Operating Budget, Management and Spending
The Georgetown neighborhood already has limited MetroAccess. Removing the G2, D2, and D6 buses would greatly affect Georgetown community members and student ability to travel into the city and access the Metrorail. I would be strongly against this proposal to remove service hours.	Bus Service
I work at Georgetown University. The proposed changes would make it impossible for me to take public transportation to work. I don't drive so I would have to pay about \$30-40 in rideshare fares to get to and from campus. Moreover the proposed changes would make it more difficult for my family and I to get around the city.	Fares/Fees/Parking
Please do not decrease the use of 31/33 or G2. I use them to go to work multiple times a week.	Bus Service
This is a disaster to public transport. The M4 is the main school bus for hundreds of kids and is always packed. I would have expected additional buses set up, not elimination. One issue could be that the kids are asked by drivers not to scan their cards as it delays boarding so the huge use of this line would not be captured by the fare card scanning system. M4 absolutely needs to stay in operation, and ideally increase its frequency. Please consider fare increases rather than cutting main routes.	Bus Service
1) STOP Letting People Ride For Free. MAKE Them PAY Their FARES !!! 2) FIRE Drivers/Staff/Security/Who Simply Shrug When People Smoke Pot On The Buses. Trains. Platforms. 3) Protect The Sane Non Drug Using People From The Insane. Druggies. That Use Metro As Their Partying/Sleeping Place. ... Gosh, 'LowRidership'...LMAO. HIGH Ridership. They're Just Not PAYING. Those That Would Pay, Skip Using Metro BECAUSE 'Service' Is BAD. STOP Trying To Demand More Money. STOP ! Blackmail ! Tactics. FIX Your People. FIX The BAD SERVICE. FIX The WASTE. STOP The 'PC' Nonsense And Just DO	Bus Service
Metrobus service is really bad and not reliable at all,	Bus Service
We need D6 to serve palisades. Elderly schoolchildren public workers use it frequently	Bus Service
I would focus on making the experience better to increase ridership. Cleaner rail cars/stations and more inspections to lure in riders. It would cost more initially, but could bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place.	Fares/Fees/Parking
The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run	Bus Service
D2 and D6 are vital to these neighborhoods	Bus Service
If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family	Bus Service
The M4 is completely packed every weekday with children going to Deal MS. The city does not provide school bus transport. How are those kids going to get to school under this plan?	Bus Service
I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn't have a way to get home from school that wouldn't involve us hiring someone to pick her up as there isn't another bus line that runs through our neighborhood.	Bus Service
Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route.	Bus Service
I am unable to drive and am completely dependent on the g12 route to get to and from work. It's a packed bus every time I get on. Please reconsider eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service.	Bus Service
You guys are amazing	Miscellaneous
Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don't make things worse. We have been loyal riders and would like to continue to be.	Bus Service
Please work to increase train frequency on the red line. Part of my decision not to take metro is based on infrequent redline trains during the week.	Bus Service
DC metro is my favorite public transportation system, and I rely on it daily. I really appreciate the work you do. The metro service is a public service, and thus, the needs and accessibility of low-income communities need to be taken into full consideration. Also, I've witnessed many situations in which people jumped over the gate without paying the metro ticket price. Maybe an education campaign and tightened security action can help reduce this situation, which will bring more income to the system. Thank you again for the amazing work!	Fare Evasion/Safety/Crime
These one size fits all fare increases are absurd. Find a way to shift the cost to employers in a way that reduces costs to their employees, your riders. Find ways to incentivize employers purchasing smart passes for their workforce, at prices that help you towards a break even and adding currently missing features that complicate reimbursement for the employer. For instance- bike parking. Put your hourly bike parking everywhere, not just at Metro station and allow for smart trip cards to be used and include it as a benefit under smart pass. Look for other opportunities like that to radically expand the adoption of a monthly subscription model by those who are having their cards topped off centrally by the USG or other major players. If you can't effectively manage your legislative affairs, find better ways to manage your employer relationships. And ways to offer new and novel services in a way that drive thousands of riders to SmartPass.	Fares/Fees/Parking

Comment	Category
It would significantly impact my family in our ability to keep our jobs and get our child to childcare. If bus routes were unavailable this would be devastating to our family and likely require one member of our family to stop working in order to manage childcare.	Bus Service
I find it important to keep Metrobus routes such as the G2 and D2 because they allow access to Georgetown to the larger DC area, which is important for those living and working in other areas of dc who need to access the Georgetown neighborhood and university.	Bus Service
It is really frustrating that there was enough funding to install those new fare doors but not enough to keep lines running. Keeping the service the same should have been the priority. The whole Glover Park/Burleith/Georgetown neighborhood is already fairly inaccessible and not everyone can afford alternative means of transportation like uber. I depended on these lines (G2,D2,D6,33) heavily throughout my four years from getting to work to being able to go out into the rest of the city without spending the majority of my paycheck on the transportation. Also knowing that the majority of people who use these lines are not students and those who more fully depend on transportation than students will. Georgetown is a well off school, this will disproportionately impact the employees, and financially insecure students that already have a difficult transition into Georgetown's culture. While I may be impacted and all my friends who use these lines, our dependability on these lines is much smaller than its adverse impact on others. I'm graduating and moving before these changes take place, but this is important enough for me to fill this out.	Operating Budget, Management and Spending
Eliminating 22f and 22a would eliminate all of the routes that travel through South Fairlington. The only remaining option is 7a which it across the highway, and it is already a crowded but that you are proposing reducing the service of. I think this proposal effectively cuts off the Fairlington Community from getting public transportation to the metro. It's a nightmare.	Bus Service
Eliminating the 96 would be drastic - the only alternative for me to get to where I need to go (when the 96 is delayed, which is often) is driving or taking a ride share. Others may not have the resources to do that. I live on 29th ST NW - I fear that there's a perception that everyone is rich in NW DC, so that's where cuts should be made, but I have a lot of elderly neighbors who rely on that bus for essential appointments, grocery shopping, etc. During the day on the weekend, that bus is half full of older women with grocery carts, and in the evenings, there are a lot of students. There are a lot of regular riders on this bus, this would be a terrible decision.	Bus Service
Please don't get rid of the G2	Bus Service
This plan will negatively impact my community in Wheaton. Both my husband and I commute into DC, which takes 40-60 minutes total. Breaking up the red line so that north of silver spring is another train and increasing wait times will add up to 25 minutes to our commutes. That's almost an additional hour every day spent waiting for trains, and 3 hours total commuting. That plus increased fares would probably leave us reliant on one car (difficult considering we work different hours) since \$15 plus 3 hours each to commute would no longer make metro worthwhile. I suspect that these changes will also make the trains less safe as less people would be riding, leaving the vulnerable more exposed to the dangerous people on the trains.	Fares/Fees/Parking
Eliminating D2, D6 and G2 would negatively impact those commuters who work at Georgetown University and this area of DC that is not served by a metrorail station close by.	Rail Service
Please do not reduce bus service along Connecticut Avenue crossing the MD/DC border. There are already so few stops and infrequent buses. I would take the bus about 4-5 times a week if it were more reliable and frequent.	Bus Service
Don't get rid of the g2.	Bus Service
M4 is vital for public school transportation work travel to reduce driving.	Bus Service
People avoid paying when they get on the metro and buses If you could require customers to pay, there would be less need to cut vital bus totes fir paying customers. It's just not fair. G2 is a vital bus line that crosses Washington, from Howard to Georgetown. This proposed cut will force many people to take Ubers. That would bd ridiculous. The people who take the G2 don't own cars (workers, students). Please keep the G2 as is. Thank you.	Bus Service
The G2 line is incredibly important for Georgetown students and residents. The area is already extremely inaccessible due to the lack of a subway stop; eliminating one of our main bus routes would significantly reduce the connectedness of this community with the rest of D.C. As a student who loves the arts and experiencing what the district has to offer, I have no doubt that taking away this bus would be synonymous with taking away the ability to travel, SPECIFICALLY to low-medium income students while upper income residents turn to other third party services such as Uber.	Bus Service
I would love for Metro to address the exponential increase in fare evaders. It's outrageous how many people I see on a daily basis jumping (or walking through) the gates without paying and with impunity. This is creating a culture of lawlessness that is dangerous for those of us who follow the rules.	Fares/Fees/Parking
Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services.	Capital Budget
D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn't have any cars and we all using only public transportation	Bus Service
The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in.	Bus Service
I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city.	Bus Service
As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please do not cut bus services to communities that do not have metro access!!	Operating Budget, Management and Spending
Not enforcing fares is going to continue to make the budget issues worse; I ride Metro at least once a week and see someone jump the turn style every time	Operating Budget, Management and Spending
Please don't cut the R12. It is very useful to our community	Bus Service
The M4 bus line is absolutely key to retain. Besides all the school kids who use it, I very much appreciate it as I do not drive & it makes it possible for me to shop at Whole Foods or anywhere in TenleyTown and then take the M4 to my stop on Nebraska Ave at Nevada Ave when I can then walk the 2 blocks to my house. I already do my Whole Foods shopping during weekdays to be able to utilize the bus. The reliability of the M4 has increased greatly since COVID & I can't imagine it not being available to get to the parts of NW DC it covers. It is the ONLY option to get around without a car. I am not a cyclist, I am an active senior citizen who relies greatly on the M4 route.	Bus Service

Comment	Category
Please do not reduce accessibility to neighborhoods that are already not connected to the metro. It will only incentive people to move away and it will further reduce your revenues even more. People will not want to live in DC if these changes are made.	MetroAccess
What about charging the fare? I'm one of the 30% paying every time I ride. The D6 is a lifeline to older residents of Georgetown and low paid medical at GU and Sibley Hospitals. It's loss would be huge.	Fares/Fees/Parking
If we could capture the fares for people who routinely jump the turn styles, how would that impact the budget? It is VERY FRUSTRATING to see so many people (often young people) just push through the entry/exit gates at stations. It makes me wish I had a tazer so I could gently zap them and say hey, pay the fare. (not likely to act on this, just trying to figure out how to get their attention so they know what they are doing is unlawful and has consequences for others.	Operating Budget, Management and Spending
Please do not eliminate the quality of service, frequency, or bus routes. Instead, focus on finding a private public partnership to fund your budget shortfall. DO NOT transfer the costs onto consumers, most of which are low income, and rely heavily on WMATA's services.	Operating Budget, Management and Spending
Do not cut the bus lines, and do not cut service times. I will not take the metro if it's not convenient, which means it runs often	Bus Service
I do not support fare increases or reducing service to stations.	Fares/Fees/Parking
I often see riders NOT paying when boarding the bus. Is it possible for reduced fare/subsidized fare that does NOT impact the budget?	Operating Budget, Management and Spending
raise fares on rail but not on buses, which poor folks use much more	Bus Service
The thought of reducing service to save money is rather silly as that won't fix the budget problem beyond temporarily. Reducing service reduces ridership, which reduces revenue, which likely reduces margins, which demands further service cuts. Raise prices, offer discounts to our vulnerable populations, and move on.	Operating Budget, Management and Spending
Cutting off the bus services that are connected with Georgetown University will present a significant hardship to its employees, especially given a lack of a metro stop (and on-campus parking is limited and astronomical).	Bus Service
Metro is what truly sets D.C. apart as a livable and accessible city. The proposed service cuts-- particularly on Metrorail--would be devastating for ridership.	Bus Service
G12 route serves children attending Greenbelt Elementary School and also many senior citizens living in this area (there are many one bedroom homes here). I am a senior citizen and may lose my drivers license due to health conditions. I need to have the G12 route available.	Bus Service
Public transportation should be publicly funded. The people who can least afford to pay are the ones who most need public transportation. And we all benefit from widespread use of public transportation, not just the riders.	Miscellaneous
The G2 is the only public transit option for students living in Shaw, Logan Circle, and nearby neighborhoods to commute to Georgetown. Students are constrained in their expenses and transit options already. Eliminating the G2 without providing students any public transit alternative would be an incredible disservice and disappointment.	Rail Service
If you eliminate the M4 and D6, you eliminate our neighborhood's only public transportation and the only public transportation for students to reach our neighborhood public middle and high schools.	Bus Service
I appreciate having access to MetroBus and MetroRail. I have lived in the DMV since 2008 and have commuted to work via public transit that entire time. My family and I use rail and bus to get to downtown DC and to the airport on a regular basis. I would rather see greater taxes on car use within DC and restrictions on where cars can go in order to increase use and ridership. While I prefer increases in fares versus decreases in service, I find it difficult to make an informed decision without understanding how low ridership is for some routes versus others.	Bus Service
Cutting service only leads to further decreases in revenue. Increase rates, give discounts to vulnerable residents, and move on.	Service Levels
We need to continue improving Metro so more people use it. Improve system and add bus lanes, congestion charges, etc to force higher usage. Do not cut metro quality of service.	Bus Service
Please keep the 63 bus going to and from downtown. Do not end it at Petworth. It is how many people in the neighborhood, including me, get to and from work.	Bus Service
Don't isolate the Georgetown neighborhood. Students frequently utilize the bus system	Bus Service
I prefer Metro to address its budget shortfall through increases to the cost of driving: increase in tolls, increase in cameras to fine drivers for illegal and dangerous driving, increase in gas tax, increase in cost of gas, increase in tax to pay for roads and repairs and risk of killing people.	Operating Budget, Management and Spending
Please don't cut service on the 42 and 43!! I take it all the time all the way from Mt. Pleasant to the Kennedy Center! It's my favorite bus route!	Bus Service
I need the G2 bus in order to get to work everyday!	Bus Service
Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies!	Rail Service
You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion!	Bus Service
Consistent service will trump everything else.	Service Levels
The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line.	Bus Service
Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit	Rail Service
We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community.	Bus Service
I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes	Bus Service
Please don't eliminate the G2 route	Bus Service
Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please do not eliminate services.	Bus Service
It's already hard enough to commute into DC without the proposed service cuts. We get that funding is necessary from DMV government partners, but cutting service on lines necessary for DC employees to commute into DC isn't it! cut weekends & late night before weekday commute, please!	Bus Service
We need the M4 route to continue service for the school children attending Deal MS and Jackson-Reed HS.	Bus Service
D6 bus serves 3 Dcps schools (key elementary, hardy middle school and Mac Arthur high school) and it is the only route serving the palisades area. School kids don't scan their cards so statistics about the use of the d6 are not accurate	Bus Service
Cutting the 52/54 bus route past Metro Center would be incredibly detrimental. It is one of the few lines that carries on past the Mall, and connects SW neighborhoods (including the Wharf) to the rest of the city.	Bus Service

Comment	Category
I rely on MetroAccess for travel to work and education, for socialization, for medical appointments. Proposed curtailment of services will make me a prisoner in my own home and severely curtail my independence.	MetroAccess
don't get rid of the G2 bus route it is the only way to get to Georgetown University	Bus Service
Eliminating bus routes G2, D2, D6 that provide access to and from downtown and Georgetown University hospital eliminates an affordable option of accessing healthcare.	Bus Service
I live in Georgetown and rely on public transportation to get around. Without the D2, D6, and G2 buses, my area would lose almost all MetroBus connection to areas outside of Georgetown, especially towards the DuPont Circle metrostop. I can understand eliminating one or perhaps two of these routes, but the area would suffer greatly if all three services stopped.	Bus Service
The revised budget is a lot better than the doomsday budget from December, but overall Metro needs more funding from MD, VA, and DC to close the gap and prevent service cuts.	Operating Budget, Management and Spending
no increases in fare please.	Fares/Fees/Parking
Don't cut the bus lines in Georgetown. I need those a lot.	Bus Service
no fare increases please	Fares/Fees/Parking
Eliminating bus routes to areas that do not have metro rail stations is a horrible loss of accessibility for huge areas of northwest DC. I rely on these routes to get to & from work daily.	Bus Service
Do not slash bus services through georgetown. Buses are the only way out of the bubble and are integral for georgetown students to be out and active in DC, especially daily commuters. WMATA will lose even more money to private transportation out of the bubble that way. The G2 and D6 MUST stay. Use of public transportation should be encouraged. The city should increase parking tolls/fines and tow vehicles with outstanding fines. These private vehicles cause a lot of traffic and elongate the commute. Also elevators for people with disabilities are not being properly maintained. This led to a death in Dupont.	Bus Service
The G2, D6, and D2 busses are one of the only ways available to reach the Georgetown/Burleith/Palissades/Glover Park neighborhoods. Kids attending Hardy Middle School, McArthur High School, and Hyde Addison Elementary, Key Elementary, as well as the Jeleff Recreation Center aftercare programs, among others, rely on these busses to get to school. These busses are also essential connectors for patients with appointments at Georgetown Hospital and Sibley Hospital and without them, we would see a major increase in traffic and parking issues throughout. These busses also allow our families to go to the smithsonian museums, the mall, activities downtown without driving, and serve as essential ways people get to and from work. Please do not cut these vital busses	Bus Service
You can't eliminate public transport in Georgetown. This is a discriminatory policy! Hundreds of students rely on it daily.	Bus Service
I would like to see the Noma Gallaudet Metro entrance on 3rd St NE funded!	Rail Service
We are a big city with nightlife, a need to get to work, and a healthy tourist industry. Cutting routes, time between bus/rail arrival, and other cuts will hurt the DMV is multiple ways and will cause ridership to diminish further, especially as more people return to work.	Bus Service
The cuts are drastic and impact whole neighborhoods that will have no other options. In addition, CRITICAL bus lines for student use to get to schools are being proposed for elimination. This is NOT FEASIBLE.	Bus Service
Consider the people who rely on the bus for work, often after regular office hours, as well as rail service on weekends to bring people to the capital for entertainment and events	Bus Service
I don't drive (disability), but my 5-year-old and I have wonderful adventures all over the city (and Maryland) thanks mostly to the buses. We have found that the buses take us almost anywhere. I hope that continues!	Bus Service
Need to take better care in making sure people are paying the Metro fares instead of jumping over the gates.	Fares/Fees/Parking
The D2 is a lifeline to the rest of the city for Glover Park residents. Without it, I personally would not be able to reach my office via direct public transportation. Being able to easily reach Dupot Circle and the rest of the city by bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city living will become much more difficult for Glover Park residents.	Bus Service
leave the Virginia Metrobus Routes Alone -Fairfax County has had terrible Bus Service for more than 25 years	Bus Service
I think cutting station managers might be a good idea. They seem to just sit there almost all the time, and the only time I've ever interacted with them or seen others interact with them they are incredibly rude. Once witnessed a station manager screaming at a young mother with a small child because she didnt understand what the station manager meant when they said to use the gate.	Rail Service
ANY cuts to the 42/43 line frequency and D6 would be particularly painful for me and my family. These help us access DC in areas that aren't well served by trains, and other buses don't go to the right places. (To clarify, losing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weekend service are a problem)	Bus Service
Many of these cuts will create transportation deserts.	Miscellaneous
perhaps if yall didn't pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i'm just the guy that takes public transportation from branch avenue to penn station twice a week	Rail Service
Heavily oppose the elimination of G2 bus line -- it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are critical as they are also the closest bus stops in Georgetown.	Bus Service
I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares.	Bus Service
I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they're likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinant of ridership. Avoid the transit death spiral! Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around!	Bus Service
Sorry, I started but couldn't complete this?too long, too much work. L	Miscellaneous

Comment	Category
I ride the U4 Bus and the Orange line on the metro several times a week. These routes are very helpful for me, and my family to get to and from work and to drop off my child at school. The U4 is the only public transit option that is within my neighborhood (River Terrace, NE, D.C.) and it is used by many people in our neighborhood daily. If this bus service was eliminated it would greatly impact many of the people in my neighborhood's ability to move throughout the city and live their daily lives. Many kids use this bus to get to and from school. Especially because DC does not provide typical school bus service I think it is critical that Metrobus service is available to people, who may have very limited, or no other options for getting their children to school - ESPECIALLY FOR NEIGHBORHOODS THAT DO NOT HAVE CLOSE OTHER ACCESS TO METRORAIL STATIONS OR OTHER BUSLINES. Also, many, many times when I ride the bus the fare-taker system is not working properly and so the bus driver lets me get on for free. This is a serious issue that should be addressed. Fixing these machines and ensuring that they work consistently would be a very straightforward way for the WMATA to make more money. I also notice people coming on the bus and simply not paying, which is a separate issue that I do not know the answers for, but I think needs solutions as well.	Bus Service
If the 74 bus is eliminated there must be a replacement to service the southwest area.	Bus Service
Virginia needs to stop being a cheap skate.	Miscellaneous
Maryland and Virginia need to ultimately pay for its ridership. Fare evasion is a large problem; therefore there need to be ways to prevent fare evasion. As well as some free options - like the streetcar on Benning rd NE	Fare Evasion/Safety/Crime
Please do not cut the 74. It is an important route providing bus access to Southwest. Years ago Metro took away the 70 routes that connected Southwest to Georgia Avenue. This is unfair to the community.	Bus Service
The G2 line is an extremely important point of access to the Metro bus system for Georgetown students, faculty, and staff, and eliminating the service would have a significant negative impact on the ability for community members to travel off campus.	Bus Service
Do not get rid of G2. A lot of Georgetown students use this to get to campus. Terminating such route will cause a lot of citizens of the DC area to stop using the metro and will lead to a boycott.	Bus Service
The infrastructure that I utilize and service schedules I adhere in my usual commutes is currently adequate. Barring additional funding from governments to cover financial shortfall, I think an increase in fare price is justified.	Operating Budget, Management and Spending
Please do not eliminate the 74. Metro already cut bus service to SW years ago. This would worsen access.	Bus Service
Without the M4 my neighborhood will be a transportation desert	Bus Service
My children use the D6 bus to get to their zoned public schools. There are no other public transportation options within two miles of my home. This would greatly disadvantage their ability to attend Key ES, Hardy MS, and MacArthur HS. DCPS would need to provide 'yellow buses' for these students on these routes, or an alternative metrobus line is absolutely essential.	Bus Service
Please do not cut the G2, D2 and D6, 33 and 31 bus lines as those are critical for people traveling through Georgetown. I use those frequently!	Bus Service
Without the Metro, I no other way to get to and from work. I cannot afford a consistent rideshare charge and prefer the consistency Metrorail provides.	Rail Service
D2 and D6 provide direct access to MedStar Georgetown University Hospital. Several associates use this to get to work, as do several patients for transportation to/from the hospital, appointments, visit loved ones, etc.	Bus Service
Metro needs to invest more into rail and busing to decongest this area, not decrease or eliminate service. It would be a poor decision to make it even harder to get to work, school, hospitals, and grocery stores.	Bus Service
Stopping the D6 would be very detrimental to the DMV community as many patients and staff members rely on the route to get to MedStar Georgetown University hospital. This would adversely affect the patient populations health, as a huge portion of the patient population relies on public transportation. Please, do not stop the d6 bus route.	Bus Service
this will significantly impact my ability to get to work	Miscellaneous
Georgetown Hospital already doesn't have a metrorail stop. By reducing access (by eliminating the D6 and D2 operations) it will limit access to the hospital for associates AND patients.	Rail Service
Eliminating the D2 and D6 will severely reduce the possible options of transportation to Georgetown University Hospital. This is a service desperately needed by many, especially since there are no Metro trains within any distance of the hospital.	Rail Service
Your biggest issue/opportunity is metrorail parking. You have many many commuters who who use kiss-n-ride because there is zero parking at stations. This greatly diminishes your customer satisfaction and usage. You know that right? You need to establish parking infrastructure and offer a monthly fee. You will then have a budget surplus. No matter what you charge it will be cheaper than the toll roads.	Operating Budget, Management and Spending
The D6 and D2 is a critical artery for patients and associates of either MedStar Georgetown or Sibley hospital. Additionally, the D2 provides access to Metrorail / redline for neighborhoods without Metrorail access.	Rail Service
The D6 and D2 are essential routes for everyone that works at Georgetown hospital and patients of the hospital. It is literally the only public transportation to the hospital. If these routes are cut, I don't know how any workers or patients will be able to get to the hospital. This will disproportionately affect people in lower socioeconomic status who cannot afford to drive or take a taxi/Uber.	Bus Service
As an essential employee of MedStar Georgetown University Hospital, I use the D6 and D2 routes up to 10 times per week. Cutting these routes would significantly impact my ability to get to my place of employment, where I provide care for some of D.C.'s most vulnerable residents. I highly encourage WMATA to reconsider cutting these service lines, or any service line that provides direct transportation to D.C.'s hospitals.	Bus Service
D6 provides patients and staff access to MGUH and Sibley Hospital? with no other comparable ways to access these hospitals.	Bus Service
D2 and D6 are important bus routes for the Georgetown community	Bus Service
The D6 is the only bus that provides service to Medstar Georgetown and my current form of transportation to get to the hospital. If this bus route were to be cut, there would be no metro access to get to this hospital (rail or bus) and it would negatively impact employees and patients. This route is always VERY busy, so not sure why it has been selected as a route to be eliminated.	Bus Service
I will not be able to get to school if you remove the d2 and the d6 and change the routes of the 42,43 and 12. I will need to drive everywhere and it will be both more expensive and much worse for the environment. Around 500 kids depend on the d2 and d6 to get to school every. We need those buses to access our education because the nearest metro station is a 30 minute walk away.	Bus Service
The D6 and D2 buses are really the only forms of public transportation to and from Georgetown Hospital from off campus. This limits people's ability to access the hospital for their needs, and discriminates against a population that would largely rely on public transportation for hospital services. I do not support eliminating these lines.	Bus Service
Eliminating the D6 bus would be terrible. I use that bus to get to work at Georgetown University Hospital. Lots of students ride the D6 to get to their schools. One of the schools is the Duke Ellington School. The bus is crowded in the mornings and the evenings; lots of people ride this bus. It would also be terrible for the patients who come to GUH.	Bus Service

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

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

Comment	Category
Please do not cut the G12 route - it provides a vital - and one of the ONLY links between Old Greenbelt and the Greenbelt metro. Many folks in Old Greenbelt do not drive or own cars, and this would be extremely detrimental to their ability to get around.	Bus Service
Please do not eliminate the D6 bus - it serves two hospitals in the District and would negatively impact access to care for vulnerable populations.	Bus Service
Please keep the D6 route. It drops off in front of both Georgetown and Sibley hospital and is so convenient in any area of the city that doesn't have metro access	Bus Service
I am a nurse at the Georgetown hospital and NEED the D2/D6 to get to and from work. Considering the fact that bus routes in and out of Georgetown are already limited AND there is no metro train in Georgetown, it is crucial for health care workers in DC that these lines remain open.	Bus Service
I do not want service cuts or fare increases - certainly not fare increases for service when it's poor, trains are delayed etc. I understand reducing/eliminating routes with low ridership and prefer that option first (provided that metro is proactive in its community engagement). If metro fares went up, I would take the bus over the rail. I do not have a car, so I don't have many alternatives besides Uber - which I've found spotty lately (for the places I go). And it's getting more expensive.	Bus Service
For the nation's capital it'd be embarrassing not to have a world class transit service. I'm taking this survey the day it's announced the Purple Line is pushed to December 2027. While that's not a WMATA project it speaks to the political will of the DMV to fund transit. I love metro. I want to see it become the best it can be. You all keep doing excellent work and hopefully Annapolis and Richmond will wake	Service Levels
If D2 and D6 routes are removed the residents palisades have to means of transportation to get to metro or close to downtown and vice versa for residents and employees trying to reach the Georgetown Hospital, Sibley Hospital, and the new MacArthur High School.	Bus Service
Need to balance fare increases with service cuts to the extent possible. Also take into consideration how service cuts impact the proportion of riders that have transfers (especially on Yellow/Green Line). Eventually, when wait times are too long people will abandon transit. It is imperative for the region to come up with a comprehensive approach to DEDICATED revenue to support metro service.	Bus Service
I'm tired of routinely paying my higher full fare during rush hour only to watch the lack of enforcement of turnstile evaders and vagrants roaming within the system.	Fares/Fees/Parking
I understand the need to economize but cutting or eliminating route negatively impacts those of us who are most dependent on rail and bus to live our lives. Without routes as they currently exist, many low income workers will have transportation to work other than private vehicles or ride share both of which are expensive. I, for one would not be able to access doctors, family and friends, pharmacies or entertainment unless someone was willing to drive me. Like many seniors, I am in a fixed income. I don't want to spend my golden years stuck at home because metro had cut services and raised fares. Please take the needs of handicapped and disabled riders into account, as well as those of us who depend on the bus and rail everyday. Thank you.	Bus Service
You can't cut service. No way.	Service Levels
They have to change administrators, improve their financial situation by cutting staff, and making work efficient.	Operating Budget, Management and Spending
I regularly use the G2 bus to commute to and from work at Georgetown. This is the only convenient and reliable bus route to meet my, and many other Georgetown employees' commuting needs, especially since there isn't any direct metro rail service into Georgetown. Eliminating the G2 bus route would severely negatively impact myself and others who rely on the G2 bus to get to and from work.	Bus Service
I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut.	Bus Service
The metro workers, ie: station managers, bus drivers and train operators are all rude as [redacted] to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from them smart [redacted] The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I peed as going out exit and he thought that was so funny! Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit), they might have to wait months for another appointment. Those are my two biggest concerns when it comes to the hypothetical proposals, though I 100% understand Metro's need to cut down on costs via staff and vehicles that may or may not be used to their full capacity. Please just don't do it at the cost of the citizens' independence and affordable public transit.	Bus Service
Metro is an essential public service and should not be expected to recover operational costs from the farebox. Local jurisdictions (DC, Maryland, Virginia) including the states must provide a stable funding source to keep Metro operations reliable and predictable for the community it serves. Repeated funding crisis will put the entire system and region into a doom loop. This must be fixed.	Operating Budget, Management and Spending
I'm so tired of highways getting whatever they want budget proposal wise when Metro is a better investment for the community. Give Metro as much money as it wants to provide a green and safe future for public transit and urbanism in the DC area.	Capital Budget
please do NOT cut the G2, D6, D2, 33, and other bus routes in Georgetown. it would cut us off from metro service even more than we already are	Operating Budget, Management and Spending
Please do not cut G2 bus service. It is essential for me to get to Georgetown University Campus. In terms of the other services getting cut, public transportation is crucial for people who do not have cars to be able to move about the city.	Bus Service
Justice for the poor!	Bus Service
I live downtown, don't own a car, and depend on WMATA to get around. I am a senior, so don't need rush hour service, and rarely takes buses in MD or VA, but I take buses and metrorail in the city constantly. I worry about life in the city and my ability to get around if you were to make such drastic cuts. I would consider leaving DC. Please increase fares vs. these terrible cuts in service.	Miscellaneous
	Bus Service

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

Comment	Category
An entire DC neighborhood, Glover Park, relies on the D2 and 31/33 routes to commute to work and get into downtown. The proposal to cut or limit all three routes is absolutely ridiculous, and would result in (1) more remote work, leading to less spending for businesses downtown, and (2) people leaving the neighborhood, hurting businesses in a part of town that's already less trafficked than the rest of the city. Do not eliminate the D2 route, it is the only option for those of us that cannot afford the high rental prices near Metro stations. To cut an entire neighborhood off from DC public transit except for 1 line that doesn't run very frequently is a complete joke, not even mentioning that the combined 31/33 line would become even more crowded and difficult to access than it is now.	Bus Service
It would be devastating to the Glover Park Community if you discontinue the D2. There is no metro in the neighborhood, which would make it very difficult to have transportation without a car, which many people do not have.	Bus Service
Increase the tickets, enforce people who don't have tickets, not stop services. It's common sense!	Service Levels
More bus stops need seating and shelter. The D2, 31, 33 lines are the only way people living in the Glover Park area can get anywhere in DC since we have no Metro. Eliminating these buses would isolate all of those people!	Bus Service
Eliminating the bus routes will not solve any problems. People use the D2 and 33 lines in order to be connected to the rest of the district since there isn't ANY metro stations in the Glover Park and Georgetown neighborhoods. It will make the district less accessible and it will be truly unhelpful for those routes to be eliminated. Maybe instead of pulling routes that people USE, maybe use the \$526.1 million budget that was given to the Metropolitan Police department.	Operating Budget, Management and Spending
The D2 route is a vital link in my transportation system. I use it three or four days each week to get to Wisconsin Ave on my way downtown. 31 and 33 are critical to getting downtown from stops on Wisconsin Avenue and for getting from Foggy Bottom back to Glover Park at night. I would be willing to increase my senior rate in order to keep the service.	Bus Service
I currently live in Glover Park, which is mainly serviced by the D2, D6, 33, and 31 buses. This neighborhood is infuriatingly difficult to travel in and out of due to not having a metro stop closer than an hour away walking. Without the service of these four bus lines, it will be next to impossible for me or anyone else in this neighborhood to get anywhere within DC in any sort of timely manner. As it is, I already have to travel up to 40-50 minutes to get to my place of work in downtown DC, and this is often in the early morning (before 6 am) when traffic is not a factor. Please know that the elimination of these bus routes will pose significant hardship upon the people living in this area.	Bus Service
Really disappointed in these proposals- as it will likely disproportionately affect low-income communities of color who rely heavily on public transportation to get to their workplaces/to make their livelihoods. on top of this, it would be highly off putting to many potential residents of the city and deter them away from moving here if the public transportation system is both less frequent, less accessible, less connected all while being more expensive.	Fares/Fees/Parking
please do not eradicate the G2, D2, 31, and 33 lines -- they are the only way folks in Glover Park and Georgetown, as well as Georgetown students, can have equitable access to Metro services!!	Bus Service
The service cuts proposal would really [redacted] over Glover Park. One bus line for an area that already feels underserved with public transit options. If anything, could there be an improved bus line that connects Glover Park to Red Line stops? Might as well allow the people here to have some option if you're going to completely strip away their public transport options East/West	Bus Service
That last question's format was confusing. I prefer fare hikes to service cuts, though I know not everyone can afford more expensive fares. Service cuts seems like they'd hurt more people but metro should examine post-covid evidence on what would have more negative effects on ridership--price vs.	Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro	Bus Service
please do not eliminate the D6 and D2 routes.	Bus Service
students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard!	Bus Service
Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season.	Rail Service
Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route!	Bus Service
Serve neighborhoods that are from from metrorail	Rail Service
I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people.	Bus Service
Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people's lives, I hope you will minimize the impact on people without other options.	Miscellaneous
D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients	Bus Service
Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished.	Rail Service
Make metro free for all!!!!!! And please don't keep the Silver spring metro closed for very long.	Rail Service
If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through it and it is reprehensible that in a city that's trying to revitalize its downtown that you would consider leaving hundreds of people with no transportation along with making it so that more cars clog the already crowded and dangerous roads.	Bus Service
I understand that the new budget presents a challenge for the Metrobus system. However, I believe that cutting some extremely popular bus lines is not the solution. For example, the G2 is the only bus that runs directly near Georgetown University's campus. I have been on it multiple times and always seen a crowd, oftentimes with commuters who rely on the bus to get to the University. Reduced hours should come into question but I do believe that the G2 is a CRUCIAL and MUCH NEEDED bus line during the daytime and commuting hours. I rely on it often.	Operating Budget, Management and Spending
DON'T INCREASE THE FARES!!!! Life is expensive as it is!!! Tell Randy to get his [redacted] together!!!	Fares/Fees/Parking
Please just don't cut the D2. I rely on this bus route for my livelihood to get to work. Glover Park is otherwise inaccessible by public transit.	Bus Service
Fare Evasion needs to be addressed - can the Metro Transit Police have assistance from the National Guard to be on the majority of the buses and entrance and exit of rail. After an ad goes on social media, newspapers, yahoo, stated in schools, stated on national news and local news that all should pay the fare to enter the bus and rail. Do not eliminate bus routes. Hardship for traveling around the	Bus Service
Do not cut down the services.	Service Levels
a lot of people use the D6 and M4 so please don't cut them.	Bus Service
please dont cut the G12	Bus Service

Comment	Category
All bus routes I use are affected by this proposal one way or another (especially D2, D6, G2, 31, 33). D1 was already eliminated with COVID budget cuts, and now, D2 is essential for me to access Metrorail. If services are cut and/or reduced, I will be quite literally unable to use Metro at all (i.e. my ridership will not be reduced but non-existent). I strongly urge Metro against these service cuts.	Operating Budget, Management and Spending
Metro is a super service that I use every day for my commute. I am very impressed and would hate to see reduced service especially during peak travel times or fares rise too much. I love the metro and I hope community or other funding sources can address the shortfall.	Capital Budget
Metro is a public service and should not face cuts at all. We have seen that reductions in service have resulted in a reduction in ridership, which is exactly the opposite of what we need in DC. The city has a Vision Zero goal and forcing more people off metro and buses and into private vehicles will only exacerbate the issue of traffic deaths. The solution here is to not cut service or increase wait times, but to fund the system adequately so that it can serve the people of the DC region. Long wait times and increased fares means I either won't take metro or I will jump turnstiles, something I would expect many others to do as well.	Bus Service
WMATA is not thinking clearly with their new proposal. What I am seeing is that WMATA wants to increase car dependency and increase the amount of traffic in the DC metro region. Is that what you want? That is what you are going to get. And this comes at a terrible time with inflation and an increase in the cost to own a car. Many people rely on the bus due to economical reasons. And people with better economic still like taking the bus to help the environment and reduce the need to drive. Why would WMATA intentionally try to harm the region's transport network? First, you eliminate the D1, now you want to eliminate the D2 and combine 31 and 33. That is too much! Too often, WMATA decision makers do not use the service they provide. When is the last time you waited for a bus that was supposed to arrive but never did, or was 20 minutes late? And now you want us to transfer buses? That makes the trip too time consuming and too unreliable. No thanks. Good transportation is critical to the DC region's economy. Do not mess with it. Finally, you only gave the option to solve the problem by reducing service or increasing fares. You know those are not the only options. I want rather see a regional transportation tax where funding is earmarked for bus and metro.	Bus Service
Not in favor of any increases in wait time or cuts to stops	Miscellaneous
Please don't change the hours or frequency of rail service especially in downtown areas. More trains and more downtown stops.	Bus Service
More expensive service is better than no service. Consider bringing back rush hour fares to cover additional cost of providing rush hour service.	Fares/Fees/Parking
Metrorail is already exceedingly expensive. I live 9 miles from my workplace and if I took metro to work every day it would cost over \$200/month. This is inaccessible to so many and I fear a fare increase would only decrease ridership. The two bus routes that go from DuPont metro to my workplace in Georgetown are on the list for service cuts. How are people supposed to access these parts of the city that are already underserved by public transit? Ending service at 10pm 7 days/week would be detrimental to the city's economy. Those spending an evening downtown, going to a concert, or attending sporting events would no longer have Metrorail as an option. An accessible public transit system is so important for a safe, successful city.	Bus Service
I don't often ride the R12 Metrobus that stops near my house, but I really value that there is a public transportation bus that runs near my house, and I do sometimes use it. If the R12 bus goes away there will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame.	Bus Service
Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion.	Fare Evasion/Safety/Crime
Don't cut service lines	Bus Service
Public transportation is fundamental; we will find the budget? together!!!	Operating Budget, Management and Spending
Getting rid of the G12 route would create a hardship traveling to and from work	Bus Service
We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community.	Capital Budget
The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and then citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible.	Bus Service
To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the Dupont metro station, and so much more. Please consider keep the D2 bus.	Bus Service
please don't get rid of the d6	Miscellaneous
y?all can't take away my busses or i will not graduate high school please be fr	Bus Service
I am 76 years old, have low vision, no driver's license, and do not own a car. I am dependent on bus service to get to grocery stores, pharmacies, doctor appointments, see friends, access downtown stores and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become increasingly difficult, if not impossible, for me to access the services and places I need without frequent service of the D2, 31, 33, 42, and 43 bus lines. I depend on Social Security and cannot afford frequent use of Uber or Lyft or taxis. PLEASE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINES!!	Bus Service
You haven't considered the MASSIVE impact this will have on DC public schools where a high percentage of students depend on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to billionaires for sports arenas and stadiums is morally repugnant.	Capital Budget
Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to Greenbelt to take the 89. What analysis are you doing instead you should be forcing people to pay their	Bus Service

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

Comment	Category
<p>I notice that there was no mention of personnel cuts. The people who set in the boxes at stations, with the exception of those who are at DCA and a few at Union station, do nothing. They do not answer questions. They do not fix broken faregates. They do not confront or track farejumpers. They do not call clean-up crew when they are alerted to broken glass in the station at the entrance to an escalator. All they do is watch TikTok. They should all be let go, and then metro can save on paying their salaries and their retirement. Separately, the most important service to keep, in my perspective is rush hour service. This one should fund itself! And since so many people using it have their benefits paid by work, all these customers are price-insensitive, no matter how much they complain. I support fare increases? a base DC metro fare costs less than NYC, SF, Chicago, or Boston, and honestly the service is already better than any of those so it should cost MORE.</p>	Fares/Fees/Parking
<p>I reside in a DC neighborhood serviced by a single Metrobus route (D6) that is on the proposed elimination list and no Metrorail or Circulator. My child and classmates rely on this Metrobus to commute to their in boundary DC public school and it is also my primary means to commute to my DC office.</p>	Bus Service
<p>I'm fortunate to be on a line with frequent runs, and worry about the cuts to other lines that people truly depend on. Why is ridership down? Longer waits erratic arrival and departure times (worst in the evenings) send people to their phones to catch ride shares. I depend on 31,33 and H4 frequently?can't imagine in other parts of the city seeing that cut.</p>	Bus Service
<p>The D6 bus route is the only WMATA transportation to Medstar Georgetown Hospital and Sibley Memorial Hospital, resulting in a major workforce disruption to an already stretched healthcare workforce. As stated in the proposed cuts, there is no alternative public transportation route for the D6 bus route.</p>	Bus Service
<p>Metrorail and MetroBuses should lessen service frequency on major federal holidays (e.g., Christmas Day, New Year's Day, Thanksgiving Day).</p>	Bus Service
<p>1. The Metro Access map is impossible to read/understand. Both my father and brother use Metro Access and I can't figure out if the proposed changes will affect them. 2. Re new buses: I'm a senior and the so-called "priority" seats are often unavailable because they're occupied by a) teenagers, who should flat out be prohibited from sitting there unless disabled; or b) families with strollers. Those families, in turn, have nowhere to move to because they would have to carry a stroller and kids up steps to even reach the back of the bus. So I hope, in procuring new buses, you will pick a better design & have stroller families enter from their rear. 3) BIGGEST issue for me in riding buses is that they too often reek of smoke or previous smoking (weed being the most recent problem). I don't ride nearly as much as I used to? I'd rather walk a few miles than breathe that crap. You need to address that.</p>	Bus Service
<p>Please do not eliminate the bus routes to Georgetown hospital-D2 and D6. Patients and hospital employees rely on this transportation and it is critical to keep, especially in an area with low parking availability and growing patient and employee population with the new building addition! Thank you for considering.</p>	Bus Service
<p>It's reasonable to reduce services based on the ridership, such as frequency and hours of operations but to eliminate a metrobus line that would leave residents with no option is not acceptable. If Metrobus eliminates 22A and 22F, there will be no bus service within Fairlington south of I395. Given that there are many senior citizens in the neighborhood and many people do use the bus to commute to Pentagon, this is a major concern from an accessibility and equity perspective.</p>	Bus Service
<p>Any cuts to metro services is absolutely unacceptable and would have devastating consequences for DC. I really hope Metro can get the funding it needs and it's ridiculous that critical public transit services get cut when incredibly wasteful projects like highway expansions are regularly greenlit? if there is any way to help, please let us know!</p>	Capital Budget
<p>No changes to the L2 Metrobus. It is important to users and the neighborhoods to have the L2 service available. Making the suggested changes would be de facto punishment to those who ride the bus and who live and/or work in the area.</p>	Bus Service
<p>Service reduction/elimination during the daytime would affect children's commute to school and to other activities, which I think is important to avoid.</p>	Bus Service
<p>The 2023 budget is a crime for NW DC to connect to downtown and to Friendship Heights. The problem of asking bus riders to rely on connections is that DC buses sadly do NOT generally run on time (I presume this is because there are no bus lanes). This combined with sometimes long wait times between buses means that the likelihood of making an efficient connection is very low. This can drastically increase the amount of time one needs to budget to get to a certain location by a certain time. For example, with just one bus ride taking 35min, if the bus comes every 15min, I need to budget at least 35+15=50min to be there on time (to account for the uncertain arrival time of the bus), plus any difference time between when I can arrive and when I need to arrive by, thereby needing to leave about 1h before I need to get to my destination. If I need to make a coercion, all bets are off. I now need to add buffer time for both the first and second bus, to account for their respective uncertain arrival time and patchy schedules. Let's say it's one 20min bus ride followed by one 15min bus ride. Each bus comes every 15min (an optimistic estimate). I may wait up to 15min for each, if I'm unlucky. This means I now need to budget 15+20+15+15=65min at least. So now my 35min bus ride has morphed into almost twice that. If buses are less frequent than every 15min, it gets even harder and unreliable. I may get into a situation where on any given day I may be 30min early or 30min late for the exact same route. Medical appointments don't allow for more than 15min of lateness before they get cancelled and you're charged a cancellation fee. If this is for work or to catch a train, obviously there is a need to be there on time. So, maybe I'm now considering just walking, taking an Uber, or just going to a different place that can be reached by Metro or without an unreliable bus connection. Where we can go to affordably from NW DC if we don't drive is already so restricted. It affects everything - where I can live, work, play, get medical care, etc. We need more frequent and reliable buses/trains on Wisconsin Ave, not the reverse. And I know it's not in WMATA's power, but for Pete's sake, why aren't there priority bus lanes already?. It would give more incentive for people to actually use the buses, if buses rode on time and could cut through traffic in at least some busy spots! Finally? sorry to hear about the budget issues. One thing I notice is that a lot of the buses have card readers that don't work, so people ride for free. I don't mind riding for free obviously, but if we're at the point of needing to cut service? I don't know, how about fixing the card readers so people can actually pay their fare? :-/ I also see people jump over the fare gates (right under the nose of the person watching the station, who just lets it happen?). Presumably that's just a drop in the bucket compared to the level of</p>	Operating Budget, Management and Spending
<p>The 96 has few riders during morning rush hour but is a lifesaver at Union Station when Metrorail isn't running. N2-N6, 31 seem to be primarily used by people commuting to and from downtown during rush hour. Bring back rush hour only 37 to get people downtown and back quickly. I think it had only a few stops on MASSACHUSETTS AVE which got us downtown fast.</p>	Rail Service
<p>Get Maryland and Virginia to increase their contributions. It's unfortunate because the people that pay are going to be penalized for the people that jump the gates and squeeze in and out with the paying customers. You will always have problems with you don't fix that.</p>	Fare Evasion/Safety/Crime
<p>I live in the Briggs Chaney area and? ride the Z8 bus weekdays & weekends. Please do not cut the scheduled time this bus will run on weekends.</p>	Bus Service

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

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

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

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

Comment	Category
Eliminating the M4 would most directly impact students who attend Deal and Jackson reed. This is egregious considering DCPS does not provide school buses.	Bus Service
D2, D6, and G2 are integral lines for thousands of university students who do not have cars. Georgetown University administration claims that the private buses it provides are sufficient, but those buses are unreliable, spaced too far out from each other, and only go to a handful of locations. They are wholly insufficient to provide adequate transportation options for the university students. Please don't leave us behind ? the vast majority of us do not have cars and many of us rely on the Wisconsin Avenue buses (31, 33) or the DuPont buses (D2, D6) to commute to jobs and internships.	Bus Service
I am a Georgetown University student and I rely on the G2, 31, and 33 to get around and to work. I also rely on the T2 when I am home in Maryland. Please do not cut these. I need them.	Bus Service
I chose my place of residence based on the bus route, having it cut will impact my work.	Bus Service
Maybe if y'all make the states like Maryland pay their fair share to metro and also implemented revenue to the service via taxes then there wouldn't be such a shortfall and you wouldn't have to pass the punishment onto the hard working citizens who rely on your services to literally survive and live because they don't own cars. I don't have a car and would be absolutely devastated if metro drastically cut anything. Metro is the reason I moved to dc. Please don't destroy it because of government incompetence and penny pinching legislation. Please	Rail Service
I would like for metro bus / rail to run 24, hrs, or go back to the 3 to 4 am, service that it use to have, these through that you have or changes IT DONTMAKE ANY SENSE, to me or the public , just go ahead and do, a fare increase, we need our transportation, people work different shifts, and have other business, to take care of, everybody don't have a nine to five job, coffee & a secretary,,	Bus Service
The D2 and 30 series buslines are essential to serving Hardy Middle School as well as Duke Ellington High School. Given that DCPS does not run a bus service, you would be making it very difficult for kids to get to school. Also the D2 and the 30s series buses are the primary way for people to get from Glover Park to metros at Dupont Circle and Tenleytown. People use the bus - it is an essential service. Ridership on these buslines is severely undercounted because most school kids do not show a 'kids ride free' pass. If school and metrobus made sure every child had one of these, they would get an accurate picture of how widely used these buses are.	Bus Service
Cutting routes like D6 & D2 would make it impossible for my child to get to school.	Bus Service
The D2, D6, 31 and 33 all provide integral transport to an entire community in the Glover Park area, including hundreds, if not thousands, of DCPS students attending Hardy Middle, Stoddert Elementary, MacArthur HS, and Duke Ellington School of the Arts, as well as faculty, staff, and families of those school communities. In addition, another set of residents in the Glover Park area along the D2 route, in particular, rely on the D2 almost exclusively. There is not a single morning or afternoon where my bus is not very busy with commuters. Perhaps that means limited service throughout the day, but cutting altogether is out of the question for the D2 and D6.	Bus Service
Customers work on the weekends Customers work late Safety issues	Fare Evasion/Safety/Crime
Cutting service ? especially on the weekends and evenings after work hours ? will further drive down usage. The other significant factor affecting ridership is safety. When riders are being mugged, assaulted, or worse within blocks of the metro, it deters people like me from using the metro with my family.	Fare Evasion/Safety/Crime
I strongly oppose Metrobus service and route cuts. I support fare increase as a way to address budget deficit	Operating Budget, Management and Spending
Keep Georgetown Accessible to Public transport!	Bus Service
Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area	Bus Service
Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work.	Bus Service
As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work.	Bus Service
Allow equitable access from Georgetown's University hilltop campus. It's already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well.	Bus Service
Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city.	Bus Service
I'm from Georgetown University and I know many people who couldn't afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impacts several people's livelihoods.	Bus Service
PLEASE do not cut bus.	Bus Service
Get VA to payr their fair share	Miscellaneous
cutting out bus routes is outrageous for those of us who rely heavily on these for work, for social reasons, to go to church and to go to medical appointments. That you have failed to collect fares on the buses (through a stupid Covid rule of free rides and that allowed so many people still to think the bus is free, and through BROKEN MACHINES) is a sign of how stupid you are in running this valuable service. Riding on the subway is not an option for many people as your elevators stink of urine and our knees hurt and wheelchair users need these. Make people pay their fares on the buses!! Do a better job of advertising the value of the bus system! Why do drivers act so unhelpful to foreign visitors asking how to get somewhere? Why don't drivers know the cross routes of how to get somewhere? Cutting out bus services is very very hurtful to many!	Bus Service
D6 is a vital bus route to connect areas west of Georgetown to the other dc areas, without it there would be no connection through public transportation from areas like foxhall and the palisades and I need the bus to get to school/work almost every day. Please do not get rid of this and consider a small fare increase if that would help sustain the route.	Bus Service
The 1B line is crucial to students from Falls Church High School riding to Dunn Loring Station and its surrounding areas, with students having jobs after school in the Mosaic Area. Please retain the Metrobus pass for public school students in Virginia.	Bus Service

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

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

Comment	Category
These cuts would leave the Glover Park neighborhood in DC with significantly less public transit options. Please do not do this.	Miscellaneous
Please do NOT eliminate route 96 - it is the only way for many residents around Tenleytown/Wisconsin Ave to get to many destinations. We rely on this route A LOT. N2 and N6 are also super-important services for many people in our neighborhood - we do not have close metro stations and rely on buses often. If need be, better increase fares rather than cut services.	Bus Service
Reducing frequencies has the result of reducing confidence in the service; reliability is a problem when the occasional unexpected personnel or equipment problem results in further extension of wait times. I would like to add (even though this is not a part of your proposal) that my most frequently used bus route, 2A, still has not yet returned to its pre-pandemic schedule! Every 45 minutes off-peak is not OK!	Bus Service
These changes would make it extremely difficult to access Georgetown on public transportation and would severely impact the ability of the people who work there to access their jobs	Bus Service
The D2,D6 would impact me getting around in DC as a resident if eliminated.	Bus Service
Please maintain service into neighborhoods (D2, for example) that do not have Metro accessibility; these are our lifeline. I am a very regular Metrobus rider and I solely rely on public transportation since I do not have a vehicle.	Bus Service
We live in a dynamic environment in which mass transit needs to play an ever increasing role to get us where we need to go. If we are going to reduce, delay and cancel how will that effect our ability to grow and provide a wonderful environment????? Mass transit is one of the most important part of our community. Also, the busses need to adhere to their schedules.	Bus Service
The survey and in the December 2023 budget proposed to the Board present the reductions in Metrobus services presented in	Operating Budget, Management and Spending
The D2, the D6, and the G2 are essential to the operation of Georgetown University Hospital. I know personally many workers who rely on those routes for transportation to work. The Hospital is already plagued by understaffing and any additional difficulty in properly staffing or staffing our hospital will be felt directly by the patients.	Bus Service
Ypu would hurt students at Duke Ellington and Hardy Middle School	Miscellaneous
I use the R12 to commute to the College Park Metro Station. During the morning and evening the bus is full. Service in the afternoon is inconsistent and I've had to wait nearly an hour for a bus that is scheduled to come every 30 minutes. Eliminating this bus line would leave neighborhoods serviced by the R12 without Metro bus service. My concern is that Metro doesn't have full data on the ridership, too many riders bypass paying the fare and there are days when the fare machine aren't operational.	Bus Service
Please do not cut service line times and make longer wait times. The best way to increase riders is to add hours until 3 or 4am so everyone can use the metro after coming back. Uber and Lyft get an insane amount of riders and money just because of this. Look at places like echostage and soundcheck and when they close.	Rail Service
Way too many route cuts. Buses are a vital part of getting around the city	Bus Service
The fares are very low and a few fare readers dont work. Increase fare to 3.00 would be fine and make sure fare readers work. You really can't eliminate service to Sibley and Georgetown Hospitals that would be awful as many staff rely on buses to get to work. Shame on you for even suggesting this	Bus Service
Maybe y'all should stop spending your money on shares and offshore accounts and start putting it towards the people.	Operating Budget, Management and Spending
G2 and 33 service is crucial to connecting Georgetown University to the city, cutting Metrobus service to an area of the city with no Metro service is a ridiculous idea.	Bus Service
Please don't get rid of the X8. It's the only bus by where I live and the only transit that allows me to get to work at the Capitol. It's already unreliable and infrequent but eliminating it completely would make it impossible for me to get to work. I use the Maryland and Neale stop since I live in the Union Heights apartment building and it's been lifesaving please please don't remove service. Take out some close stops or something but please don't remove that line	Bus Service
G2 is essential in my weekly travel.	Bus Service
Metro is broken and cannot be fixed. You have folks that must leave on the train at 5:00 am in the morning and there are times folks have to work late until 11:00 pm and you must have a way to return to your Metro Station that the left from in the morning in order for them to return to their vehicles to go home. Metro needs to increase security on all trains and stations so that metro riders will feel safe. Metro must ensure that the parking lots have pot holes fixed and the gates leaving the parking lot are operational. Metro needs to make sure that folks who are entering the station or leaving that people behind cannot slip through the fare gate without paying their fare and piggy back off the person that is paying their fares every day. Kiosk employees must pay more attention to what is happening in their station and walk around their area and be helpful to customers who needs assistance and act like nothing is happening at their stations. If there are delays or closures on Metro due to maintenance then you must ensure that buses are available and that the staff can direct riders to the exact bus that they need to take to get to their destinations without delays.	Bus Service
They fight to keep the services at the same price or with a minimum change.	Fare Evasion/Safety/Crime
As someone who uses metro rail and bus on a daily basis to get to and from work these proposed cuts are not only preposterous but they're harmful to every citizen in the city that commutes. Removing bus routes like the D6 that take people to two major dc hospitals is criminal and so harmful to lower income patrons who use the bus and don't have cars to get to appointments. Stopping the L2 at the duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmeta is facing but as someone who was in the top 1% of riders I truly understand the importance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently	Bus Service
My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no buses they cannot get to school. If metro needs money consider asking DCPS since they don't pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLS!!! Just because it is not a popular route with commuters doesn't mean that the buses aren't important to other tax paying DC residents.	Bus Service
As a federal worker who must leave Branch Avenue at 5:00 am to get to my office and I depending on this service every day. I work on Capital Hill and during election years I am required to work until at 11:00 pm at night and I must be able to return to Branch Avenue so that I can drive home. On the weekend if you opened Branch Avenue at 6:00 am then I would be able to get to my office on time during election years on Capital Hill. You must increase security on the trains and stations so that as a rider I will feel safe when traveling. If you are closing stations for a long period of time for maintenance and upgrades you must have bus service available at 5:00 am at Branch Avenue so that I can get to the next available metro station so I can continue my trip to the office and the same when returning to Branch Avenue. Your staff must be trained to ensure that riders understand what buses they must get on in the morning and evening to ensure safe travel.	Bus Service

Comment	Category
The R12 bus route is very beneficial for the children who attend College Park Academy, as this is a PGCPs charter school which does not provide bus service. Children are to get to and from school either by their parents or parents pay for private transportation. However there are plenty of parents whose work schedules do not allow them to do drop off/pick up and their budgets don't allow for private transportation. We rely on public transportation for our children to get charter school education. This R12 bus route is integral for these children.	Operating Budget, Management and Spending
Please don't change the G2 route!	Bus Service
Please don't forget that children also use buses in DC to go to school, including coming back after hours from sports activities and clubs. Cutting service would be a real shame, and we need MORE service to some areas like the Palisades/MacArthur school.	Bus Service
My children use the D2, D6 and all the 30 buses to get to and from school Mon-Fri. By cutting these routes you are eliminating my children and others who use the Metrobus system to travel up and down the Wisconsin and D routes, which they rely on. Where we are located there is not metro train or other public transportation options. You are hindering bus schedules that kids and others rely on daily to get through the city in our neighborhood.	Bus Service
Some of these proposed changes would be essentially gutting the Metro service as a whole. It would be devastating for our ability to use the Metro to travel across the city reliably. I live in NW, and it would become an enormous burden to get across the city if the 96, H2, N2, N4, N6, and D30s buses were all eliminated or even significantly reduced. It's so upsetting as a resident of DC that public transit might become so much worse, when DC really should be a city with one of the best and most reliable transit systems in the country. The Metro shouldn't be a service that is expected to turn a profit; it's a public service. Budget deficits should be solved by an increased budget from the city, not by turning the Metro into a husk of what it could be! If that's out of the Metro's hands, then the least worst choice, I guess, would be minor fare increases and merging routes with low ridership - but doing everything you can so that the people who rely on those routes don't suffer hardship as a result. It's frankly heartbreaking that the city has decided the Metro is such a low priority that it would rather make it close to useless rather than give it greater priority in the city's budget.	Operating Budget, Management and Spending
Weneed MORE not less METROBUS TRANSPORTATION	Bus Service
D2 is the ONLY bus in our neighborhood, used by many twice a day to get to schools and downtown/ metro- HOW CAN YOU CANCEL THIS SERVICE?	Bus Service
Please don't cut the D2. It is a lifeline for the neighborhood to work, school and the rest of the city	Bus Service
Do not eliminate the D2 it is our only local. We haven't a metro!	Bus Service
I remember when metros ran every 5-10 minutes prepandemic and wish we could get back to those wait times! I also strongly agree with the proposal to extend the time the metro is open. It would be useful for many reasons but especially those who have early or late flights from DCA or IAD.	Bus Service
Do not get rid of the D2 Tons of kids at my school need to get to school	Bus Service
Please do not shut down the D2. It is an essential lifeline for me. That will destroy my ability to live in Glover park.	Bus Service
Public transit is a public service. Decreasing services can further isolate communities and decrease residents access to necessary services. It's better to raise the price especially for people who can afford it then leave communities without vital transit services.	Bus Service
It would be great for me, probably, if you didn't get rid of the d2 because that's how I get to work. Generally I'm in favor of increased bus service over more Metro stations and service because of the cost but I understand why it's more popular to add Metro stations	Bus Service
I ride public transportation exclusively. It's my only means of getting around. I never learned to drive. I believe in sustainability and do my best to maintain a low carbon footprint as possible. If I miss my bus, I walk to my destination. My employer doesn't want to hear excuses for my tardiness. It takes me 1.5 hours one way to get to work on time. The bus and train delays lately have made it difficult to arrive on time. I think that fare increases or cutting services will continue decreasing ridership. Please think very carefully about the effect of decreasing Metro Access Services as this will affect the most vulnerable population in the D.C. metropolitan area. The elderly and disabled really need this service and it seems cruel and discriminatory not to mention unnecessary to cut it or decrease it. If increasing the fares is the only way to achieve a balanced budget then I would rather you did that instead of cutting and discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts.	Operating Budget, Management and Spending
If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation---- to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert.	Bus Service
The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral.	Fares/Fees/Parking
The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it.	Bus Service
Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services these two hospitals. The bus also needs to run more frequently after 7 and 11 pm.	Bus Service
Many of these proposed routes for elimination will be a heavy burden on working people, seniors and those who do not have a car or choose to reduce their driving. These cuts are onerous!	Bus Service
I do not support the proposal to remove D2. This is the most efficient line connecting glover park to the red line	Bus Service
The buses are essential. Use smaller buses in the Glover Park area to same money or increase price. So many of us depend on bus service to get in and out of our neighborhoods. The D2 is indispensable - please do not stop service. Thank you	Bus Service
You didn't say what stations would be closed on rail. So it's hard to say if I support or not. I live in SS out by New Hampshire. My buses and rails are already full and if you miss a bus you're delayed by at least 45 mins. The traffic of getting through downtown silver spring really hinders timeliness on what probably seems like duplicative services	Bus Service

Comment	Category
I am strongly against WMATA's proposals concerning the 31, 33, D2, D6, and G2 bus service changes. As a Georgetown student my transit options are severely limited by the absence of a metro stop, so these buses provide the critical service necessary to access the rest of DC. I use these buses regularly to commute to work so the service changes would make it near impossible for me to travel without a car to the workplace. These changes are especially hard on university students like myself who are unable to afford a car on campus or Ubers/ride-shares to take me to/from the workplace daily. The lack of transit options would make working off campus much more difficult and deter students from seeking off-campus employment who would not be able to afford a non-public transit option. Also, generally because the Georgetown area is difficult to get to without a car, without this bus service it may make it more difficult for people touring DC (or just from other DC neighborhoods) to visit the area.	Bus Service
The G2 bus is the only public transportation option for the thousands of staff and students at Georgetown University. Eliminating it will significantly increase traffic, pollution, and parking challenges in Georgetown. It connects two major universities in DC, making it possible for students and staff to get from Georgetown to Howard and vice versa: Georgetown and Howard. It is unconscionable to cut that bus line.	Bus Service
please do not cut the g2 bus access georgetown university already has poor metro options	Bus Service
The D2, D6, G2, and 31/33 are invaluable to my neighborhood (Glover Park) and to my workplace (Georgetown University). Please do not eliminate these routes which will only make these areas more isolated from the city center than they already are.	Bus Service
You're last option was a false binary. The choice is not whether to cut service or increase fares. This is a PUBLIC service. Stop treating it like a corporate business and fund it through taxes. DC gov should tax the rich leeches in this city and stop making life harder for workers who rely on your service. I'm so angry.	Bus Service
These are devastating to the Glover park community which has no metro rail. These changes degrade the quality of life in DC	Rail Service
The G2 is necessary for an entire university population! please do not eliminate the G2	Bus Service
The proposed changes are appalling and unacceptable. The elimination of the D2 and D6 routes would cut many residents off from their work and other activities in DC and would make Glover Park and the Palisades more like suburbs than parts of the city. Likewise, the changed service on routes 31, 32, 33, and 36 would have a very damaging impact on residents who use those bus routes.	Bus Service
I understand the need for some service cuts for routes that are little used (and where alternatives like proximity to Metrorail are available) but the proposed M4 cut would have a devastating impact on our neighborhood in northwest DC: the M4 is how our son and all the kids in the neighborhood get to school in the morning!	Bus Service
Please avoid red line turnbacks, do not close Forest Glen, and keep the L8 Metrobus	Bus Service
Please continue D2 and 33/31 metro is service so our kids can get to school!!	Bus Service
Curtailling service and hours to this extent is completely shameful and will kneecap DC's public transit system. DC's transit is a huge draw for the city and is one of the primary reasons I live here. This proposal is shocking and destructive. Creating a proposal that will clearly make DC a much more car-dependent city is disastrous for public health and will hasten climate change, as cars are one of the top contributors to global warming. A much greater percentage of the city's budget should be dedicated to WMATA in order to expand service (rather than cut it) and research green alternatives for current buses/metro vehicles.	Operating Budget, Management and Spending
The d2 is critical to Glover Park. The 96 is critical for crosstown access in metro-absent areas	Rail Service
As a Glover Park resident who doesn't drive, eliminating the D2 bus would be CATASTROPHIC for me, since I often travel to Dupont Circle for doctor's appointments, or to take the red line. In addition, cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare.	Bus Service
Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion.	Capital Budget
You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I've seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit.	Bus Service
Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route -- there are others that can be eliminated with much less catastrophic inconvenience for families.	Bus Service
I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour.	Bus Service
I use metrorail and metrobus and want to see the service continue and in fact improve.	Bus Service
Eliminating bus E4 and M4 bus service would strand an entire neighborhood populated by senior citizens and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to get to doctors' offices along the Wisconsin Avenue corridor, I'll no longer be able to ride farther into Maryland for other necessities. If the M4 bus is eliminated, I'll no longer be able to go to Sibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place'?	Bus Service
Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transportation to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would also jeopardize the metro income.	Bus Service

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

Comment	Category
The elimination of routes would negatively affect senior citizens and individuals with disabilities. Students currently using the D2 and D6 buses would also be affected. How will individuals get to the new Georgetown Hospital if you eliminate D2, D6 and G2 bus routes using public transportation.	Bus Service
While the proposed cut will negatively impact me (D2) by requiring me to walk further to access transit, my concern is more for those individuals who work in the District and have no other transportation access but the bus network. Cutting bus service will isolate communities further and make accessing job that much more difficult. Raising fares is a reasonable approach to ensuring all citizens are able to reliably move around the District.	Bus Service
I live in Greenbelt and would be affected by the elimination of the G12 route. Although I do not use it all the time, it is an important option particularly for getting to the Greenbelt and New Carrollton stations. I am also concerned about the many residents in Old Greenbelt who depend on public transportation and do not have cars. These include older individuals who cannot drive and residents of the senior apartment community, Green Ridge House.	Bus Service
Unrelated, but I hope the exit areas, such as at the elevator at Tenleytown, will be adjusted asap to deter fare evaders.	Fares/Fees/Parking
I think that service cuts are regressive. The solution is not service cuts but fee increases with either a sliding scale or discount for those with low incomes. This would spread out the cost in a more progressive manner.	Bus Service
Please, we need bus N2 in the week days and N6 during the weekend! This is the only one transport that we have in our neighborhood! My kids go to school every day with N2 and we use N6 every weekend for shopping. We are at New Mexico Ave NW. this so far away from the nearest metro station Tenleytown. We terribly need N2, N4 and N6! Also my son goes to school every week day with N2 and then D6. Please don't cut D6! So many kids from Basis DCPCS use it! Also M4 is the only way to go from American University/ Wesley Heights to Chevy Chase! Why do you want to eliminate it? We need it.	Bus Service
I rely on the G12 bus frequently for getting my daughter to school at Greenbelt Elementary School and traveling to medical appointments at the facilities in and around Doctors Community Hospital and I am very concerned to see this route proposed to be eliminated entirely. The G12 is the only bus that goes from my part of Greenbelt to either of these locations. My daughter and I take this to school frequently because the county school buses no longer come to our street. We are not the only ones. Every morning when we ride the G12, there are other school children also taking it to the school. While it may not be Metro's job to make up for the school system's busing failures, the reality is that canceling the G12 will eliminate this important transit option for these kids. In general, I am disappointed to see such a large number of bus routes being eliminated or scaled back. Buses, much more so than the rail network, are heavily relied on by citizens who aren't able to drive themselves, either because they can't afford a car or (as in my case) can't drive due to poor vision or medical reasons. Please consider other options before going forward with these bus route cancellations. While no one likes fare increases, a modest fare increase is a lot easier to swallow than having to either move or change jobs because your only transit option was eliminated.	Bus Service
The M4 bus is a necessity for schoolchildren and the elderly. It would leave a huge section of NW DC without any public transportation. That is unconscionable. Why not just readjust the route a bit or decrease frequency if absolutely necessary.	Bus Service
Many kids use the bus without the kids ride free card. Please make sure you're taking that into account when looking at the ridership data.	Bus Service
My family relies heavily on the d6 and 64 buses to get our public school students to school and sports activities. They are irreplaceable to us. Please preserve the service.	Bus Service
This proposal would completely eliminate bus service for the entire neighborhood, which already does not have a lot of options. A lot of people, including students, commuters, the elderly, and the disabled, would be severely impacted. With these cuts, I would not be able to get to work without adding a long walk and an additional transfer, likely adding an additional 30 minutes to my bus commute (which is already quite long at 45 minutes, just to get to downtown!). I am a strong bus and public transit advocate (one of the reasons I love DC) but this back-and-forth every year is exhausting. Please just fund Metro adequately!	Bus Service
Please do not eliminate the R12 service especially the Westchester Park stop. We have no other service to our community and we are not in walking distance to any other bus service or metro station. Our community has many senior citizens, disabled, and single adults who rely on the R12.	Bus Service
T2 service must continue. This is a vital service to many traveling via Metro to and from Bethesda and to and from points West. The Purple line is coming to Bethesda and it will fail in ridership significantly if one cannot continue West on T2 once arriving in Bethesda or connect with the Purple line once arriving from the West on T2. And we are being told by Montgomery County that we need to lessen auto usage and increase usage of public transportation. The T2 line is critical to those who live North and West of the D.C./Maryland line. Please retain the T2 line and if necessary reduce the size of bus vehicles rather than cutting the service entirely.	Bus Service
please keep M4 routes as they are. Chevy Chase DC needs connections via bus	Bus Service
There's people on the east side who are already struggling. Please don't cut lines too far east.	Bus Service
Please invest in automation, AI for SmarTrip, and fare machines. Train automation and replacing trains with automated drivers and any other ideas like running six car or four car trains for less maintenance	Fares/Fees/Parking
Stop isolating neighbors who can't walk to faraway bus stops. Stop reducing service. Bring back the L1. Kids go to school all over the city and more frequent and reliable service help them get to school ontime. Too many kids, mine included, are regularly waiting for buses that don't arrive on schedule.	Bus Service
If you eliminate D31,32,33 and the M4, how will the hundreds and hundreds of school kids who ride these buses to Deal Middle and Jackson Reed High get to school!?! These buses are overflowing with kids during the school year and kids don't have the option to drive instead. This proposal is completely unacceptable and will create impossible situations for thousands of families.	Bus Service
My children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Cutting this service will have a significant negative impact for many kids to get to school.	Bus Service
Buses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro.	Operating Budget, Management and Spending
M 4+	Miscellaneous
I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy!	Bus Service
Do not remove routes that provide transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District.	Bus Service
The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall.	Operating Budget, Management and Spending
There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing.	Fares/Fees/Parking
Do not cut service to those who are trying to get to work - train frequency on weekdays is most important to keep people riding metro	Bus Service

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

Comment	Category
Some of the bus routes being considered for elimination are essential connectors for school children and elderly to get to metro rail for longer distance travel or direct connection to groceries, doctors and other essentials for living in the city.	Bus Service
Decreasing service on bus routes and metro rails will just make fewer people take the metro as it becomes increasingly less practical for people. It's already so hard to get to and from work in a timely manner and the metro is already such a huge cut of my budget.	Operating Budget, Management and Spending
PLEASE do not remove the D2. I depend on this to go to work and the grocery store every day.	Bus Service
In the media it doesn't sound like Metro is doing everything it can to help riders. So many rely on Metro and many would be stranded without it. More cars would be on the road. There are few, if any, viable options to travel. Riders should come first. Money should be allocated to safety too to reduce crime and drug use in the system.	Fare Evasion/Safety/Crime
PLEASE do not reduce or remove the D2. I need this to go to work and get groceries.	Bus Service
Do not change the E4 line	Bus Service
Metro should be addressing fare evasion with effective solutions that stop jumping over gates before increasing prices or reducing operations. Otherwise this problem is perpetuating these issues.	Fare Evasion/Safety/Crime
I regularly rely on the metro to get around DC, as I do not have a car. I have a disability that allows me to get to the station most of the time, but the excessive standing required for lower service times would likely harm me. I use the metro to get to work, church, and all social gatherings. It's crucial to my ability to navigate the city, these impacts in service reductions would greatly decrease my ability to get out of the house.	Rail Service
The D2 route is the only metro bus route to serve Glover Park, including kids who attend Hardy Middle School. It is also the main way in which Glover Park residents may access metro rail through Dupont Circle Stopping service would cut an entire neighborhood off from public transport. Please continue this service!	Bus Service
Reducing or eliminating the G2, D6, and D2 lines would make Georgetown university completely inaccessible by public transport. this is unacceptable and inequitable.	Bus Service
D2 could be less frequent, not at night, and only on weekdays. Necessary for kids to get to school, and people to get to work.	Bus Service
DO NOT ELIMINATE THE G2 ROUTE for the love of struggling grad students	Bus Service
Climate change is affecting our lives already and the true emergency is not to cut in public transportation but INCREASE it. We need less cars and more rail/ buses/ metro. Make it better and more affordable and people will use it. We need more not less. And these cuts will impact people of colors and/ or poor neighborhoods first. Those who need more public transportation.	Bus Service
Cutting the n2/n4/n6 service line on the weekend keeps most of cathedral heights area from being able to access downtown dc on the weekends!	Service Levels
Frequent, reliable scheduled bus service is essential to the success of the entire Metro/Metrobus system. Reducing frequency and cutting bus routes will weaken ridership/use of the entire system.	Bus Service
DON'T GET RID OF THE M4!!!!!!!	Bus Service
Glover Park is cut off from metrorail and the metro bus is our only option to take public transport. I rely on the bus to get to work, doctor's appointments etc. and there is a huge population in our neighborhood that does as well. These changes would be crippling to our day to day lives. I have boarded many buses where the smart trip tap pad doesn't work so everybody is just allowed to ride for free. I would recommend fixing those and marginally raising fair prices to close the budget gap instead of taking routes and service away for DC citizens who need it.	Operating Budget, Management and Spending
Eliminating the d2 would have a tremendous impact on the residents of this area, single parents/ working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week	Fares/Fees/Parking
Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office.	Bus Service
If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive.	Bus Service
Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding.	Capital Budget
My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult.	Bus Service
Don't cut my bud routes	Bus Service
Thanks for the valuable services you provide	Service Levels
DC Bus 80 - 6-10am and 3-7pm: Service keeps running every 12 minutes	Bus Service
I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts.	Miscellaneous
We need more service, not less. We should have other sources of funding besides fare increases.	Capital Budget
please don't cut the routes to georgetown (d2, d6, g2)	Bus Service
I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 or 31/33 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school.	Bus Service
Proposed cuts will eliminate my ability to take public transit to work.	Miscellaneous
I have been a D2 rider for 12 years. That's the only line that services our neighborhood. D1 was previously eliminated. I can get behind reduced frequency but eliminating D2 altogether would be bad for commuters, students and businesses not to mention making an entire neighborhood, that doesn't have a metrorail access, less desirable. Please keep the D2 and balance it with rate increase and/or reduced service but not elimination.	Bus Service
Do not cut bus service that gets kids to school especially to Duke Ellington School of the Arts	Bus Service
Children take the d2, d6, AND ALL THE OTHER BUS ROUTE TO GET TO SCHOOL. IF YOU CUT THESE kids and adults WON'T be able to get to school. You CAN'T cut the D2 and D6. It is vital for kids and adults to get to school and work.	Bus Service
The T2 is needed for Employees at Congressional Country Club, Raise the fare, but please don't cut out that route, peoples lively hood depend on that route. Thank you	Bus Service
Metro buses are essential, and indispensable, means of transport to many people. The removal or reduction of bus routes will hamper connectivity and inconvenience commuters. D.C. metropolitan area is well connected, thanks to the Metro bus and rail. I only wish it remains as such.	Bus Service
Please stop people from skipping the fares by jumping the fare gates.	Fares/Fees/Parking
If you make services cuts to the D2, D6, and/or G2, please do not make it to all three. I use all three but rely most on the D2.	Bus Service
I use the D2 every day for work. Please don't cut this service. The bus is always full. We need it to get to the metro because there is no metro stop in Glover Park. It's our only way into the city.	Bus Service

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

Comment	Category
D2 is essential to transporting kids to school and people to metro. Its loss would significantly reduce the quality of life in Glover Park.	Bus Service
The Metro bus lines are essential to communities in the DMV. Please remember this as you navigate the changes. Price increase would be preferred over lost routes.	Bus Service
I fully support Metro! I would rather fare increases than service cuts.	Bus Service
Keep the D2 bus!! It is Glover Park's only lifeline to the rest of the city.	Bus Service
The elimination of the D6 and D2 Metrobuses to the Georgetown campus Metrobus routes would significantly and negatively affect access to the hospital for associates and patients. Please do not eliminate these bus routes.	Bus Service
I work at Georgetown University(GU) and appreciate the stop at the front gate on 37th St, NW at O St, NW. I catch the G2 at 20th & P St. NW, after exiting the Dupont Circle Metrorail stop. I would love to see the bus service during rush hour, run at fifteen(15) minute intervals. Rush hour service beginning at 6:30am until 9:00am. This is most convenient. I use the W4 bus to Deanwood Station to transfer to the Redline heading to Dupont Circle to catch the G2 to GU. I also use the U4 Sheriff Road line to get to the Minnesota Avenue Metrorail Station to transfer to either the buses that stop there, or to catch the Orange line train because the W4 did not show. It would be awesome if the Sheriff Road line ran from the Deanwood Metrorail Station to River Terrace. On weekends and late at night the U4 runs so infrequently. A bus operator does not show and I have to wait an hour until a U4 finally comes along. For those of us who do not drive, to cut this line out would be a tragedy without providing some other alternative for us. Please consider my suggestions with compassion and understanding. Thank you. Rachel J Dorsey Frequent metroBus and MetroRail patron.	Bus Service
You can not eliminate a route that is students? ONLY form of public transportation to/from DC public schools, like the M4. The are NO OTHER ALTERNATIVES for students in our neighborhood to get to/from Alice Deal Middle School, which is 3 miles from our house (in boundary for this school). Eliminating the M4 bus route is an unacceptable proposal for parents of DCPs students.	Bus Service
It is better to increase fare than to cut service.	Fares/Fees/Parking
If you get rid of the D2, G2, D6, and 96 I literally will have no way of getting to work. Frankly I think this is insane that anyone thinks the answer is to eliminate ALL transit options for an entire neighborhood of people.	Bus Service
I depend on several of the proposed bus routes to be cut in order to get to work every day. If the bus service is decreased to the extent proposed here, I would no longer be able to keep the job I have while living in my affordable neighborhood, forcing me either to relocate or find a new job or both. I choose to live in D.C. because of the option of public transit, and the proposed changes here would take away something which makes this city great.	Bus Service
A lot if these changes would directly effect my ability to work. I use the D2 primarily to get to work. I use the 31 and 33 to work and the trains to get to work as well as to visit family. I genuinely don't know what I would do if these things are cut.	Rail Service
The increase in service fare is antithetical to the point of public transit. It will do nothing but decrease the ability of travel for lower class families and drive up fare evasion.	Fare Evasion/Safety/Crime
Please do not eliminate the G2 bus! It is essential for my commute and for the commute of so many individuals to Georgetown! I need this bus, please keep it operating.	Bus Service
strongly disagree with elimination of the D2 bus. That bus serves a lot of people who live in the multifamily buildings in Glover Park and can be a faster route in to the city than going on the 31/33 down Wisconsin. it is often crowded during school months. truly do not understand why it is on the list	Bus Service
Eliminating the D2, D6, and G2 service through Georgetown will cause serious hardship to the students - university and DCPs - and residents who rely on those routes. WMATA has no proposed alternatives for those routes. Many of the other proposed cuts have alternative metrorail service.	Bus Service
Since DC is trying to force people not to drive cars by creating bike lanes why would you now consider cutting out services? How do you expect people to get around? Many elderly depend on metro service, and they are unable to ride a bike, so the increased bike lanes serve no purpose for that population. DC government/officials need a complete overhaul and be replaced with people who actually care about the needs of tax paying residents.	MetroAccess
My daughter takes the M4 to Deal Middle School every morning. If this line is cancelled, she and many other Deal students will be forced to walk 1.5 miles to school every morning.	Bus Service
decrease fares and increase service so people will actually use the metro. reliably equals more riders and more public interest	Fares/Fees/Parking
Please retain the Z6 weekend service on both Saturday and Sunday. That is my sole mean of transportation on Calverton Blvd and Galway Drive on Silver Spring to navigate to and from Briggs Chaney and Silver Spring Metro Station.	Rail Service
The D6 and M4 are busses used by students coming from schools in NW, and would be disastrous if cut - especially the D6 which is the only service to Duke Ellington School of the Arts.	Bus Service
N2,N4 and N6 are vital lifelines for our upper NW neighborhood. There is really no alternative - unless you can walk 20-25mins to Wisconsin Ave or Tenleytown. You really need to keep these lines in service throughout the week. thanks.	Bus Service
I do not support the elimination of the G2 bus route. Georgetown University is already inaccessible via Metrorail and this would make it inaccessible via Metrobus. As someone who lives in the neighborhood, I was planning on using the G2 bus to commute to the Metrorail to get to work. This will make many students' work commutes more difficult.	Bus Service
I am absolutely angry and irate at Metrorail over its ridiculous Fare Gate problem that adds to the already terrible Fare Jumping Free Rider Problem. What a stupid idea during Covid-19 to install Fare Gates that are smaller and shorter than the original Fare Gate, and now for a year to keep promising 'Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service Cuts. What jerks. When I'm riding Metrorail and see people of all skin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I gladly pay my Fare religiously, it makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your damn Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You.' No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they obviously are not seeing what I'm seeing. Are you kidding us? You bet I'm angry.	Operating Budget, Management and Spending

Comment	Category
The D6 is the metrobus I take to and from work every day. This will affect many employees that take metro and don't have a car. Or for patients that also need metro transportation. There is not metro train close to Georgetown Hospital... nothing is walking distance. Please don't take the D6 line.	Bus Service
A big part of the problem is that Metro historically does not work on or improve all the areas - it focuses on metro over bus, and on all service in NW DC, Virginia and MoCo over NE DC and PG. These are also the people who suffer the most when your service cuts impact bus lines, late night or early morning service, and frequency. That said - I'm appalled at some of this. How do you expect people to get from Red lines at Farragut to PAHO, USIP, State Dept and other agencies that line Virginia Ave. without the 42 or 43 buses? They run terribly as it is, you should improve them not remove them. Same with the Green line to the same area, without the 30s buses? There are no substitutes for the G8, which runs all the way downtown.	Bus Service
Pilot the use of smaller, shuttle type buses on routes to save money. If you increase wait times, make sure the schedule is adhered to as closely as possible.	Bus Service
I use Ride On buses and metrorail frequently each week. At metrorail I see A LOT of people hopping over the gates. The taller gates at metro stations (the gates that have additional plastic that makes the gate taller), really do seem to prevent many people from hopping over them (I've only seen one man push through a taller gate). At that particular metro station, before it had taller gates, I always saw people hopping over the gates, almost every single time I went there -- so the taller gates do seem to make more people pay their fare. There are some stations I go to that don't have the taller gates -- perhaps if taller gates were installed at all the stations, this would help Metro collect more money. I don't have a car, so I rely on Metrorail and the buses to get around -- please don't cut services on these! Thanks for reading all this!	Bus Service
The effect of eliminating the 96 and cutting the route of the 33 and cutting weekend service on the N2 and N4 will have a devastating effect on the residents of McLean Gardens/Cathedral Heights. These are the only busses I use. The N4 is the quickest and most direct from McLean Gardens to Dupont Circle. The 33 section past Foggy Bottom is a critical connection to McPherson and Penn Quarter. The 96 is the best connection between McLean Gardens and U Street. Because my neighborhood is a 10-15 minute walk from the metro, getting to the metro and then changing lines to get to any of the above locations takes at least three times as long as taking these busses directly.	Bus Service
As an employee at MedStar Georgetown University Hospital, I am strongly against the proposed metrobus services cuts to the D2 and D6 which service the hospital and are vital access points for employees, patients and families. To cut these lines would be cutting access to healthcare and create barriers for many staff who rely on these bus lines to get to and from work. I used to take Metrobus and Metro regularly, but due to ongoing cuts in services, lengthened wait times, and increases in crime in and around metro stations, my preferred transportation method has become to drive or use ride-sharing services. This is more reliable and efficient. I recognize the cost of these choices. To be a large urban area without a reliable and efficient transportation system to serve the needs of the communities in and around DC, MD, and VA is appalling and embarrassing. Transportation infrastructure is essential to smart and continued growth of our area, and this includes Metrobus	Bus Service
No comment.	Miscellaneous
Perhaps a discounted quarterly metro pass/card could be a good option.	Rail Service
The WMATA metro and bus services are essential to living and working in DC. Without these services, I would not be able to work in DC or live in areas that are more affordable and rely on bus or metro commutes.	Bus Service
I am writing to comment on the removal of a Georgetown bus line - G2. Bus service to vital areas, such as schools, should be increased, not decreased to reduce traffic problems due to high car density. I rely upon metrobus to get me to work at Georgetown and this is not helpful to people whose livelihoods depend on reliable bus service. Travesty!	Bus Service
The M4 bus route is critical to our family. The adults use it to commute and our children ride it twice a day to get to and from school. Eliminating this route would cause major problems for our family! Service should reflect the needs of those who live farther away and may not have the ability to commute into DC or the inner suburb. Concerned that service cuts will disproportionately impact individuals working in lower-paying jobs and/or service jobs where commute times would be longer and they do not have flexibility to arrive late to work (due to vagaries of the metro schedule). Low ridership doesn't always equate to need. Sometimes people do not ride metro because it isn't available during times they need.	Bus Service
All public transportation should be free. No taxation without representation.	Miscellaneous
Please don't cut services for bus or rail	Bus Service
This budget proposal presents a false binary. The budget shortfall requires additional resources not a service cut or fare increase. The metro budget requires funding first before any other DC programs. For example, I would like to see at least 10% budget decrease from the MPD b/c we spend way too much money on cops doing nothing except trolling around looking for trouble, but if we have a well-funded metro system and we prioritize this as a fundamental cornerstone to our DC economy, then people can get to work and school and be involved in our communities, and then there's less need for cops. Funding metro is my #1 priority.	Operating Budget, Management and Spending
I heavily rely on D6 and D2 to go from DuPont Circle station to Georgetown University Hospital for my work, if you cut those routes a countless number of students from Duke Ellington School and Georgetown University Hospital will be adversely affected!	Bus Service
You must end consideration of eliminating the M4 bus route. It's the only service in this neighborhood and essential for students, caregivers, commuters. The M4 route is the only option for retirees choosing to remain in their homes that allows them to minimize use of automobiles. Middy service could be reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic congestion.	Bus Service
Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards.	Rail Service
G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it up! We have my favorite metro system in the country!	Operating Budget, Management and Spending
My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to get to school!!	Bus Service

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

LETTERS



ADVISORY NEIGHBORHOOD COMMISSION 3C
GOVERNMENT OF THE DISTRICT OF COLUMBIA
CLEVELAND PARK • MASSACHUSETTS AVENUE HEIGHTS •
WOODLAND-NORMANSTONE • WOODLEY PARK

Single Member District Commissioners
01-Hayden Gise; 02-Adam Prinzo; 03-Janell Pagats
04-Roric McCorristin; 05-Sauleh Siddiqui; 06-Tammy Gordon
07-Gawain Kripke; 08-Rick Nash

P.O. Box 4966
Washington, DC 20008
Website <http://www.anc3c.org>
Email all@anc3c.org

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

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

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

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

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

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

WHEREAS ANC3C has called for WMATA's "Visionary Network proposal" to maintain and expand bus routes that serve Woodley Park and Cleveland Park, including passing a [resolution](#) in May 2023²;

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

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

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

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

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

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

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

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

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

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

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

BE IT FURTHER RESOLVED, ANC 3C asks the L1 bus route to be restored in the Visionary Network and reiterates the request made via [resolution](#)⁵ passed January 19, 2022;

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

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

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

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

⁵

<https://anc3c.org/wp-content/uploads/2022/01/ANC3C-Resolution-2022-CONSENT-Regarding-ANC-3C-Support-of-Reinstating-the-L1-Bus-Line-by-Including-Funds-in-the-Washington-Metropolitan-Area-Transit-Authority-Budget-for-Fiscal-Year-2023.pdf>

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

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

Attested by

A handwritten signature in black ink, appearing to read 'Janell Pagats', written in a cursive style.

Janell Pagats
Chair, on February 20, 2024

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

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

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

----- Forwarded message -----

From: **WMATA Customer Service** <csvc@wmata.com>

Date: Thu, Nov 16, 2023, 6:37 PM

Subject: Rail - Cleaning [Incident: 231114-000280]

To: <[REDACTED]>



Recently you requested personal assistance from our on-line support center. Below is a summary of your request and our response.

Subject

Rail - Cleaning

Response By Email (Teddy) (11/16/2023 06:37 PM)

Dear Customer,

Thank you for sharing your concerns regarding station maintenance. Your concern has been sent to the rail division for review and follow-up.

Sincerely,

Office of Customer Relations

Tel. 202-637-0128

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

Dear Ester:

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

Office of Customer Relations

Washington Metropolitan Area Transit Authority

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

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

Question Reference # 231114-000280

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



ADVISORY NEIGHBORHOOD COMMISSION 3C
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¹ <https://anc3c.org/wp-content/uploads/2020/12/ANC3C-Resolution-2020-015-Regarding-WMATA-Budget.pdf>

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

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

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

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

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

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

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

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

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

BE IT FURTHER RESOLVED, ANC 3C asks the L1 bus route to be restored in the Visionary Network and reiterates the request made via [resolution](#)⁵ passed January 19, 2022;

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

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

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

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

⁵

<https://anc3c.org/wp-content/uploads/2022/01/ANC3C-Resolution-2022-CONSENT-Regarding-ANC-3C-Support-of-Reinstating-the-L1-Bus-Line-by-Including-Funds-in-the-Washington-Metropolitan-Area-Transit-Authority-Budget-for-Fiscal-Year-2023.pdf>

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

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

Attested by

A handwritten signature in black ink, appearing to read "Janell Pagats", written in a cursive style.

Janell Pagats
Chair, on February 20, 2024

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

WMATA

February 23, 2024

To whom it may concern,

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

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

Venus Jordan

John Ewers

Washington, DC 20011

23 February 2024

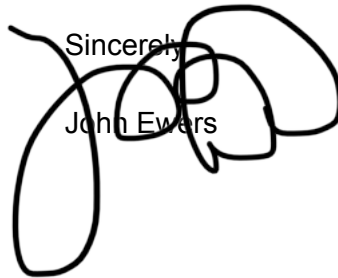
Dear Washington Metropolitan Area Transit Authority:

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

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

Thank you for your time and consideration.

Sincerely,
John Ewers

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the bottom, positioned over the printed name "John Ewers".

To whom it may concern:

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

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

Respectfully,

Nancy El-Hibri
Potomac, MD

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

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

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

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

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

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

Regards,

Mary Mason

February 23, 2024

Phil Sahady



Potomac, MD 20854

To Whom It May Concern,

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

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

A handwritten signature in cursive script that reads "Phil Sahady".

Phil Sahady

Concerned Citizen and Father of a past Holy Child Student

To Whom it May Concern:

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

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

Many thanks for your consideration.

Gary Niskanen



Do You Expect Me To Talk?

Posted by [Alan Suderman](#) on Aug. 10, 2010 at 6:38 pm

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

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

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

After the jump, read Thomas' letter to Gray:

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

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

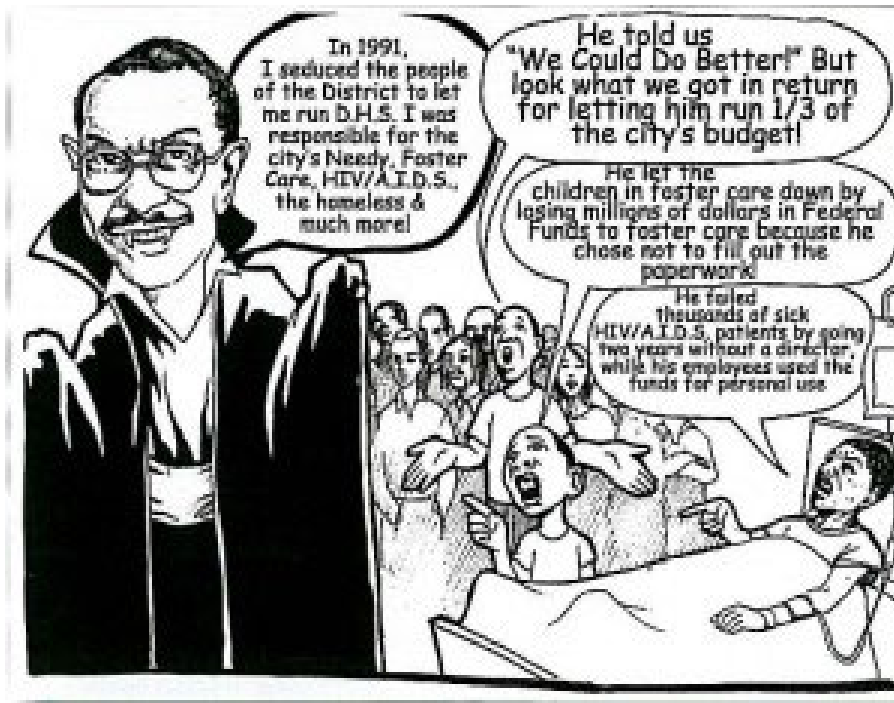
Vincent Gray, The Friendly Looking Vampire

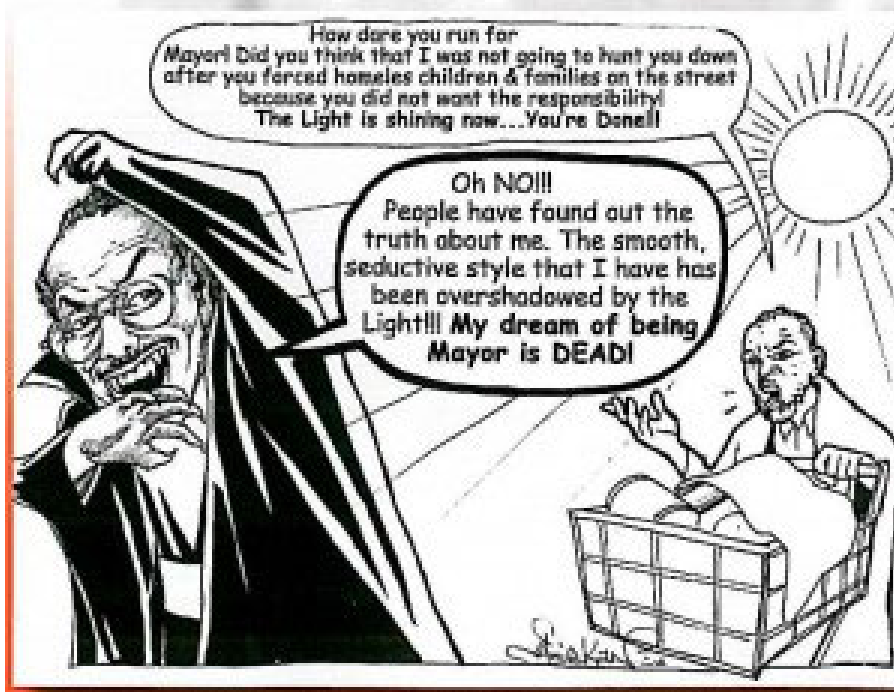
Posted by [Alan Suderman](#) on Aug. 10, 2010 at 1:53 pm

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

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

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





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

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

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

Moten was passing out *The Other Side* last night at the [Ward 8 forum](#). He says he printed up 10,000 copies. [Store Locator](#) | [Support](#) | [Site Map](#) | [Send Feedback](#) | [Careers](#) | [Verizon Thinkfinity](#) | [Contact Us](#) | [Advertise with Us](#) | [Privacy Policy](#) | [Terms and Conditions](#)

As much local politics as humanly possible. Send your tips, releases, stories, events, etc. to llps@washingtoncitypaper.com. And get LL Daily sent [straight to your inbox](#) every morning!

IN CASE YOU MISSED IT:

- [Gray Campaign Gets Punked.](#)
- [Speak Up, Omar](#)
- [Gray Auditions for True Blood](#)

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

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

Money Money Money: Some late [night tweeters](#) first broke the news that D.C. Council Chairman and mayoral hopeful **Vincent Gray** had won the money race during the last fundraising cycle by more than a two to one margin over Mayor **Adrian Fenty**. Gray raised \$707,911 compared to Fenty's \$308,545 since June 11. Now, that's good news for Gray, but don't forget that Fenty has crushed any chance Gray ever had of outraising him long before Gray got in the race. As of last night, Fenty had raised \$4.68 million compared to Gray's \$1.275 million. And Fenty still has about \$1.3 million more than Gray in the all important "cash on hand" category. **Mike DeBonis** [notes](#) that Fenty has spent a "cool" million making and producing campaign ads and another \$800,000 on salaries and stipends. Other neat tweet facts: **Bill Clinton's** old golf partner **Vernon Jordan** gave \$250 to Gray, while Facebook [founder](#) **Mark Zuckerberg** gave to Fenty.

More Parks Drama: LL has this [story](#) about the D.C. Council moving towards forcing Fenty frat brother **Omar Karim** to be more forthcoming to special investigator **Robert Trout** about his law firm, Liberty Law Group. Another Fenty pal, **Sinclair Skinner**, has also been mum about the \$600,000 Liberty Law paid to Skinner's Liberty Industries, saying those payments had nothing to do with the park contracts the council is investigating.

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

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

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

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

You've Just Been GOPED: The D.C. GOP filed a complaint with the Office of Campaign Finance that Gray ads appearing in *Hill Rag* don't have the required campaign disclosure statements on them, Craig [reports](#). More interesting than the complaint is what LL touched on in his [piece](#) about **Leo Alexander**, and Craig susses out in more detail: D.C. Republicans love Fenty (well, they love schools Chancellor **Michelle Rhee**, so they like Fenty). "It's not unusual for local GOP or Democratic committees to needle candidates in contested primaries from opposing parties. The D.C. Republican Committee, however, has been singularly focused on Gray for months. Last year, the committee filed a complaint with the Office of Campaign Finance after it was discovered Gray had used his official council stationary to solicit a donation from the D.C. Democratic State Committee. The board cleared Gray of any wrongdoing this spring, but the local GOP is appealing that decision. While he stopped short of a formal endorsement, the executive director of the D.C. Republican Committee told the *Washington Post* before Gray got into the race in March that the party would not be fielding a candidate this year because most city Republicans support Fenty."

Is Your Refrigerator Running?: Late in the day, the Gray campaign puts out a [release](#) saying some rascal has hijacked their phone lines and is crank calling people and hanging up. Police [said](#) they were investigating. LL blames the phone company.

Not Good Enough!: The *Post's* **Ann Marimow** finally gives some [press](#) to the long-neglected Ward 5 race, where the young challengers to Councilmember **Harry Thomas Jr.** say he's not doing enough to bring in new businesses or city money into the ward. Marimow had her work cut out for her trying to make this story exciting, as there's a probably a reason why no one has been paying attention to it. "His opponents in the Sept. 14 primary—**Delano Hunter**, a community organizer; **Kenyan McDuffie**, a former government lawyer; and **Tracey Turner**, an information technology consultant—said that Thomas has been unresponsive to those who are not politically connected and that his clashes with the administration of Mayor Adrian M. Fenty (D) have been primarily about scoring political points. ... To his supporters, Thomas is highly accessible and responsive. He stays in touch by iPad from the council dais, as well as through Facebook and the cellphone number he lists on his business card. When seniors were left without electricity after a powerful storm last month, he negotiated \$39-a-night hotel rooms. He 'tore down doors' to make sure the city's Water and Sewer Authority was responsive to flood victims in Bloomingdale, said **John Frye**, a former advisory neighborhood commissioner and labor leader who retired from the water agency in March." Of note: "Thomas isn't coy about his ambitions. If council member **Kwame R. Brown** (D) is successful in his bid to succeed Vincent C. Gray as council chairman, and a special election is held for Brown's at-large seat, Thomas said, 'I will consider that a very real opportunity.'"

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

Take This Jobs Plan and Shove It: Jonetta Rose Barras [unloads](#) on Gray's economic development, calling it disingenuous and odious. "Gray has called the 14-page document 'dynamic and far reaching.' But in it he just regurgitates current programs and policies while proposing to expand government, establish task forces, 'better coordinate' existing agencies and groups, and hold summits."

Neibauer wraps up other races' fundraising [\[WBJ\]](#)

Nate Beeler is great [\[Examiner\]](#)

Rhee says she likes D.C. more than Sacramento [\[Georgetown Dish\]](#)

Give us our statues! [\[Post\]](#)

Testimony to the WMATA Board re FY25 Budget

February 26, 2024

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

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

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

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

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

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

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

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



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

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

27 February 2024

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

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

Budget shortfall

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

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

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

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

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

Service improvements

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

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

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

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

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

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

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

Safety

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

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

Electrification

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

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

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

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

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

Sustainability targets

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

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

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

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

February 28, 2024

WMATA

RE: Elimination of the M4 Bus in Washington

To Whom It May Concern:

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

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

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

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

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

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

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

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

Regards,



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

WMATA Testify – 27 Feb 2024 – Sandy Neuzil

GOOD EVENING and thank you for this opportunity to speak.

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

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

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

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

- **GEOGRAPHIC COVERAGE and**
 - **HOURS of SERVICE**
- for Metro RAIL and BUS as possible ...,**

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

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

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

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

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

- **gives me MORE FLEXIBILITY and**

- **SAVES MONEY for Metro.**

If WMATA is forced to make RAIL and BUS service

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

That could be more palatable ...

if Wmata continues fixed route services

- **in as WIDE A GEOGRAPHIC AREA,**
- **SEVEN DAYS A WEEK, and**
- **as many HOURS OF THE DAY**

as is FISCALLY POSSIBLE ...

and thus maintain ... FULL METRO and METRO ACCESS Service that

ALL riders depend on to be fully engaged citizens who can go to and from medical appointments and work, and who contribute to the vibrant DMV.

Thank you

February 28, 2024

WMATA

RE: Elimination of the M4 Bus in Washington

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

Regards,



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



Travis R. Swanson
Advisory Neighborhood
Commissioner, 7B03



★ ★ ★ RANDLE HIGHLANDS ★ ★

February 27, 2024

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

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

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

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

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

Bus Routes 32 and 36 Changes:

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

Elimination of Route M6:

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

Changes to Route V4:

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

Commissioner Travis R. Swanson, 7B03 | 202-793-3737 | Travis.Swanson@anc.dc.gov | www.anc7b.com

Elimination of Additional Routes:

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

Concerns about Fare Model Shift:

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

Historical Assurance Discrepancies:

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

Assurance Discrepancies in Specific Instances:

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

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

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

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

Sincerely,



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

GOVERNMENT OF THE DISTRICT OF COLUMBIA

ADVISORY NEIGHBORHOOD COMMISSION 3A



Resolution Regarding WMATA FY2025 Budget

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

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

- complete loss of bus service on the 96 and M4 and D2 routes
- elimination of weekend service on the N2/N4/N6 route
- truncation of the 33 route at Foggy Bottom/Potomac Park rather than Federal Triangle/Archives which are the current terminus, which would force most riders bound to downtown to make a transfer or walk a considerable distance to their destination and would end all direct bus-to-bus transfers between upper Northwest and either Southwest or Southeast Washington.

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

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

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

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

Advisory Neighborhood Commissioners (January 1, 2023-December 31, 2024) www.anc3a.org

3A01	3A02	3A03	3A04	3A05
Thaddeus Bradley-Lewis	Judy Havemann	Hans Miller	Jeremy Del Moral	Ann Lane Mladinov

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

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

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

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

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

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

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

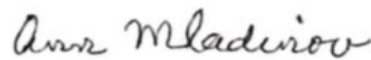
BE IT RESOLVED THAT:

- WMATA should not adopt the devastating cuts in Metrobus services that were proposed in the December 2023 budget, either in the revised FY2025 budget or in subsequent operating changes within the Better Bus process. That includes the drastic changes affecting our area, including elimination of the 96, M4, D2, D6, and G2; elimination of weekend service on the N-line; and truncation of the 31/33 at Foggy Bottom/Potomac Park that were included in the Docket released on February 8. Those changes would leave many people and neighborhoods without vital public transit service, and hurt the overall transit network and transportation system, cutting off connections and forcing more people either to use private motor vehicles or car-hire services or be left with no reasonable transportation options at prices they can afford.
- WMATA must assure that it maintains the vital Metrobus services that riders now rely on throughout our area, not only on major arterials but also serving high density residential neighborhoods that have long been bus-dependent, to make it possible for people to reach key destinations by transit, whether for work, school, shopping, medical appointments, recreation, etc. Those are principles WMATA has expressed in the budget documents and the Better Bus Initiative, and should remain top priorities.
- WMATA must also meet its commitment to issue its revised Better Bus "Visionary Network" for full public comment and take the comments into account in any map of the future system that it decides to implement. As part of that public review and comment process, WMATA should also reflect public comments in its recommendations for "Year One" changes under the Better Bus Initiative, and take care not to eliminate or reduce vital lines needed for current and future riders.

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



Chair



Secretary

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

DETAILS OF BUS SERVICES AND NEEDS OF ANC 3A

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

Our area depends on:

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

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

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

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

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

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

1. Wisconsin Avenue

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

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

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

3. Cathedral Commons, McLean Gardens, and Cathedral Heights

People going to and from these locations currently can use the 96 service which runs on Wisconsin Avenue from Tenleytown to the Cathedral on Wisconsin Avenue, southeast to Woodley Park Metro, and beyond to Adams Morgan, the U Street corridor, Union Station, and Capitol Hill/Stadium Armory. That is a bus that Cathedral Heights, McLean Gardens, and western Cathedral Heights residents use to get across town, from many locations that are not otherwise served by transit. The Visionary Map eliminates that service and instead shows an east-west route across Cathedral Avenue (the DC300

mentioned above) that reaches hardly any of the current riders on the 96, and would not provide a good substitute for either the 96 or the N2/N6.

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

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

- M4 serving Nebraska Avenue between Tenley Circle and Sibley Hospital

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

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

- DC 200 would run from Fort Totten on Missouri Avenue and Military Road west to Nebraska Avenue across Rock Creek Park and then southwest on Nebraska through Tenley Circle to Sibley Hospital.

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

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

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

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

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



February 29, 2024

To Whom it May Concern at WMATA:

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

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

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

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

Sincerely,

Charles C. Wilkes



WSTC
WASHINGTON SUBURBAN
TRANSIT COMMISSION

MICHAEL GOLDMAN
CHAIR

DONALD G. DRUMMER
VICE CHAIR

COUNCILMEMBER ERIC OLSON
SECRETARY-TREASURER

March 1, 2024

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

Dear Chair Smedberg:

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

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

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

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

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

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

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

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

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

Sincerely,

Michael Goldman
Chair
Washington Suburban Transit Commission

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



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

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

February 21, 2024

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

Dear Chair Smedberg:

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

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

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

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

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

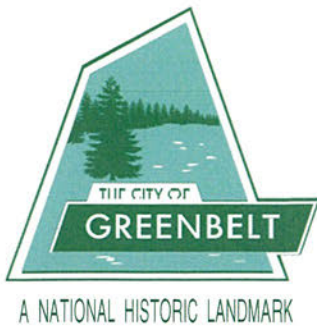
Looking ahead, the Commission urges WMATA to pay special attention to future budgets because of the absence of dedicated funding and to continue to work closely with compact partners and jurisdictions to look at alternative funding approaches. The objective: increase budget stability and certainty to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

Sincerely,



Melissa McMahon
Transportation Commission Chair

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



GREENBELT CITY COUNCIL

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

February 26, 2024

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

RE: WMATA's FY25 Proposed Fare and Service Changes

Dear Mr. Smedberg:

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

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

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

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

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

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

Sincerely,



Emmett V. Jordan
Mayor

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



March 1, 2024

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

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

Dear Mr. Smedberg:

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

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

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

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



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

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

Sincerely,

Hui Wang
Director of Transportation Division

A handwritten signature in black ink, appearing to read "Hui Wang".

Cc;
Lynn M. Rivers, Transportation Chief
Kirk Dand, WMATA Service Coordinator

3/1/2024

Dear WATA:

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

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

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

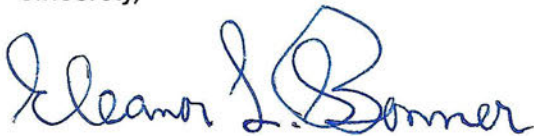
As the mother of a disabled adult child, it gives me great comfort to know that he is safe and secure with a Metro Access Driver as he comes and goes. They are trained professionals who have maintained a big role in transporting my son safely for more than fourteen (14) years.

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

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

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

Sincerely,

A handwritten signature in blue ink that reads "Eleanor L. Bonner". The signature is fluid and cursive, with a large, stylized initial 'E'.

Eleanor L. Bonner

Sharlene Mobley



March 1, 2024

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

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

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

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

A. Fare Evasion –

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

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

B. Safety Concerns-

- a. Having the M6 a half a block from my residence is very easy to travel. Especially, since I am a budget analyst, I have late night and early mornings to perform my assignments/task.
- b. To get people to pay, there should be protection and individual in authority for these customers to pay or told that they can't ride.
- c. Also, not causing issues for the riders that do pay and especially protection for the bus drivers that are performing their jobs.

C. Unforeseen Circumstances-

- a. COVID caused a lot of these non-payment issues in so many cities. During that time, it was the way to not pay on transit.
- b. Meanwhile, WMATA had signage notices to state that fare payment will begin on the date way in advance. You gave notice. But so many people didn't care.
- c. WMATA provides a service and services should receive payment. How people don't understand this fundamental procedure.

D. Convenience and Efficiency-

- a. Stopping or terminating rail service and bus service will not be convenience or efficiency.
- b. Bus drivers losing jobs is not convenient or efficient.
- c. Definitely, not convenient or efficient for riders.
- d. Most of the areas that termination, most of those people will be stuck in their residential areas.

E. Conclusion-

- a. Thanks for this opportunity to send this letter for my concerns to be on record for the 2025 WMATA Budget Proposal.
- b. Please keep me informed of any developments or decisions made regarding this matter.
- c. I understand that this request may require careful consideration and collaboration with the Metro transportation department.

Sincerely, Sharlene Mobley Sharlene Mobley

Michaela Platzer

Washington, DC 20015

March 2, 2024

Dear General Manager Clarke:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Michaela Platzer

Citizen concerns about WMATA's FY 2025 Proposed Service Changes

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

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

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



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

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

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

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

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

Citizen concerns about WMATA's FY 2025 Proposed Service Changes

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

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

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

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

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



Better use of WMATA's resources is also needed.

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

Citizen concerns about WMATA's FY 2025 Proposed Service Changes

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

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

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

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



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

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

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

Citizen concerns about WMATA's FY 2025 Proposed Service Changes

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

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

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



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

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

Concerned,

Aurelia Glenn

TO: WMATA

FROM: Charles T. Hathway

RE: T2 Metrobus

DATE: 3/04/24

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

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

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

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

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

Thank you.

March 3, 2024

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

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

Aje'na Amaro

Hello!

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

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

Aje'na

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

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

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

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

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

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

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

The P6 is the only bus that goes along M St. SW to 11th St. SE, to take us to Harris Teeter, Trader Joe's, and Eastern Market. It goes north to the Mall, more Smithsonians, Botanic Gardens, the Main Library, the E St. Theater, Ford's Theatre, the Hudson Institute, Macy's, the Bloomingdale Farmers' Market, and connects us with all four quadrants in the city.

The 52 starts at L'Enfant Plaza and runs along 14th St. and down to the Wharf, with its many venues, restaurants, workers, and tourists.

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

SW residents use buses instead of Waterfront Metro. Everything south of M is residential, where so many live. The buses easily accommodate wheelchairs, walkers, and at the other end of the

Page 2

SW demographic, baby strollers. Bus drivers wait until older people are seated before driving off; they secure wheelchairs and lower ramps for people who need that help.

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

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

I am happy to answer your questions.

Submitted by
Judith Farley
SW resident

TESTIMONY
On the
Proposed 2025 Metro Budget

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you.

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

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

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

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

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

Tony Porco

[REDACTED]
Savage, MD 20763
[REDACTED]

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



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

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

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

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

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

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

Thank you for your attention.



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

March 5, 2024

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

RE: FY25 Budget

Dear Mr. Smedberg:

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

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

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

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

Office of the Director

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Mr. Paul C. Smedberg

March 5, 2023

Page 2 of 2

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Conklin", written over a light blue horizontal line.

Christopher R. Conklin
Director

GOVERNMENT OF THE DISTRICT OF COLUMBIA
ADVISORY NEIGHBORHOOD COMMISSION 3B
GLOVER PARK AND CATHEDRAL HEIGHTS



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

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

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

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

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

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

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

WWW.ANC3B.ORG

EMAIL: ANC3BMAIL@GMAIL.COM

3B01
N. GLOVER PARK
KEVIN LAVEZZO

3B02
E. GLOVER PARK
JACKIE BLUMENTHAL

3B03
W. GLOVER PARK
MELISSA LANE

3B04
CATHEDRAL HEIGHTS
J. KEVIN CARROLL

3B05
S. GLOVER PARK
GUPI HOWIE

3B06
CATHEDRAL HEIGHTS
BEN BERGMANN

Cross-city buses such as the 96, which is the only option for this area to reach Woodley Park, Adams Morgan, and the U Street corridor, all popular destinations with limited parking.

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

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

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

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

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



Jackie Blumenthal, Chair



Melissa Lane, Secretary

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



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

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

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

¹ Sustainable DC, “Transportation,”

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

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

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

³ *Executive Order on Tackling the Climate Crisis at Home & Abroad*, Presidential Action, White House (Jan. 27, 2021), <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/>.

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

<https://howwerespond.aaas.org/community-spotlight/washington-d-c-transportation-policies-cut-pollution-and-greenhouse-gases/>.

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

⁵ David Zipper, "How to save America's public transit systems from a doom spiral," Vox, March 27, 2023, <https://www.vox.com/future-perfect/23653855/covid-transit-fares-buses-subways-crisis>.

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

⁷ WMATA Accessibility Advisory Committee, Meeting (Virtual) Minus, January 2, 2024, <https://www.wmata.com/about/calendar/events/upload/AAC-Meeting-Minutes-January-2-2024-Draft-Final.pdf>.

⁸ WMATA, "Title VI Equity Analysis – Service and Fare Changes FY2024 Operating Budget", <https://www.wmata.com/initiatives/budget/upload/FY24-Budget-Draft-Title-VI-Analysis-2023-04-05.pdf>

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

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

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

Sunrise Movement DC

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

ALEXANDRIA TRANSIT COMPANY

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

March 4, 2024

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

Dear Chair Smedberg:

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

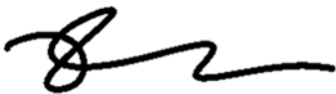
The Board appreciates that the revised FY2025 proposed operating budget avoids many of the draconian cuts to Metrorail and Metrobus service and frequencies called for in the General Manager's proposed budget, including that the revisions sustain critical bus services such as the 8W to parts of Alexandria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

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

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

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

Sincerely,



David Kaplan
Chair, Alexandria Transit Company

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

703.746.3274



dashbus.com



3000 Business Center Drive
Alexandria, VA 22314



343 of 552





Chair
Hon. Matt de Ferranti

March 5, 2024

Vice-Chair
Hon. David Snyder

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

Secretary-Treasurer
Hon. Sarah Bagley

City of Alexandria
Hon. Canek Aguirre
Hon. Sarah Bagley

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

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

Dear Chair Smedberg:

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

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

City of Fairfax
Hon. Catherine Read

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Juli Briskman
Hon. Matt Letourneau

Shared Sacrifice to Fund WMATA in the Short-Term

Commonwealth of Virginia
Hon. Paul C. Smedberg

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

Virginia General Assembly

Senate
Hon. Adam Ebbin
vacant

House of Delegates
vacant
vacant
vacant
vacant

Focus on a Long-Term, Sustainable Funding Solution

Executive Director
Katherine A. Mattice

NVTC recognizes the importance of maintaining world-class transit in Northern Virginia and remains committed to a sustainable, cost-effective WMATA system. Not only does WMATA provide access to employment centers, support regional environmental goals and enhance the quality of life of our region’s residents, our

[Value of Northern Virginia Transit to the Commonwealth](#) estimated that Metrorail accounts for approximately \$1 billion in statewide economic impact each year. In Virginia, funding WMATA is a joint partnership between NVTC localities and the Commonwealth. As Virginia, Maryland and the District of Columbia have made promising progress towards identifying additional funding to close the FY 2025 operating budget gap, **NVTC and the region must remain focused on a long-term, sustainable funding solution for WMATA and other transit providers in Northern Virginia.** We are pleased that WMATA may be able to avoid the draconian service cuts, station closures and layoffs outlined in the General Manager’s original proposed budget in December 2023 that would have imperiled WMATA’s ongoing ridership recovery and brought the region to a halt.

NVTC Supports WMATA’s Efforts to Strategically Reduce Service, Optimize Fares and Control Costs in the Revised FY 2025 Proposed Budget

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

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

NVTC supports the proposed 12.5% fare increase with up to 25% fare increases on late nights and weekends to adjust fares to reflect inflation and as a means to recover additional revenue while still maintaining a healthy ridership recovery. We encourage WMATA and the region to enroll eligible riders in Metro Lift, WMATA’s low-income fare pass. Even as fares increase, Metro Lift will provide eligible riders in need with 50% discounted rides. The revised proposed FY 2025 budget offers fare increases that successfully balance the needs of short and long-distance riders. However, in any future fare policy decisions on Metrorail fares and parking fees, we urge WMATA to avoid overburdening long-distance riders as they have not returned to Metrorail as quickly as other riders.

We commend WMATA for identifying **\$113 million in FY 2025 capital and operating budget cost savings measures** to complement the \$308 million in cumulative operating budget cost savings between FY 2018 and FY 2024. WMATA must continue to identify administrative and operating efficiencies and mechanisms to control costs across all modes and to also identify efficiencies in its capital program.

NVTC supports the FY 2025-2030 Capital Improvement Program’s (CIP) focus on addressing critical state of good repair needs and supports the proposed FY 2025 preventive maintenance (PM) transfer to help fully fund the operating budget; however, **we urgently remind WMATA and the region this funding lever should not be utilized in perpetuity** since it would accelerate the exhaustion point of dedicated capital funding bond capacity and threaten longer-term state-of-good-repair and modernization needs in the capital program. Even though this exhaustion point is several years away, we recognize that the current capital program and CIP is funding constrained and **a long-term solution for capital is needed.**

Maintain the Current, Board-Approved Subsidy Allocation Formula for FY 2025

In the context of this year’s budget and the short-term work we are engaged in, NVTC is concerned that the additional subsidy amounts proposed by the District of Columbia are not consistent with the traditional WMATA Board approved subsidy allocation formulae and **NVTC does not support creating a new subsidy allocation methodology this late in the budget process.**

With the pending rebaselining of the 3% operating cap, our jurisdictions expect WMATA to calculate the FY 2025 operating subsidy using the traditional subsidy allocation formulae which would provide a detailed breakdown of the subsidy by mode (Metrorail, Metrobus, and MetroAccess). NVTC localities offer a wealth of supplemental bus and paratransit services that reduce their need for Metrobus and MetroAccess services, and having an accurate accounting of their subsidy obligations to WMATA by mode is critical for them to important policy decisions around costs and service of their local systems.

NVTC looks forward to engaging with WMATA and the region to update the WMATA Board approved subsidy allocation formulae for use in future budgets. Indeed, if the region is to be successful in redesigning the Metrobus network, a new Metrobus subsidy allocation formula is fundamental to that effort.

NVTC Remains Committed to a Long-Term, Sustainable Funding Solution for Transit in Northern Virginia

While securing short-term (FY 2025) funding is critical, NVTC and the region must accelerate our collective efforts toward developing a long-term, sustainable funding solution for WMATA; in Virginia, that solution must include VRE and the other transit agencies in Northern Virginia who are also facing post-pandemic structural financial challenges. The work of NVTC’s Metro Funding and Reform Working Group and the Metro Funding, Reform, and Accountability recommendations in NVTC’s [2023 Report on the Performance and Condition of WMATA](#) provide the background, technical support and direction to find these solutions. The Virginia General Assembly is considering legislation that would create a Joint House of Delegates and Senate subcommittee to study and potentially recommend a dedicated funding package for WMATA and Northern Virginia transit agencies. This effort by the General Assembly represents a critical path towards finding those solutions. NVTC and its partner jurisdictions are committed to WMATA’s success and its role as a transit leader in the region.

NVTC also encourages the Federal government to accelerate its return to office efforts while ensuring that the return is spread across the entire workweek. WMATA, VRE and our local transit systems move

the Federal workforce, and those riders are vital role to the ongoing financial health and success of transit in Northern Virginia. Please do not hesitate to contact me or NVTC Executive Director Kate Mattice if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Walter Alcorn". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Walter Alcorn
Chair, WMATA Committee



City of Rockville
 111 Maryland Avenue
 Rockville, Maryland
 20850-2364
www.rockvillemd.gov

240-314-5000
 TTY 240-314-8137

March 5, 2024

The Office of the Board Corporate Secretary, SECT 2E
 Washington Metropolitan Area Transit Authority
 P.O. Box 44390
 Washington, DC 20026-4390

SUBJECT: WMATA Proposed FY 2025 Operating Budget

Dear Sir/Madam:

The City of Rockville would like to thank you for the opportunity to comment on the Washington Metropolitan Area Transit Authority (WMATA) Proposed FY 2025 Operating Budget and Associated Service and Fare Proposals. While Rockville understands the difficulties in balancing a budget, the City’s Mayor and Council strongly believes that WMATA plays a very important role in the transportation network in the Washington Metropolitan area, and it is necessary to continue this role at the highest level. The City of Rockville (City) supports WMATA’s efforts to continue providing adequate services that benefit the community in Rockville and surrounding neighborhoods, not just as a transit service, but also for safety, health, economics, and environmental benefits.

The City residents and visitors have already suffered from some recent cuts in service, and would appreciate if WMATA reevaluates the additional proposed cuts, which are significant and would strongly impact Rockville residents, visitors and businesses. The City would specifically like to advocate for the following:

1. Keep the Route T2 line between Rockville Metro and Friendship Heights. While Ride On currently provides weekend T2 service, this service is not provided during weekdays. This service would impact Rockville businesses as many of the workers depend on this service to reach their jobs. This is an important service for equity.
2. Keep the after-midnight service for routes C2 and C4, between Twinbrook Metro and Greenbelt Metro. This is an important service for safety and equity.
3. The City has concerns about decreasing Metrobus service hours by approximately 33 percent in each jurisdiction, increasing the time between trains serving across the system, turnbacks on the Red Line and Silver Line, the closure of 10 stations, and a 10 p.m. daily closing time across the system. This represents major cutbacks and will have serious implications on customers traveling to/from Rockville. Those cuts should be reevaluated, eliminated, or significantly reduced.
4. Having the red line trains turning back at Silver Spring will result in 15-minute headways between Shady Grove and Glenmont on weekdays and 20-minute headways on weekends and holidays. There is also a proposed reduction of 13 trains at rush hour, which represents serious impact on riders.
5. The City would also like to take this opportunity to request funding the improvements necessary to open the Twinbrook station tunnel 24 hours as an important safety measure.

MAYOR
 Monique Ashton

COUNCILMEMBERS
 Kate Fulton
 Barry Jackson
 David Myles
 Izola (Zola) Shaw
 Marissa Valeri
 Adam Van Grack

ACTING CITY MANAGER
 Craig Simoneau

CITY CLERK/DIRECTOR OF
 COUNCIL OPERATIONS
 Sara Taylor-Ferrell

CITY ATTORNEY
 Robert E. Dawson

Office of the Board Secretary

March 5, 2024

Page Two

Thank you for your consideration of this testimony and we hope that WMATA will reevaluate those cuts in service and will continue to provide the very important role in the transportation network in the Washington Metropolitan area.

Sincerely,

 _____ Monique Ashton, Mayor	
 _____ Kate Fulton, Councilmember	 _____ Izola (Zola) Shaw, Councilmember
 _____ Barry Jackson, Councilmember	 _____ Marissa Valeri, Councilmember
 _____ David Myles, Councilmember	 _____ Adam Van Grack Councilmember

Rockville Mayor and Council

cc: Craig L. Simoneau, Acting City Manager, City of Rockville
James Woods, PE, Acting Director of Public Works, City of Rockville
Emad Elshafei, PE, Chief of Traffic and Transportation, City of Rockville

February 26, 2024

Tim Weiler

[REDACTED]
Tucson, AZ 85743

Thomas Graham
WMATA Board of Directors
Washington Metropolitan Area Transit Authority
300 7th Avenue SW
Washington, DC 20024

Dear Director Graham,

Earlier this month, I started noticing that for FY 2025, WMATA may possibly have to provide service cutbacks, fare increases, layoffs, and so on as a result of an unprecedented \$750 million budget shortfall. This is of grave concern to me for, despite the fact that I reside in the State of Arizona, I follow public transit news across the country and have preferred to ride upon the Metrorail every time I visited Washington, D.C. With regard to Metrorail, what bothers me is the possibility of 10 stations closing down due to lack of funds to maintain and keep them open. As WMATA has several stations within Washington, DC, Virginia, and Maryland, I am greatly concerned that these stations may face the potential of shutting their gates for an undetermined period of time. What if these stations were permanently closed and never to open again? I admit that I somewhat shudder at the possibility of this occurring. Said stations could become eyesores and fall victim to blight which would require monitoring to see to it that there are no levels of criminal activity.

I am aware that the FY 2025 budget would take effect on July 1, 2024. I hope a solution can be found across all parties and funding entities involved that no doomsday scenario would come to pass. The people of Washington, DC, Virginia, and Maryland deserve to have a reliable transportation source in the Metrorail system and I pray that such a source will not disappear for good in the years to come.

Thank you for your time in reading this letter and all the best of luck moving forward.

Very Sincerely,



Tim Weiler



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
 BOARD OF SUPERVISORS
 FAIRFAX, VIRGINIA 22035

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chairman@fairfaxcounty.gov

JEFFREY C. MCKAY
 CHAIRMAN

March 5, 2024

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

Reference: Washington Metropolitan Area Transit Authority FY 2025 Operating Budget and Associated Fare and Service Changes and FY 2025-2030 Capital Improvement Program

Dear Mr. Smedberg:

On behalf of the Fairfax County Board of Supervisors (the Board), I am writing to share our comments and concerns regarding the Washington Metropolitan Area Transit Authority's (WMATA) proposed FY 2025 Operating Budget and Associated Fare and Service Changes, as well as the FY 2025-2030 Capital Improvement Program (CIP). This letter focuses on four areas: the long-term viability of WMATA's operating and capital budgets, the need to maintain the three-percent cap on expenditures, and the FY 2025 proposed service cuts.

The Board is deeply concerned about FY 2025 and future WMATA budgets – both operating and capital. The current financial path is unsustainable, which we have known for some time. Just a few short years ago, the Commonwealth and the County made a historic commitment to fund WMATA's capital program, which would free up funding to support future operating budgets. Unfortunately, the increasing use of these funds to make debt service payments and the need to use Preventative Maintenance funds to support operating expenses, when combined with inflation, is depreciating the annual value of that contribution. Efforts to complete long deferred capital maintenance and to convert the bus fleet to zero-emissions are now at risk.

While we were addressing WMATA's capital needs, a three-percent cap on annual operating costs was adopted by the Commonwealth to ensure operating budgets grew in a responsible and predictable manner. The need for the three-percent cap is evident now more than ever, as costs are spiraling out of control. The Board asks WMATA to redouble efforts to control costs and the cap is an important tool for doing so.

WMATA staff and the WMATA Board must work even more closely with jurisdictional partners about how best to address these historic budget challenges. In addition to controlling costs, we would encourage WMATA to continue efforts to identify and secure non-fare and non-jurisdictional revenues. The region's citizens and our economic viability depend on a fully functional Metro system.

Regarding fare box revenues, the Board understands that fares and parking rates have not risen in many years and are not keeping up with inflation. The Board recommends phasing the increase to the maximum fare from \$6.00 to \$7.50 over two years to smooth the impact. Conversely, the Board encourages WMATA to re-examine maintaining the parking rate, as opposed to raising it from \$3.40 to \$5.95. The impact of raising the parking rates while simultaneously increasing the maximum fare will dissuade ridership when the system is already struggling to regain ridership as it is.

Mr. Paul Smedberg
March 5, 2024
Page 2

Maintaining current levels of service while serving fewer passengers, coupled with an unprecedented budget shortfall, is unsustainable. The initial proposed FY 2025 Operating Budget, with associated fare and service changes, and the FY 2025-2030 CIP reflect this reality. However, the Board takes issue with elements of WMATA's initial budget approach to solving the budget crisis. The use of the maximum amount of Preventative Maintenance funding to support operating expenses for FY 2025 is generally not a sound strategy and should not be used more than one fiscal year. Moreover, the initial service cuts to Metrorail and Metrobus proposed in this budget are severe and not equitably dispersed.

The Fairfax County Board of Supervisors is hopeful that the WMATA compact jurisdictions are able to secure the additional funding necessary to prevent the most severe service cuts contained in the initial budget proposal. For example, WMATA simply cannot shut down 10 Metrorail Stations, many of which may be on the Silver Line. Eliminating critical transit access for commuters to Washington D.C. will only have negative consequences. Fairfax County commuters, in particular, will be severely impacted by this proposal. Fairfax County reoriented Connector bus routes to serve these new stations. Closures would force the County to re-route Connector services again, which would make trips longer and more time-consuming. Commuters may have little choice but to take their cars, which will further congest roadways and add to poor air quality. Commuters who give up on Metrorail as a viable alternative may never come back to the system.

Proposed cuts to Metrobus service are also equally problematic. Every single Metrobus route in Fairfax County will either be eliminated or reduced, according to the initial proposed budget. That is not acceptable, especially considering that Metrobus ridership is almost back to pre-pandemic levels. If Metrorail services are cut, low-income passengers, in particular, must have a transit alternative that they can fall back on. This budget proposal would be a disaster for the most vulnerable populations in our County and in the WMATA service area. Also, the Board is concerned that Fairfax County and the other outlying jurisdictions are taking the brunt of the proposed service cuts. Any proposed service cuts should be more equitably distributed among the regional partners. Furthermore, proposed service eliminations or cuts should be explained in greater detail, with justifications provided. This budget offers no such explanations or justifications, it just creates more equity issues. As the largest majority minority jurisdiction in the Commonwealth, Fairfax County's residents who are low income and people of color make up the majority of the county's Metrobus riders, consistent with WMATA rider trends regionally. Unable to afford to live near where they work, Metrobus service is essential and to ignore the needs of these riders could cause further strain as they are key contributors to the regional economy.

WMATA's proposal to reduce the service area of MetroAccess to conform to the federally prescribed area, three-fourths of a mile from fixed route service or a rail station, is also a poor idea. Fairfax County, as well as other counties within the WMATA service area, has transit dependent populations that fall outside of these boundaries. They cannot simply be cut off from critical transportation to jobs, medical appointments, and other important services. On the other hand, the need for MetroAccess service hours to mirror the rest of the fixed-route system is understandable.

In summary, the Fairfax County Board of Supervisors acknowledges that WMATA is confronted with significant challenges after the last several years and is now trying to continue to rebuild ridership and restore confidence in the system. It is imperative that WMATA communicate regularly and often with jurisdictional partners, who are standing ready to work to help fix this problem, and I implore you as the general manager to be present during meetings as we work on a sustainable funding appropriations approach for years to come.

Thank you for your consideration of the Fairfax County Board's comments. We request a formal response to this letter and assurance that you and your staff will make every effort to maintain robust lines of communication throughout the adoption of the FY 2025 budget and beyond. If you have any questions, please call Brent Riddle at (571) 393-0183 or me at (703) 324-2321.

Mr. Paul Smedberg
March 5, 2024
Page 3

Sincerely,



Jeffrey C. McKay
Chairman

cc: **Members, Fairfax County Board of Supervisors**
The Honorable Tim Kaine, Senator, United States Senate
The Honorable Mark Warner, Senator, United States Senate
The Honorable Donald Beyer, Congressman, United States House of Representatives
The Honorable Gerry Connolly, Congressman, United States House of Representatives
The Honorable Jennifer Wexton, Congresswoman, United States House of Representatives
Members, Fairfax County Delegation to the Virginia General Assembly
Bryan J. Hill, County Executive
Rachel Flynn, Deputy County Executive
Gregg Steverson, Acting Director, Department of Transportation
Noelle Dominguez, Chief, Coordination and Funding Division, Department of Transportation
Brent Riddle, Chief, Coordination Section, Department of Transportation



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

March 5, 2024

Mr. Paul C. Smedberg, Chairman
Office of the Board Secretary
Washington Metropolitan Area Transit Authority
600 5th Street, N.W.
Washington, D.C. 20001

Re: Testimony by the City of Bowie's City Council regarding the Washington Metropolitan Area Transit Authority's Proposed Fiscal Year 2025 Operating Budget and Associated Services and Fare Proposals, Docket Number B24-2

Dear Mr. Smedberg:

We are reaching out to you to express our serious concern with the recommendation in the proposed Fiscal Year 2025 budget for the Washington Metropolitan Area Transit Authority ("WMATA") to eliminate three bus routes and curtail bus route in the City of Bowie area. According to the proposed budget, WMATA plans on eliminating bus routes B21 and B22 (Bowie State University Lines), bus route B24 (Bowie-Belair Line), bus route 27 (Bowie-New Carrollton Line) and curtailing the bus route for bus line C28 (New Carrollton-Pointer Ridge).

These proposed cuts would have a detrimental effect on the residents of Bowie by leaving the City with even more limited transit options. These limited transit options would impact low-income, elderly, and disabled residents. Likewise, the elimination of the bus routes will have a profound impact on Bowie State University and its students. As a vital mode of transportation for many students, these bus routes provide crucial access to educational opportunities, employment, and essential services. Without them, students may face increased difficulties in commuting to campus, resulting in potential barriers to their academic success and overall well-being. In addition, for those students who rely on public transportation due to financial constraints or lack of personal vehicles, the elimination of these routes could further exacerbate existing challenges and inequalities.

The repercussions of these cuts cannot be overstated. They will force more residents into single-occupancy vehicles, leading to increased traffic congestion, higher greenhouse gas emissions, and longer commutes. Such actions directly contradict the goals of your Bus Transformation Project, aimed at reducing congestion, emissions, and improving transit accessibility and efficiency. These cuts are also in opposition to the MWCOG's Transportation Planning Board's Visualize 2050 where incentives to drive less and use more public transportation are part of the goals. As a member of the MWCOG's Transportation Planning Board, it would seem that you are working against the goals instead of supporting the goals.

Moreover, these routes are integral to Bowie's future transportation plans, as outlined in our collaborative efforts with the Maryland National Capital Park and Planning Commission ("MNCPPC") and Prince George's County in the Bowie Master Plan. Our vision involves an integrated transportation network encompassing roads, rail, bus transit, and trails. Eliminating these routes undermines this vision and jeopardizes the City's development goals.

The City of Bowie also encourages you to better communicate the details and effects these proposed cuts will have on the communities affected. We feel that it is important to engage the communities in issues that affect their daily lives. We request that you revise your recommendation and maintain all the proposed bus routes in the interest of our residents.

We look forward to working with you to meet our shared goal of a better transportation system for all residents and their communities.

Sincerely,



Bowie City Council
Timothy J. Adams
Mayor

CC: The Honorable Ingrid S. Watson, Prince George's County Councilmember
Mr. Joe McAndrew, WMATA Board of Directors, WMATA
Mr. Thomas Graham, Alternative WMATA Board of Directors
Mr. Michael Goldman, Alternative WMATA Board of Directors



GEORGETOWN UNIVERSITY

March 5, 2024

Office of the Board Secretary
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024

To Whom It May Concern:

Thank you for the opportunity to submit comments regarding the recent proposal by the Washington Metropolitan Area Transit Authority (WMATA) to eliminate several Metrobus routes that serve the Georgetown neighborhood as part of WMATA's proposed service changes for fiscal year 2025. On behalf of Georgetown University (Georgetown), I write to share our strong objection to WMATA's proposal to eliminate the existing G2 route (P Street-LeDroit Park), D2 route (Glover Park-Dupont Circle), and D6 route (Sibley Hospital-Stadium Armory).

Georgetown has been an anchor institution in the greater Washington, DC, community since 1789 and is the District's largest private employer. As a global research university with ten schools and an affiliated hospital, our historic university serves as a regional hub. Approximately 17,000 Georgetown undergraduate and graduate students take classes across multiple locations in DC. Our university is the workplace of thousands of faculty and staff in the District of Columbia and throughout the region, and thousands of visitors attend public events hosted by the university each year.

Many of Georgetown's thousands of students, faculty, and staff depend on Metrobus for their daily commutes. In an average week, Georgetown and MedStar Georgetown University Hospital generate an estimated 13,500 Metrobus trips. Because the Georgetown neighborhood does not have a Metrorail station, we are particularly dependent on Metrobus. Access to a dependable and accessible public transportation system is essential to our University community and relates directly to matters of equity, sustainability, accessibility, and quality of life.

By eliminating the G2, D2, and D6, WMATA's proposal would eliminate all current Metrobus stops that service the university's main entrance at 37th and O Streets NW, the Car Barn at Prospect and 36th Streets NW, and the university's northern entrance at 38th Street and Reservoir Road NW. Under this proposal, anyone traveling to Georgetown's campus via Metrobus would have to walk nearly half a mile from the nearest bus stop to reach campus. To move access to Metrobus service farther away from our campus – when such a ride is often just one leg of a rider's total commute – will strongly disincentivize use of public transportation, promote the use of single occupancy vehicles and rideshares, and increase parking and congestion in the neighborhoods surrounding the university. Removing the university's only

nearby access points for public transportation would also be prohibitive for individuals with disabilities or mobility restrictions and will end up further taxing WMATA's already-stressed Metro Access program.

Elimination of these stops would also severely undermine Georgetown's partnership with WMATA through the [Hoya Transit Program](#). The university has invested more than half a million dollars to provide Metro passes to students over the past two years. In the last year, Georgetown students took more than 14,000 rides on the G2, D2, and D6 thanks to the convenience of these bus stops.

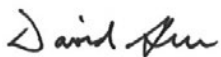
Eliminating the above-mentioned routes would also undermine critical transportation priorities and commitments the university has established through our [Campus Plan](#), which was developed in partnership with community leaders and the DC Government. These commitments recognize our shared goals of reducing traffic, promoting sustainability, and contributing to the quality of life for our neighbors. Preserving the current routes is essential to ensuring Georgetown is able to meet the ambitious transportation goals established in our Campus Plan.

Finally, WMATA's proposed changes would also affect public transportation use as it continues to recover from the effects of the pandemic. Post-pandemic ridership of the G2 shows a clear increase in daily entries year-over-year from 2020-2024 as community members use this route to access Georgetown's campus and travel into the city. Ridership of the D2 and D6, especially during weekday service, shows growing reliance on these bus lines for commuters to the Georgetown neighborhood and beyond. All three routes are nearing their pre-pandemic levels of ridership.

WMATA has previously proposed changes to the G2 and D2/D6 lines that would have similarly impacted public transportation access to Georgetown's campus if they were enacted. For good reasons, these proposals were consistently and soundly rejected by WMATA leadership. We respectfully request that WMATA once again take steps to preserve the current service routes of the G2, D2, and D6 lines.

Thank you for your consideration.

Respectfully,



David B. Green
Senior Vice President and Chief Operating Officer
Co-Chair, Georgetown Community Partnership



CITY OF FALLS CHURCH

March 5, 2024

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

Re: Proposed FY2025 Budget/City of Falls Church Public Comment

Dear Chair Smedberg:

The City of Falls Church has long supported transit and the vital benefits it provides to our region. We understand the budgetary challenges of the \$750M operating funding gap, with proposed reduction to \$480M gap, which resulted from the end of COVID-19 federal relief funds and loss of ridership. The City remains extremely concerned that the strategy to reduce the gap is one of shifting one-time funds to operating expenses, imposing severe service cuts, and expecting localities to pay for the funding gap. Therefore, the City supports WMATA's continued review of internal efficiency and detailed cost analysis for the near-term mitigation as well as advocating to the Commonwealth of Virginia for long-term dedicated funding solution. As WMATA works to reduce budget shortfalls the City notes:

1) Areas of Support

- a. Right size rail and bus service levels to demand along with:
 - a. No service reductions to the East Falls Church and West Falls Church Metrorail Stations as station closures or turn-arounds are considered;
 - b. No service reductions to bus route 28A;
 - c. Preserve reliable bus service (higher frequency service and on-time) since bus service generally supports the most vulnerable and/or transit dependent riders for job access;
- b. Implement permanent fare increases that balance ridership and revenue with fare optimization and enforcement for improved cost recovery; support enrollment in Metro Lift;
- c. Ensuring Title VI compliance provide system-wide benefits;
- d. Continue the critical capital program and CIP to advance goals of safety, reliability, and state of good repair;

- e. Support WMATA and the regions effort to seek additional funding from the Commonwealth of Virginia for maximum amount possible and at minimum a 50/50 split of \$65M for FY25 and \$84.5M for FY26;
- f. Support a state code temporary two-year suspension of the 3% cap requirement for FY25 and FY26 for fiscal response flexibility so WMATA is able to receive additional and needed funding above 3% level increase; 3% cap is a valuable cost containment tool that encourages innovation and operational efficiency analysis; and
- g. Support studying the long-term funding needs and cost-containment measures if the region and state come together to solve the FY25 and 26 funding gap, there will still be large deficits and structural budget problems in FY27 and beyond. It is necessary to study long-term funding needs as well as cost-containment measures.

2) Areas of Concern

- a. Insufficient internal ongoing efficiencies identified to date necessitating additional analysis;
- b. Using one-time federal funds for operating vs retaining commitment to capital reinvestment;
- c. Assessment and renegotiation of collective bargaining agreements specifically that pension liability should be calculated on base salary only, without including overtime and bonus;
- d. The City does not support the estimated 14% increase in the City's operating budget subsidy, which is a direct impact on City taxpayers and needs to be reduced with WMATA cost containment and Commonwealth of Virginia increased funding; and
- e. City continues to support local revenues for the capital program remaining unchanged from the current fiscal year.

The City looks forward to working with WMATA and the other funding jurisdictions to balance needs with a sustainable level of jurisdictional support as part of the FY2025 budget process as well as long term dedicated funding solution.

Sincerely,



Letty Hardi
Mayor



David Snyder
Councilor

Cc: City of Falls Church Council Members
F. Wyatt Shields, City Manager
Cindy L. Mester, Community Relations and Legislative Affairs Director
Kiran Bawa, Director of Finance
Melissa Ryman, Deputy Director of Finance
Paul Stoddard, Director of Planning
Kerri Oddenino, Principal Planner
Caitlin Sobsey, Capital Improvements Program Coordinator



DC Amplified. Life Simplified.

**WMATA Public Hearing
FY2025 Budget
Virtual Hearing
Wednesday, March 5, 2024**

My name is Emeka Moneme, president of the Capitol Riverfront BID. On behalf of the undersigned stakeholders in Buzzard Point, I am here to speak on the proposed service changes to Route 74 in the District of Columbia. Route 74 (Convention Center-Southwest Waterfront), which runs from downtown DC to Buzzard Point is proposed to be eliminated. I am writing to you to advocate for the retention of funding for the 74 bus line in the 2025 budget. This bus line serves as a vital lifeline for residents in our community who are not in close proximity to Metrorail lines and rely on public transportation for their daily commute to work and school.

Capitol Riverfront includes everything south of Interstate 695 in Southeast DC down to the Anacostia River between Fort McNair and South Capitol Street SE to the Phillip Sousa Bridge. This area is home to over 20,000 people, provides jobs for 36,000 people, has 7.1 million square feet of office space, 1,400 hotel rooms and 88 restaurants. It also boasts hundreds of events, 10 acres of parks and programmed space, retail, restaurants, and activities that support an outdoor and active lifestyle year-round. It offers places and experiences that people in this region and visitors seek out in the District.

Within Capitol Riverfront, Buzzard Point is a rapidly developing subarea catalyzed by the opening of Audi Field, access to the water, and proximity of the Capitol Riverfront's urban neighborhood amenities. Capitol Riverfront itself is approximately 73% built-out on our way to over 35 million square feet of new development. Currently, over 1,300 apartment and condominium units have delivered in Buzzard Point, with approximately 1,600 residential units and over 85,000 SF of restaurant/retail space under construction. Over the next 12 months, Buzzard Point will transition from emerging to an active, high density, mixed-use urban neighborhood and riverfront destination, approaching a population of nearly 5,000 residents by end of 2025.

At buildout, Buzzard Point is expected to have over 5,000 new residential units, several new hotels, new office space, additional retail, and entertainment uses, and play host to a variety of stadium activities beyond DC United home games. Buzzard Point could be home to over **7,500** new residents. However, Buzzard Point is on a peninsula and does not have great connectivity to adjacent neighborhoods and transit service.

While Audi Field and Nationals Ballpark are walkable from either the Waterfront or Navy Yard/Ballpark Metro stations for events, it is less convenient for residents and workers in Capitol Riverfront and Buzzard Point on a day-to-day basis. DC Central Kitchen is a prime example of this need.

DC Central Kitchen (DCK) is an iconic nonprofit and social enterprise that combats hunger and poverty through job training and job creation. The organization provides hands-on culinary job training for individuals facing high barriers to employment while creating living wage jobs and bringing nutritious, dignified food where it is most needed. DCK is located at the southernmost tip of Buzzard Point and the 74 bus provides an essential lifeline and access to work for many of its employees.

Furthermore, retaining funding for the 74 bus line aligns with WMATA's commitment to equity and accessibility. As a public transportation agency, it is crucial to ensure that all residents, regardless of their socio-economic status or geographic location, have access to reliable and affordable transportation options. Cutting funding for the 74 bus line would disproportionately impact low-income residents and exacerbate existing transportation inequalities.

It for these reasons that the Capitol Riverfront BID has historically advocated for better accessibility through transit connectivity. **We do not support the proposed elimination of WMATA Bus Route 74. It will impair the accessibility of Buzzard Point and limit the mobility of this growing residential, employee, and visitor population.** This essential bus service will allow new residents and employees, as well visitors to the soccer stadium and restaurant/retail offerings and the riverfront, a chance to arrive without a car. There is very little public parking in Buzzard Point, and none was built to support Audi Field.

We also encourage WMATA and the District of Columbia to collaborate and seek creative solutions to ensure the accessibility of the neighborhood and mobility of its residents and workers. In addition to Metrobus service, Capitol Riverfront is served by the DC Circulator's Eastern Market-L'Enfant Plaza bus line and micro-mobility service provided through the Mobility Innovation District (District MID). There may be opportunities to collaboratively and efficiently deploy resources and transit to and throughout the Capitol Riverfront.

To summarize:

- **The Capitol Riverfront BID and its stakeholders are in strong opposition to the elimination of Bus 74 service into Buzzard Point.**
- **We admonish WMATA and DDOT to recognize the residential and commercial growth in Buzzard Point and identify solutions to the immediate and clear transit service needs of the neighborhood.**

Thank you for the opportunity to testify in opposition to the proposed extension elimination of WMATA bus line 74 as part of WMATA's FY2025 Operating Budget.

Very sincerely,



Emeka Moneme
Capitol Riverfront BID



Adam Gooch
Akridge



Scott Moseley
Steuart Investments



John McCarthy
Berkshire Residential Investments



Drew Turner
Douglas Development

Elif Sen
Cambria Hotel Washington, DC Navy
Yard-Riverfront

cc:

Mayor Muriel Bowser
Deputy Mayor Keith Anderson
Chairman Phil Mendelson
Chair Pro Tempore Kenyan McDuffie
Councilmember Charles Allen
WMATA Director Tracy Hadden Loh
WMATA Director Valerie-Joy Santos
Interim Director Sharon Kershbaum

**Comments on WMATA Proposed FY2025 Budget
From Ann Lane Mladinov, Commissioner, ANC3A05
2819 39th Street NW, Washington, Dc
March 5, 2024**

As a resident of Washington, DC, living in Cathedral Heights neighborhood, for many years I have relied on Metrobus to get to work, to meetings, to grocery stores and other shops, medical appointments, and other essential destinations that are beyond walking distance.

I have spent most of my career working on transportation, including as an Industry Analyst and Economist at the USDOT, after getting a master's in City and Regional Planning specializing in Transportation. I also have been serving my community in Glover Park-Cathedral Heights for nearly 10 years as an Advisory Neighborhood Commissioner, in ANC 3B from 2014-2022 and in ANC 3A from 2022-2024. Transportation has always been one of the major issues that my ANC has been called on to address. And every year that WMATA proposes to adjust Metrobus routes and services, residents and businesses in my neighborhood have faced significant effects, driving the ANC Commissioners to keep up with the details of budget and operating decisions and taking a position on behalf of the community and the well-being of the District residents as a whole.

This year with the dire financial challenges facing WMATA, I and my colleagues serving as Commissioners have again been raising strong concerns about the potential effects of proposals to reduce bus services used by residents, students, workers, and visitors to the areas we represent. That includes both ANC 3A and ANC 3B (which included my home until redistricting shifted the boundary in 2022). The neighborhoods I have served in ANC 3A and now in ANC 3B are highly dependent on Metrobus because the nearest Metrorail stations are a mile or more from most residents. ANC 3A and ANC 3B have both voted to take official positions to share with WMATA, expressing strong opposition to the changes contained in the Docket for the FY2025 budget and for any changes that would eliminate, significantly reduce, truncate or otherwise curtail access to Metrobus service for current and prospective riders in our community.

I am submitting these additional comments as an individual to expand on the concerns about the proposed WMATA FY 2025 budget. We all faced a somewhat similar situation in early 2020, when a much reduced budget was also proposed and the Board presented plans to the public for eliminating and/or consolidating a very large number of Metrobus routes in order to save money. At that time, I attended the forum WMATA held for ANC Commissioners and I participated in the community hearings in DC and adjoining jurisdictions to hear from all the witnesses. That was an excellent way to get a full sense of the role that Metrobus service plays in people's lives and the severe adverse consequences they were anticipating. A large number of riders and local officials worked together that year to share our concerns and WMATA listened.

When the final FY 2021 budget was presented to the Board for approval, the vast majority of Metrobus routes serving our area and across of the District had been restored. Very sadly for us all, the Board vote almost coincided with the shutdowns necessitated by COVID-19, and we almost instantly lost some of the routes that we had just successfully advocated for WMATA to preserve, and during the course of the following 3 years, we lost even more of those important services. Now the region is looking at similarly drastic proposals to curtail Metrobus services--in multiple cases, the same changes that were proposed for FY2022 when residents worked with WMATA to defeat those plans.

I recognized that times are different. Some residents who formerly rode the bus for their daily commute have never returned to working at the office, or only go to the office one or two days a week. Downtown buildings are only 40-60% occupied. Many young people chose to leave their apartments in downtown Washington and live and work outside the city. People's shopping patterns and recreation and leisure activity schedules have changed. WMATA's ridership has not returned to its pre-COVID levels, particularly on weekdays.

In the intervening years, the WMATA staff and partners also have undertaken a transformation project reflected in some of the Better Bus proposals released to date, which envision complete reconfiguration of the Metrobus system and other bus services in the region. The Better Bus "Visionary Network" and related operating plans are still in development, after an initial round of comments last summer, and WMATA has committed to sharing the revised map and near-term adjustments produced in that project. Robust Community Engagement reaching to all elements of the bus-riding public will be needed and essential for shaping those plans. That work will have to be brought into WMATA's the evaluations of further changes in Metrobus services as the new fiscal year progresses and the transportation and financial situation evolve over coming cycles.

I hope WMATA will continue to recognize the need for involving riders and the overall population in considering the future shape of our public transportation system for the region, and not take hasty action to make short-term changes that would cut off long-time riders who have relied on and sustained the system. That is why I emphasize in my comments below the importance of maintaining quality bus service to neighborhoods in the District that depend on Metrobus, and not eliminating key Metrobus routes that people use because they do not have access to Metrorail, or Metrorail does not serve the locations they need to reach.

As the staff and leadership of WMATA must know, Metrobus is the workhorse of the system, a fundamental feeder to Metrorail, and a lifeline for countless individuals and households who could not live, work, study, or continue to thrive in the Washington area without these services.

Thank you for the work that the Board and staff have done in developing a proposed budget and revised budget in this difficult year, and particularly for pursuing additional contributions from the District of Columbia, Maryland, and Virginia to support WMATA operations and capital investments in FY2025. In the face of a projected \$750 million shortfall, more funding is desperately needed to provide adequate public transit services across the region and carry out the basic mission of the Metrobus, Metrorail MetroACCESS. I hope and trust that much or all of the promised addition funding from the three jurisdictions will be delivered for FY2025, and WMATA will be able to develop a revised budget that sustains most services without harsh increases in fares for the people who need the service and can least afford to pay significantly more.

Maintaining a functional transit system is essential for the entire area, the economy, employment, education, cultural life, recreation, tourism, and the environment for the coming year and will make it possible to sustain the quality of life and the work of the government, businesses, schools, non-profits, and other institutions, as well as the regional transportation network for the longer term future. Students of government have long understood that one of the most difficult challenges is to operate regional services that span state lines. There is no constitutional provision for such entities to have taxing authority. If we could organize a "state of WMATA" and institute a dedicated tax to support transit, that would be a huge help. But that is not in the cards. We have to keep working together to find a substitute source of funds that is flexible and generous enough to meet the need.

KEY POINTS

- Metrobus routes provide vital services to dense DC neighborhoods outside practical walking distance of Metrorail.
- It is vital not to eliminate bus routes that are getting workers, students, families, and seniors to vital destinations, particularly if they would have no reasonable transit alternative.
- Commuting trips for work (or school or other purposes) often do not involve radial trips to and from downtown; other routes are needed that don't necessarily form a neat grid using arterial streets.
- Because of the region's geography as well as history, there are many neighborhoods around the edge of the District that have fairly densely populated blocks of apartments and homes that are not entirely along major corridors. They need Metrobus service too.
- To be viable for the long term, a transit system needs to offer frequent service on major corridors and regular service on feeder routes that people rely on. Without bus service, many neighborhoods could not survive and sustain their residents effectively.
- In this difficult budget year, WMATA needs to try to retain as many riders as possible in the FY2025 operating plan and in a similar vein develop a Better Bus network and preliminary action plan that will also continue to serve bus-dependent populations and neighborhoods.
- Plans for a revised Better Bus network map and Year One operating plan should get full public review and comment to ensure a high level of public understanding and feedback so the initial steps toward transforming the system will bring steady improvements without destroying important parts of the network and driving large numbers of rider to use private motor vehicles.

COMMENTS ROUTE BY ROUTE IN MY COMMUNITY

D2

The D2 is the essential route serving the interior of the Glover Park neighborhood, which occupies about a half mile square area bounded by Wisconsin Avenue on the east but not served by through routes running east and west or north and south between Cathedral Avenue and Whitehaven. The D2 takes workers to and from the Dupont Circle area to the east. The service is important for hundreds of people going to their place of employment, shopping, education, health care, museums, dining, entertainment and recreation, from Dupont Circle through upper Georgetown to Glover Park. The D2 serves Duke Ellington School of the Arts and Hardy Middle School, as well as most of the south, central, western and northern Glover Park neighborhood. It is a densely settled community of row homes and apartments both small and large, with many seniors as well as students and families. Apartments are particularly clustered long Glover Archbold Park, at the western edge of the neighborhood, and many of them do not have their own private motor vehicles, so they are heavy dependent on bus transit. As the WMATA staff has recognized themselves, there are no good public transit alternatives for people living 6 or 8 or 10 blocks from Wisconsin Avenue and Massachusetts Avenue, along streets that involve climbing up and down steep hills to reach the nearest arterials.

N2/4/6

This bus line serving constituents in my immediate ANC area also serves a large number of seniors and others living in high-rise apartments and condominiums on Cathedral Avenue as well as New Mexico Avenue, off a major arterial. The area is hilly and not all the residents can walk to Massachusetts or Wisconsin Avenue to use a bus to get to work, medical appointments, shops, restaurants, religious services, or the Iona Senior Services at Tenleytown or St. Alban's. The N bus line is an essential link for residents. If WMATA chose to remove that connection, or eliminate service on weekends (when the N6 currently is the only option, since the N2 and N4 only operate on weekdays), people would be left with no practical transit alternative. Contrary to some people's assumption, not all residents in this area are wealthy. In addition, many service workers including home aides or health aides who assist residents rely on transit to get to and from work, not just on weekdays but also on weekends.

M4

The M4 route runs from Knollwood near Rock Creek Park along the District's northern boundary with Maryland, through Tenleytown all the way to a large and highly respected private hospital now affiliated with Johns Hopkins, Sibley Hospital, located at the southern end of the Dalecarlia Parkway. If WMATA eliminated the M4 (as well as the D6, discussed below), there would be no transit service to this major center for health care services, including for workers who need to get to and from work. That would be a significant failure in the transit network.

D6

The only bus on MacArthur Boulevard in the District, serving the Palisades neighborhood as well as Foxhall Village and Reservoir Road into Georgetown. The Palisades area is developing an increasing number of affordable apartments along MacArthur. In addition, the D6 is the only Metrobus route serving the newest DCPS public high school, MacArthur High School. Residents and several local ANCs had asked if WMATA could offer special buses to MacArthur but that has not been worked out

Special Buses Serving Deal Middle and Jackson-Reed High School

Losing these buses would be a tremendous loss for the students from east of Rock Creek Park who attend or plan to attend these high-quality schools, where out-of-boundary students make up a higher than average percentage of the student enrollment. Jackson-Reed is the largest high school in the District, and offers course work, athletics, and other activities that no other DCPS school can duplicate. Forcing the students and families to shift to another school for lack of affordable transportation would be a terrible loss. Flooding the limited number of roadways through Rock Creek Park with increased private motor vehicles to get students to and from school would also be a less than desirable alternative.

31/33

The original FY2025 budget reflected in the Docket would truncate the route of the 33, making Potomac Park/Foggy Bottom its eastern terminus rather than Federal Triangle/Archives. That would mean that the 30 line buses would no longer carry riders from upper NW to the heart of downtown, much less to Capital Hill or SW or SE. Riders who want to get to Federal Triangle or Metro Center/Gallery Place would have to transfer to Metro or a second bus. The proposed changes in bus routes 31/33, and 32 and 36 would also mean a significant loss in transit access for workers going from downtown or south of the National Mall to jobs or school in Georgetown or along Wisconsin Avenue. This would be a violation of WMATA's commitment to maintain long-standing bus connections between far SE and far NW, which the founders of WMATA had promised to continue when they took over the region's private bus lines. Jim Hamre knew this and shared the commitment with the ANC members, but he has retired, and

current planners do not appear to remember. Ending the 32 and 36 at Potomac Park was not ideal but at least there were some direct connections to the 30-line buses at Archives or in Foggy Bottom. The drastic cuts in the proposed FY 2025 budget would cut off the 32 and 36 at L'Enfant Plaza buses, leaving no logical way to connect to Wisconsin Avenue without transferring to Metrorail and then most likely another bus.

Dependence on Bus Service

Metrobuses are the primary feeder system for Metrorail.

As WMATA's reports have recognized, Metrobus is the essential transit service for neighborhoods around the District, not all of which are served by Metrorail. That is certainly the case in my area.

Ridership on Metrobus routes has returned to a higher share of pre-COVID levels, compared to Metrorail. Metrobus riders include more people of color, lower household income, and lower car ownership than Metrorail. It is clear that many people are relying on current Metrobus routes and services to get to essential destinations including work, school, shopping, medical care and other services. And riders with low and/or fixed incomes may choose to use Metrobus because the fares are more economical, the service feels safer and more personal, and in many cases they can get closer to their homes or destinations.

As the routes reach further toward the edges of the District, the neighborhoods have fewer businesses and office buildings and a larger share of residential buildings. Correspondingly, the street network includes more local residential streets and fewer arterial streets. And for the transit system to serve these outlying areas, Metrobuses have to operate on smaller streets. That may not create the ideal circumstances for transit service, but that is the reality, because of the historical development patterns in the Washington area and because of the topography.

Nature of the Geography

Washington, DC, was intentionally sited at the fall line of the Potomac River. That means the land rises up hills and rocky ridges in all directions.

That has also meant that toward the outer edges of the District, the street grid cannot always be a rectilinear grid, and it does not. There are winding streets along the contours of hills. The diagonal avenues with state names have to "kink" to match the geography.

There was a plan to build roadways down the middle of several parks in NW including Glover Archbold Park and Whitehaven Park, and add more parkways or high-speed boulevards to fill out the grid. But those roads were not built—to the benefit of the tree canopy, access to parks and recreation, and quality of life in adjoining neighborhoods.

Major bridges were built at several locations across Rock Creek Park but for the narrower valleys farther to the west, causeways were built across the stream valleys to extend Massachusetts Cathedral, and New Mexico Avenue through Glover Archbold Park.

As car ownership became more widespread, many of the areas around the park were developed as apartments, in some cases higher-rise buildings than any other nearby structures because the steep

grade of the lots allowed units to be built at the back of the properties on several floors below the ground floor entrances.

The Census shows that residential density in Glover Park and Cathedral Heights is higher than in most other neighborhoods in NW Washington west of Rock Creek Park, because of the number of apartment buildings, condominiums and row homes. That has contributed to high residential density off the main avenues such as Wisconsin Avenue.

No one can wish away the urban structure. Over time, physical development patterns can evolve and change. But all experts agree that most of the buildings now in place are going to continue to exist for decades to come; barring massive water level rise and catastrophic floods or storms or other disasters, most of the land to be developed in Washington has already been built on and the large proportion of the housing including homes and multi-family buildings that we see today will remain for decades, potentially with increased density. That is going to be the market that WMATA needs to serve.

Planners may look at the map and conclude that the bus system could operate more efficiently if it didn't have to serve all the routes now included in the WMATA map. It may well be that ridership could be higher if there were more frequent buses on arterial streets. Bus planners and decisionmakers in all three jurisdictions have to pay attention to the realities of where people live and where they need to go for work and other purposes.

I have not heard that WMATA has had new origin-destination study done. We know that not all jobs are located downtown, particularly post-pandemic. Many jobs are in suburban locations. And the work trips are no longer primarily radial. People travel in all directions to get to employment-whether east-west, north-south, or outside the jurisdiction, moving between DC and Maryland and Virginia. That is why MoveDC has emphasized improving cross-town transit services over the past 8 years, and why it continues to be essential to maintain services such as the 96, H2 and H4, D2, D6, G2, and of course the N2/4/6 which circles several key areas of NW Washington but fundamentally carries people in a northwest to southeast direction.

Over time, individuals can make different decisions about where they live and also where they work. But people are still going to be living in areas with large apartment developments. There are continually new families moving into the row homes. Residents are adding ADUs to their homes, and the apartment buildings and condominiums with 4 units are being expanded to 6 or 8 units in the neighborhood.

It won't make sense to abandon large numbers of regular riders in established neighborhoods and routes off the main corridors in order to shift the resources to priority corridors, if that means leaving most of the off-corridor riders without an acceptable transit alternative. The climate, energy and transportation policies are not compatible with driving large numbers people away from Metrobus and into using private motor vehicles because they have lost reasonable access to transit. What is the option that WMATA expects or advises where the docket calls for eliminating the Metrobus service, with a note that there is "No alternative transit," or a one-mile walk to the next nearest bus line.

If the WMATA staff has identified a bus route for elimination that would have no transit alternative, the planners should think again about including that change in the FY2025 operating plan.

And please do not propose to maintain a Metrobus route in the FY2025 budget and then come back within a few months with a Year One Better Bus plan that would to eliminate or radically reconfigure

one of our essential bus routes because it is not straight, or doesn't fit the ideal grid pattern or spacing between bus lines.

WMATA must provide a thoughtful and considered community engagement process and opportunity for public comment on a revised Better Bus network map and proposed Year One changes, as it is required to do on the budget. The Better Bus project represents a dramatic transformation in the regional bus system, which could permanently alter the services that are available to many locations in the District and beyond. The public voice must not be disregarded or ignored.

It is clear that some difficult adjustments have to be made by any public agency or service provider when needed funds are nowhere to be found. But WMATA needs to consider a full range of options for funding and for operations and investment, and weigh them carefully.

Thank you very much for your consideration.

TINO CALABIA, Chair
Bus/Rail Subcommittee of the
Washington Metropolitan Area Transit Authority's AAC

Board Chair Smedberg, other Board Members, GM/CEO Clarke, and staff.

Good evening, I'm Tino Calabia. I have the honor of chairing WMATA's Bus/Rail Subcommittee (B/RS) of your AAC. There are four points I wish to make:

FIRST, thank you, General Manager Clarke! In your first year, you quickly steered our transit system into the 21st Century future the Nation's Capital deserves. How? By, for example, moving WMATA out of the past by choosing to build the safer, more commodious open-gangway trains now under construction. You also tested fare gates that had only been relatively recently purchased, although they were actually a flawed, outdated model. You then had them reengineered into effective anti-fare-evasion toll gates, helping to save up to \$40 million yearly.

Such ideas were among those that some B/RS members e-mail around to each other and discussed as early as 2018 — but in vain at the time.

SECOND, emergency bailout funding. As of March 5th, the "Revised FY2025 Proposed Budget and FY2026 Forecast" chart (below) issued on February 8th by WMATA's Finance and Capital Committee is incorrect. The column, "Additional Regional Investment," shows Virginia's share of what would be funding to ease WATA's fiscal crisis as \$130 million. But, today's Washington Post page A1 story reports that Virginia's Senate budget bill ". . . **included no new funding for the Metro transit system.**"*

Much earlier, the *Washington Post*** had already reported that Virginia Senate Pro Tempore and the Finance and Appropriations Committee Chair L. Louise Lucas:

"stripped the arena language — as well as Metro transit funding seen as key to the project — from the Senate's state budget bill.

In the same article, the Post reported strong opposition by unions against building a sports arena in Alexandria.

Whether Virginia's emergency funding for WMATA is restored seems dependent on 1) Senate Lucas's views and determination to get her way; and/or 2) the tug-of-war between Governor Youngkin and the District of Columbia over whether Washington DC's Capitol One Sports Arena is moved to Alexandria or remains in Washington.

THIRD: dedicated funding: The February 27th *Washington Post* headlined a front-page article: "D.C. officials unveil \$400M plan to fix D.C.'s ailing downtown."*** Minus headlines and captions, the article's text consists of 1,429 words. Only 18 allude to WMATA. But to me, the most notable are the 18 words: ". . . dedicated funding for the bus system and Metrorail in the face of the transit system's budget shortfall."

So thank you, Mayor Bowser, for the \$200 million you've promised to help lower the huge estimated shortfall WMATA faces and also for mentioning "dedicated funding" in the

Post. Once WMATA's current crisis is past, you and the heads of the jurisdictions of Maryland and Virginia need to negotiate and establish dedicated funding for WMATA's transit system, as other systems have to rely on.

FOURTH: During last week's three days of hearings, B/RS Members and our colleagues and leaders on the AAC's Metro Access Subcommittee described how the damages to WMATA's budget can threaten Metro Access services. As just one example: Any Metro Bus routes eliminated will cut back on the geographic scope of the areas where Metro Access vehicles now travel to pick up wheelchair users and other persons with disabilities heretofore served by those vehicles.

Please, I trust that you Board Members and top staff will take care to ensure that such cutbacks in WMATA's Metro Access services will be minimized no matter how much damage is sustained due to any WMATA budget shortfall that remains this coming July 1st.

LINKS TO THREE SOURCES

* <https://www.washingtonpost.com/dc-md-va/2024/03/04/virginia-arena-youngkin-lucas-scott/?emci=874856e0-00db-ee11-85f9-002248223197&emdi=4c1fdf6c-03db-ee11-85f9-002248223197&ceid=5760338>

** https://www.washingtonpost.com/dc-md-va/2024/02/22/virginia-arena-bill-lucas-senate/?utm_source=newsletter&utm_medium=email&utm_campaign=wp_dmv7&wpsirc=nl_dmv7&carta-url=https%3A%2F%2Fs2.washingtonpost.com%2Fcar-ln-tr%2F3cd7672%2F65d887b7730bb41d204c3fd7%2F596a4655ae7e8a0ef33c4268%2F12%2F57%2F65d887b7730bb41d204c3fd7

*** https://www.washingtonpost.com/dc-md-va/2024/02/26/dc-downtown-action-plan-browser/?utm_campaign=wp_afternoon_buzz&utm_medium=email&utm_source=newsletter&wpsirc=nl_buzz&carta-url=https%3A%2F%2Fs2.washingtonpost.com%2Fcar-ln-tr%2F3ce0689%2F65dcfc1439f3e872ec8b3690%2F596a4655ae7e8a0ef33c4268%2F8%2F45%2F65dcfc1439f3e872ec8b3690

Revised Testimony First Presented at WMATA headquarters, Feb. 27, 2024

HEARING TESTIMONIES

Metro Hearing #655

Dockets B24-01 and B24-02: FY2025 Proposed Operating and Capital Budgets and FY2025-2030 Capital Improvement Plan

Silver Spring Civic Building at Veterans' Plaza

Silver Spring, Maryland

February 26, 2024

1. Montgomery County Council Member Evan Glass

Good evening, Commissioner Drummer, nice to see you, nice to see, uh, our WMATA officials. And most importantly, it's nice to see everybody who's joined us this evening. I'm Evan Glass, I'm a member of the Montgomery County Council and I chair the Transportation and Environment Committee. And I know how important our Metro system is, not only to the residents of Montgomery County, but to the entire DC region.

The Metro system is one of the world's greatest public transit systems, and that requires investment and care and we need to continue providing our system with all of the efforts that it needs. Not only to get all of us around on a daily basis, to work, to school, but also to accommodate all the tourists we have from around the world.

Now, before I continue, I want to say thank you to Governor Wes Moore, who was the first statewide leader in the region to pledge Maryland support for this system, offering \$150 million, which has been matched and then some by Governor... Mayor Bowser in the District and I know that all eyes are watching across the Potomac to make sure that our friends in the Commonwealth step up as well. But this is a regional system that requires regional action and support. And I am proud to pledge Montgomery County's support and the State of Maryland's support to do what we have to do to get people moving throughout the region.

I want to provide some data points with regard to the Metro system and our sister system in Montgomery County, our RideOn system, which takes about 58,000 people around our county on the buses, many of which end up on Metrorail or even on the

Metrobus itself. But, when we talk about transit, it's not only about getting to work, getting to school, and doing what everyone has to do in their daily lives, but it's also about equity. With regard to the RideOn system here, because those are the statistics I have, here in Montgomery County, the average household income is approximately \$110,000. And the people who ride on Metrobus every day, have a household income of one-third of that, \$35,000. So when we talk about public transportation, yes it is regional connectivity, but it's also about equity, making sure that people who depend on it, who don't have cars or choose to live the car-free existence, have the opportunity to get where they need to go in a, uh, fair way.

Bottom line here is that we need to make sure that our Metro system remains safe, remains frequent and remains affordable. We live in a beautifully diverse community, we have some of the highest car-free rates, not only in the region here in Montgomery County, but across the country as well. And the way that we'll maintain that and the way we'll maintain equitable policies and the way we will get to our carbon-free goals in the near future and make sure that we have a sustainable environment is to continue to support public transportation.

And I will just share with everybody who's here in the audience - it is wonderful to have you all here for this regional conversation. I welcome you to come to Rockville as well, because we will be taking up the County's budget in the coming weeks and public transportation is an important of our county budget as well. So I look forward to hearing from you in Rockville, thank you all for your service and let's continue making WMATA, Metrorail and Metrobus a world-class public transportation system. We know it is and will remain, so, thank you.

2. Michael Goldman, Chair Washington Suburban Transit Commission

Thank you Director Drummer. For the record, my name is Michael Goldman and I am Chair of the Washington Suburban Transit Commission this year. It's an honor to follow my colleague from Montgomery County, Evan Glass, in testifying before you this evening.

As Chair I am speaking tonight to express our strong interest in the policy issues affecting Marylanders, in WMATA's FY25 budget. Thanks to Governor Wes Moore's leadership and the leaders in the District and Virginia, there will be, as pointed out, \$450 million in additional subsidy to help solve the fiscal crisis for FY2025.

The General Manager's revised budget proposal for this '25 fiscal year, released in late January, incorporates this additional funding. In our view, the additional subsidy resolves major service reduction risks that were in the original General Manager's budget, including Red Line and Silver Line turnbacks in Maryland, cuts to Metrobus routes in Montgomery and Prince George's County. So, I'd like to thank Governor Moore and Secretary Wiedefeld's leading position in this important funding discussion.

The additional funding, to be sure, will increase Maryland's FY25 operating subsidy to an astonishing \$638 million for the year. But, with the \$450 million in added funding, WMATA proposes to close the FY25 \$750 budget gap through very modest changes in service, fares, and fiscal policies. As a result, the FY25 budget negotiations, in our opinion, seem close to being resolved.

But, we know two ongoing areas of concern that need to be resolved. The proposed subsidy totals for each jurisdiction are not consistent with WMATA's current subsidy formula. If the District's \$200 million remains the upper limit, versus Maryland's \$150 million, total subsidies are likely to decrease by \$17 million. In addition, WMATA's assumption that all represented employees will see zero raises in FY25, is inconsistent with past negotiating history. The Commission expects that some of the assumed \$38 million in labor savings will not be realized. The Commission recommends, therefore, that additional dollars needed for these items for FY25 be offset by additional Preventative Maintenance transfers instead of further service or fare changes.

Also, the WSTC recognizes that many of these fiscal challenges will affect the region again for the FY26 budget cycle as well. Specifically, we continue to oppose Metrorail turnbacks in Maryland, any station closures, MetroAccess eligibility changes, bus service reductions and fare increases for our long-distance commuters.

Now, regarding the capital budget, the Commission emphasizes the need for new funding sources starting in FY29, which is when the 2018 dedicated funding bonding capacity will be exhausted. The WMATA capital budget needs to focus, in our opinion, on essential state-of-good-repair projects in light of that fiscal constraint. WMATA should consider delaying new capital projects, including the 8000-series railcars and the zero-emission bus conversion in light of that restrictions. There is clearly a need for longer-term solutions to WMATA's operating and capital budget funding needs. The Commission encourages WMATA, the State of Maryland and our regional partners to identify a solution and implement it in 2025. Thank you for your time.

3. Ben Ross

Good evening, I'm Ben Ross, I'm Chair of the Maryland Transit Opportunities Coalition, which is a statewide coalition of transit riders, transit advocates and transit workers. I'd like to say that Metro is in danger. We have a new budget that puts off the worst, the really deadly cuts that were first proposed, but it only really provides a little more than half of the money to fill the gap. And the rest of the money is provided by kicking the can down the road, and creating a problem that's coming in another year, two years, three years. And Metro is too important to do that.

Metro is the key to the Washington area's and especially Montgomery County's and Prince George's County's economic advantage. If you look where the investment is, it's at Metro stations. And we have this great opportunity coming with the Purple Line and we're very glad that MDOT has made progress in expanding MARC service. So, we have the chance to have this countywide transit network, but you have to run the service to take advantage of it. And we need to fill the whole gap. This is just not enough, the \$450 million. And you up here, this is not your doing. I know that you would love to have more money. It is the doing, at this point, of the state legislature. So, what we at Maryland Transit Opportunities Coalition and our Montgomery County affiliate, Action Committee Transit, what we are doing is urging everyone to write to their state senator and ask that... tell them that the \$150 million is not enough to get us to where we need to be. We need more money; we don't need to kick the

can down the road. This is the key to the livability and the economic success of Montgomery County. So, I would urge everyone in the audience here to take this flyer and click on this QR code and sent a message to your state senators... they are the ones that have the money, not you three, and tell them to fully fund Metro. Thank you.

4. Patrick Sheehan

Thank you very much. My name is Pat Sheehan, I am the Chair of the, Metro's Accessibility Advisory Committee and I would like to focus on people with disabilities as the constituent group that we serve. We have stated three or four things that I think are critical. One is, rather than focus on the "doomsday budget" which is going to impact so many people, we want to see Metro fully funded. If the doomsday budget or fiscal cliff comes into effect, 9,000 of the 36,000 people that ride MetroAccess will lose service. These people don't have the option to get on a bike or get in their car or whatever else. MetroAccess is their safety net and there are no other options for this group.

So, I am encouraged to hear that the service area for MetroAccess, under the revised budget, will be kept. And I think that's important. These folks need to get to dialysis, they need to get to the doctor's, they need to get to grocery stores, and entertainment, and church. And you can't take that away from them. The service hour needs also to be kept so you don't have holes in the middle of your service. It is a very critical function for this group of people.

We have talked with the disability community in DC, and in Maryland and in Virginia, and they are coming out and letting folks know that for them, the transportation, Metro service, particularly MetroAccess, is something we need to keep, we need to keep intact; we need to run it with the same, in the same service area and with the same schedule as we currently have. We also understand that the multi-year budget is going to be critical and we are happy to work with members of the Board to be able to influence that as best we can.

Thank you very much for allowing me to testify and thank you for working with the disability community to support them and keep that safety net for MetroAccess. Thank you.

5. Joel Ryerson

Good evening, panel. My name is Joel Ryerson. I've been utilizing the system for 45 years, and it's the only... it's the lifeline for everybody, me and my fellow ridership members. I hope they don't cut the bus service out. They have a proposal on the C8, on the 70, I hope they don't do that. I use it to go to the University of Maryland, different meetings, my work...and I don't mind paying more, but don't cut the bus service or the train services.

The budget and the capital budget - I'm glad about the governors and the mayor of DC - hope they help you out, having that budget. Thank you, have a good evening.

6. David Owens

Good evening to you all. My name is Dave Owens, I'm a resident in Fort Washington, Maryland. So, your budget proposal, which focuses on rate hikes and service reductions and the need for a long-term dedicated revenue source is predictable, and I say it's predictable because the system currently ignores a large swath of the DMV right now. I'm a Southern Maryland resident, and as a Southern Maryland resident, it is difficult to ask me to advocate for something that, in my opinion, currently is not designed to help me.

I understand it's impossible to put Metrorail service everywhere, but according to the US Census, there are close to a half-million people currently living in Southern Maryland, and yet, there is no Metrorail service near us. Instead, each day, more than 100,000, I really should say hundreds of thousands of cars, travel along MD 210 and MD 5/301. Every day. In gridlock. It results in a lower quality of life. Now, not all of these people would use Metrorail, but some would. I would. And that new revenue source could help close some of the budget deficit gaps.

I, quite frankly, am tired of hearing about funding shortages, economic development, the love of the environment, green concepts... when you come to these meetings, and we've got a large swath of people in Southern Maryland who we don't even acknowledge and we don't have a Metro there for them. And it's their job to get on buses to get to Metro station.

Leaders from multiple states and the District have long believed buses are enough in Southern Maryland. It's not true. I believe WMATA should work with the State of Maryland to build more Metrorail in Southern Maryland, along MD 210 and MD 5/301. This would increase ridership, change transportation habits, balance economic equity, and help clean up our environment. We've got enough roads, we don't need more car traffic.

Finally, I want to give, I want to give the current WMATA leadership some credit, I really do. You've inherited some difficult challenges and you haven't run from them. Your CEO is on the news all the time, and I respect him for that. But bold solutions are required here. Please, expand Metrorail into Southern Maryland, despite the current budget deficit. If it takes more taxes, do it. The money we recover in the future will help make up for it. I believe that strategy will transform the system into a valued asset for all DMV residents, and it might motivate more of us to advocate for you for a dedicated revenue plan. Thank you.

7. Rob Malone

Good evening, I'm Rob Malone. I'm the CEO for the ARC of Prince George's County. Thank you for the opportunity to speak to you tonight. Let me hold it up (the microphone), because I'm probably a little too tall.

I heard about the budget proposal last week, and just hearing about it I almost had a heart attack. If not a heart attack, I certainly had heartburn. The ARC of Prince George's County supports about 350 people with intellectual and developmental disabilities. They rely on MetroAccess, which means that we rely on MetroAccess. They can't get to our services without the support system of MetroAccess.

We're also a vendor under the Abilities Ride Program, and my understanding is that if the initial cuts would have gone through, that we would have not been able to have the resources to provide transportation, to assist those people in getting where they need to go in lieu of using MetroAccess, saving you all staff and resources.

I'm thrilled today because I didn't know... I'd heard that there was some money put on the table, but wasn't sure what

it was. So, I am extremely glad. I feel better already that it is not as dire as before, but I've got to tell you just seeing it and just having a gut reaction... to just know that our region would even think about kicking people with significant disabilities off of their main mode of transportation was frightening. It really was frightening. I could not believe what I was reading. So, I want to ask that you continue to prioritize the intellectual and developmental community, or the disability community at-large.

I echo and sign on to Mr. Sheehan's comments, I think they were spot on. And thank you for your leadership and support and for allowing us to have a voice this evening. I appreciate it.

8. Paul Semelfort

Evening everyone, members of the Board. I'm Paul Semelfort, I'm a member of the Accessibility Advisory Committee and I'm speaking as an individual. As we have discussed, Pat Sheehan and other colleagues after, we need to fully fund Metro. We really need, with MetroAccess, to maintain our service area, maintain the hours of service as-is, and maintain the flat fare. For people with disabilities, this is their lifeline, in terms of transportation.

You want us to be productive citizens, of this community and DMV - we don't have the options to drive or to have cars. This is quality of life for us. It's horrifying to even hear, the... utter proposal, that we may not be picked up, possibly a quarter of us, about 9000, in front of our homes to get to where we need to go safely. The possibility we can't get to work or dialysis or be picked up from those sites, to see the proposed service area map really hits a lot of the customers in Prince George's, Montgomery and Fairfax County in terms of possible cuts to service. Please don't go there with us. We are, want to be productive citizens. I am a teacher and I want to go be a productive human being and teach and inspire children. And that is it, thank you.

9. Michelle Lindsey

Good afternoon, everybody. My name is Michelle Lindsey and I'm here representing the disability community. We didn't ask to be in this position, but we are here, and we are still

competent and able to go out there to fend for ourselves, to work and so forth. We need our transportation to be able to do that. We don't want to be reliant on the government to give us any handouts or anything. We are still able to work, we want to go out and work, want to go to the supermarket, church, anywhere we want to go. MetroAccess has been a source of comfort for us, taking us to and from, door-to-door, and we would like you guys to please dig deeper in funding this system so that it can stay in place for us to be able to do our daily activities. Thank you very much.

10. Debbie Brown

I'm Debbie Brown and I live in Rockville, Maryland. And I use, I'm a blind person, I use a white cane, I use Metrobus and Metrorail. When I started using the system there was no MetroAccess, so I had to learn how to use it. So, and I am out there when it is 20-degrees and pouring down rain, I've got to go to work, and I am out there, and when some of these folks are out in their cars, I'm out there on that bus and on the rail.

So, this system, and, I filled out that survey and it says, y'know, would this or that change, change your habits, and I said, well, I don't have a choice. Unless you cut the service out completely, it's not going to change my habits, because I'm going to use it no matter what it costs and whatever, because I have to if I intend to go to work and the other places I need to go like shopping and whatever.

So, y'know, that the cuts that you do, they really can, y'know - I have friends who use MetroAccess and they said after July, I don't know what I'm going to do, I can't go to work. Well, people who don't go to work don't pay taxes, rather, y'know, it is really rather foolish to cut people's livelihood out. So, when you do this, you are affecting people, and people with disabilities, contrary to what people believe, do work, so you need to be careful about cutting services to people with disabilities. And we really would like to keep the system functioning, the services that are available to people with disabilities, y'know, keep those stop annunciators working. And, so, I would like to thank you all for hearing us tonight and please consider the people with disabilities in all the services that you perform.

11. Cheryl Cort

Thank you. My name is Cheryl Cort, I'm the policy director for the Coalition for Smarter Growth. We are leading an eighteen-group non-profit coalition and teaming with the business community to support Metro funding. We want to thank WMATA for its hard work to identify cost savings and efficiencies to reduce the \$750 million operating budget gap. We also thank the jurisdictions for proposing \$480 million in additional operating funding for FY25. This includes the \$150 million promised by Governor Moore and key state legislators. But we urge our elected leaders to do more to reduce and even close the entire gap. We all know that failure to close the entire gap will mean some service cuts, fare hikes, impact on the workforce and delays to the capital program.

Metro is critical to our region's economy, access to jobs and opportunity and functioning of our entire transportation system, and fighting climate change. Transit should be our region's top transportation funding priority and more funding should be shifted from highways to transit. The pandemic and growth in telework could undermine our region's longstanding goals for sustainable, equitable transit-oriented future. So we strongly support the agency's commitment to all-day, frequent, reliable, safe rail and bus service and simplified fare structure as the best way to restore ridership. Frequent all-day service for bus and rail is critical for all sectors of the workforce, providing access to jobs and opportunity, saving household transportation costs, attracting the next-generation workforce and enhancing our economic competitiveness.

Metro is key to supporting transit-oriented communities and supporting car-free and car-lite living, reducing our greenhouse gas emissions. Without additional revenue beyond the \$480 million now proposed, Metro faces hard choices. We believe service cuts and fare hikes should be minimized to the maximum extent possible; this means living with the shift of capital funds from...to preventive maintenance and delaying some capital projects. But we hope that this shift can be limited to FY25. We are urging our region's officials to come to an agreement by December 2024 on long-term, dedicated, on a long-term, dedicated funding source solution for Metro. We

should act while officials are focused on the issue and CSG would like to be a part of these discussions. Thank you.

12. Rochelle Harrod

My name is Rochelle Harrod, and normally when I come to events like this, I would normally say I'm representing Independence Now where we do peer counseling and support for people with disabilities. But today, I have to honestly say I'm representing myself as an individual also because these budget cuts will affect me personally.

I've got a little story for you. So, like everyone else, I would love to see Metro fully funded. Why? Because I'm a native Washingtonian. I've been riding Metro as a person with a disability who's a wheelchair user since I was fourteen. I've been riding MetroAccess since its inception almost 32 years ago. Independence means freedom, and so if you cut the services, you will cut our independence. And just to share a little bit of my personal story - I see that some of the bus routes I used from my childhood home that my brother now lives in are being cut. The 62, the 63 and the 64 will no longer have weekend service, which means I will no longer have access to visiting my family unless I take off and visit them during the week.

And not only that, my parents live at the cutoff point between Southern Maryland and Prince George's County, and that means since the budget cuts say that grandfathered in service will be eliminated, won't be able to see my parents neither. So I support a fully-funded Metro the way it was intended to be. And as one of our consumers, Michelle Lindsey said, we didn't ask to be this way and we fight hard and strive hard to be productive, tax-paying citizens. How dare you take that away. And no, we know you're not the ones responsible, but there should be more people with disabilities behind the table making the decisions so that these cuts aren't even put on the table. Thank you.

13. Ed Gitterman

OK folks, my name is Ed "MTA New York" Gitterman. That's right, New York. Currently in Bethesda and I regret moving down here.

First thing I feel right now is that “doomsday scenario” is just another scare tactic to get the area governments to bail WMATA out of its budget woes right now and it’s like about the equivalent of going to the states and even DC crying poverty, and I think what’s going to happen is, is that you’re not going to get totally bailed out and you’re just going to slap a Band-Aid on for this budget year as well coming up which is FY25.

As far as the area itself, I believe, and I’ll try and be as quick as I can, the epicenter for public transit in this area is Washington, DC. I don’t think any of the suburban areas would have transit if it was not for Washington, DC, no matter who is running the transit system. However, at the same time, I want to be careful to tell you folks that this is not exactly a transit-friendly environment, and when I start hearing about gentrifications in the big cities, including New York and DC, it worries me, because you’re just going to be pushing low-income people out into areas that may be hostile to transit. And I think you better be careful what you decide to cut out, as far as bus and even rapid transit service in the suburban areas, because I don’t see any time soon you really partnering up with companies like Uber, Lyft or any taxicab service, or even changing the rules for MetroAccess as an alternative.

But anyway, that’s pretty much all I can say right now since I don’t have a written statement. By the way, I got junk-called by MetroAccess a couple of days ago. Thank you.

14. Elizabeth Norman

Good evening, everyone, my name is Elizabeth Norman, I am the president, CEO and CFO of me. I am representing those of us who use MetroAccess. A couple of months ago I ran into a gentleman, and he said where he’s from, that there are blind people – but they don’t have canes, they don’t have anybody to take them anywhere. And so I said, well what happens to them? He said, they just curl up in the corner and die.

MetroAccess is very important to those of us, as has been said, to those of us who have disabilities. It’s God who adds years to our life and He adds life to our years. And I think one of the tools that He’s using is MetroAccess. Unless you have a disability, you don’t know what it’s like trying to

call somebody, saying hey, can you take me to the doctor, can you take me to the grocery store, can you take me here, can you take me there. You have no idea what it's like. So MetroAccess eliminates all of that. And we can go and do things, and enjoy, in freedom, not having to rely on anyone to take us places, and I appreciate that. I think God for that - it means so much to us. It's one thing to have to deal with a disability, but then it's another not to be able to function and do those types of things that you need to do to survive. We need to go these different places.

So, I want to first thank God for the money that came in - that's amazing, that's awesome. I think God that He touched those who agreed to donate the money that has already come in. And so, since God has the answer to all of life's problems, I just encourage anybody who's a believer in God to keep praying, let God show us where the money's coming from, show us how to get the rest of the money, and how to teach those who are in charge, and those who are making decisions, to incorporate statues that Metro, the whole Metro system can run perpetually without any issues whatsoever. Thank you.

15. Denise Rush

Good evening. My name is Denise Rush and I am the Vice Chair of the AAC Committee and Vice Chair for the MetroAccess service. We need dedicated funding. Overdue, long overdue. We cannot have the service area for MetroAccess change, the hours, everything, we need it to stay the same. We do not have options to get in our cars or get on the bus, we just have MetroAccess. That's why we applied for it, we need it.

We did not ask to have a disability, but we do. And we go to work, we go to church, we go to concerts, we go eat, we live, just like everybody else. We're already disabled and now you're trying to disable us, just cut us off or eliminate service. God is not pleased with that; He will not be pleased if you do that. Please consider keeping MetroAccess as it is. Thank you.

16. Ethan Ableman

Hello, this is Ethan Ableman and I'd like to comment on the proposed fare hikes. First, if there was a choice between cutting service and raising fares, I strongly support raising fares by a reasonable amount, which I generally support the proposal of 12.5% in the revised budget. But, this does not change the fact that any fare increase will hurt and the pain will not be felt equally. If you're like me, don't own a car and rely on bus and rail to get around, a flat 12.5% increase may as well be a 12.5% increase to your transportation budget. And as you know, people without cars are more likely to be low-income and have a larger portion of their budget affected. So, while I support the fare increase, I would encourage WMATA to do all it can to divert the pain from transit-dependent riders.

I offer one small proposal which has been implemented in numerous other transit agencies, which is fare capping. The system with fare capping, if you spend a certain amount in a given day, week and/or month, future trips are free. You can think of it as a replacement for the unlimited passes WMATA currently offers. If an unlimited pass would've made sense, you automatically get it. And a recent study even suggested that a monthly fare cap led to increased ridership in two U.S. cities.

I'm sure there other fare policies you could consider to lessen the burden on WMATA's most-vulnerable users, including the transit-dependent, low-income and people with disabilities. I simply want to suggest that WMATA staff try to think creatively beyond a simple flat percentage increase when considering how to raise fares equitably. Thank you for your time.

17. Sarah Harper

Good evening, Board and everyone that has been able to be here. I think that, I've been to these hearings for thirty or forty years now and Metro doesn't really listen to any of us and they still do their cuts, but it's still important for us to be here. And what I think is very important is, is that public transportation should be subsidized, it should not be set up as a profit and loss business. We need public transportation - not all of... just everyone that's here, but

all of the ones that have not been able to get here that need the public transportation.

I think that there is a different way to get more money, and Metro has not chose to do that. And that is to tax the developers on their properties. Metro gets a lot of development around the Metro stations, because then it attracts customers and attracts businesses. But Metro will not do that, and that is a source of income that's left on the table.

Cutting bus and rail will impact thousands of riders and this will create problems for them to get to work. It'll mean a drop off of customers to the businesses that have grown up near the rail stations. And I have a sign, and I'm going to show it to you guys and then I'm going to turn it around so everyone sees it. "Metro: Tax developers, no layoffs."

18. Ancil Torres

Hello? Good evening, welcome to downtown Silver Spring, essentially my backyard. I am a blind MetroAccess rider. I've been using the system now for about twenty years. And prior to going to MetroAccess meetings I was always, y'know, puzzled about why was the system so messed up. It has gotten better - amen to that. Thanks for the work that MetroAccess staff has done, I appreciate it very much. You're probably surprised hearing this from me, but that is, my life has improved because of what MetroAccess is doing.

However, my concern, my big concern is honesty in Metro budgeting. When it comes to MetroAccess priorities, Metrorail and Metrobus priorities. The reason why I say this is that WMATA asks all the stakeholders to contribute large sums of money for MetroAccess - over \$200 million. However, about 40% of that is never spent. We in the disabled community who depend on MetroAccess are underfunded in MetroAccess. So therefore we receive lower-quality vehicles, lower quality in all kinds of things they try to do for us. And that is unacceptable, because when the money is not used at MetroAccess, where does it go? It goes back to Metro/WMATA and that money is spent on bus/rail.

I don't have a problem with money being spent on bus/rail. My issue is that, why are we being sacrificed? We are being

told, being advertised to the stakeholders, "Give us more money because we have to help all the disabled people." You threaten the disabled people here, you threaten them that their services are going to be diminished and fares are going to be increased. Well, don't get me started on fares. Their fares are going to be increased so that we should come cry-, so that we come crying here, "Oh, don't, don't cut the disabled, because all of this is going to happen."

Well, the truth is, and I want my blind friends on the AAC to look into this, I want Washington Post to look into this, and I would like the Government Accountability Office to look into this: there is no truth in WMATA budgeting, and the disabled are being pimped to raise money for Metro. And when we get the money, what is going on with the money? It is being funneled over to bus and rail. That is not fair, it is not right, and it must be fixed. (Microphone cuts out)... from WMATA and MetroAccess. Thank you very much.

20. Lois Staves

Good evening. My name is Lois, Lois Staves. I'm a board member of Ideas Foundation, which is a 501(c)3 in the State of Maryland. We are a support group for blind and low-vision persons. We usually have about thirty, thirty-five persons on our calls every Tuesday and Thursday. Most of the people are retired, older residents of PG County. I, myself, live in Fort Washington, have been a homeowner for forty-three years.

Life didn't start this way for most of us, y'know. Glaucoma, different diseases that have taken over our lives as we've aged. We're asked to age-in-place, y'know. I love my home, I want to stay in my home. I've raised my children, my grandchildren, now I'm working on great-grandchildren. But if MetroAccess is cut, it will make it virtually impossible for me to be there.

I want to be a viable part of my community. I go out to training centers, I go out to health clubs, I, I live life. I don't want to give up life, that's very important to me. I think that keeps us alive, living life. So I ask for all consideration for MetroAccess. We don't have the opportunity to opt for a vehicle in the driveway and the parking lot, that's not an option for us. We depend on public

transportation. We depend on bus/rail, we depend on MetroAccess. I appreciate your consideration.

21. Alice Lanier

Hello everyone, my name is Alice Lanier. I'm here as a resident, I live in Bowie, Maryland. I'm listening to everyone speak today and I don't know if what I have to say is appropriate for this venue, but I'm going to say it anyway.

I joined a, a telephone, telephone conversation on Monday. It was a teleconference call for WMATA, excuse me sometimes I stumble when I speak, but anyway... and they were encouraging everyone to come to this meeting; it was encouraged to come here to voice our opinions and to pose our questions and, and have our comments. Now the thing that I, I noticed, they gave a number out, the, the, not the toll-free, the (301) 352-number that we're all familiar with for MetroAccess. And you were to press number seven and the five and get a summary of where the hearings are to be held and the dates. But that's all you got. You got no information about timeframes, which is important, critical. You know why? Because I had to make transportation arrangements to get here, something that was encouraged to do on that phone call. And here I am, and my bus will be here at 7:30, I made a 7:30 appointment, or pick-up time, because the telephone information that you all provided did not give that information.

So, I'm bringing this up to say this: you know, it's efficiencies like this, gaps in information, because I can only make decisions for my life with, armed with all the information provided, and if you exclude information, then my options become limited. So if you end tonight at 10 o'clock, guess what, Alice Lanier left at 7:30, because that's when her car, her bus came and picked her up.

The other thing I wanted to bring to your attention, when you're giving these meetings over the phone, it's very important, I didn't get there on-time, and I'm sure there are a lot of us who don't get where we're supposed to be on-time, OK, for transportation reasons or whatever. It would be really nice for the people who are moderating these meetings, facilitating these meetings, to give housekeeping rules throughout the process. In other words, I came in at quarter after four. No one told us how to raise our hand, if you were

on the call and you were blind, because no one said it. So it would nice, periodically, throughout presentations, if the moderator or facilitator, whoever is in charge, periodically tells us how we are to participate through the process.

And, you know, I said a lot and I have more to say, but I'll come to another meeting to do that. Thank you very much.

22. Amber Woods

Good evening, everyone. First, I want to say thank you to everyone who attended this very important meeting. I think all need to be informed and transparency is definitely well-deserved. I have been a Prince George's County resident, DMV area, for about all my life, forty years of it. I became disabled in 2015, so officially this has been my battle personally.

I represent, I'm a member of the Commission for Individuals with Disabilities in Prince George's County. As well, I am the president of the National Harbor Chapter, National Federation of the Blind of Maryland. I live in Prince George's County, and I see a lot of places that are rural. And a lot people who also mentioned the grandfathering out, alarms me. A lot of our buses in our rural areas are being cut all the time and threaten to be nonexistent. Therefore, a lot of us who are in the disabilities community will no longer have access.

Another issue I have noticed is that, it was mentioned and reflected by members earlier, who had mentioned about serving in their churches, serving in their communities, I know a lot of them. A lot of them are seniors who actually put in their dues, as they say. And, I think now, they should definitely live their best lives. As well as persons with disabilities, we still, even though we have not reached that golden age of seniorhood, if you will, a lot of us have a lot to contribute, as what you have mentioned, I do serve in my community, so well. And I would love to continue to do so. So please, let us work together, the DMV. Also, I'm asking out for our legislative and also looking for more creative ways, maybe even grants, federal grants that can help in rural areas to get bus services. Thank you very much.

23. Derrick Nabors

Thank you for this. Good evening, everyone. My name's Derrick Nabors, I'm a political organizer for ATU Local 689. Local 689 represents, I'm sorry, should I start from the beginning?

Good evening, all. My name's Derrick Nabors, I'm a political organizer for ATU Local 689. Local 689 represents over 15,000 transit workers and retirees across the DC metropolitan area, including many dedicated, hard-working WMATA employees, I am one. And, as we all know, our members in our region faced unprecedented challenges over the last few years. Nonetheless, transit workers have faithfully stayed on the job and kept our region afloat, even through the worst pandemic in over a century.

Since then, we have seen reduced ridership, record inflation, increases in violence and a system pushed to the physical break, with a stated deficit hundreds of millions of dollars deep. Let me be clear, finding a solution to Metro's longstanding, systemic funding problem is essential. However, the solution cannot be, must not fall on the backs of working-class people. It cannot fall on our members, who were deemed front line heroes, additionally it cannot fall on the working Washingtonians who need reliable service to pick up their kids, to get to work, and to navigate this great city.

And definitely freezing wages for transit workers, is a short-sighted proposal in this budget. Telling your workers their pay is frozen until further notice, in the midst of a national CDL shortage and an upsurge in violence towards transit workers, is a recipe for disaster. Newer workers will go elsewhere to find jobs and guaranteed pay raises and work more safely. Older workers will retire; you'll undoubtedly be facing a shortage of drivers, mechanics, which I am one, and station managers that will translate into service cuts for the public.

On a similar note, another proposal on the table is taking \$165 million in preventive maintenance funds to cover holes in operations. This practice is dangerous. It risks lives and the security of riders, workers and the system alike.

I'd also like to say that large fare increases will also hit working and middle-class people the hardest. We need for

Metro to push as hard as it can to make sure every legislator here in Maryland knows how vital the Metro, how vital it is to fund Metro without these measures. Local 689 runs a world-class and vital public service, let's fund it accordingly.

I have given 264 months of my life to Metro, I've ridden the system since DC Transit, here's a token here. And y'know, our kids say how important it is, with the upcoming tourist season, you've got cherry blossoms, you've got the Easter season, July 4th, Nats games, Caps and a Formula One race coming up this summer. So, notwithstanding the fact we have summer concerts series, which they normally keep Metro open later. (Microphone cuts out)

24. Eli Chadwick

Hello, my name is Eli Chadwick, pronouns he or they. I'd like to thank my comrades in the disability community and with Amalgamated Transit Union. I'm here today only representing myself, but I am both a person with disabilities who's not allowed to drive and a union member. I am in SEIU Local 722; we're out of Washington Hospital Center and Children's National. I'm also a student at Montgomery College.

As a member of all those groups, we need transit. We need transit that can get us places, such as to school, to work, to the grocery store, and we need a transit system that does not forget people with disabilities or forget its union workers and the raises they deserve.

For example, often times I am working on the weekends, from 7 a.m. to 7:30 p.m. and I cannot get to work. I cannot get to work because the train does not open until seven in the morning. A transit system designed to help workers, especially essential workers who cannot work from home, get to work, should allow them to get to work when they need to, including 6 a.m. shifts for our environmental services comrades, 7 a.m. for me. And the, even for example, transit turnaround on the Red Line would prevent my classmates from getting from their homes in the District, in Montgomery County, in Prince George's County, to Rockville by Metro. And they would not be able to continue their education, they may have to drop out, continuing the cycle of poverty.

So, there are these, you can say, oh, to have this service, to have the service for my MetroAccess, my Metro transit, typical transit such as bus or rail, and to permit me to get to work, permit me to get to school, it is worth it to take funds from wherever it needs to go and put them into offering these services for people who live and work in Washington. But, we cannot forget the workers.

I had the experience of being a patient at my own hospital, our comrades in ATU are also riding their own system. They need to be able to afford to do that, afford to feed themselves, in order to maintain the system, the great system we deserve. Thank you.

25. Chris Vroome

Good evening, thank you for this opportunity to speak. For the past seven years I've been a resident of Montgomery County and for most of that time I've been a nurse working in this region's emergency departments. For the record, I'd like to remind everyone that Maryland currently endures some of the longest ER wait times in the nation.

Many other speakers at this event have spoken of the effects that these cuts would have on the disadvantaged communities. But I want to speak more broadly on the effect these cuts could have to our health care services in general. Many of our most vulnerable patients rely on the MetroAccess and Metro services in order to even get to the doctor. Many patients use the Metro service, in general, to get to the emergency room or the hospital for less-than-emergent care. Without access to these services, these patients would often, would probably have to further strain our already-strained EMS services.

Hospitals employ thousands of workers, and while it's easy to focus on the doctors and nurses, they generally earn wages that are adequate for cars, so most of them drive. I'm talking about thousands of environmental service technicians, surgical technicians, sterile technicians, janitors. These people are necessary for the hospitals to function at all and they often work odd hours and they work twenty-four hour shifts. Or they work, they work shorter shifts that revolve around the entire clock. Even, if these people cannot get to work, hospitals cannot function. Even if you are wealthy,

even if you are affluent, losing the ability of many of these workers to get to these hospitals could lead to loss of services later in the night or even on the weekend. These Metro effects, these Metro cuts effect everyone, no matter where you stand.

26. Virgilia Collins

Hi, my name's Virgilia Collins and the reason why I want to keep the Metrobus and Metrorail and MetroAccess system, because, before... well, I live in Temple Hills, Maryland, which is along Branch Avenue and it's in-between three Metro subway stations and I live on five different bus lines, four of them are Metrobuses. And, before they brought the Green Line Metro where I live, I used to work at nighttime, and me and a lot of other, group of people, we had to walk from DC into Maryland, and these were people I didn't even know, and everybody just walking, because there was no subway, there was no bus to even go into DC at that time of night. So, that's one reason, so y'know, if you cut the Metrobus and the Metrorail, then I'll have to revert back to walking, y'know I walk anyway, because I don't like waiting for the bus. But I have a bad back, as you saw it was hard for me to stand up, so sometimes it's hard for me to stand up and walk, so I can't be walking everywhere like I used to when I was younger and in good health, better health, y'know, so.

And it's not just the distance, it's also the time of day, y'know. There are times where I had to catch, I caught a MetroAccess one time as late or as early as 1:30 in the morning because I went to an event, y'know, so...that's right.

And I'm just not speaking for myself, but there are other people like my sister's who's disabled. She lives in Hyattsville, Maryland, works all the way in Langley Park, Virginia, McLean, Virginia. She catches MetroAccess and I heard them talk about maybe not starting Metro, I don't know if it's MetroAccess or the buses, y'know, until eight o'clock in the morning, and she has to be there at six, so that means she won't be able to, she'll be late for work.

So, I would rather, I would prefer if you maybe not cut out the buses but maybe cut back on the time, you know how long you have to wait and cut back on some of the times, you know,

twenty minutes, maybe cut it back to thirty minutes. I'd rather for you to do that than to cut it out completely. And of course some buses, they go.. I had to catch, if I had to catch a bus, if I didn't catch Metro I would have to catch, what, one bus and three Metro, two buses and two Metro trains just to get here. That's a lot of transportation, that's a lot of, you know, what you call having to transfer. So, you know, that's the reason... I can't remember everything I want to say since I didn't write it down, but that's one of the reasons why I wanted to keep, keep Metro, all three of them.

And one reason why you might be losing money is because people jumping the gates at the Metro stations, you know, so, you know, we have, we have to make up for that, so, you know, we shouldn't, we shouldn't have to, we shouldn't have to pay for what someone else is doing. Thank you.

27. Joyce Brooks

Good evening, everyone. I want to thank you for the opportunity to come to this event. But I want to say that I appreciate MetroAccess. I've been on many paratransits in differing states and I have to applaud you - anything, everything you have in life is not perfect.

But I'm going to tell a little story about myself. I had the privilege of working in the federal government for forty-two years. I started losing my sight and if it wasn't for MetroAccess, I wouldn't be able to complete my tour of having forty-two years. So I really appreciate that. As a parent, I have a son with special needs. He uses MetroAccess and that helps him with his independence.

Myself, personally, I am part of a support group with Lois Staves, Inspirational Three Support Group. We have had that group, next month's will be ten years. Our people, our blind community, depend on MetroAccess. We do not need any cuts, any shortage of buses. I am one of the ones, then been, being privy to, being grandfathered in and I love it. And then don't mess with that. And also, I would like to say, do not strip us of our independence. Do not take away our hope. If you strip us of our independence, what do we have left? Everyone has said here, we enjoy going to plays, we enjoy going out, we didn't ask for this. Please, I'm begging you,

do not strip us of our independence! Do not do that! Thank you.

Metro Hearing #656

Dockets B24-01 and B24-02: FY2025 Proposed Operating and Capital Budgets and FY2025-2030 Capital Improvement Plan

Metro L'Enfant Headquarters

Washington, DC

February 27, 2024

1. Fredrica Kramer, ANC 6D07

Thank you. Good evening. I am Fredrica Kramer, Advisory Neighborhood Commissioner for ANC 6D07, and Chair of ANC 6D in Southwest Washington. I'm testifying today for 6D07 on the potential loss of the 74 bus to residents and communities, commuters in my district. My Single-Member District runs south from M Street SW to, to and through Buzzard Point, to the Anacostia River and the 74 provides the only bus service to that community.

Buzzard Point is a peninsula, squeezed between South Capitol Street, the Potomac River and the Anacostia at its southern end. It was mostly a forgotten industrial zone with a few government buildings until Audi Field was built. It's now home to the DC soccer team, DC United, 1500 new residents, another 1100 almost online and another 2000 designed, approved, and awaiting construction. That's nearly 4000 units, that's just the units, not the multiples of people who live, or who already live or will live in them, and will be at least 6000 when redevelopment of Buzzard Point is done. It may be even more if planned office spaces change to residential as developers rethink their post-pandemic landscape.

Just north of the, this massive redevelopment is Old Southwest, with three public housing complexes, many low- and moderate-income households who rely the 74 to get to shopping, work and other parts of the city. There are also

three buildings, one massive, and two with 100% affordable housing, just north of Potomac Avenue, two others are about to break ground. There may be an implicit assumption that the new residents who will make Buzzard Point their home won't need the bus - they'll have cars, they'll use Metro or their bicycles - not so. Buzzard Point is about a mile from both the Navy Yard and Waterfront Metro stations, the bus is the way, is the way one with mobility issues, whether personal or strollers or others, can get close to transit and home both ways. Garage parking is extremely limited and expensive and street parking is typically metered twenty-four hours. The new residents are not all moneyed, which is exactly the kind of iconic demographic diversity that our Southwest Small Area Plan has triumphed, now part of the D.C Comp Plan and it aims to preserve and that we and our ANC have fought to preserve. And multiple means of public transportation is the glue that holds it all together.

Restaurants are not the, residents, residents are not the only ones who use the 74 in Buzzard Point. Over 300 construction crew typically work on a building daily; there are three going up now. Others come daily to D.C. Central Kitchen which has moved its entire headquarters, catering operation and training center to Buzzard Point. There are three new restaurants in River Pointe, 2121 Second Street, that bring workers, first construction, then staff and then patrons. Eagle Academy Public Charter School is in the Watermark at 1900 Half Street and of course thousands attend games at Audi Field.

My focus today is on the residents and daily entrants into Buzzard Point. I've not focused on the other fully half of my constituents in Carrollsburg II complexes, River Park, the Valo, St. James, Fort McNair, who may ride the 74 to points north and east. Those closer to the Metro but with, with frailty or compromised mobility find the Metro problematic and the bus and Metro drivers a willing and necessary assist to get to and, to, on and off without risk or injury.

WMATA may claim that the 74 has met with so many challenges from ongoing construction or soccer games at Audi that periodically create route changes and challenges to the

drivers; I get emails daily about missed, missed buses, and have been in an ongoing meeting with WMATA, one of the developers and construction teams to craft a viable solution to the interruptions. I thank WMATA's Bryant McClary and the team for their diligence. We think we have a solution. Their persistence in trying to find a strategy for continued service of the 74 is testament itself to their understand of the critical need for that line. I understand Councilman Allen has gotten a commitment from WMATA to continue service in this coming budget. I also understand the 74 has been and continues to be a target for elimination with each budget cycle. We've done our part, the developers have done their part, your staff has done its part to facilitate continued service and to help WMATA understand the critical importance of the line. Metrorail and bicycles are no substitute for surface bus, bus service. To repeat the 74 is the only public transit to serve this peninsula; it's time WMATA could do its part to understand its role to, and commit to making the service a reality. Thank you - I thought I rushed through it the best I could.

2. Travis R. Swanson, ANC 7B03

Good evening, esteemed members of the WMATA Board. My name is Travis Swanson, ANC Commissioner for Single-Member District 7B03 in the Randle Highlands community east of the Anacostia River. I'm also the Chair of ANC 7B's Committee on Transportation. I'm here today to express my strong opposition to the Proposed FY25 service cuts in ANC 7B. Please note my testimony reflects my perspective as the Commissioner for 7B03 as well as the Chairperson for the ANC 7B Committee on Transportation; it does not necessarily reflect that of the Commission as a whole.

I'd like to draw your attention to several critical concerns related to the proposed service changes that will have a profound impact on the daily lives of ANC 7B residents. Ending bus Routes 32 and 36 at L'Enfant Plaza rather than the Foggy Bottom Metro station or Potomac Park, would require riders to transfer to the Metrorail station, significantly increasing both their commute times and cost. This additional expense places an undue burden on residents of ANC 7B,

forcing many of them to make multiple transfers to reach their final destination.

The proposed elimination of Route M6, with suggested alternates as Routes 32 and 36, leaves a substantial number of residents without service, particularly concerning a stretch of Pennsylvania Avenue between Southern Avenue and Branch Avenue, where the M6 route is the sole option for reaching the Potomac Avenue Metro station. This leaves a noticeable void in the service area for residents who live east of Branch Avenue off the Pennsylvania Avenue corridor. And, this is because they are suggesting the 32 route and 36 as an alternative, but the 32 turns onto 25th Street, the 36 turns on Branch Avenue, leaving the M6 the only one continuing east on Pennsylvania Avenue.

Ending Route V4 at the Potomac Avenue Metro station instead of continuing on to the Navy Yard station will impact residents of 7B who rely on this route to access essential service such as jobs, entertainment and medical care in the Navy Yard community. Additional routes in ANC 7B slated for elimination are Routes A31, A32, D51, S35, V4, W3 and W8, all scheduled for elimination, directly service 7B and affecting our residents' mobility and access to essential services.

I also have concerns about the fare model shift. The proposed service changes seem to signal a shift towards a system where buses would primarily transport individuals to Metrorail stations versus to their final destination. This approach raises concerns for me, especially given the fare model used in Washington, DC where trains cost more than buses, versus a model like New York City uses where buses and trains are the same price and it's a free transfer. Wards 7 and 8 currently have the lowest median household income in District as well as the lowest car ownership rates in the District and they will be disproportionately affected by these changes.

Next, I'd like to address historical assurance discrepancies. Previous assurances such as those made when Routes 30N, 30S, 34 and 39 were cut have not proven accurate. ANC 7B has experienced decreased services, longer wait times, disrupted commutes, contradicting WMATA's earlier promises. WMATA

assured us that the impact of cutting Route 39 would be minimal, emphasizing that Route M6 would seamlessly fill the gaps on Pennsylvania Avenue east of Branch Avenue. However, it's disconcerting to observe Route M6 under consideration for elimination without any viable alternatives. Similarly, when Routes 30S and 30N were cut, we were told that accessing Georgetown, Glover Park and Friendship Heights would remain easy through a smooth transfer alternative by taking Routes 32 or 36 downtown and transferring to Routes 31 or 33. However, the current proposal lacks overlap between Routes 32, 36 and Routes 31, 33 leaving our community without the promised connectivity. Furthermore, the assurance that frequencies on Route 32 and 36 would be increased to ten-minute intervals after Route 34 was cut seems to hold true only where these two routes overlap, which is almost exclusively west of the Anacostia River; there is exactly one stop east of the Anacostia River that is served by both before those routes split.

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

In conclusion, I strongly urge the WMATA Board to reconsider and outright reject these proposed service cuts. The residents of Wards 7 and 8, already grappling with social, socio-economical challenges, should not shoulder the burdens of these aggressive changes. It is imperative to prioritize affordable and efficient transportation options that cater to the unique needs of our community. I appreciate your attention to this matter. I do have a written copy of my testimony today for your records and welcome any questions. Thank you.

3. James Nash, ANC 3/4G03

OK, thank you for this chance to talk to you. My name is James Nash, I'm ANC Commissioner for ANC 3/4G, Single-Member District 03, and the Chair of the Emerging Transportation Committee in our ANC. I am here representing my views only, and not those of the Commission as a whole, although I think they would probably all agree with me, but...

OK. My first view is to object to the elimination of the M4 bus. We lost the E6 recently and we're still reeling from that. That happened during the pandemic and many people are still upset about that. The M4 would create a bus desert in the Barnaby Woods community particularly; that is a place with no bus service and several, probably two miles from the nearest Metro station. And I know that equity is a factor in determining what routes are to be cut, and that may hurt people in the Chevy Chase area and we are perhaps seen as over-privileged. However, I think equity should also have a geographical component, and when there is no public transportation at all, for miles, that is un-inequitable. And I want to remind you all that many people living in our area are senior citizens or disabled and are unable to drive, even, whether they can afford it or not isn't necessarily so crucial.

My second point is to protest, or, rather object to the proposed reduction in service on the Connecticut Avenue line, the L2. As many other people have said, this would require people to transfer from the bus to the Metro at Woodley Park. And there are two problems with this: number one, the added expense and time and trouble, if you are elderly, getting off the bus and onto the Metro, especially at night, is hazardous and problematic. And number two, Metro, as I'm sure you're aware, turns west after Van Ness, and so, if you take the Metro, you're not going to end up on Connecticut Avenue anymore, you're going to end up on Wisconsin Avenue, and that's a long way from Barnaby Woods, that's a long way from where I live. So, you know, the bus goes up Connecticut, Metro, the Metrorail does not, so that is a dumb thing to do in my opinion, it's going to hurt people who live in Chevy Chase. And that's it. Thank you once again for giving me the chance to tell you what things are like in Chevy Chase.

4. Rhonda Hamilton, ANC 6D08

Good evening, everyone. My name again is Rhonda Hamilton. I represent 6D08, which includes our residents along Delaware Avenue, my Single-Member District extends all the way down to part of Buzzard Point which I share with Commissioner Kramer. She did a good job outlining the concerns for the loss of the bus. I understand that we're going to have the bus extended because of our Councilmember's efforts for another year.

I was a part of the original team of community leaders and members who worked with WMATA on introducing the 74 bus to the community, which was many years ago. It was designed to be a neighborhood-serving bus and we need that bus to be kept fully operational. We have grown tremendously since we've introduced that route, you know, we have two major stadiums. Most of the residents that I represent live in either public or subsidized housing; they're very dependent on the bus. They need the bus to get to or from school, a lot of our schoolchildren depend on the bus; it's their school bus, it's how they get to school. A lot of our seniors are aging in place, they've given up their cars. So, they need these bus routes to get to and from their medical appointments and it also continues to keep their sense of independency, because they can get to, in and out of the community.

The bus has played a vital role in our community; it has enabled us to be able to get, also to and from the Metro and different places. And one of my colleagues had mentioned that you all designed a lot of the bus routes to get to and from the Metro, however, they do need to be destinations, people want to get home. I grew up in the city and that's how we got around, we got around going on the bus. You know, I caught the Metro very later on in my life, but I was very dependent on the bus, and a lot of my constituents are. And so, my plea for you is to allow us to have this bus beyond just one year. Every year since this bus was introduced, we're always fighting to keep it. We have lost more than we have gained with all of the new growth and development; we have not received the necessary services and support to allow our

community to continue to grow and thrive, and transportation, as you all know, is critical to that. In my opinion, we should be sitting down with you talking about ways that we can extend our bus service and to make it better and more improved to service the community, and not be pleading and begging and asking for it to be extended every single year. We receive very consistent service with the 74 bus and also the 52 and the P6 bus; we need those buses. But at the same time, it's very difficult for us when we come and we're faced with losing that, because we lose a lot with that. People lose their ability to get to and from the critical places that they need to get to.

And so my hope and request to you is to please extend this service, keep the Delaware Avenue loop. One of the things in the proposal is to eliminate that Delaware Avenue loop. That's where a lot of our seniors are, that's where a lot of our children are. If you eliminate that route, you take that bus away from them and they have to walk two and three blocks over, and that's a concern. Safety is critical. A lot of times the bus routes are, unfortunately, they may not be well-lit, along the route, but if you have a bus that's close to where you are and you can get over, get off and dash into your home or just walk across the street, that's a benefit. So, I'm just hoping you will continue to keep our buses for our workers. Our workers need to get to... there's a, we're a destination, so a lot of visitors come in the community and there's no place to park. But most importantly, we need to just be reassured that we can continue to get in and out of our community because none of us want to be locked into our community and a lot of us, physically, cannot walk ten and fifteen minutes to get to a Metro. And then sometimes when you get to a Metro, having to access it, to do downstairs, imagine people in walkers and wheelchairs, they're having to try to get to a Metro or being dependent on their loved ones to take them somewhere because they don't have a bus that services them.

So this, to me, is a critical issue, and we just ask that you continue to work with us and continue to have our bus, the

74, again the 52 and the P6, but most critically, this bus is needed because it's the only bus that services this end of our community, so please continue to help us to keep it, not only this year, but years to come, for the hope and the sake of the community, because we need it.

5. Mike Golash

Good evening. My name is Mike Golash, I'm a former president of Local 689, I'm speaking here tonight on behalf of Local 689. Local 689 represents 15,000 transit workers and retirees across the DC Metro area, including many dedicated and hard-working 9000 WMATA employees

As we all know, our members, and our region faced unprecedented challenges over the last few years. Nonetheless, transit workers have faithfully stayed on the job and kept our region afloat, even though the worst pandemic in over a century occurred.

WMATA provides an essential service to the region. Its services promote development, help businesses prosper, reduce congestion and pollution, and transport hundred of thousands of workers to their jobs every day. We often characterize the payments by the local governments for this service as a subsidy; this is wrong. The payments are made for a service which adds value to the region; to provide a safe and reliable service which the region demands and Metro is striving to provide, provides, and provides cost money.

What is the most efficient way to provide additional revenue for the Authority? One proposal is to raise fares. This is wrong. It will lead to fewer riders and place a disproportionate burden on low-wage workers, particularly those that are not eligible for SNAP benefits. A better approach is first to fight for a federal operating payment. The federal government encourages workers to ride this system; the federal government should be billed for the difference in fares paid by the government workers and the true cost of the service that we provide. Second, there needs to be a tax on development and businesses that benefit from the services that Metro provides. Dr. Green at Howard, who will speak later, the Northern Virginia Transportation Committee, and others, have studied the value-creation over

the years, and it amounts to billions of dollars. The local governments need to pass legislation to capture some of this value on a regular basis.

Let me be clear, finding solutions to Metro's long-standing and systemic funding problems is essential, however, the solution cannot and must not fall on the backs of working-class people. It cannot fall on our members, who were deemed front-line heroes. Additionally, it cannot fall on the working Washingtonians, who need reliable service to pick up their kids, to get to work, and to navigate the city, this great city.

When Metro was created in 1973, the vision of the future was one of a unified transit system. That vision broke down almost immediately with the creation of RideOn. In the 1970-, 1990s, with the Regional Mobility Panel, more steps were taken to balkanize the bus system. As this was created, many inefficient and duplicate services. As we move forward with the idea of better transit systems, we need to return then to the original vision of one unified system, meeting the needs of all residents in the DMV. We live in one... there is no excuses for not improving our transit system. Thank you.

6. Jake Goodman

What you see in this bag, tonight, is a bunch of brochures that we have been passing out for the past, past few weeks, regarding the situation that is happening here tonight. The situation that has been threatening this area for quite some time with drastic \$750 million budget cuts.

My name is Jake Goodman, and I'm with the Action Committee for Transit. Part of what you're about to hear right now, is part of our, of our testimony, but then a part if that is also my own... information.

So, I'd like to remind everyone that we talk a lot about fare evasion in the Metro system, but, in reality, the biggest fare evaders, not many of them are here tonight, are the representatives of the Metro-, are the Maryland, D.C. and Virginia government. They need to pay their fair share in order to keep this system running, because we all love Metro and we want to see it thrive. What is already being offered is simply not enough. There needs to be pressure to have more

of the budget be covered by them. I encourage everyone to scan the QR code – if you don't have this already, please see me after – because I encourage everyone to talk to their Virginia delegates or Virginia senators, talk to their Maryland senators, talk to their D.C. councilmembers about what is going on here, and get them to take action, legislative action. Also, because reductions, at the end of the day they are the only ones who can fix this. Reductions in service will only make things worse here. We cannot, I repeat, we cannot be closing at 10 p.m. every night, closing stations, ten stations, that is unacceptable, we cannot, should not even be closing one. And we should also be having more frequencies. Lower frequencies is unacceptable and will lead to low ridership.

We need to raise parking fares, to utilize local bus, to encourage people to utilize local buses more. We should have more local buses in operation, more bus-, instead of cutting lines, we need to have the buses running. Because what we're seeing here is just unacceptable, and the only people who can change it are in the Wilson Building, in Annapolis and Richmond, and we need to do everything in our power to change it. So, I encourage you, if you are, if you don't have this already, please talk to me after this meeting. And also, I am happy to provide the testimony I have provided here in an email if anyone needs it. Thank you, everyone. And, also, vote for me for state delegate in 2026, from Maryland.

7. Mike Litt

Hi, my name is Mike Litt. I am a car-free Metro rider and the Chair of the Sierra Club D.C. Chapter Sustainable Transportation Committee. I'll walk through the main points of our more-detailed comments, starting with Metro's budget shortfall.

Metro is critical to having a climate-smart transportation system here in the DMV. Metro must be fully funded; as a priority, it should be. The proposed budget would instead gut our transit system. We appreciate the revisions you have made in light of commitments so far from Maryland, D.C. and Virginia. However, there would still be some service cuts and hundreds of millions of dollars in annual transfers from the operations budget to the capital budget which would cut into critical infrastructure projects to ensure Metro's safety,

reliability and sustainability. So, we urge regional leaders to shift funding away from highway expansion to fully fund the remaining gap in Metro's budget.

Sierra Club is part of the "Fund Metro Coalition," which has also called for solving the lack of adequate, long-term and dedicated funding, once and for all, by the end of this year.

I'll note one line item - we ask that Metro reconsider replacing cloth seats with vinyl seats, as vinyl has been reported to release elevated levels of vinyl chloride, a known carcinogen.

On to service improvements. We applaud Metro and its staff for tremendous service improvements in the past year that have helped increase ridership more than 30%. To expand it even more, we support expanded weekend Metrorail hours and also encourage Metro to work towards systemwide high-frequency service, defined by Move DC as at least every five minutes for rail and at least every ten minutes for buses.

On to safety. We are concerned that customer assaults in Q1 FY24 more than doubled compared to the same period in FY23, and that bus customer injuries spiked in September, double the normal occurrence in a month. The final budget should note all projects that are expected to help meet the, meet different safety targets.

On to electrification. We applaud Metro's progress in the past year toward transitioning to a zero-emission bus fleet, which it should not delay. We appreciate that Metro has committed to continuing modernization of the Bladensburg and Cinder Bed bus garages and opening the Northern Bus Garage as Metro's first all-electric bus facility. As a Sierra Club report shows, there would be a savings of at least \$350 million over a fifteen-year time period if 50% of Metro's fleet were electric. And finally, we'd like to know the timeline for the release of Metro's Sustainability Action Plan and decarbonization strategy, and the progress that's been made towards sustainability targets in Metro's Strategic Transformation Plan. Thank you.

8. Bryson Kloesel

Members of the Board, I stand before you today deeply concerned about the proposed budget adjustments for Fiscal Year 2025. The \$750 million budget deficit facing WMATA demands decisive action, but the current strategy, marked by severe service cuts, fare hikes, and the reallocation of capital funds threatens the fabric of the transit system and the community it serves. Specifically, the proposed service reductions impacting Foggy Bottom, a vital hub for students, health care workers and government employees are particularly alarming. The area, serving as a link to George Washington University hospitals and numerous federal agencies relies heavily on consistent and efficient public transit. The reduction of routes here are not, not only hinders the daily commutes of thousands, but also affects the broader economic and social fabric of the community.

The proposed 25% fare increase and 20% parking rate hike, while financially justifiable on paper, neglect the broader implications on accessibility and affordability of public transit. The introduction of Metro Lift in 2023 was commendable and, was a commendable step in supporting low-income residents, yet the significant fare increases will inevitably erode the progress, making it harder for many to access essential services and opportunities.

I urge the Board to consider alternative solutions that balance fiscal responsibility with the preservation of essential services. This includes additional revenue services, additional revenue sources, enhancing efficiency without compromising service quality, and advocating for increased support from federal, state, and local governments. The choices we make today will define the path of public transit in our region. Let us choose the path that upholds our commitments to providing safe, reliable and accessible transportation for all. Thank you.

9. Rodney Green

Good evening. I'm Rodney Green, I'm a professor of economics at Howard University, and happy to be here to talk to you about Metro. I wrote a book about Metro, about its, about the development possibilities for its subway stations, back about thirty years ago, and I've also conducted a study more recently about the need for a windfall value-added tax on

land near Metrorail stations, in order to finance, in order to finance Metro.

\$750 million, you know, that's just a little bit more than Donald Trump has to pay, right? But you know, we have a lot of Donald Trumps right here in Washington, D.C. We have billionaires in this town, and they can pay. Now, I don't know if we're able to make that happen, but I think we should bear in mind that this is a serious problem facing the entire city. I have a copy of the study if anybody would like to see it. OK, well, I can send it around, too - and it's just a, a small pilot project we did some time ago.

Now the question is who should pay for this \$750 million as well as for the dedicated funding of Metro? Well, I think that the people who benefit the most from it - those are the rich people, those are the developers, those are the sports teams owners, that makes millions and millions of dollars, practically every week, from Metro's access availability. But the reality is that we live in a vastly unequal society. We have a society where the burden of financing most government activity comes down on those least able to pay, the working class, especially Black and Latin workers, and it also, also the disabled and those who are facing all kinds of other problems with their mobility. Metro workers are part of that, are a key part of that working class, as well as the workers who ride the buses every day to get to work, and, or take the subway. These are the very people who've been hit the hardest by the recent economic crisis, the 9% inflation that we had recently and so on.

Yet in this capitalist society that we live in, it's the rich that hold the political power. And they won't give up a dime without a fight. Again, take a look at Donald Trump. What this means is that it's going to be a fight. And that means that you, the Board, as representing the Board, should take that fight to the various jurisdictions to insist that they figure out a way to make the rich pay. If you don't do that, then I think other side of it is, that the working class will respond itself, in fact there should be more resistance to any kinds of attacks on them. We see resistance as rising; strikes in Loudoun County, Fairfax County, the Circulator and MetroAccess are a mere taste of things to come, as a new 689

contract comes up this summer. Don't attack 689, don't attack the workers by abolishing routes. And the main thing is...if you sow the wind, you will reap the wheel, whirl-, whirlwind. I had a great ending there. Thank you.

10. Thomas Mangrum

O.K. I'm Thomas Mangrum, Access Chair of Project Action and I serve on the WMATA advisory board. I'm here to talk about the buses and MetroAccess.

With MetroAccess, for the services y'all have going out into Maryland and the buses stop running early out there, for the buses that going to be still running. Don't assume that people with physical disabilities just work during the day. So you got some people that got subscription trips, that work at night, get off of work late at night, when the buses done stop running, because now, with the budget, when the buses stop running, that's when MetroAccess will stop running. So, if they stop running in some places at six, or seven o'clock, that's when MetroAccess stop running. So, you need to let people know, that have subscription trips now, that they might need to talk to their boss so they could adjust their working time. Because when you have a disability, it's hard to hold onto a job or what have you. Because like, the least little thing can take your job away, the weather, snow. People get fired because they can't get to work in the snow.

So, and then with Metro and then with the bus routes they is going to cut, make sure you have something covering, covering them signs, because you still want to have the Metro sign there, although the bus is not going to be running there, because you don't want people waiting outside for a bus that's not going to show up, you see. So, make sure you have something like that set up. And also, for the subway stations, any changes y'all going to do, make sure the security knows about that. Because especially for those of us that deal, that, have used mobility equipment, like myself, experience a station, L'Enfant, where security didn't know where I could go to get out, or what have you, so sent me to a side where you can't use it, but it had a gate for wheelchairs, but it was going nowhere, or what have you, so security, Metro

security didn't even know. And then you've got signage leading people to the wrong area, what have you. So, make sure y'all, straighten out that, also, because when you got people with mobility equipment, (inaudible) our chairs don't run forever, people can't walk forever, so they need to know what is the quickest way to get out. So please let people know about these things. Thank you.

11. Judith Farley

My name, my name is Judith Farley. I live in Southwest and belong to the Waterfront Village, a neighborhood organization which supports residents, age sixty and older, who live in Southwest and Navy Yard. I am testifying tonight to stress that Metrobus Routes 74, P6 and 52 are lifelines for our Southwesterners, many of whom have no cars. These routes must stay in operation.

Statistical analysis and anecdotal evidence demonstrate the dangers of isolation to this aging demographic. Our residents, especially those in Old Southwest and Buzzard Point, use the 74 regularly for medical and dental appointments, the MLK Library, Smithsonian museums, the National Archives, convention center, restaurants along 7th Street NW and Chinatown, to shepherd grandchildren to and from school, and even to WMATA hearings.

The 74 stops at our village office, Arena Stage, Nats Park, Safeway, St. Matthew Lutheran, St. Augustine Episcopal, Westminster Presbyterian, Christ United Methodist, St. Vincent de Paul Catholic churches and the Buddhist meditation center. So, you can see, even God wants you to keep these buses running.

P6 is the only bus that goes along M Street to 11th Street, SE, to Harris Teeter, Trader Joe's, Eastern Market. It goes to the Mall, Botanic Gardens, the main library, the E Street Theater, Ford's Theater, Macy's, Bloomingdale Farmers' Market and connects us with all four quadrants in the city.

The 52 starts at L'Enfant Plaza, goes along 14th Street and to the Wharf with its many workers. If we lose the Circulator,

we will be without public transportation on M Street except for rail, which is unfriendly to people with mobility issues. Southwest residents use buses instead of Waterfront Metro because the buses easily accommodate wheelchairs, walkers, baby strollers, because the bus drivers wait until older people are seated before driving off, they secure wheelchairs and lower ramps for people who need that help. Metrorail cannot provide these services. When station elevators are out of order, using the escalators with walkers and strollers can be dangerous; platforms and cars are often crowded and difficult. Thank you.

12. Sandra Neuzil

O.K. Thank you for this second opportunity to speak tonight. I am Sandra Neuzil, although I am on the Metro Accessibility Advisory Committee, I speak tonight as an individual person who is legally blind, who relies on MetroAccess, Metrorail and Metrobus. I'm asking WMATA, within the ultimate constraints of the 2025 budget, to maintain as much geographic coverage and hours of service for Metrobus, Metrorail, as possible, so that the geographic area and hours of service of MetroAccess are maintained to the maximum extent possible.

I rely on Metro to visit locations in Maryland, D.C. and Virginia, where I work part-time and volunteer as an advocate for people who have low vision and blindness. Like I said, I am legally blind, and Metro access is important to me. Some destinations are new to me, and some I go to more than once. I rely on MetroAccess to get to new and unfamiliar locations and to go after dark. Once I am familiar with a location, I will gladly use fixed-route Metro service, which gives me more flexibility and saves Metro a lot of money.

If WMATA is forced to make rail and bus service slightly less frequent, or make trains shorter, or increase fares slightly, that could be more palatable if WMATA continues fixed-route services in as wide a geographic area seven days a week, and as many hours of the day as is fiscally possible, and thus maintain full Metro and MetroAccess services that all riders depend on to be fully-engaged citizens who can go to and from

medical appointments and work and contribute to this vibrant DMV community. Thank you.

13. Tino Calabria

Good evening. When I prepared my testimony, I thought maybe Mr. Smedberg and also Randy Clarke would be here, so my prepared testimony addresses them, so I'll pretend like they're here.

One of the things I wanted to do is to thank Randy Clarke for bringing us into the 21st Century, by deciding to construct, by deciding to construct open gangway trains, they're safer and they're more commodious. He also did something about the fare evasion problem, and I thank him for that. He came in and there were new fare evasion, faregates and, but they were obsolete and they didn't do the work, so he had to go and re-examine and make a prototype and then he has set up new, better faregate things.

My second point is regarding funding. Today's Washington Post headlined a front page article, "D.C. Officials Unveil \$400 Million Plan to Fix D.C.'s Ailing Downtown." That's a quote from the first page of today's Post. Minus headlines and captions, the text consists of 1,429 words. Only eighteen allude to WMATA, but to me the most notable are the eighteen words, "Dedicated funding for the bus system and Metrorail in the face of the transit system's shortfall." I second that. So, thank you, Mayor Bowser, first of all for the \$200 million to help lower the huge estimated shortfall that WMATA faces, and also for mentioning dedicated funding.

But wait, unfortunately, WMATA Finance Committee's February 8th document was followed up ten days later by a Richmond Times-Dispatch article saying, "The Virginia State House budget includes \$149.5 million for the Metro transit system, something Youngkin's (that is Governor Youngkin's) budget and the Senate versions do not include." Several days later, the Washington Post added that State Senator, Finance and Appropriations Commissioner Lucas blocked additional... well my time is up, but you get the point. Oh, I'm sorry... has blocked the money for, the, the money needed to help make up

for our shortfall. So we've got to do something about that, or you can put it half-mast, the Virginia flag that's over there.

13. Sam-Allison Jensen

Hi, my name is Sam-Allison Jensen. I'm going to start off by saying thank you to all of our Board members and transit executives who have worked endlessly around the clock to improve my Metro over the last year and who continue to fight for funding. It means a lot to me. Metro means a lot to me.

I live right here in our Nation's Capital, and I rely on Metrorail more than anything else to carry me throughout all three regions - Maryland, Washington, D.C. and Virginia - whether it's for leisure or work. Sometimes I'm required to travel in and out of each region to participate in various work projects that can end as late as ten p.m., when Metro would be scheduled to close.

Although I heavily rely on Metrorail, I'm starting to get more rider experience on our Metrobus system. If we face the dreaded consequences of the budget deficit, neither would be as reliable for me as they are today.

I understand that we have to take necessary actions to help generate revenue, such as a fare increase, which I, personally, have no issue with, since I'm willing to do whatever to support and contribute to keeping my Metro afloat.

And correct me if I'm wrong on this topic, but I also read in the budget docket that Metro will be shifting capital funds to cover operating expenses, meaning that could possibly postpone maintenance project, which sounds concerning to me. I think I can speak for everyone when I say we deserve a safe and reliable system. Metro has undergone a complete 360 under General Manger and CEO Randy Clarke's leadership last year, to the point where standing on the bus stop and platform feels like a new era, a breath of fresh air, if you will. If we face the consequences of this budget deficit beginning this summer, it won't feel this way, with a significant decrease in frequent and reliable service that we were once promised and given. In fact, it will feel depressing and dreadful, and I'm not looking forward to

experiencing these changes as a customer; no one is. Not only is Metro the transit agency that moves me throughout all three regions, but the public transit nerd in me considers and values it as my safe space. Again, I'm asking you to continue to fight like hell, alongside us, your customers, for your funding. And if there are any elected officials or politicians that are currently present in this room or watching this online, please hear our voices loud and clearly. I'm begging and pleading for you to come together to help close the financial gap and fund our Metro. The motto is, "Your Metro," or in this case, "My Metro, the Way Forward," not "Metro, the way backwards." Thank you.

14. Liana Steinberg-Casper

Hello. I really thought the most stressful part of today would be public speaking, so... My name is Liana Steinberg-Casper, and I am a volunteer with the D.C. hub of Sunrise movement, and today I am here to urge you to fully fund the Metro and avoid fares and making any cuts or reductions in services. Even with the partial funding that would protect against major bus line elimination and Metro stop shutdowns, measures of the current proposed plan would still lead to less frequent, more expensive, more crowded and potentially less safe trains and buses. This is unacceptable to residents of the DMV who rely on this transit to get to work, to school and to other services.

If these reductions are enacted, those who cannot afford any other mode of transportation will be left in the dust, and those who can afford to switch to a high-polluting vehicle will, exacerbating both D.C.'s already-major traffic problems and the urgent threat of climate change. Forty percent of carbon pollution in D.C. already comes from transportation, mostly from this traffic. Our city cannot reach our climate goals and justly transition away from fossil fuels without making public transit a priority.

As someone who just moved to the DMV a few months ago from the San Diego suburbs, one of my favorite parts of living and working here has been the easy access to clean, safe, affordable and reliable public transit. I was so disappointed that the plan this Authority has put forth for Fiscal '25

would remove much of that access, making trains and buses more dangerous, less affordable and less reliable for the people who depend on them. I have spent most of my life in a city that doesn't invest nearly enough in public transit and have seen people suffer because of it. I sincerely hope I do not have to see that, that city government's mistakes replicated here.

Now more than ever is the time to fully fund public transit rather than divesting from it, to ensure an equitable and sustainable future for all residents of the DMV. Thank you.

15. Linda Green

Good evening. I'm a physician and somewhere along the line I realized that public health was actually a lot more important to people's health than my person private practice at Prince George's Hospital. But I would like to say that public transportation is one of the major social deterrent of health that public health people talk about and maintaining and expanding public transportation in the DMV requires the funding that many people have spoken about tonight.

But we have to figure out how to do that, and making fares more expensive is not the solution and cutting routes is not the solution. Many people rely on all of this in Prince George's County to get their medical care as well as for the many other things people have spoken about.

Developers benefit from public transit and should be contributing much more to the services. Housing, sports and entertainment venues and businesses are examples of this benefit. Of course the federal government could contribute much more as well, and the, young man that wants to run for office and wants the jurisdictions to pay more is exactly right.

I would like to say that, at some point there was an expansion of bus service in Prince George's County and it was really great. And I was talking to someone outside about the T18, which is a great route, and I've learned unfortunately, that it's going to probably stop at midnight, which would impact a lot of the community of working people in Mt. Rainier,

Hyattsville, Bladensburg and so forth. So, I'm really concerned that any of these cutbacks in services will make people's jobs more difficult and their health worse.

Researchers have increasingly documented the health benefits of public transportation. Studies, as the young woman just said, show clear linkages between lower levels of air pollution, improved safety and higher physical activity levels. Compared to private vehicles, public transportation produces 95% less carbon monoxide, 92% fewer volatile organic compounds, and 45% less carbon dioxide per passenger. And from the point of view of safety, public transportation is prob-, roughly one-twenty-fifth that associated with private automobiles when it comes to pedestrian safety and so forth.

I did want to point out that one of the things I've done is talk to the MetroAccess workers in Landover last year. As some of you may realize, COVID still is around, and the experience of that group of workers kind of echoes what Mike Golash said, these guys worked really hard throughout the pandemic to transport people for medical care. And they, often had too many people in the van so that the risk of infection was greater and the transportation times were much longer. This needs to be looked at very carefully and MetroAccess really needs to be expanded. Funding is critical for both the riders and the operators in that system.

16. Rico Dancy

Good afternoon. For people who's on a walker, people who's on a walker, go to a doctor's appointment, who go to church, who go to the grocery store, who depend on MetroAccess, if you increase the fare for people who's on, for people who get Social Security, SSI, fixed income just to make ends meet, especially people who's on dialysis, OK. My wife is on dialysis, OK? So, I am her caretaker every day, with me working a full-time job and me taking care of her, a full-time job. If they cut or increase MetroAccess, if we, for people with a disability who don't have cars, what do we tell them? Unless Metro is going to take the people to all their appointments in their personal cars, then we want to tell them, send them a clear message, because this is the reason why I have to put my hat in for Congress, because if we keep on electing the same people, we get the same results. And we,

please listen to us, we are people. People with a disability live this every single day. I want someone to pay attention to us. Thank you.

17. Bill Orleans

Good evening, all. Last night, not very well, but I was listening to the testimony as I left the building to go elsewhere for another meeting. I did not hear, nor have I heard tonight, nor do I expect it will be said tomorrow night and/or Thursday, that we're happy to have any one of the several bus routes we use every week, eliminated. We're happy, if we're an Access rider, we're happy to lose access to Access because the bus routes that have been eliminated will move us beyond three-quarters of a mile from fixed-route service will be out of luck, and we're happy that headways between trains will be extended and they will close earlier at night, or just happy. And also, we're happy to pay more for our service. I haven't heard anybody say that. If anybody has said that, next time I see you Ms. Loh, I hope you'll tell me that somebody said that.

I certainly agree with others that the \$480 million promised, I understand the check's not even in the mail as yet, by the jurisdictions, is insufficient. Now, I have my own ideas as to who should pay for an expanded Metro, but I'll leave that aside for the moment. Certainly, the jurisdictions see to it that they cough up more than \$480 million.

I don't know that anybody that is on the receiving end of the \$246 million dollars in debt service next year, or the nearly \$2 billion in debt service over the course of the next several years, is really interested, really cares that much about the quality of transit service in, in the WMATA's transit zone. Some of them may live here, but they're not reliant on transit service - they can get by fine and dandy if all those bus routes are eliminated, if the trains are less frequent and if people can't ride Access because they're beyond three-quarters of a mile. I certainly think Governor Moore, my state, Maryland, and all the other executives and legislative so-and-sos, should respond to this need, which apparently is

real. I've conceded to the Board previously, that this year's "the sky is falling" budget scenario may be more true than it has been when the sky was falling in recent, previous years. But Governor Moore should offer more to WMATA and we should be relieved of this concern.

18. Denise Dubose

Hello. I am a MetroAccess rider. I don't really ride the bus, rail, I mean the Metrobus or the Metrorail, but I'm a very avid MetroAccess rider. And I feel as though, if you all cut out our services, that would-, we're already incapacitated to a degree already, and if you do that, that's going to incapacitate us any more. And that's not fair to us. We have a regular life. Like, I don't work, but I, I'm doing something everyday - I go to appointments, I go to therapy, I go to the gym, I go to the pool, I have grandchildren, I go places with them. So, if you do that, we already have a medical condition that we're dealing with, so if you incapacitate us that way, that will make our life even more difficult.

We want to live a regular life just like everybody else and we deserve that. And I understand you have to have budget cuts, but that should not be part of it. You need to find a different way, some other kind of conclusion to come to, to as to not incapacitate us any more. And you just went down on the fares, to \$4, now you're saying you're going to go back up. Most of us are on Social Security disability or we have very limited budgets. So if you do that, that will incapacitate us in a second way. So, how many times are we supposed to get these cutbacks; that makes a major difference in our lives and I don't think that should be happening. You have to start taking us into consideration - your elders, your people with disabilities, all of that, because, you never know, someday, one day, any of y'all, God willing, could be in our situation. And what would you want somebody to do for you? Would you want somebody to incapacitate you even more than you already are? Or help further your situation in a more accomado- situation. We should not have to be forced to not live our lives, to go to our appointments, to do the things we need to do, just because the government, Metro, whoever, says they don't have the money. Find it. Do what you

got to do, cut back some other way, do something different, but we should not have to suffer because of that. It's not fair. Thank you.

19. Phillippa Mezile

Hi, good evening, everyone. I just wanted to say... My name is Phillippa Mezile, first of all. I'm a resident of the District of Columbia. I'm speaking on behalf of myself and the low-vision community; I'm also a member of the Metro AAC committee. I just want to say, I'm opposed to any type of service cut, any type of service area cut, particularly as it impacts on MetroAccess users. Some of the, if you cut the service area for bus and rail, other people need the bus and rail just as well as we do, but if you cut the service area, then you've reduced the service area for MetroAccess.

Now, I would like each of you, just for a moment, close your eyes. I promise I won't hurt you. Just close your eyes for one moment. Imagine that that's the extent of your vision and that MetroAccess has been picking you up from your home, and taking you somewhere and bringing you back, and now all of a sudden, and this is what I consider the most inane and insane portion of this recommendation, if the service area's cut: suddenly, if you're outside of the service area, you're going to have to transport yourself to a pick-up point, then wait for something to pick you up from there, take you where you're going, bring you back to the pick-up point and get you back home. Now that is just ridiculous. It would be difficult, it would be time-consuming, it would be expensive. And I urge you to just not cut the service area for people. And, like I said, if you have to cut service, don't cut the service area; carve it out and keep it as it is, currently serving people.

Other thing is.. Oh, I also wanted you to imagine, you're sitting in the chair and that chair is the extent of your mobility. That, if someone doesn't get you in that chair and take you somewhere, you're just stuck in that chair, and that's the case for a lot of people. You need to be able to transport. People need to go to their life-saving dialysis, cancer treatments, medical appointments, etc.

I, for one, use MetroAccess, I use bus and rail, I'm a very active volunteer in my community. I've served as a foster grandparent, which would not have been possible if hadn't been for MetroAccess taking me to the training and then to the locations. I'm on the Senior Medicare Patrol program, which helps cut, teach seniors how to recognize fraud and abuse on their Medicare billing statements. I volunteer with my church, I volunteer with my sorority, which is very active in the community. So, I would not be able to do most of that, if any of that, if the MetroAccess service were cut. Don't cut.. O.K., in my last ten seconds, I'm just going to say, Metro cops rock, and since I can't be charged with being sexist, you are the best looking board of directors I've ever seen.

20. Patricia Bishop

Good afternoon, everyone. My name is Patricia Bishop. I am going to also give you my AKA, it's "Good Trouble." I represent it, so does the people who have spoke before me. I would appreciate if each and every one of y'all in Metro get in good trouble right along with us. Don't make these changes to harm anyone, as far as MetroAccess, but definitely subways and the 74 bus on Delaware and anywhere else in the Southwest area, where it is definitely needed, because we have disabled, young and old, we have seniors that have walkers, canes and wheelchairs. How can we expect for them, or any of us, to go down to 4th Street, in the scorching hot weather, or the freezing weather, to get that bus, that is normally to circulate throughout Southwest area, the way it has been. Please continue that bus line. It is beneficial to us, because we need to get to the store, grocery stores, even to get to the 79 to go up Georgia Avenue to Wal-Mart. To get to doctor's appointments, dialysis, as it was spoken, get our kids back and forth to school, in the morning and in the evening.

I'm sorry, y'all, but I have to stop, because it's really frustrating. This is not my first time being here about the 74 being continued. They wanted to take the bus stop away the last time I was here. I fought and I came here and spoke up for that bus stop to remain at Delaware, because that is a location where, there are several homes and apartment

buildings right there that we need to have that bus stop right there in order to get safely to our front door.

I also use the 74. I'd rather not push my shopping cart back down to Safeway and back up, just to get my groceries home. I'd rather to be able to get on that 74 bus to do that, which would be more convenient for me and others that live in the neighborhood. People's walkers have broken trying to push groceries down the street, when they need that bus right there, to be even more safer for them, so that they can get back and forth to where they live. And, once again, I appreciate y'all listening to me. Support the good trouble that we all have come here to speak of to y'all, and join us.

21. Jermaine Franks

How's it going, everyone. I've got to say, that tow truck incident was definitely a scare. Definitely thank the first responders for that, their response.

I wanted to talk about, what is it, the V4 line. It's not... it stops running at, I believe, twelve o'clock, I believe. I would like it for it to be, what is it, on the twenty-four-hour schedule, because you've got the X2, the W4, and a couple other lines on the twenty-four-hour schedule. That would definitely help out with that. And another thing I didn't know, was it, like my aunt Pat was saying, she was talking about the 47 being stopped. Please don't cut that line, I didn't even know that was being cut from the regular schedules, and stuff like that. The buses still need to be, because I live in Ward 8, they still need to be cleaned and stuff like that, because I be getting on some of the buses and they just be filthy, and stuff like that, and not properly, like all the way cleaned. That would, for surely help as well.

I've got like twenty-two seconds left. I just want to appreciate, like, to have, like this opportunity to speak to you, to the Board members, and that's it. Have a great night.

22. Janice Samuel

Good evening. My name is Janice Samuel. I'm a member of the National Federation of the Blind of the District of Columbia and the National Federation of the Blind of Maryland. I'm not here in an official capacity; I will be delivering my personal testimony.

So, good evening. I was told to cut out my introduction and get straight to the point, so here it goes. As a member of the visually impaired community, I strongly advocate against any reduction in these vital paratransit services, which are crucial when ensuring equal access to transportation for individuals with disabilities. For many of us who are blind or visually impaired, MetroAccess paratransit services are not just a convenience, but a lifeline that enables us to maintain our independence, access employment opportunities, education, health care services and participate fully in all aspects of community life. These services provide us with the freedom to travel independently, accessing essential services, visiting friends and family, and engaging in social and recreational activities.

I could not have come here this evening without MetroAccess. Cutting MetroAccess paratransit services would have a disproportionate impact on the blind and visually impaired community, exacerbating the need, or the existing barriers that we have in transportation, excuse me. It would further isolate us, limit our ability to contribute and participate in the workforce, hinder our contributions to the local economy, and hinder our participation in community activities, thereby perpetuating inequality and discrimination.

The \$750 million budget deficit should not be balanced on the backs of the most vulnerable members of our society. Instead, I urge you to have the audacity to implement alternative solutions that prioritize the needs of individuals with disabilities and uphold our fundamental rights to accessible transportation within the Washington, D.C. metropolitan area. I implore you to consider the long-term implications of these cuts and the detrimental effects it would have on those who

rely on MetroAccess paratransit services. I urge you to work towards securing sustainable funding for these essential services and to prioritize the preservation of accessibility for all members of our community. This is the most powerful city in the planet. Please, there is no reason this should be cut.

22. Matthew Exline

Clearly neither real nor imagined fears will dampen our support for Metro or our enthusiasm for our rights to speak out this evening. Ladies and gentlemen, I could speak about how Metro is the engine that powers the economy of this region; I don't think I have to convince you of that. I could talk about how Metro provides mobility for all different members of our community; but I think that's already been covered.

I will, instead, talk about a couple of things that haven't been covered, a few general and a few specific. Generally, I'd like to address first, the topic of fare evasion, which has been alluded to, but not talked about enough. It's tempting, I think, to think about how much you're going to charge for fare in terms of what you need, but that's not really how the customers who ride your service actually look at it. Instead, think of your system as a store. The problem is that the service that you sell in your store is very easy for people to steal, and people are stealing it left and right. And if you don't have enough money coming in, then you need to figure out how to stop people from stealing from you so much without criminalizing people, creating more violent confrontations and so forth. The new faregates are a great step in the right direction. Those need to be in every single station across the whole network.

You also need to find some way to keep people from stealing fares on the buses, too. I'm not sure how to do that, but that might be something you want to look at.

I'd also like to talk specifically about fare cuts, or, excuse me, the service cuts on the Blue and Silver line. The proposed plan is going to result in a significant cut in service. As it is currently, with the Blue and Silver line in Prince

George's County, with those two running concurrently, you have a situation where you can basically walk in and a train's going to come along within five minutes. That's a really high quality of service, and it's a real benefit to people like me who commute every day, to anyone in the region. With the Silver Line, under this plan, stopping, and not going on into Prince George's County, and the Blue Line running less frequently, you're cutting frequency from every three-to-five minutes to every fifteen minutes, which is a significant decrease in service, has an impact on people's ability to commute. Thank you.

23. Aurelia Glenn

Good evening. Underlying all this premature talk of service cuts, because that should not be trotted out first, due to the purpose and nature of public transportation, is revenue. People have already talked about dedicated funding sources, which is needed, as well as contributions from local jurisdictions. But, WMATA's contribution to this also needs to be addressed. As a user, I don't understand WMATA's seeming refusal to publicize its monthly passes as a consistent revenue stream for its passengers. It's convenient, it saves money, yet it is not, and has not been consistently promoted.

I can look on my wi-fi in the morning and see an ad for a young lady advertising WMATA merch. How much money is that bringing in to Metro? But nothing promoting consistent, monthly revenue from passengers, your riders, who know how this system works and works well; we want it to continue to do so.

The other problem, which I think could-, surrounding service, bus service specifically, is that, the GPS trackers don't always work. Because that works in conjunction with the BusETA, and if it's not, if they're not working you don't know if a bus is coming, which renders, kind of, BusETA useless. And you know, you need, you need to know that a bus is actually coming in order for the system to really work and be useful.

Also, I've had, actually, better luck with the DC Transit app in knowing when a bus is coming, better than with BusETA. There have been a number of times BusETA did not report a bus coming that the DC Transit app did, which is incredible and not helpful at all.

I do want to specifically talk about the D14 bus line, which is scheduled to be cut. That doesn't make any sense, since it's a framework route, one which is, according to your Bus Transformation project, is a bus line that is a backbone of bus service, and that allowing riders to travel along major corridors, streets and access the region. Why is that even, why is it even on the table for being cut? It accesses, you know, seniors, it goes to a Social Security office, it goes to a medical center which has a veterans' office, Andrews, a Giant, Aldi's, Latino supermarkets, two schools... D14 should not be cut, it goes to the federal, Suitland Federal Center. I don't understand, according to your own guidelines, it should not be cut. Thank you.

24. Maevyn Farrell

Hello, my name is... Hello, WMATA staff and my fellow concerned advocates. My name is Maevyn Farrell and I'm a seventh grader at Alice Deal Middle School. I'm here to address the issue that we are all acutely aware of - the proposal that WMATA is showcasing will not only affect me, but many others in my school community. Specifically, the buses D31, D32, D33, D34, the M4 and the W45 are proposed to be cut. These six bus lines are but a few, compared to the other lines that could also be cut. So many other schoolkids at my school, including myself, use these buses to and from school every day. Removing these lines would not only affect the amount of kids coming to school on-time or even at all, but it will also affect the safety of the children.

On a weekly basis, all the D30 buses and the M4 are full to capacity, both to and from school. Students rely on these buses as a mode of transportation, just as they would a textbook for curriculum, or a pencil or pen for expression of thought. Removing these lines would disrupt students' educations, futures and the opportunities that school has to

offer. DCPS is already struggling with tardies and absences, and by eliminating these bus routes, they probably will worsen.

Safety is another element that will be affected. As a height-challenged middle school girl, it is already hard enough to just walk along without feeling unsafe. Just imagine how all the other kids would be affected by this and how they feel. The Metrobuses and trains struggle with violence and crime, wait, already struggle, so putting a bunch of students on them does not seem like the right solution. I acknowledge that other DCPS schools don't have dedicated bus routes for their students to take, though there are regular routes that students use to get to other public schools and charters schools that would also be affected by this proposal. Shouldn't we be focusing on their bus service? Why are we making students' commute even harder?

So, consider this. I wake up at five- I have to wake up at 5:30 a.m., get ready, eat breakfast, and make my lunch and leave. But then I have to take three buses - the 54, to the E4, to the M4, oh wait, but I can't, because the M4 is also being cut. So then I have to walk the rest of the mile to get to school, and when I finally get there, most likely late, I'm exhausted. Then on my way home, I have to do the same thing. And this would happen to so many other kids, or even adults, that rely on these lines. This would also affect my, this would affect my safety, by getting home after dark, my education, like not having enough time to do my homework, and my rest, like having no sleep time.

Education, safety and convenience are all impacted by the elimination of the D30 buses, the W45 and the M4, which will have an everlasting effect on students' families all around. Thank you.

25. Neils Pemberton

Hello, my name is Neils Pemberton, good evening. Since 2009 I've been working for the Washington Nationals on game days. Many of these games are in the evenings and they usually end between ten and ten-thirty p.m. I need to have the Metro

available to take me home after ten thirty p.m. If Metro stops at ten p.m., I will be forced to give up my job. My needs are not negotiable, I'm sorry. This is how important Metro late night service is to me.

I am completely dependent on transit and have been a pro-transit advocate in the 1990s. I'm now looking for another job, because I do not trust Virginia's state government to do the right thing. With that, I'll lose my job.

26. Denise Rush

Good evening. My name is Denise Rush. I'm Vice Chair of the AAC Committee and Vice Chair of MetroAccess. I've been riding the service for twenty-four years. It has been my lifeline. It helped me pay my mortgage, it helped me retire from a law firm, and I've had great experiences – we must have full funding and dedicated funding. I don't know how you're going to figure it out, but one of the suggestions, every business owner that MetroAccess, Metrorail, Metrobus takes someone to, they should be paying something for the money they're making, because Metro is making them money by getting us there.

If you're going to cut the service for handicapped people who don't have the option to get in their car, or get on the bus, or Metro, well, I shouldn't have gotten on the floor, I should've, you're shooting me, you're killing us, our independence. So, I should've stayed up and maybe that bullet would've hit me, or whatever, and just lay down and die, because there are going to be a lot of people who are going feel like they have been shot, and they've lost their life. So I hope you don't do that.

But MetroAccess came for when the earthquake, they came for me in the deep snow. They were, they are my lifeline and they should be commended. No, they're not perfect, but your husband's not perfect, your daughter's not perfect, nothing's perfect, but something is better than nothing. Thank you.

27. Virgilia Collins

Hi, my name's Virgilia Collins. I'm here because there's I was told there are going to be some bus service and Metrorail cuts, cuts or Metrorail closings, and I live in-between three Metrorails - Suitland, Naylor Road and Southern Avenue, and I live on five bus lines, four of them which are Metrobus lines. And I've been living where I live for almost twenty-nine years.

When I first moved there, there were no bus service or even Metro. I used to work at night, I had to walk from D.C. into Maryland. I live near Iverson Mall; that's a long walk from Naylor Road and Southern Avenue, Naylor, Branch, Southern Avenue and Branch Avenue, Wheeler Road and Southern Avenue. I even walked from Eastover Shopping Center. And I also lived in Hyattsville, Maryland, one time before they brought the Metro train, the Green Line Metro. And the buses on the weekends, Eastover and Hyattsville, they stopped running around eight-thirty, nine o'clock. And I had to walk from the Metro, from the Brookland Metro to, going towards P.G. Plaza, and that took almost an hour.

And, and also, I used to have to walk, now one time, you're talking about cutting bus fare. I remember when I couldn't even afford bus fare, I had to walk to work, and that took an hour or a half-hour depending on where I worked.

And other things, like I went to the meeting in Silver Spring, and if it hadn't been for MetroAccess, I would have had to catch two buses and two trains to get there. And so that's, you know, it didn't take me long to get here today, because I live right on the Green line, the Metro's right down the street. But there are some places that are too far out, you know, where, you know, you can't walk to. Plus, if the weather is bad, like if it's raining or snowing. And plus back then, you know, a long time ago, I was in good health, so I was able to walk, but right now, my health is deteriorating, so I'm not able to, sometimes it's hard for me to stand up and walk. So, you know, that's the reason why, you know I want you to keep, you know, the buses and trains running, even if you have to cut back on, you know, wait time, you know.

And the fare, I don't have a problem with you going up twenty, twenty cents, because there was about, fare was about twenty-

five cents when I started riding the bus and that's been since '73. So if I've had in fifty years, you know, if you go up on the, plus they never went up on the fare every year, but let's say if they did, it would only be five cents every year, so I don't have a problem with this. But I just do, I'm concerned about the buses, rail, MetroAccess also. Thank you.

27. Victoria Maronquin Vasquez

Good evening everyone. So, my name's Victoria. So, I live in Capitol Heights at Addison Road, the middle, so, from Maryland. So, I'm housekeeping for the Line Hotel, I'm working here from D.C. I'm using the 96 everyday, so I would like please, no cutting, because we need it. Especially in Saturday and Sunday, the Metro train is open seven, and I'm starting to work six, so I'm using the bus. Thank you so much, I appreciate it.

28. William Covington

I've got a sermon for you today. My name is William Covington. I belong to the National Federation of the Blind, the blind community, low vision, etc. My appeal is simply this: if the Mayor can come up with \$500 million for a baseball team, and a hockey team to stay in this, Washington, D.C. I don't know if you guys have access to her, but I would simply appeal to the psychological. And that is to say, when things are cut, anxiety rises and depression sets in. It's a challenge enough to be visually impaired and have to live with the lateness of MetroAccess, bus and the rail. But, without it, like water from the sky, the flower dies. So, I would not want to see a lot of people go into depression. And that's simply my appeal. Think about the mindset, the isolation, and the types of things and anxieties people will go through when they can't get out. Remember the pandemic? That's all I've got to say. Thanks.

Metro Hearing #657

Dockets B24-01 and B24-02: FY2025 Proposed Operating and Capital Budgets and FY2025-2030 Capital Improvement Plan

Arlington County Government Center

Arlington, Virginia

February 28, 2024

1. Takis Karantonis

So, thank you for, for holding this meeting her tonight. My name is Takis Karantonis. I am Vice Chair of the Arlington County Board, but first and foremost I am a rider of WMATA for many years... for all the two, twenty years that I have been in this region and living in Arlington. I cannot believe that we are here discussing what we are discussing. We are discussing the major, the very basic infrastructure of our region, a region of over, more than six million people that depend on the ability to provide public transportation service. This is unprecedented to even discuss eliminating 67 of 135 lines in our bus system, knowing how many riders there are, knowing how many, how much of our ridership came back after the pandemic. How, how, how, how important this is for so many households.

Metrorail is not just a commuter system. Neither is bus system, the bus system a commuter system. It is a basic infrastructure of our economy, of the way, of our way of life here in the Washington DC general metropolitan area. It is very critical to Arlington, all of it. I believe that about 60% of our bus service is intertwined with, with WMATA. I use it every day, to come to this office here and I can just, cannot imagine that we can go forward with this, with this budget proposal. It is of course, as an elected official now, it's of course part of my job to make everything in our power, to find solutions here, most importantly, viable and sustainable solutions for the future. But I implore you to review and revise the budget and do everything you can to get the, elected officials of this tri-state region to fix the gap.

2. Luke Etienne

I'm Luke Etienne. I'm a student at the George Washington University. It's my first year living here in the DC metropolitan area and Metro has, of course, been, you know, crucial to my experience and the experience of many other students who live here. So, I'm here to make known how this would, in particular, affect our student community. When I saw the public notice for this hearing, I decided to run a survey of fellow students and I got two hundred or so responses. And of those, almost nine in ten use Metrorail at least once a week and two in ten use it on the daily. We have half of our students use Metro to get to their job or to their internship and one in twelve use it to commute from home to school.

Eliminating service from various stations, cutting these dozens of bus lines would be a great inconvenience, to say the least. Eighty percent of respondents rated these changes as having a great deal of impact on their lives; only two percent said there would be little or no impact. Some comments that I received while running this survey include: "Metrorail is my lifeline and one of the main reasons I chose DC to study." "The increased time between trains and earlier closing time would make it basically impossible for me to continue with my extracurriculars." "The Metro is vital to the fabric of DC; what makes the city so accessible."

Obviously Metro is vital to our student and our young professional populations. Not to mention that this would disproportionately affect those with lower incomes that also do not have access to a private vehicle. For those who rely on Metro, this will be a great hinderance to their mobility, to say the least. And for those who choose Metro, this will be another incentive to drive, which will add more to our congestion problem, which we all know does not need worsening. This will be an irreparable damage to Metro's image, at least for the next couple of years. Just as we're recovering ridership out of the pandemic, it's going to take a large hit. This will potentially cause a feedback loop, in which cuts lead to less ridership, which lead to cuts, which lead to less ridership; and none of us want to see.

The subsidies which I've, that were proposed by Maryland, Virginia, D.C., they're welcome, but we must find a longer-term solution. WE can't go back every year to these governments asking for more money, we must find a more long-term solution so that we can have a budget that we can work upon. Our nation's capital deserves a transport system that is the envy of the world and the only way to do so is to invest in it. Thank you.

3. RoseAnne Ashby

And good evening. I am representing the American Council of the Blind of Virginia. I am blind myself, and I live here in Arlington, Virginia. I want to say how very, very critical public transportation is for all people and for, particularly for people with disabilities – both paratransit services and fixed-route services. I personally use MetroAccess as well as Arlington STAR when I'm going to unfamiliar places and places where I cannot cross streets safely. I use those services probably four or five times a week. When I am familiar with an area I can use Metrobus and Metrorail, Metrorail as well. I'm very concerned about the elimination of bus routes, and, and Metrorail, closing Metrorail stations.

I'm very concerned about the service area being contracted. Now I thought I had understood from the presentation tonight, that in fact MetroAccess' service area may not be, elim-, diminished. I hope that is the case, I hope I heard that right. I particularly want to give kudos to Christiaan Blake. Under his leadership, MetroAccess has really become very responsive to the consumer. I particularly love the option that we now have to take Ubers some of the time.

For people with disabilities, transportation is essential. We, some of us cannot drive, some of us cannot use taxis if we have physical disabilities, we cannot necessarily use conventional taxis. So, accessible public transit, both paratransit and fixed-route are so critical for people with disabilities. For employment, for going to medical appointments, for social services and for all kinds of things. So, again, I urge you to work with the, the others in the area, Virginia, Maryland, and D.C., ACBVA, my organization, is working with our delegates in the state of Virginia. We want to see those additional funds go to

WMATA. And again, thank you for what you do and thank you for the opportunity to speak.

4. Donald Barrett

Thank you all for the opportunity to speak. My name is Donald Barrett and I just turned seventy-two. And you all wonder, well, why are you mentioning that? I guess I want to say, that for the first time in my life, because of the Abilities Ride program from MetroAccess, I feel fully and completely independent. You know, as a blind person all my life, I've gotten rides from families and friends and cabs and other kinds of paratransit situations, but this program, the Abilities Ride program is just outstanding and beyond any reproach. It's the kind of independence that touches your heart and your soul, makes you feel like a full, fully-fledged, free, happy and independent individual. I think, probably those who don't use MetroAccess services, don't even realize how meaningful it is to go where you need to go, and sometimes want to go, without any restrictions.

And, it's certainly not a situation of taking advantage of a program, it's utilizing a service that's been brilliantly crafted to work and work well. And I just have to, and wanted to say thank you - thank you to WMATA, thank you to MetroAccess, thank you to Christiaan Blake, thank you to everyone who had the forward-thinking wisdom and compassion to be willing to formulate a program like this that helps so many people and has made us feel so very, very independent, happy, and makes, makes life an exciting prospect due to being able to get where you need to go when you need to go there. And with that I'll stop, and I just want to express my deep and heartfelt thanks to all of you. Thank you so much.

5. Joseph DePhillips

Hi, good evening, I'm Joseph DePhillips and I'm a consumer from the City of Arlington, County of Arlington, and I want to thank each of you as well. I believe Mr. Smed-, Mr. Smedberg, you and I are both Nutmeggers, originally. Connecticut. Aren't you from Connecticut? Rocky Hill, I think? Weathersfield.

I want to thank each of you, including Bryna. Bryna knows what's it's like to use paratransit and how beneficial it is. And one more shout out to Mr. Karatonis, thank you. And not only is he advocating for public conveyances, but also pararransit. Just as previous speakers have said, Don and RoseAnne, forty-three years ago when I came to Washington - forty? More than that now, 1977, if I wanted to go from Capitol Hill to Laurel, Maryland or Beltsville on a Sunday, it would take three Metrobuses. Now, I feel, even though I've never driven in my life, I feel I can go anywhere I want and I can lead a pretty normal existence.

Before I talk a little more about the benefits of MetroAccess, and believe me, it's come a long way. At one time, you all have seen the press, someone could be on there for four hours and have the potential to run out of, of oxygen. But one thing I'd like to see is MetroAccess tighten up on the membership a little bit. When you have such a good service as MetroAccess has become, I'm afraid that sometimes MetroAccess has lost the original vision for the ADA, which is to treat the most severely disabled. Now it seems, if grandma has a hangnail or forearm shiver, if they go to the correct physician, they can be qualified. And I'd like to see, I'd like... at one point the evaluation process for MetroAccess was much more stringent and it seems, seems to have fallen off a bit. And I say that, I don't want anyone to be hurt, but I'm afraid there are people using the service that it wasn't originally intended for.

As far as Uber and MetroAccess, if I have to, I don't mind paying a little more. But I urge you not to cut the service area or the time. Sometime you're out on a Friday and Saturday night and you can't get home until 11:50 and in some cases on o'clock. Again, I'd just like to commend each of you and let you know how important it is in my life, not only for MetroAccess and for the paratransit, but to be able to ride the subway, either at a reduced charge or free-of-charge. I feel with the combination, I can again lead a normal life. If I have an errand, if I have to go to services, or anything that you need to do, employment. And again, please consider not to cut the service area and the timeframe. Thank you very much.

6. Doris Ray

Good evening, Mr. Chairman and members of the WMATA Board, as well as WMATA staff that are here, and other elected and local officials. My name is Doris Ray and I'm here representing the ENDepedence Center of Northern Virginia, a community resource and advocacy center that is run by and for people with disabilities living in Arlington, Fairfax and Loudoun Counties and the independent cities of Alexandria, Fairfax and Falls Church, and area that has a population of 2.4 million people and spreads over about a thousand miles, I do believe, square miles.

And, we want to first say that we appreciate, people with disabilities, the thousands who live here in this metropolitan area, the Metrobus, Metrorail and MetroAccess services provided by WMATA. And, we also understand the unprecedented budget issues and shortfall that we face together as a community. We ask of you to reconsider, as you are making the final cuts to the budget, that may ultimately be necessary, that you consider the effect of eliminating bus routes, cutting back on service areas, cutting back on operational hours, of Metrorail and cutting back on the service area for MetroAccess, as well as raising fares will have on people with disabilities and the broader community, particularly those individuals who are marginally economically capable of affording this. Some of us having modest incomes, some of us have low incomes and very low incomes and we rely on MetroAccess and Metrobus and Metrorail to get to - because we don't drive, a large majority of us don't drive, we rely on it to have jobs, keep jobs, go to the school, get educated and trained and also, just do the basics of life.

And so, we have many questions about this process. One is with regard to the service area, well you be including the partner, the partners like Fairfax Connector, in, in the service area you will redefine because of any budget cuts? We also ask you to go to our state officials and go back to your local governments and make sure that they fully fund- We are there fighting with you. ENDependence of Northern Virginia traveled with our consumers down to Richmond and

spoke to our legislators from Northern Virginia and we'll be sending them our messages during this conference committee. We're working with you. Don't cut the services we need, and to say as a person, please don't cut the 2B and the 1C - those are long-line services and the 1C takes me to my government center in Fairfax County and you're going to take that away... (Microphone cuts out).

7. Pierre Hayford

Good evening. My name is Pierre Hayford. I'm a resident of Prince George's County, Maryland. I'm also a student and I'm an employee. I use Metrorail and bus service several times a week for...sorry... for school, work and leisure. I find it disappointing that a system as vital as WMATA is still without any dedicated funding source from all three jurisdictions. I thank that... I thank all three jurisdictions for pledging additional funds on top of the ones from last year, but there's a lot more that needs to be done to close the deficit.

The leadership of Randy Clarke, the WMATA General Manager, has been absolutely astounding this year, and to have the improvements made to the system completely take a one-eighty due to the service cuts would have a lasting negative effect on WMATA's credibility that it's worked so hard to repair and earn.

Shifting capital funds to cover the operating expenses for Fiscal Year 2025 is a risk that, that could constrain improvements for the future. Gutting vital maintenance projects and overhaul stuff will represent another risk for everybody, whether you're a customer or driver. Regarding fare increases, I support measures such as increasing parking fees at stations and, while I have no issue paying an increased fare, hundreds of thousands do not have that luxury. I urge the Board to find another alternative method of generating that revenue. A suggestion I have is to raise the vehicle registration fees for each jurisdiction on larger and heavier vehicles which have become popular in recent years, or increasing the taxes on businesses or development projects centered around Metro stations. The District Council has also decided to study the proposal of congestion pricing in downtown. If that were to become a reality, I highly advise the Board to look at, to tell the

District Council to set aside a dedicated portion of these revenues, this revenue, for WMATA. The potential measures are not as swift in recovery as some of the revised budget plan's options, but it would create a less-harmful impact on riders who may not be as financially flexible to weather an extended period of hiked fares.

Accessible and affordable public transportation is an equity issue and, now more than ever, with the rising inflation and costs of skyrocketing, cost-of-living skyrocketing, I'm sorry, it's dire to ensure that people are not left behind. Metro's a really powerful, very powerful economic tool. Bethesda, Rockville, Reston Town Center, and Arlington through Ballston corridor are all highly-successful examples of transit-oriented development. These are all suburbs of the District, yet Metrorail has allowed developers to transform these locations into residential and office hubs.

WMATA's one of the few systems to be fully built-out of its original plan, and we've already done the hard work. We just need to make sure it's fully funded.

8. Siawash Azizzada

Good evening. My name is Siawash. I just live around the, around the corner here in Court House. Thank you for taking the time to hear us out. We just moved to this neighborhood two months ago and chose specifically this neighborhood due to its access to public transit and the proximity to both my job and my wife's job.

My wife and I are both trying to live a car-lite life. We still own a car, but, unfortunately because of the circumstances. Moving to this neighborhood has been, and being able to use Metro every day, for everyday life, has been a drastic quality-of-life improvement. We use both the two buses that come right here and Silver and Orange Lines. In the last two months, we've pretty much replaced almost 90% of our car trips with Metro, just due to the accessible amenities that are around here. We plan our medical appointments, errands, grocery shopping and just being able to explore the city, because of the quick headways that currently exist on Metro. If these new service cuts are implemented, we'll be forced back to using our cars and add

to the congestion that plagues this area for so many years. The DMV area is some of the most in-demand in the country. We deserve and demand a world-class Metro system.

I don't understand why we don't bat an eye when billions are spent widening highways and Metro only gets scraps. If we care about big problems like climate change or giving everyone an equal access to opportunity, Metro is and should be a major contributor to solving that.

9. Alex Mendelsohn

Hello, my name is Alex Mendelsohn and I'm here representing myself. I'm a local high school student in Arlington County and WMATA plays an important part in my life. And I'd like think that I'm giving all high school students a voice who don't own a car and rely on public transportation for independence.

Along with being a transit enthusiast, Metro and Metrobus transport me and my peers across the region, whether that be to school, extracurricular activities or social gatherings. I'd like to take moment to appreciate how much WMATA has improved over the last few years, specifically referencing improved service levels and an ambition to take on projects related to the customer experience. A healthy public transit system is key for our region. That being said, I'd like to reflect on WMATA's budget proposals for Fiscal Year 2025.

As for funding, it is imperative that WMATA's able to pass a budget that will sustain today's service levels. It looks as though WMATA will be able to get most of the money it needs for the next fiscal year. However, it is uncertain if funding will make it past the Virginia Senate at this point. I strongly encourage, urge the Virginia Senate to make sure WMATA has enough funding to sustain existing service levels. Despite this, if small fare increases and a preventative maintenance transfer is part of the short-term solution, I would be OK with that. However, it is essential that preventative maintenance transfers are only used to bridge the gap for the next year or two, as taking resources from the capital budget will only hurt the system's state of good repair.

In the long term, it is important that, it is important to establish a dedicated funding structure. As part of this, I fully support establishing a regional sales tax or similar mechanism to ensure this agency has reliable funding, and I would encourage our local and state leaders to pursue such a policy.

As for fare and parking adjustments, while they make up a relatively small portion of the budget, they are important mechanisms that WMATA can use to help raise revenue. To address the existing shortfall, I support the proposed 12.5% increase in the general fares. However, I would like to caution against raising the maximum fare for Metrorail, as increasing fares on a trip type that is struggling to return to pre-pandemic levels is bad for ridership growth. Also, I am willing to support raising the cap on late-night and weekend fares as much as, to as much as \$2.50 or \$3 on the rail system. Lastly, WMATA should prioritize implementing open payment and fare capping systems.

As for parking, WMATA should implement a dynamic pricing system at the lots it owns so it can better take advantage of existing space. Also, Metro should use the long-term and overnight parking facilities to provide overnight and, overnight and multi-day parking.

As for service and operations, I have three main suggestions: First, I would like to make sure WMATA is focused on implementing the Better Bus Network Redesign as quickly as possible. An improved network has the ability to boost both bus and rail ridership at no additional cost. Specifically, I want to emphasize the importance of improving, eliminating or consolidate routes that operate less frequently than thirty minutes. Lastly, WMATA should increase operating efficiencies by closing the Cinder Bed bus division on weekends, operating the REX and 29 buses out of a surrounding division.

Moving on to the Capital Improvement Program, I would like to place a lot of emphasis on fleet expansion. Ordering new buses and the 8000 Series railcars should be a priority for the upcoming year, as it will improve the system by replacing an aging fleet and allow for service increases. Also, I'd like to caution against a rushed transition to a fully electric bus fleet. These buses are expensive and

require more space to store, and the way for WMATA to best meet environmental goals is to provide more service to take cars off our roads.

Thank you for the opportunity to speak today, and if it's OK, could I provide each member of the panel a copy of my speech?

10. Steven Kaffen

Hi, I'm Steve Kaffen. This is the, actually, this is the eighth consecutive year that I've been testifying, formally. Actually, I just flew back from Brazil this morning in order to be able to testify, so it's good to be here. This is an important time to testify.

Just to let you know, because I'm proud of my 2023 statistics: I rode, I took 573 bus trips and visited twenty rail stations, and this is as user, certainly not as an auditor; almost 2000 miles of travel, in the top 1%. And so, you know, I love this system and so it's good that we have this opportunity every year to talk. There's no way I'm going to get through all of this, but I'll, I'll leave the, you know, that's what, that's what we do. I'm on the Best Bus initiative, I was on the Bus Transformation project, I'm on the Accessibility Advisory Committee, I'm vice chair of the Bus/Rail Committee, but, my comments are my own.

I want to state first, and, as you know, and this bothers me tremendously, even though I'm not a user, a substantial number of MetroAccess users will actually be losing service, if the, if the worst case scenario is implemented. You know, it, it, it, to take away service for people who depend for their lives on a particular, on a particular kind of service, when they have it, is, the word is unconscionable. And so, I know we can find a way to do a grandfathering in or what have you, or maybe it may not be necessary, but it's an extremely disturbing and important thing for those, for those who use MetroAccess and for those who don't.

The other thing I'd like to mention quickly is, that, that, I believe that we can learn from our experience and do better such that next year we don't have as much cost to

fill in. I think WMATA should set up a “rider experience committee,” working with Sarah or working with Sarah or working with an ombudsman. I’m glad, I’m sure people would volunteer. They’d look at prospective changes and expenditures from a rider standpoint. There are numerous expenditures, that, needed not to be made, shouldn’t have been made, and were just wrong. And I’m going to list them out and I’ll present them there. But if we can cut these back, next year we don’t have as much severity to look at. Thank you, thank you very much.

11. Brian Gannon

Good evening, Metro Board members and staff. My name is Brian Gannon, I’m a resident right here in Arlington County. I love having the access to the corridor right here, having easy access to Metrorail and various ART and Metrobus routes. I’m a very frequent rider; I commute by Metrorail three to four times a week out to Reston. I’ve been riding the Silver Line pretty much since Phase I opened up, I guess about it’s been about ten years now. So I do rely on that – it’s great not having to drive and deal with the tolls and the traffic and all that, so I hope that service frequencies can be maintained. I know that the worst service cuts, hopefully, are not on the table so much anymore, but I would like not to see service cuts, station closures, early closings, any of that.

I do recognize a fare increase is pretty likely. I hope it can be minimized, especially for long-distance riders who got hit pretty hard with last year’s fare increase. It adds up after a while and I know that’s a burden for some people.

I know the budget proposal also calls for the increased use of six-car trains; I hope that can be looked at. You’ve been running six-car trains pretty much the last week-and-a-half exclusively, and the crowding has been noticeable in terms of on my commute, trains have been really packed that head out towards Tysons. I hope eight-car trains can be maintained. I mean, you’ve spent years and years promising eight-car trains, and this is coming from someone who remembers when you used to run four-car trains during the rush hour back in the ‘80s and ‘90s. So, it’s been great, so hopefully we can keep what we’ve got and not take a step

backwards. And like others, I really hope dedicated funding is something that comes through so we're not doing this year after year. Appreciate the opportunity to speak. Thank you very much.

12. William Wong

Hi everyone, I'm William Wong. Thank you, everyone, for letting me testify. I'm representing myself. But, I just wanted to say as someone who commutes from Innovation Center to Metro three days a week to get to work in D.C., the proposed service cuts would be absolutely terrible in my case. I've had, like, over 6800 miles of Metrorail last year and having either like twenty-minute service cuts or a twelve- or like twenty-five percent fare increase would not be optimal for me. I believe, I calculated, so not having to drive into D.C. every days, taking into account toll roads, fees, parking, etc., etc., I was able to save \$14,000 from not having to drive into D.C. every day, and so having those service cuts would make Metro less of a viable option for me to get into work, and so, I heavily disagree with them.

I'm glad we don't have the proposed draconian cuts, hopefully, based on the funding provided by D.C., Virginia, and Maryland, although the 12.5% increase is not something I'm that happy about, although I recognize the possible necessity of it. Although I would like to say, that many others have said here, that getting a dedicated source of funding, either through say, like having Metro advocate either for a regional tax or increasing ridership by just develop-, increasing density and development around the Silver Line stations would be lovely, so that we don't have to have this meeting every year and so that I don't have to endure 12.5% fare increases every year.

13. Lisa Brown

Good evening, everyone. My name is Lisa Brown, and I live in D.C. between Woodridge and Brookland station, I mean, Brookland and Woodridge. I have a lot to say, but I'm going to keep it short. But I'm going to write it down.

In our area, they're trying to make it more dense, more apartments, and have, encourage people to use Metro. And in

our area they took every bus line out; it was gone and they said no alternatives. So, I'd have to walk to the Rhode Island, or I'd have to walk to Brookland or Fort Totten; all my back-ups were eliminated. And we have a lot of seniors back there, disabled, me, I go to work, kids go to school. All our bus lines were H6, E2, were eliminated. That's not good. You know, we have to have some kind of way to get around and we're dependent on the bus. And I know for me, I moved here from Atlanta, and I bought my house specifically because it's near the bus line, because sometimes I don't want to drive. In Atlanta, you have to drive everywhere.

I'm a Nats season pass holder. I don't want you to mess with the train stations; I don't want you to cut the trains off early, and I got to miss part of my game. There's a lot of folks that probably Nats, you know. And you encourage us to take the train, I love it, but if you close at 9 o'clock, I'd have to leave before the game is over. And as a season pass ticket, as a season pass holder, that's a lot of money, you know, so, I want you to consider that. And you know, public transportation's public transportation - it's for the people. All the lines may not make money, but that's not the point, it's the accessibility. And since the Metro train was built after, you've got to retrofit, people have to get to the train, and that's what a lot of our buses in Northeast - it's a lot of neighborhoods that you cannot walk to the Metro, so we need our buses just to get to the train. So, I like the Better Bus idea, but I didn't think we would have no bus. Thank you.

14. Patrick Sheehan

My name is Patrick Sheehan, I'm Chair of the AAC. And I think, as probably you've seen tonight, and it was apparent last night, and also on Monday night, a good number of people who have been before the mic have been disabled people and they are concerned about their ability to get around, their ability to use MetroAccess, their ability to use the Abilities Ride; they don't want to see the system cut. Under the fiscal cliff or doomsday scenario as we affectionately call it, you could lose up 9000 people out of the 36,000 people that ride MetroAccess if the service area's cut. So, as you've heard tonight from others, we do

want to fully fund Metro, we want the service area to be intact and we need to keep the schedule intact.

Those are the basic things that we are interested in, because that area is a safety net for those individuals that need MetroAccess, that need the Abilities Ride, but the paratransit system. They don't have the ability to turn to a car to supplement their rides, so we need to have the safety net fully funded so the entire area is, is safe and efficient for those individuals. We had an individual come to the Accessibility Advisory Committee and she asked the Committee she said, "If my ride is cut, how do I get to my job? What do I do? Give me an answer, help me." And we didn't have an answer. We just said we didn't know. It made me feel very helpless for that individual because she's depending on our committee to help her get around. 9000 people like her could be in the same boat if this fiscal cliff, doomsday budget is enabled. The revised budget is better; I would like to make sure that's fully guaranteed, that all of the MetroAccess budget is not cut.

Lastly, I would say, you know, we've talked about Virginia, we've talked about D.C., and we've talked about Maryland, but surprisingly enough, I haven't heard anything about the federal government, and I don't know what we're doing with respect to that money that is being.. the thirty.. I forget what it was, \$30 million or so that they were asked to put in. I think that it's important, every penny counts, because I know, even with respect to staff at WMATA, who do excellent work, as you say all the time, they're being impacted because they're not going to be given raises. So, anyway, thank you for your work on this. My committee stands ready to work with you. Thank you very much.

15. Ben Lynn

Good evening. My name is Ben Lynn; I'm here on behalf of ATU Local 689. We represent over 15,000 transit workers and retirees across the DC Metro area, including 9000 WMATA employees..

And, as we all know, our members, and our region face unprecedented challenges, faced unprecedented challenges over the last few years. Nonetheless, transit workers have

faithfully stayed on the job and kept our region afloat, even through the worst pandemic in over a century.

Since then, we have seen reduced ridership, record, but receding inflation, increases in violence and a system pushed to the physical brink, and a stated deficit hundreds of millions of dollars. Finding a solution to Metro's long-term and systemic funding problem is essential, however, the solution cannot and must not fall on the backs of working-class people. I cannot fall on the backs of the working, the workers either, especially because, you know, and just want to bring up during the pandemic they were called front-line heroes, because in the line many of our workers caught COVID, and a handful of them unfortunately passed away. But also the men and women and those across the region who rely on reliable service to pick up their kid, go to the groceries and go to school, navigate the region.

The freezing of wages for transit workers, is short-sighted proposal that's being tossed around, and telling the workers their pay is frozen until further notice, in the midst of a national CDL shortage and an upsurge in violence towards transit workers, is a recipe for disaster. Newer workers will go elsewhere to find jobs with guaranteed pay raises and more safety; older workers will simply retire, and there will a undoubtedly a shortage of operators, mechanics and so forth.

Another proposal on the table to move millions of dollars in preventive maintenance funds to cover holes in the operation is dangerous and risks the lives and security of riders, workers and the system alike.

And the, lastly the fare increases will hit low-income, working-class and middle-class people the hardest. We need Metro to continue to work, we acknowledge the great work they have done so far to try push every elected official across the region, in the Commonwealth, in the State of Maryland and D.C. to help come up with a designated funding as well as to pursue a long-term dedicated funding measure. Local 689 members run a world-class and vital public service, let's not fund it with low-grade priority. Thank you.

16. Stewart Schwartz

Thank you, Chair Smedberg, appreciate this. My name is Stewart Schwarz, I am the executive director for the Coalition for Smarter Growth. We're a twenty-seven year-old non-profit. We're leading, leading an eighteen-group coalition focused on Metro funding, and teaming with business groups and ATU 689 to support more funding for the agency. We thank you all for your hard work to identify cost savings and efficiencies to reduce the operating budget gap and we thank the jurisdictions who have proposed \$480 million in additional operating funding for FY25, including \$130 million proposed by Virginia, split fifty-fifty with Northern Virginia. In this case, though, the State would only provide \$65 million; they're talking about \$84.5 million in the House for the following year.

But we urge our elected officials to do more to reduce and even close the entire gap. Failure to do so means the service cuts we've heard about tonight and fare hikes, impact on the workforce, delays in the capital program. It's honestly disappointing the state statute requires a fifty-fifty split on Virginia's share of WMATA funding and that the state's being asked to provide so little. We need to contrast this to the \$150 million appropriated last year as extra money for widening just eight miles of I-64 near Williamsburg, and \$322 million proposed to buy tolls down, not necessarily a bad cause, but they're also going to use \$130 million of that to cover unpaid tolls, including by some of the wealthiest folks, and they're going to take \$165 million from the proposed arena revenues, in the future, from Northern Virginia to bring to Hampton Roads. So it all contrasts with what they're willing to put in to Metro and we can do more.

We strongly commit to Metro's commitment to all-day, frequent, reliable, safe rail and bus service as the best way to increase ridership. In fact, Metrobus ridership has returned, much of it is now exceeding pre-pandemic levels, especially on weekends. And the Better Bus Initiative, including the bus network redesign offers an opportunity to transform our bus system, just as Alexandria's transformation of DASH was so successful. Frequent all-day bus and rail service critical to all sectors of the workforce, providing access to jobs and opportunity, saving

household transportation costs and attracting the next generation workforce, not to mention enhancing our economic competitiveness. Metro's key to supporting transit-oriented communities, and supporting car-free and car-lite living, reducing our greenhouse gas emissions. Numerous Fortune 500 companies have located here because of the Metro system.

Without additional revenues, we are going to face hard choices. We would love to see the service cuts and fare hikes minimized to the maximum extent possible, and as well the shift in capital funds to preventative maintenance. We also urge the region to come to an agreement by December '24 on the long-term solution, we can't wait any longer. And, you're focused on the issue, the region is committed to locating 75% of jobs and housing in high-capacity Metro stations, they've committed to 50% reduction in greenhouse gas emissions by 2030 and to addressing regional inequities and to focus on access to opportunity. Hard to do all of that without Metro. Thank you.

17. Mallory Brown

Hello, my name is Malloy Brown. I live in Ward Four, on the S2/S9 line. I'm a young professional working in Reston. Every day that I go into the office, I ride for three hours on the Metro and I'm one of many people who may end up without access to my place of employment due to the budget cuts you all are discussing today. I want to speak to the human aspects of these budget decisions. Most nights the buses I ride are packed full of tired, hard-working people, mainly people of color. I want to ask you, when the bus doesn't show up for these workers, when the train is so late that she might miss her shift, when he arrives at the Metro stop to find it closed because information about changing service is unreliable and hardly ever translated to Spanish, where do you want us to go? When budget cuts leave us stranded on street corners in the freezing cold, how should we get home? We can't afford to pay for Ubers and Lyft, nor can the planet afford the emissions, nor can our patience afford the extra traffic.

The Metro is the lifeblood of the city and it's one of the most beautiful train systems in the entire U.S. It keeps the DMV economy running, it brings customers into the city and it brings workers safely home. The city as a whole will

lose money if the Metro is cut. As it is, the Metro needs more funding, not less. Ironically, I was here late today in part because of Metro delays. Metro workers deserve higher raises for their labor, not freezes, as they are true public servants.

I also came today to demand that no one, especially not our elected officials, obfuscate the truth of the city budget situation to the people gathered here today. The truth is that the city has money to pay for the Metro, and I know that we do because the city has money enough for the paychecks of officers who pointed guns at Aaron Bushnell as he burned beside the embassy this week. The city has money enough for the weapons that they used to kill Antoine Gilmore as he slept in his car on Florida Avenue in 2021. While Mayor Bowser says that we have money enough to increase the already-bloated police budget and room to spare to give to foreign militaries committing genocide, we won't be lied to that the city can't be paying for our ride home on the bus.

I want to ask you, please, to keep fighting for more budget for the Metro. We rely on it. And I want to ask you to please show that Black and Brown lives matter to this administration. Please put the people and the planet over profits here. And it's shortsighted to say that we won't use money by cutting off the leaves of the tree that we use to survive in this city. The Metro is one of the few services that genuinely helps everyone. I love the Metro. I came here on the Metro. I wrote this on the Metro, and I want to see you invest in the Metro more. Thank you, so much, for hearing me and giving me the opportunity to speak today.

18. Dylan Harvey

I said, firstly, I want to begin by thanking you and every other supportive stakeholder throughout the region who had assisted in the creation and maintenance of our regional transit services. Originally, I actually had zero interest in speaking here. As a student who works at the Maryland legislature full-time, the last thing I wanted to do an hour after work is speak about something I've discussed at work.

But, I wanted to take a moment to stress the importance of creating communities that are less car-reliant and have stronger ties to alternative services such as Metrorail and the Metrobus. When my 2003 Acura TL with 300,000+ miles inevitably broke down became a pain like no other. The Green Line, as you all know, terminates in Greenbelt, so as a Laurel resident, I had to rely on an alternative service to gain access to the Metrorail system. This alternative service, at the time I thought, would be the 89M bus from South Laurel. But, due to the construction in my communities, even though a bus route that is only two miles away from my house was a forty-four minute walk, or bike, or, there was no alternative bus to get there. My bus, the bus route that I had to use instead, was the RTA's 302, which took me to Greenbelt, then I had to catch the C2 to College Park. My car route to College Park was originally around twenty-five minutes, my bus route was an hour-and-fifteen.

As a full-time student, I have to rely on an 8:15 shuttle from College Park to get to work every day. As a higher-level employee now, that isn't sustainable anymore and I'm forced to Uber. But even when I try to go to class, I run into the inevitable barrier of someone of a lower income, of just not having access to the school that I got into and I currently try to pay for. It adds another burden upon me and I want to make sure that it's understood, I recognize that every single one of do not want to cut certain services and do not want a smaller budget. That's kind of the point of this whole hearing. And I didn't want to try and pretend like I had a better understanding of the budget than you all - I'm a policy student and I failed Econ - I'm not going to pretend like I do. But I just wanted to say that when you all advocate for a better budget or increased service, that we recognize that building communities that are more sustainable and more livable doesn't just help the residents there, it also helps WMATA's ridership.

19. Virgilia Collins

Hi, my name's Virgilia Collins. It's my third time here - I went to the one in Silver Spring and also D.C. And I just want you to know how important it is to have bus service where I live - I live in-between three Metrobus, rails -

five bus lines, four of them are Metro buses. And, but before the Metrorails came to where I live, back in '95, I forgot what year they, it opened up, I used to work at nighttime, and I had to walk from D.C. into Maryland, you know, like Branch Avenue and Southern Avenue, or Southern Avenue, Naylor Road. And I've walked from Eastover Shopping Center - I live near Iverson Mall - and I've walked from Southeast, Southern Avenue near Wheeler Road and 23rd Parkway. This was at nighttime; those are long walks. And I used to have to work because I couldn't afford bus fare. And that took about an hour.

Then I used to live near the Hyatt-, near the Green Line Metro in Hyattsville before they brought the subway there, I had to walk if I missed the bus. On weekends, the buses stopped at eight-thirty or nine-thirty; so I had to walk and that took an hour. So, that's one of the reasons I don't want you to cut the rails, and as far as MetroAccess, the same thing. I caught the Metro train here and also yesterday when I went to D.C. And, but then when I went to Silver Spring, I could have caught the train, but I caught MetroAccess because I would've had to catch two buses and two trains, and I don't know how long that would've taken. So I'm saying that to say that I can't walk everywhere. I don't mind walking, but my health is deteriorating. When I was younger and I didn't have a problem walking, but now I can sometimes, it's hard for me to stand up, more or less walk, so that's another reason why I need the bus and MetroAccess.

And, as far as the fare. I think the last time, I mean, Metro fare, on the bus that is, didn't go up ever year. And when I started riding it, in '73, it was like a quarter and it went up forty cents and that was a lot of money back then. So, I don't know, if, I really don't have a problem with you raising the fare, you know, if it's just twenty cents. I don't know you said twenty cents or twenty percent, but if it's just twenty cents, think how long that's been from a quarter to now, two dollars. And if you were to raise the fare every year, divide fifty into two dollars, that's only about five cents, five cents a year, so I have no problem with that one. But, I just, my main concern is keeping the, not cutting the bus service and the Metrorail and maybe cutting back on how long, how often they run, but don't cut them out completely. Thank you.

20. Paul Semelfort

Good evening. I'm Paul Semelfort and I'm speaking as an individual tonight. I am a member of the Accessibility Advisory Committee and the MetroAccess subcommittee chairperson. So, I'm speaking tonight, of course, about MetroAccess. I know there's been, sort of, a proposed cut to the service area. I know that you, at least for possibly next year, is going to be able to preserve it, which is great, but this type of cut should never, never be considered for the most vulnerable population who needs to get around.

And, being a teacher of students with disabilities, and hearing the person from the ARC in Silver Spring say, the same students I teach, you're cutting off our soul, you're cutting off our independence, our way of life. We don't have another way to get around; the majority of us do not have cars to get around. You're cutting off our life, when we do these types of changes. You know, I hear customers come to my meetings, saying, "I don't know whether or not I may be picked up to get to work or from my home if these changes go through." Or critical medical places. We're asking, begging, please we've got to find better ways to do this, and working with you to do that. And that's all I have to say.

Metro Hearing #658

Dockets B24-01 and B24-02: FY2025 Proposed Operating and Capital Budgets and FY2025-2030 Capital Improvement Plan

Virtual/Online Only

February 29, 2024

1. Kevin O'Brien

All right. Hello, everybody, my name is Kevin O'Brien – a DC resident and organizer with the Washington Area Bicyclist Association. Perhaps counterintuitively, I find being a bicycling advocate also means being a transit advocate, because the two modes complement each other directly and indirectly. Directly, transit, and Metrorail in particular, allows bicyclists like me to reach more corners of the region more quickly. A typical journey for me might be biking the one mile to my nearest Metro station, taking Metro across the Potomac into Virginia, and then bicycling another mile or two to my destination. The twenty-, thirty-, or forty-minute walk on each end of those journeys turns into an easy, breezy eight- or ten-minute ride.

Metro's embrace of bicycling, multimodal, over the last several years in the form of allowing bikes on trains at all hours, its thoughtful consideration of the unique needs of bicyclists and multimodal users in its new train car designs and the significant investments in bike storage at stations has truly been one of the most exciting developments for me since moving to the region nearly ten years ago.

But the indirect benefits of transit to bicycling are perhaps more consequential. Every person taking transit is a person who might otherwise be driving, and I think we can all agree that more cars on the road is the exact opposite of what our region needs. More cars worsen already bad congestion and saps valuable time from our daily lives. It increases carbon emissions and air pollution, with the burden falling most heavily on low-income communities and communities of color living nearest our highways. And it exacerbates the risks of roadway violence that continue to claim the lives of more

pedestrians and bicyclists, year after year, despite promises from area leaders to stem the tide.

As a bicyclist, the last thing I want to see is an extra ten, fifty or a hundred thousand daily car trips as a result of reduced transit. If you care about the climate, if you care about livability, if you care about roadway safety and Vision Zero, then you have to care about Metro. We need to be putting more money into our transit system, expanding, rather than reducing service hours and frequency to get more folks out of their cars and onto transit. Cuts to service, especially Metrobus, means farther walks for riders, longer waits alongside often busy roadways, and more exposure to vehicular and other types of violence. Station closures means a smaller travel radius, a smaller world, for the tens of thousands of people just like me, without a car.

As a bicyclist, as an environmentalist, as a frequent transit rider, and most importantly as a resident who loves living her, I implore WMATA and our local jurisdictions to continue working to permanently right the fiscal ship to avoid, at all costs, these most drastic cuts and scenarios that have been proposed, and to avoid, to the greatest extent possible, any short-term budgetary sleight of hands that punts a long-term fix and risks future investments and repairs. Appreciate the work you've done and look forward to, um, getting closer.

2. Barbara Glick

Yeah, hi. I want to one hundred percent agree with what Kevin said, a hundred percent. Everything.

But I wanted to address something else. I wanted to address the fact that fares are being evaded, and it's not fair to cut services for those of us who pay for fares. I go on buses often and the fareboxes are not working. I try to pay, I'm trying to pay, most people are so happy that the driver just waves them back, don't pay if the farebox is not working. So, you have a lot of uncollected fares.

I'm tired of going into the Metro, seeing people just, right in front of the station manager, walk right over the, the, faregate, the gate. Why isn't that being addressed? Why isn't fare evasion being addressed? In Luxembourg, all public transportation is free, because of all the reasons that Kevin

said. So, we should be increasing our, and this is going to... our access. Why aren't you addressing fare evasion? It's, it's so unfair for those of us who are honest. You know, you want to make it free for everybody? Fine. You want to give farecards to people who y'know are eligible? That's fine.

But the station managers should be empowered, they are disempowered to, to do anything. Right in front of them, they go right in front of them, I see it every day, many, many people, they go right over the fare, the uh, the thing. That's not being addressed, only fare increases are being addressed, and budget cuts. And this is going to unfairly punish those of us with lower income, who cannot, whether you have a car or not people should be riding public transit to get people off the road for all the reasons Kevin said. So, I would like to know why Metro is not addressing fare evasion. That's a big source of lost revenue, and it's not fair to continue this way without addressing that.

3. Andrea Toney

OK, my name is Andrea Toney, and I'm a chair of the Adults with Developmental Disabilities Citizens' Advisory Committee. We're a volunteer advisory committee created by the Maryland legislature and we're based in Prince George's County. We vehemently oppose the proposed Metrobus cuts in Prince George's County and resulting MetroAccess cuts, particularly in the Bowie, Mitchellville, Upper Marlboro and Laurel areas. We believe these cuts fly in the face of transit equity, since these cuts will create transit deserts for whole ZIP codes in places like Mitchellville and Bowie.

We understand that MetroAccess service is tied to fixed-route service and cannot fathom that WMATA planners have proposed cuts where Prince George's County citizens simply do not have any other alternative for transit service. We believe that the proposed bus cuts demonstrate a lack of concern for the most vulnerable citizens, people with developmental disabilities who use MetroAccess. People with developmental disabilities use MetroAccess to go to jobs, often minimum wage, to go to doctor's and therapy appointments, participate in federal and Maryland DDA-funded provider programs and self-directed activities, to shop and remain connected to their families and communities. We understand that simply cutting bus service might seem efficient, but cutting bus

service to whole ZIP codes in Prince George's County will result in the creation of transit deserts, where citizens in Prince George's who rely on bus, a bus, or use MetroAccess will not be able to retain jobs, go to doctor's or therapy appointments, go to grocery stores, or do anything except stay at home.

The proposed cuts will hearken back to a time when people with developmental disabilities simply just stayed at home, did not work, were not full members of their community and are plagued by obesity and other health problems because of a lack of mobility. We recommend that WMATA planners consider other alternatives like: increasing bus headways systemwide or on multiple bus lines; lengthening bus routes rather than excluding whole ZIP codes in Prince George's County from any Metrobus and MetroAccess service; expediting the roll out of fare evasion devices and innovative ways to address this problem.

We believe that no municipality would simply recommend cutting police, fire, hospital, or other needed services for citizens in a certain ZIP code or neighborhood while other areas continue to receive these services. We do not believe that WMATA should exclude citizens in Mitchellville, Bowie and other areas of Prince George's County from receiving any Metrobus and any MetroAccess service as a cost-cutting measure. Transit service matters, people with developmental disabilities matter, and WMATA should not create transit deserts.

4. Mamie Small

Good afternoon. Thank you so much. I just want to bring it to your attention that these lines and the times that you are cutting for the riders that might be working to help their families at night and you're cutting the source of transportation at night. What kind of transportation can be provided for them to be able to get to and from work at night after hours or on weekends.

Is there a possibility that you could possibly do a MetroAccess for those people? They can call MetroAccess and make arrangements to have transportation to and from work late at night or on the routes that you are cutting so that

they might be able to get to and from work to take care of their families. That is my comment.

5. Matthew Girardi

Good afternoon, all. My name is Mathew Girardi and I am Political and Communications Director for ATU Local 689 and I'm here to speak on Docket B24-02. Local 689 represents over 15,000 transit workers and retirees across the DC Metro area, including over 9000 dedicated and hard-working WMATA employees and retirees.

And, as we all know, our members, and our region faced unprecedented challenges over the last few years. Nonetheless, transit workers have faithfully stayed on the job and kept our region afloat, even through the worst pandemic in over a century.

Since then, we have seen reduced ridership, record inflation, increases in violence and a system pushed to the physical brink, with a stated deficit hundreds of millions of dollars deep. We have been the essential workers to the essential workers. Let me be clear, finding a solution to Metro's long-term and systemic funding problem is essential. It must include regional dedicated funding as well as finally putting real commitments to operating assistance on the table from the federal government. However, the solution cannot and must not fall on the backs of working-class people. It cannot fall on our members, who are, have been deemed front line heroes. Additionally it cannot fall on working-class people, who need reliable service to pick up their kids, to get to work, and to navigate this region.

Let me be clear, indefinitely freezing wages for transit workers, is a short-sighted proposal in this budget. Telling your workers their pay is frozen until further notice, in the midst of a national CDL shortage and an upsurge in violence towards transit workers, is a recipe for disaster. Newer workers will go elsewhere to find jobs with guaranteed pay raises and more safety; older workers will retire. Thus we will undoubtedly be facing a shortage of operators, mechanics and station managers that will translate into service cuts for the public.

On a similar note, another proposal on the table is taking \$165 million in preventive maintenance funds to cover holes in operations. This practice is dangerous. And it risks the lives and security of riders, workers and the system alike.

I'll also say that large fare increases of between 12.5% to 25% will hit low-income, working-class and middle-class people the hardest. We need Metro to push as hard as it can to make sure that every elected official in this region knows how vital it is to fund Metro fully, and without these measures, including our federal partners. Local 689 members run a world-class and vital public service, let's not fund it like a low-grade priority. Thank you.

6. Cal Simone

Hi, I have a question before I start, and then I want to share my screen. So, my understanding, I think I understood that are saying you're not rolling back any of the bus routes that you're cancelling - is that right? Or are you still planning to eliminate a large number of bus routes? I just need that question answered. Because my comments, half of my comments are based on that. Alright.

So, my name is Cal Simone. I am not representing any organization. But I am a long-term resident of Ward 3, in Rock Creek West. I've been riding the buses since 1961 when buses were operated by DC Transit. So, the first part of my comments will pertain to three particular routes and I'm going to share my screen to do this.

Let's see... I'm going to try to figure this out as I go. Hopefully this will work. I have no idea if my screen is being shared. You can see a map? OK, good.

The first one is the M4, which you've probably gotten comments from before. Here is the before picture of our service, this is, I think, prior to the pandemic, at this point we only had three routes going through our area, this area up here, which is about to be turned into a bus desert. We had the E4, the M4 and the E6. The E6 is gone, and I'll let others comment on that, but you're proposing removing the M4, which now runs down Nebraska Avenue and all the way to Sibley. First of all, eliminating access to Sibley hospital, with the removal of

that and the removal of the D6, there's no bus service, no DC bus service to Sibley.

Which, this neighborhood up here, that I'm circling my mouse around, is, is the highest concentration of seniors in the area. Many of them live individual homes, some of them live in apartment buildings, but they rely on transit. The M4 is also used by school kids, as was the E6 and the E4. Well, that leaves us in the new map, with just one map, which is the E4. And I also want to make sure that the E4 stays routed along McKinley Street and not rerouted to Military Road because that'll make this whole area, this whole triangle up here. So you have this big area which will turn into a bus desert, you know, and then this one down here, near Sibley, will be a bus desert as well. So those are my comments about those individual...

There's one more route, which is the L8; I don't have it on the map, but it's also gone from the new plan. There's no way to get from the District up to Kensington to Kaiser, for example. There's no easy way to get to Wheaton or Aspen Hill without having to do it.

And lastly, many of the changes require a bus, to a Metro, perhaps to another Metro, to another bus. I mean, to get from here to Wheaton would require a bus from here, around, Red Line all the way to Wheaton. It's nuts.

So, that's the first thing. I'm going to stop sharing my screen - how do I do that? Stop sharing, OK.

Last comments I'll make is about the general state of transit. The City of San Francisco, people keep comparing this city to other cities, this is 49 square miles, has, has a bus stop within a quarter mile of every single household in the city. I would love to see a bus that just snakes through Chevy Chase and snakes through some of these other areas, that just runs every twenty or thirty minutes that goes through the neighborhood, picking up people and taking them to the nearest Metro station, that would be great. In this case would be Friendship Heights.

Lastly, if the mayor wants to reduce reliance on cars, it cannot reduce bus service; we cannot reduce service near, nearly entirely to the largely concentration of seniors who

depend on those cars. And as another speaker said before, bicycle service in those other cities, San Francisco, New York, only works if you have a robust bus system... That's my final comment that robust service is needed to support the bicycle network as well.

7. Kevin Hsu

Kevin Hsu, living in Loudoun County, representing myself. One suggestion that I had was that the two airports that MWA, the Metropolitan Washington Airports Authority manages, being National and Dulles, see a combined fifty million passengers as of 2023, so why not push for, like an additional \$15 user fee added to like every ticket, crossing, through those airports, which would immediately close the \$750 million gap. And if that's not allowed, lobby the FAA or Congress to allow for such transit-supporting fees. And unlike a gasoline tax, air travel isn't going away any time soon, such fees are... (unintelligible).

8. Melissa Schweisguth

Hi, thank you, sorry, I had to get out of a work meeting, just to jump off and do this call. So, thank you very much for taking my feedback, my name is Melissa Schweisguth and I live in Hyattsville, Maryland. That's, it's District 2 in Prince George's County, and really just wanted to express, you know, number one, concern for all the proposed cuts. And I want to let you know, I'm certainly, I have been advocating and I continue to advocate for full funding for Metro from my state. I'm begetting my county officials, also, to, to support that.

I'm very much a supporter of public transit, I count on WMATA to get to and from work. I wind up running and biking, bike commuting a lot, but definitely, you know, use it to get home. Have used the bus, have been really excited to discover some of, some of the bus routes. But I'm very concerned about the proposed cuts, particularly in Prince George's, proposing to eliminate 67 bus lines total, and 22 of those are in Prince George's County. Our county has a lot of lower-income individuals who really depend on bus transit. Our county is very dependent on WMATA for bus transit. So 22 of those routes you're proposing to cut are in our county.

Also concerned about the Silver Line turnbacks, and the, particularly with the rail system shutting down at ten. We saw what, what those early shutdowns did to the economy and to folks, particularly working, working folks, shift folks before. If these cuts go through they'll impact about 14,000 people in my county, particularly the transit-dependent households in South County and along our Blue Line. So, I just wanted to ask you to please, please reverse these cuts. And please continue to advocate for full funding and help us advocate for full funding, and thanks for all you do. Thanks for taking my comments, I really appreciate it.

9. Heidi Case

Thank you so much. My name is Heidi Case. I live in the District, Ward 2. I was on, ten years ago, 2013-2015, on WMATA's Accessibility Advisory Committee. I am a wheelchair user. Since then, advocating for accessible transportation is one of my primary focuses. For the last three years, I chaired DC's Multi-modal Accessibility Advisory Committee, appointed by the mayor to advise DDOT on these kinds of issues. I've chaired, also in the last several years, the Taxi Accessibility Advisory Committee and worked closely with Christiaan Blake on Transport DC, the taxi alternative to MetroAccess.

I'm very concerned about some of the cuts, even under the newer projected budget. About a year ago, MetroAccess began using taxis, and then eventually, even Uber, to promote, as an alternative to... that they actually, utilized for specific MetroAccess trips, but none of them are vehicles that wheelchair users can have. So, for about a year now, that's been going on, and the inequity is that that was considered a pilot and everyone able to use that alternative got free trips, and no one in a wheelchair could. Some of Metro's reasons were not to pull the limited number of wheelchair cabs off the street.

Now, understand, in the new budget, you intend to ever increase those numbers. I'm concerned about further segregating wheelchair-user services from people who do not, and the difference in quality. When taxis and Uber does it, you can pick when you, and let them know when you want them to come. That doesn't happen for using MetroAccess vans.

The concern I see in this newest budget about cutting escalator and elevator repair costs is concerning because I do use public transit whenever I can. I hear the time, I want to say, it costs you \$50 to take me on MetroAccess, free if I take bus and rail, so don't screw my ability to do that by cutting elevator repairs. That's not even fiscally responsible. Thank you so much for letting me speak.

10. Asha Madgison

Good afternoon. My name is Asha Madgison. The biggest problem is we take everything away from those that have nothing and give it to people that have more. We cannot completely cut routes or stations because people will not be able to get to work or will have to walk hours. Some people are already walking much more than half an hour. If this is passed, I will have absolutely no transportation on the weekend. It is better to decrease service on routes and Metro, rather than to eliminate them, so that everyone can get to work.

Similarly, fare evasion is the last thing we should be worried about. People do not evade because it is fun to jump the gate. They do it because they need to get work. The point of public transportation is to commute people, not to harass the poor. Again, it is better for it to be a little bit harder for everyone than to completely cut some people off.

It is ridiculous we're even having this conversation. We all, including the leaders of transportation, need to make so much more noise about taking military money and giving it to transportation. Vote for Marianne Williamson for president. Cease fire, now. Thank you so much.

11. Terry Powers

Hi, my name is Terry Powers. I'm a board member of the Sligo Creek Chapter of the NFB of Maryland. My big concern is MetroAccess. There are very many people that depend on MetroAccess to get to work, to get to medical appointments, to get to, like, you know, like activities, like meetings and social activities - that's the word I was looking for there. And MetroAccess depends on where the bus route is in regards

to your home and we cannot afford to get these routes cut, because...

I'm a blind, multi-handicapped person and I depend on MetroAccess for, like long distances, like to get to my NFB meeting, to get to the airport when I need to go on a trip, or many other things that are far away that I cannot afford to take a cab to.

And I agree with almost everything that's been said here today. The subways and the buses are very important things for all of us and we do need to reduce all the cars that are on the road and try to use buses as much as possible. The other thing is these bike lanes that have been created are very dangerous for blind and multi-handicapped people. Whoever came up with this idea never, like spoke to handicapped people and looked into the dangers involved with how a blind person's supposed to cross those bike lanes to get to a bus stop. Same thing with a wheelchair.

I'm just trying to let people know that MetroAccess is a very, very important thing to us. Thank you.



APPENDIX B

CUSTOMER FEEDBACK ON PROPOSALS

Appendix B: FY 2025 Budget – Customer Feedback on Proposals

Summary Results of Survey Responses
Collected from Metrorail and Metrobus Riders
through Public Outreach Efforts

Office of Customer Research
Document Date: 3/14/2025



Executive Summary of Public Feedback from Customer Survey

The survey received over responses from customers. For each budget proposal respondents were asked: “Are you in favor of the above proposal?” The percentages of “Yes” versus “No” answers are summarized below.

Metrorail Service Proposals

- **Decrease Metrorail Hours of Operation:** Yes- 5%, No- 90%.
- **Increase Metrorail Hours of Operation Weekends Late-night:** Yes- 87%, No- 6%.
- **Increase Metrorail Hours of Operation Weekend in the Morning:** Yes- 72%, No- 9%.
- **Close up to 10 Stations:** Yes- 9%, No- 73%.
- **Turn back Silver Line trains at Stadium-Armory:** Yes-30%, No-20%.
- **Turn back every other Red Line train at Grosvenor-Strathmore and Silver Spring:** Yes-30%, No-37%.
- **Decrease service on all lines – weekdays every 15 minutes:** Yes-8%, No- 85%.
- **Decrease service on all lines – weekends every 20 minutes:** Yes- 8%, No- 84%.
- **Eliminate Weekday Rush Hour Service on all Lines:** Yes-9%, No-80%.
- **Reducing service on certain holidays:** Yes-81%, No-12%.

Metrobus Service Proposals

Note: high percentages of customers were “not sure” about the bus proposals, most likely because they were not impacted.

- **Eliminate Service on 83 of 184 routes:** Yes-4%, No-83%.
- **Reduce Service on 51 of 184 routes:** Yes-9%, No-60%.
- **Decrease Hours of Operation:** Yes-16%, No-37%.
- **Decrease Days of Operation:** Yes-8%, No-55%.
- **Decrease Frequency on Select Routes:** Yes-11%, No-48%.

Executive Summary of Public Feedback from Customer Survey

The survey received over responses from customers. For each budget proposal respondents were asked: “Are you in favor of the above proposal?” The percentages of “Yes” versus “No” answers are summarized below.

Fare Proposals

- **Up to 25% fare increase:** Yes- 24%, No – 65%.
- **Increase parking rates by 20%:** Yes- 42%, No- 36%.
- **Change Bike Locker rental fee:** Yes- 40%, No- 24%.

MetroAccess Service Proposals

- **Reduced service area due to a reduction in fixed-route bus service:** Yes- 11%, No- 77%.
- **Decrease the MetroAccess Hours:** Yes- 35%, No- 42%.

Capital Budget Proposal

87% of respondents were in favor of using the capital budget as described in the proposal.

Public Feedback on FY2025 Fare and Service Proposals

WMATA's Office of Customer Research, in collaboration with the Budget Project Team and the External Relations team, gathered feedback from Metrorail and Metrobus customers – via an online survey – on fare and service changes contained in the FY2025 Budget Proposal.

The survey was in field from February 9, 2024 to March 5, 2024. Over 8132 respondents provided feedback to at least one proposal—this included 85 responses to the Spanish language version of the survey. The survey collected feedback on the following:

A. Fare Changes

- Proposed Changes:
 - Increase all fares by 25% (with \$2.50 base fare)
 - Increase daily parking fees by 20%
 - Change the rental fee structure for bike lockers to a daily fee

B. MetroAccess

- Proposed Changes:
 - Reduce the MetroAccess service area due to cuts in the fixed bus network.
 - Provide MetroAccess service hours with those of equivalent fixed route bus and rail services.

C. Metrorail

- Proposed Changes:
 - Close 10 lower ridership stations
 - Turn back every other Red Line train at Grosvenor-Strathmore and Silver Spring
 - Turn back Silver Line trains at Stadium-Armory
 - Decrease service on all lines – weekdays every 15 minutes, weekends every 20 minutes
 - Decrease Hours of operation: Close the rail system at 10 p.m. or keep existing rail system hours and open earlier and close later on weekends: open at 6 a.m. on Saturdays and Sundays, close at 2 a.m. on Fridays and Saturdays

D. Metrobus

- Proposed Changes:
 - Eliminate service on 83 of 184 routes
 - Reduce service on 51 of 184 routes
 - Decrease hours of operation on 25 routes
 - Decrease days of operation on 20 routes
 - Decrease frequency of service on 16 routes

- I. Fare Proposals (Slides 6-12)
 - i. Increase all fares by up to 25% (with \$2.50 base fare) (Slide 7-8)
 - ii. Increase daily parking fees by 20%(Slide 9-10)
 - iii. Change Bike Locker Rental Fee (Slide 11-12)
- II. MetroAccess Proposals (Slides 13-17)
 - i. MetroAccess Proposal 1: Reduced Service Area (Slides 14-15)
 - ii. MetroAccess Proposal 2: Decrease the MetroAccess Hours (Slides 16-17)
- III. Metrorail Proposals (Slides 18-37)
 - i. Metrorail Proposal 1: Decrease Metrorail Hours of Operation (Slides 19-20)
 - ii. Metrorail Proposal 2: Increase Metrorail Hours of Operation Weekends Late night (Slides 21- 22)
 - iii. Metrorail Proposal 3: Increase Metrorail Hours of Operation Weekend in the Morning (Slides 23-24)
 - iv. Metrorail Proposal 4: Close up to 10 Stations (Slides 25-26)
 - v. Metrorail Proposal 5: Turn back Silver Line trains at Stadium Armory (Slides 27-28)
 - vi. Metrorail Proposal 6: Turn back half of all Red Line trains at Grosvenor and Silver Spring (Slides 29-30)
 - vii. Metrorail Proposal 7: Decrease Weekday Frequency on All Lines (Slides 31-32)
 - viii. Metrorail Proposal 8: Decrease Weekend Frequency on All Lines (Slides 33-34)
 - ix. Metrorail Proposal 9: Eliminate Weekday Rush Hour Service on all Lines (Slides 35-36)
 - x. Reducing Metrorail Service on Certain Holidays (Slide 37)
- IV. Metrobus Proposals (Slides 38-48)
 - i. Metrobus Proposal 1: Eliminate Service on Metrobus (Slides 39-40)
 - ii. Metrobus Proposal 2: Eliminate Metrobus Service on Parts of Route (Slides 41-42)
 - iii. Metrobus Proposal 3: Decrease Hours of Operation (Slides 43-44)
 - iv. Metrobus Proposal 4: Decrease Weekend Service (Slides 45-46)
 - v. Metrobus Proposal 5: Decrease Frequency of Service (Slides 47-48)
- V. Capital Budget (Slides 49-51)
- VI. Budget Priorities (Slides 52-53)
- VII. Overall Survey Demographics (Slide 54)
- VIII. Weighting of Responses (Slide 55)

I. Fare Proposals

Fare Proposal 1: Increase all fares by up to 25% (with \$2.50 base fare)

Question

Metro is proposing to increase all fares by 25%:

- Metrorail fares would range from \$2.50 to \$7.50 on weekdays
- \$2.50 Metrorail flat fare on late-night/weekends
- Metrobus would have a \$2.50 base fare with an express bus fare of \$5.30.
- Where appropriate, the transfer discount from rail-to-bus and bus-to-rail will increase to \$2.50.
- The MetroAccess fare cap would increase to \$5.95.

Pass product prices will increase by an average of 25%, with variations in increases ranging from 15% to 35%, depending on the type of pass (e.g., bus pass, unlimited pass) and its duration (e.g., 1-day, 3-day, 7-day).

Are you in favor of the proposal above?

Response: Increase all fares by 25% (with \$2.50 base fare)

	Response Count	Yes	No	Not Sure
<i>Responses Weighted to Match System Demographics*</i>	–	21%	70%	10%
All Survey Respondents (Unweighted)	4320	24%	65%	12%
<i>Notable Subset:</i>				
Current Metrorail Riders	3841	24%	65%	11%
Those who live & work in DC (i.e. pay base fare)	1402	24%	63%	13%
Those who commute into DC (i.e. pay more than base fare)	964	24%	66%	10%
Current Metrobus Riders	2782	22%	67%	11%
<i>Protected Populations:</i>				
Minority Respondents	1332	18%	74%	9%
Low Income Respondents	590	11%	84%	5%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

Fare Proposal 1: Increase all fares by up to 25% (with \$2.50 base fare)

Response: Increase all fares by 25% (with \$2.50 base fare)

Question

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	3%	62%	36%
All Survey Responses Unweighted	8132	2%	57%	41%
<i>Notable Subsets:</i>				
Current Metrorail Riders	3670	2%	60%	38%
Those who live & work in DC (i.e. pay base fare)	1335	1%	55%	44%
Those who commute into DC (i.e. pay more than base fare)	916	2%	58%	40%
Current Metrobus Riders	2653	2%	59%	39%
<i>Protected Populations:</i>				
Minority Respondents	1265	2%	67%	31%
Low Income Respondents	567	3%	78%	19%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Fare Proposal 2: Increase daily parking fees by 20%

Question

Metro is proposing a 20% increase in daily parking fees, monthly reserved parking fees, and the hourly parking rate, with daily and monthly prices varying based on the station you park at.

The following table summarizes these increases:

	Before	After
Daily Parking Fees	\$3.00 to \$5.20	\$3.40 to \$5.95
Monthly reserved parking fees	\$45.00 to \$65.00	\$54.00 to \$78.00
Hourly parking rate	\$1.00	\$1.20

Are you in favor of the proposal above?

Response: Increase daily parking fees by 20%

	Response Count	Yes	No	Not Sure
<i>Responses Weighted to Match System Demographics*</i>	–	37%	44%	19%
All Survey Respondents	4337	42%	36%	22%
<i>Notable Subset:</i>				
Current Metrorail Riders	3831	43%	36%	21%
Current Metrobus Riders	2775	43%	35%	23%
Current Park & Ride Users	1075	35%	57%	9%
<i>Protected Populations:</i>				
Minority Respondents	1329	32%	48%	19%
Low Income Respondents	590	28%	52%	20%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Fare Proposal 2: Increase daily parking fees by 20%

Response: Increase daily parking fees by 20%

Question

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	5%	43%	52%
All Survey Responses Unweighted	3410	5%	34%	61%
<i>Notable Subsets:</i>				
Current Metrorail Riders	2996	5%	34%	61%
Current Metrobus Riders	2127	6%	33%	61%
Current Park & Ride Users	1007	3%	51%	46%
<i>Protected Populations:</i>				
Minority Respondents	1092	6%	47%	48%
Low Income Respondents	463	6%	53%	41%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Fare Proposals 3: Change Bike Locker Rental Fee

Question

Metro is proposing changing the rental fee for bicycle lockers from a \$120 annual fee to an hourly rental fee of \$0.05 per hour, up to a maximum of \$1.00 per day.

Annual bicycle locker rentals will no longer be offered. Instead, access to bicycle lockers will be provided on a first-come, first-served basis and can be requested on demand.

Are you in favor of the proposal above?

Response: Change Bike Locker Rental Fee

	Response Count	Yes	No	Not Sure
<i>Responses Weighted to Match System Demographics*</i>	–	39%	28%	34%
All Survey Respondents	4321	40%	24%	37%
<i>Notable Subset:</i>				
Current Metrorail Riders	3851	40%	24%	37%
Current Metrobus Riders	2764	39%	25%	36%
<i>Protected Populations:</i>				
Minority Respondents	1325	38%	30%	32%
Low Income Respondents	586	31%	35%	35%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

Response: Change Bike Locker Rental Fee

Question

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	15%	25%	60%
All Survey Responses Unweighted	2896	15%	19%	67%
<i>Notable Subsets:</i>				
Current Metrorail Riders	2572	15%	19%	67%
Current Metrobus Riders	1880	15%	20%	65%
<i>Protected Populations:</i>				
Minority Respondents	941	14%	27%	59%
Low Income Respondents	407	14%	33%	53%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

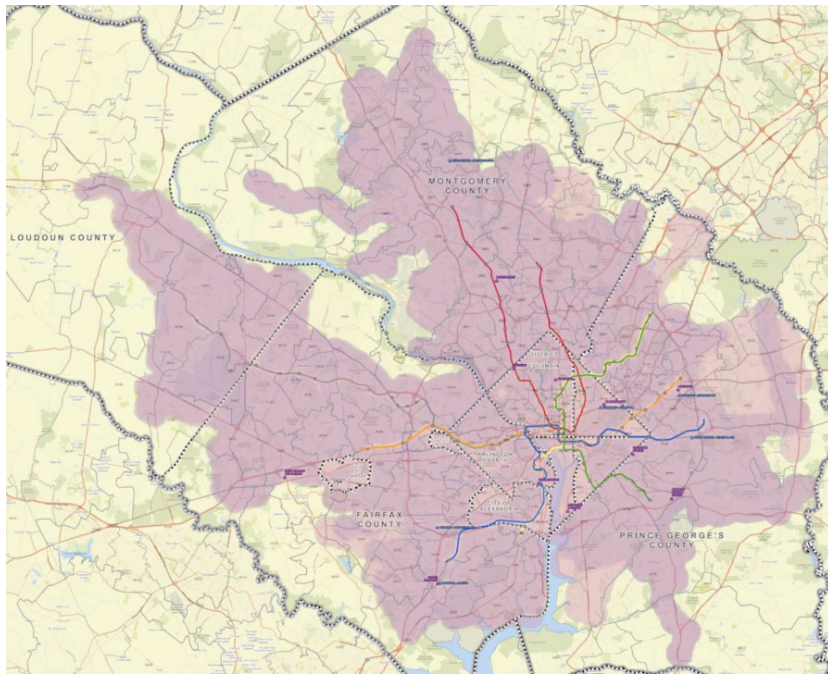
II. MetroAccess Proposals

MetroAccess Proposal 1: Reduced Service Area

Question

Metro is proposing to shrink the MetroAccess service area due to cuts in the fixed bus network.

Federal law mandates paratransit service within $\frac{3}{4}$ of a mile of fixed route bus service and rail stations. About 20% of MetroAccess trips would be affected as they either exceed the current legally required service area or would fall outside it if the proposed FY25 budget bus and rail service cuts occur.



Are you in favor of this proposal?

Response: Reduced service area

	Response Count	Yes	No	Not Sure
Responses Weighted to Match System Demographics*	—	10%	78%	12%
All Survey Respondents	1108	11%	77%	12%
<i>Notable Subset:</i>				
Current MetroAccess Riders	253	8%	85%	7%
<i>Protected Populations:</i>				
Minority Respondents	420	9%	80%	12%
Low Income Respondents	252	6%	84%	10%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Reduced service area

Question

If the proposal above were adopted, would that increase or decrease your likelihood of choosing MetroAccess over other travel options in the future?

	Response Count	Increase Likelihood of Choosing MetroAccess	Decrease Likelihood of Choosing MetroAccess	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	6%	72%	22%
All Survey Responses Unweighted	792	3%	69%	28%
<i>Notable Subsets:</i>				
Current MetroAccess Riders	223	8%	82%	10%
<i>Protected Populations:</i>				
Minority Respondents	340	6%	74%	20%
Low Income Respondents	205	5%	82%	14%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

MetroAccess Proposal 2: Decrease the MetroAccess Hours

Question

Metro is proposing to provide MetroAccess service throughout the same hours as equivalent fixed route bus and rail service.

As a reminder, Metro is considering two proposals for the rail system hours. The first option is to close the system at 10 p.m. every day. The second option maintains current hours but extends service on weekends, with the system opening at 6 a.m. on Saturdays and Sundays and closing at 2 a.m. on Fridays and Saturdays.

Metrobus routes will have varying hours, but almost all routes will still operate between 7 a.m. and 9 p.m. at a minimum.

As a result, the proposed service area of Metro Access will vary depending on the day and time.

Are you in favor of this proposal?

Response: Decrease the MetroAccess Hours

	Response Count	Yes	No	Not Sure
Responses Weighted to Match System Demographics*	–	36%	44%	20%
All Survey Respondents	1103	35%	42%	24%
<i>Notable Subset:</i>				
Current MetroAccess Riders	251	30%	59%	12%
<i>Protected Populations:</i>				
Minority Respondents	416	36%	45%	19%
Low Income Respondents	250	35%	46%	18%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

MetroAccess Proposal 2: Decrease the MetroAccess Hours

Response: Decrease the MetroAccess Hours

Question

If the proposal above were adopted, would that increase or decrease your likelihood of choosing MetroAccess over other travel options in the future?

	Response Count	Increase Likelihood of Choosing MetroAccess	Decrease Likelihood of Choosing MetroAccess	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	26%	52%	23%
All Survey Responses Unweighted	737	21%	50%	29%
<i>Notable Subsets:</i>				
Current MetroAccess Riders	209	23%	66%	11%
<i>Protected Populations:</i>				
Minority Respondents	320	26%	53%	22%
Low Income Respondents	187	25%	56%	20%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

II. Metrorail Proposals

Metrorail Proposal 1: Decrease Metrorail Hours of Operation

Question

Metro is proposing to close the rail system at 10 p.m., seven days a week.

Are you in favor of this proposal?

Response: Decrease Metrorail Hours of Operation

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	–	6%	90%	4%
All Survey Responses Unweighted	5412	5%	90%	5%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4875	5%	91%	4%
Those who used Metrorail in the evening (past 7 pm)	3091	3%	95%	2%
<i>Protected Populations:</i>				
Minority Respondents	1604	6%	89%	5%
Low Income Respondents	703	5%	92%	4%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*



Metrorail Proposal 1: Decrease Metrorail Hours of Operation

Question

Would the above change increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Decrease Metrorail Hours of Operation

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	4%	85%	11%
All Survey Responses Unweighted	5035	2%	87%	11%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4550	2%	88%	10%
Those who used Metrorail in the evening (past 7 pm)	2981	1%	93%	6%
<i>Protected Populations:</i>				
Minority Respondents	1493	4%	86%	10%
Low Income Respondents	666	5%	88%	7%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 2: Increase Metrorail Hours of Operation Weekends Late-night

Question

Metro is also proposing to keep existing rail system hours and close later on weekends.

The rail system would close at 2 a.m. on Fridays and Saturdays.

Are you in favor of the above proposal?

Response: Increase Metrorail Hours of Operation Weekends Late-night

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	–	88%	6%	6%
All Survey Responses Unweighted	5411	87%	6%	7%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4874	87%	6%	7%
Those who used Metrorail in the evening (past 7 pm)	3090	90%	5%	5%
Those who used Metrorail on the weekend	3643	90%	5%	5%
<i>Protected Populations:</i>				
Minority Respondents	1602	88%	7%	5%
Low Income Respondents	704	88%	7%	5%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 2: Increase Metrorail Hours of Operation Weekends Late-night

Question

Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Increase Metrorail Hours of Operation Weekends Late-night

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	78%	3%	19%
All Survey Responses Unweighted	4932	77%	3%	20%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4471	79%	3%	18%
Those who used Metrorail in the evening (past 7 pm)	2927	84%	3%	13%
Those who used Metrorail on the weekend	3430	83%	2%	14%
<i>Protected Populations:</i>				
Minority Respondents	1491	79%	4%	17%
Low Income Respondents	660	85%	4%	11%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 3: Increase Metrorail Hours of Operation Weekend in the Morning

Response: Increase Metrorail Hours of Operation Weekend in the Morning

Question

Metro is also proposing to keep existing rail system hours and open earlier on weekends.

The rail system would open at 6 a.m. on Saturdays and Sundays.

Are you in favor of the above proposal?

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	–	75%	8%	17%
All Survey Responses Unweighted	5403	72%	9%	19%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4866	72%	9%	19%
Those who used Metrorail in the morning (5am to 9:30am)	3418	72%	9%	18%
Those who used Metrorail on the weekend	3637	76%	8%	17%
<i>Protected Populations:</i>				
Minority Respondents	1602	78%	7%	15%
Low Income Respondents	703	79%	7%	14%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 3: Increase Metrorail Hours of Operation Weekend in the Morning

Question

Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Increase Metrorail Hours of Operation Weekend in the Morning

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	67%	2%	32%
All Survey Responses Unweighted	4566	63%	1%	36%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4124	64%	1%	35%
Those who used Metrorail in the morning (5am to 9:30am)	2930	65%	1%	34%
Those who used Metrorail on the weekend	3169	68%	1%	31%
<i>Protected Populations:</i>				
Minority Respondents	1387	70%	2%	28%
Low Income Respondents	618	71%	2%	27%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Close up to 10 Stations

Question

Metro is proposing to close up to 10 of the 98 Metrorail stations to customers. Stations would be selected based on low ridership, avoiding closing two consecutive stations on the same line.

Are you in favor of the above proposal?

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	–	10%	73%	17%
All Survey Responses Unweighted	5409	9%	73%	18%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4873	8%	74%	18%
Riders From Bottom 20 Lowest Ridership Stations in CY 23	716	7%	79%	14%
<i>Protected Populations:</i>				
Minority Respondents	1603	10%	72%	18%
Low Income Respondents	703	8%	74%	18%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

Response: Close up to 10 Stations

Question

Would the above change increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	4%	83%	13%
All Survey Responses Unweighted	4025	3%	85%	12%
<i>Notable Subsets:</i>				
Current Metrorail Riders	3638	3%	86%	12%
Riders From Bottom 20 Lowest Ridership Stations in CY 23	582	2%	88%	10%
<i>Protected Populations:</i>				
Minority Respondents	1235	4%	82%	14%
Low Income Respondents	567	5%	84%	11%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 5: Turn back Silver Line trains at Stadium-Armory

Question

Metro is proposing to operate all Silver Line trains between Ashburn and Stadium-Armory at all times, instead of between Ashburn and Downtown Largo.

Are you in favor of the above proposal?

Response: Turn back Silver Line trains at Stadium-Armory

	Response Count	Yes	No	Not Sure
<i>All Survey Responses Weighted to Match System Demographics*</i>	–	30%	24%	47%
All Survey Responses Unweighted	5390	30%	20%	50%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4858	30%	20%	50%
Silver Line Riders	3745	32%	22%	46%
Riders between Stadium-Armory to Downtown Largo.	171	16%	61%	23%
<i>Protected Populations:</i>				
Minority Respondents	1597	29%	24%	47%
Low Income Respondents	700	25%	25%	50%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

Response: Turn back Silver Line trains at Stadium-Armory

Question

Would the above change increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	16%	26%	59%
All Survey Responses Unweighted	3175	13%	20%	67%
<i>Notable Subsets:</i>				
Current Metrorail Riders	2858	14%	20%	67%
Silver Line Riders	2305	13%	21%	66%
Riders between Stadium-Armory to Downtown Largo.	141	14%	62%	24%
<i>Protected Populations:</i>				
Minority Respondents	1027	17%	26%	57%
Low Income Respondents	416	20%	28%	52%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 6: Turn back half of all Red Line trains at Grosvenor and Silver Spring

Question

Metro is proposing to adjust some Red Line trains' starting and ending points with two service patterns.

Weekdays:

- Trains run every 7.5 minutes between Silver Spring and Grosvenor.
- Trains run every 15 minutes between Grosvenor-Shady Grove and Silver Spring-Glenmont.

Weekends:

- Trains run every 10 minutes between Silver Spring and Grosvenor.
- Trains run every 20 minutes between Grosvenor-Shady Grove and Silver Spring-Glenmont.

In other words, wait times between trains from Grosvenor to Silver Spring would be half as long as those between Shady Grove and Glenmont sections.

Are you in favor of the above proposal?

Response: Turn back half of all Red Line trains at Grosvenor and Silver Spring

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	–	30%	37%	33%
All Survey Responses Unweighted	5389	30%	37%	33%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4854	30%	37%	33%
Red Line Riders	4680	30%	40%	30%
Riders between Grosvenor to Shady Grove or Silver Spring to Glenmont.	643	15%	75%	9%
<i>Protected Populations:</i>				
Minority Respondents	1593	30%	37%	33%
Low Income Respondents	700	29%	37%	34%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 6: Turn back half of all Red Line trains at Grosvenor and Silver Spring

Question

Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Turn back half of all Red Line trains at Grosvenor and Silver Spring

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	17%	43%	40%
All Survey Responses Unweighted	3762	15%	42%	43%
<i>Notable Subsets:</i>				
Current Metrorail Riders	3390	15%	43%	42%
Red Line Riders	3351	15%	45%	40%
Riders between Grosvenor to Shady Grove or Silver Spring to Glenmont.	580	9%	80%	12%
<i>Protected Populations:</i>				
Minority Respondents	1149	19%	43%	39%
Low Income Respondents	501	23%	43%	34%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 7: Decrease Weekday Frequency on All Lines

Question

Metro is proposing to decrease weekday service frequency on the Blue, Orange, Silver, Green and Yellow lines up to every 15 minutes.

Both Red Line service patterns (as explained in the previous question) will operate every 15 minutes on weekdays.

Are you in favor of the above proposal?

Response: Decrease Weekday Frequency on All Lines

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	–	9%	83%	8%
All Survey Responses Unweighted	5403	8%	85%	7%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4868	7%	87%	7%
Weekday Metrorail Riders	4599	7%	87%	7%
<i>Protected Populations:</i>				
Minority Respondents	1600	10%	82%	8%
Low Income Respondents	702	11%	79%	10%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

Metrorail Proposal 7: Decrease Weekday Frequency on All Lines

Question

Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Decrease Weekday Frequency on All Lines

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	4%	81%	14%
All Survey Responses Unweighted	5009	2%	84%	13%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4542	2%	86%	12%
Weekday Metrorail Riders	4297	2%	86%	11%
<i>Protected Populations:</i>				
Minority Respondents	1478	5%	83%	12%
Low Income Respondents	639	6%	79%	14%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 8: Decrease Weekend Frequency on All Lines

Question

Metro is proposing to decrease weekend service frequency on the Blue, Orange, Silver, Green and Yellow lines up to every 20 minutes.

Both Red Line service patterns (as explained in the previous question) will operate every 20 minutes on weekends.

Are you in favor of the above proposal?

Response: Decrease Weekend Frequency on All Lines

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	–	9%	83%	8%
All Survey Responses Unweighted	5397	8%	84%	8%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4862	7%	86%	7%
Weekend Metrorail Riders	3636	5%	90%	5%
<i>Protected Populations:</i>				
Minority Respondents	1600	9%	83%	8%
Low Income Respondents	701	7%	85%	8%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

Metrorail Proposal 8: Decrease Weekend Frequency on All Lines

Question

Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Decrease Weekend Frequency on All Lines

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	3%	84%	14%
All Survey Responses Unweighted	4986	1%	86%	12%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4525	1%	88%	11%
Weekend Metrorail Riders	3448	1%	91%	8%
<i>Protected Populations:</i>				
Minority Respondents	1470	3%	84%	13%
Low Income Respondents	631	4%	85%	11%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 9: Eliminate Weekday Rush Hour Service on all Lines

Question

Metro is proposing to eliminate weekday rush hour service such that Metrorail will operate at the same frequency from opening until closing.

There would be no additional service during morning and afternoon rush hours.

Are you in favor of the above proposal?

Response: Eliminate Weekday Rush Hour Service on all Lines

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	–	12%	78%	10%
All Survey Responses Unweighted	5399	9%	80%	10%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4863	9%	81%	10%
AM Rush Hour Riders	3418	8%	84%	8%
PM Rush Hour Riders	4163	8%	83%	9%
<i>Protected Populations:</i>				
Minority Respondents	1598	12%	78%	11%
Low Income Respondents	700	11%	79%	10%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

Metrorail Proposal 9: Eliminate Weekday Rush Hour Service on all Lines

Question

Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Eliminate Weekday Rush Hour Service on all Lines

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	5%	75%	20%
All Survey Responses Unweighted	4839	3%	78%	19%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4391	3%	79%	18%
AM Rush Hour Riders	3165	3%	81%	16%
PM Rush Hour Riders	3804	3%	81%	17%
<i>Protected Populations:</i>				
Minority Respondents	1425	7%	77%	17%
Low Income Respondents	621	7%	78%	15%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrorail Proposal 10: Reducing Metrorail Service on Certain Holidays

Question

Metro is proposing to eliminate weekday rush hour service such that Metrorail will operate at the same frequency from opening until closing.

There would be no additional service during morning and afternoon rush hours.

Are you in favor of the above proposal?

Response: Reducing Metrorail Service on Certain Holidays

	Response Count	Yes	No	Don't Know
All Survey Responses Weighted to Match System Demographics*	–	78%	14%	8%
All Survey Responses Unweighted	5404	81%	12%	8%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4868	80%	12%	9%
<i>Protected Populations:</i>				
Minority Respondents	1599	76%	16%	9%
Low Income Respondents	703	76%	16%	9%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

III. Metrobus Proposals

Metrobus Proposal 1: Eliminate Service on Metrobus

Question

Metro is proposing to eliminate the following Metrobus routes:

The following routes would be eliminated:		
D.C.	Maryland	Virginia
<ul style="list-style-type: none"> • 60 • 74 • 96 • A31, A32, A33 • D2 • D6 • D31, D32, D33, D34 • D51 • E2 • G2 • H6 • K2 • M4 • M6 • P6 • S35 • S41 • U4 • U7 • W1 • W2, W3 • W5 • W6, W8 • W45, W47 • X3 • X8 	<ul style="list-style-type: none"> • 89M • B21, B22 • B24 • B27 • C11, C13 • C12, C14 • D14 • F1 • F8 • F12 • F13 • F14 • G12 • H12 • J12 • K9 • L8 • NH2 • P18 • R12 • T2 • V14 • W14 • Z2 • Z7 	<ul style="list-style-type: none"> • 1C • 2B • 3F, 3Y • 8W • 11Y • 16Y • 17B, 17M • 17G, 17K • 18G, 18J • 18P • 21C • 22A, 22F • 26A • 28F • 29G • REX

Are you in favor of the above proposal?

Response: Eliminate Service on Metrobus

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	—	5%	83%	11%
All Survey Responses Unweighted	6292	4%	83%	12%
<i>Notable Subsets:</i>				
Current Metrobus Riders	5355	4%	86%	10%
Current Riders of Proposed Routes	4678	2%	95%	3%
<i>Protected Populations:</i>				
Minority Respondents	1988	5%	83%	12%
Low Income Respondents	1125	4%	86%	10%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Metrobus Proposal 1: Eliminate Service on Metrobus

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

Response: Eliminate Service on Metrobus

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	3%	85%	12%
All Survey Responses Unweighted	5549	2%	88%	10%
<i>Notable Subsets:</i>				
Current Metrobus Riders	4828	2%	90%	8%
Current Riders of Proposed Routes	4541	1%	95%	3%
<i>Protected Populations:</i>				
Minority Respondents	1764	4%	86%	11%
Low Income Respondents	1025	3%	89%	8%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrobus Proposal 2: Eliminate Metrobus Service on Parts of Route

Question

Metro is proposing to eliminate certain routes, remove portions of routes or shorten routes where rail or bus transfers are available:

The following routes or portions of routes would be eliminated or shortened where rail or bus transfers are possible:	
D.C.	
H8, H9	Eliminate Route H9; retain Route H8
V7, V8	Eliminate Route V7; retain Route V8
31, 33	Service will terminate at Potomac Park near Foggy Bottom-GWU, excluding the previous stops at Federal Triangle and L'Enfant Plaza Metrorail stations, running between Friendship Heights and Potomac Park.
32, 36	Service will terminate at L'Enfant Plaza station, excluding the previous stops at Foggy Bottom-GWU, Farragut West, McPherson Sq and Archives stations, running between Southeast DC and L'Enfant Plaza.
42, 43	Service will terminate at Farragut Square, excluding the previous stops near Foggy Bottom-GWU, and at the Kennedy Center, running between Mt. Pleasant and Farragut Square
52, 54	Service will terminate at Metro Center station, excluding the previous stops at Smithsonian and L'Enfant Plaza stations, running between Takoma and Metro Center.
62, 63	Service will terminate at Georgia Ave-Petworth station, excluding the previous stops near U-Street, at Metro Center and at Federal Triangle stations, running between Takoma and Georgia Ave-Petworth.
64	Service will terminate at Georgia Ave-Petworth station, excluding the previous stops near U-Street, at Metro Center and at Federal Triangle stations, running between Fort Totten and Georgia Ave-Petworth.
80	Service will terminate at Union Station, excluding the previous stops near Chinatown, near Metro Center, at McPherson Sq and near Foggy-Bottom -GWU, running between Fort Totten and Union Station.
A4	Service will terminate at Congress Heights Station, excluding the previous stops northbound to Anacostia and southbound to WMATA Shepherd Parkway Metrobus Division, running between Fort Drum and Congress Heights Station.
G8	Service will terminate at Shaw-Howard U station, excluding the previous stops near Metro Center, at McPherson Sq and at Farragut Square, running between Avondale and Shaw-Howard U.
L2	Service will terminate at the Duke Ellington Bridge, near the Woodley Park station, excluding the previous stops at Dupont Circle and at Farragut Square, running between Chevy Chase Circle and Duke Ellington Bridge.
V4	Service will operate between Capitol Heights and Potomac Ave
X9	Service will operate between Gallery Pl-Chinatown and Minnesota Ave
Maryland	
C21, C22, C26, C29	Combine into Route C29, with weekday service between Addison Rd and Bowie State University, Saturday service between Addison Rd and Pointer Ridge; eliminate Sunday service
J1, J2	Eliminate Route J1; retain Route J2
R1, R2	Eliminate Route R1; retain Route R2
A12	Eliminate Sunday-only service extension between Addison Rd and Capitol Heights
T14	Service will operate between New Carrollton and Mt. Rainier
Virginia	
1A, 1B	Eliminate Route 1B; retain Route 1A
10A	Combine with Metroway into one route between Huntington and Pentagon via Braddock Rd, Potomac Yard, Crystal City, and Pentagon City
16A, 16C, 16E	Combine into one route which will operate seven days a week
Metroway	Combine with Route 10A into one route between Huntington and Pentagon via Braddock Rd, Potomac Yard, Crystal City, and Pentagon City

Are you in favor of the above proposal?

Response: Eliminate Metrobus Service on Parts of Route

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	—	9%	60%	31%
All Survey Responses Unweighted	6111	9%	60%	31%
<i>Notable Subsets:</i>				
Current Metrobus Riders	5220	8%	63%	29%
Current Riders of Proposed Routes	3223	7%	81%	12%
<i>Protected Populations:</i>				
Minority Respondents	1937	9%	63%	28%
Low Income Respondents	1086	7%	66%	27%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Metrobus Proposal 2: Eliminate Metrobus Service on Parts of Route

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

Response: Eliminate Metrobus Service on Parts of Route:

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	4%	73%	24%
All Survey Responses Unweighted	4616	2%	75%	23%
<i>Notable Subsets:</i>				
Current Metrobus Riders	4066	3%	78%	20%
Current Riders of Proposed Routes	2993	2%	88%	10%
<i>Protected Populations:</i>				
Minority Respondents	1512	4%	74%	22%
Low Income Respondents	875	5%	76%	20%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrobus Proposal 3: Decrease Hours of Operation

Question

Metro is proposing that the following routes would no longer have service after 12 a.m. (midnight):

The following routes would no longer have service after midnight:

Maryland

- A12
- C2, C4
- D12
- F4
- J1, J2
- K6
- L12
- P12
- T18
- Y2, Y7, Y8
- Z6, Z8

Virginia

- 1A, 1B
- 7A
- 16A, 16C, 16E
- 28A

The following routes would reduce its Saturday service hours to match those of Sunday.

Maryland

- R4

Are you in favor of the above proposal?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease Hours of Operation

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	—	15%	44%	42%
All Survey Responses Unweighted	6163	16%	37%	47%
<i>Notable Subsets:</i>				
Current Metrobus Riders	5265	15%	38%	46%
Current Riders of Proposed Routes	739	8%	86%	6%
<i>Protected Populations:</i>				
Minority Respondents	1955	15%	44%	41%
Low Income Respondents	1106	12%	47%	41%

Metrobus Proposal 3: Decrease Hours of Operation

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

Response: Decrease Hours of Operation

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	3%	51%	45%
All Survey Responses Unweighted	3677	2%	44%	54%
<i>Notable Subsets:</i>				
Current Metrobus Riders	3171	3%	45%	52%
Current Riders of Proposed Routes	681	4%	88%	8%
<i>Protected Populations:</i>				
Minority Respondents	1280	4%	51%	45%
Low Income Respondents	736	5%	55%	40%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrobus Proposal 4: Decrease Weekend Service

Question

Metro is proposing that the following routes would no longer have Saturday or Sunday (weekend) service:

The following routes would no longer have Saturday or Sunday (weekend) service:

D.C.	Maryland
<ul style="list-style-type: none"> • 42, 43 • 62, 63 • 64 • D4 • G8 • N2, N4, N6 	<ul style="list-style-type: none"> • 83, 86 • C8 • V12 • Z6

The following lines would no longer have Sunday service:

D.C.	Maryland
<ul style="list-style-type: none"> • H8 	<ul style="list-style-type: none"> • C21, C22, C26, C29

Are you in favor of the above proposal?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease Weekend Service

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	–	7%	56%	36%
All Survey Responses Unweighted	6127	8%	55%	38%
<i>Notable Subsets:</i>				
Current Metrobus Riders	5231	7%	57%	36%
Current Riders of Proposed Routes	1911	1%	95%	4%
Weekend Metrobus Riders	3818	6%	64%	31%
<i>Protected Populations:</i>				
Minority Respondents	1935	7%	58%	34%
Low Income Respondents	1088	7%	60%	33%

Metrobus Proposal 4: Decrease Weekend Service

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

Response: Decrease Weekend Service

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	2%	66%	31%
All Survey Responses Unweighted	4142	2%	65%	33%
<i>Notable Subsets:</i>				
Current Metrobus Riders	3628	2%	68%	30%
Current Riders of Proposed Routes	1836	1%	96%	4%
Weekend Metrobus Riders	2780	2%	74%	25%
<i>Protected Populations:</i>				
Minority Respondents	1400	3%	68%	30%
Low Income Respondents	790	3%	71%	26%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metrobus Proposal 5: Decrease Frequency of Service

Question

Metro is proposing that the frequency of the following routes will be reduced, resulting in longer waiting times between buses:

The following routes would have reduced frequency, increasing the time between buses:	
D.C.	
80	Service will at least run every 20 minutes instead of 12 minutes, running every 20 minutes or better from 7 a.m. to 9 p.m. daily.
D8	Service will at least run every 30 minutes instead of 20 minutes, running every 30 minutes or better from 7 a.m. to 9 p.m. daily.
S2	Service will at least run every 30 minutes instead of 20 minutes, running every 30 minutes or better from 7 a.m. to 9 p.m. daily.
Maryland	
A12	Service will run every 30 minutes instead of 20 minutes
C21, C22, C26, C29	Decrease frequency to every 60 minutes on weekdays
D12	Service will run every 30 minutes instead of 20 minutes
L12	Service will run every 30 minutes instead of 20 minutes during off-peak and weekend hours.
P12	Service will run every 20 minutes instead of 12 minutes during weekends
Z6, Z8	Decrease combined frequency to every 30 minutes on weekends
Virginia	
28A	Service frequency will change to every 15 minutes on Saturdays and every 20 minutes on Sundays, compared to the previous 12-minute frequency.
29K, 29N	Service will run on each route every 60 minutes instead of 40 minutes

Are you in favor of the above proposal?

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

Response: Decrease Frequency of Service

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	—	11%	53%	36%
All Survey Responses Unweighted	6061	11%	48%	41%
<i>Notable Subsets:</i>				
Current Metrobus Riders	5167	10%	50%	40%
Current Riders of Proposed Routes	1432	8%	87%	5%
<i>Protected Populations:</i>				
Minority Respondents	1924	11%	52%	37%
Low Income Respondents	1081	10%	51%	39%

Metrobus Proposal 5: Decrease Frequency of Service

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

Response: Decrease Frequency of Service

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	–	3%	61%	36%
All Survey Responses Unweighted	3910	2%	59%	39%
<i>Notable Subsets:</i>				
Current Metrobus Riders	3403	2%	61%	37%
Current Riders of Proposed Routes	1353	2%	89%	9%
<i>Protected Populations:</i>				
Minority Respondents	1331	4%	63%	33%
Low Income Respondents	748	4%	62%	35%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

IV. Capital Budget

Capital Budget

Question

The proposed capital budget for FY25 is \$2.6 billion, which is part of the six-year \$13.3 billion Capital Improvement Program (CIP) budget.

Metro’s capital investments are focused on six categories: rail-cars and rail-car facilities; rail systems; track and structure rehabilitation; bus, bus facilities and paratransit; stations and passenger facilities; and operations and business support.

Are you in favor of proposed capital budget of \$2.6 billion for FY2025, to be used for the purposes described above?

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

Response: Capital Budget

	Response Count	Yes	No
Responses Weighted to Match System Demographics*	–	82%	18%
All Survey Respondents	2743	87%	13%
<i>Notable Subset:</i>			
Current Metrorail Riders	2443	87%	13%
Current Metrobus Riders	1832	86%	14%
<i>Protected Populations:</i>			
Minority Respondents	842	83%	17%
Low Income Respondents	367	79%	21%

Capital Budget

Question

If the decisions were up to you, how would you allocate Metro's capital budget funds across the investment(s) below? (You get a total of \$100 dollars to spend).

- Buying new railcars
- Buying new buses
- Buying new paratransit vehicles
- Administrative infrastructure (buildings and technology)
- Rail maintenance facilities
- Bus maintenance facilities
- Metrorail station improvements
- Bus loops and bus stop improvements
- Metrorail track and structure infrastructure
- Metrorail electrical systems (power, train control)

Response: Budget Allocation

	Response Count	Buying new railcars	Buying new buses	Buying new paratransit vehicles	Administrative infrastructure (buildings and technology)	Rail maintenance facilities	Bus maintenance facilities	Metrorail station improvements	Bus loops and bus stop improvements	Metrorail track and structure infrastructure	Metrorail electrical systems (power, train control)
<i>Responses Weighted to Match System Demographics*</i>	—	\$12.00	\$10.10	\$4.50	\$5.80	\$11.30	\$8.50	\$11.60	\$9.70	\$15.30	\$11.30
All Survey Respondents	2678	\$11.90	\$9.20	\$4.20	\$5.80	\$11.70	\$8.40	\$11.30	\$8.90	\$16.50	\$12.10
<i>Notable Subset:</i>											
Current Metrorail Riders	2385	\$12.10	\$8.80	\$4.00	\$5.80	\$11.70	\$8.30	\$11.40	\$8.70	\$16.80	\$12.30
Current Metrobus Riders	1798	\$11.00	\$10.40	\$4.20	\$5.60	\$11.20	\$9.30	\$10.70	\$10.80	\$15.30	\$11.50
Current MetroAccess Riders	195	\$10.10	\$11.50	\$6.10	\$6.40	\$11.90	\$8.70	\$10.40	\$13.60	\$11.60	\$9.70
<i>Protected Populations:</i>											
Minority Respondents	825	\$11.50	\$9.90	\$4.70	\$6.40	\$11.70	\$8.90	\$11.00	\$10.10	\$14.60	\$11.10
Low Income Respondents	368	\$10.20	\$10.60	\$4.90	\$5.90	\$11.30	\$9.80	\$11.10	\$13.30	\$13.00 <small>516 of 552</small>	\$9.90

V. Budget Priorities

Budget Priority

Question

Considering the proposed changes mentioned above, would you prefer Metro to address its budget shortfall through fare/price increases (on Metrorail and Metrobus) or service cuts?

Response: Budget Priority

	Response Count	Strongly Prefer Fare Increase	Prefer Fare Increase	Neutral / No Preference	Prefer Service Cuts	Strongly Prefer Service Cuts
<i>Responses Weighted to Match System Demographics*</i>	—	35%	25%	24%	8%	8%
All Survey Respondents	7523	39%	27%	21%	8%	5%
<i>Notable Subset:</i>						
Current Metrorail Riders	6157	39%	28%	21%	8%	5%
Current Metrobus Riders	5410	41%	27%	20%	7%	5%
Current MetroAccess Riders	596	35%	21%	26%	8%	10%
<i>Protected Populations:</i>						
Minority Respondents	2292	34%	24%	25%	9%	9%
Low Income Respondents	1190	31%	23%	25%	11%	10%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.*

IV. Overall Survey Demographics

		Responses	%
Race and Ethnicity	African American or Black	754	11%
	White (not Latino)	4434	64%
	Latino	721	10%
	Asian	673	10%
	Native Hawaiian or other Pacific Islander	18	<1%
	Other / Mixed Race	360	5%
Income	Less than \$30,000	753	12%
	\$30,000 to \$99,999	2089	33%
	\$100,000 to \$199,999	2041	33%
	\$200,000 or more	1357	22%
Low Income *	Yes	1305	21%
	No	4935	79%
Has access to a car	Yes	4699	59%
Gender	Male	2982	40%
	Female	4492	60%
Where they live	DC	4368	55%
	MD	2033	26%
	VA	1466	18%
Where they work	DC	4974	69%
	MD	1081	15%
	VA	1019	14%
Federal Employee	Yes	1558	20%
Age	Under 18	156	2%
	18-24	1462	19%
	25-34	2212	29%
	35-44	1587	21%
	45-54	866	12%
	55-64	624	8%
	65 OR OLDER	592	8%

- * Low income is now determined using the Federal Poverty Guidelines, which take into account both family/household size and household income.
- Larger households typically require higher incomes to cover basic needs like housing, food, and healthcare. As the number of dependents in a household grows, so does the financial burden.
- Here's the threshold for low income in the DMV region.

Persons in Family/ Household	200 Percent of Poverty Guideline ¹
1	\$29,160
2	\$39,440
3	\$49,720
4	\$60,000
5	\$70,280
6	\$80,560

Note: Our approach was to include the count of responses excluding nonresponses.

V. All Survey Responses Weighted to Match System Demographics*

The rows marked *All Survey Responses Weighted to Match System Demographics** reflect Washington Metropolitan Area Metrorail ridership population.

The design of the weighting plan was based on onboard survey data collected by the 2022-2023 Rail passenger survey and 2018 Bus passenger survey.

Weights were applied to the dataset to help balance the demographics of the survey, including **matching the poverty level, race, and jurisdiction to the actual Metrorail and Metrobus ridership population.**

PROPOSED

Title VI Equity Analysis – Service and Fare Changes FY2025 Operating Budget

I. Background

The Federal Transit Administration (FTA) requires that transit agencies conduct an equity analysis to determine whether proposed permanent major service changes or fare changes will result in a disparate impact (DI) to minority customers or a disproportionate burden (DB) to low-income customers (FTA Circular 4702.1B). This requirement stems from the Civil Rights Act of 1964 which states that, “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” The purpose of the analysis is to determine whether the adverse effects of proposed major service changes or fare changes are disproportionately borne by minority or low-income customers, and alternatively, whether the positive benefits of proposed major service changes or fare changes are disproportionately received by non-minority and non-low-income customers. Such a finding is known as a disparate impact (DI) to minority customers or a disproportionate burden (DB) to low-income customers.

II. Overview

Following the Board of Director’s adoption of the Public Hearing Docket for proposed service and fare changes in January of 2024, Metro received additional funds for operations. Consequently, Metro will no longer significantly reduce service levels.

The Revised FY2025 Proposed Budget no longer includes changes to Metrobus service. It does include a number of Metrorail service changes aimed at improving service efficiency. The Budget also includes fare changes that impact both Metrobus and Metrorail customers. Staff completed the Title VI equity analyses required for these service and fare changes and determined that the proposed changes do not result in a potential disparate impact (DI) for minority populations or a disproportionate burden (DB) for low-income populations.

III. Title VI Analysis

A. Data Sources and Methods

Service equity analyses are conducted on service reductions and service increases separately. The analysis is conducted separately for each mode, Metrorail and Metrobus, at the systemwide level. To assess the impact, the proposal is first evaluated to determine the combined number of customers the service changes will affect. The ratio of minority/low-income customers affected is then calculated for this same group of

customers using demographic data collected from passenger surveys.¹

As of fall of 2023, approximately 83 percent of Metrobus customers are minority and 60 percent are low-income.² On Metrorail, 46 percent of customers are minority and 19 percent are low-income.²

In 2013, Metro's Board of Directors approved³ the thresholds used to identify potential DI and DB for service changes. There is a potential DI or DB if the percentage of minority or low-income customers impacted by the changes exceeds the mode's average share of minority/low-income customers by more than the applicable threshold percentage shown below. The applicable threshold is determined by the total number of daily customers impacted.

Table One: DI/DB Service Thresholds

Total Daily Customers Impacted	Threshold for Significant Disparity
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%

To assess the impacts of fare changes, an average fare paid by bus and rail customers by demographic group is calculated. The data are then merged with passenger survey data⁴ for the same customers and/or fare categories to create an average fare paid by demographic group (minority vs. non-minority, low-income vs. non-low-income).

Future fares are calculated with the same approach, except that the proposed fare policy changes are used in place of the current fares. The current average fare is then compared to the new average fare to determine the percentage change in fare by demographic group.

In Resolution 2013-27, the Board of Directors approved a DI/DB threshold of five percent for proposed fare changes, meaning that the average fare increase for minority/low-income customers cannot exceed the average fare increase for non-minority/non-low-income customers by more than five percent.

¹ Data sources: 2022 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey

² Defined as 200% of the federal poverty level, adopted by the Metro Board of Directors as part of Metro's Title VI Program in December of 2023

³ Resolution 2013-27

⁴ Data sources: 2022 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey

B. FY2024 Service and Fare Proposals

The Revised FY2025 Budget proposal contains several rail service changes and fare changes that are subject to Title VI equity analyses.

Table Two: Major Policy Direction – Rail Service⁵

Rail Service	<p>Orange Line: Weekday peak service to operate every 10 minutes, with off-peak weekday and weekend service to operate every 12 minutes.</p> <p>Yellow and Green Line Service: Operate every eight minutes (instead of six minutes) on weekends.</p> <p>Holiday Service: Operate late-night weekend frequencies all day on some holidays.⁶</p>
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Table Three: Major Policy Direction – Fares

Weekday Rail Fares	<p>Base fare increase from \$2.00 to \$2.25</p> <p>Max fare increase from \$6.00 to \$6.75</p> <p>Milage change Increase from \$0.40 to \$0.45</p>
Weekend and Late-Night Rail Fares	<p>Base fare increase from \$2.00 to \$2.25</p> <p>Max fare increase from \$2.00 to \$2.50</p> <p>Milage change increase from \$0.40 to \$0.45</p>
Other Fares	<p>Increase bus fare from \$2.00 to \$2.25</p> <p>Increase bus-to-rail transfer discount from \$2.00 to \$2.25</p> <p>Increased price for 1-,3-,7-Day and Monthly Passes</p> <p>No change in parking rates</p>

C. Results of Analysis – Rail Service Changes

The Metrorail service changes are designed to improve efficiency. These proposed changes will impact fewer minority and low-income customers than the mode average. The service equity analysis evaluates the demographics of those customers who would experience longer wait times from decreased service frequency. Because the proposed service changes affect rail customers, Metro then compared that percentage to the mode average for Metrorail (45.8 percent minority; 18.7 percent low-income). On any given service day, the number of impacted customers is above 40,000; therefore, the threshold

⁵ Note the proposal also includes a modification to the length of peak period service. However, this change in service levels does not result in a major service change as service levels are not decreased by more than 20% on any given line

⁶ The analysis includes Thanksgiving, Christmas and up to two other holidays that would see a reduction in service frequencies between opening and 9:30 PM

for a finding of potential DI/DB is five percent.

Table Four: DI/DB Test, Metrorail Service Changes

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	43.2%	17.9%
Mode Average	45.8%	18.7%
Difference	-2.7%	-0.8%
Threshold	5.0%	5.0%
DI or DB	No	No

As shown in Table Four, the proposal impacts a group of customers that are less minority and less low-income than the mode average. Therefore, there is no finding of a potential DI for minority customers or potential DB for low-income customers.

D. Results of Analysis – Fare Changes

For the fare equity analysis, the FY2025 Operating Budget proposal includes a weekday fare structure with a base rail fare of \$2.25, a mileage charge of \$0.45 and a maximum fare of \$6.75. It also includes a change in the base late-night and weekend fare from \$2.00 to \$2.25, with an increase of up to a \$2.50 maximum fare for other distanced-based fares during late-nights and weekends. On Metrobus, the base boarding charge would increase from \$2.00 to \$2.25. The analysis also includes an increase in the bus-to-rail transfer discount from \$2.00 to \$2.25 as well as an increase to the price of 1-, 3- and 7- Day Passes and Monthly Passes. The equity analysis evaluates whether the average fare increase for minority/low-income customers exceeds the average fare increase for non-minority/non-low-income customers by more than five percent.

Table Five: DI/DB Test, Fare Proposal

	Minority	Non-Minority	Low-Income	Non-Low-Income
Current Av. Fare	\$2.51	\$2.91	\$2.11	\$2.91
Proposed Av. Fare	\$2.82	\$3.28	\$2.39	\$3.26
Average Change	12.4%	12.5%	13.0%	12.3%
Difference	-0.1%		0.7%	
Threshold	+5.0%		+5.0%	
DI/ DB	No		No	

As shown on Table Five, the proposal would increase the average fare paid by minority and non-minority customers by about the same amount. Therefore, there does not appear to be a potential DI to minority customers. The proposal would increase the average fare paid by low-income customers slightly more (by 0.7 percent) than their non-low-income counterparts. However, since the difference is less than five percent, there is not a potential DB to low-income customers.

PROPOSED

Appendix

Major Service Changes – Rail

Table A1: Metrorail Major Service Change Definitions

Parameters	Metrorail Definitions
Frequency	Any reduction in service relative to all-day (non-rush hour) approved service levels on any rail line Any increase in service of more than 20% on any rail line Any reduction in weekday rush hour service more than 20% on any rail line
Span	Change in span of 30 minutes or more
Coverage/ Availability	Any change in service pattern Complete and permanent scheduled station closure for one or more days in a week; opening of a new station. Addition or abandonment of a line

Table A2: Metrorail Major Service Changes – FY2025

Parameters	Metrorail Definitions
Frequency	Changes in frequency Green, Yellow and Orange Lines Operate late-night weekend frequencies all day on some holidays



**FY2025 BUDGET
REVENUE, EXPENSE & FUNDING SOURCES**

MODES 1, 2, 10, 19

<i>(Dollars in Thousands)</i>	<u>Total with REIMB</u>	<u>Subsidized</u>	<u>BUS</u>	<u>RAIL</u>	<u>ACCESS</u>	<u>REIMB</u>
REVENUES						
Passenger	\$389,410	\$387,100	\$53,703	\$328,909	\$4,489	\$2,310
Parking	\$20,691	\$20,691	\$0	\$20,691	\$0	\$0
Advertising	\$21,000	\$21,000	\$8,346	\$12,654	\$0	\$0
Joint Development	\$20,992	\$15,884	\$0	\$15,884	\$0	\$5,108
Fiber Optics	\$18,505	\$18,505	\$0	\$18,505	\$0	\$0
Other ¹	\$32,313	\$24,426	\$4,974	\$19,386	\$66	\$7,887
Total Revenues	\$502,911	\$487,605	\$67,022	\$416,028	\$4,555	\$15,306
EXPENSES						
Personnel	\$1,617,071	\$1,611,997	\$650,574	\$951,577	\$9,845	\$5,074
Services	\$384,089	\$374,295	\$61,501	\$153,857	\$158,938	\$9,794
Materials & Supplies	\$124,367	\$123,929	\$67,436	\$56,300	\$194	\$437
Fuel (Gas/Diesel/CNG)	\$41,748	\$41,748	\$35,454	\$1,806	\$4,488	\$0
Utilities & Propulsion	\$113,197	\$113,197	\$2,274	\$110,845	\$78	\$0
Casualty & Liability	\$45,180	\$45,180	\$16,387	\$28,463	\$331	\$0
Leases & Rentals	\$11,883	\$11,883	\$2,919	\$8,929	\$35	\$0
Miscellaneous	\$12,940	\$12,940	\$4,077	\$8,720	\$144	\$0
Total Expenses	\$2,350,475	\$2,335,170	\$840,621	\$1,320,496	\$174,053	\$15,306
Operating Deficit	\$1,847,564	\$1,847,564	\$773,598	\$904,468	\$169,498	\$0
Federal Relief	\$95,000	\$95,000	\$25,008	\$68,661	\$1,331	\$0
Net Subsidy	\$1,752,564	\$1,752,564	\$748,591	\$835,807	\$168,167	\$0
Cost Recovery Ratio ²	21.40%	20.88%	7.97%	31.51%	2.62%	

¹Includes \$5 million of Federal PRIIA allocation for use exclusively by WMATA's Office of Inspector General

²Total Revenues / Total Expenses

³Amounts may not sum due to independent rounding

FY2025 SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

<i>(\$ in Millions)</i>	FY2024 Subsidy	FY2025 Base Subsidy	Additional Regional Investment	FY2025 Total Subsidy	Debt Service	FY2025 Jurisdictional Contribution
District of Columbia	\$448.2	\$461.6	\$200.0	\$661.6	\$33.3	\$694.9
Montgomery County	\$196.7	\$213.2	\$62.6	\$275.8	\$15.4	\$291.2
Prince George's County	\$277.0	\$274.8	\$80.7	\$355.6	\$15.8	\$371.4
Maryland Subtotal	\$473.8	\$488.0	\$143.3	\$631.3	\$31.2	\$662.6
City of Alexandria	\$54.6	\$53.8	\$18.9	\$72.7	\$1.8	\$74.5
Arlington County	\$85.0	\$92.6	\$32.5	\$125.1	\$0.0	\$125.1
City of Fairfax	\$3.3	\$2.9	\$1.0	\$3.9	\$0.1	\$4.0
Fairfax County	\$167.9	\$165.1	\$58.0	\$223.1	\$5.6	\$228.7
City of Falls Church	\$3.8	\$4.1	\$1.4	\$5.5	\$0.2	\$5.7
Loudoun County	\$15.8	\$21.7	\$7.6	\$29.4	\$0.0	\$29.4
Virginia Subtotal	\$330.3	\$340.2	\$119.4	\$459.6	\$7.7	\$467.3
Total Contribution	\$1,252.3	\$1,289.8	\$462.8	\$1,752.6	\$72.2	\$1,824.8

Note: FY2025 Operating Subsidy inclusion of Additional Regional Investment based on legislation passed in the legislatures of the Commonwealth of Virginia and State of Maryland to suspend the 3% annual limit on increases to their respective shares of WMATA's Operating Budget subsidy for FY 2025

FY2025 SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS BY MODE

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church	Loudoun County
Metrobus Operating Subsidy										
Regional Bus Subsidy	\$655,232,471	\$272,647,249	\$100,815,883	\$125,107,094	\$29,509,607	\$43,241,831	\$1,045,751	\$79,857,697	\$2,893,758	\$113,601
Non-Regional Bus Subsidy	\$93,358,107	\$47,683,448	\$5,315,236	\$30,888,737	\$3,860,425	\$1,683,638	\$0	\$3,926,623	\$0	\$0
Subtotal	\$748,590,578	\$320,330,697	\$106,131,119	\$155,995,831	\$33,370,031	\$44,925,469	\$1,045,751	\$83,784,319	\$2,893,758	\$113,601
<i>Percent of Total</i>	100.0%	42.8%	14.2%	20.8%	4.5%	6.0%	0.1%	11.2%	0.4%	0.0%
Metro rail Operating Subsidy										
Base Allocation	\$825,925,784	\$295,823,722	\$136,705,707	\$125,116,974	\$37,258,599	\$78,002,763	\$2,264,423	\$119,900,304	\$2,484,758	\$28,368,533
Max Fare Subsidy	\$9,881,061	\$1,329,232	\$3,155,880	\$1,128,016	\$96,291	\$347,484	\$194,152	\$2,727,804	\$27,736	\$874,467
Subtotal	\$835,806,845	\$297,152,954	\$139,861,587	\$126,244,989	\$37,354,890	\$78,350,247	\$2,458,575	\$122,628,108	\$2,512,494	\$29,243,001
<i>Percent of Total</i>	100.0%	35.6%	16.7%	15.1%	4.5%	9.4%	0.3%	14.7%	0.3%	3.5%
MetroAccess Subsidy	\$168,166,961	\$44,143,130	\$29,759,011	\$73,327,360	\$1,963,592	\$1,823,833	\$384,273	\$16,651,521	\$107,515	\$6,727
<i>Percent of Total</i>	100%	26.2%	17.7%	43.6%	1.2%	1.1%	0.2%	9.9%	0.1%	0.0%
Total Subsidy	\$1,752,564,384	\$661,626,781	\$275,751,716	\$355,568,181	\$72,688,513	\$125,099,549	\$3,888,599	\$223,063,949	\$5,513,767	\$29,363,329
	100.0%	37.8%	15.7%	20.3%	4.1%	7.1%	0.2%	12.7%	0.3%	1.7%
Debt Service										
Subtotal	\$72,238,751	\$33,302,581	\$15,423,570	\$15,822,797	\$1,778,162	\$0	\$111,660	\$5,623,595	\$176,387	\$0
Jurisdictional Contribution	\$1,824,803,136	\$694,929,362	\$291,175,286	\$371,390,978	\$74,466,675	\$125,099,549	\$4,000,259	\$228,687,543	\$5,690,154	\$29,363,329

SERVICE AND FARE CHANGES

Metrorail Service Changes

1. **Decrease Orange Line Frequency**
Reduce Orange Line headways to every 10 minutes during the A.M. and P.M. Rush, from every 7.5 minutes on average. Reduce headways to every 12 minutes during off-peak hours, from every 10 minutes. Late night service would continue to operate every 15 minutes.
2. **Decrease Weekend Green and Yellow Line Frequency**
Reduce weekend service on the Green and Yellow Lines on weekends to every 8 minutes from opening to closing, from every 6 minutes until 9:30 p.m. and every 7.5 minutes after 9:30 p.m.
3. **Decrease Duration of A.M. and P.M. Rush Service on all lines**
Rush service would operate for approximately 2 hours each during the morning and afternoon rush hours, between approximately 7 a.m. to 9 a.m. in the morning and 4 p.m. to 6 p.m. in the afternoon.
4. **Decrease Service on Select Holidays**
Operate the rail system with Weekend Late Night service levels throughout the day during select low-ridership holidays, including Thanksgiving Day, Christmas Day, and up to two more holidays.

FY2025 Metrorail Service Levels

Line	<u>All Day Service</u>	<u>A.M./P.M. Rush</u>	<u>Late Night</u>	<u>All Day</u>	<u>Late Night</u>
	Weekdays	Weekdays only 7-9 a.m. and 4-6 p.m.	<u>Service</u> Weekdays	<u>Service</u> Weekends	Weekends
Red	6 min	5 min	10 min	6 min	10 min
Green, Yellow	6 min	6 min	7.5 min	8 min	8 min
Blue, Orange, Silver	12 min	10 min	15 min	12 min	15 min

All Day Service: Baseline service frequency from opening to 9:30 pm, seven days a week

A.M./P.M. Rush Service: Increased service frequency between approximately 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., Monday-Friday

Late Night Service: Service frequency from 9:30 p.m. to Closing seven days a week

Fare Changes

1. Fares

Regular Metrorail and Metrobus fares are proposed to increase by 12.5%, resulting in a Metrorail fare range from \$2.25 to \$6.75 on weekdays and a \$2.25 base Metrobus fare. Late night and weekend Metrorail fares are proposed to increase by up to 25%, resulting in a fare range from \$2.25 to \$2.50. The MetroAccess fare cap is currently twice the Metrorail/Metrobus base fare. As a result of the proposed base fare change, the MetroAccess fare cap would increase by 12.5% to \$4.50.

2. Pass Products

Pass product prices will be increased as shown in the table below.

3. Parking Rates

No changes to parking fees are proposed. Metro is equipping bicycle lockers with an hourly rental feature, with a proposed rate of \$.05 per hour up to \$1.00 per day.

PROPOSED

		FY2024 Fares/Fees	FY2025 Fares/Fees
Metrorail Regular Fares¹			
1	Boarding charge (up to 3 miles)	\$2.00	\$2.25
2	Composite mileage charge over 3 miles	\$0.40	\$0.45
3	Maximum fare	\$6.00	\$6.75
4	Reduced fare for senior/disabled/Metro Lift	\$1.00 - \$3.00	\$1.10 - \$3.35
Metrorail Late Night and Weekend Fares²			
5	Boarding charge (up to 3 miles)	\$2.00	\$2.25
6	Composite mileage charge over 3 miles		\$0.45
7	Maximum fare	\$2.00	\$2.50
8	Reduced fare for senior/disabled/Metro Lift	\$1.00	\$1.10 - \$1.25
Metrobus Local Fares			
9	Boarding charge for local bus	\$2.00	\$2.25
10	Reduced fare for senior/disabled/Metro Lift	\$1.00	\$1.10
Metrobus Express Fares			
11	Boarding charge for express bus	\$4.25	\$4.80
12	Reduced fare for senior/disabled/Metro Lift	\$2.10	\$2.40
Metrobus Airport Fares			
13	Boarding charge for designated airport routes	\$7.50	\$8.45
14	Reduced fare for senior/disabled/Metro Lift	\$3.75	\$4.20
Unlimited Combo Passes³			
15	Monthly unlimited passes (32 times the selected fare)	\$64.00 to \$192.00	\$72.00 to \$216.00
16	1-day unlimited pass	\$13.00	\$13.50
17	3-day unlimited pass	\$28.00	\$33.75
18	7-day short-trip unlimited pass ⁴	\$38.00	\$40.50
19	7-day unlimited pass	\$58.00	\$60.75
Bus Passes			
20	7-Day Regional Bus Pass	\$12.00	\$13.50
21	7-Day Regional Senior/Disabled Bus Pass	\$6.00	\$6.75
Other Passes⁵			
22	Monthly TransitLink Card on MARC and VRE	\$114.00	\$128.25
23	Monthly TransitLink Card on MTA	\$176.00	\$198.00

¹ Regular fares are currently in effect on weekdays from opening through 9:30 p.m.

² Late-Night and Weekend fares are in effect on weekdays after 9:30 p.m. and from Saturday opening until Sunday closing.

³ Unlimited Combo Passes shall be valid on Metrorail, Metrobus and Regional Bus Providers (including but not limited to ART, DC Circulator, CUE, DASH, Fairfax Connector, The Bus, and Ride On) instead of only Metrorail and Metrobus upon the implementation of and subject to WMATA entering into a revenue sharing agreement with regional providers.

⁴ 7-day Short Trip Pass covers unlimited trips on Metrorail up to twice the base fare.

⁵ Prices reflect Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.

		FY2024 Fares/Fees	FY2025 Fares/Fees
Transfer Discounts⁶			
24	Local to local bus	Free	No change
25	Local to express bus	\$2.00 discount	\$2.25 discount
26	Local to designated airport routes	\$2.00 discount	\$2.25 discount
27	Rail-to-bus transfer	\$2.00 discount	\$2.25 discount
28	Bus-to-rail transfer	\$2.00 discount	\$2.25 discount
29	Transfer from MARC, VRE, & MTA with weekly/monthly pass	Free	No change
30	Transfer from regional bus partners	Varies	No change
Other Fare Media			
31	Package of 10 tokens, available to organizations	\$20.00	No change
32	DC student tokens - 10 trips per pack	\$10.00	No change
33	Surcharge on entry/exit for station improvements	\$0.05	No change
MetroAccess Fares⁷			
34	MetroAccess fare (within ADA 3/4 mile service corridor)	Varies	Varies
35	Maximum fare	\$4.00	\$4.50
Parking Fees⁸			
36	District of Columbia daily fees	\$4.45 to \$4.95	No change
37	Montgomery County daily fees	\$4.45 to \$5.20	No change
38	Prince George's County daily fees	\$3.00 to \$4.95	No change
39	Virginia daily fees	\$3.00 to \$4.95	No change
40	Monthly reserved parking fees	\$45.00 to \$65.00	No change
41	Hourly parking rate ⁹	\$1.00	No change
42	Non-Metro rider parking fees	\$7.50 to \$15.00	No change
43	Special event parking fees	Up to \$25.00	No change
Other Fees			
44	Bicycle locker rental (annual)	\$120.00	No change
45	Bicycle locker rental (hourly) ¹⁰		\$.05

⁶ Transfer discounts shown are for customers paying full-fare and utilizing SmarTrip. Virtual bus-to-bus transfers between lines serving the Addison Road and Capitol Heights Metrorail stations via Metrorail at no charge with the use of a SmarTrip® card authorized in Resolution 2017-52 shall continue in effect.

⁷ MetroAccess fares are calculated as twice the equivalent fixed route SmarTrip® fare up to the maximum fare.

⁸ Parking fees are not collected on weekends or federal holidays. Daily parking fees consist of Metro's base fee plus jurisdiction surcharge, if any.

⁹ Short-term parking hours of availability ranges by station.

¹⁰ Up to \$1.00 per day.

Capital Financial Plan - Allocation of State & Local Contributions

	FY2025 Budget	FY2026 Plan	FY2027 Plan	FY2028 Plan	FY2029 Plan	FY2029 Plan	6 Year Total
Federal Funding							
Federal Formula Programs	470.0	481.2	490.8	500.6	510.6	520.8	2,974.0
Federal RSI/PRIIA	143.5	143.5	143.5	143.5	143.5	143.5	861.0
Other Federal Grants	6.6	24.3	45.4	47.0	2.2	2.3	127.9
Total - Federal Grants	620.1	649.0	679.7	691.1	656.4	666.6	3,962.8
State & Local Funding Contributions							
District of Columbia							
Formula Match & System Performance	109.4	112.6	116.0	119.5	123.1	126.8	707.4
RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
Dedicated Funding	178.5	178.5	178.5	178.5	178.5	178.5	1,071.0
Subtotal - District of Columbia	337.4	340.6	344.0	347.5	351.1	354.8	2,075.4
State of Maryland							
Montgomery County	50.5	52.0	53.6	55.2	56.8	58.5	326.5
Prince George's County	52.1	53.6	55.2	56.9	58.6	60.3	336.7
Maryland RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
Maryland Dedicated Funding	167.0	167.0	167.0	167.0	167.0	167.0	1,002.0
Subtotal - Maryland	319.0	322.1	325.3	328.5	331.9	335.4	1,962.2
Commonwealth of Virginia							
City of Alexandria	13.8	14.2	14.6	15.0	15.5	15.9	89.0
Arlington County	24.8	25.5	26.3	27.1	27.9	28.7	160.3
City of Fairfax	.8	.8	.8	.8	.9	.9	5.0
Fairfax County	44.1	45.5	46.8	48.2	49.7	51.2	285.6
City of Falls Church	.9	.9	.9	.9	1.0	1.0	5.5
Loudoun County	5.9	6.0	6.2	6.4	6.6	6.8	37.8
Virginia RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
Virginia Dedicated Funding - Unrestricted	122.9	122.9	122.9	122.9	122.9	122.9	737.3
Virginia Dedicated Funding - Restricted	31.6	31.6	31.6	31.6	31.6	31.6	189.7
Congestion Mitigation and Air Quality	.7	.7	.7	.7	.7	.7	4.1
Subtotal - Virginia	294.8	297.6	300.3	303.2	306.2	309.2	1,811.3
Jurisdiction Planning Projects	3.0	3.0	3.0	3.0	3.0	3.0	18.0
Other Reimbursable Projects	29.3	18.2	37.7	2.6	0	0	87.7
Subtotal - Jurisdictional Reimbursable	32.3	21.2	40.7	5.6	3.0	3.0	105.7
Total - State & Local	983.5	981.5	1,010.3	984.8	992.2	1,002.4	5,954.7
Debt	963.0	1,047.8	863.9	503.8	0	0	3,378.5
Grand Total Funding ^{1,2}	2,566.6	2,678.2	2,553.9	2,179.8	1,648.5	1,668.9	13,296.0

¹Total funding requirement includes capital program expenditures, debt service, and estimated revenue loss from major shutdowns²Amounts may not sum due to independent rounding

Capital Financial Plan – Investment by Category

<i>(Dollars in Millions)</i>	FY2025 Budget	FY2026-FY2030 Plan	6-Year Total
Railcar	\$453.4	\$ 2,403.5	\$ 2,856.9
Rail Systems	386.8	1,196.5	1,583.3
Track and Structure Rehabilitation	298.6	1,203.5	1,502.1
Stations and Passenger Facilities	373.7	945.9	1,319.6
Bus and Paratransit	495.1	1,869.4	2,364.5
Business Support	311.6	1,151.5	1,463.2
Total²	\$2,319.2	\$8,770.4	\$11,089.6
Revenue Loss from Capital Projects	10.0	50.0	60.0
Debt Service - Dedicated Funding ¹	237.4	1,909.0	2,146.4
Total Capital Program Cost¹	\$2,566.6	\$10,729.3	\$13,296.0

¹ Amounts may not sum due to independent rounding

PROPOS

INDIRECT COST RATE PROPOSAL
Table of FY2025 Budgeted Indirect Cost Rates

For FY2025, Metro prepared and submitted an Indirect Cost Rate Proposal (ICRP) to the Federal Transit Administration (FTA) on December 30, 2022. FTA provided provisional approval of the FY2025 ICRP dated April 3, 2024.

For FY2024, Metro prepared and submitted an ICRP to the FTA on December 29, 2022. FTA provided provisional approval of the FY2024 Indirect Cost Proposal dated June 14, 2023 to be applied for the period of July 1, 2023 to June 30, 2024. Given the respective timelines of budget formulation and ICRP submittal and FTA review, the FY2025 Budget Development used the rate set that was provisionally approved on June 14, 2023. The FY2025 ICRP, if approved as submitted, will establish the set of rates shown in the table below labeled FY2025 Rates. WMATA plans to apply the FY2025 rate set when approved by FTA. Until such approval, the FY2025 Provisionally Approved rate set shall be applied.

FY2024 Provisionally Approved Rates

Department/Area	Indirect Cost Rate
Access Services, Mode 10 – Paratransit (ACCESS)	200.35%
Bus Services - Transportation, Mode 01 (BTRA)	27.34%
Bus Services - Vehicle Maintenance, Mode 01 (BMNT)	38.06%
Rail Transportation Administration, Mode 02 (RTRA)	40.36%
Rail Maintenance, Mode 02 (CMNT)	62.17%
Rail Infrastructure and Facilities, Mode 02 (INFR)	59.61%
Metro Transit Police Department (MTPD)	41.00%
Customer Service, Communications, and Marketing (CSCM)	88.75%
Office of Inspector General (OIG)	64.25%
Blended Rate	42.48%
Overall Indirect Cost Rate with Carry-Forward	55.06%

FY2025 Provisionally Approved Rates

Department/Area	Indirect Cost Rate
Operating Labor (Combined BUS, RAIL, ACCESS, MTPD, CSCM)	46.33%
Office of Inspector General (OIG)	51.46%
Capital – Design/Engineering/Construction	50.08%
Capital – Other	49.52%

In executing the FY2025 Capital Budget and Six-Year CIP, Metro shall use the approved rate set shown above in anticipation of FTA's approval of the FY2025 ICRP. If FTA requires changes to the rate set as part of their approval, Metro shall use the FTA-approved rate set so long as the application of any FTA-approved rate set does not increase operating subsidy or capital contributions.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1835 Market Street
Suite 1910
Philadelphia, PA 19103
215-656-7100

April 3, 2024

Ms. Yetunde Olumide
Chief Financial Officer
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Re: FY 2025 Indirect Cost Rate Proposal – Provisional Approval

Dear Ms. Olumide:

This letter is written in response to Washington Metropolitan Area Transit Authority’s (WMATA) FY 2025 Indirect Cost Rate Proposal (ICRP) dated December 21, 2023. FTA has contracted the services of Dickey & Associates, a Financial Management Oversight Contractor (FMOC), to perform the review of the submission.

In order to allow sufficient time for the review process, FTA is issuing a provisional approval of the FY 2025 ICRP until the review is complete. The blended indirect cost rate of 47.07%, as proposed in WMATA’s FY 2025 ICRP and outlined in the table below, is provisionally approved by FTA for application to direct labor charged to FTA grants during WMATA’s Fiscal Year 2025. This provisional approval will be in effect from July 1, 2024 until a final approval is provided but no later than June 30, 2025.

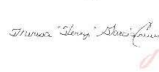
	FY2025 PROJECTED INDIRECT		FY 2025 PROJECTED DIRECT LABOR		INDIRECT COST RATE	
Operating	\$	365,943,102.00	Operating Labor	\$	789,864,742.00	46.33%
Operating-OIG	\$	2,280,229.00	OIG	\$	4,431,384.00	51.46%
Total Operating Indirect Costs	\$	368,223,331.00	Total Operating Direct Labor	\$	794,296,126.00	46.36%
Capital-Design/Eng-Const	\$	41,321,049.00	Capital-Design/Eng-Const	\$	82,504,650.00	50.08%
Capital-Other	\$	63,666,420.00	Capital-Other	\$	128,573,171.00	49.52%
NET INDIRECT COSTS		473,210,799	NET LABOR EXPENDITURES		1,005,373,947	47.07%

FTA will inform WMATA of any necessary adjustments to the ICRP after the FMOC’s review is complete and issue a final approval once all adjustments are made.

Ms. Olumide
April 3, 2024

If you have any questions, please contact Kelly Tyler in the Washington, DC Metropolitan Office at (202) 366-3267 or via e-mail at kelly.tyler@dot.gov.

Sincerely,



Digitally signed by THERESA
GARCIA CREWS
Date: 2024.04.03 20:21:08
-0400

Terry Garcia Crews
Regional Administrator

cc: Patrick Bailey, WMATA
Tony Tarone, FTA
Anne Marie Coughlin, FTA

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Debt Management Policy Guidelines
April 2024

I. Introduction

Section 101. Purpose

These Debt Management Policy Guidelines (the "Policy Guidelines") document the Washington Metropolitan Area Transit Authority's ("WMATA" or the "Authority") goals for the use of debt instruments and provides guidelines for the use of debt for financing the Authority's infrastructure and capital projects and other operational purposes. The Authority's overall guiding principles in issuing debt is to (a) identify transactions that utilize debt in the most efficient manner, (b) make timely debt service payments, and (c) achieve the lowest possible cost of capital and maintain high credit ratings and access to the capital markets.

Section 102. Authority, Scope and Review

WMATA is an interstate compact agency, and an agency and instrumentality of the District of Columbia, State of Maryland, and Commonwealth of Virginia. WMATA's continuing power to issue revenue bonds is set forth in Article IX of the Compact. Notwithstanding any provision of these Guidelines to the contrary, all debt obligations of WMATA will comply with the requirements of the Compact as well as all other applicable laws, regulations, and Board Resolutions.

These Policy Guidelines will be reviewed annually by the WMATA Board of Directors (the "Board") and any changes to the Policy Guidelines must be presented to and approved by the Board.

Section 103. Administration of Policy Guidelines

Both the Executive Vice President and Chief Financial Officer and the Vice President and Treasurer will be responsible for managing, implementing and reviewing the Policy Guidelines and recommending appropriate debt offerings including, if necessary, debt comparison analysis to the General Manager and Chief Executive Officer from time to time.

Section 104. General Best Interest of Authority

The General Manager and Chief Executive Officer will bring to the Board for approval prior to closing, any deviations from the Policy Guidelines that may be appropriate to address 1) changing financial goals, 2) emerging financial products/debt structures and 3) unique market opportunities.

II. General Debt Issuance Policies

Section 201. Use of Debt

WMATA will issue bonds for any lawful purpose. Bonds issued to fund WMATA's capital program may be used to fund expenses incurred on any project in the approved Six-Year Capital Improvement Plan, so long as bond proceeds are fully spent in accordance with applicable federal tax laws and regulations. Bond proceeds will not be used for ongoing operating needs except as provided for in this section. WMATA may use a mix of pay-as-you-go and debt to finance capital projects and other short and long-term financial needs of the Authority. The financing purpose will guide the type of debt WMATA uses, which may include:

Long-Term Debt: Long-term bonds/notes (instruments with a maturity of more than two years) are preferred for financing essential capital activities including the acquisition, construction and rehabilitation of major capital assets. WMATA may issue Long-Term Debt with a maturity of forty (40) years or for a term equal to 120 percent of the average reasonably expected economic life of the CIP projects financed by tax-exempt bond proceeds, whichever is less.

Short-Term Debt: WMATA may use short-term bonds/notes (instruments with a maturity of two (2) years or less) as a cash management tool to provide interim financing to bridge temporary cash flow deficits within a fiscal year in either the operating or capital budget, and/or to reduce interest rate costs. Short-term debt obligations may include commercial paper, grant anticipation notes, working cash notes, variable rate bonds, bond anticipation notes, lines of credit as well as any other appropriate instruments.

Variable Rate Debt: In addition to fixed rate debt, WMATA may issue bonds/notes with a variable interest rate to 1) diversify its debt portfolio, 2) reduce interest costs, 3) improve its match of assets to liabilities, 4) provide budgetary relief or 5) allow grant funding flexibility to accommodate changes in debt service levels. The aggregate amount of WMATA's outstanding unhedged long-term variable rate debt, however, is not authorized to exceed 20% of its outstanding long-term debt.

Direct Borrowing: Where direct borrowing/lending (such as TIFIA loans) would prove more economically beneficial, WMATA will consider direct loan obligations. However, WMATA will only proceed with a direct loan transaction if the transaction creates tangible benefits to WMATA.

Bond Premium: Bonds can be sold at par or as premium bonds or discount bonds. If bonds are sold with a premium, the premium shall be deposited to a Cost of Issuance Account to pay bond issuance costs, and, if applicable, any

residual premium will be transferred to a Capitalized Interest Account to pay any capitalized debt service on the bonds; and, any further residual premium will be deposited into the Project Fund specific to that bond issue.

When issuing Gross Revenue Bonds, WMATA will attempt to “right-size” the issue so as to minimize any excess premium derived after covering 1) bond issuance costs; 2) and capitalized debt service, if any. Any remaining premium will be deposited to the project fund to satisfy the CIP Project Fund requirement.

Section 202. Financing Purposes

The Authority may issue debt for either new money or refunding purposes.

New Money Bonds: New money bonds may be issued to provide additional funding for essential capital activities or other activities suitable for bond financing, as detailed under Use of Debt.

Refunding Bonds: WMATA may issue refunding bonds to achieve debt service savings on its outstanding bonds by redeeming high interest rate debt with lower interest rate debt. WMATA may structure the savings from these bonds on a uniform, proportionate or accelerated basis depending on the Authority’s financing goals. When refunding outstanding bonds, the Authority will generally seek a per bond net present value savings guideline of 3% based on market conditions. Refundings with lower savings rates may be appropriate to maximize overall financial objectives. Notwithstanding the above, the 3% savings guideline will not apply for bonds with a call date between one and three years from their stated maturity.

In certain instances, it may be advantageous for WMATA to issue refunding bonds that do not produce positive economic savings but serve to restructure debt or retire a bond issue in order to remove undesirable bond covenants. Prior to issuing such refunding bonds, WMATA will evaluate the benefits (both intangible and tangible) as well as the economic costs and compliance with existing bond covenants for approval by the Board.

Section 203. Issuance Processes

There are three basic processes for the issuance of long-term bonds:

- **Jurisdictional Capital Contribution Debt.** This form of debt may be issued using the process contained in the applicable Capital Funding Agreement which may provide for an opt-in option for the funding jurisdictions and formal agreement by the opting-in jurisdictions to fund that debt service. The security for these bonds

will be WMATA's Gross Revenues as defined in the applicable bond resolution.

Dedicated Funding Debt. This form of debt may be issued with the approval of the Board without any jurisdictional input. The security for these bonds shall be the Dedicated Funding contributions received from the District of Columbia, the State of Maryland, and the Commonwealth of Virginia pursuant to the following legislative enactments: (a) from the District of Columbia under D.C. Official Code § 1-325.401 or any successor statute, as the same may be amended from time to time in the future;(b) from the State of Maryland under Md. Transportation Code Ann. § 10-205(g) or any successor statute, as the same may be amended from time to time; and (c) from the Commonwealth of Virginia under the Va. Code §33.2-3401.B or any successor statute, as the same may be amended from timeto time. Dedicated Funding shall also include funds paid by any of the District of Columbia, the State of Maryland, the Commonwealth of Virginia or any other Participating Jurisdiction in-lieu-of such amounts.

- **Debt Secured by Other Revenue Sources.** WMATA may issue debt secured by othersources of revenue not described above. The approval of the Board is the only approval necessary unless the source of revenue is from one or more of the local funding jurisdictions; in which case, those jurisdictions will have the same rights as under Jurisdictional Capital Contribution Debt.

Section 204. Combination of Security for Bonds

WMATA may issue bonds with one or more types of security provided that the issuancerequirements and process for each type of security is met.

Section 205. Borrowing Capacity

In addition to complying with the financial covenants for outstanding Gross Revenue Transit Bonds authorized under the 2003 Gross Revenue Bond Resolution (2003-53) and subsequent supplemental resolutions and other applicable bond resolutions, the Authority will manage its debtto ensure sufficient revenues are available to meet its obligations under its various liens. WMATAwill monitor debt capacity and analyze impact of additional debt on the Authority's short- and long-term debt capacity. Any debt cap will be based on the overall

needs of the Authority and the Debt Service Coverage requirements contained in any applicable bond resolution.

Senior and Junior Liens for each revenue source will be utilized in a manner that maximizes critical constraints, including cost and capacity, thus allowing for the most beneficial use of the revenue for the most efficient security structure. Prior to each lien, the Authority's Board will approve a maximum annual debt service ((MADS) ratio of pledged revenue divided by annual debt service) or other debt service coverage requirement necessary to satisfy the constraints.

Section 206. Use of Short-Term Debt

Short-Term Debt may be issued by WMATA. Lines of Credit not used for credit enhancement may be used for interim funding of the approved capital program or to ameliorate the impact of any shortfall in the Operating budget. When used in the capital program, the costs of such usage shall be charged to the applicable capital program or project. When a Line of Credit is used to ameliorate the impact of any shortfall in the Operating budget, the costs of such usage, including interest, shall be paid solely out of the Operating budget and charged to the jurisdiction or jurisdictions causing the need to use the Line of Credit or charged pursuant to the applicable subsidy formula when the use of the Line of Credit is from a non-jurisdictional requirement but never from any capital funds.

All forms of Short-Term Debt must be approved by the Board of Directors before closing; except that Lines of Credit meeting the following parameters may be issued without further Board action:

- Aggregate amount not to exceed \$500 million;
- The interest rate shall not exceed the then-current 30-day Secured Overnight Financing Rate ("SOFR") (or any generally accepted substitute for SOFR) plus margin of up to 7.00% per annum (calculated on the basis of an actual 360-day year);
- Have a term which is less than two years;
- Fees and transaction costs paid by WMATA on a Line of Credit may include the fee types and transaction costs contained in the existing Line of Credit program in effect upon passage of this policy and additional fee types and transaction costs (and each in amounts) which are reasonable and customary for the industry at the time of entering into a new or renewed Line of Credit; and
- If financial institution indemnification is required as a condition of

the Line of Credit, such indemnification shall have already been granted by the Board of Directors.

Section 207. Credit Ratings

WMATA's credit ratings goal is to achieve the best economic benefit from the Authority's debt issuances by attaining appropriate balance between minimizing borrowing cost and maximizing financial flexibility and result.

For existing bond programs, WMATA will attempt to maintain or improve current credit ratings without adversely affecting levels of debt that may be issued for any particular program. For new bond issuances, WMATA will generally seek investment grade ratings from at least two Nationally Recognized Statistical Rating Organizations. However, WMATA acknowledges that as market conditions and financing needs evolve, so should the Authority's credit ratings strategy. WMATA may accept a lower rating (and thus incur a modest financing cost differential) in order to gain flexibility needed to effect significant policy initiatives. The Authority will periodically review its credit rating strategy to see if market or capital plan developments warrant a revision in WMATA's approach to its ratings.

WMATA will strive to communicate regularly with rating agencies. As requested, the Authority will provide information to rating agencies, arrange regular conference calls to update rating analysts on significant financial developments and communicate with rating agencies prior to each WMATA public bond offering.

Section 208. Subordinate Liens

WMATA may determine that for some of its revenue sources it may be advantageous to issue subordinate lien debt. However, WMATA will only proceed with subordinate lien debt if the transaction creates tangible benefits to WMATA and is approved by the Board.

Section 209. Tax Status

WMATA has a preference for issuing debt on a tax-exempt basis to take advantage of interest costs savings compared to issuing taxable debt. However, WMATA may issue debt on a taxable or tax- exempt basis.

Section 210. Credit Enhancement

WMATA may secure credit enhancement for all or a portion of each bond issue. Credit enhancement may include municipal bond insurance or a letter/line of

credit (which shall not be covered by Section 206 of this Debt Policy). The Executive Vice President and Chief Financial Officer or designees shall recommend use of credit enhancement considering such factors as economic benefit of the enhancement, and future secondary market trading conditions. WMATA will not secure credit enhancement unless the premium cost is less than the present value of the projected interest savings or if such credit enhancement improves capital market access and/or facilitates liquidity in the secondary market for the securities. For municipal bond insurance, or other forms of credit enhancement which are paid for with an upfront premium, WMATA will analyze the economic benefit both to the maturity of the bonds and to the first optional redemption date.

WMATA may also fund a debt service reserve fund to enhance the marketability of its bonds.

For bond issues that require a debt service reserve fund, WMATA may purchase a surety bond policy or letter of credit to satisfy the reserve fund requirement in lieu of funding.

III. Sustainability and Environmental, Social and Governance (ESG) Debt

As a mass transit system, WMATA promotes low carbon emissions and an environmentally friendly "green" platform encompassing its operations and infrastructure. The Authority's debt collateral attracts investors who want to contribute to its sustainable business model and may have mandates to invest in a socially responsible manner.

WMATA is under no obligation to certify any debt issuance as environmental, social or governance "ESG" bonds or as a compliance requirement, and can solely rely on its energy efficient and emissions reduction asset base to qualify its debt as "green" and socially responsible.

As WMATA fulfills its socially responsible objective with programs such as Metro Access, fares for low-income and disabled customers, subsidized student fare programs, and outreach programs to the low income and non-banked community, WMATA's investor relations, when appropriate, will emphasize its positive impact in the community to the Authority's investor base and highlight the Authority's federal mandate to serve lower income customers.

Debt issuances, when logical, are permitted to be marketed and labeled as "green", "sustainable", or ESG investment opportunities to potential investors. WMATA will leverage this marketing advantage to lower its cost of funds and/or to diversify investors when possible as the ESG market continues to grow worldwide.

IV. Method of Sale and Use of Professionals

Section 401. Method of Bond Sale

The General Manager & Chief Executive Officer or his designee may choose between the following three different bond sale methods: negotiated, competitive and private placement. A competitive sale is the preferred method of sale unless market conditions at the time of sale indicate a negotiated or private placement sale will result in lower overall cost to WMATA. In such cases, Board approval is required to proceed with a negotiated sale or private placement.

Factors which may be considered when determining the most efficient bond sale method include:

• Bond market conditions	• Bond structure	• Market timing
• Credit demand	• Credit acceptance	• Credit ratings
• Use of proceeds	• Bond size	• Financing complexity
• Desire to negotiate bond covenants	• Credit enhancement participation	• Credit Complexity

Section 402. Selection of Bond Financing Professionals

Bond Financial Advisory Professionals including firms that provide financial advisory and underwriting services to WMATA in connection with the issuance of debt shall be selected on a competitive basis to create pools of qualified vendors. The Executive Vice President and Chief Financial Officer or her designee have been delegated the authority to select Bond Financial Advisory professionals. The Authority will strive for diversity and provide opportunity for DBE firms, veteran owned, and other minority and women-owned firms as part of each underwriting team.

WMATA will select and retain at all times one or more independent registered municipal advisors (IRMAs) to review financing ideas provided to the Authority by Bond Underwriting Professionals. Further, concurrently with the planning for a debt issue, WMATA shall obtain the services of Bond Financial Advisory Professionals and, as needed, Bond Underwriting Professionals.

In addition to the above, WMATA may periodically solicit separately for specialized services, including short-term lending products, based on the financial needs of the Authority and market factors at the time of the solicitation. As the

market for financial institutions offering short-term lending products to governments evolve, WMATA may solicit bids for short-term borrowing programs from firms meeting the Compact requirements and whom the Authority deems viable at the time of the financing. WMATA requires its Bond Financial Advisory Professionals to provide services in accordance with all currently applicable Municipal Securities Rulemaking Board (MSRB) rules and any subsequent MSRB rulings or requirements.

V. Derivatives

Section 501. General Policy

Interest rate swaps and options (Swaps or Derivatives) are appropriate management tools that can assist WMATA to meet important financial objectives. Properly used, these instruments can help WMATA increase its financial flexibility, provide opportunities for interest rate savings, enhanced investment yields, or reduce interest rate risk through more effective matching of assets and liabilities. Derivatives for commodities used by WMATA also provide opportunities for financial benefit. The Executive Vice President and Chief Financial Officer or her designee must determine if the use of any Swap or hedging instrument is appropriate and warranted given the potential benefit, risks, and objectives of the Authority.

- WMATA may consider the use of a derivatives if it achieves one or more of the following objectives:
 - Provides specific risk mitigation not otherwise available;
 - Produces greater than expected interest rate savings or incremental yield over other market alternatives;
 - Results in improved capital structure or better asset/liability match.
- WMATA will not use derivative products that are speculative or create extraordinary leverage or risk; lack adequate liquidity; provide insufficient price transparency; or as investments.

WMATA will only do business with A+ or higher rated counterparties or counterparties whose obligations are supported by A+ or higher rated parties.

Section 502. Interest Rate Derivative Policy

Financial transactions using Swaps or other derivative products used in lieu of a fixed rate debt issue should generate greater projected savings than the typical structure used by WMATA for fixed rate debt.

- WMATA will limit the total notional value of interest rate derivatives to an amount not to exceed twenty percent of total outstanding fixed rate debt and 100% of variable rate debt.

Section 503. Commodity Derivative Policy

WMATA is authorized to hedge or execute contracts for diesel fuel, electricity, CNG, carbon credits, and other commodities (excluding financial derivatives discussed above) that have a direct business relationship to WMATA's operations but not to exceed 95% of the expected use of the commodity to provide budget stability.

VI. Disclosure

WMATA will periodically review the requirements of the MSRB and the recommendations of the Government Finance Officers Association ("GFOA") including the GFOA recommendation that financial statements be prepared and presented according to generally accepted accounting principles.

The Authority will also comply with Rule 15c2-12 by filing its annual financial statements and other financial and operating data on the Electronic Municipal Market Access (EMMA) repository for the benefit of its bondholders within the timeframe required under each financing. WMATA will make its financial statements, annual budget and official statements available on its investor relations website. The Vice President and Treasurer will comply with all SEC requirements for disclosure by providing annual financial information and notices of material events as outlined in the Continuing Disclosure Agreement executed for each series of bonds.

VII. Post Issuance Considerations

Section 701. General Compliance Requirements

WMATA will comply with all debt covenants and comply with all post issuance tax requirements as detailed in the individual tax compliance certificate executed in connection with each bond or note sale. Specifically, WMATA will comply with Federal tax law to establish and maintain the exclusion from gross income tax on the Authority's bonds. WMATA will particularly focus on arbitrage requirements and will evaluate and ensure compliance with all applicable tax law during the debt issuance process, and on an ongoing basis thereafter, monitoring the Authority's debt portfolio in light of regulatory changes and case law, including arbitrage rules, including the Authority's arbitrage rebate position and any attendant rebate liability, as defined in § 148 of the Internal Revenue Code.

Section 702. Investment of Bond Proceeds

WMATA will invest the sale proceeds of its bonds in accordance with the provisions of the WMATA Compact and the Internal Revenue Code. WMATA will invest bond proceeds in a manner that allows proceeds to be available when needed. Interest earned on the investment of bond proceeds shall be deposited in the Project Fund applicable to bond proceeds.

Section 703. Trustee Relationships and Monitoring of Trustee Activities

The Vice President and Treasurer is responsible for monitoring trustee activities made on behalf of WMATA on a quarterly basis.

PROPOSED