

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

Action Information

MEAD Number:
202165

Resolution:
 Yes No

TITLE:

Adopt FY2021 Operating Budget and FY2021-2026 CIP

PRESENTATION SUMMARY:

Staff will review feedback received from the public and equity analysis on the FY2021 Proposed Budget and request approval of the Public Outreach and Input Report and approval of the FY2021 Operating Budget and FY2021-2026 Capital Improvement Program (CIP).

PURPOSE:

The purpose of this item is to seek Board acceptance and approval of the Public Outreach and Input Report, the Title VI equity analysis and the FY2021 Operating Budget and FY2021-2026 CIP.

DESCRIPTION:

Identification of Parties with an interest in Metro's FY2021 Budget:

The following vendors are Metro's top non-personnel multi-year contractors through FY2020 and to date (\$500M). The vendors have contracts spanning through FY2021 as well.

- C3M Power Systems, LLC
- Gannett Fleming-Parsons Joint Venture II
- Kawasaki Rail Car Inc
- Kiewit Infrastructure Company
- Motorola Solutions Inc.
- Mott MacDonald I&E, LLC
- Mythics, Inc.
- New Flyer of America, Inc.
- Potomac Yard Constructors
- Transdev Services, Inc.

A full list of 2020 Procurement Awards is available at:

<https://www.wmata.com/business/procurement/solicitations/index.cfm#main-content>

Metro has labor agreements with the following collective bargaining units:

- Fraternal Order of Police/Metro Transit Police Labor Committee, Inc. (FOP)
- The Office and Professional Employees International Union Local No.2, AFL- CIO (Local 2)
- Local 639, International Brotherhood of Teamsters Law Enforcement Division (Local 639)

- Local Union 689 of the Amalgamated Transit Union, AFL-CIO (Local 689)
- Local 922, International Brotherhood of Teamsters (Local 922)

Key Highlights:

- The FY2021 Budget totals \$3.9 billion, including \$2.1 billion of operating expenses and \$1.8 billion of capital investment spending in FY2021
- The six-year capital plan of \$9.7 billion builds on demonstrated progress in rehabilitating, replacing and modernizing our system to meet the needs of customers
- The base operating budget is balanced within the three percent subsidy growth cap. The legislative exclusions include funding for Silver Line Phase 2, with revenue service beginning April 1, 2021
- During Metro’s outreach program on the budget proposal, more than 17,000 responses were received from the public, elected officials and other stakeholders
- Fare and service proposals were adjusted to incorporate feedback received during public outreach, as well as recommendations from Finance and Capital Committee members and comply with the equity requirements of Title VI
- Staff seeks Board adoption, acceptance, and approval of the Public Outreach and Input Report, the Title VI equity analysis, and the final proposed FY2021 Operating Budget and FY2021-2026 CIP

Background and History:

In November 2019, the GM/CEO presented a Proposed FY2021 Operating Budget and FY2021-2026 CIP for Board consideration based on the following priorities for FY2021:

Capital Improvement Plan Priorities:

- Focus on state of good repair and customer experience
- Maximize project coordination for major system repairs and upgrades
- Leverage dedicated revenue to renew and modernize the system

Operating Budget Priorities:

- Improve service and customer experience
- Simplify and improve fare options to continue to grow ridership
- Limit subsidy growth to mandated level

The Capital and Operating Budgets are designed to work together to strengthen Metro to better serve the region.

Following presentation of the GM/CEO’s Proposed FY2021 Budget, the Finance and Capital Committee convened work sessions in December and January to review the capital and operating budgets in greater detail. Following Board approval of the public hearing docket in January, staff implemented an outreach program (as outlined in the Board-adopted Public Participation Plan) on the proposed operating and capital budgets and conducted Compact Public Hearings in the District of Columbia, Maryland and Virginia.

Discussion:

The recommended FY2021 Budget totals \$3.9 billion, including \$2.1 billion of operating expenses and \$1.8 billion in capital program spending in FY2021.

The FY2021 Capital Budget and FY2021-2026 CIP address longstanding challenges in customer safety, comfort, and service reliability through projects such as platform reconstruction, track rehabilitation, railcar procurement and bus garage construction. The recommended FY2021 Capital Budget of \$1.8 billion and six-year capital plan of \$9.7 billion builds on demonstrated progress in rehabilitating, replacing and modernizing our system to meet the needs of customers. The six-year plan includes \$283 million of reimbursable projects such as the Silver Line, the Potomac Yard station, and the Purple Line.

The recommended FY2021 Operating Budget totals \$2.1 billion. In compliance with budgetary restrictions per Maryland and Virginia dedicated funding legislations, the FY2021 Operating Budget is broken down as follows: a base budget reflects a three percent subsidy growth cap including customer satisfaction and ridership initiatives, as well as items legislatively excluded from the subsidy cap.

The total operating subsidy, including capped subsidy and legislative exclusions, is \$1.2 billion. The FY2021 base budget adheres to the legislatively mandated growth limit of three percent over FY2020 and includes \$87 million of legislatively excluded expenses supporting federally mandated activities and operations of Silver Line Phase 2, an 11.4-mile Metrorail track extension with six new stations and a rail yard facility.

- Safety mandate \$1.0M
- Paratransit services \$7.6M
- Silver Line Phase 2 \$78.4M

When Metrorail Silver Line Phase 2 begins revenue service, Loudoun County will become a funding member of the WMATA Compact.

Outreach Results

Metro received more than 17,000 responses to the proposed budget, including:

- More than 15,959 online surveys submitted
- 1,044 comments uploaded online or provided to Office of the Board Secretary
- 195 oral testimonies submitted across three Compact Public Hearings held in the District of Columbia, Maryland and Virginia

Between 75 and 85 percent of respondents supported the following service improvements and fare enhancements:

- Restoration of late-night Metrorail hours
- Increase to Sunday Metrorail service
- Metrorail weekend flat fare
- Full transfer discount

The least favorable proposed initiatives ranged from 50 to 95 percent opposition and included:

- Reduced overlapping and less productive Metrobus service
- Increase to peak max fare
- Surcharge for cash fare and cash loading on Metrobus

Full details are included in the attached draft Public Outreach and Input Report.

Operating Budget Initiatives:

Consistent with comments from the Finance and Capital Committee and public feedback received during outreach efforts, the final budget proposal to the Board includes the following service and fare changes:

Improving Service and Customer Experience

- Better Weekend Metrobus Service
- Improve MetroExtra Service
- Reduce Redundant and Less Productive Bus Service
- Better Weekend Metrorail Service
- Restore Late Night Metrorail Service
- Weekday Early Morning Metrorail Right-Sizing
- Metrobus Late Night LifeLine Service Reduction

Based on feedback collected during the public outreach process, the Reduce Redundant and Less Productive Bus Service initiative was adjusted to restore \$19 million in bus service.

Enhancing Fare Options

Metrorail

- Peak base and peak max fare increase to \$2.35 and \$6.50 respectively
- Simplification of mileage tiers
- Weekend flat fare of \$2.00

Metrobus

- Lower Price for the 7-Day Regional Bus Pass

Metrobus + Metrorail

- Transfer Discount of \$1.00

To fund the final recommended fare and service adjustments within the three percent cap, staff have identified a total of \$12 million in management actions to balance the budget.

Title VI Analysis:

In accordance with Federal Transit Administration (FTA) regulations, any major service change or any change in fares must undergo a Title VI equity analysis to evaluate the impacts of the proposed changes on minority and low-income populations. Based on the Title VI equity analysis, staff has determined that the proposed fare changes and most of the service changes do not result in a disparate impact (DI) for minority

populations or a disproportionate burden (DB) for low-income populations. The early morning Metrorail headways change does not violate Title VI, and is further mitigated by additional Metrorail service during late-night periods and on Sundays.

Budget Risks:

Risks to the capital budget include federal uncertainty of continued federal dedicated funding. Passenger Rail Investment and Improvement Act of 2008 (PRIIA) funding ends in Federal FY 2020 without continuation of the funding, Metro and the jurisdictions will need to identify nearly \$900 million in additional funding over six years to support Metro’s FY2021-2026 Capital Improvement Program. Therefore, federal legislation has been introduced in the House and Senate to reauthorize PRIIA funding for use in FY2021 and beyond, but it is unclear whether Congress will act this year.

The COVID-19 pandemic is causing significant unfavorability to Metro’s revenues and expenses in FY2020. The full extent and duration of the pandemic’s impacts to Metro and the region are unknown with significant uncertainty and potential to extend into FY2021. Additional potential impacts include federal government shutdowns, major weather disruptions and on-going market volatility. Also unknown is the full extent of federal relief, including duration and sources of funding that could mitigate the impact.

Other risks include Silver Line Phase 2 ridership and revenues and the growth in demand for MetroAccess as the region’s population ages while contracting cost for ADA paratransit service continues to grow.

FUNDING IMPACT:

Board action is required to approve the FY2021 Operating and FY2021-2026 Capital Improvement Plan.

TIMELINE:

<p>Previous Actions</p>	<p>November 2019 – GM/CEO FY2021 Budget proposal</p> <p>December 2019 – January 2020 – Budget work sessions</p> <p>January 2020 – Board authorization for Compact Public Hearings</p> <p>February 2020 - Public hearings conducted, comment period open through March 9</p>
<p>Anticipated actions after presentation</p>	<p>April 2020 - Transmit FTA grant applications for review</p> <p>Seek Board authorization of dedicated revenue bond resolution and issuance</p> <p>Staff to update the Committee on the financial impacts of COVID-19 pandemic as needed</p> <p>July 1, 2020 – FY2021 Begins</p>

RECOMMENDATION:

Management recommends Finance and Capital Committee and Board approval of a resolution approving the Public Outreach and Input Report, the Title VI Equity Analysis, and adoption of the FY2021 Budget and FY2021-FY2026 Capital Improvement Plan. Budget adoption enables timely submission of FTA grant applications and awards which help to ensure state of good repair capital projects proceed as scheduled and operations continue to serve Metro customers.

PRESENTED AND ADOPTED: April 2, 2020

SUBJECT: APPROVAL OF FISCAL YEAR 2021 OPERATING BUDGET AND CAPITAL BUDGET, FARE AND SERVICE CHANGES AND PUBLIC PARTICIPATION REPORT

2020-09

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

WHEREAS, Metro plays an especially critical role during this unprecedented national public health crisis, providing transportation to essential health workers, first responders, and many residents who are dependent on the continued operations of trains and buses for basic provisions; and

WHEREAS, In the face of global and domestic economic uncertainty, the Board wants to support residents with affordable services that are ready to serve returning customers, and attract more ridership by increasing frequent, reliable service; and

WHEREAS, Recognizing that the financial hardship of the crisis extends to customers and also the jurisdictions that support Metro as they are being called upon to provide emergency services and support during the pandemic; and

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

WHEREAS, The Board has received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed FY 2021 Operating Budget and FY 2021-2026 Capital Improvement Program (CIP); and

WHEREAS, Pursuant to the Public Participation Plan, the Board held three public hearings on February 24, February 25 and February 26, 2020, on the proposed FY 2021 Operating Budget, related service and fare proposals, and the FY 2021-2026 CIP, of which one was held in an area served by the Northern Virginia Transportation Commission; and

WHEREAS, The results of the public hearings and public participation are summarized in the Public Participation Report (Attachment A); and

WHEREAS, As required by the Federal Transit Administration (FTA) and under Board guidelines, staff conducted an equity analysis of the proposed fare and service changes

Motioned by Mr. McMillin, seconded by Mr. Marootian

Ayes: 8- Mr. Smedberg, Ms. Gidigbi, Mr. Goldman, Mr. Rouse, Mr. Letourneau, Mr. Marootian, Mr. Slater and Mr. McMillin

(Attachment B) and determined that the proposed changes do not present a disproportionate burden on low-income customers nor a disparate impact on minority populations except for the reduced headway on Metrorail from 5:00 am to 6:00 am; and

WHEREAS, The reduced headway does not violate Title VI, is supported by minority customers and is mitigated by additional late night and Sunday rail service; and

WHEREAS, The WMATA Dedicated Funding Grant Agreement with the District of Columbia requires the Board to review and decide whether the most recent approved FTA Indirect Cost Rate is appropriate to apply to jurisdictional capital contributions; and

WHEREAS, The delay in opening Phase 2 of the Silver Line requires estimates of the revenues to be received from its operation during FY 2021; and

WHEREAS, Resolution 2012-29 established Metrorail headways; and

WHEREAS, WMATA's Metrorail hours of service currently are Monday-Thursday 5am-11:30 pm; Friday 5am-1am; Saturday 7am-1am; and Sunday 8 am-11 pm; and

WHEREAS, Resolution 2010-31, adopted a $\frac{3}{4}$ mile zone from fixed route service for the provision of MetroAccess Service; and

WHEREAS, Resolution 2019-09, which adopted the Keeping Metro Safe, Reliable & Affordable Plan (KMSRA), and certain dedicated funding statutes require WMATA to keep jurisdictional operating subsidy growth at 3% annually, which further requires changes to previous policy resolutions, including Resolutions 79-39, 99-24 and 2003-50 on Operating Subsidy Interest, Audit Adjustments, and Operating Reserve Fund, respectively; and

WHEREAS, Resolution 2016-01, established the Claims Liability Fund to be continually funded at amounts specified therein; and

WHEREAS, Resolution 2019-09, approved a one-time capital funding contribution to support operating revenue losses caused by service disruptions associated with major capital projects; and

NOW, THEREFORE, be it

RESOLVED, Due to the scope of government imposed emergency measures such as office and business closures and travel restrictions, and the resulting impact on Metro's finances and ridership levels, the Board will review the approved fiscal year (FY) 2021 budget prior to its July 1, 2020 effective date, at which time the Board may reconsider the timing for the implementation of certain initiatives; and be it further

RESOLVED, That the Board approves the Public Participation Report on the proposed FY 2021 Operating Budget and FY 2021-2026 CIP, as detailed in Attachment A, and the Title VI equity analysis detailed in Attachment B; and be it further

RESOLVED, That the Board approves and adopts the FY 2021 Operating Budget (inclusive of all Operating Reimbursable projects) of \$2.078 billion, with revenues, expenses, subsidies and statutory exemptions from subsidy calculation detailed in Attachments C and D computed by: (1) taking the FY 2020 subsidy allocations and adding three percent to each Signatory's allocation; (2) allocating the Signatory amounts by calculating the jurisdiction's percentage share of the applicable Signatory's amount using the Board-approved subsidy formulae; and (3) applying the Board-approved subsidy formulae to the legislative exclusions to the 3% subsidy increase limitation; and be it further

RESOLVED, That Resolution 2012-29 relating to Metrorail headways is amended by this Resolution and Resolution 2019-06 as to Metrorail hours of service hours for station closing and related supplemental bus service are superseded and the Board adopts the headway and service schedule and fares as detailed in Attachments E and F; and be it further

RESOLVED, That the Board authorizes the GM/CEO to continue the Rush Hour Promise program through June 30, 2021, with terms and conditions established by the GM/CEO; and be it further

RESOLVED, That as part of Attachment D, the Board adopts the regional estimate of Silver Line Phase 2 operating revenues with any shortfall in those revenues received and the estimated amount to be paid to WMATA by Regional Partners in FY 2022; and be it further

RESOLVED, That if: (1) any jurisdiction's paratransit expenses are less than such jurisdiction's budgeted paratransit amount due to a reduction in the number of MetroAccess trips attributable to that jurisdiction; and (2) WMATA's net expenses on Metrorail, Metrobus, and MetroAccess being favorable to WMATA's FY 2021 Operating Budget, the GM/CEO and Chief Financial Officer (CFO) are authorized to provide credits to such jurisdiction not to exceed the actual savings from such jurisdiction's budgeted paratransit amount on a schedule to be determined by the GM/CEO or CFO where credits are based on the per trip rate used by the innovative paratransit program; and be it further

RESOLVED, That Resolution 2010-31 is suspended until July 1, 2021 in regards to the $\frac{3}{4}$ mile service area limitation and freezing the existing paratransit service area as it exists to allow staff to evaluate the impact of Metrobus service changes on paratransit service and to report to the Board by or before June 30, 2021, with MetroAccess service recommendations based on a review of (a) available fixed route service, (b) the

availability of subsidized alternatives to the MetroAccess service, and (c) demand for 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, 2020 based on the expected budgetary impacts relating to the Coronavirus pandemic; and be it further

RESOLVED, That Resolution 79-39 is amended to delete the subsection titled "Fourth Quarter Adjustment" in its entirety and insert "Reserved" at subsection G; and be it further

RESOLVED, That Resolutions 99-24 and 2003-50, are rescinded in their entirety; and the Board authorizes the GM/CEO and CFO or their designee to establish an Operating Reserve within the 3% cap on operating subsidy growth for the purposes of managing operating surpluses and deficits; and be it further

RESOLVED, That the Board rescinds the ninth and tenth RESOLVED clauses of Resolution 2016-01; directs that the Operating Budget shall be prepared using an assumption of the actuarially forecasted claims payment in an amount that the GM/CEO deems appropriate; and authorizes the GM/CEO or his designee to fund the Claims Liability Fund in an amount deemed appropriate for FY 2021 and each fiscal year thereafter; provided, however, that the GM/CEO shall obtain concurrence from the Board each fiscal year prior to implementing the funding of the Claims Liability Fund; and be it further

RESOLVED, That the Board authorizes the GM/CEO to fund the OPEB trust in FY 2021 and subsequent fiscal years in an amount deemed appropriate and to establish an Obsolescence Reserve to be funded in an amount each fiscal year deemed appropriate for the purpose of recording the costs associated with disposal of unusable and unsaleable items; provided, however, that the GM/CEO shall obtain concurrence from the Board each fiscal year prior to implementing the funding of the OPEB trust and the funding of the Obsolescence Reserve; and be it further

RESOLVED, That the Board approves and adopts the FY 2021 Capital Budget of \$1.786 billion (exclusive of all Capital Reimbursable projects in the amount of \$89.000 million) and the FY 2021-2026 CIP of \$10.113 billion (exclusive of \$283.000 million Capital Reimbursable projects) as summarized in Attachments F and G and be it further

RESOLVED, That the Board approves the use of FTA grant and local matching funds in the amount of \$60.000 million for eligible preventive maintenance expenditures through the FY 2021 Capital Budget; and be it further

RESOLVED, That the Board has considered the use of the most recent FTA-approved Indirect Cost Rate attached as Attachment H and determines that it is appropriate to

apply that rate to projects funded by jurisdictional capital contributions in the FY 2021 Capital Budget; and be it further

RESOLVED, That the Board approves a capital funding contribution of up to \$17.000 million in capital funds to support operating revenue losses caused by service disruptions associated with major capital projects and efforts to prepare those projects for revenue service with any unused funds returned to the capital budget; and be it further

RESOLVED, That the Board authorizes the GM/CEO to reprogram within the capital budget any unused FY 2020 funds related to capital funding provided to support operating revenue losses caused by service disruptions associated with major capital projects; provided, however, that the GM/CEO shall obtain concurrence from the Board prior to any such reprogramming of capital funds back into the FY 2020 capital budget set aside to offset operating impacts of major capital projects; and be it further

RESOLVED, That \$72.156 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 detailed in Attachment D; and be it further

RESOLVED, That, in order to implement the FY 2021 Capital Budget or the FY 2021 Operating Budget, the GM/CEO, the CFO, or their designees are authorized to: (1) file and execute grant applications and accept grants on behalf of WMATA for funds from the federal government and any other public or private entity regardless of whether a local match is required without further Board action, so long as the acceptance of such grant does not result in the increase in expenditures above the approved FY 2021-2026 CIP or the approved FY 2021 Operating Budget; (2) conduct public hearings at any time during FY 2021 in furtherance of the implementation of the FY 2021-2026 CIP; and (3) execute and file the annual FTA Certifications and Assurances as a prerequisite to the submission of federal grant applications; and be it further

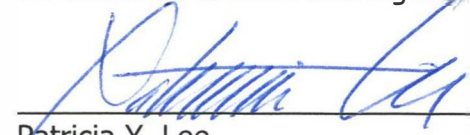
RESOLVED, That the Board authorizes the GM/CEO to accept grant funding, above amounts listed in the FY 2020 Operating Budget and FY 2020-2025 CIP, without further Board action so long as there is no increase in the total annual expense budget authorization; and be it further

RESOLVED, That during FY 2021 the GM/CEO shall report to the Board all unbudgeted grant funds received on a quarterly basis; and be it further

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

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

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure Nos.:

2.7 Delegation of Authority

4.2.2 Fiscal Year Budgets

9.12.9 Tariff/WMATA Fare Structure

PUBLIC OUTREACH & INPUT REPORT

Washington Metropolitan Area Transit Authority

Docket B20-01: Proposed FY2021-2026
Capital Improvement Program

Docket B20-02: Proposed FY2021 Operating
Budget and Related Service and Fare Proposals



Introduction

Metro's proposed budget, beginning July 1, 2020, was developed to improve the customer experience and fare option, and manage costs. Several fare and service changes were proposed as part of the budget, summarized below:



Proposed Fare Changes

Metrorail

- Increase peak fares
- Adjust Senior/Disabled fares to half of peak and off-peak fares
- Charge peak fare process after midnight
- Change a flat fare on weekends
- Simplify “mileage tiers”
- Add a surcharge at Dulles Airport Metrorail Station

Metrobus

- Lower the price of the 7-Day Regional Bus Pass
- Add a 25¢ surcharge for cash use
- Increase the fare on *MetroExtra* routes

Metrorail + Metrobus

- Increase the transfer discount between Metrorail and Metrobus
- Add new Short-Trip and Weekend Passes

Proposed Service Changes

Metrorail

- Restore late night hours
- Improve Sunday train frequency to match Saturday service
- Adjust weekday early morning service

Metrobus

- Improve weekend service on high-ridership routes
- Improve *MetroExtra* service
- Adjust frequency and hours of service
- Eliminate “lifeline” late night and early morning service if Metrorail hours change
- Restructure and eliminate service

Details about the proposed changes, as well as the proposed Capital Improvement Program budget, can be found in WMATA Dockets B20-01 and B20-02 on wmata.com under *About > Public Hearings & Meetings*.

The following report includes an overview of the public participation plan that was followed as well as a summary of the public feedback received.

Communications & Outreach Overview

In order to encourage public feedback on the proposed budget, as well to fulfill the Board-approved Public Participation Plan, Metro tailored a communications and outreach plan that focused on impacted customers. The majority of the communications and outreach effort was concentrated within the official public comment time period, Saturday, February 8 through Monday, March 9. The final plan included the following efforts:

- **Outreach events** at stations, transit centers and bus stops
- **Stakeholder engagement**
- **Targeted marketing and media**
- **Open houses and Compact Public Hearings**

In order to best manage resources in the allotted amount of time, the majority of outreach efforts were focused on the proposed changes that would have the greatest impact on riders. A demographic overview of the impacted customers can be viewed in the Title VI equity analysis report.

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

- Online through the survey tool
- Oral and written testimony received at the Public Hearings
- Written comments received by the Board Secretary's Office

OUTREACH EVENTS

Outreach street teams, comprised of Metro staff and contractors, traveled to various Metrorail stations, bus stops, and transit centers around the region during the public comment period to notify customers about the proposals and encourage them to provide feedback. Locations aligned closely with jurisdictional station distribution and were chosen based on high average weekday, low-income and minority ridership, high rail-to-bus transfers, and locations with customers who were most impacted by the proposals. A complete list of the fifty shifts is listed in *Appendix A: Outreach Materials & Tools*.

Street teams wore yellow Metro aprons, and those who were bilingual wore large pins that identified them as speaking another language. At least half of all street teams were fluent in Spanish, and some teams also had Amharic, French and Korean speakers. Many teams included staff from the Office of Bus Planning who could speak in detail about the proposed bus service changes.

Teams had a wide variety of materials and tools with them to help speak to the proposals and encourage feedback:

- **Over 106,400 brochures were distributed** during the two weeks of outreach events. The brochures summarized the fare and service proposals and highlighted the multiple ways to provide feedback. The brochure included language in both English and Spanish, and a statement in Amharic, Chinese, French, Korean and Vietnamese about how to receive information in their preferred language. It also included a QR code for customers to scan and automatically go to the survey from their own mobile device. A copy of the brochure is available in *Appendix A: Outreach Materials & Tools*.
- At locations where there were bus routes that had service proposals, teams had **printed proposal maps** to illustrate the proposed changes and the travel alternatives.
- Tablets were available and used by the team to:
 - Help customers understand the impact of the fare proposals to their typical trip using the **Fare Proposal Calculator** in both English and Spanish. This can be viewed in *Appendix A: Outreach Materials & Tools*.
 - **Push the survey link directly** to a customer via email or text. 130 customers opted to receive the survey link this way.
 - Provide an opportunity for customers to **take the survey**. Not surprisingly, only 17 customers opted to do this since the estimated timeframe to take the survey was at least 5-10 minutes.



STAKEHOLDER ENGAGEMENT

Local stakeholders were key in getting the word out to their constituents about the proposed budget. Staff engaged with stakeholders in a variety of ways:

- The **Accessibility Advisory Committee (AAC)** was briefed by WMATA staff about the budget proposal and discussed the budget at numerous meetings at WMATA headquarters on November 4, 2019; January 6, 13, and 30, 2020; February 3, 10, and 18, 2020.
- The **Riders' Advisory Council (RAC)** was briefed by WMATA staff about the budget on September 4, 2019 and February 5, 2020. They also discussed the budget proposals and recommendations at their January 8 and March 5, 2020 meetings.
- **Employees** were notified about the budget proposal and encouraged to participate in the process through emails from the General Manager on February 7 and February 28, 2020. All staff received a follow-up email on March 3, 2020 announcing that the public comment period had been extended. Information about the proposed budget was also included in Metrorail, Metrobus and Grounds Maintenance & Custodial Services "hot sheets", newsletters that are shared with operations staff.
- **Community Based Organizations (CBOs) and community partners** were notified about the budget proposal by WMATA staff via email on February 24, 2020, requesting their comments and feedback on the proposed Metro's FY2021 Budget. This list included 443 unique individuals, working at 268 Community Based Organizations, and Community Base-like functioning institutions. This message invited CBOs to meet with Metro representatives, if necessary, to provide additional feedback and also included links to the bilingual survey, information in languages other than English for those CBOs serving various linguistic minorities, and an invitation to attend the open house and public hearing. A second message was sent on March 6, 2020 to remind CBOs that were unable to attend the open house and public hearing about the extension of the public comment period and approaching deadline to provide feedback via Metro's online bilingual survey.



Dear Community Partner:

Metro is requesting your feedback on its proposed Fiscal Year 2021 budget, which aims to improve service and fare options, support ridership growth, and manage costs for the transit agency. Metro's [proposed FY21 budget](#) aims to continue that momentum while modernizing the system to continue to attract new riders.

Several key initiatives are being considered, including:

- **Extend service hours.** Metrorail would return to a midnight closing time Monday through Thursday and stay open until 2 a.m. on Fridays and Saturdays.
- **Bus service improvements.** More weekend service on high-ridership routes, improved service and frequency on several MetroExtra routes.
- **Elimination of transfer fees between Bus and Rail.** Today, riders pay for Bus and Rail trips separately and get a \$0.50 discount when transferring. Under this proposal, transfers between Metrorail and regular Metrobus services would be free. For example, today a Virginia customer traveling to L'Enfant Plaza might take a bus to the Pentagon and then transfer to Metrorail with a fare of \$3.50 off-peak (\$2 for bus + \$2 for Metrorail - \$0.50 discount). Under Metro's proposal, this same trip would cost \$2.
- **Metrorail fare changes.** Fares during peak periods would increase for the first time in three years, and mileage tiers would be simplified. Customers can avoid paying more by using passes, as pass prices are not increasing.
- **Metrobus fare changes.** Metrobus fare of \$2 would remain stable for the 94% of riders who use a loaded SmartTrip card to pay. Under the proposal, customers paying or loading their SmartTrip card with cash would pay \$0.25 more.
- **Weekend flat fare for Metrorail.** A simple, easy-to-remember price regardless of where you start and end your trip.
- **Metrobus changes to operate efficiently.** Including elimination of selected low-ridership routes in combination with service enhancements and restructuring on other routes.

Check on this new [fare calculator/calculadora de costo de viaje](#) to see how proposed changes would affect you. Additional information is also available in [Amharic](#), [Chinese](#), [French](#), [Korean](#), [Spanish](#), and [Vietnamese](#). Please visit Metro's website at [wmata.com/budget](#) to obtain additional information on these proposed changes.

Provide your feedback by 5 p.m. Monday, March 2—Here is how!

- Information about the budget proposal was sent via email to a **stakeholder list** through an email on February 18, 2020. This list includes 2,900+ contacts, including places of worship, event venues, business improvement districts, apartment and residences, schools, shopping areas, social services, CBOs and more.
- **Elected officials and agency staff at the local jurisdictions** were provided extensive information from WMATA staff about the budget proposal in numerous ways:
 - Multiple email notifications were sent to lists of elected officials and agencies in the District of Columbia, Maryland and Virginia to inform them of the budget docket and public comment period between February 8 and March 3, 2020. WMATA staff answered many information requests via email and phone from various constituents.
 - WMATA staff had multiple face-to-face meetings with various officials. Between February 11 and 25, 2020, staff conducted individual briefings on proposals for DC Councilmembers Mary Cheh, Robert White, Trayon White and Brandon Todd's staff. There were also General Manager Budget Briefings with key DC Councilmembers and Executive Branch between January 29 and February 11, 2020, including Councilmember Robert White, Chairman Mendelson, Councilmember Trayon White, Mayor Bowser and Councilmember Mary Cheh. WMATA staff also briefed the Northern Virginia Transportation Commission (NVTC) Management Advisory Committee (MAC) and participated in a Town Hall meeting on March 2, 2020 in Silver Spring convened by the Montgomery County Council's Transportation and Environment Committee.
 - The Joint Coordinating Committee (JCC), comprised of staff from regional jurisdictions, participated in two calls and a meeting to discuss the budget proposals with WMATA staff.
 - An Advisory Neighborhood Commission (ANC) Forum was hosted at Metro Headquarters on February 11, 2020, which allowed DC Commissioners to discuss proposals with WMATA staff. Twelve Commissioners attended.



TARGETED MARKETING AND MEDIA

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

Website

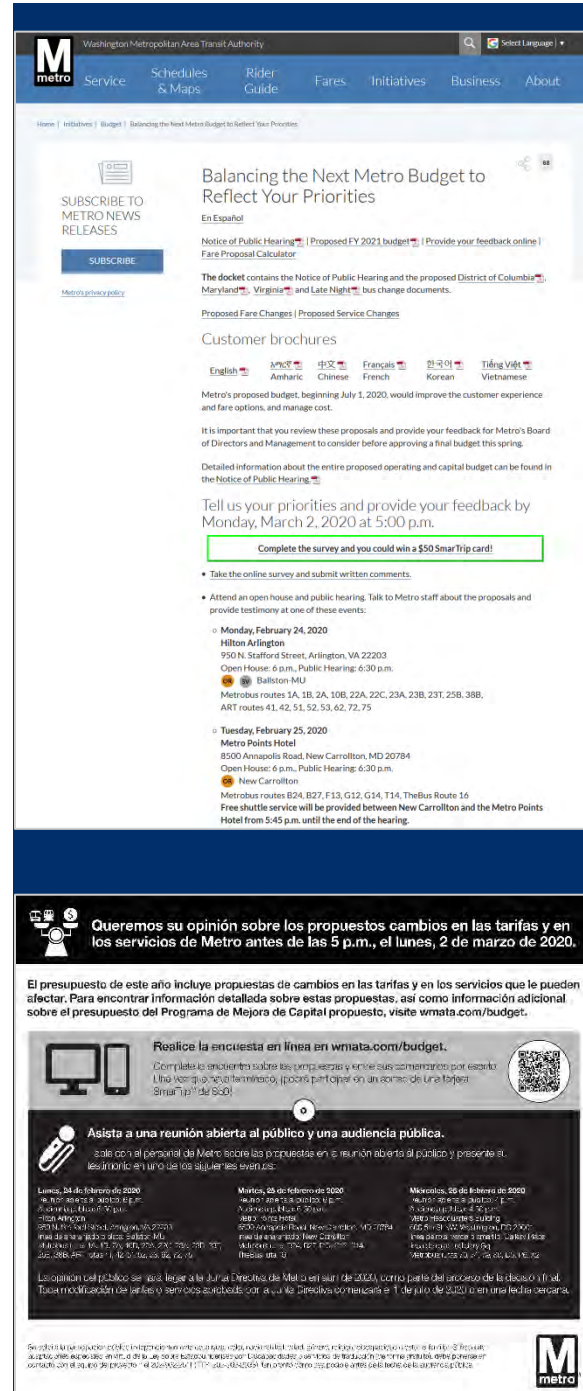
The webpage wmata.com/budget was updated to reflect proposed FY2021 budget information:

- The wmata.com/budget webpages received over 42,750 view from over 34,500 unique viewers.
- The landing webpage included **information in multiple languages**, including a link at the top to a translated page in Spanish, wmata.com/budget_espansol and pdf flyers in Amharic, Chinese, French, Korean, and Vietnamese.
- Information about **how to provide feedback** was listed, including the link to the online survey and details about the open houses and Public Hearings.
- There was a **variety of content available** for review, including maps, the FY2021 Proposed Budget Book, bus service proposal details for DC, Maryland, Virginia and late-night, and the Notice of Public Hearing.
- A **new fare proposal calculator tool** was developed and linked from the webpage. Available in English and Spanish, the tool allowed a customer to enter in a trip to calculate their proposed fare vs their current fare. Different fare proposals could be toggled on and off, and the tool highlighted which pass products could help the customer save money. There were over 2,500 visits to the calculators from over 2,200 unique visitors. Screenshots of the calculators can be viewed in *Appendix A: Outreach Materials & Tools*.

Paid Advertisements

Advertisements were placed in newspapers throughout the region, including multi-lingual publications:

- *The Washington Post* (legal notice)- February 2 and 15, 2020
- *The Afro* - February 22, 2020
- *El Tiempo Latino* (Spanish) - February 14, 2020
- *Washington Hispanic* (Spanish) - February 21, 2020
- *Atref* (Amharic) - February 21, 2020
- *Epoch Times* (Chinese) - February 14, 2020
- *Doi Nay* (Vietnamese) - February 21, 2020
- *Korean Times* (Korean) - February 14, 2020



Print and Digital Sign Postings

Information about the proposed budget in English and Spanish was posted throughout the region. All printed signs included a QR code.

- Signs were posted in Metrorail station mezzanines.
- Brochures and signs were placed in Bus Information Centers onboard Metrobuses.
- Signs were posted in MetroAccess vehicles.
- Real-time arrival signs at 330 bus stops displayed information about the budget webpage.
- Over 130 signs listing specific proposals were posted at select bus stops of impacted routes.

Tell us what you think about Metro's proposed changes to fares and service by Monday, March 2, 2020 at 5 p.m.
Queremos su opinión sobre los propuestos cambios en las tarifas y en los servicios de Metro antes de las 5 p.m., el lunes, 2 de marzo de 2020.

This year's budget includes fare and service proposals that may affect you. Find detailed information about these proposals as well as additional information about the proposed Capital Improvement Program budget at wmata.com/budget.
El presupuesto de este año incluye propuestas de cambios en las tarifas y en los servicios que le pueden afectar. Para encontrar información detallada sobre estas propuestas, así como información adicional sobre el presupuesto del Programa de Mejora de Capital propuesto, visite wmata.com/budget.

Take the survey online at wmata.com/budget.
Completar la encuesta online en wmata.com/budget antes de las 5 p.m. el lunes, 2 de marzo de 2020. También es posible llamar al 855-Smarting para más información.
Realice la encuesta en línea en wmata.com/budget.

Attend an Open House and Public Hearing.
Asiste a una reunión abierta al público y una audiencia pública.

Monday, February 24, 2020 / Lunes, 24 de febrero de 2020
Open House: 10:00 a.m. - 12:00 p.m.
Public Hearing: 12:00 p.m. - 2:00 p.m.
Location: Metro Access Center, 1000 Wisconsin Avenue, NW, Washington, DC 20007

Tuesday, February 25, 2020 / Martes, 25 de febrero de 2020
Open House: 10:00 a.m. - 12:00 p.m.
Public Hearing: 12:00 p.m. - 2:00 p.m.
Location: Metro Access Center, 1000 Wisconsin Avenue, NW, Washington, DC 20007

Public hearings will be held at Metro Access Center, 1000 Wisconsin Avenue, NW, Washington, DC 20007. For more information, visit wmata.com/budget.

M metro

Media Coverage

Besides the press releases that were published on February 14 and March 2, 2020, there was extensive media coverage around the proposed budget:

- There were over 150 stories in the local media from November 4 to March 9.
- The General Manager participated in one-on-one TV and radio interviews with WUSA9, ABC7, NBC4 and FOX5.
- The primary news organizations that covered the budget proposal were:
 - **Print:** *Washington Post, Washington Times, Washington Business Journal, Washington City Paper, Washingtonian, Springfield Connection*
 - **TV:** ABC7, WUSA9, NBC4, FOX5, WDVM, Telemundo, Montgomery Community Media
 - **Radio:** WAMU, WTOP, WMAL
 - **Online / Blogs / Student papers:** *DCist, Bethesda Beat, Curbed DC, Greater Greater Washington, Progressive Railroading, The DC Line, The DC Post, The Hoya, The Hatchet, Capital News Service*

Social Media Tactics

Multiple social media tactics were used to publicize the budget proposal and encourage feedback.

- Three MetroForward Facebook posts about the proposed budget reached 4,372 users and had 174 engagements.
- Six @wmata Twitter posts reached 113,237 users and received 967 engagements.
- Information posted on Nextdoor, a neighborhood social networking service, garnered 10,777 impressions.

Other Items

- Copies of the English and Spanish notices and dockets were sent to all jurisdictional libraries.
- The MetroAccess phone interactive voice response (IVR) was updated with announcements about the upcoming public hearings.

OPEN HOUSES + COMPACT PUBLIC HEARINGS

Metro hosted joint open houses and Compact Public Hearings for the proposed budget in the three Compact jurisdictions. Each location was ADA accessible and conveniently located next to a Metrorail station or bus line. Additional shuttle service was provided at the Maryland event. Materials and signage were available in English and Spanish.

Open Houses

The open houses provided the opportunity for attendees to speak one-on-one with Metro staff about the variety of proposals within the FY2021 budget. Subject matter experts in the following topic areas were available: Operating Budget, Capital Improvement Program, Fare Changes, Metrorail Service Changes, Metrobus Service Changes, and Customer Service. Tablets were also available for attendees to use the fare calculator tool or take the survey on-site.



Compact Public Hearings

The Public Hearings followed WMATA's standard Public Hearing procedures, beginning with a WMATA Board Member reading a prepared statement outlining the Public Hearing process, and a Metro executive presenting an overview of the proposal. Due to the large number of registered speakers at the Washington DC event, the hearing ran concurrently in two separate rooms.

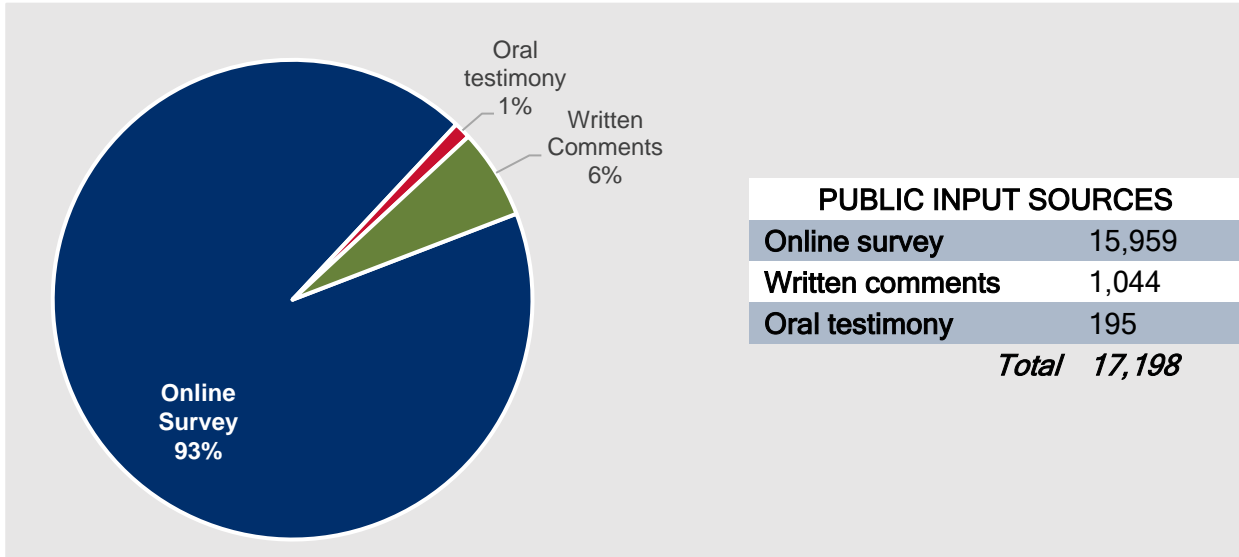


Event Dates & Locations	Open House Attendees	Public Hearing Speakers	Public Hearing Metro Board Member Representatives	Public Hearing Metro Executive Representatives
Monday, February 24, 2020 Hilton Arlington 950 N. Stafford Street Arlington, VA 22203 <i>Open House: 6:00 p.m.</i> <i>Public Hearing: 6:30 p.m.</i>	57	59	Paul Smedberg*	Dennis Anosike Jennifer Ellison
Tuesday, February 25, 2020 Metro Points Hotel 8500 Annapolis Road New Carrollton, MD 20784 <i>Open House: 6:00 p.m.</i> <i>Public Hearing: 6:30 p.m.</i>	49	30	Michael Goldman* Thomas Graham	Dennis Anosike Jennifer Ellison Tom Webster
Wednesday, February 26, 2020 Metro Headquarters Building 600 5 th St NW Washington, DC 20001 <i>Open House: 4:00 p.m.</i> <i>Public Hearing: 4:30 p.m.</i>	109	106	Stephanie Gidigbi* Jeff Marootian Tom Bulger	Dennis Anosike Jennifer Ellison* Tom Webster

* - denotes hearing officer

PUBLIC INPUT RESULTS

Metro collected public input through surveys, written comments (through the survey tool or letters sent to the Board Secretary's Office), and oral testimony at the public hearings during the public comment period from Saturday, February 8 through 9:00 a.m. Monday, March 9, 2020. **Metro received over 17,000 responses to the proposed budget.**



More than 93 percent of the input received came in using the survey tool. Analysis of public input collected through responses to survey questions can be found in *Appendix D: FY2021 Budget - Customer Feedback on Proposed Service Changes and Fare Options*. Another 6% of the input received was written comment, with nearly all being provided through the survey tool via the upload or “provide written comment only” choice. Written comments can be reviewed in *Appendix C: Written Comments*. Oral testimony at the public hearing accounted for about 1% and can be reviewed in *Appendix B: Public Hearing Oral Testimony*.

APPENDIX A

Outreach Materials & Tools



Appendix A: Outreach Materials & Tools

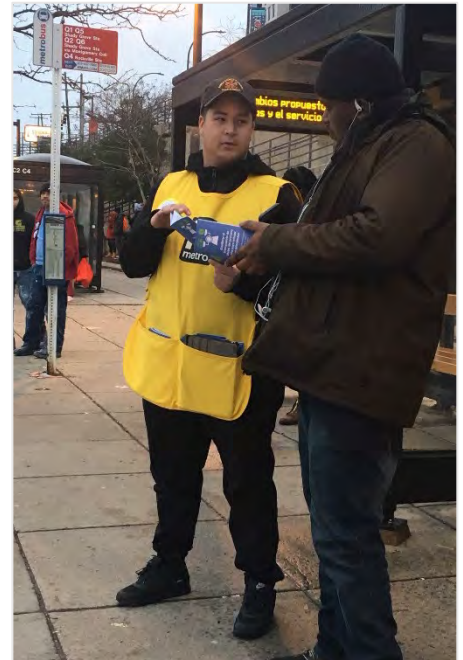
This appendix includes copies of various materials and tools that were used to promote the proposed budget and help customer understand the various fare and service proposals.

The following pages include:

- **Outreach Event Schedule - pg 3-4.** More details about these events can be found in the *Public Outreach & Input Report*.
- **FY2021 Budget Brochure - pg 5-32.** Over 235,000 brochures were distributed using various methods throughout the public comment period, such as outreach events, stakeholder meetings, open houses, on buses, at Metro sales offices, and at Metrorail station manager kiosks.
- **Fare Proposal Calculator Tool - pg 33-34.** More details about this tool can be found in the *Public Outreach & Input Report*.

OUTREACH EVENT SCHEDULE

Date	Shift Time	Station
Tuesday, February 11, 2020	5:30 a.m.-10:30 a.m.	Shady Grove Friendship Heights Dupont Circle Farragut North
	3:00-8:00 p.m.	Glenmont Wheaton Silver Spring Takoma Langley Crossroads Transit Center
Wednesday, February 12, 2020	5:30 a.m.-10:30 a.m.	McPherson Sq Farragut West Rosslyn
	3:00-8:00 p.m.	Vienna Wiehle-Reston East Ballston-MU East Falls Church
Thursday, February 13, 2020	5:30 a.m.-10:30 a.m.	Minnesota Ave Potomac Ave Capitol Heights
	3:00-8:00 p.m.	Anacostia Congress Heights Southern Ave Branch Ave
Tuesday, February 18, 2020	5:30 a.m.-10:30 a.m.	Rhode Island Ave Union Station Metro Center
	3:00-8:00 p.m.	Fort Totten West Hyattsville Greenbelt New Carrollton
Wednesday, February 19, 2020	5:30 a.m.-10:30 a.m.	Columbia Heights Gallery Place L'Enfant Plaza
	3:00-8:00 p.m.	Pentagon King St-Old Town Franconia-Springfield Seven Corners Transit Center
Friday, February 21, 2020	9:30 p.m.-1:00 a.m.	Gallery Place Dupont Circle Foggy Bottom



Saturday, February 22, 2020	10:00 a.m.-4:00 p.m.	Metro Center Gallery Place Smithsonian Pentagon City
	9:30 p.m.-1:00 a.m.	Metro Center U St Union Station
Sunday, February 23, 2020	10:00 a.m.-4:00 p.m.	Union Station Columbia Heights Dupont Circle Foggy Bottom



Outreach street teams, along with numerous WMATA staff, participated in a 2-hour training at WMATA headquarters.



Balancing the Next Metro Budget to Reflect Your Priorities

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

Complete the survey
and you could win a
\$50 SmarTrip® card!
See page 14

More at wmata.com/budget



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有关以您的首选语言获取 Metro 2021 财年预算提案的更多信息，请致电 202-637-7000。

Pour obtenir de plus amples informations sur la proposition budgétaire de Metro concernant l'année fiscale 2021 dans la langue de votre choix, veuillez appeler le 202-637-7000.

Metro 회계연도 2020년 예산안(Fiscal Year 2021 Budget Proposal)에 대한 추가 정보를 선호 언어로 받으시려면 202-637-7000 번으로 문의하시기 바랍니다.

Để biết thêm thông tin về Dự Toán Ngân Sách Năm Tài Chính 2021 của Metro bằng ngôn ngữ ưu tiên của quý vị, hãy gọi 202-637-7000.

Metro's proposed budget, beginning July 1, 2020, would improve the customer experience and fare options, and manage costs.

It is important that you review these proposals and provide your feedback for Metro's Board of Directors and Management to consider before approving a final budget this spring.

A summary of the fare and service proposals are provided inside this brochure, but detailed information about these proposals, as well as additional information about the proposed Capital Improvement Program budget, can be found at wmata.com/budget.



PROPOSED **FARE** CHANGES

The following proposed fare changes include both fare reductions and increases to simplify fares and encourage pass use.



METRO RAIL

Increase peak fares

Adjust peak fares (weekdays from 5 - 9:30 a.m. and 3 - 7 p.m.) by:

- Increasing the base fare up to 25¢, from \$2.25 to \$2.50
- Increasing the maximum fare up to \$1, from \$6 to \$7*

Prices on all current Rail + Bus unlimited passes will not change and will still be valid for the same travel.

** No maximum fare increases for MetroAccess*

Adjust Senior/Disabled fares to half of peak and off-peak fares

People with Senior SmarTrip® cards and people with disabilities with a Reduced Fare SmarTrip® Photo ID card will pay half the peak or off-peak fare on Metrorail depending on time of day instead of peak only.

Charge peak fare prices after midnight

Customers who ride late night between midnight and closing on Friday and Saturday nights will pay peak fares.



METRORAIL

Charge a flat fare on weekends

Simplify the fare structure on Saturdays and Sundays and charge a flat fare, up to \$2.75 (\$1.35 Senior/Disabled).

Simplify “mileage tiers”

Since Metrorail fares are determined by the distance traveled, customers currently pay the base fare plus an amount per mile after the first three miles, then a different amount per mile after six miles up to the maximum fare. Instead of these two different per-mile fees, there will only be one per-mile fee of 33¢ per mile during peak hours and 22¢ per mile during off-peak hours.

Add a surcharge at Dulles Airport Metrorail Station

Customers will pay a rail surcharge of \$1 for entries and exits at the new Dulles Airport Metrorail Station, part of Silver Line Phase 2. The surcharge will not be applicable to those using passes.



METROBUS

Lower the price of the 7-Day Regional Bus Pass

Decrease the price of the 7-Day Regional Bus Pass from \$15 to \$12 (Senior/Disabled \$6).

Add a 25¢ surcharge for cash use



Paying with cash or adding value to a SmarTrip® card on the bus with cash will cost an additional 25¢ on top of the regular fare in order to encourage customers to pre-load SmarTrip cards® and speed up the boarding process for all riders.

Increase the fare on MetroExtra routes

Adjust the regular fare on *MetroExtra* limited-stop routes from \$2.00 to \$3.00 (Senior/Disabled \$1.50).



METRO RAIL+ METROBUS

Increase the transfer discount between Metrorail and Metrobus

Metrobus customers will receive a discount of \$2 (equivalent to free fare on most routes) when transferring to/from Metrorail instead of 50¢.

Add new Short-Trip and Weekend Passes

Increase the variety of unlimited Metrorail + Metrobus passes to encourage additional weekend and tourist ridership.

New Short-Trip Passes

1-Day Short-Trip Pass	\$8
3-Day Short-Trip Pass	\$18

Short-Trip passes cover all trips taken during off-peak and fares up to \$3.85 during peak periods. If customers take a trip with a fare above \$3.85, the difference is paid using SmarTrip® stored value.

New Weekend Passes

1-Day Weekend Pass	Up to \$6
2-Day Weekend Pass	Up to \$10

New Weekend Passes are applicable only if a weekend flat fare is approved by the Metro Board of Directors. The price point will be determined by the flat fare that is approved.



Will these fare proposals impact the cost of your trip?

Find out by using the Fare Proposal Calculator at wmata.com/budget. Just enter the trip you want to calculate on Metrorail, Metrobus or both and find out what your fare could be!

PROPOSED **SERVICE** CHANGES

The following proposed service changes improve the customer experience and achieve efficiencies by better matching service with ridership.



METRORAIL



Restore late night hours

Extend Metrorail Hours of Operation to provide four more hours of service per week without jeopardizing needed maintenance hours.

Monday - Thursday	5 a.m. - midnight
Friday	5 a.m. - 2 a.m.
Saturday	7 a.m. - 2 a.m.
Sunday	8 a.m. - 11 p.m.

Improve Sunday train frequency to match Saturday service

Regularly scheduled Sunday service will be more frequent to match service levels on regularly scheduled Saturdays:

- Lines: Trains from every 15 minutes to every 12 minutes, and at downtown stations from every 5-8 minutes to every 4-6 minutes.
- Line: Trains from every 8 minutes to every 6 minutes.

Adjust weekday early morning service

Weekday service from opening until 6 a.m. will change from trains every 8 minutes to every 12 minutes, and at downtown stations, from every 3-4 minutes to every 4-6 minutes, due to lower ridership during this time. Regular rush-hour service will begin at 6 a.m.



METROBUS

The following are brief descriptions of the proposed bus service changes.

For detailed information about individual proposals — including maps and travel alternatives — visit wmata.com/budget.

Improve weekend service on high-ridership routes

Increase the weekend frequency on high-ridership corridors that connect to Metrorail, and improve some Sunday frequencies to match Saturday service.

Routes: 7A, 7F, 23B, 23T, 28A, 80, 83, 86, A12, C29, E4, F4, P6, P12, S2, S9, Y2, Y8

Improve *MetroExtra* service

Extend hours on four *MetroExtra* limited-stop routes and improve frequency on one route.

Routes: 16Y, 79, K9, X9

Adjust frequency and hours of service

Reduce hours of service, generally eliminating the first or last early morning and/or late-night trips, that have low ridership.

Impacted routes: 7A, 92, 96, C4, D4, D6, E2, J2, K6, L8, T2, W1, Y2



METROBUS

Eliminate “lifeline” late night and early morning service if Metrorail hours change

If the proposal to restore an additional four hours of late-night Metrorail service is approved, late night and early morning trips that were added in June 2017 when Metrorail hours were reduced will be eliminated.

Impacted routes: 2A, 10A, 10N, 16E, 30N, 30S, 80, 96, G8, H4, P6, W4

Restructure and eliminate service

Streamline and combine routes to make service easier to understand, and reduce service redundancy. Eliminate routes where other transit service is available or on routes with low ridership.

Washington DC service

**30N, 30S Friendship Heights-Southeast
31, 33 Wisconsin Avenue
32, 34, 36 Pennsylvania Ave
37 Wisconsin Ave Limited**

Add service to routes 31, 32, 33 and 36.
Eliminate routes 30N, 30S, 34 and 37.

**54 14th Street
59 14th Street Limited**

Add service to Route 59 and eliminate Route 54. Change Route 59 to serve all stops between Colorado Avenue NW and Takoma Metrorail Station previously served by Route 54. Route 52 will not change.



METROBUS

Washington DC service continued

D2 Glover Park-Dupont Circle G2 P Street-LeDroit Park

Combine Routes D2 and G2 to operate one route between Glover Park and LeDroit Park via Dupont Circle.

E6 Chevy Chase M4 Nebraska Ave

Combine Routes E6 and M4 to operate one route between Sibley Hospital and Chevy Chase/Knollwood.

Anacostia-Congress Heights- Fort Drum Restructuring

- A4, W5 Anacostia-Fort Drum**
- W1 Shipley Terrace-Fort Drum**
- W2, W3 United Medical Center-
Anacostia**
- W4 Alabama Avenue-Deanwood**

Extend Route W4 to Fort Drum and DC Village to replace routes A4, W5 and mid-day service on Route W1. Eliminate Route W4 segment between M.L. King & Alabama avenues SE and Anacostia Metrorail Station. Reroute W2 and W3 to South Capitol Street and Malcolm X Avenue (Washington Overlook), and replace service to the St Elizabeth Campus Gate 4 with an extension of Route A8.

X1 Benning Road X8 Maryland Avenue

Eliminate X1 and extend every other Route X8 rush hour trip to serve stops between Union Station and Foggy Bottom Metrorail Station previously served by X1.

Additional routes for elimination: 37, B8, B9, D1, D5, V1, X3



METROBUS

Maryland service

NH2 National Harbor-Alexandria

Eliminate the stop at Huntington Metrorail Station. Route will continue to operate between National Harbor and King Street-Old Town Metrorail Station.

Q1, Q2, Q5, Q6 Veirs Mill Road

Eliminate service between Rockville and Shady Grove Metrorail stations. Routes will continue to operate between Rockville and Silver Spring Metrorail stations.

Z2 Ashton-Colesville

Z6 Calverton-Westfarm

Z8 Fairland

Z11 Greencastle-

Briggs Chaney Express

When Montgomery County's US-29 Bus Rapid Transit (BRT) begins service, service will be added to Route Z6, including on Sundays, and Route Z2, Z8 and Z11 will be eliminated. Route Z6 will reroute to serve Greencastle Park & Ride via Lockwood Drive and Castle Boulevard and will no longer serve Burtonsville.

Additional routes for elimination:

B29, B30, C11, C13, C28, F12, W14



METROBUS

Virginia service

7Y Lincolnia-North Fairlington

Eliminate service between downtown DC and the Pentagon. Route will continue to operate between Southern Towers and the Pentagon.

16C Columbia Pike

Eliminate service between downtown DC and the Pentagon. Route will continue to operate between Culmore and the Pentagon.

16G, 16H Columbia Pike-Pentagon City

Add service to Route 16H, and eliminate Route 16G. Service in Arlington Mill is available on Arlington Transit (ART).

22A, 22C, 22F Barcroft-South Fairlington

Add rush hour service to Route 22F, and eliminate routes 22A and 22C. Weekday service between Shirlington and Ballston is available on Arlington Transit (ART).

NH2 National Harbor-Alexandria

Eliminate the stop at Huntington Metrorail Station. Route will continue to operate between National Harbor and King Street-Old Town Metrorail Station.

Additional routes for elimination: 3A, 3T, 5A, 15K, 29W, S80, S91



The MetroAccess service area will not be impacted by any of the proposed Metrobus service changes or route eliminations as part of the FY2021 Budget process.

Tell us your priorities by Monday, March 2, 2020 at 5 p.m.



**Take the survey online
at wmata.com/budget.**



Complete the survey about the proposals and submit written comments. **Once you're done, you're eligible to enter into a drawing for a \$50 SmarTrip® card!**

OR



**Attend an Open House
and Public Hearing.**

Talk to Metro staff about the proposals at the open house and submit your testimony at one of these events:

Monday, February 24, 2020

Open House: 6 p.m., Public Hearing: 6:30 p.m.

Hilton Arlington

950 N. Stafford Street, Arlington, VA 22203

OR **SV** Ballston-MU

Metrobus routes 1A, 1B, 2A, 10B, 22A, 22C, 23A, 23B, 23T, 25B, 38B,
ART routes 41, 42, 51, 52, 53, 62, 72, 75

Tuesday, February 25, 2020

Open House: 6 p.m., Public Hearing: 6:30 p.m.

Metro Points Hotel

8500 Annapolis Road, New Carrollton, MD 20784

OR New Carrollton

Metrobus routes B24, B27, F13, G12, G14, TheBus Route 16

Wednesday, February 26, 2020

Open House: 4 p.m., Public Hearing: 4:30 p.m.

Metro Headquarters Building

600 5th St NW, Washington, DC 20001

RD **GR** **YL** Gallery Place **RD** Judiciary Sq

Metrobus routes 70, 74, 79, 80, D6, P6, X2

Public feedback will be provided to Metro's Board of Directors in April 2020 as part of the final decision-making process. Any Board-approved fare or service changes will begin on or around July 1, 2020.

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



Equilibrar el presupuesto de Metro del próximo año para reflejar sus prioridades

Lea sobre los cambios propuestos a las tarifas y el servicio y cuéntenos qué opina.

¡Podrá obtener una tarjeta SmartTrip® de \$ 50 si completa la encuesta! Ver la página 14.

Más información en wmata.com/budget



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El presupuesto propuesto por Metro para el próximo año permitirá mejorar la experiencia de los usuarios y las opciones de tarifas, y gestionar los costos.

Es importante que revise estas propuestas y envíe sus comentarios para que la Junta Directiva y la Administración de Metro los tenga en cuenta antes de aprobar un presupuesto final esta primavera.

En este folleto encontrará un resumen de las propuestas para las tarifas y los servicios. Para encontrar información detallada sobre estas propuestas, así como información adicional sobre el presupuesto del Programa de Mejora de Capital propuesto, visite wmata.com/budget.



CAMBIOS DE **TARIFA** PROPUESTOS

Los siguientes cambios de tarifas propuestos incluyen reducciones y aumentos de tarifas para simplificar las tarifas e incentivar el uso de los pases.



METRORAIL

Aumentar a las tarifas de hora pico

Ajustar las tarifas de la hora pico (días entre semana, de 5-9:30 a.m. y de 3-7 p.m.) en:

- Aumentar la tarifa base hasta 25¢, de \$2.25 a \$2.50
- Aumentar la tarifa máxima hasta \$1, de \$6 a \$7*

Los precios en todos los pases ilimitados actuales de Tren + Autobús no cambiarán y seguirán siendo válidos para el mismo viaje.

** No hay aumentos de tarifas máximas para MetroAccess*

Ajustar a la mitad las tarifas para adultos de la tercera edad/ personas con discapacidades de las horas pico y horas de mínimo tráfico

Las personas con tarjetas SmarTrip® para adultos de la tercera edad y las personas con discapacidades que tengan una tarjeta SmarTrip® de tarifa reducida con foto de identificación pagarán la mitad de la tarifa de las horas pico y las horas de mínimo tráfico en Metrorail. Esto dependerá de la hora del día en lugar de solamente las horas pico.

Cobrar una tarifa de hora pico después de la medianoche

Los usuarios que viajen a altas horas de la noche, entre la medianoche y la hora de cierre los viernes y sábados por la noche, pagarán tarifas de hora pico.



METRORAIL

Cobrar una tarifa fija los sábados y domingos solamente

Simplificar la estructura de tarifas de los sábados y domingos y cobrar una tarifa fija, hasta \$2.75 (\$1.35 para adultos de la tercera edad/personas con discapacidades).

Simplificar los “niveles de millaje”

Dado que las tarifas de Metrorail se determinan según la distancia recorrida, los usuarios actualmente pagan la tarifa base más una cantidad por milla después de las primeras tres millas, luego, una cantidad diferente por milla después de seis millas hasta la tarifa máxima. En lugar de estas dos tarifas diferentes por milla, solo habrá una tarifa por milla de 33¢ por milla durante las horas pico y 22¢ por milla durante las horas de mínimo tráfico.

Agregar un recargo en la estación de Metrorail de Dulles Airport

Los usuarios pagarán un recargo ferroviario de \$1 por entrar y salir de la nueva estación de Metrorail de Dulles Airport, que es parte de fase 2 de la línea plateada. El recargo no se aplicará a quienes utilicen pases.



METROBUS

Bajar el precio del pase de autobús regional de 7 días

Disminuir el precio del pase de autobús regional de 7 días de \$15 a \$12 (\$6 para adultos de la tercera edad/personas con discapacidades).

Agregar un recargo de 25¢ por uso de efectivo



Pagar con efectivo o usar efectivo para agregar saldo a una tarjeta SmarTrip® en el autobús tendrá un costo adicional de 25¢, además de la tarifa regular, con el fin de incentivar a los usuarios a precargar las tarjetas SmarTrip® y acelerar el proceso de abordaje de todos los pasajeros.

Aumentar la tarifa en las rutas de *MetroExtra*

Ajustar la tarifa regular en las rutas de paradas de autobús específicas de *MetroExtra* de \$2.00 a \$3.00 (\$1.50 para adultos de la tercera edad/personas con discapacidades).



METRORAIL+ METROBUS

Aumentar el descuento de transbordo entre Metrorail y Metrobus

Ajustar el descuento de transbordo de la tarjeta SmarTrip® entre Metrorail y Metrobus de 50¢ a \$2, con el fin de incentivar las transbordos entre tren y autobús.

Agregar nuevos pases para viajes cortos y viajes los sábados y domingos solamente

Aumentar la variedad de pases ilimitados de Metrorail + Metrobus para incentivar el aumento en el número de pasajeros turistas, así como el de sábados y domingos solamente.

Nuevos pases de viaje corto

De 1 día	\$8
De 3 días	\$18

Los pases de viaje corto cubren todos los servicios de la ruta que se realizan durante las horas de mínimo tráfico y las tarifas de hasta \$3.85 durante los períodos de horas pico. Si los usuarios realizan un viaje con una tarifa superior a \$3.85, la diferencia se paga utilizando el valor almacenado en la tarjeta SmarTrip®.

Nuevos pases de sábado y domingo solamente

De 1 día	Hasta \$6
De 2 días	Hasta \$10

Los nuevos pases de sábado y domingo solamente aplican únicamente si la Junta Directiva de Metro aprueba una tarifa fija de sábado y domingo solamente. El precio sugerido estará determinado por la tarifa plana aprobada.



¿Estas propuestas de tarifas afectarán el costo de su viaje?

Descúbralo utilizando la calculadora de tarifas propuestas en wmata.com/budget. Simplemente ingrese el viaje que desea calcular en Metrorail, Metrobus o ambos y descubra cuál será su tarifa.

CAMBIOS DE **SERVICIOS** PROPUESTOS

Los siguientes cambios de servicio propuestos mejoran la experiencia del usuario y aumentan la eficiencia al combinar un mejor servicio con el número de pasajeros.

**METRORAIL**

Restablecer el servicio a altas horas de la noche



Extender las horas de funcionamiento de Metrorail para proporcionar cuatro horas más de servicio por semana, sin poner en peligro las horas necesarias de mantenimiento.

De lunes a jueves	De 5 a.m. hasta la medianoche
Viernes	De 5:00 a.m. a 2:00 a.m.
Sábados	De 7:00 a.m. a 2:00 a.m.
Domingos	De 8:00 a.m. a 11:00 p.m.

Mejorar la frecuencia de los trenes de los domingos para que coincida con el servicio de los sábados

El servicio dominical programado habitualmente será más frecuente para igualar los niveles de servicio de los sábados programados habitualmente:

- Líneas de tren: Los trenes que pasan cada 15 minutos pasarán cada 12 minutos y, en estaciones centrales, los de cada 5-8 minutos pasarán cada 4-6 minutos.
- Línea de tren: Los trenes que pasan cada 8 minutos pasarán cada 6 minutos

Ajustar el servicio de la mañana de los días entre semana

El servicio de los días entre semana, desde la apertura hasta las 6 a.m., cambiará de trenes de cada 8 minutos a cada 12 minutos y, en estaciones centrales, de trenes de cada 3-4 minutos a trenes de cada 4-6 minutos, debido a un menor número de pasajeros durante este tiempo. El servicio regular de hora pico comenzará a las 6 a.m.



METROBUS

Las siguientes son breves descripciones de los cambios propuestos en el servicio de autobuses.

Para obtener información detallada sobre las propuestas individuales, incluidos mapas y alternativas de viaje, visite wmata.com/budget.

Mejorar el servicio de sábados y domingos solamente en rutas de alto número de pasajeros

Aumentar la frecuencia del sábado y domingo solamente en los corredores de alto número de pasajeros que se conectan a Metrorail, y mejorar algunas frecuencias de los domingos, para que coincidan con el servicio de los sábados.

Rutas: 7A, 7F, 23B, 23T, 28A, 80, 83, 86, A12, C29, E4, F4, P6, P12, S2, S9, Y2, Y8

Mejorar el servicio de *MetroExtra*

Extender las horas en cuatro rutas de *MetroExtra* con paradas específicas y mejorar la frecuencia en una ruta.

Rutas: 16Y, 79, K9, X9

Ajustar la frecuencia y las horas de servicio

Reducir las horas de servicio, generalmente, eliminando el primer o el último viaje temprano en la mañana y/o tarde en la noche, que tiene bajo número de pasajeros.

Rutas afectadas: 7A, 92, 96, C4, D4, D6, E2, J2, K6, L8, T2, W1, Y2



METROBUS

Eliminar el servicio “salvavidas” a altas horas de la noche y temprano en la mañana si el horario de Metrorail cambia

Si se aprueba la propuesta de restablecer cuatro horas adicionales de servicio nocturno de Metrorail, los viajes nocturnos y temprano en la mañana que se agregaron en junio de 2017 se eliminarían debido al acortamiento de la horas nocturnas de Metrorail.

Rutas afectadas: 2A, 10A, 10N, 16E, 30N, 30S, 80, 96, G8, H4, P6, W4

Reestructurar y eliminar el servicio

Agilizar y combinar rutas para facilitar la comprensión del servicio y reducir la redundancia del servicio. Eliminar rutas donde haya otro servicio de tránsito disponible o rutas con bajo número de pasajeros.

Servicio de Washington DC

**30N, 30S Friendship Heights-Southeast
31, 33 Wisconsin Avenue
32, 34, 36 Pennsylvania Ave
37 Wisconsin Ave Limited**

Agregar servicio a las rutas 31, 32, 33 y 36.
Eliminar las rutas 30N, 30S, 34 y 37.

**54 14th Street
59 14th Street Limited**

Agregar servicio a la ruta 59 y eliminar la ruta 54. Cambiar la ruta 59 para dar servicio a todas las paradas entre Colorado Avenue NW y la estación de Metrorail de Takoma, a la que anteriormente prestaba servicio la ruta 54. La ruta 52 no cambiará.



METROBUS

Servicio de Washington DC continuo

D2 Glover Park-Dupont Circle

G2 P Street-LeDroit Park

Combinar las rutas D2 y G2 para que una ruta funcione entre Glover Park y LeDroit Park a través de Dupont Circle.

E6 Chevy Chase

M4 Nebraska Ave

Combinar las rutas E6 y M4 para que funcionen como una ruta entre Sibley Hospital y Chevy Chase/Knollwood.

Reestructuración de Anacostia, Congress Heights y Fort Drum

A4, W5 Anacostia-Fort Drum

W1 Shipley Terrace-Fort Drum

W2, W3 United Medical Center-
Anacostia

W4 Alabama Avenue-Deanwood

Extender la ruta W4 a Fort Drum y DC Village para reemplazar las rutas A4, W5 y el servicio de medio día en la ruta W1. Eliminar el segmento de la ruta W4 entre M.L. King & Alabama Avenue SE y la estación de Metrorail de Anacostia. Cambiar la ruta W2 y W3 hacia South Capitol Street y Malcolm X Avenue (Washington Overlook) y reemplazar el servicio hacia St Elizabeth Campus Gate 4 con una extensión de la ruta A8.

X1 Benning Road

X8 Maryland Avenue

Eliminar la ruta X1 y extender uno de cada dos servicios de la ruta de la hora pico de la ruta X8 para que preste servicio en las paradas entre la estación de Metrorail de Union Station y la estación de Metrorail de Foggy Bottom, a las que anteriormente prestaba servicio la ruta X1.

Rutas adicionales que se eliminarán:

37, B8, B9, D1, D5, V1, X3



METROBUS

Servicio de Maryland

NH2 National Harbor-Alexandria

Eliminar la parada en la estación de Metrorail de Huntington. La ruta seguirá funcionando entre las estaciones de Metrorail de National Harbor y King Street-Old Town.

Q1, Q2, Q5, Q6 Veirs Mill Road

Eliminar el servicio entre las estaciones de Metrorail de Rockville y Shady Grove. Las rutas continuarán funcionando entre las estaciones de Metrorail de Rockville y Silver Spring.

Z2 Ashton-Colesville

Z6 Calverton-Westfarm

Z8 Fairland

Z11 Greencastle-

Briggs Chaney Express

Cuando el autobús para transporte rápido (BRT) US-29 del Condado de Montgomery comience a prestar servicio, el servicio se agregará a la ruta Z6, incluso los domingos, y se eliminarán las rutas Z2, Z8 y Z11. La ruta Z6 se redirigirá para prestar servicio a Greencastle Park & Ride a través de Lockwood Drive y Castle Boulevard y ya no prestará servicio a Burtonsville.

Rutas adicionales que se eliminarán:

B29, B30, C11, C13, C28, F12, W14



METROBUS

Servicio de Virginia

7Y Lincolnia-North Fairlington

Eliminar el servicio entre el centro de DC y el Pentágono. La ruta continuará funcionando entre Southern Towers y el Pentágono.

16C Columbia Pike

Eliminar el servicio entre el centro de DC y el Pentágono. La ruta continuará funcionando entre Culmore y el Pentágono.

16G, 16H Columbia Pike-Pentagon City

Agregar servicio a la ruta 16H y eliminar la ruta 16G. El servicio en Arlington Mill está disponible en Arlington Transit (ART).

22A, 22C, 22F Barcroft-South Fairlington

Agregar el servicio de hora pico a la ruta 22F y eliminar las rutas 22A y 22C. El servicio de días entre semana entre Shirlington y Ballston está disponible en Arlington Transit (ART).

NH2 National Harbor-Alexandria

Eliminar la parada en la estación de Metrorail de Huntington. La ruta seguirá funcionando entre las estaciones de Metrorail de National Harbor y King Street-Old Town.

Rutas adicionales que se eliminarán:

3A, 3T, 5A, 15K, 29W, S80, S91

Metro Access

El área de servicio de MetroAccess no se verá afectada por ninguno de los cambios propuestos en el servicio de Metrobus o la eliminación de rutas como parte del proceso del presupuesto del año fiscal 2021.

Cuéntenos cuáles son sus prioridades antes del lunes, 2 de marzo de 2020, a las 5:00 p.m.



Realice la encuesta en línea en wmata.com/budget.



Complete la encuesta sobre las propuestas y envíe sus comentarios por escrito. **Una vez que haya terminado, ¡podrá participar en un sorteo de una tarjeta SmarTrip® de \$50!**



Asista a una reunión abierta al público y una audiencia pública.

Hable con el personal de Metro sobre las propuestas en la reunión abierta al público y presente su testimonio en uno de los siguientes eventos:

Lunes, 24 de febrero de 2020

Reunión abierta al público: 6 p.m., Audiencia pública: 6:30 p.m.
Hilton Arlington

950 N. Stafford Street, Arlington, VA 22203

OR **SV** Ballston-MU

Metrobus rutas 1A, 1B, 2A, 10B, 22A, 22C, 23A, 23B, 23T, 25B, 38B,
ART rutas 41, 42, 51, 52, 53, 62, 72, 75

Martes, 25 de febrero de 2020

Reunión abierta al público: 6 p.m., Audiencia pública: 6:30 p.m.
Metro Points Hotel

8500 Annapolis Road, New Carrollton, MD 20784

OR New Carrollton

Metrobus rutas B24, B27, F13, G12, G14, TheBus ruta 16

Miércoles, 26 de febrero de 2020

Reunión abierta al público: 4 p.m., Audiencia pública: 4:30 p.m.
Metro Headquarters Building

600 5th St NW, Washington, DC 20001

RD **GR** **YL** Gallery Place **RD** Judiciary Sq

Metrobus rutas 70, 74, 79, 80, D6, P6, X2

La opinión del público se hará llegar a la Junta Directiva de Metro en abril de 2020, como parte del proceso de la decisión final. Toda modificación de tarifas o servicios aprobada por la Junta Directiva comenzará el 1 de julio de 2020 o en una fecha cercana.

Se solicita la participación pública independientemente de la raza, color, nacionalidad, edad, género, religión, discapacidad o estatus familiar. Si necesita adaptaciones especiales en virtud de la Ley sobre Estadounidenses con Discapacidades o servicios de traducción (de forma gratuita), debe ponerse en contacto con el equipo del proyecto en el 202-962-2511 (TTY: 202-962-2033), tan pronto como sea posible antes de la fecha de la audiencia pública.

FARE PROPOSAL CALCULATOR TOOL - ENGLISH

FY2021 Fare Proposal Calculator



Are you curious how each of next year's fare proposals may impact the cost of your trip? With no price increase for passes, a weekly or monthly pass may save you money today and in the future.

1. Enter the trip below that you want to calculate on Metrorail, Metrobus or both
2. Click on the "gear" icon [⚙️] to change the proposals you would like to evaluate

Your Usual Trip



How are you traveling? Metrorail Metrobus Both rail and bus

Do you currently qualify for Metro's Senior/Disabled Fare Program? No Yes

How often do you travel?

Choose your usual rail station pair:

When do you usually take this trip?

Peak period is Weekdays only, 5 AM to 9:30 AM and 3 PM to 7 PM.

What type of Metrobus will you use? Regular MetroExtra Express Airport

Express bus routes: 11Y, 17B, 17G, 17H, 17K, 17L, 17M, 18G, 18H, 18P, 29W
 MetroExtra routes: 16Y, 37, 39, 59, 79, A9, G9, J4, K9, S9, X9

How do you pay your bus fare? SmarTrip® Cash

FY2021 Budget Proposals

Metrorail

- Increase minimum peak fare to:
- Simplify mileage tiers
- Increase maximum peak fare to:
- Flat fare on weekends:
- Off-peak discounts for senior/disabled fares
- Peak fares after midnight (Friday & Saturday nights)

Metrobus

- Add \$0.25 surcharge for cash use
- \$3 fare on MetroExtra bus routes
- Reduce Weekly Regional Bus Pass from \$15 to \$12

Other Options

- Increase transfer discount (\$0.50):

[dismiss]

Compare Your Fares:

	Current Fare	Proposed Fare	Change (\$)	Change (%)
	\$3.95	\$2.70	\$-1.25	-32%
Rail	\$2.45	\$2.70	\$0.25	10%
Bus	\$2.00	\$2.00	\$0.00	0%
Transfer	\$-0.50	\$-2.00	\$-1.50	300%


Compare Your Fare Products

	Current Fare	Proposed Fare	7-Day Pass	Monthly Pass
Product	Stored Value or SmartBenefits®	Stored Value or SmartBenefits®	7-Day Short Trip Pass (\$38)	Monthly Unlimited Pass \$2.50 price point (\$90) *BEST VALUE*
Cost per Ride	\$3.95	\$2.70	\$3.80	\$2.25
Weekly Cost 10 trips/week	\$39.50	\$27.00	\$38.00	\$22.50
Monthly Cost 40 trips/month	\$158.00	\$108.00	\$152.00	\$90.00

FARE PROPOSAL CALCULATOR TOOL - SPANISH

Calculadora de costo de viaje para la propuesta de tarifas del año fiscal 2021

¿Tiene curiosidad de saber cómo las tarifas del próximo año pueden afectar el costo de su viaje? Puede ahorrar dinero ahora y en el futuro al adquirir un pase semanal o mensual, ya que los precios de estos no tendrán incremento.



- A continuación, ingrese el servicio de la ruta al que le desea calcular el costo para Metrorail, Metrobus o ambos.
- Haga clic en el icono [⚙️] para cambiar las propuestas que desea evaluar.

Su servicio de la ruta habitual

¿Cómo se desplaza? Metrorail Metrobus Ambos

¿Actualmente califica para el programa de tarifas para adultos de la tercera edad o personas con discapacidades de Metro? No Sí

¿Con qué frecuencia viaja? En días entre semana

Elija su par de estaciones de tren habituales: Cleveland Park Columbia Heights

¿Normalmente a qué hora toma este servicio de la ruta? Hora pico de días entr

El periodo de hora pico es en días entre semana solamente, de 5 a.m. a 9:30 a.m. y de 3 p.m. a 7 p.m.

¿Qué tipo de Metrobus utilizará? Regular MetroExtra Express Aeropuerto

Rutas de autobús Express: 11Y, 17B, 17G, 17H, 17K, 17L, 17M, 18G, 18H, 18P, 29W
Rutas de MetroExtra: 16Y, 37, 39, 59, 79, A9, G9, J4, K9, S9, X9

¿Cómo realiza el pago de la tarifa de autobús? SmarTrip® Efectivo

Propuestas de presupuesto

Metrorail

- Incrementar la tarifa mínima de hora pico a \$2.50
- Simplificar los niveles de millaje
- Incrementar la tarifa máxima de hora pico a \$7.00
- Tarifa fija el sábado y domingo solamente \$2.75
- Descuentos para tarifas en horas de mínimo tráfico para adultos de la tercera edad o personas con discapacidades
- Tarifas de hora pico después de la media noche (noches de viernes y sábados)

Metrobus

- Adicionar un recargo de \$0.25 por pago en efectivo
- Tarifa de \$3 en rutas de autobús de *MetroExtra*
- Reducir el pase semanal de autobús regional de \$15 a \$12

Otras opciones

- Aumentar el descuento de transferencia (\$0.50) \$2.00

Compare sus tarifas:

	Tarifa actual	Tarifa propuesta	Cambio (\$)	Cambio (%)
Metrorail	\$3.95	\$2.70	-\$1.25	-32%
Metrobus	\$2.45	\$2.70	\$0.25	10%
Transferencia	\$2.00	\$2.00	\$0.00	0%
	-\$0.50	-\$2.00	-\$1.50	300%

Compare sus productos de tarifa

	Tarifa actual	Tarifa propuesta	Pase de 7 días	Pase mensual
Producto	<small>Producto almacenado de valor o SmarBenefits®</small>	<small>Producto almacenado de valor o SmarBenefits®</small>	<small>Pase de servicio de la ruta corto de 7 días (\$38)</small>	<small>Pase ilimitado mensual \$2.50 punto de precio (\$90)</small>
Costo por viaje	\$3.95	\$2.70	\$3.80	\$2.25
Costo semanal <small>10 viajes a la semana</small>	\$39.50	\$27.00	\$38.00	\$22.50
Costo mensual <small>40 viajes al mes</small>	\$158.00	\$108.00	\$152.00	\$90.00

APPENDIX B

Public Hearing Oral Testimony



Appendix B: Public Hearing Oral Testimony

This appendix includes transcripts of the oral testimony from the three Compact Public Hearings:

Hearing No. 628	Hearing No. 629	Hearing No. 630
Monday, February 24, 2020 Hilton Arlington 950 N. Stafford Street Arlington, VA 22203 <i>Start time: 6:30 p.m.</i>	Tuesday, February 25, 2020 Metro Points Hotel 8500 Annapolis Road New Carrollton, MD 20784 <i>Start time: 6:30 p.m.</i>	Wednesday, February 26, 2020 Metro Headquarters Building 600 5 th St NW Washington, DC 20001 <i>Start time: 4:30 p.m.</i> <i>Concurrent hearing in two rooms</i>



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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Docket B20-01: Proposed FY2021-2026 Capital
Improvement Program

Docket B20-02: Proposed FY2021 Operating Budget and
Related Service and Fare Proposals

MEETING

DATE: Monday, February 24, 2020

TIME: 6:30 p.m.

LOCATION: Hilton Arlington
950 N Stafford Street
Arlington, VA 22203

REPORTED BY: Nate Riveness, Notary Public

JOB No.: 4000295

A P P E A R A N C E S

1
2 PAUL SMEDBERG
3 JENNIFER ELLISON
4 DENNIS ANOSIKE
5 James Walkinshaw, Annandale
6 Rodney Lusk, Falls Church
7 Mike Burger, Fairfax County
8 Marie Reinsdorf, Falls Church
9 Andrew Ferreiri, Arlington
10 Jacob Janzen, Rosslyn
11 Billy Wright, Landover
12 Katie Hyde, Arlington
13 Rebecca Miller, Alexandria
14 Mary Jo Sterne, Falls Church
15 Dave Gara, Annandale
16 David Wagoner, Annandale
17 Ronald Jones, Annandale
18 Shirin Wertime, Arlington
19 Hanna Crabtree, Falls Church
20 Daniel Helfgott, Annandale
21 Mary Panneton, Arlington
22 Connie Griffin, Annandale

1 Anthony Oberg, Arlington
2 Stephen Smith, Arlington
3 Adam Melendez, Falls Church
4 Erin Weeks, Alexandria
5 Meghan Kleinsteiber, Alexandria
6 Khon Viengkhan, Arlington
7 Andrew Samualson, Annandale
8 Sok Chin, Falls Church
9 Stanley Koussis (Mount Vernon), Springfield
10 Kate Herrington, Arlington
11 Audrey Clement, Arlington
12 Thomas Metcalfe, Washington, DC
13 Kirit Mookerjee, Arlington
14 Laurie Schoonhoven, Arlington
15 Ana Derrick, Annandale
16 Peter Abbruzzese, Annandale
17 Randy Hill, Falls Church
18 Sonya Breehey, Falls Church
19 Keith Ausbrook, McLean
20 Melissa Pollack, Arlington
21 Louis Yob, Fairfax
22 R. Scott Leary, Reston

1 Jeffrey Dixon, Arlington
2 Quincy Jones, Employee
3 Nicole Balloffet, Arlington
4 Christopher Harris, Fairfax
5 Shamailla Iqebal, Fairfax
6 Shirley Liang, Fairfax
7 Joseph Ganahl, Annandale
8 Heba Mohammed, Washington, DC
9 Jae-Yoo Ko, Annandale
10 Doris Ray, no city listed
11 Niya Banks, employee
12 Andrew Miller, Annandale
13 Belinda Bates, Arlington
14 Doug Samuelson, Annandale
15 Rob Whitfield, Fairfax
16 Jennifer Abbruzzese, Annandale
17 Megan Roessing, Arlington
18 Brian Becketel, Annandale
19 Keith June, did not list location
20
21
22

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

2 PAUL SMEDBERG: Good evening, everyone,
3 and welcome. I am Board member -- Metro Board member
4 Paul Smedberg, and I represent the Commonwealth of
5 Virginia on the board, and I'm the current Chair of
6 the WMATA Board.

7 With me tonight is Metro's Board
8 Corporate Secretary, Jennifer Ellison, and Metro's
9 Chief Financial Officer, Dennis Anosike, who will be
10 giving tonight's presentation.

11 This hearing is convened by the Metro
12 Board of Directors to gather public comments on two
13 dockets. The first, Docket B20-01 on Metro's proposed
14 FY2021-2025 Capital Improvement Program and Strategic
15 Plan. Second, Docket B20-02 on Metro's proposed
16 FY2021 operating budget and related service and fare
17 proposals.

18 Notice of this hearing was made in
19 publication -- by publication in the Washington Post,
20 and ads were placed in the Washington Hispanic, El
21 Tiempo Latino, Atref, Korean Times, Epoch Times, the
22 Afro-American, and Doi Nay. It was also sent to area

1 libraries for viewing and posted at WMATA.com, and
2 signs were placed on buses and MetroAccess vehicles,
3 and in rail stations.

4 Briefly, I will cover the procedures
5 that we will follow during the hearing. In this room,
6 we will hear from those of who you have signed up to
7 give testimony. Please see the staff at the
8 registration table if you wish to speak tonight, if
9 you have not done so already, to have your name placed
10 on the list of speakers. Please note that if any
11 of -- that even if this hearing is still going,
12 speaker registration will close at 9 p.m.

13 Elected public officials will be
14 allowed five minutes. Everyone else will be allowed
15 three minutes each. Extra time will be given for
16 translation if needed. If you have copies of your
17 testimony to distribute, please hand them to the Board
18 corporate secretary, Ms. Ellison. Jennifer, would you
19 raise your hand? Thank you.

20 And if you have signed up to speak and
21 you cannot make your way toward the podium once your
22 name is called, we would start the queue up here.

1 However, if you need a microphone brought to you,
2 please wave your hand, and I will make sure that one
3 is provided.

4 There is a timer here that will count
5 down how much time you have left to speak. We will
6 give you a warning beep. You will have 20 seconds
7 left, and we'll keep beeping continuously once your
8 time is up. The timer is important because we want to
9 make sure everyone who wants to speak has an
10 opportunity to be heard.

11 I want to take this moment to recognize
12 that this is where we listen to you. This is your
13 opportunity to comment on the proposals, and we are
14 here to listen. We will not be able to answer
15 questions during your testimony. If you have
16 questions, please see the staff at the registration
17 table so they can assist you.

18 Before you begin your remarks, would
19 you please kindly state your name and the organization
20 you represent, if any. Please note that all
21 statements, including any personal information, such
22 as your name, email address, address, or phone number

1 you provide in a statement are releasable to the
2 public upon request, and may be posted on WMATA's
3 website without change, including any personal
4 information provided.

5 Further testimony may be submitted, and
6 must be received by 5 p.m. on Monday, March 2nd. This
7 testimony or any testimony may also be mailed to the
8 Office of the Secretary, WMATA, 600 5th Street
9 Northwest, Washington DC 20001. Or submit it online
10 to WMATA.com/budget, available until 5 p.m. on Monday,
11 March 2nd. Online, you have the option to complete a
12 survey, write a free-form comment or comments, and/or
13 upload a letter, petition, or other document. This is
14 in addition to all other options to provide input.

15 If you have any questions about the
16 different ways to provide testimony, please see Metro
17 staff at the registration table. Your comments will
18 become part of the public record, and they will be
19 reviewed by the WMATA Board of Directors. Changes to
20 the options presented here tonight may be proposed in
21 response to testimony received and subsequent staff
22 analysis.

1 If you have not already done so, please
2 silence all your mobile devices, and now I'll call on
3 Mr. Anosike for the staff presentation.

4 DAN ANOSIKE: Thank you, Mr. Chairman.

5 Good evening. Over the last several
6 years, Metro has taken steps to improve safety,
7 service reliability, and operating efficiency in order
8 to better serve the region. Based on this
9 improvement, 90 percent of Metrorail customers arrived
10 on time to their destinations last year, also making
11 last year the highest customer service rating that
12 Metro has achieved in the last seven years.

13 So to support the things that are
14 working at Metro, the proposed FY2021 budget is
15 designed to build on this recent achievement as well
16 as address areas where we've had complaints from our
17 customers.

18 Metro is proposing a \$3.9 billion
19 budget for FY2021. This includes operating as well as
20 capital budget. And as I noted earlier, both
21 components of the budget, the capital as well as the
22 operating side, are focused on safety, reliability,

1 and fiscal accountability.

2 We will take a look at the capital
3 program first. The proposed capital financial plan,
4 which is shown on the left side of the slide,
5 allocates \$1.8 billion for ongoing capital investment
6 in Fiscal Year 2021. It also allocates almost \$10
7 billion -- \$9.7 billion to be precise -- through Fiscal
8 Year 2026.

9 Under this program, Metro will continue
10 to rehab, replace, and modernize its systems,
11 including railcars; purchasing new buses as well as
12 paratransit vehicles; maintaining and replacing track
13 structures, stations, and passenger facilities.

14 Now with dedicated funding, Metro is
15 transitioning from reactive capital investments to a
16 proactive, preventative maintenance program that
17 targets assets before they fail. If you look at the
18 right hand of the slide, it shows that as in past
19 years, that the capital program is funded by a mix of
20 both federal as well as local sources. The local
21 sources which now also included dedicated funding from
22 the region.

1 The next three slides describe the
2 capital program in greater detail. Looking at them
3 through a broader spectrum designed, again, to meet
4 our customer needs.

5 It starts with customer experience. In
6 this particular group, stations and passenger facility
7 improvements are designed to make it easier for
8 customers to access Metro facilities, bus stops, and
9 stations. On Metrorail, these investments include
10 everything from safety, comfort and convenience for
11 customers while at the station, as well as customer
12 information systems that provide train and railroad
13 times.

14 On a Metro bus, key investments will
15 include, again, bus shelters that have reached the end
16 of their useful life as well as electronic display
17 systems that tell our riders when buses are
18 approaching the bus stop.

19 In terms of vehicles, this slide shows
20 that Metro will spend \$2.4 billion in the next six
21 years or about \$400 million next year to purchase
22 vehicles, including railcars, buses, and paratransit

1 vehicles.

2 With respect to infrastructure systems
3 and support facilities, Metro is proposing to spend \$5
4 billion over the next six years. On Metrorail, these
5 investments will go to track infrastructure as well as
6 track components such as rail ties as well as
7 switches. On Metrobus, major investments will include
8 garage repayments such as the two we are currently
9 working on called Northern Bus Garage, as well as the
10 Bladensburg Garage.

11 Going now to the operating budget, in
12 addition to safety, reliability, and fiscal
13 accountably, the FY2021 operating budget is designed
14 to improve service to win back riders. This includes
15 additional Metrorail services, improvements on the bus
16 network, enhancing fare options, increasing operating
17 efficiency, and working on faster bus routes.

18 We -- Metro has already seen signs of
19 improvements on rail with ridership rebounding from
20 previous years. We have not seen significant signs on
21 bus, and so the budget that's designed for next year
22 is designed to address both bus and rail ridership.

1 Before I get into the details on the
2 operating budget, I want to note first that the
3 operating budget complies with the dedicated funding
4 legislation that was recently enacted in the region
5 which caps annual operating subsidy at 3 percent with
6 some exclusions. As a result, all of the fare and
7 service initiatives are regionally proposed by the
8 general manager funded within the 3 percent cap.

9 And in terms of the funding sources for
10 Metro, as most of you know, Metro is supported by both
11 systems revenue and regional subsidy contributions.
12 In terms of systems revenue, we are talking about
13 passenger fares, parking revenues, advertising income,
14 as well as other revenue associated with Metro's real
15 estate and joint development activities.

16 As with other precedent agencies,
17 however, the subsidy contributions from local
18 jurisdictions make up a greater proportion of revenues
19 to Metro. Both of those revenues -- the ones that
20 Metro generates by itself as well as the ones from the
21 region, are used to support Metrorail, Metrobus and
22 MetroAccess services.

1 But to stay within the mandated 3
2 percent operating subsidy cap, Metro has to take
3 additional steps to reduce operating cost growth. For
4 next year, that step will require reduction of about
5 \$8 million from projected cost increases. To put that
6 in context, over the last three years, Metro has
7 reduced over \$186 million of cost growth, so this will
8 take it to 194 by next year.

9 But the budget that Metro is proposing
10 for next year will improve service and customer
11 experience on Metrorail as well as Metrobus. On
12 Metrorail, riders will experience better service on
13 weekends and during late night, as most of the late-
14 night service will be restored. To stay within the
15 budget, however, Metro will match early morning
16 Metrorail service levels to the ridership levels at
17 that time of the day.

18 The customers will also see improved
19 weekend service on Metrobus as well as enhanced
20 MetroAccess service on these bus corridors. However,
21 Metro will also -- is also proposing to reduce or
22 combine overlapping or less productive bus routes and

1 to discontinue the bus Lifeline, which was implemented
2 when Metro reduced Metrorail services.

3 In FY2021, riders will be able to more
4 easily predict their fares and, in some cases, pay
5 lower fares by using passes on Metro. Metro is also
6 proposing new pass options, both for weekdays and
7 weekends, to make our customer rides easier.

8 Peak fares, however, will increase on
9 Metrorail by 10 cents for the first time in three
10 years with no change to off-peak fares. The budget
11 also proposes a weekend flat fare Metrorail, along
12 with a full transfer discount between bus and rail.

13 Metrobus changes will include a 20
14 percent reduction in the seven-day bus pass. That
15 comes along with a 25-cent surcharge for customers
16 paying cash or uploading on bus.

17 The budget process, as the chairman
18 said will go through a few more steps leading to the
19 Board consideration. Your feedback is valuable as we
20 continue towards the Board consideration of the
21 budget, and -- starting with the new fiscal year in
22 July.

1 Thank you.

2 PAUL SMEDBERG: Thank you, Mr. Anosike.

3 Now, it's your turn. And again, I'll
4 remind you if you haven't -- if you wish to speak and
5 you haven't done so already, please see Metro staff
6 out at the registration desk so you can get your name
7 on the list. Also, just -- again as a reminder --
8 you'll have three minutes. There are at least -- I
9 see one person in the room who will have five minutes
10 -- two. Okay. Two electeds here, so they will each
11 have five minutes each. And then please kindly and
12 clearly state your name and the organization you're
13 with. And again, you are being recorded, and that
14 information will be made public so we have it for the
15 Board.

16 So let's begin. First, we have
17 Supervisor Jim Walkinshaw from Annandale, supervisor.

18 JIM WALKINSHAW: Thank you. My name is
19 Jim Walkinshaw. I represent the Braddock District on
20 the Fairfax County Board of Supervisors.

21 AUDIENCE: Can't hear you.

22 JIM WALKINSHAW: Chairman Smedberg,

1 thank you for your service to our region. I
2 appreciate that service on the WMATA Board is not
3 easy, but your work is vital to the success of our
4 region, and I thank you for it on behalf of my
5 constituents.

6 I'm here tonight to express my
7 opposition to the proposal to eliminate the 29W bus
8 route from Braeburn Drive to the Pentagon. The 29W
9 bus serves thousands of residents in neighborhoods I
10 reprints on the southern side of Little River
11 Turnpike, just outside the beltway.

12 I know what you're probably thinking.
13 Big surprise that an elected official is here to
14 oppose the elimination of a bus route in his district,
15 but the circumstances surrounding the 29W are unique
16 among the proposed cuts, and I'll explain way.

17 The 29W is one of several routes in my
18 district that were privatized when Transdev was
19 contacted to operate the Cinder Bed Road facility and
20 its routes. Beginning in late 2018 as I was
21 campaigning for this position, I began to hear from
22 riders on routes served by Cinder Bed that they had

1 seen a marked decline in the quality of service.
2 Buses often arrived late or not at all. Buses broke
3 down in the middle of the route. Drivers constantly
4 turned over and were shifted around from route to
5 route, and equipment onboard the buses did not
6 function properly.

7 Let me try to describe the typical
8 experience for a 29W rider over the last year and a
9 half. You walk out of your neighborhood to a stop
10 along Little River Turnpike in the early morning hours
11 hoping to make it to work on time. The bus doesn't
12 arrive when the schedule says it should. You open the
13 WMATA app in the hopes of determining when or if the
14 bus will arrive, but the app has no 29W data because
15 the GPS transponders often do not work or are not
16 turned on because -- by the driver because he or she
17 is new to the route. You wait for 15 minutes. Maybe
18 the bus arrives late, or maybe it doesn't arrive at
19 all. Either way, you're late for work again. This is
20 not an isolated incident. Rather, it became the norm
21 for 29W and other Cinder Bed route riders.

22 I hope you will ask yourself what would

1 I do? How many times would you stand out on Little
2 River Turnpike in the dark and the cold waiting for a
3 bus that might or might not arrive? I suspect for any
4 of us, it wouldn't take many times before we choose
5 another mode of transportation and give up on the 29W.

6 I'm sure you've all seen media reports
7 regarding the fact that the SmarTrip card readers on
8 the 29W buses are often inoperable, so when the bus
9 shows up and riders are able to use it, Metro is
10 collecting zero dollars in revenue and potentially not
11 counting ridership accurately. But even if the
12 ridership data is accurate, given the experience I
13 just outlined, I'm surprised there are any riders
14 left.

15 Finally, I'll point out that 29W riders
16 were without service for nearly three months during
17 the Transdev work stoppage. I'm not here to assign
18 blame for the work stoppage, and I applaud the general
19 manager, the Board, and the leadership of ATU Local
20 689 for reaching a global agreement and an agreement
21 to end the Cinder Bed Road work stoppage, but I will
22 speak on behalf of the thousands of riders who had

1 their commutes upending. Many of them spent hundreds
2 of dollars out of pocket to find other ways to get to
3 work. From my perspective, Metro should be trying to
4 make amends with those riders and earn back their
5 loyalty and ridership, not threatening to eliminate
6 their route.

7 Let me also note concerns about the
8 possible elimination of the 3A route from Central
9 Annandale to East Falls Church Metro. It's also a
10 lifeline for underserved community in Annandale, and
11 you'll hear from some of its riders tonight who will
12 tell you that that bus, especially during rush hour,
13 is often full, standing room only.

14 Thank you all for your time tonight and
15 for your service to Metro and to the region.

16 PAUL SMEDBERG: I'm going to make this
17 request, and I know it's hard. We're all here
18 enthusiastic about the particular issue you're here to
19 speak about tonight and listening to the testimony.
20 But if you could, please refrain from clapping at
21 everything. We do have a lot of speakers to get
22 through tonight and want to give everyone as much as

1 possible and allow the greatest number of people to
2 appear.

3 So next, Mr. Rodney Lusk from Falls
4 Church. Welcome.

5 RODNEY LUSK: Thank you very much. My
6 name is Rodney Lusk. I'm a supervisor with Fairfax
7 County and representing the Lee District. And thank
8 you for the opportunity to be here this evening. I'll
9 read my remarks.

10 I'm here to provide comments on your
11 propped FY2021 WMATA budget. The Greater Springfield
12 area is quickly evolving into an archetype mixed-use
13 community, including expanded residential uses,
14 diverse retail options, and expanded office
15 development.

16 The Greater Springfield area with the
17 Transportation Security Administration's new
18 headquarters poised to open in the area later this
19 year, we can expect an additional 3,500 daily
20 occupants connected to that site alone. The
21 associated increased traffic and the recent approval
22 by the Fairfax County Board of Supervisors of the

1 Liberty View development, which is just down the
2 street, makes it clear that the need for a strong
3 multimodal transportation infrastructure in the
4 Springfield area has never been greater.

5 The Transportation Association of
6 Greater Springfield, also known as TAGS, has a
7 shuttlebus. It has Bus S80 and S90 that have served
8 the businesses and residents of greater Springfield
9 for the past 21 years. As a public-private
10 transportation partnership within Fairfax County, TAGS
11 is a central component to the transportation
12 infrastructure and improvement of this area.

13 Unfortunately, the Washington
14 Metropolitan Transit Authority has designated TAGS
15 routes S80 and S91 for removal in their projected
16 operating budget, citing low ridership numbers. And
17 I'm concerned that this decision is both shortsighted
18 as well as misguided.

19 TAGS routes are operated on the
20 weekdays from 7 a.m. to 7 p.m. at 15-minute intervals
21 and connect riders with Metrorail, connector buses,
22 Greyhound, and the Virginia Railway Express. TAGS

1 shuttle service creates connectivity between the
2 Springfield, the Franconia Springfield Metro Station,
3 and the Springfield Town Center, and is the best
4 public transportation option for the area, which
5 includes hotels, local housing, the Inova HealthPlex,
6 Kaiser Permanente, as well as the Metro Park office
7 development, which includes tenants such as Caliber,
8 VSE, and Booz Allen, just to name a few.

9 When compared on a rider-per-hour basis
10 to connector routes, TAGS shuttles are either equal to
11 or slightly higher than standard bus routes. This
12 fact, along with the projected growth in the Greater
13 Springfield area, clearly highlights the need to
14 maintain TAGS as a critical transportation
15 infrastructure asset. TAGS should be emulated, not
16 eliminated.

17 I oppose the elimination of TAGS routes
18 S80 and S91 and request the exclusion of routes S80
19 and S91 from WMATA's proposed service cuts. I request
20 that this letter be made a part of the comments record
21 and that full consideration be given in preparing your
22 FY2021 WMATA budget.

1 Thank you again for the opportunity to
2 participate.

3 PAUL SMEDBERG: Thank you. Thank you,
4 Supervisor Lusk, and congratulations. Welcome. Nice
5 meeting you.

6 Next, Mr. Michael Burger followed by
7 Maria Reinsdorf. Mr. Burger, welcome.

8 MIKE BURGER: I want to thank you guys
9 for your time. I appreciate all you do. I know it's
10 not easy for what you guys do, and I get that. But
11 I'm concerned about the elimination on Little River
12 Turnpike as well as the 3A myself because I have to
13 use it to my dentist appointments and allergy shots
14 and for medical reasons. Now, I go the other way. I
15 work out in Herndon, so I normally don't use these
16 buses, but for the sake of other people, I'm concerned
17 about the 20 -- the one on Little River Turnpike.
18 What's that one?

19 PAUL SMEDBERG: 3A -- 29W.

20 MIKE BURGER: 29 -- yeah. I'm
21 concerned about that because I used to take that to go
22 to church, and I'm concerned about the 3A because of

1 medical reasons, like I have to get to the doctor and
2 stuff, you know.

3 But I appreciate your time. Please,
4 please take this in consideration of -- that we -- try
5 not to eliminate the 3A and the 29W if you can at all.
6 I mean, I'm just asking a favor, please. I'm trying
7 to be polite about it.

8 PAUL SMEDBERG: All right. Well,
9 that's good. We appreciate politeness. Thank you,
10 Mr. Burger. Maria Reinsdorf followed by Andrew
11 Ferreira.

12 MARIE REINSDORF: Good evening. Thank
13 you. I'm Marie Reinsdorf, individual. I live in
14 Fairfax County, just east of Annandale Road, and I'm
15 here to argue for keeping the 3A line. I purposely
16 bought a house on a bus line when moving to the area.
17 When I worked downtown, the 3A was the connection to
18 the Metrorail system. Rail is still my first choice
19 for travel downtown or to another suburb.

20 I could host an exchange student who
21 uses the bus, and my teenagers were not stranded at
22 home. If the cord is cut, I will lose access to East

1 Falls Church for most trips because of limited
2 parking. That station was built to be fed by bus
3 routes. What happened?

4 I got to thinking about the Silver line
5 and on the internet visited the home page of one of
6 the new building developments situated on Tysons
7 Station. Quote, Tysons Central is the first step in
8 the massive redevelopment of Tysons made possible by
9 the Metro Silver line extension, end quote.

10 Well, a few months ago, I wouldn't have
11 given another thought to this, but now I have a fresh
12 sort of unwelcome impression of myself as a taxpayer
13 who contributes my share, pays, yet sees today and
14 tomorrow's Tysons businesses and residents receiving
15 rapid frequent rail service while my hourly stop at 9
16 p.m. service is being taken away.

17 What I want to see is a program of
18 incentives to grow gross ridership and thus increase
19 service. Does the Silver line ridership pay for the
20 cost of having built it and to operate it? Does it
21 have a better than low ridership status like my bus
22 does?

1 Annandale Road is not the last mile in
2 anything. It crosses Route 29, Route 7, Route 50,
3 Grand Road, Gallows Road, Columbia's Pike -- Columbia
4 Pike and Route 236. It is heavily traveled.

5 We are in the urbanizing eastern corner
6 of the county. It's not good enough to have
7 development supported by private shuttles to Metro.
8 There are people who ride the 3A to work who will lose
9 their jobs; people who can't or shouldn't drive
10 because they are too old, too young, with medical
11 conditions, have lost their license, can't afford to,
12 or don't want to be forced to own a car. They will be
13 stander. Isolation will grow for those who are today
14 encouraged to get out because they have bus service.

15 The private car services are a
16 substitute for car ownership but not for public
17 transportation. Too expensive, and they can be unsafe
18 because of the way they have to stop and start where
19 there's no way -- no safe place to pick up or drop off
20 a passenger, unlike our well-marked safe bus stops.

21 In the case of the person who is
22 dependent on public bus service, I think this cut is

1 as deep as housing displacement. If the 3A were to be
2 cut, people who depend on it should receive help just
3 as with forced relocation.

4 But to finish up, the 3A and other
5 major road bus lines should be kept. They were
6 established for a good reason. Today we are choking
7 in car traffic. We need initiatives and fresh energy
8 poured on to stimulate bus ridership and to reduce car
9 traffic across the county.

10 Please keep the 3A. Invite the public
11 in to help plan to increase ridership so we can
12 increase and not eliminate service. And I thank you
13 very much for your time.

14 PAUL SMEDBERG: Thank you. Andrew
15 Ferreiri followed by Jacob Janzen.

16 ANDREW FERREIRI: Hi. My name is
17 Andrew Ferreiri. I'm representing myself, and I thank
18 you for the opportunity today to address you.

19 I speak in favor of the flat fare for
20 the weekends, and I hope that also gets extended to
21 the rush hour and peak during the weekdays. It will
22 put us in line with other major U.S. cities such as

1 New York, Philadelphia, Chicago, and Los Angeles. And
2 also, you can even market it as cheaper than Uber or
3 Lyft rides that go several blocks and walk downtown
4 D.C. or even around Arlington itself.

5 And also, it will make it easier for
6 household planning, fiscally budget. So it's a flat
7 rate, so you can know ahead of time. And also for
8 tourists, I mean, I'm sure plenty in this room have
9 been stopped at a Metro station trying to assist a
10 tourist how to figure out what fare to upload onto
11 their SmarTrip. And also to help divert cars off our
12 roads and make -- hopefully alleviate traffic in the
13 Metro area, and also be an environmentally friendly
14 alternative. Thank you.

15 PAUL SMEDBERG: Thank you, Andrew.

16 Jacob Janzen followed by Billy Wright.

17 JACOB JANZEN: Hi.

18 PAUL SMEDBERG: Hi.

19 JACOB JANZEN: I'm Jacob Janzen. I
20 live in Rosslyn, and I work at Dulles Airport, and I'm
21 here to advocate for a transit option that will get me
22 to work in time for the start of a 6:30 a.m. shift.

1 Right now, the 5A bus does provide this option. A
2 completed Phase 2 of the Silver line under the current
3 schedule configuration would not do this. Right now,
4 it leaves from -- the Silver line leaves from New
5 Carrollton at 5 a.m. It gets to Rosslyn at 5:40, and
6 it gets to Wiehle Avenue at 6:13. So a continuation
7 of the same schedule just wouldn't get me there in
8 enough time to start my shift.

9 I did talk to one of the rail planners
10 about the feasibility of starting the train somewhere
11 in the middle of the system so that it could leave at
12 5 a.m. and still get out to Dulles earlier. They said
13 it would be feasible to do that from Ballston, but
14 there's still no bus service that runs early enough
15 for me to get to Ballston. So maybe some kind of
16 bookend bus service if the 5A cannot be kept.

17 I know that it impacts more people than
18 just me. There's a lot of workers that take the 5A to
19 get out to Dulles, and a lot of passengers too. If
20 you've got to get through security and everything like
21 that, there are several flights that leave before the
22 Silver line would get out there under this current

1 schedule configuration.

2 So I'm hoping that a solution can be
3 found. If there is not a solution that can get me
4 there in time for a 6:30 shift, I hope you all will
5 give me plenty of notice because I'll have to either
6 buy a car or get a different job. It just helps to
7 plan, you know. So thank you.

8 PAUL SMEDBERG: Thank you. Billy
9 Wright followed by Katie Hyde.

10 BILLY WRIGHT: Good evening. I'm here
11 representing quite a few people. First, I'm going to
12 give thanks to the young man that stood up that was a
13 politician that come here to speak to save runs in his
14 district. I hope that's a sign for future politicians
15 to listen to their voters.

16 My concern is about all of the routes
17 that you are cutting. I'm a retired WMATA 689
18 individual, 36 years. This is nothing new with
19 cutting runs. WMATA was formed -- one of the reasons
20 it was formed was for reliable public transportation
21 for the public. We getting away from that. We
22 cutting runs. We talking about budgets. Yes, we have

1 to have a budget, but look at where you are cutting
2 from. It is hurting the riding public.

3 The riding public needs this
4 transportation. I had several friends who give me a
5 call and ask me would I come down because they had
6 worked today, working, and they have to catch the 22A
7 to get to work. Some of them work for the county.
8 They're worried because they may not be able to get to
9 work on time or get home if it does at a later
10 route -- a later time, I'm sorry.

11 Reliability, like the young man spoke
12 when he first came up here, is the heart of WMATA.
13 Bad weather, good weather, we out there. A lot of the
14 county buses, the contractors, they're not. Your
15 cutting of these runs is a poor example, in my
16 opinion, of your responsibility to look out for the
17 riding taxpaying public.

18 This is something that should be dealt
19 with, with integrity, pride, and letting these people
20 know that they are first in line to get reliable
21 service on safe equipment operated by professional
22 operators, mechanics, and technicians with a company

1 that is funded by the federal government, the county,
2 and the locals that put pride in where they spend
3 their money for their taxpaying people.

4 Cutting these runs the way you're
5 cutting them, I'm quite sure Uber and Lyft is happy
6 because the affordable transportation is being taken
7 away from these individuals. These are our neighbors,
8 our friends, our families, and they deserve better.
9 Thank you.

10 PAUL SMEDBERG: Katie Hyde followed by
11 Rebecca Miller. Welcome.

12 KATIE HYDE: Hi, I'm Katie Hyde, and
13 I'm an individual who lives in Arlington. I want to
14 echo everything that was just said and add my own
15 three minutes.

16 I think we've heard from a lot of
17 people here about how important it is -- like people
18 who ride public transit care about the environment and
19 want to do what we can to not have to have a car and
20 ride in a car. And so I just want to go ahead and
21 lend my voice to the opposition to the elimination of
22 the bus routes.

1 I also want to bring up I saw the
2 increase in the maximum fare, and the longest train
3 journeys are replacing the longest car journeys, and I
4 don't want us to be putting the greatest fare increase
5 on the people who are eliminating -- like the longer -
6 - sorry. I don't --

7 PAUL SMEDBERG: Take your time.

8 KATIE HYDE: I don't want to see the
9 people who are riding the train the greatest distance
10 and eliminating the longest car rides have to bear the
11 greatest fare increase.

12 I also just wanted to say that I don't
13 support the 25 percent surcharge for the -- using cash
14 or adding money on the bus because that's going to
15 punish people who don't go to Metro stations. But on
16 the flipside, I do support the Dulles surcharge and
17 the increase to the peak fares.

18 And I don't know where the right place
19 to say this is, but I hate the ads being played on the
20 buses, and I would pay more money for that not to
21 happen. I don't want the audio ads on the buses.

22 Things that I support and I'm really

1 happy about. I'm really happy to see the proposed
2 change to the senior and disability fair. I'm really
3 happy to see the support increased to weekend
4 services, and I really support the flat fare. And I'm
5 so happy to see the proposed bus transfer scheme so
6 that if you've paid for the bus and you go to the
7 Metro, that's what I'm here for. That's why I'm here.
8 I want that. I'm so happy to see it. Thank you very
9 much. Good night.

10 PAUL SMEDBERG: Thank you. And just as
11 a reminder, if we could kindly refrain from clapping
12 or anything during people's remarks because we do want
13 to capture everything. Again, it is being recorded,
14 so I have to keep reminding that.

15 Rebecca, yes.

16 REBECCA MILLER: Hi.

17 PAUL SMEDBERG: Good evening, and then
18 followed by Mary Jo Sterne.

19 REBECCA MILLER: Hi, my name is Rebecca
20 Miller. I'm from Alexandria. I want to thank you for
21 having this event here because it's the very end of
22 the bus line that I take, and of course it's a bus

1 line that you're planning on cutting.

2 I rely absolutely on public
3 transportation. I take the 22A, I take the 22C, I
4 take the 22F. I live on the upper end of Parkfairfax,
5 and I don't want to go into the details of what me
6 getting to Shirlington looks like, but it's not really
7 a viable option. And it also doesn't seem to make a
8 lot of sense to me why you'd want to push all of the
9 services through Shirlington when that excludes all
10 the other people, especially on the upper end of the
11 North Quaker Lane area.

12 And I'm not going to get into all the
13 details of why that's not feasible for me and for our
14 -- for my neighbors, but you're also -- you seem to be
15 considering only the fact that those buses, the 22A
16 and the 22C service Ballston, but they also service
17 the Pentagon. And so you're saying on the weekends
18 and off-service that there are really no options to
19 get to a Metro station from where I live.

20 So to give you an example of what that
21 looks like already for me with the 22A and the 22C,
22 it's a half an hour commute for me door to door from

1 my house to where I work in the district. It has
2 taken me up to two hours to get home with the services
3 that you already provide. If you cut those services,
4 I'm going to be using Uber and I'm going to be using
5 Lyft just like everybody else because those are really
6 the options that you're leaving for me.

7 Since I've moved to Alexandria, it's
8 become more and more congested. They're doing more
9 and more to convince people not to drive, but at the
10 same time the bus services have been cut considerably.
11 And I use the word services because this is a public
12 service. We are talking about a public service, and
13 we're talking about the kinds of people, the kind of
14 community that we want to be. Are we going to be good
15 stewards of our environment? Are we going to be --
16 are we the kind of people who want to consider the
17 community at large, or are we going to push people
18 into single-occupancy vehicles? These are the things
19 that I think that we need to consider in cutting bus
20 services.

21 And I'd like to thank you for your
22 time. I'd like to thank you for your consideration,

1 and I have a bus to catch.

2 PAUL SMEDBERG: Thank you, Rebecca.

3 Mary Jo Sterne followed by David Gara. Welcome.

4 MARY JO STERNE: Hi.

5 PAUL SMEDBERG: Hello.

6 MARY JO STERNE: My name -- okay.

7 PAUL SMEDBERG: You'll need it.

8 MARY JO STERNE: Thank you. My name is
9 Mary Jo Sterne. I don't represent anyone but myself,
10 but I'd like to thank you for taking the time to
11 listen to us, and I'd really like to speak in defense
12 of the 3A.

13 I -- just a short history. Seven years
14 ago when I went to buy a house, I looked for a route
15 along the 3A because I worked in Rosslyn at the time,
16 so my house -- I -- my house exists for me because of
17 the 3A. My doctors are in Falls Church and in
18 Annandale because of the 3A. It's really the only way
19 to get from Falls Church to Annandale. There are no
20 other lines.

21 I want to say that the alternative
22 service that is being recommended on the paper that

1 you gave us is kind of a joke. It helps if you're
2 going along -- it helps if you're in Falls Church and
3 Annandale to start with, but it doesn't help you get
4 from one place to the other. If I were to take these
5 alternatives, I would have to Metro -- go across the
6 entire Metro system and then all the way out on a bus.
7 That would take hours when on the 3A right now, it's
8 20 minutes. It's just -- it's not feasible.

9 And a Lyft is like \$10, \$12 when the
10 bus is 2, or I guess 2.25. But it's just a really
11 important line, and it was so much better when it went
12 to Rosslyn. The ridership on it, it was always
13 packed. There was never even a seat. So it just --
14 it's a good bus, and I really don't think it should be
15 eliminated.

16 I will say, however, that I do support
17 the bus transfer fare and the flat fare on the Metro.
18 I think those are great, and I've been hoping you all
19 would do that for a really long time. But 3A, please.

20 PAUL SMEDBERG: Thank you, Mary Jo.

21 David Gara followed by David Wagoner. Hello.

22 DAVE GARA: Good evening. My name is

1 Dave Gara. Thank you for the opportunity to voice my
2 concerns. I'm not representing anyone other than
3 myself and some fellow bus riders. And I stand before
4 you representing a dedicated group of commuters and an
5 entire community who benefits from a valuable service,
6 and I hope that you can help us save it.

7 The 29W is a sole means of access in
8 the Wakefield community to the Pentagon and the D.C.
9 area. Elimination would leave hundreds without an
10 opportunity or means of transportation to that area,
11 and those -- by leaving hundreds of people with no
12 other public transportation options, you're going to
13 be adding hundreds of cars to an already congested
14 neighborhood.

15 There are no park-and-ride lots in that
16 area. There are no slug lines in the immediate area
17 where the 29W operates. This alone will negatively
18 affect thousands of daily commuters, not just the
19 hundreds who currently ride the 29W.

20 And since the 29W is the only reason
21 the Wakefield area is a viable living option, either
22 to rent or buy, for those working in the Pentagon or

1 D.C. area, the value of the homes we all benefit from,
2 especially since the area is growing, and companies
3 like Amazon are coming in and squeezing out precious
4 real estate. And for me personally, I'm retiring from
5 the military in five weeks, and it was the primary
6 reason why I bought the home where I did because it
7 was close to that bus.

8 I know that you guys are -- or WMATA
9 has marked this route for elimination due to low
10 ridership. However, using WMATA's own ridership
11 portal shows that the drop in ridership is actually
12 started with Transdev once they took over the routes.
13 Poor service and inconsistent service over the past
14 two years and a three-month strike have driven a drop
15 in ridership.

16 Prior to Transdev, ridership in the 29W
17 increased 16 percent and then again 9 percent in 2016
18 and 2017 respectively. And then when Transdev took
19 over, ridership decreased 6 percent and then again 11
20 percent in 2018 and 2019 collectively.

21 To further exacerbate the issue, the
22 data WMATA -- the data that WMATA is using for the

1 decision is flawed, and after a careful review of our
2 own ridership data such as our Metro data statements
3 shows that 21 percent of the time, the Metro data card
4 readers do not work, and the fare card readers are
5 often covered with an orange cover that resembles a
6 shower cap.

7 Seven percent of the time, the 29W
8 buses register as 29C, which reduces Metro revenue
9 because that bus is not an express bus and costs half
10 the price.

11 It's also important to point out that
12 the 29W runs seven times in the morning and nine times
13 in the evening, so total ridership statistics, which I
14 think show 329, are far less relevant than riders per
15 bus.

16 So in response to elevation of the 29W,
17 the WMATA has recommended the 29N and the 29K, which
18 are not viable options. They can triple, or even
19 more, someone's commute to the Pentagon if they work
20 in that area.

21 So as I mentioned before, we have a
22 strong dedicated community who benefit from the 29W,

1 and I look forward to helping you help us save it.

2 Thank you.

3 PAUL SMEDBERG: Thank you. David
4 Wagoner followed by Ronald Jones.

5 DAVID WAGONER: Hi. Thanks for the
6 opportunity to speak. I'm here to ask for you not to
7 eliminate the 3A. I'm a resident of Annandale. I
8 live right in the middle of this giant white transit
9 desert between the Silver and the Blue line.
10 Basically, the 3A connects the northern part of Mason
11 District to East Falls Church Metro, so it has
12 connections to D.C., McLean, Arlington, Dulles. It's
13 a very convenient way to get into D.C.

14 On a personal level, about four years
15 ago, I got a job here in Arlington, and I told my
16 friends and family I'm going to stop using my car.
17 And my wife was on board too, so we rely on the 3A to
18 commute to our jobs. We also bike, and we also use
19 the bus racks on the 3A. And because of that, we got
20 rid of a car. And so, you know, we're doing the right
21 thing, as are all the other people on the 29W. we're
22 all doing the right thing.

1 And really, it's not so much about me.
2 I don't really -- you know, I don't really represent
3 the demographic of most of the riders, so I want to
4 make sure to speak for them because, you know, in the
5 last few weeks, I've made sure to get up and talk to
6 people on the bus and say, hey, did you know they want
7 to eliminate this? You know, and I've met people,
8 like the mother of a 5-year-old whose car broke down,
9 and she uses the 3A to take her son to school, and
10 then she uses the 2A to get to work, and then she
11 reverses that.

12 There was a woman who I told they want
13 to get rid of the 3A, and she just got this fearful
14 look in her eyes, and I think she had dementia because
15 she doesn't use a computer, and she didn't know what
16 to do. So I want to speak for them as well. You
17 know, the 3A serves a lot of apartments and public
18 housing in Central Annandale, and so we all use that
19 bus.

20 We should really be -- you know, it's
21 unfortunate that in a time when single occupant
22 traffic in Fairfax County is terrible. Air quality is

1 bad. Climate change is a growing concern. Automobile
2 debt is at unsustainable levels. Pedestrians are
3 being hit by speeding cars. I have to stand and ask
4 for you to save the 3A. I'd really like more bus
5 service everywhere, but thank you very much.

6 PAUL SMEDBERG: Thank you, Mr. Wagoner.
7 Ronald Jones followed by Shirin Wertime. Welcome.

8 RONALD JONES: Hello. Thank you for
9 the opportunity to comment. My name is Ronald Jones.
10 I live in Annandale. I'm presenting myself and my
11 wife, who is my boss. And she said go to this
12 meeting.

13 PAUL SMEDBERG: You know that's on
14 public record now.

15 RONALD JONES: And she is working, but
16 the 29W bus literally stops at our house on Country
17 Lane, and we're a stone's throw from the Wakefield
18 Chapel, so I've -- we've ridden the buses between us
19 to the Pentagon over 20 years, and we've ridden the
20 29X and now the W bus for over 10 years.

21 I beautify the bus stop. We put
22 flowers. I cut the -- my big sycamore tree to remove

1 the limbs. We do what we can because the neighbors
2 all gather at our house to get on the bus.

3 Now, eliminating this 29W bus creates a
4 transportation desert, so unlike some of the other
5 areas, this is a pure area between Little River
6 Turnpike and Braddock Road of single -- primarily
7 single-family homes, and that's the only bus. There
8 used to be a 29E that was express. We don't have
9 that.

10 So basically, you think this whole area
11 -- the Pentagon and the Pentagon Metro are the golden
12 goose work destinations that built all of Northern
13 Virginia, and the grandparents of everything. So
14 eliminating access for that area just doesn't make any
15 sense to me. We are a single -- we are double income
16 homeowners. We pay the highest property taxes, sales
17 taxes, and state income taxes. We're paying for all
18 the services, but now one thing we really need,
19 getting to work, that's going to be eliminated.

20 As an aside, we just returned from
21 Germany. You know, we could go from the little farm
22 town -- we were in Stuttgart -- all the way to

1 Bremerhaven and pick up our car, which we did, and we
2 only had to walk maybe a mile. So cutting bus
3 services and routes when you're trying to reduce
4 congestion and cars, it doesn't make sense.

5 So our supervisor, James Walkinshaw,
6 made many good points. I don't want to repeat those.
7 Property values I want to mention. It's one of the
8 reasons -- I think my property values are going to go
9 down about \$20,000, okay. That's about \$250 in
10 Fairfax County revenue, so the savings of maybe
11 300,000, I mean, you know, there's some WMATA savings,
12 but there'll be, you know, an impact on county
13 revenue.

14 People have already mentioned the
15 congestion. My wife will -- you know, this is a big
16 problem that they turn off the GPS equipment or it's
17 broken or you put a bag over the farebox, so the data
18 is really terrible, okay. I was an internal auditor
19 for the Army for 13 years. I'm a Lean Six Sigma
20 master black belt. I'm retired. I can come be a
21 secret rider on the buses. You know, it's a
22 partnership between us and our public officials, you

1 know. And -- but the data is terrible, so it should
2 be redone.

3 The supervisors talked about there are
4 -- there's many rider -- new drivers. This is the
5 least-preferred route. The new people are put on that
6 route. They want to get to the milk routes, the K and
7 the N. So we're always training our new people.
8 These are the ones that are more liable to call in
9 sick. You know, it is really --

10 PAUL SMEDBERG: Thank you, Mr. Jones.
11 You're over your time. Sorry.

12 RONALD JONES: Pardon me.

13 PAUL SMEDBERG: Thank you. Appreciate
14 it. Shirin Wertime.

15 SHIRIN WERTIME: Yes. Hi.

16 PAUL SMEDBERG: Did I pronounce that
17 correctly?

18 SHIRIN WERTIME: No, no.

19 PAUL SMEDBERG: No, that's what's here.

20 SHIRIN WERTIME: That's all right.

21 PAUL SMEDBERG: I'm trying.

22 SHIRIN WERTIME: Shirin Wertime.

1 PAUL SMEDBERG: Wertime. Okay.

2 SHIRIN WERTIME: Yes. Well, thank you
3 for your time, and I'm here representing myself but
4 also the thousands of other residents who live in the
5 neighborhood called Fairlington in South Arlington,
6 many of whom rely on the 22A and the 22C to get to
7 work, and I'm one of them, as is my mother. She rides
8 the 22A to Pentagon, and I ride the 22C to
9 Shirlington, which is currently the only connection
10 between where I live in South Fairlington and
11 Shirlington, where I have to catch an ART bus to get
12 to work. So you're prosing eliminating a line which
13 literally would result in me not being able to get to
14 work via public transportation.

15 And that -- I know I'm not the only one
16 in that position, and it just -- it's surprising that
17 those two lines, which service so many people in a
18 very condensed area, are being proposed for
19 elimination. During rush hour, those buses are always
20 full. And so far, I haven't heard of any proposed
21 option for someone like me who has to transfer to the
22 ART bus to be able to get to work. I could walk 20

1 minutes, and on a nice day, why not? But, you know,
2 when it's raining or cold out, that's not a great
3 option.

4 And I just want to say that, you know,
5 you're -- you talked in your presentation at the
6 beginning about Metro's emphasis on increasing
7 ridership, but what you're proposing is the exact
8 opposite. By cutting bus routes that are critical for
9 people getting to work, to doctor's appointments, or,
10 you know, other important services, you are
11 effectively, you know, eliminating public
12 transportation as an option for those people, which in
13 an era of climate change seems very counterintuitive.

14 And Metro itself constantly runs ads in
15 Metro stations about the benefit of riding Metrorail
16 in terms of reducing greenhouse gas emissions, so it
17 seems like you -- you're -- on the one hand, you're
18 promoting climate action, but in reality through these
19 proposed cuts, what you're actually doing would be
20 contributing to more -- a greater use of cars,
21 reliance on -- you know, either individual cars or
22 rideshare services.

1 So that, to me, is an important factor
2 that should be taken into consideration as well as the
3 fact that a lot of people who ride the bus can't
4 afford other options.

5 I personally don't want to own a car,
6 and that's -- for, you know, personal and
7 environmental reasons. So I urge you to take a look
8 at the 22A and C, which are two lines with high
9 ridership, and also to consider --

10 PAUL SMEDBERG: Thank you, Ms. Wertime.

11 SHIRIN WERTIME: Okay. Thank you.

12 PAUL SMEDBERG: Thank you. Hanna
13 Crabtree followed by Daniel Helfgott. Welcome.

14 HANNA CRABTREE: Hi. Thank you. My
15 name's Crabtree. I am here representing myself. So I
16 live in Falls Church, Virginia in the neighborhood of
17 Westlawn. My neighborhood is near Annandale Road and
18 Route 50. I'm here, like many of my other neighbors,
19 because Metro is planning on getting rid of the 3A
20 bus.

21 The 3A bus is vitally important. It
22 goes from Annandale to East Falls Church Metro. It

1 runs through Annandale Road and Washington Boulevard,
2 and it runs only every 30 minutes.

3 In my neighborhood, many of us who have
4 the option to choose to park at West Falls or East
5 Falls Church Metro rather than take the 3A bus since
6 timing it is difficult when it comes every 30 minutes.
7 Still, I ride it often even though it is inconvenient
8 for me because I care about public transportation.

9 More importantly are my neighbors who
10 have no other choice. Every day as I get on close to
11 Route 50 and Annandale Road, I see many folks
12 deboarding, not to go to a Metro station but to go to
13 work in the many businesses near the intersection, or
14 to go to James Lee Community Center. The 3A bus is
15 their only option.

16 The proposed alternatives in our area
17 to go to a Metro station are not enough either. The
18 2A bus is a mile from my neighborhood, and much
19 further for the neighborhoods closer to Annandale. It
20 involves crossing Route 50 in an area that does not
21 have a crosswalk. Otherwise, it adds another half a
22 mile to cross at Annandale Road. A neighbor in his

1 90s was fatally struck crossing Route 90 at
2 Summerfield Road last year.

3 The 1A bus also serves our area, and
4 the 1B bus, along Route 50, but our neighbors closer
5 to Annandale don't have this option. These buses take
6 45 minutes in rush hour to get to Ballston Metro,
7 making this community not desirable to folks who have
8 other commute options.

9 The 3A bus was set up to fail being
10 every 30 minutes, even during rush hour. Instead of
11 removing the route, why not make it every 15 minutes
12 during rush hour? I guarantee you more people who
13 have commute alternatives would use this as their main
14 commute, myself included.

15 And most importantly, it would ensure
16 our neighbors who have no other options from Annandale
17 to Route 50 will still be covered. Thank you.

18 PAUL SMEDBERG: Thank you. Daniel
19 Helfgott followed by Mary Panneton. Welcome.

20 DANIEL HELFGOTT: Hi, there. Thank
21 you. My name's Dan Helfgott. I'm a longtime rider of
22 the 29W bus. I depend on that to get to work every

1 day, as well as a lot of my neighbors.

2 As I understand it, the reason why
3 Metro wants to eliminate the 21 -- the 29W is low
4 ridership. And we just can't figure out the basis for
5 that. It just doesn't make sense based on what we are
6 visually seeing. I'd like to understand a little more
7 how you arrived at that conclusion.

8 Based on our observations, there are
9 seven lines in the morning. The first four are full.
10 They are between 90 to 100 percent full in the
11 mornings between 6:00 and 7:45. The fifth bus is 50,
12 or 60, 70 percent full. It's pretty full. And the
13 last two buses are less full, and I can talk to you
14 about that more at the end of my remarks. But I don't
15 understand the discrepancy here. I don't know the
16 basis for your numbers.

17 But what I do see is that the fare
18 boxes are often covered or not working, which is nice
19 for a free ride but can't be good for counting and
20 can't be good for revenue collecting. Fix that, and I
21 think you'll increase your revenue quite a bit.

22 Coming home in the evenings, the buses

1 either say -- are blank or are out of service. So I
2 had that bus, the long line of folks say over and over
3 again, is this the 29W, is this the 29W, is this the
4 29W? I think that when we get on, I don't know
5 it's -- our ridership is not being counted towards the
6 29W.

7 Finally, I think Metro (inaudible) is
8 that there's other ways to count ridership. And I
9 don't know what those are, but I can tell you if the
10 LED signs on the buses aren't working, tracking -- the
11 GPS tracking isn't working, the fare boxes aren't
12 working, I've got to guess that your other way of
13 counting isn't too accurate either. I think your
14 underlying assertion for low ridership is completely
15 incorrect, and you need to look at the data little
16 bit.

17 I think if you want to increase
18 ridership, look at your core on-time record, load
19 dependability, inconsistent GPS that discourage
20 ridership. Fix that. Collect money. Fix the fare
21 boxes. The 29W is an express bus, 425 bus. If the
22 bus was half full, and it's not, you would be

1 collecting more than you're collecting on a normal
2 ridership bus. So those four buses you're earning
3 twice as much as you would on a regular bus. I can't
4 understand why it's not profitable for you.

5 You told us that we could take instead
6 of the 29W, the 29N or K, the next closest buses.
7 I've got to tell you, it's not a viable option. You
8 think that that is a competitive service. It is not.
9 It's a mile and a half walk from my house to get
10 there, at least a 30-minute walk. The last quarter of
11 a mile is up a road that has a ditch on the side and
12 no sidewalks. It is dangerous to do. It is not
13 reasonable for me to get to the 29K or N.

14 The bus goes in the opposite direction.
15 Instead of going to the Pentagon, it's going to
16 Vienna. It would take me an extra hour and a half
17 each way, three-hour additional commute a day to do
18 that. That is not a viable option. So what I'm going
19 to do -- what I'm going to have to do is right now my
20 daughter uses the car, so -- and I take the bus. That
21 works out. I'll buy another car, add another car to
22 the road. I don't think that's what you really want

1 as far as public policy goes. It doesn't really make
2 sense.

3 I would like to talk to you about the
4 last two buses. I honestly don't know how used they
5 are. My sense is they're less used. I think some of
6 us prefer to see you look at eliminating the last two
7 buses in the morning and the last two buses at night
8 rather than taking a buzz saw to the whole line. Use
9 a scalpel. Look at those last two buses. You can
10 save some money and collect the fare you propose to
11 collect.

12 PAUL SMEDBERG: Thank you, Mr.
13 Helfgott. Thank you.

14 DANIEL HELFGOTT: Thank you.

15 PAUL SMEDBERG: Mary Panneton followed
16 by Connie Griffin.

17 MARY PANNETON: Nice try. I'm Mary
18 Beth Panneton. I live here in Arlington, and thanks
19 for this opportunity to speak against the reductions
20 in bus service. Like many people here, I'm interested
21 in keeping up the 3A bus line. There is no
22 alternative without several changes that will take a

1 very long time.

2 This bus route does serve a lower-
3 income area, people that don't have cars, people that
4 have limited choices. I'm a person who can take an
5 Uber or a taxi if I'm stuck. A lot of people don't
6 have that option. A lot of people, as other people
7 have said, will lose jobs or will have to change jobs
8 if they don't have the 3A.

9 On a personal note, I lived here in
10 Arlington for 20 years with a car. Then I moved away.
11 I went -- I left the country. I've lived in countries
12 with good public transportation for 10 years. I
13 haven't had a car for 10 years. I moved back to
14 Arlington in October looking forward to living without
15 a car and using what I thought was Washington D.C.'s
16 good public transportation.

17 These changes are making it very
18 difficult. I don't want to have a car. It's
19 difficult for me, but it's much more difficult for
20 those who have fewer choices and less resources, so
21 please keep the 3A. Thank you.

22 PAUL SMEDBERG: Thank you. Connie

1 Griffin followed by Anthony Oberg.

2 CONNIE GRIFFIN: Hi.

3 PAUL SMEDBERG: Hello.

4 CONNIE GRIFFIN: I'm Connie Griffin. I
5 live in Annandale, Virginia. I've owned my home for
6 25 years, and I've taken the 29W off and on over the
7 years. I don't want to rehash what a lot of people
8 have said very eloquently tonight, but I just wanted
9 to make a couple of points about the families that
10 moved to the neighborhoods along the route because of
11 the bus to the Pentagon.

12 Personally, on my little street, I know
13 of two families who were -- are a one-car family, and
14 as a result of the recent strike, one of the spouses
15 had to drive the other one to the Metro every day
16 because that was the only option available to them.

17 We really are, as someone said, in a
18 transportation desert because this is the only bus,
19 and we're just lucky that we have it at rush hour. We
20 don't have any other public transportation options.
21 But I think that when you think about people making a
22 decision to move to our neighborhood because of the

1 bus, a lot of them say, hey, we can do the right
2 thing. We can just have one car. But once this -- if
3 the bus option is removed, they're going to have to
4 have another car or find some other option.

5 Personally, regarding the alternate
6 transportation, the 29K and the 29N, for me, like for
7 a lot of people, that would mean an hour and a half
8 commute. And what that would mean is I'm just going
9 to probably drive to the Metro. It's going to cost me
10 \$5 a day to park. I'll still be using Metro, but I
11 just think it's not a win in the big picture. So
12 thank you for your time.

13 PAUL SMEDBERG: Thank you, Connie.
14 Anthony Oberg followed by Stephen Smith. Anthony?

15 ANTHONY OBERG: Hello.

16 PAUL SMEDBERG: Hello.

17 ANTHONY OBERG: Thank you all for being
18 here. I appreciate you taking time to collect
19 feedback from us. I am here representing myself, but
20 I also have served on the Accessibility Advisory
21 Committee, so I have a familiarity with, you know, the
22 disability community, and I'm here to represent myself

1 and that community.

2 I think there are a couple of good
3 things that are happening that are good in the
4 proposed budget. The \$2 flat fare, bus route
5 transfers, all of that part is good. I think it's
6 important to note that maintaining the MetroAccess
7 service situation is important too because it is
8 calculated based on where the bus lines go. So I know
9 there is a plan to maintain what services exist there.

10 The reductions, however, concern me
11 quite a bit. I live on the 22A, 22C, and I also use
12 the 3A to get to East Falls Church from my work on
13 Washington Boulevard. So what concerns me about this
14 is that a lot of the alternatives are not available to
15 people with various disabilities, including me. I'm a
16 primarily bus rail user. The option for taking
17 overland routes sometimes just doesn't exist. The
18 buses drop you off on grassy areas or non-functioning
19 curb cuts, things of that nature. So the path thing
20 is going to be pretty dicey depending on -- if I
21 haven't been there or not, I wouldn't know how that's
22 going to affect me.

1 I think that by cutting these -- any
2 services are going to disproportionately affect people
3 with disabilities because of that. I can't take an
4 Uber. I can't really, you know, use the scooters that
5 are around everywhere. There is really no option if
6 people cut the bus lines that I use to and from my
7 home.

8 So I think what I would request of the
9 Board as they look at some of the proposed changes,
10 look at what the numbers are not saying because even
11 if there's only a certain number of ridership, how
12 many of those people are people like me that need it
13 and that's their only way?

14 PAUL SMEDBERG: Thank you, Anthony.
15 Stephen Smith followed by Adam Melendez. Stephen,
16 welcome.

17 STEPHEN SMITH: Hi. I'm Stephen Smith.
18 I'm here representing myself, and I'm here to be angry
19 about a quarter.

20 Now, I want you to imagine that you're
21 working at a restaurant, somewhere that's primarily
22 tip-based where you end up getting a paycheck, but a

1 lot of it's basically at the mercy of the tips that
2 you get. So you get some of your tips in cash. You
3 have some cash to go home with every night, but
4 everything in your paycheck is going to rent and other
5 utilities.

6 Now, you can ride a bus and, assuming
7 your bus line isn't getting cut, you can take the bus
8 into work, but with that 25-cent charge, that can
9 start adding up if you really only have like \$4. So
10 every day, if -- let's say this. You go to work.
11 That's where you get your tips. You take the tips.
12 You pay the bus fare. Suddenly, there's this new 25-
13 cent surcharge that you weren't expecting.

14 There's a lot of other proposals that I
15 talk to people that they're going to add in, like the
16 ability to pay through an app, the ability to pay
17 through the website, loading it up at CVS and Giant,
18 but the bottom line is if you only have \$4 in cash and
19 nothing in the bank, your only option is loading it at
20 the bus. And the \$12 weekly pass is good, but if
21 you've only got \$4, you've only got \$4.

22 So I'm here to say please do not add in

1 this 25-cent surcharge on all cash payments to reload
2 a Metro card on the bus. I know it's a pain. I hate
3 getting stuck behind three people that have to pay in
4 cash, but if they have to pay in cash, they probably
5 don't have a better option. Please do not have
6 somebody come in next year to one of these saying that
7 surcharge made me lose my job. Thank you.

8 PAUL SMEDBERG: Thank you. Adam
9 Melendez followed by Erin Weeks.

10 ADAM MELENDEZ: Hello. Thank you for
11 the opportunity. Since I'm a little concerned about
12 the timer over there, I'll start with the main point,
13 which is I live in Falls Church right now, and if you
14 cancel the 3A, I may not this time next year. I work
15 in the city, work downtown. I take the 3A bus to the
16 Orange or Silver line, transfer to the Red line, get
17 to work. It's an hour and 15 minutes each way, two
18 and a half hours roundtrip. If you cancel the 3A, I
19 can't do that. I can't drive instead. Because I have
20 bad eyes, I cannot drive.

21 There's a nice little helpful list of
22 alternatives that somebody prepared, which was a bus

1 line four miles away, 3.6 miles away, 3.6, 3.1, and --
2 the closest -- 1.6 miles away. A nice summer day, a
3 1.6-mile stroll to catch a bus to get me to Metro
4 might be okay. Winters in this area, that's just not
5 going to happen.

6 So if there is no 3A bus, I cannot make
7 the trip between home and work. I've worked there for
8 25 years. I've five years from retirement. I can't
9 give up that job, so I give up my house. I'm going to
10 sell the house with lower property value because, hey,
11 there's no bus line anymore. And then move where?
12 Where would be affordable? Where can I get access to
13 Metro that you're not going to take away?

14 Now, as far as this claim of 265 riders
15 on the average weekday, the day I found out that this
16 was being proposed, there were 25 people on my bus
17 that morning. There were 15 who got on my bus with me
18 at East Falls Church that night. Then a family of two
19 adults and six kids later, and various other people on
20 and off. I don't know where these numbers come from.
21 I don't think they're accurate.

22 And I think the number of people

1 talking today about the 3A bus shows this is not
2 right. there are a lot of people being affected, some
3 of us very significantly affected, and I think you
4 need to take another look. Thank you.

5 PAUL SMEDBERG: Thank you, Adam. Erin
6 Weeks followed by Meghan Kleinsteinber. Erin?

7 ERIN WEEKS: Yes, I think that was me.
8 Sorry.

9 PAUL SMEDBERG: Oh, okay. Sorry. I
10 didn't see you there.

11 ERIN WEEKS: You're fine. I just
12 didn't want to fight my way up the other way.

13 PAUL SMEDBERG: Welcome.

14 ERIN WEEKS: My name is Erin Weeks, and
15 I am representing myself. I am the first person to
16 speak in favor of keeping this bus, so I'm kind of
17 excited in that regard. The 7Y currently services
18 Shirlington to downtown D.C. The proposed change is
19 to get rid of it so that people can take the Metro in,
20 which is fine, but it ignores the people who live --
21 or who work at the State Department and in the
22 government because Foggy Bottom is still a 15-minute

1 walk away. Rosslyn is the next nearest stop, which is
2 also a long walk away.

3 And for me, I live on the Parkfairfax
4 side, which is Alexandria, so I already have to walk
5 over a pedestrian bridge to get to the 7Y. I take it
6 into the city, which makes it, you know, 10 minutes
7 there plus another 15-minute walk. I am now walking a
8 mile and a half in the morning. If I am dressed
9 nicely, etc. on one of those hot, sunny days that we
10 keep talking about and hearing about, I'm going to
11 look a mess.

12 The other piece is I don't own a car.
13 I like to get out on the weekends, like most people.
14 Weekends like this past one, I will walk places. But
15 if you take my 22A away, I will lose direct transit to
16 and from Pentagon City, easily accessible without me,
17 again, having to do that 10- to 15-minute walk over
18 the pedestrian bridge into Shirlington.

19 That's pretty much it. Thank you for
20 your time.

21 PAUL SMEDBERG: Thank you, Erin.
22 Meghan Kleinsteiber and followed by Khon -- I'm not

1 going to get this name. Khon.

2 MEGHAN KLEINSTEIBER: Hi.

3 PAUL SMEDBERG: Welcome.

4 MEGHAN KLEINSTEIBER: Meghan
5 Kleinsteiber. You were close.

6 I would also like to speak in favor of
7 continuation of the 7Y. I'm part of that 46 percent
8 statistic that continues to ride the 7Y after it
9 departs the Pentagon into downtown D.C. I, like Erin,
10 would like to see this continue. Without this bus, my
11 commute looks to increase by 15 to 20 minutes a day.

12 In addition, I'd also like to ask that
13 the committee consider perhaps retaining the 7Y, even
14 if at reduced numbers, to still go into the city to
15 maintain some semblance of this route.

16 In addition, I'd like to ask for
17 reconsideration of the elevation of the 22A. Again,
18 this is my go-to bus on the weekends. The AT9, one
19 your proposed route options, doesn't actually go to a
20 Metro, so this isn't an option if I'm trig to get to a
21 Metro on the weakens.

22 The AT3 or the AT4 on the weekends

1 don't go to Pentagon or Pentagon City. Instead, it's
2 a 15-plus minute drive to get -- or ride on the bus to
3 get to Braddock Road, which dramatically increases my
4 transit time to get anywhere in the weekends.

5 Given this, I would like to ask again
6 that these two routes be reconsidered. Thank you very
7 much for your time this evening.

8 PAUL SMEDBERG: Thank you. Khon
9 followed by Andrew Samualson.

10 KHON VIENGKHAN: Hello.

11 PAUL SMEDBERG: Good evening.

12 KHON VIENGKHAN: My name's Khon
13 Viengkhan, and I'm a resident of Arlington. I'm
14 representing myself and a bunch of coworkers that
15 travel to D.C. to work.

16 I've been riding the 16C. Used to be a
17 13A or C, then was a 16X, now it's 16C, so I've been
18 riding the bus for about 18 years. For the last five
19 years, I live in South Arlington, so 100 percent of my
20 commute is on the bus. So I'm the first one to speak
21 for us.

22 You know, I don't know why the number

1 is not showing that there's a big ridership on that
2 bus. It's on the Columbia Corridor, so we have a lot
3 of 16s, but this 16 is the only one that goes to D.C.
4 So you're proposing to cut 7Y and 16C. Those are the
5 two that go to, you know, D.C. So what -- you know,
6 you should provide us an option. You know, when we
7 purchase our homes, we look into the commute system,
8 and that's what brought us to South Arlington.

9 And I also noticed that you have 11Y,
10 but 11Y is not an option for most of us. It doesn't
11 stop at the Pentagon, so if you get rid of this bus,
12 you know, I think -- and I think when I look at the --
13 last Friday, I rode on the bus at 6:00 to go home. It
14 was full. Everybody's on the bus. It was packed.
15 When we stopped at the Pentagon, we picked up more
16 people, so I don't know why you don't show the number
17 that there's a big ridership on that bus.

18 I just try to plead to you to keep the
19 bus. You know, in five years I've lived in South
20 Arlington, this is the third or fourth time they've
21 threaten about taking this bus away. And it didn't
22 matter to me in the first, you know, 10 years. I

1 didn't realize I needed to come here to plead for the
2 bus. So -- and for -- you know, and I also noted
3 there's also people that are under-deserved, you know,
4 and they just built a new facility for low-income
5 housing. This bus would provide, you know, the
6 ridership for them to go work in D.C. and, you know --
7 and for me as a person with a disability myself, I
8 don't ride the Metro because it's hard on the stairs,
9 and the bus is the best way.

10 And I also believe that there's a bunch
11 of other people that are handicapped or using
12 wheelchair on this bus line, so I'm just pleading that
13 I hope that you reconsider and relook at the numbers.
14 You know, I do numbers all day working for the federal
15 government, so I wish you had done more stats for me
16 to show me what are you looking at and what are you
17 saving when you cut this bus? How many millions of
18 dollars are you saving for us? You know, you need to
19 please consider that. Thank you.

20 PAUL SMEDBERG: Thank you, Khon.

21 Andrew Samualson followed by Sok Chin.

22 ANDREW SAMUALSON: Hi. I'm Andrew

1 Samualson. I live in Annandale. Thank you for
2 your -- for the opportunity to speak and your time.

3 I take the 29W. Pretty much every day
4 I commute into D.C. or Arlington. It already only
5 runs at rush hour. It doesn't run when there's snow.
6 It doesn't run on the weekends. It doesn't run on
7 holidays. And it's basically a lifeline for me
8 because I don't own a car, and from Annandale into
9 usually D.C. or Arlington.

10 The alternatives proposed really aren't
11 violable. Try -- I used to take the 29K over to
12 George Mason when I was a student there. Going out
13 there is probably two or three times as long a walk
14 along roads with no sidewalk for most of the way. It
15 takes two or three times as long from that bus to get
16 to the Metro, to the Metro station. So if I'm having
17 to go to D.C., I go to King Street or Vienna on that
18 bus instead of going to Pentagon, and then it's
19 probably another two or three times as far from D.C.
20 along those routes.

21 So basically, I'm saying, I mean, it's
22 basically a lifeline for me having this bus that goes

1 through -- relatively close to where I live that I
2 don't have to walk too far. I don't have to take like
3 a 40- or 50-minute train trip from King Street into
4 D.C. I don't have to worry so much about, you know,
5 the other buses have a lot of stops. This is an
6 express bus that goes to the Pentagon, and so I think
7 it's a lot more efficient. Probably would double or
8 triple my commute every day if -- on the 29K, not to
9 mention much longer walks along less safer routes.

10 So just I would rather -- much rather
11 keep that route, so thank you for your time.

12 PAUL SMEDBERG: Thank you. Sok Chin
13 followed by Stanley Koussin.

14 SOK CHIN: Hi, how are you doing? I'm
15 here to speak --

16 PAUL SMEDBERG: How are you?

17 SOK CHIN: Good, thank you. I'm here
18 to speak before -- my friends have a disability, blind
19 and deaf. He just moved from Greenham Road to right
20 in the middle of Annandale towards the Walgreens, and
21 this -- sorry. Yeah. He just moved into -- right
22 next to Walgreens on Arlington Boulevard, and his

1 family -- his parents and his sister -- doesn't speak
2 English. They're Vietnamese.

3 As a disability myself, I'm epilepsy.
4 I can't drive cars, so I rely on buses. I lived here
5 20 years, and I've been riding 20 years on buses, and
6 the 3A is very convenient for foreign people that
7 works restaurant and going grocery shopping or going
8 out on Annandale and shopping center.

9 The more people ride on a bus, these
10 statistics is wrong. And the more people that goes
11 there, the more people rides there, bring in more
12 profits to the county, and the county make funding for
13 the buses. And I'm -- and please reconsider. Do not
14 cancel this 3A and the 22C because I take the 22C if
15 the 23A on Shirlington is traffic, and my doctor is
16 there, and also there's a lot of restaurants that is
17 very good. And I go there sometimes just to chill,
18 relax.

19 And also -- and I don't know why the
20 extension from Seven Corners is not applied here. A
21 lot of people that are from Seven Corners where I live
22 in Falls Church, across the street from Ross, they

1 ride the buses. That's all they can afford because a
2 lot of people that work in restaurants and --
3 restaurants and other places around Annandale and
4 Career Town. You cancel this, there's no way they can
5 find different rides because they don't know how to
6 call a Lyft or share car ride, something like that.
7 So please reconsider. Analyze the data because this
8 data is wrong.

9 For me, I love riding the bus because
10 you can get to see scenery on, you know, springtime,
11 summertime, and please reconsider this because you
12 cannot eliminate 3A, or the 22A, or 22C.

13 Thank you for your time, and thank you
14 for listening to us. Appreciate it.

15 PAUL SMEDBERG: Thank you for your
16 testimony. Stanley Koussis followed by Kate
17 Herrington. Welcome.

18 STANLEY KOUSSIS: Good evening. My
19 name is Stanley Koussis. I'm the Chairman of the
20 Board of the Mount Vernon Lee Chamber of Commerce. We
21 represent over 230 businesses in the Mount Vernon and
22 the Lee Districts in Fairfax County. I also live in

1 Springfield and have my office at the Springfield Town
2 Center. So I'd like to thank you for giving us the
3 opportunity to provide comments on the proposed FY2021
4 WMATA budget.

5 The Transportation Association of
6 Springfield, TAGS, is a prime example of a public-
7 private transportation partnership that should be
8 eliminated -- should not be eliminated by emulated as
9 the new budget recommends.

10 Businesses in the Greater Springfield
11 area have partnered with the Fairfax County and WMATA
12 to provide shuttle services for employees, customers,
13 and residents of the community. They know from
14 personal experience the importance of the service, and
15 they're willing to invest in TAGS.

16 TAGS shuttles S80 and S91 are an
17 important part of the transportation infrastructure
18 that serves our community. TAGS connect with
19 employees and jobs and residents with the services in
20 the area. Employees who use public transportation can
21 access TAGS from the Springfield Franconian Metro
22 Station and get to work without the need of personal

1 transportation. Residents can also access the many
2 local services using the TAGS shuttle.

3 TAGS will be needed even more in the
4 future as development around Springfield Franconia
5 continues and will bring more jobs and residents to
6 the area. As a dedicated service, TAGS will focus on
7 meeting the local transit needs serving the increasing
8 population.

9 The dedicated service that TAGS brings
10 will focus on meeting the local transit needs for our
11 population as it continues to grow. TAGS will support
12 the current and future development around the
13 Springfield Franconia Metro. The Transportation
14 Security Administration's new headquarters will bring
15 over 3,500 new employees into the Fairfax area. As a
16 quick note, they only have slotted 1,600 parking
17 spaces for these 3,500 employees.

18 Another new development, Liberty View,
19 which was recently approved by Fairfax County, is
20 going to be a new mixed-use development property.
21 It's going to have 300 new residential units, 180,000
22 square feet of commercial, and a new hotel. Also,

1 Metro Park uses the TAGS shuttle as a major point with
2 prospective office tenants and as a transit-oriented
3 workplace. Knowing the need to connect employees and
4 residents with local jobs, we urge the WMATA keep the
5 shuttles S80 and S91 in the current budget for the
6 coming years. Thank you.

7 PAUL SMEDBERG: Thank you, sir. Kate
8 Herrington followed by Audrey Clement.

9 KATE HERRINGTON: Hi.

10 PAUL SMEDBERG: Hi.

11 KATE HERRINGTON: My name is Kate
12 Herrington, and I'd like to thank you for the
13 opportunity to comment today. Although I'm opposed to
14 the cuts to the bus service, just generally echoing
15 those who have come before. I want to specifically
16 address the proposed changes to the 16C route and
17 also, I'd like to add, before I begin to explain my
18 concerns that there was not information passed or
19 posted about either proposed cuts or this meeting on
20 the 16C, and that the people I ride the bus with were
21 not aware the meeting was coming -- was taking place
22 tonight until I told them about it today. So, I just

1 -- just so you know.

2 I live at the west end of Columbia Pike
3 in Arlington, and although I'm not here in an official
4 capacity, I'm also the President of my County Board
5 and on the (inaudible) in my community. I know many,
6 many who take the 16C in my neighborhood. They take
7 it into DC, specifically from my building, but also
8 from all the buildings around us. Several people I
9 take the bus with already have to take multiple buses,
10 so they'll take the 16C into the city and then walk to
11 another bus, or conversely, might take a bus to the
12 16C and then take it all the way in.

13 So, there commutes would be
14 significantly lengthened if you made them take the
15 Metro as well. And they're also exposing themselves
16 to more delay, and I'm not saying that traffic can't
17 be a delay, but it's a different thing when you have
18 to get off and get on a train, and when you have to
19 rely on that, and you're not used to having to do
20 that.

21 One woman, in fact, who rides all the
22 way from the Holocaust Museum to near my house, who I

1 believe submitted testimony in written form here, was
2 talking about she didn't know what she was going to
3 do. She figured she was going to start driving, and I
4 think that's the opposite of the effect you want to
5 have. You want ridership to go up and you want
6 driving to go down.

7 My bus driver tells me that the bus is
8 always full, so I ride it at one particular time of
9 the day, but I hear from my bus driver that she has
10 really good ridership. She doesn't understand why you
11 would think that there wasn't, especially going into
12 the city. And so, I do appreciate the transfer break.
13 I didn't even know about that until today because I
14 hadn't seen the pamphlet, to be honest, but it still
15 increases the difficulty of many people's commutes,
16 and it discourages ridership which, again, is against
17 your stated goals.

18 Finally, I'd like to say that buses are
19 community. Trains don't fill that niche. People
20 don't love their trains, but they love their buses. I
21 love my bus. I love the people on my bus --

22 (cheering and applause)

1 KATE HERRINGTON: -- and thank you very
2 much for your time.

3 PAUL C. SMEDBERG: Thank you, Kate.
4 Audrey Clement, followed by Venensia Arenas.

5 AUDREY CLEMENT: Welcome, members of
6 WMATA Board and Staff. I'm Audrey Clement. I'm on
7 the Arlington Transportation Commission, and I'm
8 speaking on my own behalf.

9 In its latest operating budget, WMATA
10 proposes to slash bus service in Northern Virginia for
11 a savings of \$7.5 million dollars. Affected are a
12 dozen Arlington routes, including 2A, 3A, 5A, 7Y, 10N,
13 \$15,000, 16C, 16E, 16G, 16H, 22A, and 22C, and of
14 course, I haven't mentioned all the others. Low
15 ridership accounts for the reduction or elimination of
16 service on only about half of these lines. The rest
17 are being cut because alternative service is
18 supposedly available on ART or Metrorail. Thus, the
19 heavily-used 5A to Dulles will be eliminated. The
20 Pentagon to DC leg of routes into and out of Arlington
21 will be eliminated, including services provided by 7Y,
22 16C, and 16E. Routes to outlying sections of

1 Arlington and Fairfax County will be gutted entirely,
2 with no convenient alternatives available on the 3A to
3 Annandale, the 3T to Tyson's, and the 15K to McLean.

4 These service cuts are draconian, and I
5 say this advisedly, because as a regular Metrobus
6 patron, I can vouch for the fact that a lot of buses,
7 both Metrobus and ART, ride empty during off-peak
8 hours. But Metro should not be cutting service on
9 those routes with sustained ridership like 5A and 16C.
10 Metro should also not use the rationale that
11 alternative service is available from end point to end
12 point when the purpose of bus service is to shuttle
13 passengers between end points. It does no good to a
14 3A rider who lives on Annandale Road to know that
15 alternative service is available on Leesburg Pike and
16 Little River Turnpike.

17 If Metro wants to triage bus service in
18 favor of extended rail service, fine. Then the
19 localities that fund Metrobus should reprogram Metro
20 subsidies to local transit service or other priority
21 needs. Thank you.

22 PAUL C. SMEDBERG: Thank you.

1 (applause)

2 PAUL C. SMEDBERG: Venesia Arenas
3 followed by Thomas Metcalfe. Ms. Arenas? Okay,
4 Thomas Metcalfe, followed by Kirit -- oh, I'm going to
5 -- this is another one. Mookerjee? Thomas --

6 THOMAS METCALFE: Good evening.

7 PAUL C. SMEDBERG: Yeah.

8 THOMAS METCALFE: Ready? Good evening.
9 My name is Thomas Metcalfe. I'm speaking about the W5
10 and A4 buses, which provide service to the U.S. Naval
11 Research Lab and Blue Plains Sewage Treatment Plant.
12 Right now, we have direct bus service during rush hour
13 on the W5 and all-day service on a more meandering
14 route on the A4 bus that originated in Anacostia Metro
15 Rail station and the proposal is to eliminate these
16 two buses and replace it with an addition to the W4,
17 which would have to serve 56 stops starting from
18 Deanwood on a route that is scheduled to take 45
19 minutes, before arriving at Congress Heights, and then
20 continuing onto NRL and Blue Plains, in addition to
21 the Fort Drum neighborhood.

22 Now, in rush hour traffic, there's no

1 way that this bus could consistently stay on time, and
2 that's going to make it exceedingly difficult for
3 anyone who has to be at NRL or Blue Plains at a
4 specific time to maintain a schedule. It also goes
5 against the -- what has been a sort of general
6 practice of WMATA of breaking up baroque bus routes
7 into sort of more manageable and reliable sections.
8 So, direct bus service has made it feasible to work at
9 NRL without relying on your car.

10 Before the W5 bus started in 2013, we
11 had the A5, which was a direct service, and the A5
12 even predates the opening of the Anacostia Metrorail
13 Station. It used to originate downtown and then, if
14 you go back far enough, we even had an additional P5
15 bus, but that's been eliminated. And so, this -- so,
16 we still have direct service and I think we need to
17 keep that.

18 NRL and Blue Plains are isolated in a
19 way that a two-dimensional map cannot capture. There
20 are steep hills, there are institutional barriers and
21 a freeway. NRL is a mile from the nearest Bike Share
22 station, and it's out of the Car Share service areas,

1 and this isolation means that there's -- no bus
2 service is ever going to be able to efficiently serve
3 this area. It's certainly not as efficient as serving
4 a straight route along a dense corridor.

5 But, we need to serve the streets we
6 have, not the streets we want, and -- and so -- and
7 there are additional difficulties with this
8 elimination. I don't trust the accounting for the
9 savings claim for the A4 and the W5, but I will
10 address those in written comments later. Thank you.

11 PAUL C. SMEDBERG: Okay. Thank you,
12 Thomas. Kirit Mookerjee followed by Laurie
13 Schoonhoven. Good evening.

14 KIRIT MOOKERJEE: Thank you very much.
15 I'm Kirit Mookerjee. I'm in Arlington resident. Like
16 a lot of other people here, I do not own a car, which
17 means this is how I get around 7 days a week, on WMATA
18 most of the time. I'm going to talk about a couple
19 things that I actually support that haven't been
20 talked about. I support the restoration of late-
21 night, Friday, Saturday service. D.C. is a big-league
22 town. Why shouldn't we have late-night service for

1 people who stay out and take advantage of our night
2 spots? I support the reduction of the 7-day bus pass
3 to \$12. I also strongly support allowing more
4 transfers from bus to rail. I'll touch on that in a
5 moment, because some of the things that I oppose, like
6 other people tonight, the reduction or changes to the
7 2A, which is my route; the 3A, the 16 routes, the 22
8 and some of the D.C. 30 routes.

9 One of the things I want to point out
10 is number of riders is not the only consideration.
11 Bus riders use these routes, they transfer from one
12 route to another route to save time so they don't have
13 to get -- go all the way to the end of the route. An
14 example is, I personally would take the 1B, use the 3A
15 to transfer to the 2A, to get where I want to go,
16 which cuts the time on a trip, rather than taking the
17 1B all the way to Vienna Metro, going back in the
18 opposite direction - that would add almost 45 minutes
19 to a trip, for example.

20 The rationale that eliminated routes
21 can be served by rail is currently an additional cost
22 to riders. So, if we're going to say that late-night

1 service is available and you don't need a late-night
2 route, then we need some liberalization as far as the
3 passes or bus riders, they're not going to want to
4 take an additional charge to use the rail if they've
5 already charged on the bus. And this is an example of
6 the 2A route -- the late-night 2A route, which I
7 personally have used, after midnight on a Friday or
8 Saturday.

9 My basic point is, we need to keep
10 service that provides a variety of options. We need
11 to keep in mind that some of these routes are a
12 convenience, and they're allowing passengers who are
13 using other services, including rail and frequently-
14 traveled routes, but they're using the route that the
15 statistics show is lightly-traveled, but they're
16 connecting on that route, and that the statistics
17 don't show that. And so, overall, it improves the use
18 of the WMATA system for everybody. Thank you.

19 PAUL C. SMEDBERG: Thank you, Kirit.
20 Laurie Schoonhoven, followed by Ana Derrick.

21 LAURIE SCHOONHOVEN: Hello. I am
22 Laurie Schoonhoven and I am a South Arlington resident

1 and I thank you for this forum. I believe in public
2 transportation, and greatly appreciate Metro and the
3 service you provide to Columbia Pike in South
4 Arlington.

5 As a 16C rider, I am concerned about
6 the proposed elimination of the D.C. portion of the
7 route. The bus provides fast and efficient service to
8 D.C. and it is the only bus from South Arlington that
9 serves the Federal Triangle Area. It is also usually
10 full, and ridership is much higher than noted in the
11 Metro summary, and you propose eliminating it due to
12 the redundancy with yellow and blue lines, yet when
13 you have safe track repairs that occur on orange,
14 yellow, or blue lines, 16C ridership doubles. It is
15 frequently standing-room only, and the bus skips the
16 last stop in Virginia, people can't get on at Pentagon
17 because it's packed, and the last D.C. bus stop, they
18 skip that as well before crossing the bridge back into
19 Virginia on the way home.

20 You know, if you eliminate this, you're
21 going to force me -- force me onto Metrorail, and I'm
22 going to have a 30- to 45-minute -- added to my

1 commute per day, and I may actually consider joining a
2 carpool. Also, I spoke with a Metro staff member
3 earlier, and they suggested the 16C is redundant
4 because most D.C. riders get on at L'Enfant Plaza, and
5 this is simply not the case. I've ridden the bus at
6 its origin, and there are people that get on at
7 Pennsylvania, L'Enfant, Smithsonian, the USDA
8 building, and I also get on -- my main stop is the
9 14th Street, and there are normally 15 to 20 people
10 frequently waiting there to catch the 16B, so please
11 don't eliminate it. Thank you.

12 PAUL C. SMEDBERG: Thank you. Ana
13 Derrick, followed by Peter Abbruzzese. Hi, Ana.

14 ANA DERRICK: Hi. My name is Ana
15 Derrick and I'm here to advocate for the preservation
16 of the 29W bus route. Publicly, we understand WMATA's
17 promoting the elimination of the route due to low
18 ridership, which is completely inaccurate. This bus
19 route has been in place for over 20 years and has high
20 demand both coming from and going to The Pentagon.
21 I've ridden the 7:15, 7:45, and 8:15 buses in the
22 morning, and 5:35 to 6:35 buses in the evening, and

1 they are always largely full, with maybe one or two
2 empty seats.

3 Asserting that the reason is low
4 ridership is misleading. The truth is that quality of
5 service has been variable, and the smart card readers
6 are usually broken. The GPS trackers are unreliable
7 and inconsistent, as are the arrival and departure
8 times of the 29W. Sometimes, the bus doesn't show up
9 at all, or doesn't stop because it's overloaded,
10 forcing riders to find alternative ways to commute to
11 work, after waiting at the bus stop for extended
12 periods. These issues have become more apparent in
13 the last year.

14 I created a petition a few days ago
15 that already has almost 400 signatures, and the number
16 continues to grow. In sum, there are hundreds of
17 riders who rely on this route, who need a quality an
18 reliable bus service with functioning meters. This is
19 not a low ridership issue. This is a lack of quality
20 service issue, which is generating flawed data for
21 policymakers. Fixing the smart card readers, GPS
22 systems, and ensuring reliable bus services on this

1 route will demonstrate the true high demand that has
2 existed for the last 20 years. Thank you for your
3 time.

4 PAUL C. SMEDBERG: Thank you. Peter
5 Abbruzzese followed by Randy Hill. Peter?

6 PETER ABBRUZZESE: Hi, I'm Peter
7 Abbruzzese. I'm here to support -- or represent
8 myself. And while he's had to depart, I want to thank
9 Mr. Walkinshaw for his advocacy for the residents of
10 the Braddock district and beyond, because the bus
11 supports more than those individuals who will be
12 impacted by the potential elimination of the 29W bus
13 route.

14 I'm here to express my support for
15 maintaining this bus route, although I'm actually not
16 a regular rider. I only moved to the Chapel Square
17 neighborhood in 2018, and I'm fortunate to have a bus
18 stop in my route -- in my neighborhood, but I work at
19 The Pentagon, and so, the bus is a great option. You
20 really cannot beat the time. However, I often end up
21 driving to work as a matter of routine, rather than
22 being a full-time public transport user because I

1 cannot count on this route.

2 I help coach soccer and basketball
3 teams for BRYC, the Braddock Road Youth Club, and I
4 need to be there on time in the evenings. I also have
5 young kids. I grew up here in the middle of Virginia,
6 so I get traffic is not simple and you can't -- there
7 are going to be some days where you just -- it doesn't
8 work out, but as a matter of routine, it has to be
9 mostly reliable. It has to be able to work -- to work
10 on timely -- in a timely manner.

11 So, what I'm trying to say here is, I
12 think there's a much larger population that would love
13 to use this specific route, but frankly, the service
14 has not been great over the years since -- the time
15 since I moved there. When WMATA says that the
16 ridership has dropped over the same period, I think
17 it's -- there's some linkages there. And this is on
18 top of the disruption caused by the strike, which is
19 clearly going to have an impact on ridership, since
20 the strike has ended.

21 If you want to increase ridership, then
22 deliver a quality product, which is clearly what you

1 want to do, based on this. I think I represent some
2 of those riders who are ready to come back to this
3 route, if we can count on the route to deliver us in a
4 timely manner. You know, my frustration, though, is a
5 lack of transparency. Sometimes, it's not easy to see
6 what data you're using, explicitly, other than to say,
7 "low ridership". I think there's folks here who would
8 dispute that, so just by bus? By time of day? What
9 do you mean by "low ridership"? And while I assume
10 that you have some of this data from the fare card
11 data, as people have said, it often doesn't work. So,
12 should we trust the other counting -- the automatic
13 counters that have been identified for serving as the
14 basis for the low ridership?

15 My expectation is, now that the strike
16 is over, run the bus for a period of time, deliver a
17 quality of product, so that then you can measure those
18 results before you make a decision to cut the route,
19 after having it been on strike for a number of months.
20 Thanks for your consideration and your service to the
21 community. I appreciate it.

22 PAUL C. SMEDBERG: Thank you. Randy

1 Hill, followed by Sonya Breehey. Welcome.

2 RANDY HILL: So, good evening.

3 PAUL C. SMEDBERG: Thank you very much.

4 RANDY HILL: My name is Randy Hill. I
5 live in Falls Church, and I'm representing myself.
6 I'm an Executive with the Federal Government and I'm a
7 public transit user. I've been using -- riding the 3A
8 bus and the Metrorail pretty much every weekday for
9 the last 25 years. Now, a lot of people have already
10 spoken this evening about various impacts that
11 elimination of the 3A and several other routes will
12 have. I want to say that I have studied the Staff
13 document justifying this proposal, and quite candidly,
14 I found it pretty hard for me to interpret, and I'm a
15 reasonably-educated person, particularly the
16 performance measures section.

17 I don't know whether the statistics are
18 correct, but even assuming they are, the report says
19 that 265 weekday riders, 47 percent of all the riders
20 who do ride the 3A on weekdays, will have no viable
21 alternative. By that, I calculate the 3A gets about
22 565 riders each day, and I can confirm anecdotally

1 what Supervisor Walkinshaw says. These are full
2 buses, at least during the route times -- during rush
3 hour.

4 More generally, it seems to me that
5 this budget reflects a favorship of rail over bus
6 service, and you've heard a lot about that tonight.
7 Now, Mr. Anosike talked about investments to improve
8 bus service, to improve customer experience. Quite
9 candidly and with due respect, cutting routes is not
10 improving service - it's eliminating it, and I don't
11 understand how there's going to be a customer has no
12 service to experience. So, I think with that -- now
13 I'm lucky. I could drive to Metro, I could drive to
14 work. I choose not to, because I care about climate
15 change, and I want to see us do something about it.
16 But many people who ride the 3A are not going to have
17 that ability, including, I might add, my wife and my
18 adult disabled son. Neither of them drive.

19 Many other people ride the bus, that I
20 can tell anecdotally, are not going to be able to do
21 so. They're just simply not going to be able to get
22 to work. I personally posted flyers at the East Falls

1 Church Metro letting people know that the 3A was
2 proposed for elimination, and I saw many people who
3 literally did not understand what it all meant.

4 If low ridership is an issue, I would
5 propose that the 3A be limited to weekday service, or
6 that the service extension on weekends to Seven
7 Corners, which was just added a few years ago, be cut
8 back. But getting rid of a route that funnels people
9 to Metro from an area without a lot of other service
10 seems to be the wrong thing to do at a time when we
11 need to get people out of cars, not back in them.
12 Thank you very much.

13 PAUL C. SMEDBERG: Thank you. Sonya
14 Breehey, followed by John Kartin. Welcome.

15 SONYA BREEHEY: Hi Yes, my name is
16 Sonya Breehey. I live in Falls Church, but I'm here
17 tonight speaking on behalf of the Coalition for
18 Smarter Growth. I'm the Northern Virginia Advocacy
19 Manager. I live a car-light household who regularly
20 takes public transit, and at a time when traffic
21 congestion snarls Northern Virginia roadways and we're
22 facing major climate concerns, we need to expand

1 sustainable transportation options to actually shift
2 trips away from cars.

3 Now, luckily, Metrorail has seen
4 positive turnaround in recent years, but there are
5 communities across Northern Virginia that do not have
6 access to Metro. Buses are vital to these
7 communities, as we've heard all night, connecting them
8 to trains as well as their jobs, schools, and other
9 places they need to go without driving. Now, we do
10 support the proposed fare transfers -- free fare
11 transfers between bus and rail, improved weekend
12 service and some restoration of some late-night Metro
13 hours, however, we oppose charging peak fares after
14 midnight, as well as increasing the cash fare for
15 buses without first establishing an off-board payment
16 option, and improving the retail outlet program. But
17 of particular concern are the bus service cuts across
18 Northern Virginia.

19 As we've heard, the Route 3A is key.
20 It's in my neighborhood, and it serves as a key
21 connection between Annandale and the East Falls Church
22 Metro Station. There are no alternative services

1 along Annandale Road to Falls Church. The potential
2 alternative suggested by WMATA would add significant
3 time to everyone's commute, sending them well out of
4 their way on indirect, multi-leg routes. This route
5 currently has 30-minute headways during rush hour, a
6 full hour midday, and even less frequent service on
7 weekends.

8 The 3T and 29W also up for elimination
9 similarly have infrequent service, and they can be
10 unreliable. And walking to these routes, as we heard,
11 and potentially missing buses that come every half an
12 hour easily makes the bus an untenable choice to
13 anyone trying to get to work or school on time. And
14 by making it difficult to take the bus, the overall
15 decline in bus ridership is only going to get worse.
16 So, instead of winnowing away at our bus service,
17 WMATA should prioritize buses, making them faster,
18 more frequent and reliable. I urge WMATA and the
19 local jurisdictions to turn this around, starting to
20 invest in better buses.

21 We need to initiate a regional network
22 redesign to realize that better service, and any major

1 service changes like are being proposed here, should
2 take place after the study, not during the budget
3 process. Area jurisdictions could continue increasing
4 the funding necessary to expand bus service, and to
5 the extent the service cuts are being forced by this
6 arbitrary 3 point cost gap, we urge the Virginia
7 jurisdictions to remove that cap. With climate
8 change, we need to maximize our investment in transit
9 to support walkable, inclusive, transit-oriented
10 communities, access to jobs, and a reduction in total
11 vehicle miles traveled. Thank you.

12 PAUL C. SMEDBERG: Thank you, Sonya.
13 John Kartin, followed by Keith Ausbrook. John? Mr.
14 Kartin? Okay. Keith Ausbrook, followed by Melissa
15 Pollack. Welcome.

16 KEITH AUSBROOK: Thank you. Glad to be
17 here, appreciate the opportunity to speak. I have
18 been riding the bus since I was seven years old, and
19 it was a dime then. And I'm here tonight on behalf of
20 myself. I live in McLean, and I'm going to talk about
21 a route that has only been mentioned in passing, and
22 that's the 15K bus. I'm wearing a suit tonight, but

1 I'm also wearing my walking shoes that I wear every
2 day, because I already have a half-a-mile walk to the
3 bus. And elimination of the 15K would change that
4 walk to almost a mile.

5 It's the -- it does -- as someone
6 mentioned, it does seem as if there's an effort to
7 drive people towards the -- to the Metro. I live in a
8 community that the Metro is 3 miles from my house, and
9 a lot of along the northeast end of McLean, it's 3
10 miles from my house, it's 2 miles more to the
11 Arlington line, easily. And so, all those people, if
12 they want to get on Metro, they have to drive five
13 miles to get to it. And I don't think -- again, as
14 many have mentioned, I don't think you want to get
15 more cars on the road, especially around the McLean
16 Metro, if you've ever been there.

17 So, I will -- some mornings, I will
18 take four buses to avoid getting on the Metro. I take
19 the 15K, the 23T to the 3Y or the 38B to take me
20 downtown. The reason for that is that, otherwise, my
21 commute goes from \$2 to over \$4. The alternative
22 that's been presented in lieu of the 15K is the

1 Fairfax County connector 721 because it runs for three
2 blocks between Old McLean and Westmoreland.

3 There's four miles of Westmoreland
4 Street between Chain Bridge Road and the East Falls
5 Church Station. Those people have no alternative.
6 There's no way to get to McLean, there's no way to get
7 to East Falls Church. I don't have that problem the
8 way they do, but that's a big problem for them. Even
9 if they do get to the 721, if they walk a mile or a
10 mile and a half to the 721, it only takes them to the
11 Metro. It takes them to the McLean Metro, where their
12 commute will be over \$6 because of the \$2 to get to
13 the McLean Metro, and then the McLean Metro rush hour
14 fare downtown.

15 I'm highly supportive of the
16 elimination of the cost of transferring, and also the
17 flat fare like they have in New York and Chicago, the
18 two cities I'm most familiar with. Those would make
19 commuting a lot easier, which certainly would have a
20 different effect on my four buses in the morning. So,
21 I appreciate that. I hope you will not eliminate the
22 15K. I think there's an opportunity to maybe reduce

1 it. They're 6 in the morning and 7 in the afternoon,
2 and in my written comments that I submitted online, I
3 suggested actually pushing the last bus a little bit
4 later because it's awfully hard to get to East Falls
5 Church, I think, for a lot of people, by 6:30. Thank
6 you very much for the opportunity, and I look forward
7 to the results.

8 PAUL C. SMEDBERG: Okay. Thank you,
9 Keith. Melissa Pollack, followed by Louis Yob.
10 Melissa?

11 MELISSA POLLACK: Hi, I'm --

12 PAUL C. SMEDBERG: Hello.

13 MELISSA POLLACK: Hi, I'm Melissa
14 Pollack. I live in Arlington, I live in the Ballston
15 area here, and I'm very grateful for having good bus
16 service, and I'm representing myself, but that's not
17 the reason I'm here.

18 Washington, D.C. is a world-class city.
19 A world-class city does not reduce public
20 transportation to the airport, and several times a
21 year, I fly out of BWI, and I did that this week, and
22 much to my surprise, I see that the B30 is being

1 eliminated. And the reason that the B30, perhaps, has
2 lower ridership than people would like is directly the
3 fault of WMATA. When it first started, it ran twice
4 an hour. Now, it only runs once an hour, so if you're
5 trying to get to BWI, you cannot risk getting there
6 because if you happen -- if the bus doesn't show up,
7 then you're going to miss your flight, having to wait
8 for another hour. So, that's the first thing they
9 did.

10 And the second one that happened is
11 that they routed the bus through Maryland Live Casino,
12 so that added a half an hour to the trip, so nobody
13 want to spend an extra half an hour on the bus, so
14 that's another reason that led to a reduction in
15 service. And then I saw -- I didn't realize that --
16 because I haven't flown, I guess, on a weekend for a
17 while, that there's no weekend service. So, I mean,
18 it just doesn't make sense for a world-class city to
19 reduce the public transportation to the airport. And
20 I say the same thing about the 5A bus.

21 I happen to be a volunteer for Metro
22 and work at the Rosslyn Metro Station, and I can't

1 tell you how many people, especially from other
2 countries, I direct to the 5A bus. It is by far the
3 most efficient way to get to the airport, and that's
4 probably still going to be the case when the Silver
5 Line opens to Dulles Airport because the 5A drops you
6 right at the door, and the terminal for Dulles Airport
7 will not be at the door. So, it's still going to be a
8 great alternative.

9 Finally, the only last comment I have
10 is on a different issue, and that has to be -- and
11 that is the -- extending the hours again back to where
12 they were before. The first time I had to leave a
13 concert early at Wolf Trap, I was not happy. And
14 after that, I really had to think, and really probably
15 reduce my patronages at Wolf Trap just because I would
16 have to leave a concert before it was over in order to
17 catch the Fairfax Connector bus that goes to the
18 subway, because the subway was shutting down at 11:00.
19 So, anyway, I thank you very much for your time, thank
20 you for listening, and I hope that you'll consider my
21 comments. Thank you.

22 PAUL C. SMEDBERG: Thank you. Louis

1 Yob, followed by Scott Leary.

2 LOUIS YOB: Good evening.

3 PAUL C. SMEDBERG: Welcome.

4 LOUIS YOB: I'm Louis Yob. I'm a
5 Fairfax resident. I'm really speaking on behalf of my
6 wife and myself, and really, all the bus riders who
7 risk having their service cut and particularly, I have
8 knowledge about the 29W and all the other 29W riders.
9 I support them. My wife is currently a 29W rider.
10 She works at JO, right by Metro headquarters. She
11 takes the bus to The Pentagon and then the Yellow Line
12 up to work every day, when the bus is running. I just
13 retired from the military after 27 1/2 years of
14 service last November. My last two years were at The
15 Pentagon, where I was a daily 29W rider to The
16 Pentagon, so we have the experience.

17 I really have four points, if I can get
18 through them, hopefully. My first point is a
19 question, but you don't have to answer it because it's
20 really just a rhetorical question. We all know the
21 answer. The question I have is, what is the core
22 value of Metro, and I think that the core value of

1 Metro is a public service to get people in this area
2 from one place to another, and I think particularly,
3 we want to get them there safely, we want to get them
4 there on time, and if it's allowable, in comfort or
5 with some luxuries that you can throw in, that's
6 great.

7 With that in mind, I don't understand
8 how, with a \$4 billion-dollar budget, you can look at
9 cutting what is, essentially, your core service, which
10 is providing bus service to people to get them from
11 one place to another. Surely, there must be other
12 things in the budget that doesn't affect your core
13 values, that you can do. So, I question why these are
14 being cut. I think you really need to look at getting
15 rid of anything that's non-functional before you get
16 rid of one of your core functional areas, which is
17 transporting people who need to be transported.

18 The second point I have is, I want to
19 echo what different people have said here that, when I
20 was riding the bus, 29W, I routinely saw it 90 to 100
21 percent full - sometimes over 100 percent full, but
22 typically, 90 to 100 percent full, so I don't see

1 where any statistics can show otherwise, because I saw
2 it with my own eyes, and I can testify to that.

3 My third point is that, you know,
4 everybody's reason is important to take the bus. My
5 eyes have been opened tonight by some people here who
6 are less fortunate than I am, who really need to ride
7 the bus more than I do, but that doesn't negate the
8 fact that most people who ride the 29W bus, they go to
9 work at The Pentagon, they go to work downtown. They
10 just want to get to work on time, and they want to get
11 home at a reasonable rate to spend time with their
12 families, is what we want to do.

13 So, with the bus routes shut down
14 recently, you know, it's required me to drive my wife
15 to the Metro Station, which takes about 40 minutes
16 each way in traffic. So, that's an hour and a half in
17 the morning and an hour and a half in the evening.
18 That's less time we spend with our family, which we
19 only have a few hours at night, so it has a big impact
20 on everybody, including us people who are just
21 government workers, or military workers.

22 And then the final reason, in my ten

1 seconds is that I think is a bad idea is, the timing
2 is just bad. I mean, especially with the idea that
3 the Metro Stations are going to be shut down nearby,
4 that gives us no alternative at all, and the studies
5 haven't been completed. So, I ask you to do the
6 studies, wait until the Metro Stations -- and then
7 reconsider this at a later time. Thanks for your
8 time.

9 PAUL C. SMEDBERG: Do you want to go on
10 record, is your wife the boss?

11 (laughter)

12 PAUL C. SMEDBERG: That seems to be a
13 trend in your (inaudible).

14 LOUIS YOB: I'll concur with that,
15 yeah. We have a very colorful marriage, I'll say.

16 (laughter)

17 PAUL C. SMEDBERG: Jeffrey Dixon,
18 followed by Quincy Jones. Ah.

19 (laughter)

20 R. SCOTT LEARY: Did you skip Scott
21 Leary, I think?

22 PAUL C. SMEDBERG: Oh, I'm sorry,

1 Scott. Yes. I apologize.

2 R. SCOTT LEARY: No worries.

3 PAUL C. SMEDBERG: Yep, Scott followed
4 by Jeffrey. Yeah. Sorry about that, Scott.

5 R. SCOTT LEARY: No worries. Good
6 evening, I'm Scott Leary. I'm a Reston resident, and
7 I want to say, I've lived in Northern Virginia for
8 five years. Prior to this, I lived in a city north of
9 the Mason-Dixon line, and I will say that, with the
10 motto, "warts and all," you guys have it hands down
11 over other agencies that I've had to deal with.

12 (laughter)

13 R. SCOTT LEARY: And I won't name
14 names. I originally rose as a Reston resident to
15 stand in support of the extended rail hours into the
16 evening, and to oppose charging a peak fare for the
17 after-midnight service. If you're not going to
18 provide peak-hour headways, you really cannot justify
19 charging a peak-hour fare. Now, that having been
20 said, I've been sitting here all evening, and a couple
21 of other things have jumped out at me. You folks are
22 completely backwards in your assessments. You don't

1 increase ridership by cutting service. It's a given.
2 Those people will go away, and you're not ever getting
3 them back.

4 I noticed that many of the routes to be
5 cut are tied to Metrorail Stations, so if you're
6 trying to get people to Metrorail, here's a way to do
7 it: increase your parking fee so that the bus is
8 cheaper. The elimination of parking is a tried and
9 true means of getting people out of cars and into
10 other modes, raising the cost of parking is also a
11 valid means of getting people out of their cars and
12 into other modes. So, you want to get ridership up?
13 Make it cheaper, easier, and more convenient to ride
14 the bus. And with that, I'm just going to say that,
15 particularly with bus ridership, it's more, more,
16 more. More routes, more frequency, more options.
17 Thank you.

18 PAUL C. SMEDBERG: Thank you, Scott.
19 Jeffrey Dixon followed by Quincy Jones.

20 JEFFREY DIXON: Good evening. My name
21 is Jeff Dixon. I'm a resident of South Fairlington,
22 in South Arlington, and use the 22C to commute to my

1 workplace here in Ballston. I'm asking the Board to
2 reconsider the proposal to terminate service of the
3 22A and 22C Metro bus routes. These routes are
4 valuable north-south bus routes that link the
5 residential portions of extreme South Arlington and
6 North Alexandria with North Arlington. Now,
7 elimination of 22A and C would leave the high-density
8 residential areas of South Arlington southeast of I-
9 395 with significantly reduced bus service,
10 particularly north to Arlington.

11 I acknowledge the budget challenges
12 that WMATA is facing, however, I would submit, full
13 elimination of the 22A and C routes are extreme, and
14 your proposed alternatives are insufficient. The ART
15 route -- the proposed alternative of ART Route 72,
16 that does also serve much of the 22A and C route, does
17 not cross Interstate 395, and terminates at the
18 Shirlington Transit Center. That leaves those
19 communities of South Fairlington, Park Fairfax, and
20 the vicinity of Bradlee Shopping Center with no
21 connection across 395 to pick up that ART Route 72.

22 Also, a proposed expansion of the 22F

1 does not mitigate 22A and C loss. 22F is an east-west
2 route, not a north-south route, so the proposed
3 expansion of that doesn't really address, or doesn't
4 really mitigate the loss of A and C. I would ask the
5 Board to dismiss the proposal to terminate both, in
6 completion, 22A and C. Potential options or
7 alternatives could be: full elimination of 22A and C
8 routes is extreme, but possibly reducing off-peak
9 hours, or curtailing or eliminating off-peak service
10 periods; or if 22A and C must fully be eliminated, a
11 modest increase in the expansion of 22F to include a
12 stop at the Shirlington Transit Center may be a viable
13 alternative to help WMATA achieve some of the cost
14 savings that we know you have to achieve. Thanks for
15 my time.

16 PAUL C. SMEDBERG: Thank you, sir.

17 Quincy Jones, followed by Nicole Balloffet. Quincy?

18 QUINCY JONES: Good evening.

19 PAUL C. SMEDBERG: Good evening.

20 QUINCY JONES: My name is Quincy Jones.

21 I have over 20 years of work experience with WMATA.

22 13 of those years, I was a union -- I had been a union

1 official and still currently is. The routes that you
2 plan on cutting, all but two of those years, I've
3 driven every last one of those routes into those
4 communities, developing relationships with the riders
5 that ride these Metro buses. The routes that you all
6 are cutting is a direct result of the 3 percent budget
7 cap. This cap was placed on WMATA by Maryland and
8 Virginia in order to appease Republicans that got
9 voted out by voters a year later.

10 After they got put in place, WMATA
11 brought a private contractor to handle the Cinder Bed
12 Bus Garage, which led to an 85-day strike. The 3
13 percent subsidy cap is requiring WMATA to balance the
14 budget of the growing system by cutting service. The
15 3 percent budget cap forces jurisdictions to fight
16 each other, other than for resources. If you expand
17 services in one location, you are forced to cut it in
18 another. This is not a way to build a sustainable
19 regional transportation network. We need to be
20 expanding bus services rapidly to meet the needs of
21 this region's growth.

22 The Virginia Department of

1 Transportation on its presentations to the House, of
2 our way out of a traffic congestion. This region is
3 famous for traffic congestion. The only way to fight
4 it is with increased bus service to get people out of
5 their cars. Northern Virginia was able to attract
6 Amazon with its world-class transportation, and
7 promise to expand offerings. Now, WMATA is choking
8 the region with congestion to just save a little bit
9 of money. The budget has some good things that the
10 union has supported for years, including transfers,
11 discounts between bus and rail, restoring some late-
12 night service, expanding Sunday train frequencies,
13 expanding weekend services on Metrobus routes.

14 Ultimately, WMATA isn't the one that
15 can fix this. They have to follow the law on budget
16 caps. The real power to fix this comes from the local
17 politicians. Politicians need to step up to the plate
18 and push back against budget caps that sound like a
19 good idea, but really just force WMATA to cut bus
20 routes in order to remain solvent. WMATA is kicking
21 the cost to the localities by cutting routes. By
22 cutting these routes, WMATA is kicking the cost of

1 servicing these communities to local jurisdiction. If
2 this plan works, more budget cuts and ballooning local
3 budgets for transportation will never meet the service
4 quality that WMATA say they can provide. Thank you.

5 PAUL C. SMEDBERG: Thank you. Nicole
6 Balloffet, followed by Christopher Harris. Good
7 evening.

8 NICOLE BALLOFFET: Good evening. I
9 want to thank the previous speaker for the explanation
10 about the 3 percent cut. My name is Nicole Balloffet.
11 I'm an Arlington, Virginia resident representing
12 myself. I'm here to protest the proposed elimination
13 of the 16C portion that crosses into and out of the
14 District of Columbia.

15 While the bus is listed by WMATA as
16 redundant, I strongly disagree with this assessment.
17 This bus is one of the few direct buses into the city
18 in places where there is no Metro, such as the
19 Columbia Pike Corridor. Eliminating the service will
20 cause me to have to make two transfers, and adds an
21 additional 15-minute walk. This adds an additional
22 half an hour to 45 minutes to my commute each way.

1 This doubles my commute. This also adds an increase
2 in uncertainty. I now have to think about wait times,
3 service disruptions, et cetera, for three different
4 lines, three different stations, instead of one.

5 I'm a busy working mom, and I can't
6 afford to add an additional hour to my commute. I
7 juggle getting enough hours in at work, as well as
8 school and daycare pickups. We moved to the Columbia
9 Pike Corridor because of this direct D.C. bus line. I
10 believe in public transportation. In fact, with the
11 new HOV lanes, the bus is now faster than taking Lyft.
12 This provides an incentive for me to get my kids in
13 and get that last bus so I can get into the city.
14 This seems like what public transportation is supposed
15 to do: incentivize taking transit.

16 I live 4.8 miles from my office in D.C.
17 It shouldn't take an hour more by public
18 transportation, and three different changes to get
19 into the office. If this service is eliminated, I
20 will look at driving options.

21 The Arlington County Transit
22 Development Plan recognizes the increase in ridership

1 down the Columbia Pike Corridor, and notes the
2 importance of having direct connections to D.C. In
3 fact, as part of creating a premium transit network on
4 Columbia Pike, the plan calls for expanding service
5 into D.C. and to the Navy Yard through this route.
6 Instead, the 16C service was reduced in terms of
7 number of buses going across the bridge per hour, and
8 is now slated for elimination by WMATA.

9 I can assure you that this is a popular
10 bus. People come to our neighborhood to park so they
11 can take this direct bus into D.C. There is also,
12 frequently, standing-room only across the bridge in
13 both directions. I know this, as I am frequently one
14 of the people standing. Please retain the 16 service
15 into and out of D.C. Thank you.

16 PAUL C. SMEDBERG: Thank you, Nicole.
17 Christopher Harris, followed by Shamailla Iqbal.

18 CHRISTOPHER HARRIS: Thanks for the
19 chance to talk, here. My name is Christopher Harris.
20 I'm an Officer in the United States Air Force. I do
21 work at The Pentagon. I bought my home in the
22 Rutherford neighborhood in 2019 this past summer for

1 access to good schools, and the 29W Express. I
2 learned about the 29W Express from a fellow officer in
3 Seoul, Korea. I was hunting for homes, I couldn't
4 find something that worked for my family near Rail,
5 which is something I prefer, and he told me about the
6 Express buses, and I hunted this house, and I bought
7 this house for this bus, from the other side of the
8 world.

9 It's a viable commute to The Pentagon,
10 and without it, we would have bought elsewhere. To be
11 frank, we spent more than we planned. Part of our
12 calculus was not needing a second car because I could
13 use the 29W. The Transdev strike hit, that taught me
14 some things. I can't get to The Pentagon on public
15 transportation any other way without losing another
16 hour a day of commuting. I can get to The Pentagon
17 parking lot if I chose to drive, but I'll lose an hour
18 and a half of productivity that's currently enabled by
19 riding a bus. Many of us in The Pentagon work through
20 the hour.

21 I want to talk a little bit about low
22 ridership. It's a flawed conclusion. The accounting

1 of true ridership on this bus is compromised. The
2 fares are not collected, nor are passengers counted at
3 least 25 to 30 percent of the time. The fare box is
4 often covered, as you heard, and when I get on the bus
5 in the evening, invariably, it reads 29C when I'm
6 about to swipe my card, and I have to raise a fuss to
7 explain that that matters, because you need good
8 information to make your decisions. I was indifferent
9 about these kind of shortcomings in the past, but I'm
10 alarmed in hindsight. They are misinforming your
11 decision process.

12 Many other military members, civil
13 servants and I need this bus to handle the demanding
14 hours of service in The Pentagon. I board one of the
15 first two buses in the morning, and I come home on one
16 of the last two. The AM is full every day -
17 undisputable. The last two at night, not so much. It
18 was suggested earlier, maybe they could be cut. These
19 are my recommendations for mediating your concerns.
20 More reliable service and fare collecting; scrutiny of
21 the late buses - that one hurts me, but I can do what
22 others do. I can leave the office sooner, and I can

1 telework from home when I have to. If I lose the bus
2 altogether, that's going to be a real, real problem.

3 I'd also ask you to consider, maybe a
4 Fairfax County subsidy, if necessary. The property
5 value and the tax base serviced by the 29W is
6 certainly worthy of your consideration, and I thank
7 you for your time. Please keep the 29W going, so we
8 can keep serving the nation.

9 PAUL C. SMEDBERG: I do have a quick
10 announcement. Just a reminder, if anyone wishes to
11 speak tonight and you haven't signed up already,
12 please do so by 9:00. It's about 15 minutes from now,
13 so just a reminder. Thank you. Shamailla?

14 SHAMAILLA IQEBAL: Hi.

15 PAUL C. SMEDBERG: Welcome.

16 SHAMAILLA IQEBAL: My name is Shamailla
17 Iqebal. I live in Fairfax, and I am representing
18 myself and the riders of 29W. I, among others,
19 strongly oppose the elimination of 29W. So, I woke up
20 this morning and I didn't know what to say today, but
21 then when my 7:30 bus was late, and that was not the
22 first time that's happened, I waited 20 minutes

1 outside, and then realized if I don't figure out a way
2 to get to the Metro, I will be late for work.

3 I can't believe that instead of fixing
4 the issues at hand, WMATA has proposed to completely
5 eliminate the routes and the reasoning is due to low
6 ridership, which is completely false. The bus, when
7 properly running, is completely packed to the point
8 where people are standing. The Transdev strike was
9 one of the worst things I've ever experienced, and I'm
10 sure many people can relate to me, yet I'm still here
11 fighting for -- to save the 29W, because I want to
12 keep taking the bus to work. I want less cars on the
13 road because walking 1.5 to 3 miles to the next bus
14 stop should not be the next best option because
15 Vienna, Dunn Loring, East Falls Church and West Falls
16 Church will not run this summer due to construction
17 work on the rails.

18 Thank you so much for listening. I
19 appreciate you guys being here. I'd like to end this
20 with, \$4.25 each way - don't take our bus away.

21 (applause)

22 PAUL C. SMEDBERG: Shirley Liang,

1 followed by Joseph Ganahl. Welcome.

2 SHIRLEY LIANG: Good evening. Thank
3 you for the opportunity.

4 PAUL C. SMEDBERG: Of course.

5 SHIRLEY LIANG: My name is Shirley.
6 Shirley Liang. I work for the Library of Congress.
7 I'm a 29W rider. I have been riding this bus for
8 almost -- yeah, for 22 years. I ride this bus twice a
9 day, every day, five days a week, for the past 22
10 years, since I started working at LC, Library of
11 Congress on Capitol Hill, in March 1998.

12 As many of my beloved 29W friends, I
13 strongly oppose WMATA's proposed termination of the
14 29W. WMATA claims 29W has a low ridership, which I
15 think is very inaccurate. During my 22 years of
16 experience riding this bus, I've taken 6:35, 7:05,
17 7:35, the buses in the morning; 4:35, 5:05, and 5:35
18 buses going home. All the people on the bus are very
19 dedicated military personnel or government or non-
20 government employees. Sometimes, we write our papers,
21 we talk about things on the bus, so it's like a big
22 family. So, it's very sad to hear about this -- I

1 don't know, the proposed termination of the bus.

2 So, based upon my 22 years of
3 experience riding this bus, you know, for those times,
4 my observation, the bus is either full or packed, and
5 sometimes, as many people mentioned, people will have
6 to stand. A few times, I would stand, but some
7 gentleman would give their seats to me, so I
8 appreciate that. I would like to say, it is not the
9 issue of low ridership. Please allow me to be very
10 straightforward. I think it has to do with Metro's
11 lack of punctuality, efficiency, good equipment, or
12 quality service.

13 For instance, first is common sense.
14 There is zero rider if there is zero bus. 29W doesn't
15 show, at times. On February the 6th, for example, two
16 buses failed to show in the morning, and one broke
17 down the previous evening. So, within a one-day
18 period, there was three no-shows. And second, as many
19 mentioned, the 29W somehow, especially lately, since
20 the summer of 2019, has the broken GPS tracker, either
21 signed off, not turned on, or broken. Oh, I'm sorry.
22 So, this turns away the riders. Third, worst of all

1 is the bus meter. Yeah, I think February the 11th,
2 five 29Ws run with broken meters. So, please keep 29W
3 with no other alternative. I am willing to volunteer
4 to serve as 29W bus fare collector.

5 (laughter)

6 SHIRLEY LIANG: Yeah, with -- yeah, if
7 you pay me back --

8 PAUL C. SMEDBERG: Be careful. Be
9 careful.

10 SHIRLEY LIANG: And if you pay me back
11 --

12 (laughter)

13 SHIRLEY LIANG: -- and if the box is
14 covered with --

15 PAUL C. SMEDBERG: Okay, thank you,
16 Shirley.

17 SHIRLEY LIANG: Yeah and then I will
18 serve as your bus fare collector. Thank you for your
19 time.

20 PAUL C. SMEDBERG: Thank you. Thank
21 you.

22 (applause)

1 PAUL C. SMEDBERG: Joseph Ganahl,
2 followed by Heba Mohammed. Joseph, welcome.

3 JOSEPH GANAHL: Hi. My name is Joseph
4 Ganahl. The members of our community, you've heard
5 from a lot of them. I'm here to speak on behalf of
6 the 29W. They've relied on the 29W for over 20 years.
7 I moved to the neighborhood recently, actually. We
8 purchased our home in the neighborhood specifically
9 because of the 29W. We used to live on the 17 lines,
10 and we were looking for a home to purchase. We found
11 a home on the 29W and thought that would supply our
12 need.

13 I have to admit, I'm kind of a
14 latecomer to public transportation. I grew up in Los
15 Angeles. I tried public transportation a few times.
16 I discovered it takes about 2 hours to get anywhere in
17 Los Angeles by public transportation, so I was
18 thrilled when we moved here. I find I can get from
19 door to door, about 45 to 50 minutes. I've been
20 trying to instill in my kids the value of public
21 transportation. I take my kids into D.C. on the bus.
22 We have guests that come in from out of town. I get

1 to the airport and get them home on the 29W bus
2 because it goes to The Pentagon. I can get them there
3 from home to the airport, from the airport back to
4 home when we have visitors from out of town. I think
5 that's great, instead of relying on the streets.

6 The 29W, you mentioned you want to
7 improve service to win back riders, especially on the
8 bus, and the 29W is plagued not by low ridership, but
9 by people mentioned, unreliable service,
10 malfunctioning fare boxes, trackers that don't work.
11 And in fact, the number of times I think the employees
12 maybe thought they were doing us a favor, they would
13 wave us off when we were trying to pay because they
14 were running late. Again, that results in miscounted
15 passengers and low fares payment.

16 The Route 29K and 29N are not viable
17 alternatives, the ones that were mentioned, and
18 actually, as demonstrated by the recent Transdev work
19 stoppage, everyone in my community that I spoke with
20 was saying, is there some way to get to D.C. other
21 than the 29N or K, because we can't do it? It adds so
22 much time to the commute, as well as a long walk. So,

1 adding all that extra time is just not viable for the
2 people in our community.

3 I also note that the 29W and the 29C
4 are mirror lines, and the 29C ends where the 29W picks
5 up, both in the morning going out, and the evening
6 coming back from The Pentagon. SO, budgetarily, I'm
7 not sure how you're saving money by not collecting
8 fares on an alternative route. I just wanted to note
9 that.

10 In terms of timing, people mentioned
11 timing. I noticed -- I'll echo a comment earlier
12 about the annoying audio advertisements on the buses,
13 but I did notice an advertisement for the Car-Free
14 Pledge, so the timing of eliminating bus lines when
15 you're trying to get people to make a Car-Free Pledge
16 is kind of ironic, along with the Orange Line
17 improvement, which will really blow a hole in the
18 commute for a lot of us. I depended on the Orange
19 Line during the Transdev work stoppage. Now, I'll try
20 to have to shift to the 17 buses.

21 And just real quick note, there's four
22 17 Express buses on Braddock Road. Some people choose

1 between 29W and the 17 lines. If you eliminated one
2 of the 17 lines, people would shift, probably, to the
3 29W and you'd still have service north of Braddock
4 Road. If you eliminate 29W, there's nothing north of
5 Braddock Road. So, thank you.

6 PAUL C. SMEDBERG: Thank you.

7 (applause)

8 PAUL C. SMEDBERG: Heba Mohammed,
9 followed by Jae-Yoo Ko.

10 HEBA MOHAMMED: Hi.

11 PAUL C. SMEDBERG: Hi.

12 HEBA MOHAMMED: Thank you for the
13 opportunity to speak with you all tonight. My name is
14 Heba Mohammed. I live in D.C. currently. I want to
15 thank you all, and also, the folks in this room. My
16 neighbors were here to talk about some of the impacts
17 not only to their day-to-day, but that of their
18 neighbors as well, and I've been very heartened to see
19 how many people are willing to step up and stand up
20 for their neighbors.

21 I don't want to get into too many
22 details. I'm not here to stalk about a specific bus

1 line, or the Metrorail. I'm here to look at the
2 bigger picture. I moved to D.C. three years ago from
3 an area of the country that does not have good
4 transportation, and when I got here it was, quite
5 frankly, like a kid in the candy store, especially as
6 someone who had been a transportation advocate in my
7 hometown. Now, being grateful doesn't mean that we
8 can't hold people accountable, still, for better
9 service, and for doing a better job for our community,
10 and for the needs of that community.

11 I'm interested in living in an
12 equitable society, and that includes an equitable
13 transit system. Building equity requires good data,
14 which we've heard today in terms of ridership, is not
15 totally there. Also, in terms of demographics of our
16 riders and socioeconomic status of who uses buses
17 versus rail and all the other factors, that data was
18 not readily available. So, it's difficult to say we
19 want to build what's best for our community when we
20 don't know what that community looks like. So, I
21 wanted to encourage Metro to look into that, and see
22 if we can find better data that better informs who our

1 riders are, and what they need.

2 There is one specific thing that I want
3 to address, and it's the 25-cent surcharge of paying
4 with cash. Totally point blank, that's a poor tax.
5 It's a tax on people who can't make to the Metro to
6 reload their card, who may not have a credit or debit
7 card to reload it online. There's a greater
8 conversation nationally about this movement to go to
9 credit card-only businesses, and that model itself has
10 been talked about as a poor tax, so I would hate to
11 see that come to D.C., and to take us backwards in the
12 area where progress has been so important to this
13 community.

14 The bigger picture, I think we can't
15 talk about D.C. and its history without talking about
16 the role that transit has played in D.C., and in
17 places all over the country. Public transit can make
18 or break a community, for better or worse, and right
19 now, it sounds like this -- these decisions, based on
20 what occurred tonight and just general trends, are
21 going to break this community in a way that's not
22 going to benefit any sector of our society. So, I

1 hope that you will look at that. I also want to note
2 I support the late-night hours on the Metro, but not
3 at the cost of the lifeline bus routes that are
4 currently there. We know that the buses service areas
5 that would be transit deserts without them, and people
6 who use them require that good service late at night,
7 early in the morning, and I really hope that we don't
8 break our community by taking away public transit
9 that's so important to our neighbors and to the
10 functioning of our society. Thank you.

11 PAUL C. SMEDBERG: Thank you.

12 (applause)

13 PAUL C. SMEDBERG: Jae-Yoo Ko, followed
14 by Doris Ray.

15 JAE-YOO KO: Thank you. Jae-Yoo Ko. I
16 live in Annandale, Virginia, representing the car
17 industry, so please shut off all the bus lines, so
18 that's all I have to say.

19 (laughter)

20 JAE-YOO KO: No, really. No, I was
21 only kidding. I am here to be an advocate for our
22 community, the 29W. The 29W, I can also testify to

1 the fact that I've been on my services where the
2 shower cap was on, so that's about -- what I want to
3 say is about 10 percent of the time. So, arriving in
4 the morning, or arriving home in the evening. I can
5 also testify to the fact that yes, in the morning, it
6 is -- on the earlier buses, it is full, to the 90
7 percent approximate ridership. On the way home, on
8 the commute times between about 4:30 to about 6:00,
9 again, it's full. And like the gentleman said at The
10 Pentagon, that 7:30 bus was critical, because when
11 you're late and working at The Pentagon, that 7:30 bus
12 was critical in the job that I had there.
13 Fortunately, I'm not doing that job anymore, so that's
14 not as late as I need it.

15 But, my plea to you is, the data,
16 albeit probably, as you heard tonight, is probably not
17 correct, because what we have seen amongst the riders
18 that I ride with is not a correct representation of
19 the riders at the full, I'll say, commuter times. On
20 the off hours, where it is late in the morning, I have
21 ridden the 9:00 bus, and it is, I'll say, about 20
22 percent full. So, same thing on the way home. After

1 6:00, it is -- it drops off dramatically. So, I would
2 -- I would ask that you consider, as a business case,
3 something less than dropping the whole line. Look at
4 other alternatives of dropping the later or earlier
5 buses, and not necessarily drop the whole line. So,
6 thank you very much for your time, and taking all the
7 testimony tonight.

8 PAUL C. SMEDBERG: Thank you.

9 JAE-YOO KO: Thanks.

10 PAUL C. SMEDBERG: Doris Ray, followed
11 by Niya Banks. There you are, Doris. You've got to -
12 -

13 DORIS RAY: Oh, sorry. I didn't hear
14 the name. Good evening, Mr. Chair, and thank you for
15 staying so long.

16 PAUL C. SMEDBERG: Nice to see you,
17 Doris, again.

18 DORIS RAY: My name is Doris Ray, and I
19 work at the Independent Center of Northern Virginia,
20 which is a community resource center serving people
21 with disabilities throughout Northern Virginia, and we
22 will be sending specific comments in written form.

1 Thank you for that extension.

2 I want to make several points. I do
3 want to say that I am a resident of Fairfax County and
4 live in Falls Church in the Mason district, and I want
5 to thank all of the other residents of Fairfax County
6 for coming here. It is very disappointing to me that
7 WMATA is not following the procedure it used to follow
8 for the community in having at least one hearing for
9 Arlington and Alexandria, and another hearing in
10 Fairfax County, and I think we should go back to that.

11 I also want to say that notice for this
12 hearing, particularly for the disability community,
13 was very short, and as you know, and I'm not speaking
14 for the AAC tonight, I'm speaking for myself, but
15 nonetheless, the AAC has actually advised WMATA staff
16 that two weeks is too short for us to get the word
17 out. I do want to say that I am a bus riders
18 exclusively - I have been all of my life, and have not
19 chosen, yet, for a variety of reasons including my
20 concern about WMATA's budget, to start taking Metro
21 Access, but that may come soon, particularly if you're
22 going to cut bus service in Fairfax County.

1 I will note, and second, all of my
2 colleagues from Fairfax County, but particularly the
3 3A, which used to come through Seven Corners, the area
4 that I live in, and I heard that it no longer did, and
5 I never knew, I could have gone up to East Falls
6 Church and got on that bus and going into Annandale
7 and take care of business there, that I frequently
8 have. I travel all over Northern Virginia. The 2A is
9 an important lifeline to me, particularly when I am
10 coming back later in the evening from going out to the
11 Fairfax County Government Center. The later-running
12 bus, I know many people that go to St. James Catholic
13 Church in Falls Church, where I go, that are -- have
14 disabilities and are using the 2A on the weekend to
15 get back and forth into Falls Church.

16 The 15K was the first bus route that I
17 lived on. Please do not eliminate that bus. And in
18 fact, you should re-expand it to what it originally
19 was instead of cutting back and cutting it back and
20 now eliminating it, because that's why I don't live in
21 McLean anymore. So, that and I want to say, there's
22 not enough information out there for bus riders. We

1 need to be supported, not just by the internet. We
2 need to be supported by the customer service line,
3 which used to be open until 11:00 PM. Even Fairfax
4 Connector's customer service line is open until 10:30,
5 I believe. There are some of the things that could
6 get you revenue from people riding the bus.

7 And the last thing I'll say is, I have
8 been serving on the Bus Transformation Working Group,
9 and we found out from WMATA's own research that
10 coverage and frequency is what is the lifeblood of a
11 bus system. In Northern Virginia, we deserve coverage
12 and frequency so we can get around and give you the
13 revenue that you should be getting from supporting bus
14 riders. Please help us to help you.

15 PAUL C. SMEDBERG: Thank you, Doris.

16 (applause)

17 PAUL C. SMEDBERG: Niya Banks, followed
18 by Andrew Miller.

19 NIYA BANKS: Good evening.

20 PAUL C. SMEDBERG: Good evening.

21 NIYA BANKS: My name is Niya Banks.

22 I'm with ATU Local 689. I also am a WMATA bus

1 operator out of Shepherd Parkway. I just wanted to
2 say that public transit isn't designed to turn a
3 profit, so if you're looking for a profit out of
4 public transportation, you're not going to find it. I
5 think actually, an 85-day strike at the Cinder Bed
6 Road Garage proved that.

7 Also, I think you guys are overlooking
8 the fact that most of your service cuts are aimed at
9 pushing people towards the train system as opposed to
10 the bus, and as a lot of the people that spoke here
11 said, not everyone wants to ride the train, and not
12 everyone can afford a car. There was, actually, an
13 attempt -- they did something like this in the Fort
14 Washington area with the P18, P19, and W14, where they
15 cut the buses back to the subway station, and those
16 people didn't go and get on the train. They went and
17 got back in their cars.

18 The next thing is, some of the routes,
19 because I heard a lot of you speaking and concerned
20 about the 29W, and I actually represent those
21 operators out there, Cinder Bed Road, and some of the
22 routes that are proposed to be cut were taken from the

1 bus garage where I actually work in Southwest D.C.,
2 and we primarily serve Ward A and the Southeast, but
3 those routes were actually at my bus garage: the 29W,
4 29, and 29K, et cetera, were taken away from us and
5 they were given to a private contractor, which is
6 Transdev.

7 I just wanted to speak on that as well,
8 because the operators at the Cinder Bed Road facility
9 are suffering from a huge lack of training. Transdev
10 have brought people in from out of town, from other
11 areas, to show those people, and actually, they don't
12 show the operators. They just make sure, actually,
13 that they can drive the bus. So, they're not even
14 teaching them the routes because they don't know the
15 routes themselves. So, oftentimes, the operators,
16 when the non-revenue from Cinder Bed Road Garage out
17 to the starting point for the 29W and those Express
18 routes, don't know where they're going, so that's why
19 the bus is not showing up.

20 Also, flawed maintenance of buses
21 causes breakdowns, and ill ability to log onto the GPS
22 system, which may explain the look of a decline in

1 ridership, because actually, they just had a safety
2 meeting a few days ago at the Cinder Bed Bus Garage
3 where they spoke to the fact that most of the GPS
4 systems on the buses that you guys have allocated for
5 that particular location do not work at all, and they
6 are also aware of that. Currently, Transdev does not
7 have a fare box technician, so that's why most of the
8 fare boxes are broken.

9 And lastly, I wanted to speak to the 3
10 percent growth cap in Virginia and Maryland, and I ask
11 that you guys ask the local politicians in Virginia
12 and Maryland to lift the 3 percent growth cap so we
13 don't have to keep gutting service. That's it, I'm
14 done.

15 (applause)

16 PAUL C. SMEDBERG: Andrew Miller,
17 followed by Belinda Bates.

18 ANDREW MILLER: Hi, good evening.

19 PAUL C. SMEDBERG: Good evening.

20 ANDREW MILLER: Thank you for coming
21 here tonight. I appreciate you giving up your
22 evenings listening to all of us for this long time,

1 and you have to stay here, many people have left, so I
2 just want to thank you for your time. I also want to
3 thank you for your understanding, and understanding
4 you've heard a lot of hard, hard stories here, and I
5 know that you're sympathetic to everything that you've
6 heard tonight, and I know that, if you had a magic
7 wand, or you didn't have a 3 percent cap, you would
8 instantly expand all the bus routes and make them go
9 everywhere, but you don't. And I understand you have
10 a hard problem. You're here to solve a problem, you
11 want to listen to people and you want to get input.
12 And what I want to try to do is try to maybe give you
13 some ideas for how we can solve this.

14 Because I, of course, as you've
15 probably guessed, I support the 29W, and I will say,
16 in addition to everything else that people have said
17 here, after the Transdev strike, the GPSs on all of
18 the 29Ws, all of them were off for two weeks. So,
19 even after the other buses, the 17s, had them turned
20 on, they were completely off. So, you've got two
21 weeks of people not even knowing that the buses were
22 back on. So, that needs to factor into your

1 ridership.

2 Also, just remember, every time that a
3 bus doesn't show up in the morning and somebody has to
4 take another alternative route, that's two fares lost,
5 not one, because if they can't go in and they take the
6 car or they get a carpool or something else, they're
7 taking the same way home, so it's a double, double
8 whammy every time a bus doesn't show up.

9 So, you know, what do we do about it?
10 I know -- I saw on your slide, improving customer
11 service is one of your goals, and we all want to
12 support that, you want that, and the question is how
13 best to do it? But I don't think that cutting this
14 route is going to help you with your customer service.
15 I also saw that you want to win back ridership. How
16 are you going to win back ridership if you're cutting
17 the services that people need? I don't understand
18 that.

19 You know, and you want to improve the
20 customer experience. Again, I don't understand, I'm
21 kind of at a loss, and I guess the only thing that
22 comes to mind, and what it looks like is like, you

1 know, I know that you have problems with Transdev, and
2 for sure, that's as hard for you as it is for us and
3 you don't have any control over it. You'd love to
4 have something different, but it isn't. It's what we
5 have to live with. But it looks like what you're
6 trying to do is get rid of Transdev by getting rid of
7 some of the routes, and I'm just not sure that that's
8 really the best way to do it.

9 So, what are some of the things that we
10 can do? I think one thing I heard, again, on your
11 presentation, I was listening, is you want to expand
12 bus routes, so I don't understand why you're expanding
13 some bus routes where you have a chance to grow, and
14 you're cutting routes where you already have
15 established customers. So, you're taking away a known
16 and you're hoping for an unknown, and I don't -- I
17 think that's something that maybe, when you're
18 reevaluating your priorities and you're -- because I
19 know that's what's happening. You have priorities,
20 and you have to cut something, you have to stay in
21 that cap. So -- but I think you've heard a lot of
22 people here say that, you know, we're cutting down and

1 there's flawed data on it. So, I hope you think about
2 that.

3 And also, I'd also like to --

4 PAUL C. SMEDBERG: Ten seconds.

5 ANDREW MILLER: Oh, I'm sorry. Quick
6 fact for the 16C, eliminating a bus that's overcrowded
7 is not the way to reduce overcrowding. Thank you.

8 PAUL C. SMEDBERG: Thank you, Andrew.
9 Belinda Bates, followed by Doug Samuelson.

10 BELINDA BATES: Hi.

11 PAUL C. SMEDBERG: Hello.

12 BELINDA BATES: My name is Belinda
13 Bates and I'm in Arlington, Virginia, and I'm
14 representing myself. I just wanted to talk about
15 eliminating the 22A and 22C. Those two buses have
16 Saturday and Sunday service, whereas the 72 does not.
17 the 22A and the 22C, in addition to servicing people
18 who go to work, they also service people who are
19 pedestrians who need to use the DMV in order to get
20 ID, and if you take away that service, then on
21 Saturdays and Sundays, people who need to go to the
22 DMV won't have a way to get there outside of Uber or

1 Lyft.

2 The 25 cent poor tax that you propose
3 for people who only add money at the bus terminal is
4 basically just a poor tax, and it should not be
5 implemented, and I'm kind of questioning how you guys
6 came to these proposals without looking at the influx
7 of Amazon and how you propose cutting service, knowing
8 that our area is about to grow exponentially. Thank
9 you.

10 PAUL C. SMEDBERG: Thank you, Belinda.
11 Doug Samuelson, followed by Katy Arach.

12 DOUG SAMUELSON: Good evening, thank
13 you for this opportunity. My name is Doug Samuelson.
14 I'm speaking for myself. I live, and operate a small
15 business in the Truro area of Annandale, which puts me
16 about four blocks from the 29W bus line. You heard
17 from my son earlier this evening. One of the things
18 he didn't mention was that, during the Transdev
19 strike, I was having to drive him to Dunn Loring Metro
20 and pick him up in the evening, adding about an hour
21 and a half a day of unproductive time to my day so
22 that he could get to work.

1 I wonder about Transdev. You may be
2 familiar with the humor site, Despair.com. I'm
3 thinking of one poster in particular where these
4 people are sitting around looking bored in front of a
5 couple of telephones and the caption is, if we ignore
6 the customers long enough, maybe they'll go away and
7 leave us alone. I urge you to look very, very closely
8 at whether there are perverse incentives in the
9 Transdev contract. Do they lose money if they lose
10 ridership? Do they gain money if they gain ridership?
11 If not, keep in mind that the same people who have
12 been responsible for the poorer service, poorer
13 maintenance, poorer morale among employees, enough
14 that they are -- they went on strike, poorer morale
15 among the riders, are also the ones who are collecting
16 the number's you're using.

17 I would suggest that you keep the bus
18 route and eliminate Transdev. Thank you.

19 PAUL C. SMEDBERG: Thank you, Doug.
20 Hailey Arada? Hailey? All right, Rob Whitfield,
21 followed by Craig Meager.

22 ROB WHITFIELD: Good evening, I'm Rob

1 Whitfield --

2 PAUL C. SMEDBERG: Good evening.

3 ROB WHITFIELD: -- and I am the Fairfax
4 County Taxpayers Alliance. I started riding buses at
5 the age of five, double decker buses, which I rode to
6 school with a couple of my friends, who's --

7 PAUL C. SMEDBERG: You have the record
8 tonight. The other guy was seven.

9 ROB WHITFIELD: Pardon me? I know,
10 that's why I wanted to --

11 PAUL C. SMEDBERG: There's another
12 gentleman earlier who was seven.

13 ROB WHITFIELD: -- set the record, I
14 started at five, and I was unsupervised. So, that's
15 70 -- 65 years ago. Anyway, I used to live in
16 (inaudible) Drive between Holly and Kinney and took
17 29E 40 years ago. In fact, we bought the house we did
18 in part because it had bus service to The Pentagon,
19 which was good. And I've listened to what I've heard
20 from, perhaps, two dozen people tonight, and there
21 seems to be a lot of common information, so I would
22 suggest that the Inspector General, Geoff Cherrington,

1 investigate some of these allegations of fare boxes
2 not working, GPS covered, all these things, because
3 these appear to be contrary to normal operating
4 requirements. So, somebody needs to prove a report to
5 the WMATA Board.

6 And I also think, and I gather that
7 Supervisor Walkinshaw was here at the beginning - I
8 was with Walter Alcorn and I was at a meeting on the
9 Silver Line in Burnley, which is a whole 'nother set
10 of problems. But Alcorn is going to be joining the
11 WMATA Board on Thursday as an alternate. He's also
12 the head of the Fairfax County Board Transportation
13 Committee, and I would urge that, before you take any
14 action on eliminating routes in Fairfax County that
15 you have a public hearing in Fairfax County, so that
16 the Fairfax County residents can be provided factual
17 information.

18 This summary of information, which
19 doesn't even include a map of the 29W route, it just
20 talks about subsidies. Are we talking about Fairfax
21 County subsidies to WMATA? What are we really talking
22 about? So, this is very summary information.

1 Certainly, you have far more -- I don't know if
2 there's a technical report that goes with this. If
3 there is, I certainly would like to see it and review
4 information, because there are other people,
5 presumably, in Fairfax County who are reviewing this
6 information and should be able to provide some public
7 input.

8 Finally, on the Silver -- not the
9 Silver Line. Over a year ago, and I don't remember if
10 you -- when you rejoined the Board, or whether you
11 always were on the Board, I can't remember, but the
12 week after Amazon HQ2 was announced, I went to the
13 WMATA Board public meeting and I asked them to study
14 what's called the Rosslyn Bypass to connect the Orange
15 and Silver Line to the Blue Line. That's from the
16 Courthouse Station to the Arlington Cemetery Station.
17 Over a year has gone by. They have started an
18 alternative study for increasing the capacity through,
19 including the Potomac River Tunnel, but have not
20 indicated anything on the Rosslyn Bypass study.

21 I was told in November that, well,
22 there are (inaudible) technical considerations. When

1 Richard Styles was the general manager in 2014, he and
2 I discussed this -- it was actually a guy named Nat
3 Botanju who told me about this originally. That short
4 tunnel between the Orange and the Blue line could be
5 built for \$2 billion dollars. By contrast, a
6 potential tunnel required to go with the thing that
7 Arlington County is wanting to do is going to be at
8 least \$10 billion, and another \$20 billion to take it
9 to Union Station, and another \$15 million back to
10 Virginia. So, what I would say is --

11 PAUL C. SMEDBERG: Thank you, Robert.
12 Yeah, finish up.

13 ROB WHITFIELD: We need -- first of
14 all, there needs to be action, there needs to be a
15 follow-up meeting in Fairfax County, and we certainly
16 need facts to explain what's happened on the 29 route.

17 PAUL C. SMEDBERG: Thank you. Okay.
18 Greg Figure, followed by Jennifer Abbruzzese. Greg,
19 Jennifer?

20 JENNIFER ABBRUZZESE: Good evening.

21 PAUL C. SMEDBERG: How are you?

22 JENNIFER ABBRUZZESE: How are you?

1 PAUL C. SMEDBERG: Sorry I couldn't
2 call you up earlier, but --

3 JENNIFER ABBRUZZESE: That's okay.

4 PAUL C. SMEDBERG: -- you know.

5 JENNIFER ABBRUZZESE: Mr. Chairman and
6 Board members, my name is Jennifer Abbruzzese and I
7 urge you to reconsider the proposed elimination of bus
8 29W. I live in Chapel Square in Annandale, and like
9 many of our neighbors, we bought a home there because
10 this bus could take my husband to The Pentagon. What
11 I want to highlight is this: when proposing
12 elimination of 29W, please be clear-eyed about exactly
13 what it means. Since this bus goes straight to The
14 Pentagon, it's full of military and retired military
15 who continue to serve. This is an absolute necessity
16 for people who have served multiple deployments,
17 repeatedly uprooted their families on short notice,
18 and turned down opportunities to earn more in order to
19 keep serving.

20 These riders are not wealthy people who
21 live close-in to the city and send their kids to
22 private schools. They're military and government

1 workers who need this bus. In addition, one should
2 not assume that, without the bus, that they could just
3 drive to The Pentagon. Parking at The Pentagon is not
4 even an option for many people. It took my husband
5 six months to get authorization for a parking pass,
6 and some personnel never qualify for parking passes.
7 They absolutely have to ride the bus and take the
8 train, and many military families only have one car,
9 because every time you PCS, you have to pay out of
10 pocket to move your second car.

11 It's been proposed that 29W riders
12 could instead take 29N or K. You've heard about this,
13 this evening. Please recognize that this is a false
14 alternative that goes west from Annandale instead of
15 east to The Pentagon. The proposal to eliminate this
16 route is being justified by supposed low ridership,
17 which again, you've heard about this evening, and I
18 can't tell you how many times my husband was tracking
19 the bus and ready to walk out the door, when the bus's
20 schedule suddenly disappeared from the app altogether,
21 or how many times he and others were standing out at
22 the bus stop for ages and the bus never came. That

1 directly impacts ridership.

2 What I'm trying to underscore is that
3 plenty of commuters want to ride the 29W, but with the
4 faulty tracking app and Metro's unreliable arrival
5 times, it's as though Metro is working against us. It
6 feels like a slap in the face to first offer
7 unreliable service to riders who want to ride, and who
8 actually purchased homes along the bus route, and then
9 when the strike is finally over, to immediately
10 propose elimination of the route altogether. I urge
11 you to remember three things. One: 29W carries your
12 service men and women to and from The Pentagon. They
13 do unforgiving and stressful work for all of our
14 benefit. It's not a frivolous or expendable route.

15 Two: instead of cutting this necessary
16 service, but resources into improving Metro's app and
17 reliability, as well as the fare boxes that are broken
18 and track ridership. And three: we all recognize that
19 developing a budget is difficult and it takes tough
20 choices, but a budget tells a story. It's a story of
21 priorities, and if cutting 29W is approved, Metro may
22 claim that it was to improve customer experience, but

1 it actually devalues service men and women and makes
2 their lives harder.

3 And finally, although this is difficult
4 because not every service can have the same priority
5 in a tight budget, 29W is not a route that's going to
6 extend service hours on the weekend or bring people
7 home later at night. 29W is about livelihoods. Thank
8 you.

9 PAUL C. SMEDBERG: Thank you so much.
10 Megan Roessing, followed by Brian Becketl, the last
11 speaker. Welcome.

12 MEGAN ROESSING: Good evening.

13 PAUL C. SMEDBERG: Hi.

14 MEGAN ROESSING: My name is Megan
15 Roessing, and I'm a resident of South Arlington who
16 takes the 16C from Columbia Pike across the bridge to
17 D.C. every weekday. Thank you for having this
18 meeting.

19 The 16C bus is very efficient, and
20 drops me off right outside my work. When I take the
21 bus at 8:10 in the morning, it is generally full. I'd
22 actually prefer to not have to stand as frequently as

1 I do, so I simply don't recognize the low rider
2 numbers that you list. The bus is also generally
3 completely packed coming back from D.C. across the
4 bridge between 5:00 and 6:00 PM. Without the 16C to
5 Federal Triangle, I would need to take the bus to
6 Pentagon, and then take two different Metro lines, and
7 then walk a quarter mile to get to work. This would
8 add 20 minutes to my commute each way.

9 I bought my condo in South Arlington
10 along Columbia Pike three years ago because of this
11 bus. I lived in D.C. for 15 years, and was only
12 tempted to move to South Arlington based on the
13 availability of a direct bus to D.C. Arlington has
14 emphasized the bus routes along Columbia Pike as a way
15 of increasing the desirability of the neighborhood,
16 but cutting the 16C to Federal Triangle, and reducing
17 both the 16C and 16H service, negates the work that
18 the County is doing to try and improve bus stops along
19 the Pike.

20 I also want to mention that I oppose
21 the 25-cent extra charge for refilling Metro cards on
22 the bus. Yes, it is annoying to be stuck behind

1 somebody who has to refill their card, but for a lot
2 of people, that's the only way that they can access
3 the bus. Thank you.

4 PAUL C. SMEDBERG: Thank you, Megan.
5 Brian Becktel? Is Brian here? If not, I want to
6 thank everyone. That was our last speaker, Megan.
7 Testimony can still be submitted online, or by U.S.
8 mail. Oh.

9 MAN: We have one more.

10 PAUL C. SMEDBERG: Oh.

11 MAN: Apologies.

12 PAUL C. SMEDBERG: Okay.

13 JENNIFER ELLISON: One more speaker.

14 PAUL C. SMEDBERG: I'm sorry.

15 JENNIFER ELLISON: Keith June.

16 PAUL C. SMEDBERG: Keith June? I'm
17 sorry, Keith. I apologize for that.

18 KEITH JUNE: Yeah, I --

19 PAUL C. SMEDBERG: I was trying to be
20 good, not looking at my phone, but I see here, yeah,
21 yeah. Thanks for that.

22 KEITH JUNE: Yeah, no worries, and

1 forgive me, I was about to leave. Thank you very much
2 for the opportunity to speak.

3 PAUL C. SMEDBERG: No problem.

4 KEITH JUNE: My name is Keith June.
5 I'm representing myself. I live in South Fairlington
6 in Arlington County, and as I sat tonight and heard
7 all the remarkable speakers and passion, I am -- I'm
8 very happy to live in the community I live in. I also
9 want to thank you guys for the opportunity, and I
10 fully recognize the challenges that you face.

11 It was 19 years ago, about 19 years ago
12 -- as I said, I'm a retired soldier. I've lived in
13 Fairlington off and on for 26 years. It's 19 years
14 ago that I got on a bus to go to The Pentagon. It was
15 the morning of 9/11, and I got to The Pentagon. I
16 think we all know what happened after that, and I came
17 out about a day and a half later. What I remember
18 about it was, I came out, like everybody else, a
19 little bit dazed, but I had forgotten that I had taken
20 the bus to work that morning, and when I got out of
21 The Pentagon, I realized, I'm not sure I'm going to
22 get home. And the buses had relocated over to

1 Pentagon City. But I will never forget how invaluable
2 that bus service was. Back then, it was the 25. Over
3 the years, the bus services have been reduced, but
4 I'll never forget, again, how invaluable the service
5 was, nor will I forget the dedication and commitment
6 of the drivers, and what -- how much they were a part
7 of the community.

8 We talk about low ridership, and I
9 think the issues with low ridership and how that
10 metric is determined have been addressed, but what
11 I'll submit to you is, for those of us in South
12 Fairlington that, you know, people want to live in a
13 community, they want to live in a neighborhood, and
14 they've made a commitment. They bought homes, in
15 part, based on the fact that they could take buses to
16 work. So, we've made a commitment to you. Again, the
17 bus service over the years have been reduced, but what
18 I would ask is to carefully consider your decision, as
19 I know you will, but to consider all of the folks that
20 are impacted, the members of the military, and how
21 important the bus service is to the community. So,
22 thank you very much, and thank you for waiting, and

1 allowing me to speak.

2 PAUL C. SMEDBERG: Not a problem.

3 Thank you.

4 (applause)

5 PAUL C. SMEDBERG: Okay, again, that
6 was our last speaker. And again, you can still submit
7 online, if you have any comments, additional comments
8 you'd like to make, or by the U.S. mail, as long as
9 it's received by Metro to 5:00 PM on Monday, March
10 2nd. We thank you for coming, and thank you for your
11 comments, and have a good evening.

12 (Whereupon, at 9:31 p.m., the
13 proceeding was concluded.)

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CERTIFICATE OF NOTARY PUBLIC

I, NATE RIVENESS, the officer before whom the foregoing proceedings were taken, do hereby certify that any witness(es) in the foregoing proceedings, prior to testifying, were duly sworn; that the proceedings were recorded by me and thereafter reduced to typewriting by a qualified transcriptionist; that said digital audio recording of said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



NATE RIVENESS

Notary Public in and for the

DISTRICT OF COLUMBIA

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I, SONYA LEDANSKI HYDE, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



SONYA LEDANSKI HYDE

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Docket B20-01: Proposed FY2021-2026 Capital
Improvement Program

Docket B20-02: Proposed FY2021 Operating Budget and
Related Service and Fare Proposals

MEETING

DATE: Monday, February 25, 2020

TIME: 6:30 p.m.

LOCATION: Metro Points Hotel

8500 Annapolis Rd

New Carrollton, MD 20784

REPORTED BY: Sam Varipapa, Notary Public

JOB No.: 4000321

A P P E A R A N C E S

- 1
- 2 Michael Goldman
- 3 Tom Webster
- 4 Paul Summerford
- 5 Nia Banks
- 6 Titus Brown
- 7 Paul Smedberg
- 8 Jennifer Ellison
- 9 Dennis Anosike
- 10 Lois Stabes
- 11 Annette Rogers
- 12 Lamar Lawson
- 13 Darcel Smith
- 14 Ron Smith
- 15 Judith Rubinstein
- 16 Cheryl Cort
- 17 Cathy Stewart
- 18 Marilee Shaeffer
- 19 Juan Sutton
- 20 Martha Rodgers
- 21 Ken
- 22 Billy Wright

1 Ancel Torres
2 Sonia
3 William
4 Barbara Murray
5 Angela Hammonds
6 Denise Rush
7 Amber Woods
8 Patrick Murray
9 Yolanda
10 Benjamin Cobb
11 Rob Gill
12 Steve Richards
13 Tonya Woodyard
14 Jennifer Chase
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1 P R O C E E D I N G S

2 MICHAEL GOLDMAN: Good evening, ladies
3 and gentlemen. We're going to have an on-time
4 departure tonight. I'm Metro Board Member Michael
5 Goldman. I represent the State of Maryland, appointed
6 by the Governor --

7 AUDIENCE: Could you speak louder,
8 please?

9 MICHAEL GOLDMAN: Is that better?
10 Still bad. All right. Okay, are we doing better now?

11 AUDIENCE: Yes.

12 MICHAEL GOLDMAN: All right. We have
13 poorer systems tonight, but we'll get over that. I am
14 Metro Board Member Michael Goldman. I'm appointed by
15 the Governor. I represent the State of Maryland, but
16 I live in Montgomery County.

17 AUDIENCE: You have to pull it up.

18 MICHAEL GOLDMAN: Okay. Is this
19 better, gang?

20 AUDIENCE: Yeah.

21 MICHAEL GOLDMAN: All right, we'll do
22 it this way. Okay, start again. I am Metro Board

1 Member Michael Goldman. I represent the State of
2 Maryland. I'm from Montgomery County. With me
3 tonight is the Board's Corporate Secretary, Jennifer
4 Ellison. On my immediate right, Metro's Chief
5 Financial Officer, Dennis Anosike, to my right one
6 over, and Tom Webster, the Executive Vice President of
7 Strategy, Planning and Program Management all the way
8 over my far right, who will be giving tonight's
9 presentation on the FY2021 budget.

10 This hearing is convened by the Metro
11 Board of Directors to gather public comment on two
12 dockets: Docket B20-01 on Metro's proposed FY2021-2025
13 capital improvement program and strategic plan; and
14 Docket B20-02 on Metro's proposed FY2021 operating
15 budget and related service and fair proposals.

16 Notice of this hearing was made by
17 publication in the "Washington Post" and ads that were
18 placed in the Washington Hispanic, "El Tiempo Latino",
19 the "Korean Times", "Epoch Times", the "Afro-
20 American", and ANA. It was also sent to area
21 libraries for viewing, and posted at WMATA.com. Signs
22 were placed on buses and Metro access vehicles and in

1 rail stations announcing the public hearing.

2 Briefly, I will cover the procedures
3 that we will follow tonight during the hearing. In
4 this room, we will hear from those of you who have
5 signed up to give testimony. Please see the staff at
6 the registration table outside if you wish to speak
7 tonight and have not already put your name on the list
8 of speakers. Please note that even if the hearing is
9 still going, speaker registration will close at 9:00
10 p.m.

11 Elected public officials will be
12 allowed five minutes, and everyone else will be
13 allowed three minutes each. Extra time will be given
14 for translation if needed. If you have copies of your
15 testimony to distribute, please hand them to the Board
16 Secretary, Miss Ellison, on my right and whose hands
17 were just raised.

18 If you have signed up to speak, you can
19 start making your way towards the podium once your
20 name is called, and the podium will be at this speaker
21 right in the front. However, if you need a microphone
22 brought to you, please wave your hand when your name

1 is called so we can see you and we'll bring it to you.
2 There is a timer here that will count down. The timer
3 is there, it's in front on that table, and will count
4 down how much time you have left to speak. It will
5 give you a warning beep when you have 20 seconds left
6 and will beep continuously when your time is up. The
7 timer is important because we want to make sure
8 everyone that wants to speak has an opportunity to do
9 so.

10 Now, I want to take a moment to
11 recognize that this is where we listen to you. This
12 is your opportunity to comment on the proposals and we
13 are here to listen. We will not be able to answer any
14 questions during your testimony. If you have
15 questions, please see the staff at the registration
16 table so they can assist you.

17 Before you begin remarks, please state
18 your name and your organization that you represent, if
19 any. Please note that all statements, including all
20 personal information such as names, email addresses,
21 your address or your telephone number that you provide
22 in the statement are releasable to the public upon

1 request and may be posted on WMATA's website,
2 including any personal information that you may
3 provide.

4 Further testimony may be submitted and
5 must be received by 5:00 p.m. on Monday, March 2nd.
6 This testimony may be mailed to Office of the
7 Secretary for WMATA, 600 5th Ave NW, Washington, D.C.
8 20001, or you can submit it online at WMATA.com/budget
9 available also until 5:00 p.m. on Monday, March 2nd.
10 Online, you have the option to complete a survey,
11 write three or four comments, and upload a letter,
12 petition, or other document. This is in addition to
13 all the other options to provide input.

14 If you have any questions about the
15 different ways to provide testimony, again, please see
16 Metro staff at the registration table outside this
17 room.

18 Your comments will become part of the
19 public record that will be reviewed by the Metro Board
20 Directors as we decide on the fiscal year FY21 budget.
21 Changes to the options presented here tonight may be
22 proposed in response to testimony received and

1 subsequent staff analysis.

2 If you have not already done so, please
3 silence all mobile devices. I will now as Mr. Anosike
4 and Mr. Webster for the staff presentation before we
5 hear your individual statements and testimony.

6 DENNIS ANOSIKE: Thank you, Mr.
7 Goldman. Good evening. So in the last several years,
8 Metro has improved safety and reliability and
9 efficiency in order to better serve the region. Last
10 year, 90 percent of Metro ground customers arrived on
11 time to their destinations as a result of the
12 improvements that Metro has been making. Metro also
13 received its highest customer satisfaction rating over
14 the last -- in the last several years.

15 So the proposed budget that we're about
16 to discuss tonight builds on these recent
17 achievements, while also structured to address Metro's
18 areas that need to be improved. In total, Metro's
19 proposed budget for fiscal year 2021 is \$3.9 billion
20 for both capital investments and operations. And as I
21 noted earlier, both components of the budget the
22 capital also has the offering portions are fullest on

1 safety, reliability, and fiscal accountability.

2 But as with every budget, this proposal
3 reflects hard choices about fares and service that
4 would allow Metro to stay on budget. We will start
5 with a proposed capital program, which Tom will
6 provide.

7 TOM WEBSTER: Thank you, Dennis. The
8 focus of Metro's capital program is on the safety and
9 reliability of the rail, bus, and Metro access
10 systems. Under the program, Metro will continue to
11 rehabilitate, replace, and modernize its railcars,
12 buses for transit vehicles, tracks, structures,
13 stations and other infrastructures.

14 With the new dedicated funding from the
15 region, Metro's moving from reacting to capital asset
16 failures and reliability challenges to proactive
17 rehabilitation, replacement and maintenance that
18 target assets before they fail.

19 The proposed capital financial plan
20 allocates 1.8 billion for ongoing capital investments
21 in FY21, and 9.7 billion from FY21 through FY26, and
22 the table on the right on this slide shows, as in the

1 past, the capital program is funded with federal,
2 state and local funds and the new dedicated funding
3 from the region.

4 For the next three slides, we break out
5 plan, Metro's planned capital investments into three
6 categories. The first will be in the customer
7 experience where Metro plans to invest \$2.3 billion
8 over the six-year period and just over half a billion
9 dollars next fiscal year in 2021 in stations and
10 passenger facilities, systems within the stations
11 including the public address and public information
12 signs, elevators and escalators, as well as platforms
13 and bus terminal and bus stop upgrades.

14 Next category is vehicles. And as I
15 said before, we're planning to invest 2. -- just under
16 2.5 billion in vehicle replacements, vehicle
17 acquisition, rehabilitation and maintenance, and that
18 includes rail cars, buses and paratransit vans.

19 The final category is infrastructure
20 and support systems and the facilities that support
21 the rail, bus and Metro access networks. Just over 5
22 billion over the next six years is planned in

1 investment, and just under 1 billion in FY21 and
2 includes the track the trains run on, the structures
3 that that track sits on, our bus garages that maintain
4 and house our operations, as well as our systems that
5 support the rail network and the system more broadly,
6 including traction power and signaling.

7 I'll turn it back over to Dennis for
8 the operating budget report.

9 DENNIS ANOSIKE: Thanks. The operating
10 budget for FY2021 is designed to bring back riders to
11 the system. Last year, Metro saw positive ridership
12 signs on Metrorail, but bus continues to struggle. So
13 the proposals for fiscal year 2021 including
14 additional Metrorail services; it improves Metrobus
15 services both on weekdays as well as on weekends; it
16 enhances fair options to provide our customers
17 opportunities to ride, including ways that actually
18 reduce how much they pay to ride Metro. It also wants
19 to increase operate efficiency and to make the bus go
20 a little faster on the roads. All of these are
21 designed to, again, bring our customers back to the
22 system.

1 In terms of the actual numbers, though,
2 I want to first start by saying that the operating
3 budget complies with the dedicated funding in
4 legislation that the region recently enacted, which
5 caps operating subsidy quote to 3 percent each year,
6 and you can see that at the bottom right-hand corner
7 of this particular slide. As a result, all of the
8 fare and service initiatives that the general manager
9 originally proposed in this budget are funded under
10 the 3 percent cap.

11 In terms of where Metro gets its money,
12 as with other transit advances, Metro's funding comes
13 from primarily two sources: the revenues that the
14 Metro generates itself, and the significantly more
15 resources that the region provides to Metro. In terms
16 of the revenue that Metro generates itself, which is
17 shown in some of the slides, you have passenger fares'
18 revenues, advertising, as well as additional revenues
19 that comes from Metro's real estate and joint
20 development activities. But a bigger portion, as you
21 can see on the bottom of that, is the substantive
22 contributions from the region, which makes up a

1 greater portion of the operating resources. These
2 resources then, as you can see on the right, are used
3 primarily to support Metrorail, Metrobus, and Metro
4 access subsidies across the region.

5 However, to stay within the 3 percent
6 operative subsidy cap that I mentioned a few slides
7 back, Metro needs to reduce operating costs next year
8 by \$8 million. But to put that \$8 million in context,
9 this slide shows the efforts that Metro has taken over
10 the last three years to reduce the need for additional
11 operating subsidy added up to \$186 million as of last
12 year. And with the additional \$8 million, that will
13 take it to \$194 million a year going forward.

14 Now with respect to improving service
15 and customer experience, the proposed budget
16 recommends specific changes for fiscal year 2021. On
17 Metrorail, riders will experience better service on
18 weekends, and most of the late-night service will be
19 restored on Metrorail. However, to stay within
20 budget, Metro will match any money Metrorail service
21 levels to ridership demand. On Metrobus, riders will
22 also see some improvements during the week, as well as

1 on weekends. We'll also recommend improvements on
2 Metro extra service on Metro's BC bus corridors.
3 Again, Metro will also reduce or combine overlapping
4 bus service and discontinue the Metrobus light line
5 service that was implemented when Metrorail service
6 was curtailed a few years back.

7 With respect to fares, riders will be
8 able to more easily predict their fares and, in some
9 cases, pay lower fares using passes. Overall, Metro
10 will introduce new pass options for one day, as well
11 as two days and weekend passes. However, peak rail
12 fares will increase by .10 cents, which will be the
13 first time fares are going up in the last three years.
14 We are, however, not increasing off-peak fares, while
15 we are proposing a 25-cent surcharge for riders paying
16 with cash or uploading cash on Metrobus.

17 Finally, the budget lowers the seven-
18 day price by 20 percent and introduces a \$2.00 weekend
19 flat from Metrorail to enable family's right to get on
20 the system, and it offers a free transfer between bus
21 and rail.

22 Metro's Board of Directors will form

1 and deliberate under proposed budget this spring
2 following these public hearings, so your feedback is
3 valuable as we continue towards both discussions on
4 the budget related to Metro's new fiscal year in July
5 of this year.

6 Thank you again for your presence
7 tonight and for your participation.

8 MICHAEL GOLDMAN: Thank you, Mr.
9 Anosike. Thank you, Mr. Webster. And now we're ready
10 to hear from you, our riders and customers. So as I
11 call your name, please come up to the microphone and
12 give your testimony. Mr. Paul Summerford from Capitol
13 Heights.

14 PAUL SUMMERFORD: Good evening,
15 everyone.

16 MICHAEL GOLDMAN: Good evening.

17 PAUL SUMMERFORD: Also before I begin,
18 that I am a members of the accessibility advisory
19 committee, so tonight I'm kind of a combination
20 speaking for myself and we deliberated a lot of these
21 points at the AAC, which some of my colleagues are
22 sitting here tonight and other MetroAccess customers

1 who capitalize on and reiterate and emphasize.

2 So things that we support as the AAC in
3 general. The GM has proposed a \$2.00 flat fare for
4 bus road trips with a free transfer. We strongly
5 support these moves to increase ridership. This will
6 result in a \$4.00 flat fare for MetroAccess customers
7 on weekends. We propose a six-month pilot of the
8 \$4.00 flat fee and for MetroAccess customers all week,
9 considering the complex proposed increases in bus and
10 rails for weekdays, since max MetroAccess fees will
11 otherwise be calculated as two times the improvement
12 of bus and rail fares. The flat fare will enhance
13 operational accuracy and efficiency.

14 The general manager has proposed
15 maintaining the maximum MetroAccess fare to 6.50. We
16 strongly support this considering the proposed
17 increase in bus and rail fares during the week and two
18 times the bus and rail fare calculation for the
19 MetroAccess fare. The general manager proposes
20 maintaining the current service area for MetroAccess
21 in the face of new bus and rail service for one year
22 while studying the financial impact. We endorse this

1 pilot and hope it will result in long-term stability
2 of the MetroAccess service area.

3 We support the general manager's
4 proposal for enhanced pass instruments for bus and
5 rail customers and request equal parallel treatment
6 for MetroAccess customers.

7 Things that we oppose. We oppose the
8 proposed penalties for cash payment on bus. We
9 support D.C. fare pilot and national trends to make
10 transportation free or affordable for those in
11 difficult socioeconomic situations. We oppose those
12 bus route reductions that mainly impact the elderly
13 and people with disabilities as determined by the
14 Title IX analysis to be carried out. And we also
15 oppose the proposed fare increases proposed by board
16 members that will reduce the positive effects of the
17 GMS \$2.00 flat fare proposal.

18 So some of our rationales for this are
19 the current mechanism for calculating MetroAccess
20 fares in both (inaudible) for both the WMATA and
21 customers. The proposed complex changes in fares in
22 the 2021 budget will make this situation worse. A

1 flat fare that is sustainable for WMATA, for instance,
2 four to five hours, would enhance productivity by
3 reducing this lead for complex programing in
4 (inaudible) and time spent by reservations, making
5 reservations, and then explain fares to customers.
6 Thank you.

7 MICHAEL GOLDMAN: Thank you very much,
8 Mr. Summerford. The next speaker is Nia Banks, Ms.
9 Nia Banks.

10 NIA BANKS: Good evening. Nia Banks on
11 behalf of Local 689, also on behalf of myself as I am
12 a PG County resident. Let's see, where do I start?
13 Public transit is not intended to turn a profit. All
14 of the service that's proposed to be cut in Maryland
15 are pack full on a daily basis. The purpose of
16 Metrobus is to provide an affordable, reasonable,
17 accessible transit system. Passengers do ride and
18 should be able to ride from Huntington to National
19 Harbor without having to transfer from one mode of
20 transportation to the other. And low ridership is not
21 even enough reason to cut a second other line that
22 gives employees and consumers alike a one-seat ride to

1 another jurisdiction.

2 The B5 was created by the Washington
3 Metropolitan Transit Authority as a promise that the
4 passengers on the Maryland side of Chevy Chase will
5 have a one-seat ride to downtown after the Friendship
6 Heights station was built, and here you are attempting
7 to break that covenant. All of the Montgomery County
8 groups that are proposed to cut or modify are pack
9 full each and every day. And to offer rail service as
10 an alternative to that is a smack in the face of the
11 riding public who have come to depend on the door-to-
12 door service Metrobus provides.

13 While the ridership may be low on the
14 late-night service, those few passengers are
15 oftentimes the service workers who close the
16 restaurants and nightclubs we patronize to have fun.
17 So shouldn't they be entitled to a ride home after a
18 long evening's work? Not everyone wants to ride the
19 train and not everyone can afford a car as a primary
20 means of transportation.

21 The riders of the W14 line have already
22 been through enough when their route was cut back to

1 Southern Avenue station. And if that wasn't enough,
2 now you want to eliminate the entire line and leave
3 them stranded and forced to use other means of
4 transportation. What about the disabled passengers
5 who are unable to drive; how do they get around? The
6 C11 and 13 are pack full each and every day, so you
7 will add further strain on a smaller and underfunded
8 transit system just to save a buck.

9 The traffic in southern PG County,
10 Maryland is also horrific as it is. The bus service
11 takes thousands of cars off the road each day. Why
12 rub more salt in the wound of those Prince George's
13 County residents?

14 And finally, I urge you to, instead of
15 cutting service and stranding your passengers, to go
16 back to the jurisdiction, Maryland and Virginia, and
17 ask them to remove the 3 percent road cut. Thank you.

18 MICHAEL GOLDMAN: Thank you. Our next
19 speaker is Mr. Titus Brown of Riverdale.

20 TITUS BROWN: Keep in mind that I have
21 autism spectrum disorder, so I'm a little nervous.

22 MICHAEL GOLDMAN: Don't be nervous.

1 Take your time.

2 TITUS BROWN: All right. I'm going to
3 make it short as possible. My name is Titus Brown.
4 I'm a PG County resident, born in southeast D.C., but
5 that's not the point.

6 I've been taking Metro for like 10
7 years now. And what I dislike about the Metro is the
8 peak fares -- peak fare system. And, of course -- how
9 do I put this -- peak fares are useless to me. I
10 mean, sorry, I'm stage fright.

11 AUDIENCE: You're doing a good job.

12 TITUS BROWN: Basically, though, the
13 peak fare system is useless. I mean, reason being is
14 because other major transit systems, like, let's say
15 MTA Baltimore -- the Baltimore transit system, and
16 especially MTA New York. They have a flat subway
17 system. You don't have to -- basically, though, like
18 New York's transit system, they're, like, far apart
19 from each other, and they only still pay the flat
20 rate. I mean, how do I put this? Here in D.C., sure,
21 we got -- we have Maryland and Virginia and stuff like
22 that, but we don't want -- I'm sorry. I'm sorry, I

1 need some time. There's a three-minute timer and I'm
2 a little nervous.

3 AUDIENCE: It's okay, don't worry,
4 you're doing fine.

5 TITUS BROWN: You know what they say?
6 People with autism have a voice.

7 AUDIENCE: Amen.

8 TITUS BROWN: All right then. I'll
9 make it quick as possible. Please bear with me.

10 Basically, though, we don't need a peak
11 fare service because, you know, it's a waste of
12 traveler's money. Sure, it's okay to have a surcharge
13 for people that are traveling from Dulles. But, like,
14 for example, CTA Chicago, they have a surcharge for
15 their airport system that is far beyond the Chicago
16 city limits, but that seems reasonable. But having a
17 flat rate for, you know, for our D.C. Metro system can
18 implement people not, you know, not wasting people --
19 riders' money. I mean, how do I put this? Sure, you
20 guys are being nice enough to add a flat fare on the
21 weekends; that's nice of you. But having it every day
22 can make, you know -- sorry, can I?

1 MICHAEL GOLDMAN: Take your time.

2 TITUS BROWN: All right, okay. Having
3 a flat service every day can't implement, you know,
4 riders', consumers' money -- because riders'
5 consumers' money. It's not just, you know, worrying
6 about calculating the roundtrip all by themselves
7 where you'd have a fixed roundtrip so that way you
8 don't have to worry about -- worry about, you know,
9 calculating it by yourself and worry about money too
10 much.

11 Okay. I -- yeah, you get the idea.
12 Thank you.

13 MICHAEL GOLDMAN: Thank you. Our next
14 speaker, Miss Lois Stabes.

15 LOIS STABES: Stabes.

16 MICHAEL GOLDMAN: Stabes, thank you.

17 LOIS STABES: Yes. Can I get a
18 microphone, please? Good evening. Thank you for
19 listening to me. I'm a Puget County resident. I'm a
20 blind individual. I've been riding MetroAccess for
21 many, many, many years. I have a problem with the
22 unfixed rate; it varies, you know. You never can

1 depend on what you're going to pay. It's \$6.00 one
2 way and \$3.00 coming back. I would propose that we
3 have a flat fee, a flat fee of \$4.00, making it very
4 easy to understand what your payment would be and just
5 making life a lot easier for persons with all types of
6 disabilities.

7 Another thing that I am not
8 understanding is why the proposal that is online has
9 no mention of MetroAccess, has no survey, it has no
10 mention. You know, that's my lifeline. That's what I
11 came to speak on; that's what I came to get an
12 understanding on. Everything was based on bus and
13 rail, and I understand that you have a formula and,
14 you know, the summary of what you're doing and how you
15 do it is based on bus and rail. But I'm looking for a
16 flat fee. I'm looking forward to finding out how much
17 your budget monies will be put into MetroAccess. With
18 a \$4 billion budget, \$12 million is budgeted for
19 MetroAccess.

20 I don't hear anything considering the
21 on-time performance of our MetroAccess. I don't hear
22 anything concerning the performance of MetroAccess.

1 We need to look at that because it's very important to
2 persons with disabilities. It's our lifeline; it's
3 the only thing we have to maintain ourselves to
4 travel. In PG County and in the suburbs of Maryland,
5 a lot of people can't get to a bus or to a train; we
6 have to cross one-lane highways, and that's not safe
7 all the time. So I would just like more consideration
8 to be put into MetroAccess and addressing our needs.
9 Thank you.

10 MICHAEL GOLDMAN: Thank you. Next
11 speak is Miss Annette Rogers of Riverdale. Annette
12 Rogers. All right. Is Miss Rogers here?

13 ANNETTE ROGERS: I ride MetroAccess and
14 I have not heard anything about MetroAccess on the
15 survey. I want to know what happened to MetroAccess.
16 Where I live, I cannot ride -- I cannot get to the bus
17 or the rail because I live off the bus and the rail
18 earlier. I'm blind, and for that matter, MetroAccess
19 needs to let us know what's happening to MetroAccess.
20 It's like MetroAccess does not exist. And for me,
21 that's not right. And for the riders of MetroAccess,
22 that's not right. We travel one way, \$6.50; the other

1 way, we go to the same place and we have to pay \$6.50
2 going, \$4.00 coming. Why don't we have a \$4.00 flat
3 fee like we had before?

4 MAN: I agree.

5 ANNETTE ROGERS: Thank you.

6 MICHAEL GOLDMAN: Thank you. Next up
7 is Mr. Quincy Jones. Quincy Jones.

8 QUINCEY JONES: Yeah, I'm the real
9 Quincy Jones. Good evening.

10 MICHAEL GOLDMAN: Good evening.

11 QUINCEY JONES: I'm a 20-year worker
12 with Metro. I've driven the majority of these routes
13 before that you're so-called slashing. We always want
14 to relate to our riders as a driver. We want to be
15 able to make them feel comfortable and they know we're
16 on time getting to their destination on time. We do
17 what we can; we make it work.

18 The buses in these communities rely on
19 Metro totally. They rely on Metro. These cuts are a
20 direct result of the 3 percent budget cap. This cap
21 was placed on WMATA by Maryland, Virginia in order to
22 appease the republicans that got voted out that last

1 year. As their dying clips this 3 percent, while
2 WMATA brought a private contractor to handle 78 bus
3 routes which led to an 85-day strike. Now the 3
4 percent subsidy cap is requiring WMATA to balance the
5 budget of the growing system by cutting service. The
6 3 percent budget cap forces jurisdictions to fight
7 each other for resources.

8 If you expand services on one location,
9 you are focused -- you are forced to cut it in
10 another. This is not a way to deal with substantial
11 regional transportation network. We need to be
12 expanding bus services rapidly to meet the needs of
13 these regions' growth.

14 The Virginia Department of
15 Transportation's own presentation to the House of
16 Delegates Transportation Committee said that there was
17 no way we can pave our way out of traffic congestion.
18 The region is famous for traffic congestion. The only
19 way to fight it is with increased bus service to keep
20 people out of cars. Lower Virginia was able to
21 attract Amazon with its world-class transportation and
22 promise to expand offerings. Now WMATA is choking the

1 region with congestion just to save a little money.

2 The budget has some good things that
3 the union has supported for years, including transfer
4 discounts between bus and rail, restoring some late-
5 night service, expanding Sunday train frequencies,
6 expanding weekend services on Metrobus routes.

7 Ultimately, WMATA isn't the one that
8 can fix this. They had to follow the law on the
9 budget cap. The real problem to fix this comes from
10 the local politicians. Sounds like a good idea, but
11 really just force WMATA to cut bus routes in order to
12 remain solvent. WMATA is kicking the cost to
13 localities by cutting routes, but cutting these routes
14 while WMATA is kicking the cost of serving these
15 communities to local jurisdictions. When this plan
16 works, expect more budget cuts and ballooning local
17 budgets for transmitting while never meeting the
18 service quality that WMATA say that they provide.
19 Thank you.

20 MICHAEL GOLDMAN: Thank you. Next up
21 is Mr. Lamar Lawson.

22 LAMAR LAWSON: I'll come to you. Good

1 evening. My name is Lamar Lawson, and I've been
2 riding overall for 26 years and I've been riding since
3 I was 10 years old. Now one of the things that
4 bothers me about when Metro mentions low ridership, to
5 me, it's that little black man saying, I don't want to
6 talk about it, which brings me to my bus, the B30.

7 The B30 goes from Greenbelt to BWI.
8 Now they just recently added Arundel Mills mall. I've
9 been riding that B30 for 16 years. I've seen the old
10 and the new buses come out of here. The B30 is very
11 important to me. I have kids that live in Baltimore
12 and I really need that bus. And this idea to get rid
13 of it because of low ridership is crazy. Well, yeah,
14 of course it is when you have that bus running every
15 hour and 10 minutes during the week Monday through
16 Friday and not at all on weekends or holidays.

17 So let me get this straight. People
18 travel, shop -- and I'm going to say it -- gamble more
19 than likely on the weekends. They can't get to
20 Arundel Mills mall or beyond that or even the airport
21 because, with all due respect, Metro want to be cheap.
22 Has anybody been to -- anybody been to Landover buses

1 lately, them extended cars? They got speed to them.
2 So, clearly, that was the last thing they were
3 thinking about being cheap bringing them new buses
4 out, perfectly capable of running that B30 route.

5 So alternative routes, the Y train,
6 last train on Saturday is 9:30 going to D.C.; on
7 Sunday, it's 5:45. Ain't nobody home that early. And
8 the alternate routes they have -- College Belt, three
9 buses to Greenbelt -- ain't going to work. Amtrak not
10 going to work. 201 goes all the way -- not to
11 Greenbelt, not to College Park -- Shady Grove. You're
12 going an hour out of your way from the airport to
13 Shady Grove. You're not even considering taking the
14 rail line into town if you got to make a transfer. It
15 just doesn't -- it doesn't make any sense.

16 I understand Metro wants to save money.
17 I got that. I understand that. But, please, just do
18 not eliminate this bus. Put it back the way it was:
19 40 minutes, Monday through Friday, and Saturday and
20 Sunday as well; 6:00 a.m. to 8:40 p.m. Monday through
21 Friday, not 20:00 (sic) a.m. through 8:40 p.m. on
22 Sunday around Greenbelt. All I ask is you just think

1 about this; if anything, think about me and that bus.
2 Thank you.

3 MICHAEL GOLDMAN: Thank you. Next
4 speaker is Mr. Darcel Smith of Bowie. Darcel Smith?
5 Miss Darcel Smith, sorry.

6 DARCEL SMITH: Good evening all. I am
7 here representing Bowie, Maryland, and I'm sure that
8 this scenario goes across various cities within -- or
9 in the states here. But there's -- or they say that
10 you all will be eliminating the C28 bus, which is
11 Pointer Ridge, and that is the main bus for the City
12 of Bowie. So everyone who lives within that area,
13 besides ones from Bowie College, it's going to be
14 eliminated.

15 And, more importantly, there are senior
16 citizens homes, there's the emergency hospital and
17 nursing home, all that that bus takes all of the
18 workers and various citizens around in that area for
19 seniors and for them to not have access to go even to
20 New Carrollton station. They can't walk that long a
21 way and to get on a bus, another bus at the parking
22 lot in Bowie. So they really need -- we need you all

1 to consider that, that it's a lot of senior citizens
2 on that route, the B28, it's very important.

3 And on another note, I wanted you all
4 to think about there are other riders on these buses
5 as well. If we're going to re- -- we're actually
6 chain-riders, but we do ride the buses to get down to
7 Route 50, and we're not being accounted for. So I
8 hate to propose it, I've spoken with a lot of WMATA
9 riders and if we had to pay a normal fee just so we
10 can be counted, that would be fine too. But just to
11 eliminate it completely? I'd like you all to consider
12 all that I've said, and I'm sure those around other
13 counties in Maryland and the D.C. area.

14 Thank you very much.

15 MICHAEL GOLDMAN: Thank you. Next
16 speaker is Miss Judith Rubinstein, Greenbelt.

17 JUDITH RUBINSTEIN: Thank you. A
18 couple of quick notes. I liked the old Metro cars
19 better. The seats were more comfortable and there
20 were more of them, so I would like to see money going
21 to keeping the old cars in service rather than buying
22 new cars.

1 A quick comment on something an earlier
2 speaker said about flat fee. I'm not sure I'm in
3 favor of that. If I'm going one stop, I don't want to
4 pay \$5.00; I'd want to pay a fare commensurate with
5 the short distance I'm traveling.

6 My main concern is cutting out the B30
7 bus. I live a mile from the Greenbelt Metro station.
8 I don't have a car, and the most convenient way for me
9 to get to the airport is on the B30 bus. I realize
10 low ridership is a problem. Back in the days when it
11 was every 40 minutes, there were times there were only
12 six people on the bus, and that's not even enough to
13 pay the driver's salary.

14 But if you can't run the bus every 40
15 minutes, seven days a week, could you at least run the
16 bus at days and times of highest ridership, which I
17 assume would be Fridays, Sundays -- people come home
18 from out of town and they have to get to the airport
19 to go home -- and Monday mornings. I've been on the
20 B30 bus at 6:00 on a Monday morning and it was full.
21 So if you can't -- if we can't have seven days a week
22 service, could we have it at least on days when people

1 are most likely to need it, like I said, Fridays,
2 Sundays and Mondays.

3 Touching on a point an earlier speaker
4 said, I rode the B30 more often when it was every 40
5 minutes. It was more convenient then. It's not as
6 convenient now every 70 minutes. Also, it used to
7 take only 40 minutes when you didn't go to Arundel
8 Mills mall, when I don't know how many people take it
9 to Arundel Mills mall. I liked it better when it
10 didn't go to Arundel Mills mall because then the ride
11 didn't take as long.

12 Now, I can still get to the airport by
13 taking the Metro downtown and getting the Penn line
14 from Union Station or taking the G12 or G14 to New
15 Carrollton and taking the Penn line from there, but
16 that takes much longer and it's more expensive than
17 the B30 bus, so please do not cut the B30 bus. Well,
18 that's basically what I wanted to communicate. Please
19 don't cut the B30 bus. Even if you have to cut it
20 back to just certain days or certain hours, please
21 don't eliminate it entirely. Thank you.

22 MICHAEL GOLDMAN: Thank you. Next up

1 is Mr. Ron Smith. Ron Smith.

2 RON SMITH: I'm before you on behalf of
3 Local 929 Teamsters. We service 70 percent of the
4 routes in Prince George's County, along with 689. We
5 stand against any elimination in service. They spoke
6 earlier about several lines, whether the C line. So
7 let me just say whether it's South County, Central
8 County, or the B30 in Northern County, we stand
9 against any elimination of bus service because it's a
10 problem with the quality of life to our workers. So,
11 you know, when you reduce bus service, you reduce
12 labor force.

13 So let me share some numbers with you
14 because, you know, we like what we see. We can
15 support an increase in fares. But here's how we got
16 to where we are today: about four years ago, there
17 were several people that didn't pay; 30 years ago,
18 there were a couple of hundred people that didn't pay;
19 20 years ago, there were a couple of thousand people
20 that didn't pay; 10 years ago, there were tens of
21 thousands of people who didn't pay. So where are we
22 today? We've got almost a million people riding that

1 ain't paying and they want to cut bus service?

2 We should have a program on collecting
3 fares, enforcement of fares is what we need. Mr.
4 Goldman, does the Governor Hogan know that almost a
5 million people are riding free in the State of
6 Maryland? That's why where we're at today. You and
7 the Board ought to take a look at collecting money, as
8 we used to do back in the day, 30/40 years ago, but
9 now it's crazy. You got a million people almost
10 riding free. So, yeah, yeah, I guess you do need
11 money. I think a couple of years ago, you said, oh,
12 it was just 25 million; well, that's a couple of years
13 ago. How about today; what is it, \$70 million
14 uncollected fares? I don't know how you go to stay in
15 the budget business if we're not collecting money.
16 The MTA, I'll bet you MTA in the State of Maryland is
17 collecting money. Why can't Metro collect money?

18 So that's the issue. Some of them
19 might not say that, but that's the issue we have.
20 We're not collecting or doing enforcement of
21 collection like we should be doing and we've done in
22 the past. So that's all I have to say.

1 MICHAEL GOLDMAN: Thank you. The next
2 speaker is Miss Cheryl Cort. Cheryl Cort.

3 CHERYL CORT: Good evening. My name is
4 Cheryl Cort. I'm the policy director for the
5 Coalition of Smarter Growth. We are a nonprofit
6 organization working to promote lawful and inclusive
7 in transit-oriented communities and the land use and
8 transportation policies and investments needed to make
9 those communities flourish.

10 We've worked with the bus
11 transformation project and we will continue to support
12 its recommendations. Improving bus service is
13 essential to Prince George's and the region,
14 especially for low-income riders who may have no other
15 way to get to jobs, training, education, and services.

16 We see the positive evidence of the
17 results of the bus transformation project in the
18 proposed FY21 budget. Partnering with MetroNow and
19 our nonprofit partners, we are working to implement
20 those recommendations, which will help deliver faster,
21 more reliable and more affordable bus service.

22 We support a number of provisions in

1 the proposed budget that are deeply concerned by
2 others. First, a lot of budget proposal includes
3 important positive initiatives that we support. First
4 and foremost, free transfers for riders from bus to
5 rail. This is a top priority for low-income riders.
6 We strongly support this measure as critical to
7 creating a seamless transit system. Removing the
8 transfer penalty will make more transit routes
9 efficient and feasible.

10 Restoration of late-night service:

11 We've advocated for this and commend the Board for
12 proposing to restore this service. Lower fare passes:
13 We commend the Board for reduced fare costs -- reduced
14 cost passes, including the 7-day regional bus pass
15 price reduction from \$15 to \$12. Enhanced weekend
16 service: We commend the increase in weekend service
17 that's proposed.

18 However, we are very concerned about
19 and imposing these following fare changes: the 25
20 percent fee for riders to use cash or to recharge
21 their cards; peak hour fares after midnight when
22 service is operating -- when service is operating at

1 peak; and the \$1.00 extra charge for MetroExtra. The
2 fare changes will harm -- will especially harm low-
3 income riders.

4 Regarding the significant changes to
5 bus service in Prince George's and throughout the
6 region that would reduce service and eliminate some
7 lines altogether. We should not implement the
8 proposed drastic service reductions due to a 3 percent
9 operating growth cap. Instead, we should work with
10 Virginia and Maryland to remove the cost cap, and we
11 should launch a bus network redesign study instead of
12 cutting service just as a part of a budget.

13 We need better bus service, not drastic
14 cuts to our system. We can make -- we can work
15 together to address challenges by pursuing integrated
16 network redesign for buses and free ourselves from the
17 arbitrary 3 percent cost cap. Thank you.

18 MICHAEL GOLDMAN: Thank you. Next up
19 Miss Cathy Stewart of Bowie. Cathy Stewart.

20 CATHY STEWART: Good evening.

21 MICHAEL GOLDMAN: Good evening.

22 CATHY STEWART: I have been living in

1 Bowie for 22 years as a resident, a homeowner, and
2 I've always had the C28 route that's in the P section
3 of end of the line Porter Ridge, and I just want to
4 mention some disadvantages. There were in the P
5 section, not having accessibility to the C28 bus
6 route, there would be residents along that route that
7 will not be able to get to the library and a lot of
8 folks don't have the internet. And I have been going
9 to the library with my kids sometimes, but they're no
10 longer kids, but I still go once in a while and people
11 there, there are a lot of people that don't have the
12 internet. They need that bus route to get to the
13 library; that's a long-haul road off of -- near
14 Central Avenue at the end of Porter Ridge, C28 bus
15 route. That's very important to me, as well as the
16 residents of Bowie.

17 Also, I want to mention another
18 disadvantage. That bus route goes through the P
19 section, like Peach Walker Drive, and people need the
20 route to get to the Bowie Health Center. They need
21 the route to get to the gym, the Bowie town center,
22 park and ride during certain times of the day, not

1 just rush hour.

2 I also want to mention that I take -- I
3 go to park and ride to take the bus to New Carrollton
4 every day, back every day because I'm a state employee
5 for the University of Maryland. We don't get raises
6 every year. So I used to park on the campus, but I no
7 longer park on the campus because of that fact; we
8 don't get raises every year. So what's the point of
9 me paying for parking when I can take the C28 to New
10 Carrollton like I've been doing?

11 And I'm asking you, please don't take
12 this bus route away because it can cause people to
13 lose their jobs if they're depending on this bus
14 route. This is very serious. And I think that is --
15 oh, and another thing I wanted to mention is due to
16 globalization, you know, it's causing an increase of
17 additional riders. So, again, I'm asking you to do
18 everything in your power not to take this bus route
19 away from the Bowie residents.

20 And I depend on the B29 of Crofton as a
21 backup system when the C28 is not coming and the bus
22 has also had broken down -- it broke down on Route 50

1 once and we were out on Route 50 on the highway and
2 another bus line, like the B22 would come -- had come
3 and picked us up off of Route 50.

4 So the bus, they do break down in the
5 summertime. So if you just have one bus line coming
6 through that route 50, we're going to have to be --
7 you know, in case -- we're going to have to be out
8 there for a long period, longer with just one bus
9 line. If that bus happens to break down in the
10 summertime, so that's another thing to consider.

11 Thank you.

12 MICHAEL GOLDMAN: Thank you. Next
13 speaker is Miss Marilee Shaeffer. Miss Marilee
14 Shaeffer.

15 MARILEE SHAEFFER: Yes, right here. I
16 live in Clinton, Maryland. I take the C11 and C14
17 buses daily. I realize that -- your budget issues.
18 But the alternative that you've given to me to ride is
19 30/32 bus does not get me to work by 7:00, so my job
20 is on the line. And this customer experience that
21 you're touting is not going to work for me because I
22 don't have a way to get to work.

1 Also, it's not -- I don't know. I feel
2 like it's a civil rights issues. You know, I don't
3 want to get too heavy on you. But the C11, the bus
4 that I take at 6:00, it's not low ridership, it's
5 packed -- and I'll get you new photos of that as well
6 -- so it's not a low ridership issue. But it becomes
7 a civil rights issue for me because I feel like I'm
8 entitled to a local public transportation that gets me
9 to work on time. Now, if I'm not there by 7:00, I'm
10 out. You're meeting your budget, but mine is
11 completely wiped out, so that's an issue for me
12 certainly.

13 The C11/C13, I mean, the ridership is
14 predominantly black. It is the age group maybe from
15 40 to 70, so it becomes a physical hardship and a
16 financial hardship. If I have to put money in your
17 pocket for you to meet your budget, have to pay \$6.00
18 to park, gas, I have to disabled grandchildren -- not
19 to, that's my personal issue, but I don't need the
20 financial expense because I'm entitled to local public
21 transportation like everybody else that gets me there
22 by 7:00. And that's not -- I think that's rush hour;

1 that's the normal time people get to work.

2 So your alternative does not work at
3 all, okay. And, you know, I appreciate the budget,
4 but you're ruining my budget, my -- I mean,
5 everything's on the line for me and it's devastating.
6 As of July 1st, I can't get to work. And when my
7 boss, if I'm not there by 7:00, it's a real problem.
8 They're not going to hear that. And another thing, I
9 do get paid for using Metro, but not for parking, so
10 it's really just a financial hardship.

11 And think about the elderly people.
12 That 30/32 bus runs every 50 minutes; that's an hour
13 wait. I don't know if you know how many seats are on
14 the 30/32, but it doesn't seem to be as many as on the
15 regular bus, plus it's filthy dirty. I mean, it's
16 just -- I'm gassed out. And I'm hoping that you will
17 not -- I just can't imagine the C11/C13. Even if you
18 were to run it during the major rush hours, 6:00,
19 maybe even the 6:20 or maybe do 6:00/6:40, just not
20 eliminate it because people have to get to work. I
21 would certainly be doing the rush hours, 7:00, 8:00
22 and 9:00, we should have public transportation

1 available to us. Thank you.

2 MICHAEL GOLDMAN: Thank you. Your
3 comments have been heard. Next speaker is Mr. Juan
4 Sutton.

5 JUAN SUTTON: C11/C13 riders, please
6 stand. I'm not going to be very long. We're aware of
7 two things, as we've been told that there's a decrease
8 in riders. I want to prove to you all that that's not
9 true. I learned earlier from a young lady over there
10 about a sensor that's on the bus when you get on. I'm
11 not a sensor, I have two eyes, and I see and I know
12 that that bus amount is not going down. This is what
13 I do know. Out of 20 working days in one month, it is
14 my opinion -- and I'm sure others -- that, let's say,
15 two to four of those days, we don't have to pay; that
16 sounds good. But under capitalism, somebody has to
17 get that money back some way or they're going to cut
18 out that service.

19 I want to make sure publicly that this
20 stays, that you all's finding of a decrease is not
21 based on a broken system whereby you all are not
22 getting the money that's so deserved because people

1 need the service. People need the service. Thank
2 you.

3 MICHAEL GOLDMAN: Next speaker is Ms.
4 Martha Rodgers. Martha? Need a microphone responder?
5 Here we go.

6 MARTHA RODGERS: Good evening. I live
7 on up in Marlboro, Maryland. I live also in -- well,
8 I'm a member of the Natural Federation of the Blind.
9 I live in a senior community in upper Marlborough.
10 I'd like to address two issues. One is this service
11 area. I live in upper Marlborough, I live off of the
12 -- between Dower House and Woodyard Road. I'm not in
13 the service area for weekends. I'm not able to get to
14 church on Saturdays or Sundays because I'm not in the
15 proper area. I would like to see the service areas
16 re-addressed, because in my community I have a few
17 seniors there that have been grandfathered in, and
18 they can get rides -- right next door to me can get a
19 ride and I can't, because I'm not grandfathered in.
20 That's something else that I'd like to see addressed.
21 They've been riding longer than I have and I'm paying
22 the penalty because I'm not grandfathered in and can't

1 get a ride. I'd like to see the service area explore
2 seniors or disabled people readdressed, and I also
3 would like to see the fares readdressed. I heard
4 someone say earlier that in New York and other areas,
5 they have lower fares or sort of a flat fare ride. I
6 also heard it addressed that you pay six dollars one
7 way and four dollars another way, and that's a burden
8 for blind people. I'd like to see that also, the
9 fares lowered or readdressed. Thank you.

10 MICHAEL GOLDMAN: Thank you. Our next
11 speaker is Mr. Ken (inaudible). Please come to the
12 microphone.

13 KEN: Good afternoon, how are you all
14 doing today?

15 MICHAEL GOLDMAN: Very well, how are
16 you?

17 KEN: Good. Just generally honesty,
18 but first of all, let's start with the Z line. Don't
19 you dare cut the Z8 or the Z2, okay, I'm serious. You
20 guys sit behind this table and put these damn budget
21 cuts out, and don't ask any of these people, they
22 might need buses. You guys cut the lines, don't you

1 dare cut the Z2 or the Z8. And the Q bus, it runs to
2 Shady Grove. How many college students get off at
3 Montgomery College, and you want to stop it at
4 Rockville. So, what do we do? We walk from Rockville
5 to Shady Grove or to Montgomery College? You need to
6 look and study your bus systems. They're putting a
7 lady out there, she's like, oh, we're going to cut the
8 rate service because your employee, I don't agree with
9 this, won't cut the rate service in the night because
10 of metro rail. Excuse me, I asked her a simple
11 question. That's -- is it Monday through Friday or on
12 weekends? She's like oh, it's just -- she didn't know
13 the answer. So, you guys need to train your
14 employees. Last thing, as this gentleman said, why
15 aren't you guys fixing metro rail? So many people
16 jump the gates and ride the train for free. You ought
17 to sit there and watch that go through, people walking
18 into the station, through the gates and get on the
19 train for free. This Saturday, I got on the train
20 into Colmar, on the second side, gate was open.
21 People were getting on the train, off and on for free.
22 Where's your cameras doing? Are they getting this?

1 No, no. People are riding the metro for free, because
2 you guys are not charging fares for people like this,
3 that just get on the train for free. You need to stop
4 cutting stuff like this that we all use and start
5 making your money on the rail by fixing this stair
6 gates and fixing stuff so people pay their fares,
7 'cause I'm seeming to pay my money for someone about
8 to go through the gate for free. It happens all the
9 time. It happened at Fort Charleton on Friday, I sat
10 there and watched people walk right up. I go tell the
11 station manager, she's sitting over there, hey, call
12 the number and complain. Really? Really? So, you
13 guys sit behind this desk, you need to do something.
14 Really, I'm serious. You need to do something that
15 fucking counts. You need to do something. I'm
16 telling you. Put better fare gates, use extra rails,
17 so you can get your money. 'Cause we see them riding
18 the train for free. And don't you dare cut my Z8 and
19 Z6 bus line. You can sit there and laugh, don't you
20 cut it. Okay? All of you. You get paid the big
21 bucks, but you -- us poor people have to suffer.
22 Because you are cutting these bus line, yet to define

1 ridership. Okay, and don't cut the B30. That's
2 another -- (overlapping conversation). They do. And
3 the -- that thing can count all it wants, and I can
4 get all these people up, and we can fight for our bus
5 services. I'm serious, laugh all you want. Thank
6 you. (overlapping conversation). Thank you.
7 Remember, Z8, Z2, and Z6 -- (overlapping
8 conversation).

9 MICHAEL GOLDMAN: All right. The next
10 speaker is (inaudible).

11 WOMAN 1: All right, my name is
12 (inaudible). I ride the Z11 and the Z13, okay.
13 You've got to take a look at this -- this feels like a
14 tourist, okay, like you're going on a tourist ride,
15 okay, nobody wants to take this long, scenic route. I
16 have to be at work at 7:00 in the morning, okay, I
17 don't have grace time, when I -- when they say 7:00,
18 they mean 7:00. Not 7:01, not 7:02. 7:00. Taking
19 this, this S -- what is it? B, whatever it is.
20 Something 30. 30, 32 bus. It ain't happening. It's
21 the pits. It's ludicrous to take the C11, C13 away.
22 Thank you.

1 MICHAEL GOLDMAN: Thank you. Our next
2 speaker is Ms. Billy Wright or Mr. Billy Wright.

3 BILLY WRIGHT: Thank you (inaudible).

4 MICHAEL GOLDMAN: Yes, sir. Definitely
5 a mister.

6 BILLY WRIGHT: Good evening. My name
7 is Billy Wright. 36 years working for WMATA, retired.
8 WMATA was put together because what we are in here for
9 now. Runs not being done the way they should, no
10 control, came up for metro. Then later on we come up
11 with this regional definition. Politicians come up
12 with a 3 percent maximum increase or however you want
13 to call it budget whatever. Why the hoods goes on
14 every day. Service is not a privilege, it's what we
15 as taxpayers pay for. Look in this room in here.
16 Each individual that speaks, when you count up the
17 politicians, you get votes, one person represents X
18 amount of people. Look at what's in here. Virginia,
19 last night. People came up and spoke, no one spoke in
20 favor of your budget. Tonight, the same thing.
21 Politicians is on the bowl, we now have someone from
22 Virginia, Maryland, or by the government. Let these

1 people know that we the public is tired of public
2 being disservice. Disserved. Not cutting service,
3 disservice. We should have a reliable transportation
4 system, the way this system was designed. Nobody was
5 designed to make a profit. It is funded by the states
6 and District of Columbia, which should be a state, and
7 the regions. Someone want their name on some paper of
8 what somebody's done years ago, you come up with the
9 County bus services. The Counties is paying extra
10 money to run a separate service to compete with metro.
11 We want to cut those runs, we want to talk about
12 alternate runs, we want to talk about double service
13 on the lines? Let's talk about providing a reliable,
14 safe service for the taxpaying people. We talk about
15 people not paying, make people run out of Virginia,
16 metro's numbers don't tally with what you're saying
17 about who is riding and the ridership is down. You
18 stated you want to increase the ridership. Why you
19 want to increase your ridership? Well, we want to
20 make money. Metro was not designed -- put together to
21 make money, it was put together to provide a service
22 by the jurisdiction, and you cannot increase service

1 by cutting service. Now, like somebody said,
2 everybody in here has a reason for needing
3 transportation. You've got handicapped, at one time
4 metro provided handicap service. Now a company comes
5 in, and if I'm not mistaken, correct me if I'm wrong,
6 it's managed or owned by somewhere outside the state
7 of Maryland and outside of Virginia to run handicapped
8 service. Right? Some politician want their name on
9 some records so somebody can read in 10 years from
10 now. The public is demanding that you do not cut
11 service and demanding that you go back and tell the
12 politician, the general manager, the metro board we
13 need to do something about this 3 percent cap.
14 Service is needed in a congested area that it is
15 terrible and everybody wants to run out and get a bus
16 or a van or something and say let's haul people.
17 Metro has the safest record that you can have, the
18 professional operators to professional mechanics, the
19 professional station managers like the gentleman said
20 about the station manager, that station manager's
21 worried about his or her job if they say something to
22 someone who jumped the gate. That person knows that

1 they can go and make a phone call and complain on that
2 station manager and they'll fight. They'll terminate
3 or suspend that person, disrupt their livelihood
4 because they're attempting to make someone pay. All
5 right? This is a situation of where it is critical
6 for transportation, politicians, that would politician
7 came up and spoke against your budget cuts in Virginia
8 last night, because his voters was very upset about a
9 route being cut. And you can't answer a question --
10 my opinion, you can't answer the question because the
11 information that you was given can't be backed up. It
12 can't be backed up when people tell you, I'm standing
13 at a bus stop at the Pentagon, the last bus comes
14 through, it's full, and we still got people standing
15 out there waiting for a bus and can't catch one.
16 WMATA is the capital of the United States. The most
17 powerful country in the world, the most influential
18 city, Washington DC, in the world and we are cutting
19 rides and denying our riding public and taxpayers
20 proper service. Thank you.

21 MICHAEL GOLDMAN: Thank you, Sir. Next
22 speaker is Ancel Torres. Ancel Torres. Do you need a

1 microphone? (background conversation) There's the
2 mic stand. You're tall, so we -- if you could come
3 back here, we're going to have you face the board
4 member.

5 ANCEL TORRES: Oh, okay.

6 MICHAEL GOLDMAN: You're perfect.

7 ANCEL TORRES: All right. Good
8 evening, everyone. My name is Ancel Torres. I am
9 totally blind. I run a small non-profit called the
10 Torres Foundation for the Blind to promote the
11 development of people who are blind in Washington DC
12 area as well as in other parts. I am here today as a
13 metro access rider to communicate to you many of the
14 issues that we in the disabled community here are
15 confronting. One of the words that is frequently used
16 to describe metro access service is something called
17 fixed ride -- or fixed rail, or fixed route
18 equivalence. That word -- well, that expression is
19 quickly becoming a swear word in the disabled
20 community. Because essentially what it is used to do
21 is to throw back services that's provided by metro
22 access to be the equivalent of the bus rail. Which

1 means that when you cut routes, whether or not metro
2 access can take a passenger to his home when he's used
3 to going, or to his job or whatever, because the bus
4 route is being cut, it means that that person service
5 gets cut by metro access. That's wrong. That's
6 wrong. Fixed route equivalence was a -- it's a
7 suggestion. It's not a must do, it's not a shall
8 given by ADA, it's a suggestion that the -- that fixed
9 route equivalence is one way you can evaluate your
10 service or provide service to the disabled community.
11 Metro access treats that as though, well, federal law
12 says that we have to do fixed routes equivalence.
13 That is not true, it's a misnomer. We need to go back
14 to border to border service where route cuts, like the
15 type that are being suggested here, don't matter
16 anymore. We also want reduced fares, the Washington
17 DC metro area is the third wealthiest region in the
18 world. Yet we are paying the highest fares -- the
19 highest per transit fares in the country. There's
20 something wrong with that. That needs to be fixed.
21 We want flat fares, just like they have in New York
22 City. New York City you can go to the bu -- from the

1 bottom of Staten Island to the Bronx Zoo, the top of
2 the Bronx, and pay \$2.75. It doesn't matter where you
3 go. They have 400 stations to service, it's a much
4 larger system, and yet they're giving substantially
5 lower fares. Thank you very much.

6 MICHAEL GOLDMAN: Thank you Mr. Torres.
7 Next speaker is Ms. Sonia Torres. Sonia Torres?

8 SONIA: Here. (background
9 conversation) Hello, good evening everyone. My name
10 is Sonia Torres, I'm a metro access rider. One of the
11 things I'm here to advocate today is, as many metro
12 access riders have said, I'm here to advocate for flat
13 fare, because right now, we have to pay one fare for a
14 one way and another fare coming back, and a lot of
15 times, some of those people can't even explain why
16 they're charging me a higher fare when I'm returning,
17 and if you can't explain it, then you shouldn't be
18 charging it. That fare, okay? So, as a disabled
19 person, every day I have to go through many hurdles,
20 and transportation shouldn't be one of them. Thank
21 you.

22 MICHAEL GOLDMAN: Thank you. And our

1 next speaker is Mr. William Orleans from Greenbelt,
2 Maryland. There he is. (background conversation)

3 WILLIAM: I returned to Maryland 16
4 years ago, as (inaudible), and since then I, and other
5 riders I know, and many more I do not know, I know of,
6 have been asking for more and better bus service. At
7 time, that seems to be, with very few exceptions, what
8 I've seen and experienced is less and worse bus
9 service, and it's really not called for. I want to --
10 I'm in favor -- I want to agree with those that say
11 the cap is ridiculous, it should be eliminated. I'm
12 in favor of greater jurisdictional sovereignty, and
13 for those board members who represent a jurisdiction
14 that want the cap to remain in place and want not to
15 have to provide a bigger subsidy, I say you should do
16 your job and tell the people who've appointed you that
17 to meet the needs of riders in the Washington
18 Metropolitan Transit zone, the compacts transit zone,
19 where the jurisdictional subsidy is necessary.
20 Reference was made earlier to a title six analysis.
21 I've been coming to metro meetings for most of those
22 16 years. I've heard several title six reports, and

1 I've seen provided by the office of civil rights, I've
2 never seen or heard one yet that contradicted the
3 intent of metro management and its Board of Directors.
4 Now, maybe that's because the Board and management are
5 doing such a fine job and propose such fine -- make
6 such fine recommendations that the Office of Civil
7 Rights deems that no one is hurt by the decisions of
8 management and the Board. But when you're cutting
9 service, either by eliminating routes in their
10 entirety or by significantly reducing service, tell me
11 how that you're improving the customer service
12 experience? If on -- today -- on one day I have a bus
13 that stops within a quarter mile of my residence or my
14 work site and tomorrow I don't have that bus, my
15 experience is not going to be improved if there's a
16 significantly -- some kind of net involved. I'm in
17 favor of improving our experience -- rider experience,
18 and to that end, the metro board must insist that
19 metro management do a better job in making
20 recommendations to the board as what needs to be done.
21 Very quickly, I don't know how much time I have left,
22 metro access. It states very clearly in the brochure

1 that was distributed, there's a couple outside, that
2 metro access service will not be impacted through --
3 by any changes in bus service to December of -- 31,
4 2020. But the fiscal year end -- expires June 30,
5 2021. This is a budget for the fiscal year 2021. I
6 don't think it's appropriate that you suggest that
7 metro access riders that they'll not be impacted only
8 for the half of the year and finally, with regards to
9 Mr. Torres' comment I would agree with him. ADA --
10 federal statute requires service within three quarters
11 of a mile. It doesn't prohibit this agency or any
12 other agency providing greater service beyond three
13 quarters of a mile and even the three quarters of a
14 mile is stricken with this agency proposal.

15 MICHAEL GOLDMAN: Thank you, Mr.
16 Orleans. Thank you.

17 WILLIAM: One other thing. Tonight, as
18 it happens, right now, the Prince George's County
19 Council is having its own budget town hall. Reference
20 was made earlier to what some of us think is maybe a
21 bad word, politicians, I don't think it's a bad word,
22 I think all of us are politicians, I think we're doing

1 right by being here tonight, but we can't be here and
2 there both. The compact requires public hearings as
3 it relates to -- about the human budget. It doesn't
4 restrict WMATA from having only one district hearing -
5 - only one Virginia hearing or one Maryland hearing.
6 I think there ought to be another hearing in South
7 County, Prince George's, there ought to be a couple
8 hearings in Montgomery County, somewhere else in
9 Virginia and (indiscernible) in the district besides
10 the one tomorrow night, so I would recommend to my
11 board member that he suggest that there should be more
12 public hearings, more of an opportunity to complain
13 about what he prefers to do. Thank you.

14 MICHAEL GOLDMAN: Your recommendations
15 are always appreciated. Ms. Barbara Murray? Barbara
16 Murray. You need a microphone, Ms. Murray? Just a
17 minute.

18 BARBARA MURRAY: Hello, my name is
19 Barbara Murray, I live in Hyattsville, Maryland, and
20 I'm totally blind and I also have Multiple Sclerosis.
21 Metro access is very important to me. I have not
22 taken metro bus or the metro rail, but my concern is

1 some of my colleagues have said is that by doing away
2 with some of the metro bus services, how will that
3 affect my friends and colleagues that depend on metro
4 access, and the fact that they're not grandfathered
5 in? I am, so that's not my concern, but my concern is
6 for them, and also, what -- it's also been stated that
7 when you try to get an understanding of why it's --
8 four dollars here and then six fifty coming back,
9 there's no one to explain that to you. So, can we
10 have an understanding, I mean, can you train your
11 people to address these things so that we're not
12 feeling like we're in the dark? Thank you.

13 MICHAEL GOLDMAN: Thank you. Our next
14 speaker is Ms. Angela Hammonds of Bowie. Angela
15 Hammonds.

16 ANGELA HAMMONDS: Could you -- thank
17 you. My name is Angela Hammonds, I live in Bowie, in
18 the Porter Ridge neighborhood. I have cerebral palsy
19 and I do ride a wheelchair. My Mom and I moved to
20 Porter Ridge from DC in 2016. One of the key reasons
21 my Mom chose the house is that the C28 bus stop is
22 literally in front of my house, whether I'm going to

1 my doctor appointments in DC, Bowie Town Center, or
2 another few stops away, because it's dark at night,
3 and C28 gets me where I need to go. There have been
4 times when I missed the ride C22, due to a metro delay
5 or a broken elevator, when central control was
6 contacted, each time they sent us a shuttle that
7 dropped me off where? Right in front of my house and
8 the C28 bus stop. I do utilize metro access,
9 depending on a fixed income and the fluctuating fare
10 costs, I've gotten into a bus or metro rail where I
11 ride for free because I have metro access. In
12 relation to metro access. If you cut C28 service,
13 that will leave metro access to not service my area,
14 this will not only impact me, but several of my
15 neighbors who will have to primarily use metro access
16 as their mode of transportation. With this testimony,
17 I'm advocating not only for myself but all in the
18 disability in the DMV area. Thank you.

19 MICHAEL GOLDMAN: Thank you, Ms.
20 Hammonds, our next speaker is Ms. Denise Rush. Denise
21 Rush?

22 DENISE RUSH: Good evening.

1 MICHAEL GOLDMAN: Good evening.

2 DENISE RUSH: My name is Denise Rush,
3 and I am a member of the AAC community, and I'm the
4 Vice Chair of the metro access committee. I'm not
5 representing just those communities. I'm resent --
6 representing the public. The main concern for me is
7 the flat fare. It will be so much easier for the
8 community -- everyone -- to pay a flat fare. When you
9 get your check, your social security check, your
10 disability check, you know how many rides you have to
11 go, how -- go to the doctor, come back, whatever, you
12 know everything and you can budget, but with the way
13 the system is now you cannot budget. And to charge
14 .25 more for if you use cash is an insult. Is a
15 direct hit to people on fixed income and that's wrong.
16 We're paying our money, so don't charge us more
17 because we're using money. That's what it started
18 with. Money. And you're going to charge an
19 additional -- or suggested charge an additional .25 is
20 awful. I'm also insulted that the people who
21 volunteer on these committees like myself, we don't
22 get a paycheck, we give -- we're giving our time,

1 we're advocating for handicapped, elderly people and
2 we really were not mentioned in the budget report.
3 Aside from the fact that the budget report was not
4 accessible. For once -- I've been going to the
5 meetings over 15 years, and riding over 20 years, but
6 once I decided to read the budget, it's not accessible
7 to read. That's an embarrassment, and you all should
8 be embarrassed. And lastly, the whole system is like
9 your body. Everything needs to work for your blood to
10 flow, and when you cut the buses and continue to cut
11 the busing, you're putting blood clots so that nothing
12 can flow. You've got to get to the rail station, and
13 you have to get to where you need to go. You have to
14 have buses. DC transit, I remember, I started in DC
15 transit, and they took us everywhere, and I went from
16 going from Capitol Hill all the way to the ice cream
17 place in Silver Spring. I transferred three times,
18 and it was free, but I got there. So, when you're
19 cutting the bus, you need to enhance the bus system so
20 your people will use the rail, but take -- keep
21 cutting and taking away from is wrong. Thank you.

22 MICHAEL GOLDMAN: Thank you so much.

1 Our next speaker is Ms. Amber Woods of Fort
2 Washington.

3 AMBER WOODS: Yes. Thank you. Good
4 evening, everyone.

5 EVERYONE: Good evening.

6 AMBER WOODS: Yes, once again, my name
7 is Amber Woods. I have leadership in Prince George's
8 County as the National -- Chapter President of the
9 National Federation of the Blind. My concern is, as a
10 leader, is not for myself but also for others in my
11 community. One of my concerns is that the W14 has
12 been asked to be eliminated due to low ridership.
13 Once again, there are cases where that's somehow
14 unbelievable, because sometimes on certain parts of
15 that route, it's crowded, and also, besides being a
16 fixed route person, I am also a metro access user, and
17 since I've been in Fort Washington, most of the times
18 my rates has only been \$6.50, always, no matter where
19 I go. So, that's a concern, but my biggest concern is
20 also, the lack of accessing the budget and other
21 information and to me that's a big concern with the
22 Freedom of Information Act, I think it's really

1 disarming not to be able to follow the budget like
2 everyone else, 'cause I am a visually impaired person,
3 and we definitely have a right to know, and the
4 actions of this service as well to communities up
5 here, because you might actually lose people who could
6 actually bring solutions instead of just hearing about
7 the problems, actually bring solutions to these
8 issues. But how can we do that if we're not treated
9 as partners? So, that's one of the things that is
10 alarming to me. So, in my area, we only have that one
11 bus, the W14, if that's gone, we don't have anything.
12 The closest bus is actually a mile away, and actually
13 another issue is pedestrian. There is no way that
14 anyone, with a disability or not, can safely walk to
15 this particular bus. I used to work at the Safeway
16 where this bus route is, I think it's the W19, I never
17 rode it because it didn't make sense from where I
18 live, so that was a concern. So, my other concern is
19 that in my neighborhood alone, we have a lot of people
20 that are starting to age, so, with my future forward
21 thinking I'm really concerned about the aging
22 population, so we definitely will need reliable

1 transportation soon. Thank you.

2 MICHAEL GOLDMAN: Thank you, Ms. Woods.
3 Next speaker is Mr. Patrick Murray from Washington DC.

4 PATRICK MURRAY: Hello, thank you for
5 your time. I think, based on what we've heard
6 tonight, we can't really afford to be cutting any bus
7 lines, but I'm here to talk to you about the B8 and
8 the B9. I live in Fort Lincoln, DC, right there on
9 the border, and basically there are two lines that
10 serve us in our tiny little neighborhood. It's B8 and
11 B9, and then there's the H6 bus. And you're proposing
12 to cut the B8 and the B9, and so these two buses
13 service a lot of members of our community, especially
14 children trying to get to Langdon Elementary. And the
15 reason is that -- you claim there's depletion of
16 service, but unfortunately the H6 is incredibly
17 unreliable. It's overcrowded buses that current --
18 that often miss stops, they currently -- some of them
19 just don't -- there won't be a bus, it will miss its
20 schedule, and so, the B8 and the B9 has been a vital
21 resource for us for the overflow, people going to
22 their jobs, and also, we have a massively expanding

1 community. I think we just had a neighborhood built
2 with 350 units, and that's just only going to expand,
3 there's an early childhood center on the way,
4 expanding retail, and these buses are just going to
5 get more and more packed. H6 also adds a half hour to
6 get to the metro for our residents, which is -- as
7 people talked about, people are depending on it to get
8 to their jobs, to get to school. Again, the B8 and
9 the B9 been just incredibly vital resource. I mean,
10 it's not like we can walk to other bus lines, either.
11 Our neighborhood is blocked off by a highway, a hill,
12 and a cemetery. It would be over a mile to walk to
13 another bus. So, I'm pleading with you to please, for
14 the sake of my neighborhood and the neighborhoods
15 surrounding me, cutting off this bus line would be
16 like cutting off a limb. It's all we have, so please
17 do not cut it, maintain it and as we've heard, people
18 are depending on these buses. If you can, please
19 avoid cutting any of these services. People are
20 depending on them. Thank you.

21 MICHAEL GOLDMAN: Thank you. Our next
22 speaker is Ms. Yolanda Giprice. Giprice out of

1 Capitol Heights.

2 YOLANDA: Yes, Giprice.

3 MICHAEL GOLDMAN: Giprice, thank you.

4 YOLANDA: Yes, with all respect, I
5 would like to know of the panel up there, who has grew
6 up in the metropolitan area and rode public
7 transportation, just by a show of hands, if you could.
8 Just like I figured. Ya'll come into our home, and
9 ya'll just robbed it. So, I wrote this out, but I
10 want to say one point first. WMATA was not the person
11 who implemented fund it, fix it, or make it fair. It
12 was the all -- Amalgamated Transit Union, Local 689.
13 We said fix it, make it fair, and make it a flat \$2
14 fee for all the riders of it. I'm here -- I've been
15 working metro, but I'm representing myself as a
16 citizen. WMATA's previous General Managers, and I
17 knew most of them, 'cause I've been in the company
18 since 1986, have always acted in good faith and
19 consideration for the rider public. But Washington
20 Metropolitan Area right now as I speak is experiencing
21 astronomical growth, and the economy such as this
22 calls for more transportation services. When did we

1 stop caring about the riding public? When did we make
2 the riding public beg us not to cut rides? Half of
3 you up there were at other transit systems doing the
4 same cut thing that you did in other states and you
5 bringing it here, but not in our house.

6 Transportation cuts and sharing pieces are ways to
7 mobilize the poor, disadvantaged, and the disabled
8 citizens and low-income areas. A tactic that has been
9 used for years. You ain't doing nothing new. And
10 some of those things that you talking about ya'll
11 proposing to do, it was done by previous General
12 Managers. Ya'll trying to take ownership of it. Not
13 today. Okay, tear it down and re-build it and brand
14 it as a privatized company, that's what ya'll are
15 trying to do. You want to tear it down, you want to
16 give it to the workers, you want to make this company
17 privatized, and then you want to bring it back, and
18 then you're going to bring all the rides back. But
19 we're up on the game. We know what's going on. This
20 isn't the WMATA we knew and grew up with. If it
21 doesn't acknowledge the area's growth and need for
22 more services, than it isn't servicing the needs of

1 the public. But it's only to privatize the model.
2 Pay attention, everybody. Construction is growing,
3 infrastructure is growing, population is growing.
4 Demand for public transportation is growing, so we
5 must ask the question, why isn't metro growing?
6 Privatization, I can answer that for you. It's a
7 shame. Sorry, public, I want to apologize for ya'll
8 having to beg for something that you all need, and
9 that they know you need. Now, what they did, they cut
10 the parking facility over at Capitol Heights subway
11 station, I live by Capitol Heights. They're saying
12 that the parking lot is not being utilized. It's
13 being utilized, just like the buses are being
14 utilized. But if you didn't have the blinders on, you
15 would be able to see it. Thank you.

16 MICHAEL GOLDMAN: Thank you. For
17 Benjamin Cobb of Bowie. Benjamin Cobb. Welcome, Sir.

18 BENJAMIN COBB: Good afternoon,
19 everyone. My name's Mr. Cobb and I live in the Bowie
20 area, I ride the C28 bus. And I understand that
21 you're looking to remove that bus from service, and we
22 -- the group in that hood, we use that bus to get back

1 and forth to New Carrollton. We go through the Bowie
2 Park and Ride, that bus is always full. In the
3 morning, at 7:00, 7:30, whatever. We use that same
4 bus route to get back home in the afternoons, and it's
5 not fair for you to remove that bus service. What
6 you're going to wind up doing is putting people
7 getting back in their cars, driving back down 50,
8 polluting the environment and making a mess of things.
9 It is to your benefit to keep us on this bus route and
10 keep the buses moving in a fair manner that allows us
11 to keep off the roads and save the environment. And I
12 noticed another thing, on the B29, I think you got
13 that running -- no, C29. You've got that going down
14 towards the amusement park, which in that -- you're
15 expanding all that area, but you're not going to help
16 us, but you seemingly want to help Snyder and his
17 amusement park, and put a little money in his pocket.
18 And if I've got to spend more money to pay for parking
19 and move -- drive my car back and forth, that means
20 that's going to be less money I'm going to be giving
21 my kids to put in Snyder's pocket. So, I want you to
22 understand that. You need to get us first. Thank

1 you.

2 MICHAEL GOLDMAN: Thank you. Our next
3 speaker is Mr. Rob Gill, Bowie. Rob Gill.

4 ROB GILL: Good evening.

5 MICHAEL GOLDMAN: Good evening.

6 ROB GILL: First of all, thank you to
7 everyone behind me who cared enough to come -- to come
8 today and support yourselves and your community.
9 Thanks to the board, thank you for the opportunity to
10 speak today, I'm Rob Gill, a native to Washington DC
11 and now reside in Bowie, Maryland. I'm a child of the
12 70, the S2, and the S4. Growing up in DC trying to
13 get to Dunbar Senior High School and back. I remember
14 the days of metal tokens and quarters, didn't bother
15 (overlapping conversation) to the tray, so, I've been
16 a rider for a long time, but today, I'm a daily rider
17 of the C28 bus that run between Pointer Ridge and New
18 Carrollton metro station. C20 -- C28 is one of
19 several lines that you're looking to eliminate, I
20 realize I cannot make a financial argument without
21 seeing your ridership data. I understand that you
22 have to look at operating costs, overhead revenue,

1 improvement replacement and a massive capital budget,
2 I look at these figures as part of my profession. So,
3 I understand the challenges. So, today, I'm going to
4 make an argument for humanity. Before my son went to
5 college, he took the C28 almost every day. My
6 daughter now takes the C28 five to seven times a week
7 to get to her jobs. I'm sure when my younger boys get
8 older, they're going to take the C28 to get around.
9 So, the C28 for me is this family affair. The C28 is
10 family is bigger than the people in my household.
11 There are many people that are on the C28 on a daily
12 basis. On my C28 is a man who builds scaffolding, who
13 gets on with his tools, his harness, and his gear.
14 There's a young man who carries his phone, and a black
15 three ring binder he brought to school every day.
16 There's a mother and son that get off at North View
17 Elementary, and the ladies in scrubs who work at the
18 various eldercare facilities around Bowie. There's a
19 guy who works at Five Guys who uses the bus to get to
20 the Bowie Town Center every morning, and there's a
21 sweet old lady who gets on at the gymnasium who says
22 hello loudly when she gets on the bus every day, it

1 kind of startles people when people talk to each other
2 on the bus sometimes. So, then there's a guy that
3 sits in the back and tries to stay awake in between
4 his stop and just getting home every day, and
5 something happened to me today, and you're more than
6 welcome to go back and look at the video from the 5:15
7 C28, there's a lady that got on at Bowie Town Center.
8 She had about 18 bags of groceries, a walker, and two
9 young children. Then you ask yourself, why did this
10 lady get on the C18 bus with 18 bags, two small
11 children? Maybe 'cause she couldn't afford it. So,
12 the C18 is a lifeline for a lot of people, and you've
13 already heard it's a lifeline for so many people, so
14 please understand we need this bus. I need to impress
15 upon you all that I know you have to look at your
16 numbers and statistics. I know you have a major -- I
17 know you have major expansion projects and maintenance
18 work to do to this aging system. But please don't
19 forget the metro connects people to places, it's about
20 getting us to work, to shop, to play, to do everything
21 that we need to do to live and then get back home
22 again to our loved ones. Like me, many people need

1 this C28 so we cannot afford to do ride share every
2 day. In closing, I want you to know that I am not
3 here just for myself and my daughter. I'm here for
4 all the other people in my community who rely on the
5 C28 and metro bus service to get us where we need to
6 go every day. I respectfully ask the WMATA officials
7 and personally call upon the state attorney and local
8 officials to come together and find a way to keep this
9 vital services open to all people in communities and
10 all the people that you've vetted here today. Because
11 the metro is not our Plan B. It's our necessity.
12 Save the C28. Thank you.

13 MICHAEL GOLDMAN: Our next speaker is
14 Mr. Steve Richards, also of Bowie. Steve Richards.

15 STEVE RICHARDS: Good evening.

16 MICHAEL GOLDMAN: Good evening.

17 STEVE RICHARDS: I too was on that C28
18 bus and saw that lady with the full Safeway cart at
19 the bus stop with two kids trying to get it done.

20 ROB GILL: See? For real.

21 STEVE RICHARDS: So, one of the things
22 that I've been -- since this has come up, I've been

1 putting a hashtag, save the C18, save the C29 and
2 taking pictures on the back of the bus showing the
3 full people. So, I know that your count -- I spoke to
4 one of your staffers about how it's counting. You
5 know what you're not counting is the person that's
6 going to ride the bus in 2022, 2025, 2030, 2035. In
7 your proposal, all we saw is a cut. It's one thing
8 when you pay more for the same. It's another thing
9 when you're paying more for less. You're offering
10 less in that proposal. There's no real alternatives
11 being offered. The C29 and the C28 run on the same
12 route. There wasn't an alternative. There was an
13 alternative to increase Saturday service on the C29.
14 What good is Saturday service if there's no weekday
15 service? The C29 could be an alternative if that was
16 offered. That bus runs from Largo, we're going to get
17 a hospital there, past the community college, past Six
18 Flags, past the South Bowie Library, through Porter
19 Ridge, past the senior centers, past the Bowie Medical
20 Center, and gets you to New Carrollton. That's a life
21 and health and safety issue for a heavily dominant
22 senior population. So, those alternatives are there.

1 I take the C29, but I take it from the Park and Ride.
2 So, cutting the B29 is also a way for us to get to
3 work. So, within three -- sometimes at the Park and
4 Ride, within five minutes, three buses come, and then
5 there's a half an hour gap. So, trying to make all
6 that volume rely on the B21/B22 is problematic. It
7 can't support it. When we talk about advocating for
8 funding, they're doing the purple line. You all could
9 do the purple line bus if you connect the C29 from
10 Largo to New Carrollton. Put a pitch together and say
11 hey, we connect two metro stations together because
12 that's what it's doing. You can poll this -- around
13 this community. If you look in the newspaper, look at
14 every other exit, there's something going on in Prince
15 George's County. Look at the region. (inaudible)'s
16 gone, Alexander's gone, (inaudible)'s gone. The only
17 remaining place within this area where people can
18 actually live and prosper will be Prince George's
19 County. So, think about your low count thing. It
20 counts. It may be accurate, but it's not precise. It
21 is not capturing the rider of 2022, 2024, 2030, or
22 2035. Thank you, I hope this was a listening session

1 and a learning session. Thank you.

2 MICHAEL GOLDMAN: Thank you. Next
3 speaker is Ms. Tonya Woodyard of Clinton.

4 TONYA WOODYARD: Hi, I'm here
5 representing -- I'm a passenger on C11 and C13 bus.

6 MAN 2: Can't hear you.

7 TONYA WOODYARD: I am a passenger on
8 the C11 and the C13 bus. So, my problem is, what the
9 board needs to decide which lines to eliminate. I
10 want you all to seriously consider the data that was
11 used to support the findings of the ridership. I
12 spoke to a representative over at the open house prior
13 to coming here, and I asked her, how did Metro come up
14 with this low ridership definition? What she said is,
15 it's based on an average of riders. So, the C11 in
16 the morning, it runs every 22 minutes, it used to run
17 every 15 minutes, but it runs every 22 minutes. We've
18 got a 6:00, 6:22, 6:44, 7:06, etc. If we miss one of
19 those buses, 22 minutes later we can catch the next.
20 What she said was, what's included in this average to
21 compute the number of riders is the bus coming back
22 from Branch Avenue. So, us going to Branch Avenue,

1 the flow of traffic, this is rush hour. But they're
2 also calculating the people or the riders that are
3 coming from Branch Avenue, going to the Park and Ride,
4 that's apples and oranges. You can't calculate an
5 average using different variables. So, when you're
6 making this decision and you're riding -- you're
7 telling us, there's low ridership and we're asking,
8 how are you coming up with that factor? I mean, this
9 is simple math. So, anyone at -- is familiar with
10 Route 5, 301, the flow of traffic going into DC has
11 been high in the mornings. In the evenings the flow
12 of traffic is heavy. But you cannot use the flow of
13 traffic going in the opposite directions during rush
14 hour and use that to say it's low ridership. So, all
15 I'm saying is it's unrealistic, it's unfair to compute
16 these numbers and to just consider when you're making
17 decisions based on these findings, use data that makes
18 sense, and let the public know the data that's being
19 used. Thank you.

20 MICHAEL GOLDMAN: Thank you. Our last
21 speaker tonight is Ms. Jennifer Chase. Jennifer
22 Chase.

1 JENNIFER CHASE: Good evening,
2 everyone.

3 EVERYONE: Good evening.

4 JENNIFER CHASE: I'm Jennifer Chase,
5 I'm a union representative from ATU Local 689, as well
6 as an operator of the Z2, the Z6, the Z8, and the Z11.
7 First, I want to start off by saying there were no
8 postings of these hearings on any Montgomery County
9 buses. I think that is a disservice to Montgomery
10 County residents, that they did not have the
11 opportunity to come out here and have their voices
12 being heard in Prince George's County, where their
13 service is being cut. And Montgomery County. Shame
14 on everybody that planned it this way. That is
15 horrible. I want to go off and start saying, to cut
16 service to that portion of the county would leave
17 devastating effects to the county. Most of the riders
18 that use that service are service workers. They rely
19 on our transportation to get them to and from work and
20 to the doctor's offices and things like that. They
21 can't afford any other means of transportation. These
22 lines have extremely high ridership, which feeds the

1 rail system and contributes to the local economy. The
2 elimination of these lines, as well as the segment of
3 the ride too, which provides service to Montgomery
4 County General Hospital, is a slap in the face to
5 residents that rely on the service to receive medical
6 attention. I'm asking that you ask the local
7 jurisdiction to remove the 3 percent cap so WMATA can
8 provide a -- excuse me. Affordable service for
9 everyone. The citizens of Montgomery County deserve
10 to have a service that they can rely on. Thank you.

11 MICHAEL GOLDMAN: Thank you. Thank
12 you, Ms. Chase. That was our last speaker of this
13 hearing is now completed. Testimony can still be
14 submitted online at WMATA.com/budget. Or by the US
15 mail, as long as it is received by metro by 5:00PM on
16 Monday, March 2nd. Have a good evening, and god bless
17 you.

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1 CERTIFICATE OF NOTARY PUBLIC

2 I, SAM VARIPAPA, the officer before whom the
3 foregoing proceedings were taken, do hereby certify
4 that any witness(es) in the foregoing proceedings,
5 prior to testifying, were duly sworn; that the
6 proceedings were recorded by me and thereafter reduced
7 to typewriting by a qualified transcriptionist; that
8 said digital audio recording of said proceedings are a
9 true and accurate record to the best of my knowledge,
10 skills, and ability; that I am neither counsel for,
11 related to, nor employed by any of the parties to the
12 action in which this was taken; and, further, that I
13 am not a relative or employee of any counsel or
14 attorney employed by the parties hereto, nor
15 financially or otherwise interested in the outcome of
16 this action.



17 SAM VARIPAPA

18 Notary Public in and for the

19 State of Maryland
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I, SONYA LEDANSKI HYDE, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



SONYA LEDANSKI HYDE

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

PUBLIC HEARING

DOCKET B20-01: PROPOSED FY2021-2026 CAPITAL

IMPROVEMENT PROGRAM

DOCKET B20-02: PROPOSED FY2021 OPERATING BUDGET AND

RELATED SERVICE AND FARE PROPOSALS

Conducted by

Jennifer Ellison, Board Corporate Secretary

Dennis Anosike, Chief Financial Officer

Wednesday, February 26, 2020

Metro Headquarters Building

600 5th Street, NW

Washington, D.C. 20001

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A P P E A R A N C E S

Jennifer Ellison, Board Corporate Secretary

Dennis Anosike, Chief Financial Officer

Russell Shaw, D.C.

Noah Hansen, D.C.

Nadine Leisz, Annandale

Carla Garcia, D.C.

William Long, D.C.

Farah Fosse, D.C.

Jane Lyons, D.C.

Kate Dean, D.C.

Elisabeth Poteat, D.C.

Madeline Purkerson, D.C.

Janice Brooks, D.C.

Joanna Rosfeld, Fort Washington

Travis Swanson, D.C.

Victoria Brown, Fort Washington

Zachary Conaway, D.C.

Leroy Morgan, D.C.

Louise Crawford, Bethesda

Paulette Gordon, D.C.

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Thomas Mangrum, D.C.
Rachel Landers Vaagenes, D.C.
Kelly Rolfes-Haase, D.C.
Olga Tunga, D.C.
Pamela Ward, D.C.
Ryan Crowley, D.C.
Katie Black, D.C.
Robert Cole, Bethesda
Cassandra Dean, Clinton
Steve Kaffen, D.C.
Erica Ergen, D.C.
Tino Calabrera, D.C.
Anthony Wilson, Fort Washington
James Zipadelli, D.C.
Marina Charles, Clinton, MD
Lyndon Smith, D.C.
Borden McCain, MD
Patrick Sheehan
Joanne Webb
Zack Hoffman, D.C.
Mark Lee, D.C.
Eileen Mcconnell, D.C.

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Paul Sefellort, Capitol Heights
Anthony Oberg, Arlington
Martha Faulkner, D.C.
Kevin Blackmon, D.C.
Denise Rush, Suitland, MD
Billy Wright, MD
Akash Balenalli, Falls Church

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

2 MS. ELLISON: Mic check. Mic check.

3 Okay. Great. We are ready to go.

4 As we mentioned earlier, I'm Jennifer
5 Ellison. I'm the Board Corporate Secretary. And with
6 me tonight is our Chief Financial Officer, Dennis
7 Anosike.

8 We are here in this room to take testimony on
9 the two dockets that we discussed in the other room.
10 I think most of you were in there during that time.
11 So we can go ahead and get started.

12 The first name I'll call is Ed Gitterman. He
13 stayed in the other room.

14 Serita Roy.

15 I know he's in the other room.

16 Joanne Edwards.

17 La Nina Gallmon.

18 Vanessa Coles.

19 Kevin Andrews.

20 Rachel Dubin.

21 Ray Smith.

22 Janice Brooks.

1 Debbie Brown.

2 Sharon McCride.

3 Ava Ferebee. No.

4 Joanna Rosfeld.

5 Ben Crane.

6 Deepa Goraya.

7 Ronald Grey.

8 AUDIENCE MEMBER: Can you tell us what number
9 you're on?

10 MS. ELLISON: 20.

11 AUDIENCE MEMBER: Oh.

12 MS. ELLISON: Anybody close to 20 in this
13 room?

14 (Laughter.)

15 MS. ELLISON: Okay. I'll keep reading then.

16 Okay. Good.

17 Rosalyn Mackall.

18 Nya Banks.

19 Mike Golash.

20 April Batiste.

21 Russell Shaw. We have a winner. If you just
22 come to the table, and we'll make sure the

1 microphone's on.

2 MR. SHAW: I'm glad to be the winner today.

3 Good afternoon. My name is Russell Shaw. I
4 am Head of School at Georgetown Day School. We are a
5 K-12 independent school. We were founded in 1945 to
6 be the first racially integrated school, public or
7 private, in Washington, D.C.

8 We have called many places home over our
9 nearly 75 years. And starting next fall, we are going
10 to be welcoming all of our students pre-K through 12th
11 grade to a unified campus in Tenleytown following the
12 construction of a new lower middle school on our high
13 school's current campus.

14 We were concerned upon learning of Metro's
15 proposals to cut or eliminate bus routes, specifically
16 for us, the 37, the 30S, and the 30N, which serve the
17 Tenleytown neighborhood. We have over 100 families
18 and staff that live along these routes. And the loss
19 of a one-seat ride for our students will most
20 negatively impact our students and families living
21 southeast of Archives. And we are working hard to
22 change the commuting culture in our school, to teach

1 kids to be sustainable, to teach them to use public
2 transportation. We have committed to mitigating
3 traffic impact on our neighborhood. And a decision to
4 reduce service and consolidate lines and eliminate
5 routes will put this work in jeopardy.

6 Beyond the needs of our school, these are
7 critical lifelines for the Tenleytown community, and
8 their modification or removal would be detrimental to
9 local residents, to businesses, and institutions. We
10 take pride in our school's historic commitment to
11 social justice and understand that access to
12 transportation is crucial to social mobility and
13 quality of life. And it's through this lens as
14 members of the Tenleytown community that we strongly
15 advocate for changes that will improve and not
16 undermine the strength of our collective community.

17 We urge you to reconsider the proposal to
18 reduce access to transportation in our neighborhood.
19 And we are grateful for your consideration. Thank
20 you.

21 MS. ELLISON: Thank you.

22 (Applause.)

1 MS. ELLISON: Okay. Next up is Noah Hansen.

2 MR. HANSEN: Hi. My name is Noah Hansen.

3 And I live in Arlington County, but I've lived in D.C.
4 before. And I'm testifying today specifically in
5 protest of many of the routes that affect the Capitol
6 Hill neighborhood and H Street. For the last year or
7 so, I've been a low-wage worker who is -- you know,
8 had to work across town in different temping
9 positions. And it's these routes, especially the X1
10 and X3 on H Street were crucial to my ability to get
11 to a job in the Wharf, get to an assignment in Crystal
12 City. These jobs, you know, there are a lot of temp
13 workers in a city full of very, you know, ambitious
14 people. And not all of these jobs are necessarily
15 Metro-accessible.

16 On top of this, a lot of my former and
17 current neighbors rely on taking these buses across
18 town. And not everyone has a SmarTrip card. Having
19 that \$0.25 increase on the \$2 that it already cost to
20 ride the bus, in addition to the \$1 increase on
21 MetroExtra fare, is going to be detrimental to this
22 city's residents who rely on public transportation,

1 specifically, our buses.

2 On top of that, I'm not a big fan of the
3 increase in fares, generally, for the Metrorail
4 system. I think the Metrorail system is -- only
5 serves a certain segment of the population of the
6 region. And I think as we try to build a more
7 equitable transit system, these cuts across the board
8 are not a step in the right direction. So I urge
9 Metro to reconsider its plans on cutting several lines
10 as well as increasing fares.

11 Thank you.

12 MS. ELLISON: Thank you.

13 (Applause.)

14 MS. ELLISON: Next up, Jack Wells.

15 William Long.

16 Doug Stallworth.

17 Farah Fosse.

18 Nadine Leisz.

19 MS. LEISZ: Hi. I am here this evening
20 representing -- I'm out of boundary -- I am
21 representing the 29-W community. It's the line that
22 runs from Fairfax and Annandale to the Pentagon and is

1 proposed for elimination. That is the only bus that
2 runs through five neighborhoods. Metro is suggesting
3 we go other places. They clearly have never studied
4 the traffic patterns or the commuting patterns of the
5 people on that bus. I've ridden that bus since 1991,
6 and I can tell you that it is full, it is used with
7 regular riders, and we all support Metro and public
8 transportation.

9 Eliminating a bus is not a good idea. Buses
10 are nimble. Buses are the way to get to populations
11 that cannot get to the train. Buses are the way to
12 get people from where they are to where they need to
13 be. And with the use of buses, you build a community
14 of people who truly believe and support public
15 transportation.

16 Another two bus routes that are being
17 proposed for elimination which are, in my opinion, not
18 correct are the 16C and the 7Y. Those are the only
19 ways that you can get across the river from Northern
20 Virginia into D.C. by Metro without going underground.
21 For those of us who were impacted by the fire a few
22 years ago that we all tragically remember, we have

1 health issues, we have issues with being underground
2 and trapped. And you are eliminating the way that we
3 can continue to use the Metro system in total by
4 eliminating those two routes. That's not forward
5 thinking when Metro is proposing that they be part of
6 the solution to climate impact in this area.

7 Another thing I'd like to point out, as one
8 of our previous speakers said, you all are proposing a
9 poor tax by having a surcharge to load a SmarTrip card
10 not at one of your designated places. The buses are
11 equipped to take this load. There's no reason not to
12 allow people to use it.

13 Thank you.

14 MS. ELLISON: Thank you.

15 (Applause.)

16 MS. ELLISON: Gojko Rebac. I apologize if I
17 messed that up. Okay.

18 Carla Garcia.

19 Elena -- I'm sorry. Carla Garcia?

20 MS. GARCIA: Yeah.

21 MS. ELLISON: Great.

22 MS. GARCIA: Sorry. I was in the other room

1 and just --

2 MS. ELLISON: That's okay.

3 MS. GARCIA: Thank you.

4 Thank you very much for speaking with us, for
5 appearing here to listen to us. I am Carla Garcia
6 Indicas (ph). I am from Glover Park in Ward 3 here in
7 Washington and want to just mention that buses that
8 will be affected, or potentially be affected, from
9 Ward 3, which are the 30S, the 30N, the 37, the D1,
10 the D2 that have been mentioned already. But I'm
11 going to address specifically the D1, which is Glover
12 Park to Franklin Square line, which is proposed for
13 elimination, and the D2 Glover Park to Dupont Circle
14 line, which is proposed for restructuring.

15 And to emphasize, also, that even though
16 Glover Park has been very vocal about all of this,
17 there is people -- there are people want to go out of
18 Glover Park, obviously, but a lot of people who work
19 within the area that need to come in. So it's not
20 just residents of the area, but obviously people who
21 need to come in and out of that area.

22 So first, the D1 and the D2 are valuable

1 connections to the city from Ward 3 for daily
2 commuters. We have already seen other bus routes
3 disappear from our community and want to stress how
4 necessary it is to keep these transportation links for
5 us and for many people in the area. We don't have
6 Metrorail, as has already been said. It is two miles
7 away. So for Glover Park and the Cathedral Heights,
8 we really depend on these routes to come in and to
9 come out.

10 Second, the D1 gives commuters one-trip
11 access destinations beyond Dupont Circle, including
12 Farragut Square, McPherson Square, and Franklin
13 Square, which would be lost if it was eliminated.

14 Third, the D1 and the D2 are essential not
15 just for residents from inside and outside, but also
16 the many students that have been mentioned, Hardy
17 Middle School, as well as the hundreds of students
18 that go to Duke Ellington School -- High School.

19 And the proposed combined D2 route would
20 include a long extension to that route, which in this
21 case many of those blocks have severe traffic
22 congestion at most times of the day, which would

1 create even more problems for reliability and on-time
2 performance of Metrobus service to and from Glover
3 Park.

4 So WMATA's solution to improve service cannot
5 just be the removal of existing buses. More time --
6 timely and reliable bus service creates clear
7 incentives for riders. And by keeping the D1 and D2
8 routes, people will stay out of cars, which means less
9 cars in heavily congested streets.

10 So ultimately, I would recommend rejecting
11 the proposal for the elimination of the D1 and
12 rejecting the proposal for the combination of D1 and
13 D2. As has been said and alluded to before, we are
14 your riders, so you can win us back.

15 Thank you so much.

16 MS. ELLISON: Thank you.

17 (Applause.)

18 MS. ELLISON: Okay. Okay. William Long.

19 MR. LONG: Good afternoon. My name is
20 William Long, and I just want to speak from a
21 perspective or -- on behalf of what I consider right
22 now as a chronic homeless person. And I don't think

1 there's too many of them in here.

2 And so, you know, I -- also, I want to speak,
3 you know, from the perspective of poor, low-income
4 people, you know, a lot of them that look like me.

5 I'm concerned about my generation, you know, as far as
6 the young guys here. And I'm understanding that Metro
7 had put up so much money for law enforcement. And
8 this money for law enforcement, you know, I see
9 primarily them at Anacostia, Benning Road, on Capitol
10 Heights, and there's a couple other little areas.

11 And you know, don't get me wrong. I'm not a
12 racist or anything, you know. But black people, poor,
13 low-income, these kids, these people that are dealing
14 with mental health and the people who have been in
15 jail, incarcerated, you know, I think that they are
16 targeted as far as this thing with, as they come off
17 of subways or get on subways -- some get on illegally,
18 okay -- but I think that there could be a better
19 solution than, you know, law enforcement giving them a
20 \$50 ticket or jail, you know.

21 With the mayor, I want to address where she
22 announced -- I'll never forget her words at UDC --

1 that, when they had some issues up here -- I forget
2 what the issue was. But anyway, the circulator she
3 stated was "free indefinitely." So it let me know the
4 capability of Metro, that these folks up in this area
5 who have money can ride the bus free.

6 So my thing is, you know, they get food
7 stamps, this Obamacare, or whatever, Medicaid, the
8 Obama phone -- that's free. So why couldn't you take
9 this money that you put into law enforcement throwing
10 them in jail, why couldn't you take that and try to
11 accommodate them through some of the various nonprofit
12 organizations such as Miriam's Kitchen, some different
13 ones like that who can make sure? You know, why not
14 give them a free pass along with their food stamps,
15 something like that, as opposed to throwing them in
16 jail, you know? Because a lot of these people out
17 here are chronic homeless people. I've seen some ride
18 the bus up and down because the hypothermia centers
19 are closed, you know, and they don't have nowhere to
20 go. It's cold. So they take shelter in the bus. And
21 I watch the bus driver just drive past these people.

22 And so as a public servant, you know, you

1 know, these people, too. If -- and get a better way
2 to try to serve these people. And it -- I have a lot
3 more to say, of course, and I don't want to -- you
4 know, I know my time is up. But you know, just look
5 at that, those type of people, you know, because you
6 as a public servant is all people, you know.

7 So thank you.

8 MS. ELLISON: Thank you.

9 (Applause.)

10 MS. ELLISON: Farah Fosse.

11 MS. FOSSE: Thank you.

12 Hi. Good evening. My name is Farah Fosse,
13 and I live right behind the northern bus garage, which
14 is in Ward 4 here in D.C. It's about to be
15 demolished. It's kind of going through that and will
16 be rebuilt over the next four years.

17 So I'm here on behalf of my family and my
18 neighbors to express our opposition to the return of
19 diesel buses as well as to having an autobody shop and
20 a spray paint booth in a very dense residential
21 neighborhood.

22 You know, I'm happy to endure four-plus years

1 of construction 100 feet from my house to have the
2 site cleaned up. We know that the building has not
3 been safe for workers. It's not been safe for
4 neighbors. I'm happy that it's going to be much more
5 environmentally sound and healthier for all of us.
6 And I'm really optimistic because it's going to be
7 fully equipped for electric buses.

8 But then there's a huge catch. WMATA's
9 current plan is to bring diesel buses back to the
10 northern bus garage. I ride the bus. I -- one of the
11 reasons why I love my house is that I'm next to really
12 great bus lines, including the 5954, which I don't
13 support that, the plan.

14 But diesel buses aren't the future. They're
15 bad for our health, the environment. They don't make
16 financial sense. I have a four-year-old with asthma.
17 I also have lead and other heavy metals in my yard.
18 And from what I understand, it's associated with the
19 bus barn.

20 I heard last night from WMATA officials at a
21 neighborhood meeting about some of the plans around
22 electric buses. But there's not, like, specific goals

1 around when D.C. would have electric buses. And we
2 know that one of the most important things a city can
3 do is commit to a transition to electric buses with a
4 specific timeline. Right now, we have a timeline for
5 the pilot, but not actually for getting these buses.

6 I was also told the transition could happen
7 by 2024, meaning in 2023, they would buy buses. They
8 could be here in 2024, which is when our bus garage is
9 supposed to reopen. So why not have that coincide?
10 It doesn't really make sense to us that we'd be
11 equipping it for diesel, putting diesel tanks in
12 there, also equipping it for electric when we could
13 just fully transition to electric. So I would really
14 urge WMATA to look at that and to create really
15 specific goals around this.

16 We'd also just love better communication with
17 the neighborhood. I knew about the meeting last night
18 because I'm on an email list. But a lot of my
19 neighbors are seniors. They're not on email. You
20 only are plugged in if you happen to go to a meeting.
21 And so I think our neighborhood really needs to be --
22 actually have flyers door to door, have flyers around

1 so that people know and can get the information that's
2 being given. Also, more than a week's notice would be
3 really great.

4 Thank you.

5 MS. ELLISON: Thank you.

6 (Applause.)

7 (Off mic conversation.)

8 MS. ELLISON: Elena Ateva.

9 Ray Phillips.

10 William Helin.

11 Kelly Boddie.

12 Linda Hunter.

13 Frances Mellion.

14 Jane Lyons.

15 MS. LYONS: Good evening. My name is Jane

16 Lyons, and I'm speaking tonight on behalf of the

17 Coalition for Smarter Growth. The Coalition for

18 Smarter Growth is the leading organization working in

19 the D.C. region to build walkable, inclusive, transit-

20 oriented communities.

21 We have worked on the Bus Transformation

22 Project and will continue to support its

1 recommendations. Improving bus service is essential
2 to D.C. and to the region, especially for low-income
3 riders who may not have another way to get to jobs,
4 training, education, and other services.

5 We see positive evidence of results from the
6 Bus Transformation Project in the FY-21 budget.

7 Partnering with MetroNow and our other nonprofit
8 partners, we will work to implement the important
9 recommendations and help to get our region to deliver
10 faster, more reliable, and more affordable bus
11 service.

12 We support a number of provisions in the
13 proposed budget, but are deeply concerned about
14 others. The WMATA budget proposal includes important
15 positive initiatives that we support, including free
16 transfers for riders from bus to rail. This is a top
17 priority for low-income bus riders. We strongly
18 support this measure. It's critical to creating a
19 seamless transit system, and removing the transfer
20 penalty will make more transit routes efficient and
21 feasible.

22 Next, restoration of late night service, we

1 have advocated for this and commend the Board for
2 proposing to restore this service.

3 Lower-cost fare passes -- we also commend the
4 Board for the reduced-cost passes, such as the seven-
5 day regional bus pass price reduction.

6 And then finally, enhanced improved weekend
7 service -- we also commend that weekend service will
8 be improved.

9 However, we oppose the following proposed
10 fare changes: A \$0.25 fee for riders that use cash to
11 ride the bus; the peak hour fares after midnights when
12 service is not operating at peak; and, finally, the \$1
13 extra charge for using MetroExtra. These fare changes
14 will harm low-income riders, in particular.

15 Regarding the significant changes to bus
16 service in D.C. and throughout the region, we urge the
17 Board to work with the region's official to initiate a
18 regional bus network redesign instead. This process
19 can start with the development of common service
20 standards for WMATA and local bus services based on
21 the frequency and coverage needs of our region.

22 We should not implement the proposed drastic

1 service reductions just because of the 3 percent
2 operating cost growth cap. Instead, we should work
3 with Virginia and Maryland to remove the cost cap and
4 launch a but network redesign study instead.

5 We need better bus service, not drastic cuts
6 to our system. And we can work together to address
7 these challenges by pursuing an integrated context of
8 network redesign free from the arbitrary 3 percent
9 cost cap.

10 Thank you for your consideration.

11 MS. ELLISON: Thank you.

12 (Applause.)

13 MS. ELLISON: Muriel Lewis.

14 Tim Callis.

15 Does anyone have a number lower than 42 that
16 you remember when you came in? I'm getting more names
17 now, but I need more sheets.

18 MS. DEAN: (inaudible - off mic).

19 MS. ELLISON: I do. We're going pretty fast
20 through here.

21 MS. DEAN: (inaudible - off mic).

22 MS. ELLISON: Sure. Go ahead. Have a seat.

1 MS. DEAN: Okay.

2 MS. ELLISON: Perfect.

3 MS. DEAN: Great.

4 MS. ELLISON: I'm not trying to hold this up.

5 So yep.

6 MS. DEAN: Okay. Great.

7 MS. ELLISON: And tell me your name.

8 MS. DEAN: Yeah. Thanks.

9 My name is Kate Dean, and I am the new
10 executive director of the new Main Street Program in
11 Glover Park.

12 So yeah, thank you for holding this hearing
13 this evening. I'm sure, as you know, the Main Street
14 Programs are funded by D.C.'s DSLBD to support and
15 revitalize business corridors around the city. Glover
16 Park was much in need of that kind of support and
17 revitalization. The grant was just approved in the
18 fall, and we are just getting started.

19 So while some recent news has been very
20 welcome with the return of our Whole Foods on
21 Wisconsin Avenue, this kind of disruption to the area
22 could be seismic for the small and local businesses

1 that operate up and down the street.

2 Glover Park has seen -- has suffered from,
3 obviously, the closure of the Whole Foods, but also
4 from the move eastward in the city. The area is
5 changing, and we are doing our best to try to fill
6 vacancies and to promote businesses to come back and
7 get involved and create new energy in the corridor.
8 The neighbors are vested in this, and so are the
9 businesses that are there and struggling to thrive.

10 So what we could really use is continued bus
11 service. As you know, we do not have a Metro. So the
12 only way for people across the city who don't have
13 cars and don't have the ability to rely on things like
14 Uber and Lyft is to take public transportation and to
15 come to us by bus.

16 So please reconsider the service changes and
17 disruptions, and remember that Glover Park is being
18 supported by the city to try to have a rebirth. And I
19 think you'll see a lot of positive change coming from
20 there in the next couple months.

21 Thanks so much.

22 MS. ELLISON: Thank you.

1 (Applause.)

2 MS. ELLISON: Oscar Giron.

3 Meghan Gibbons.

4 Victoria Covington.

5 Elisabeth Poteat.

6 MS. POTEAT: I don't know if you'll allow me,
7 but I have a petition that has been signed by 1,000
8 people opposing your plan to eliminate --

9 MS. ELLISON: Sure.

10 MS. POTEAT: -- the 30 buses.

11 MS. ELLISON: Have you scanned it and
12 uploaded it?

13 MS. POTEAT: (inaudible - off mic).

14 MS. ELLISON: Great. Perfect.

15 MS. POTEAT: Thank you very much.

16 MS. ELLISON: I just want to make sure. I
17 don't want that to get lost.

18 MS. POTEAT: I'm not sure what your processes
19 were. They were not very transparent. But I think
20 you can acquire more riders if you would just consider
21 the development that is already occurring in the areas
22 between Glover Park and Cathedral Heights.

1 So specifically, when we're talking about the
2 old Fannie Mae location, we're talking about 652
3 apartments, most of which won't have parking, so
4 they're going to need to use the bus; 150 hotel rooms;
5 153,000 feet of office space; 509 employees at a
6 Wegman's that is going into that area.

7 Currently, Giant manager tells me that most
8 of their 300 employees take the bus. Most of the 273
9 employees at the Safeway in Georgetown take the bus.
10 Most of the over 100 employees at the Trader Joe's in
11 Glover Park take the bus. All of the businesses that
12 I polled in Glover Park, bearing in mind we're at a 50
13 percent occupancy rate, told me that their employees
14 take the bus.

15 The other thing I want to emphasize is there
16 are a total of 4,000 potential students that would
17 rely on the bus. I'm not saying they're all taking it
18 right now, but many of them do. That would be Hardy,
19 but also Deal, Duke Ellington, and Wilson High School,
20 which has over 2,000 students.

21 I just want to emphasize the point of those
22 30S and 30N buses were to bridge communities east of

1 the river to those west of the river. Frankly, the
2 schools in Glover Park are better, and they are in
3 upper northwest. And I'm sure you don't want to
4 contribute to any reputational damage to Metro as
5 being part of the problem of creating educational
6 apartheid in this city. Children from all over the
7 city should have access to the great school that my
8 son goes to, which is Stoddert Elementary School,
9 where, by the way, many of the employees depend on the
10 bus.

11 I personally have not been able to get on the
12 bus seven times in the last seven weeks. One of those
13 weeks I was not in town, so that happened twice during
14 another week. The reason was between the buses are
15 always full.

16 I would encourage you to contact the city of
17 London regarding the bunching of buses. It was a
18 problem that they worked through, and I believe that
19 it's something you can address.

20 With this new development, I think you're
21 actually going to pick up riders. But if you engage
22 in this self-destruction of, you know, making bus

1 service disappear, I think, ultimately, you're just
2 going to lose ridership. I think it's a mistake.

3 I'm sorry you have to sing for your supper
4 annually. As a developed nation, this should not have
5 to be your jobs. And I do appreciate what you do. I
6 really value public transportation. I really think
7 you need to rethink this. I think it is an error, and
8 I think it will tarnish your reputation.

9 MS. ELLISON: Thank you.

10 (Applause.)

11 MS. ELLISON: Sabrina Lewis.

12 Paula Diane (ph).

13 Lamar Lawson.

14 Madeline Purkerson.

15 MS. PURKERSON: You guys are much ahead of
16 the other room.

17 So I am here to ask you not to eliminate the
18 D5 bus route. I've lived in my current apartment on
19 MacArthur Boulevard for almost five years. I have
20 made the Palisades neighborhood my home, and now I
21 feel like I'm being forced out.

22 The D5 bus route is my lifeline to get to

1 work. I catch the first bus that comes through at
2 7:08 a.m., get off at Foggy Bottom, transfer to the
3 Silver Line out to Tyson's Corner. My morning commute
4 takes, roughly, one hour. Coming home, it takes one
5 and a half hours. Georgetown traffic is a separate
6 issue, so not ideal, but it's a choice I consciously
7 made with the transit options that were available when
8 I moved.

9 If I were forced to take the D6 route
10 instead, I would have to catch the bus at 6:20 a.m.,
11 almost a full hour earlier, just to get to work on
12 time. Additionally, if the bus does not stop near
13 Foggy Bottom Metro, I'd have to transfer at Farragut
14 West, which would add an expense to my rush hour
15 commute as well as the time. Coming home, my commute
16 would be at least 12 -- or 2 hours -- sorry, not 12.

17 Given all of this, I will be forced to move
18 out of an affordable living situation in a
19 neighborhood I love, should the D5 be eliminated. The
20 D6 is not a viable option.

21 That is my personal story, and there are
22 countless others like me. And there are even more

1 that live in an area where the D6 isn't even an
2 option. They would have to transfer multiple times.
3 What are they supposed to do? To move? To buy a car?
4 It's an additional expense, and it would make D.C.
5 traffic worse. Neither of those options are viable.
6 Neither of those options are compassionate.

7 The D5 is used by hundreds of people a day,
8 and it is an irreplaceable route. Ever since I first
9 caught wind of this proposed elimination, I've been
10 wondering what the reason for this was. And in
11 looking at the proposed service changes, the thought
12 is that riders would simply use alternative routes;
13 ridership would remain the same.

14 It won't. People will move. They will buy
15 cars. They will find a different way to work -- get
16 to work that doesn't cost them so much additional time
17 in transfers and roundabout routes. Canceling the D5
18 would cause WMATA to lose riders and their money.

19 The D5 is a lifeline for the people it
20 serves. It allows us to get to work in a reasonable
21 amount of time, and its route through Georgetown and
22 Foggy Bottom is not replicated by any other line that

1 is accessible to the people in the Palisades.

2 It is a proposal for -- it is the proposal
3 for elimination itself that should be eliminated, not
4 the D5. This is 2020. We should be moving toward
5 more public transportation, not less. And D.C. should
6 be a leader in this initiative.

7 MS. ELLISON: Thank you.

8 (Applause.)

9 MS. ELLISON: Ms. Brooks. Is it Janice
10 Brooks?

11 MS. BROOKS: It is.

12 MS. ELLISON: Great. Thank you.

13 MS. BROOKS: Hi. How are you?

14 MS. ELLISON: Great. Thank you.

15 MS. BROOKS: Thank you all so much for having
16 this hearing. I ride the MetroAccess van. And I've
17 only been utilizing it for about four months, and it
18 has been a tremendous help to me and the other
19 visually impaired and blind community.

20 And what I'm hearing today with so many of
21 the buses being cut back on -- possibly being cut, the
22 services, that is going to have a tremendous effect on

1 those of us of the visually impaired and the blind
2 community because already some of us who are new to
3 using the MetroAccess vans, the -- where the buses do
4 not go on the weekends, the Metro vans don't go there
5 either on the weekends.

6 And so if I want to go to church or go visit
7 a friend or even go shopping, I'm not able to utilize
8 the MetroAccess van, my main mode of transportation,
9 because the already limited buses that don't go that
10 way during the weekend, that's going to affect myself
11 and so many individually impaired and blind community.

12 And then the other thing I want to talk about
13 is that -- the fares that we have, the -- the prices
14 that they charge. While it is a low fee, sometimes
15 it's one amount, \$4; sometimes it's \$6.50. But I
16 understand that the -- that price is going to even go
17 up. Now, that is -- while that may not be a lot of
18 money for some people, for people who are disabled --
19 the blind, those in wheelchairs, hard of hearing, and
20 others who ride the MetroAccess -- that is an issue,
21 especially for seniors because we are on a fixed
22 income.

1 So the prices that they are charging or
2 thinking about going up, that is going to be a heavy
3 load on us on our budgets. And we're already dealing
4 with should I pay my rent perhaps, or should I get
5 medical assistance.

6 So I'm asking you all to be considerate
7 because you never know what's going to happen to you
8 in the future. I did not know -- I didn't see the
9 loss of my vision. I've only -- my vision began to
10 deteriorate a little over a year ago. I didn't see
11 this coming.

12 So for all of you, I'm asking you to consider
13 the effect that this is having not only on the general
14 population, but those of us who utilize MetroAccess
15 because of some disability.

16 And I thank you for your time --

17 MS. ELLISON: Thank you.

18 MS. BROOKS: -- and I do hope you take all of
19 this into consideration.

20 MS. ELLISON: Thank you.

21 (Applause.)

22 MS. ELLISON: Ms. Rogers (sic).

1 (Off mic conversation.)

2 MS. ROSFELD: Okay. My name is Joanne (ph)
3 Rosfeld. I'm a blind person and a senior living on a
4 very fixed income. I'm thankful to be able to attend
5 this hearing to voice my opinions.

6 It's -- it's hard because of what -- I'm
7 grandfathered in, so I don't have the issue that
8 Janice has. But with the fares going up because of
9 cuts in the roads, it's going to affect where
10 MetroAccess is able to go to. And with the fares
11 going up and, you know, you have to choose either to
12 pay -- buy food, pay rent, or medical assistance, and
13 -- I really think it's not fair that they're going to
14 jump the fares up so much because there are three
15 different fares -- 2.50, 4, and 6.50. And I heard
16 it's going to go up even higher. And I think it
17 should be a fair -- set fare across the board of maybe
18 between 3 and \$4 for all rides.

19 And with -- also, when the alerts are sent
20 out because of the website is not accessible, so you
21 can't find them and you don't know what's going on.
22 And we weren't able to access the budget because

1 three-quarters of it, it just did not touch. And you
2 know, to me, it's really a hinderance then, you know,
3 to mean a good thing that you don't know what's going
4 on when it's going on.

5 And I appreciate -- I hope (inaudible) would
6 take under consideration that, you know, to mean the
7 fares and ridership will be cut and you have to pick
8 and choose. You won't be able to go visit people,
9 friends, or go shopping or anything like that because
10 I depend on MetroAccess.

11 I appreciate this and hope you'll take that
12 into consideration with, you know, the general --
13 because it's a general budget.

14 Thank you. That's all I have to say.

15 MS. ELLISON: Thank you.

16 (Applause.)

17 MS. ELLISON: Sabrina Lewis.

18 Paula Diane. I know I'm repeating myself,
19 some of these.

20 But Lamar Lawson.

21 Madeline Purkerson.

22 Steve Stark.

1 Loretta Gray.

2 Madelyn Spirnak.

3 Travis Swanson.

4 MR. SWANSON: Hi. Good evening and thank you
5 for holding this hearing.

6 My name is Travis Swanson. I'm a resident of
7 Randle Highlands in east of the River neighborhood
8 straddling Ward 7 and Ward 8. I've been serving on
9 the board of the Randle Highlands Citizens' Civic
10 Association since 2016, and I've been active in the
11 community in other ways as well.

12 My nearest Metrorail station is around a mile
13 and a half from my home. So Metrobus is my primary
14 mode of transportation. I regularly use all of the
15 30S routes that come through Randle Highlands. When I
16 need to get to Georgetown, Glover Park, or even
17 Friendship Heights, I know I can rely on the 30 and/or
18 the 30S to get me there efficiently and without
19 requiring a transfer consuming more of my time. When
20 I'm commuting to work, I often take the limited stop
21 39 bus, which is both efficient and, again, doesn't
22 require a transfer since it drops me two blocks from

1 my office.

2 As a regular bus user, I'm sure you can
3 imagine the -- my shock when I learned just two weeks
4 ago that WMATA is proposing eliminating not just one
5 or two or three, but four routes that serve Randle
6 Highlands. To add insult to injury, in addition to
7 cutting four routes within our -- that our community
8 relies on, WMATA is also proposing a 50 percent fare
9 increase on one of the routes that will remain in the
10 community.

11 As cities around the United States begin to
12 have conversations about moving towards \$0 fare public
13 transportation, WMATA wants to drastically increase
14 fares on our commuters. Make no mistake about it.
15 This 50 percent fare increase will disproportionately
16 impact lower-income people and people of color who
17 live further away from Metro stations who will now be
18 forced to either pay 50 percent more than they
19 currently do or take one of the local buses, which
20 could add substantial time to their trip.

21 It will also likely decrease ridership on the
22 39 bus, which is a route that I use. And in future

1 budgets, this Board will use that ridership decline to
2 justify eliminating the route all together. Excuse
3 me.

4 Though the ridership decline won't have been
5 the reason that people stopped using it and started
6 using other modes of transportation, it will be the
7 result of the 2020 WMATA Board's decision to sabotage
8 the route success.

9 I don't often transfer from the bus to the
10 train. However, a couple weeks ago, there was one of
11 those rare days where I was running late and I made
12 the decision to transfer to the train at Potomac
13 Avenue. As I entered the train station, I was handed
14 this pamphlet about the proposed changes. These
15 pamphlets were never handed out on the bus, and that -
16 - which means that people who don't transfer never saw
17 these. And they might not know that this meeting is
18 happening today or that their route could be
19 considered for elimination. Less than two weeks'
20 notice, handed out only on trains for a meeting that
21 is scheduled to start during most people's workday is,
22 quite frankly, insulting to WMATA's loyal riders.

1 Given the profound impact of these cuts will
2 have not only on Randle Highlands, but every
3 neighborhood along the Pennsylvania Avenue corridor
4 between the Anacostia River and Southern Avenue, I
5 implore WMATA to delay making decisions about changes
6 to Routes 30N, 30S, 34, and V1, as well as decisions
7 about the fare increases to Route 39 until a properly
8 noticed meeting can be held in our community.

9 Thank you.

10 MS. ELLISON: Thank you.

11 (Applause.)

12 MS. ELLISON: Sonia Torres.

13 Ancil Torres.

14 Michelle Fletcher.

15 Victoria Brown. Welcome.

16 MS. BROWN: Hi. Good evening.

17 I'm one of the riders that catch -- oh,
18 excuse me.

19 MS. ELLISON: Yeah, (inaudible). Oh.

20 MS. BROWN: All right. Is that all right?

21 I'm one of the riders that catch a bus in
22 Maryland. I catch the W14. I get up at 4:00 o'clock.

1 I catch the 523. And now they want to cut the
2 service.

3 I've been catching the bus for 15 years, and
4 they're mentioning that we can catch the NH1, which is
5 in Oxon Hill, which is, like, three to four -- three
6 to five miles away. Then they said the bus, the 35, I
7 still would have to walk 30 -- walk maybe two miles,
8 or whatever.

9 What is -- the problem is, is that I have bad
10 eyesight. I can't see in the dark. So I drive up the
11 top of my hill to catch the bus. I have talked to
12 everybody else. There's riders that are handicapped
13 in our area. There's people that don't have license -
14 - driver's license. Now they want to catch the -- cut
15 the bus.

16 They talk about going over off -- across 210
17 to the -- catch the P17 -- I mean the P18 or P19.
18 Nobody can get over that way. There's people -- it's
19 just so far away, and now they're talking about
20 catching -- cutting the bus.

21 They already cut it from coming downtown
22 because we used to ride all the way downtown. They

1 cut that. Now what they do is now we have to transfer
2 to Southern Ave.

3 So they're talking about the ridership is
4 low. I guess so because what's going on is that the -
5 - either the buses are late, it's dark outside, it's
6 dangerous. So what are we to do if -- you know, I
7 don't feel that they should cut the W14, just like the
8 young man mentioned that nothing was put out there to
9 say that, you know, they were having these meetings,
10 this is what was going to go on, and everything else.

11 So I am part of the group of the Fort
12 Washington Friendly Forest Washington Heights that,
13 you know, everybody can't get a ride to the Metro
14 station or get to these other buses that they're want
15 -- they want us to go to.

16 So in route that there's people, like I said,
17 that are handicapped, aren't able to make it to the
18 bus. And if -- if they're talking about the ridership
19 is low, it's because probably the mere fact is, is
20 that the buses aren't coming on time. And then when
21 we get to Southern Ave, then we've got to wait almost
22 an hour because they're routing the bus from Deanwood

1 for the students and to come to us, and then they have
2 to find a bus to, you know, take us back home.

3 So -- and route -- and otherwise, hopefully,
4 they won't cut the W14, and they should notify the
5 public a little bit better.

6 So that's all I have to say.

7 MS. ELLISON: Thank you.

8 MS. BROWN: Thank you.

9 (Applause.)

10 MS. ELLISON: Lisette Privado.

11 Zachary Conaway. Yeah, we have a winner.

12 (Off mic conversation.)

13 MR. CONAWAY: So my name is Zachary Conaway.

14 I work at a Naval Research Lab in Southern D.C. right
15 next to Blue Plains, talking today mainly about the W5
16 and W4 buses.

17 As it stands right now, the W5 takes about 10
18 to 15 minutes to get from Anacostia Station to my
19 work. It's around five stops. The proposed
20 combination with the W4 appears, if nothing changes,
21 that it would take around 23 stops. This would
22 lengthen the commute by, arguably, 10 to 20 minutes.

1 And not myself only and the research at Naval Research
2 Lab, but a lot of the janitorial staff that rely on
3 the bus to get to and from work, they don't have many
4 other options.

5 So keeping this route open because it's
6 already an express route, the W5, keeping it open for
7 the three hours that it operates southbound in the
8 morning and northbound in the afternoon and evening
9 would be beneficial to Naval Research Lab, the
10 researchers, and those janitorial staff.

11 And that concludes my comments. Thank you.

12 MS. ELLISON: Thank you.

13 MR. CONAWAY: Yep.

14 (Applause.)

15 MS. ELLISON: Annette Hussong.

16 Evanna Powell.

17 Heidi Tseu.

18 Alex Taliadoros. I'm doing my best.

19 AUDIENCE MEMBER: (inaudible - off mic).

20 MS. ELLISON: 67.

21 AUDIENCE MEMBER: Oh, man.

22 MS. ELLISON: We're going pretty quickly.

1 Marquis Younger.

2 Marina Charles.

3 Lyndon Smith.

4 Leroy Morgan.

5 Adriana --

6 AUDIENCE MEMBER: (inaudible - off mic).

7 MS. ELLISON: Oh, sorry. Apologies.

8 Leroy Morgan?

9 MR. MORGAN: Yes.

10 MS. ELLISON: Great.

11 MR. MORGAN: How does this mic work?

12 Okay. Good evening, everybody.

13 MS. ELLISON: Welcome.

14 MR. MORGAN: I'm here to address a few issue
15 that's on here and not on here. One issue is the
16 restore late-night hours. I feel uncomfortable about
17 the hours being extended to 2:00 a.m. and the opening
18 at 8:00 a.m. If the Metro Board approved 2:00 a.m., I
19 only support the opening at 10:00 a.m. for maintenance
20 reason and safety reason. We already lost one life,
21 and we don't want to lose any more lives because of
22 maintenance.

1 So if you're going to approve 2:00 a.m., it's
2 fine with me. But opening on Sunday 2:00 a.m. for the
3 maintenance staff and safe track, if -- I approve of
4 that. But other than that, if you're going to remain
5 at 8:00 a.m., oppose. I will not approve of that.

6 And that's just the improve MetroExtra
7 service. You want to increase -- where is that page -
8 - from \$2 to \$3. I don't support that. Remain at \$2.

9 Now, there are some issues here. Some issue
10 that I have is not on here. I want to address that.
11 The upcoming Christmas and New Year's holiday is
12 coming. I do not support late-night service on
13 Christmas Eve, Christmas Day, and New Year's Day if it
14 falls on Friday and Saturday. I only support closing
15 at the Sunday closing for Christmas Eve due to
16 ridership, Christmas Day, and New Year's Day because I
17 don't want to repeat 2015 holiday schedule in which,
18 on Christmas Day and New Year's Day, which is a
19 federal holiday, Metro operate the rail until 3:00
20 a.m. in the morning, off (inaudible) fare and free
21 parking. Don't repeat that again.

22 On the holidays that's coming up, Friday

1 after Thanksgiving, reduce the rush-hour service due
2 to a drop in ridership. And also, the week between
3 Christmas and New Year's, you should reduce the rush-
4 hour riders -- rush-hour service because of the
5 ridership. And on Christmas Eve, you should only have
6 rush hour during the morning because after 12:00 noon,
7 the whole city is closed.

8 And that's about it for me.

9 MS. ELLISON: Thank you, sir.

10 MR. MORGAN: All right. You're welcome.

11 (Applause.)

12 MS. ELLISON: Adriana Radulescu.

13 Louise Crawford.

14 MS. CRAWFORD: Yes.

15 MS. ELLISON: Welcome.

16 MS. CRAWFORD: Hi. Good evening.

17 MS. ELLISON: Hi.

18 MS. CRAWFORD: Thank you.

19 You know, I am so enjoying listening to all
20 these testimonies, and I'm just realizing more and
21 more how essential the bus routes are to this city --
22 to the economy of this city, to the local businesses,

1 to the people who work here, to the people who go to
2 schools. I mean, they really just weave our city
3 together.

4 And so I urge you to consider -- reconsider
5 all the proposals. I mean, I think we've heard some
6 really compelling testimony about the effect on the
7 environment, about moving D.C. forward as a
8 transportation for a city, but releasing our
9 congestion. We are one of the most congested cities
10 in the country. And this does not help.

11 I came first -- originally to testify just
12 for the D5 service, which is a commuter bus service
13 that links a small piece of Montgomery County down
14 MacArthur Boulevard through some neighborhoods that
15 don't have a lot of other services to Georgetown and
16 to the downtown D.C.

17 So we've heard some other testimony tonight
18 about that particular line. It's an essential line.
19 There isn't a lot of duplication that's replicated.
20 The proposals that are offered as options are the D6,
21 which for me would involve a 20-minute walk to get to
22 it because I do that some evenings coming home, which

1 is not -- and it also doesn't take me where I need to
2 go. So it doesn't -- there's a gap, and D6 doesn't go
3 down along Georgetown down to the M Street area where
4 I often go for work.

5 The other option is to use the ride-on buses
6 in Montgomery County, and these are not coordinated
7 services. I mean, there's no assurance that that's a
8 risk, which is not incredibly reliable or as regular
9 as it needs to be. So I think the D5 I really urge
10 you to reconsider.

11 But I also urge you to consider, you know,
12 the bus transportation. The story I've heard that
13 again and again -- this really resonated with me -- is
14 even the bus services that aren't used, well, is often
15 because they're not reliable or because there isn't
16 that frequent service. And I've experienced that
17 myself in terms of choosing how I'm getting home and
18 what the buses are. If the bus isn't reliable and
19 it's often late, I'm often going to make another
20 choice.

21 So by cutting the D5 I think is just going to
22 contribute to more of the congestion and more of the

1 problems we have. So I just wanted to say that and,
2 again, just to go back to the big picture, which is
3 the buses are really important to this city.

4 Thank you.

5 MS. ELLISON: Thank you.

6 (Applause.)

7 MS. ELLISON: Paulette Gordon.

8 MS. GORDON: Oh, right here.

9 MS. ELLISON: Good timing. Welcome.

10 MS. GORDON: Good evening. My name is
11 Paulette Gordon. I'm here to talk about the resident
12 -- the passengers that don't pay. It's unfair that
13 some of us pay. And then the ones that have the
14 SmarTrip cards, they don't pay. They know they don't
15 have any money on it and -- on their SmarTrip cards.
16 And they just get on the bus, and the bus driver, he
17 doesn't say anything.

18 I think that there should be a way that Metro
19 should have a SmarTrip card that have a chip that has
20 identification information such as person's assigned
21 number, a person's name, address, and telephone
22 number. And the SmarTrip card should also tally up if

1 the person doesn't have sufficient amount of money on
2 the bus. It should also add up the money that they
3 owe.

4 And I think that if the person doesn't have
5 enough money, it should tally up every month that a
6 person doesn't have the amount of money that's owed on
7 their SmarTrip card. There should be a penalty and
8 interest added on. And I think that Metro should
9 enforce that the person -- give the -- a person --
10 each month that they don't have enough money on their
11 SmarTrip card, it should double. And this way that
12 Metro would have kind of recoup their money that --
13 that's own -- that's owed by the passengers that don't
14 pay.

15 And if -- or -- and then they should have --
16 wait a minute. Let me see. They should also have
17 Metro police on the bus to make -- to enforce the
18 passengers to pay, whether they have a SmarTrip card
19 or pay with cash.

20 And I've seen students, people of all ages,
21 that gets on the bus that do not pay. And it's not
22 fair. And I think that if they enforce people to pay,

1 whether they charge them an interest, penalties, like
2 I said, Metro may have some money in reserves, and
3 they wouldn't have to go up so often.

4 Thank you.

5 MS. ELLISON: Thank you.

6 (Applause.)

7 MS. ELLISON: Thomas Mangrum.

8 MR. MANGRUM: Yes. I'm Thomas Mangrum. And
9 I'm also a chair over a disability group, or what have
10 you.

11 And like, you're talking about cutting the G2
12 and what have you, but that bus is always crowded,
13 especially during rush hour and what have you going to
14 Georgetown University. And then you've got schools on
15 that route. And it's crowded.

16 And like, I have been out there, couldn't
17 even catch a bus for a while. Several buses would go
18 by. They was too crowded for a wheelchair to get on
19 the bus.

20 So how can you cut the routes so -- of any of
21 the bus routes when D.C. is getting more crowded and
22 more crowded and more crowded, and they're taking up

1 every plot of land to build a condo or apartment
2 building? So we need more bus service.

3 And also, with the subway, you got to have
4 some type of way for the elevators to have a chip in
5 them so when they break down, automatically, when you
6 get to a stop, a speaker come on and say the elevators
7 is broke down. But a lot of times when I was on the
8 subway, you know, you talk about having the app on the
9 phone and what have you, but a lot of times the subway
10 operators they don't even know that the elevators are
11 broke down. They don't even know.

12 And now -- or if the elevator says broke
13 down, some of the workers put a sign, put -- put a
14 block there for the elevator. But what you going to
15 put when you go and you press the button and you ask
16 to talk to the supervisors in the booth? They don't
17 know about it. But somebody that work for MetroAccess
18 -- Metro, I mean, they put the thing right there. So
19 somebody knew.

20 So there's got to be an automatic thing to
21 let people know when we get to a stop automatically on
22 a subway train to let us know we can't get off there.

1 And also, if you cut some of the routes,
2 you're going to cut some of the MetroAccess service
3 because MetroAccess service work alone with the bus
4 stops and the subways, or what have you.

5 So I depend on MetroAccess for a lot of my
6 services. So please, don't cut the bus routes any
7 way. It won't make any sense because we got more and
8 more people moving to D.C.

9 Thank you.

10 MR. ANOSIKE: Thanks.

11 MS. ELLISON: Thank you.

12 (Applause.)

13 MS. ELLISON: Scott Michelman.

14 David Fathi.

15 Rachel Landers.

16 MS. LANDERS-VAAGENES: (inaudible - off mic).

17 MS. ELLISON: Yes. Welcome.

18 MS. LANDERS-VAAGENES: Hi. Good evening.

19 I want to thank you guys for your efforts to
20 tackle all of these huge challenges that a large
21 metropolitan area must represent.

22 I'm Pastor Rachel Landers-Vaagenes. I'm a

1 minister and a -- to people in Glover Park and
2 Georgetown. I also live in Georgetown -- in Glover
3 Park, and I am a D, G, and 30 bus rider.

4 I'm also a mother of two kids -- I dragged
5 one of them out here tonight -- who go to Stoddert
6 Elementary School. My husband works at Georgetown
7 University. We use the buses. We use the bus for
8 work, for school, for recreation, to get groceries. I
9 have a bike. It's hard to get all those groceries on
10 a bike.

11 And my comment is in regards to the proposed
12 changes to the routes. I would say that Glover Park
13 is a neighborhood that needs its bus. And I say bus
14 because we take the D, and the D is the D. You
15 eliminate the D1, and it's -- it reduces rush-hour
16 traffic -- or it reduces rush-hour access
17 dramatically.

18 And it's also a neighborhood that loves its
19 buses. We use it as a way to teach environmentalism
20 to our kids. We choose to take the bus in order to
21 reduce traffic, in order to reduce one more car on the
22 road, in order to reduce greenhouse gases.

1 So buses are a vital part of the livelihood
2 of our corner of the city. There is no Metrorail
3 access there. And the reductions will not be merely
4 inconvenient. They will be unmanageable.

5 I know that some of us in the neighborhood
6 can afford other modes of transportation like Uber or
7 to drive a car. But try to drag two car seats or a
8 stroller into an Uber, and it just doesn't work. I'm
9 not even speaking for folks who need wheelchair access
10 or other sorts of amenities.

11 More than that, I'm very worried about the
12 increased traffic in Glover Park. It's a tricky
13 neighborhood because of the one-way streets. More --
14 less -- fewer buses means more Uber and Lyft, means
15 more people who are driving around that aren't
16 familiar with the neighborhood.

17 My kids walk to school. And frankly, fewer
18 buses makes it more dangerous for my kids to walk to
19 school on their own. It's folks disregarding the
20 speed limits, the parking, everything. And so we not
21 only love the buses, but the buses keep our
22 neighborhoods safer.

1 Delivery trucks, same difference -- clogs up
2 one-way streets; unfamiliar with the roadways; it
3 makes it more dangerous.

4 What's more, the city is investing in Glover
5 Park through the Main Street grants, and cutting these
6 buses goes directly against the city's purpose of
7 revitalizing. Our Whole Foods is coming back,
8 hopefully. It's -- there's -- there are empty
9 businesses. We're hoping to revitalize that
10 neighborhood because it's a good neighborhood.

11 So we are grateful for the bus service. We
12 want to see it continue. We want to keep WMATA a
13 vital part of the D.C. livelihood. And cutting the D
14 and the 30 routes is bad for me and bad for the
15 community, but ultimately bad for business and bad for
16 you guys, too.

17 So thank you very much for your time.

18 MS. ELLISON: Thank you.

19 (Applause.)

20 MS. ELLISON: Zach Ragbourn. No?

21 AUDIENCE MEMBER: What was the name?

22 MS. ELLISON: Zach Ragbourn.

1 Kelly Rolfes-Haase.

2 MS. ROLFES-HAASE: Hi.

3 MS. ELLISON: Hi.

4 MS. ROLFES-HAASE: Thank you so much for this
5 opportunity to share our concerns with you about
6 WMATA's proposed bus changes. I'm here to
7 specifically talk about the proposals that affect the
8 residents of Glover Park, including your plans to
9 eliminate the D1, combine the D2 and G2, and eliminate
10 the 30N and 30S.

11 Having made Ward 3 my home over the last six
12 years as a PhD student at Georgetown University, I was
13 devastated to hear about these proposed changes.

14 Although I am one of the lucky graduate students who
15 earns a stipend by working as a teaching assistant, I
16 still work additional part-time jobs to make end's
17 meat. Even with these multiple sources of income, I
18 still cannot afford to buy and maintain a car because
19 of the District's high cost of living.

20 Therefore, like so many graduate students at
21 Georgetown, I rely heavily on these buses to get to
22 work, school, medical appointments, and to run

1 necessary errands. These bus lines also provide an
2 affordable way for me to get to the airport to visit
3 my family and attend academic conferences and to
4 access resources at nearby universities.

5 In short, these proposed changes would have
6 significant negative effects on my life. As many
7 people here today have said, eliminating the D1 and
8 combining the D2 and G2 would almost certainly
9 increase wait times, bus crowding, and delays for
10 residents of Glover Park and students at Georgetown
11 University. And because Glover Park does not have a
12 Metro stop, the D1 and D2 are our only access points
13 to Dupont Circle. This is critically important for me
14 and for my fellow students because many of us utilize
15 these routes to work part-time jobs and internships in
16 addition to our studies.

17 In addition to obviously helping us to make
18 end's meat, these external jobs also make it possible
19 for me to be a more valuable member of the Glover Park
20 community by contributing to global -- to local
21 businesses and restaurants that have struggled since
22 the closure of our Glover Park Whole Foods.

1 Furthermore, the part-time positions that I
2 have held have been with agencies and organizations
3 that make a difference in our local community and in
4 national governance. My internships and assistant-
5 ships have allowed me to contribute to local community
6 development efforts, critical research on gender and
7 health policy issues, and even federal audits on the
8 effective usage of federal funding for local projects.

9 I am one of many Georgetown students who work
10 on important issues off campus. Many of the graduate
11 students I know have used their skills and knowledge
12 for the common good through working at paid and unpaid
13 internships during their studies. So this plan to
14 eliminate these buses would not only hurt individual
15 students, but would also significantly harm D.C.'s
16 ecosystem of nonprofit organizations, government
17 agencies, and political offices that all depend on the
18 hard work of students.

19 Thank you.

20 MS. ELLISON: Thank you.

21 (Applause.)

22 MS. ELLISON: Next up we have Olga Tunga.

1 And I just also want to thank everybody in
2 the room for sticking to the three minutes. It's very
3 respectful of other people in the room, so we're able
4 to move fairly quickly and help you get in and out of
5 here. So I wanted to let you know we really
6 appreciate you sticking to those three minutes.

7 Go ahead.

8 MS. TUNGA: Hi. Thank you for this
9 opportunity to come and express my viewpoints.

10 I just want to first start and say that I was
11 in the other room, and the communication telling us to
12 go to this room or the other room is not adequate. So
13 I'm number 81. Over there, they're at number 21. We
14 were told that it would be some -- like going through
15 the same numbers, which does not make any sense. So
16 even the communication in these two rooms is
17 inadequate.

18 And it's the same communication that has been
19 provided by WMATA since this was proposed in December.
20 The only reason I found out about it was because
21 somebody was passing out a piece of paper on the
22 Metro. And then I went to Twitter, and then I found

1 out more information. So how am I supposed to find
2 out what changes are being made if they're not being
3 communicated? But that doesn't make any sense.

4 So I'm here specifically advocating for the
5 X1, which is a rush-hour service in the morning, in
6 the evening. So you're asking me to basically double
7 my time in the mornings and the evenings to get to
8 work on time. And it's -- so the X8 is what we're
9 going to -- the proposed bus route is eliminating the
10 X1 and going to the X8.

11 The X8 runs along Maryland Avenue. The X1
12 runs around H Street and then goes to Constitution
13 Avenue. Maryland and H Street are not parallel. So
14 if somebody is mobility-challenged, you're asking them
15 to cross maybe 6 to 10 blocks to get to Maryland. How
16 are they supposed to get from H Street to Maryland
17 when there are no buses there? It doesn't make any
18 sense.

19 And it also doesn't make any sense from a --
20 an efficiency standpoint because if these bus routes
21 were supposed to eliminate rush hour, and so then
22 you're eliminating that bus line to only add -- to add

1 service to a bus that's -- that runs all day long, it
2 doesn't make any sense.

3 So that's my opinion. Thank you.

4 MS. ELLISON: Thank you.

5 (Applause.)

6 MS. ELLISON: Pamela Ward.

7 MS. WARD: Hi.

8 MR. ANOSIKE: Good evening.

9 MS. ELLISON: Good evening.

10 MS. WARD: Good evening. My name is Pamela
11 Ward. I'm here because I oppose the fact that you all
12 are going to discontinue the X1 because I ride it
13 fervently, and I've been riding it for 11 years to get
14 to and from my job. I leave home at 6:00 o'clock in
15 the morning. I catch the X8. And it's my
16 understanding that you're going to extend the X8 to
17 Foggy Bottom.

18 Now, my concern is the X8 is never on time
19 for me to catch the X1. So sometimes I have to walk
20 down to -- I live in Northeast. So I'm down Maryland
21 Avenue, do a cut to get on Benning Road to catch the
22 X1. So -- and it gets me to work on time. I'm due to

1 work at 6:30 in the morning. So I'm totally against
2 that.

3 And I want to make certain that you all
4 understand. You all have got to get some bus drivers
5 that will get us there on time. The X1 ones that we
6 catch in the morning is good. It's like clockwork.
7 6:14, that bus is there.

8 On the other hand, the X8, so it'll be
9 picking up at 2 -- like, at 6:00 o'clock in the
10 morning. It's coming up the hill at 6:03 and 6:04.
11 That's not good.

12 So I don't know how you all are going to do
13 this. I don't know anything about your budget, your
14 money, this, that, and the other. But please don't
15 cut that X1 out. That's my request.

16 And number two, if you're going to do this,
17 make certain that that X8 does what it's supposed to
18 do because some of the other riders -- I'm fortunate
19 because the X1 would pick me up in front of my door.
20 I don't need it to pick me up in front of my door if
21 it's not going to be on time. Most of the time I have
22 to walk just to catch the X1 from the X8. So that's

1 just the way it is.

2 So that's all I have to say, and I hope you
3 all consider my opinion.

4 MS. ELLISON: Thank you.

5 MS. WARD: Thank you.

6 (Applause.)

7 MS. ELLISON: Ryan Crowley.

8 MR. CROWLEY: Hi. My name is Ryan Crowley.
9 I'm a resident of Glover Park. And like many here,
10 I'm here to express my opposition to the proposed
11 elimination of the D1, the 30S, the 30N bus routes,
12 and the merger of the D2 and G2 routes.

13 This propose will have a profoundly negative
14 impact on residents in Glover Park and their
15 businesses and the city's efforts to address climate
16 change. I use the D1 and D2 buses every week to
17 travel to my office near Union Station. Without the
18 bus, I'd probably have to take a car share service or
19 drive to work, which would be time-consuming,
20 stressful, expensive, and contribute to traffic
21 congestion. It would also release carbon into the
22 atmosphere. My evening commute is at least 45 minutes

1 every night. Eliminating the D1 and D2 bus lines
2 would lengthen my commute and the amount of time away
3 from my family.

4 The buses -- the D buses and the 30 routes
5 service Glover Park's link to the Metro system and
6 other areas of the city. They serve as a link between
7 the businesses on Wisconsin Avenue and their customers
8 and employees. The Glover Park commercial strip is
9 still recovering from the loss of the grocery store on
10 Wisconsin Avenue. Apparently, it's coming back, but
11 it's going to take some time. And if the bus routes
12 are eliminated or altered, it could make full recovery
13 even more difficult.

14 So I urge you to save and improve the 30S and
15 30N and the D1 and D2 bus routes. The residence of
16 Glover Park and other parts of D.C. cannot afford to
17 be cut off from the rest of the city.

18 Thank you.

19 MS. ELLISON: Thank you.

20 MR. ANOSIKE: Thank you, sir.

21 (Applause.)

22 MS. ELLISON: Katie Black.

1 MS. BLACK: This room is the express bus.

2 My name is Katie Black, and I also ride the
3 D1 and the D2 to get to work every day. And looking
4 at the proposal to merge the D2 with the G2 I feel
5 would be detrimental to Duke Ellington students.
6 Hundreds of Duke Ellington students use these buses to
7 get to and from school every day. The buses leaving
8 Dupont Circle are regularly filled past capacity in
9 order to shuttle them to school. These students also
10 leave school at a later time due to the intensive
11 music and art curriculum.

12 When heading home to Glover Park at 5:30, the
13 buses offloading at Dupont are just as filled as they
14 are in the morning. Most of the time, the students
15 are standing past the safety line, and you can tell
16 they're just piled on top of each other.

17 I lived in Dupont Circle from 2014 to 2018.
18 And during this time, I managed a store in Georgetown.
19 Some of my best employees used the 30N and 30S bus to
20 come from Southeast. I would take the G2. And
21 frequently, from 8:00 a.m. to 10:00 a.m., the bus
22 would be so crowded heading west that it would drive

1 past me and have to run to Georgetown. The same thing
2 would occur in the evening because the bus would be so
3 filled with commuters coming and going from Georgetown
4 University.

5 Duke Ellington and Georgetown are both large
6 institutions whose students, staff, and employees rely
7 on buses to get to their schools. It would be a
8 complete disaster and systematic failure to have these
9 buses merge and, ultimately, would hurt these
10 institutions.

11 I'm very worried about the elimination of the
12 30N and 30S, as they're vital to people working in our
13 community who rely on an affordable cross-town method
14 of transportation.

15 I'm very concerned about the businesses in
16 Glover Park, including Ace Hardware and the Giant at
17 Cathedral Commons. Most of these employees cannot
18 afford to take the Metro, so they rely on these buses
19 to get them to their place of business.

20 You also know that Washington D.C. is a city
21 where there's a trend of people aging in place. When
22 people age in place, they need to have caregivers to

1 be able to get to them. So it's not just the
2 residents who need to get out of Glover Park, but the
3 nurses and caregivers who need to go to help them.

4 I also feel strongly against penalizing
5 people for using cash. This will affect homeless
6 people, people who aren't tech-savvy, and, honestly,
7 people who may just lose their Metro card.

8 The city is invested in the Glover Park Main
9 Streets Program, and so we need these buses to have
10 people come to our community.

11 Thank you.

12 MS. ELLISON: Thank you.

13 (Applause.)

14 MS. ELLISON: Robert Cole.

15 MR. COLE: Good evening.

16 MS. ELLISON: Good evening. And --

17 MR. ANOSIKE: Good evening, sir.

18 MR. COLE: -- thank you for your time and
19 conducting all the hearings.

20 I come to talk about the D5 bus serving
21 Massachusetts Avenue and Sangamore Road in Bethesda
22 all the way in to Farragut Square. A petition was

1 sent to Chairman Smedberg signed by over 1,000 people
2 asking for it to be not eliminated. You've heard some
3 of -- a couple of their stories tonight, and I wanted
4 to add some solutions, if you will.

5 Perhaps where the system shows D6 is
6 overlapping, maybe some of the D6 buses could be
7 eliminated at rush hour when the D5 comes in to
8 Washington and at rush hour when the D5 goes out of
9 Washington. There's only six or seven trips by the
10 D5. Maybe one or two D6 buses are not necessary.

11 Decrease the number of D5 buses maybe, but
12 not eliminate the service. Keep the D5 as it is in
13 fiscal 2021, and look at making it an express bus in
14 2022.

15 It doesn't have to overlap every stop with a
16 D6. Maybe it would go every four or five stops on
17 MacArthur Boulevard. The D6 could help people get to
18 it, and it could stop right at Key Bridge in
19 Georgetown where the 38B could pick up people and take
20 them further into Washington.

21 Financially, maybe it's possible to charge a
22 little more for that bus or a few other buses that

1 come from Maryland into D.C. or from Virginia into
2 D.C. where most of it is in D.C. but some of it's in
3 the other state.

4 And it's only \$280,000 in subsidy. Some of
5 that could be retrieved from snow plow removal that
6 wasn't used this year, be it from Maryland or D.C.,
7 wherever.

8 And maybe higher fares could be charged of
9 tourists on the weekend passes or the seven-day week
10 passes.

11 To cut service for those who have been using
12 it for many years is one thing. To add service that
13 hasn't been available yet is different and maybe
14 warrants a higher cost.

15 Thank you for your time.

16 MS. ELLISON: Thank you.

17 MR. ANOSIKE: Thank you, sir.

18 (Applause.)

19 MS. ELLISON: Cassandra Dean.

20 MS. DEAN: My name is Cassandra Dean, and I
21 am opposed to the elimination of the C11 and the C13
22 that runs to Clinton Park & Ride to Branch Avenue

1 Metro Station. This will -- the alternative is -- it
2 takes me 15 to 20 minutes on the C11, C13 express bus.
3 And the alternative is a 40- to 60-minute ride on a
4 local bus. I would have to leave my house an hour
5 early to get to work at the hour that I get there now.

6 Another -- the other alternative is to drive
7 to the Metro. If I drive to the Metro, that's \$5.20 a
8 day. Branch Avenue Metro is always crowded. I have
9 to go to three Metro stations before I can find a
10 parking space. So I am opposed to them eliminating
11 the C11 and C13.

12 Thank you.

13 MS. ELLISON: Thank you.

14 (Applause.)

15 MS. ELLISON: Parker Garrison.

16 Jeff Carter.

17 Steve Kaffen.

18 MR. KAFFEN: I thought I had gotten here
19 early.

20 Good evening. Steve Kaffen, and I'm a member
21 of the Accessibility Advisory Committee and the Bus
22 Rail Subcommittee and also the Blue, Orange, and

1 Silver Line study to look at capacity and was a member
2 of the Bus Transformation Project.

3 So I'd like to talk about a few issues which
4 appeared in the (inaudible). I disagree with the
5 \$0.25 surcharge for cash. And the reason is it
6 generates little additional revenue, it looks
7 punitive, and it will actually have the reverse effect
8 that -- than it's intended. It will actually slow
9 down the boarding as people fumble for the \$0.25. And
10 visitors to the city don't understand the \$0.25. It
11 will actually have the -- a reverse effect than what's
12 intended.

13 However, I do agree with the concept, but
14 over time. Most major metro systems, bus systems,
15 have a lower fare for cars. And to start -- you know,
16 to -- how to introduce this, what Metro might do is to
17 leave the cash fare at \$2, but introduce a
18 differential by lowering the fare for people who have
19 Metro cards to \$1.75. That would at least introduce
20 people to the fact that -- to that aspect, and then on
21 an ongoing basis see how that goes.

22 Seven-day -- oh, thank you -- seven-day Metro

1 passes, I do agree with lowering the price. But we
2 need to make them more easily available. There are
3 many people who will never want their bank accounts to
4 be -- bank account numbers to be held by an
5 organization, nor to have a recurring charge.

6 So the alternative way to handle this is to
7 make them available in supermarkets and stores and
8 things like that and sell them with one or two weeks
9 of pass right on it.

10 I believe at some point we should consider
11 providing free bus transport to seniors and persons
12 with disabilities, as many cities have gone to either
13 in center city, or else a broader reach. And I hope
14 that will be considered in the next budget.

15 Thank you.

16 MR. ANOSIKE: Thank you.

17 MS. ELLISON: Thank you.

18 Beryl Norman.

19 Maria Jessop. Oh, Maria Jessop.

20 Beryl Norman was the first name I called.

21 Maria Mercedes.

22 Galin Brooks.

1 Erica Ergen.

2 AUDIENCE MEMBER: (inaudible - off mic).

3 MS. ELLISON: Yes. Sorry about that.

4 MS. ERGEN: Hi, there.

5 MS. ELLISON: Hi, there.

6 MS. ERGEN: I don't have anything really
7 formal prepared or anything, but I just wanted to
8 speak on behalf of Glover Park and the D1 bus, which I
9 take twice a day every day down the K Street corridor
10 to where I work. I really like this bus, especially
11 because it's right behind my building. And so when
12 it's getting dark really early at 3:34, I know that I
13 can get off, and my apartment building is less than a
14 block away.

15 So with the proposal that you have now, if
16 you get rid of the 30N and the 30S and the D1 and the
17 D2, that would leave me with only one bus to take, the
18 33. And while it's fine, we all know that Metrobuses
19 experience problems, overcrowding.

20 And also, with that bus line, I would have to
21 walk down kind of a dark, long road. And as a young
22 woman, that's a little concerning to me. So it is

1 about safety.

2 And also, with the 30 buses being eliminated,
3 as people have said, it really affects the people that
4 work in the businesses on Wisconsin. And with the
5 Whole Foods coming back and other businesses coming in
6 because of the D.C. Main Streets grant, I just think
7 it would be really detrimental to the community.

8 MS. ELLISON: Thank you.

9 MR. ANOSIKE: Thank you, ma'am.

10 (Applause.)

11 MS. ELLISON: Robin Marlin.

12 AUDIENCE MEMBER: Who did you say?

13 MS. ELLISON: Robin Marlin.

14 Tom Johnson.

15 Neil Bhattarai.

16 Monique Diop.

17 Peter Casey.

18 AUDIENCE MEMBER: What number are you on?

19 MS. ELLISON: 99.

20 AUDIENCE MEMBER: Thank you.

21 MS. ELLISON: Tino Calabrera.

22 AUDIENCE MEMBER: We were told that

1 (inaudible - off mic) come here and get to speak

2 (inaudible - off mic).

3 MS. ELLISON: Okay. I was not aware of that.

4 So let me get to the next speaker, and we'll figure

5 out the next order if you've -- if you know your

6 numbers and your name, okay?

7 AUDIENCE MEMBER: (inaudible - off mic). I'm

8 near 100.

9 MS. ELLISON: Okay.

10 AUDIENCE MEMBER: (inaudible - off mic).

11 MS. ELLISON: Okay. We'll make sure.

12 Go ahead, Tino. Please have a seat.

13 MR. CALABRERA: Hi. I'm Tino Calabrera. And

14 thanks for the opportunity to testify.

15 I'm a native Washingtonian, and I was

16 surprised to hear about, in the last session, how many

17 people spoke about these bus routes 30N, the 30S, and

18 the 34. They mentioned mostly in terms of how they

19 affected Northwest Washington, but they forgot to

20 mention that the -- these buses serve the downtown

21 nightlife area, which was in the news today in the

22 Post. And in the downtown life -- nightlife areas,

1 many low-wage workers work there.

2 But the buses also go to Southeast
3 Washington. And you know that rampant gentrification
4 continues to force Washingtonians of color and fixed-
5 income people with disabilities and seniors to move
6 farther out to cheaper housing, not all well served by
7 buses even now.

8 For a bird's eye view of our entire region, I
9 checked today's WMATA web page. It says there are 325
10 bus lines and 11,500 bus stops. While those high
11 numbers may be very outdated, about 25 current bus
12 lines and 400 bus stops are reported as slated for
13 elimination.

14 Many of those cuts will adversely today's
15 ridership equally bad since Metro Washington continues
16 to grow. The cuts may also adversely affect
17 tomorrow's newcomers to our region.

18 In the interest of time, though I have much
19 more, I will submit that in writing. It does include,
20 for example, two revenue-sharing pilot projects which
21 I hope you will consider -- two revenue-sharing pilot
22 projects in addition to what you have in your dockets.

1 Thank you very much.

2 MR. ANOSIKE: Thank you, sir.

3 MS. ELLISON: Thank you.

4 (Applause.)

5 MS. ELLISON: So I'm getting a staffer to
6 help me with some of the numbers that are lower than
7 100 so that if you know your number is below 100,
8 we'll get you on another list. They'll bring it to
9 me. We'll call you as soon as I have that list. So
10 I'm asking someone to come in and assist me with that.

11 So if you believe you have a number lower
12 than 100, I'll have my staffers check your names, make
13 sure that that's there, and they'll give me the new
14 list, okay? So I want to make sure we're fair in the
15 order, but we'll continue to move on until that person
16 -- Tim (ph), do you mind getting Stephanie (ph) for
17 me? Thank you.

18 Anthony Wilson. Welcome.

19 MR. WILSON: Good evening.

20 MR. ANOSIKE: Good evening, sir.

21 MR. WILSON: Thank you for allowing us to
22 speak, you know, concerning these issues.

1 I am here to speak about the W14, the bus
2 that -- it's the Bock Road line. It runs between
3 Southern Avenue Station and Friendly/Fort Washington
4 Forest and Maryland on the east side of 210. Our bus
5 is slated for elimination. Now, every 3 to 5 years,
6 as I've been running this bus for 30 years, it used to
7 -- it originated -- when I first came on, it was a
8 W13. It was only express bus service, a.m. service,
9 going northbound into -- into the District. And then
10 starting around 4:00 o'clock, it would return from
11 D.C. into Southern Prince George's County in, you
12 know, Fort Washington area between 4:00 and, I guess,
13 7:00 o'clock in the evening during the evening rush
14 hour. But it was only a rush hour bus Monday through
15 Friday a.m. and p.m., no midday service.

16 The last time we were slated for elimination
17 -- I came here to speak about it again -- the Metro
18 decided not to eliminate it, but what they did do was
19 sent us the Southern Avenue Station. And then they
20 added daytime service between 9:00 and 3:00. So it's
21 every hour on the hour between 9:00 and 3:00 you have
22 buses that's running between Southern Avenue and

1 Friendly.

2 Now, we are slated for elimination because of
3 low ridership. Now, keep in mind, this bus was
4 originally started as an express bus for working class
5 folks who come to work in the city. And in the
6 morning and in the evening during rush hour, our bus
7 still has a healthy ridership.

8 Now, the lower ridership is due to the midday
9 service. Everybody's at work. Nobody's out there to
10 ride the bus during the day. I even left work early
11 on a few occasions to catch the midday service, and I
12 might have been the only person on the bus. So yeah,
13 that is lower ridership.

14 But what we suggest as oppose -- is instead
15 of eliminating our service, eliminate the daytime
16 service and return it to express only Monday through
17 Friday in the a.m. to -- going to the station, in the
18 p.m. leave the station and going back to Fort
19 Washington.

20 But we have a lot of folk out there who do
21 not have vehicles. We have a lot of young families.
22 At least I know a couple of young families that ride

1 the bus every day. They don't have cars. They don't
2 have any other way of getting around. But it would
3 certainly be a travesty to any -- all of us who have
4 been catching this bus for years to eliminate it
5 totally.

6 And then Metro's suggestion was to assign it
7 Southern Avenue Station. The alternative would be to
8 get, what, three to five miles down to Oxon Hill Road
9 to catch the PG County bus to 35 or the NH1. That's -
10 - you know, that's crazy. How am I going to get --
11 how are people going to get there and they don't even
12 drive in the first place?

13 But to eliminate our bus will really
14 certainly make us a desert for public transportation.
15 So we ask you please consider not eliminating our bus.
16 Just eliminate the daytime service and return it to
17 the rush hour service only. And the ridership is
18 healthy.

19 Thank you. And I hope -- you know, thank you
20 for considering us, and I hope you do the right thing.

21 MR. ANOSIKE: Thank you, sir.

22 MR. WILSON: Have a nice evening.

1 (Applause.)

2 MS. ELLISON: As I mentioned earlier, if you
3 believe you have a number less than 100, please see
4 the person, Stephanie, whose hand is raised.

5 Stephanie. Thank you.

6 She'll get your name and number, and she'll
7 send it to me. And we'll continue through our list.

8 Next up is Maurice Moore.

9 Joel Ryerson. I saw him here earlier.

10 James Zipadelli.

11 MR. ZIPADELLI: Here.

12 MS. ELLISON: Great. You're up next.

13 AUDIENCE MEMBER: What number?

14 MS. ELLISON: Number 104.

15 AUDIENCE MEMBER: Thanks.

16 MR. ZIPADELLI: Thank you, ladies and
17 gentlemen, for allowing me to speak this evening. I
18 really appreciate Metro having this public meeting and
19 allowing me to speak on my opinions for the budget.

20 My name is James Zipadelli, and I'd like to
21 speak about the proposed elimination of service to the
22 B30 shuttle from Greenbelt to BWI Airport and, also,

1 the Barcroft-Fairlington line routes 22A and 22C,
2 which service Shirlington and Northern Virginia.

3 I live in Northeast D.C. and have been a
4 resident of the District for more than eight years,
5 and I certainly recognize and appreciate the hard
6 decisions that Metro has regarding its budget.
7 However, I am transit-dependent and cannot drive. So
8 I really rely on Metro's transit options, and it's a
9 big reason why I moved here to Washington in the first
10 place.

11 Let me first talk about the B30 shuttle from
12 Greenbelt to BWI. I primarily use the shuttle to
13 visit family and friends. Last year, JetBlue used to
14 have a flight that allowed me to get to Hartford from
15 Reagan National Airport. However, the airline
16 discontinued this service because they said that it --
17 that the flight didn't make enough money. So what I
18 had to do was take the B30 from Greenbelt to BWI as an
19 alternative, and I have continued to do that for the
20 last year.

21 Although I understand that Metro thinks there
22 is low ridership, I can tell you from experience that

1 the bus is extremely crowded every time I use it. And
2 the elimination of this bus means that it would be
3 difficult for me to get home from Baltimore. It's
4 just simply not cost-effective for me to pay 40 or \$50
5 for a trip on Uber or Lyft or another ride-sharing
6 service.

7 I'd also like to speak briefly about the bus
8 routes 22A and 22C in Virginia. I hope to purchase a
9 property in the next couple of months, and I was
10 actually looking at condos in Shirlington where the
11 buses 22A and 22C are serviced. It would be great if
12 the buses continued to run because in some communities
13 they go right up to the door. It means I can travel
14 from work and home from Pentagon or Pentagon City.
15 However, with the buses being eliminated, it affects
16 where I live and how I'm going to get to work.

17 Finding a place to live permanently should be
18 a very happy occasion for me. And the elimination of
19 these vital services means that it causes additional
20 stress. So I respectfully would request that Metro
21 consider suitable alternatives.

22 Thank you very much for your time and

1 consideration.

2 MS. ELLISON: Thank you.

3 MR. ANOSIKE: Thank you, sir.

4 MS. ELLISON: Marina Charles. Marina
5 Charles.

6 MS. CHARLES: Right here.

7 MS. ELLISON: Great.

8 MS. CHARLES: Good evening. My name is
9 Marina Charles, and I'm a resident of Prince George's
10 County. And I am serious opposed to the C11 commuter
11 bus. This is the only bus that takes me to Branch
12 Avenue Station. Our -- I already walk three miles to
13 the Park & Ride in Clinton, Maryland, every morning
14 because this is the only way I can get to that bus
15 stop.

16 There is no other public transportation with
17 Metro in our area that runs on a regular basis. And
18 this bus is only running from 6:00 o'clock in the
19 morning to 8:35.

20 We are -- I am a senior citizen. I see young
21 people -- young mothers who don't have access to
22 public transportation catching that bus at my time in

1 the morning. It's a serious issue. This is the --
2 and Prince George's County is paying so much money to
3 Metro to give us -- there's three counties, and we are
4 the ones who are suffering in our county.

5 I have called the public transportation in
6 Prince George's County, the councils, different
7 stages. Why aren't we in Prince George's getting
8 proper Metro transportation? You're only going to
9 give me a bus from 8:00 -- from 6:00 o'clock in the
10 morning until 8:35, and now you're going to take it
11 away? What am I going to -- what's going to happen
12 when the bus disappears in July? I'm hearing in the
13 meeting it says the bus is going to be gone by July.

14 It's \$18 to ride -- to catch an Uber or a
15 Lyft from where my house is in Clinton, which is a 15-
16 minute drive, but it's \$18 at 6:40 in the morning.

17 But I thank you for your time, but this is
18 serious. If I'm walking, I'm -- and I'm walking. I'm
19 a senior citizen. There's other senior citizens doing
20 the same thing I'm doing. And it is horrible.

21 Where's our money in Prince George's going? That's
22 what I'm concerned about. And we need this C11 to get

1 me to work.

2 MR. ANOSIKE: Thank you very much, ma'am. I
3 appreciate it.

4 (Applause.)

5 MS. ELLISON: Lyndon Smith.

6 MR. SMITH: Thank you very much.

7 MS. ELLISON: Thank you.

8 MR. ANOSIKE: Good evening, sir.

9 MR. SMITH: Yeah. Great. Bear with me. So
10 --

11 MS. ELLISON: Can you tip your microphone up?
12 There you go. Thank you.

13 MR. SMITH: Okay. Boom. There we go.

14 Good evening. My name is Lyndon Smith, and
15 I'm a resident of Ward 8 and a daily bus rider who
16 depends on bus lines every day to get to and from my
17 job and the only way I can get home at night,
18 especially after working a night shift.

19 I want to focus in two areas -- first,
20 WMATA's communication, or lack thereof, about plans to
21 reduce service. Secondly, I want to point out why
22 reducing or eliminating bus service in Ward 8 -- in

1 particular, lines 30N, 30S, and 92 -- will cause
2 economic and social harm.

3 First, WMATA posted no information along bus
4 lines or in buses that would be effective by the cuts
5 planned in Ward 8. Most residents on these routes do
6 not have full access to cell phone service, PCs, or
7 laptops to access any bus route information. Many of
8 the poorest residents use these bus lines -- sorry --
9 many of the poor residents on these bus lines use
10 government-issued cell phones, which doesn't offer
11 barcode readers and has limited data service. Most
12 law -- sorry -- most lower-income residents also do
13 not have access to WMATA's customer survey.

14 Pamphlets describing WMATA's proposed cuts
15 appeared only last Saturday at Anacostia Metro
16 Station, and which is in the opposite direction for
17 the bus lines that are meant to be eliminated. I only
18 found out about WMATA's plans and survey accidentally
19 due to working near Catholic University and walking
20 past a huge poster board at the base of the escalators
21 every day asking everyone to read the barcode.

22 Now let me tell you why there's going to be

1 economic harm to residents. Right off the bat,
2 WMATA's low ridership numbers are wrong. They are
3 based off of paid riders, and most bus riders can't
4 afford to pay the bus. So they get on. It cost me
5 \$35.

6 The buses I ride either are standing room
7 only or almost filled and seat a lot of people without
8 paying. Not only WMATA not cut service by -- not only
9 should WMATA not cut service, but like the circulator
10 last summer in H Street trolley, main bus routes
11 should be considered.

12 I'll scroll all the way down. I'm just going
13 to scroll all the way down.

14 I'm speaking to you not from a top-down
15 perspective, but someone who was homeless, spent many
16 nights at 801's Men's Shelter, needs DS service, used
17 government phones, and currently get medical care from
18 Connections. I'm here tonight to speak for the
19 unheard, the mistreated, and forgotten residents of
20 Ward 8.

21 Thank you.

22 MR. ANOSIKE: Thank you, sir.

1 (Applause.)

2 MS. ELLISON: Okay. We're on 105.

3 Borden McCain. Welcome.

4 MR. MCCAIN: I'm here to testify in favor of
5 the -- keeping the D5, Sangamore Road-Farragut Square
6 bus. I took the job I have now because I knew the D5
7 was an easy way to get to my office. Had I known you
8 were going to cut it, I would not have taken the job.
9 I had another job offer that I would have taken. But
10 I took the job I have now because it gets me door to
11 door in less than 30 minutes, and that's very
12 important to me to be able to get to work reliably,
13 safely, and efficiently.

14 And Metro's proposed solution is for me to
15 take a bus to the Friendship Heights Metro Station and
16 then Metro from Friendship Heights down to Farragut
17 North. That cost \$3.25. When Paul Wiedefeld said
18 Metrobus riders are the least ones that can afford a
19 bus -- a fare increase, I'm going to go from paying \$2
20 each way to \$3.25 each way? That's makes no sense.
21 It makes absolutely no sense whatsoever. If anything,
22 I could pay an extra quarter or an extra \$0.50

1 compared to \$1.25 each way.

2 Another part I'd like to bring up is that the
3 buses that are on the D5 in the morning run from the
4 Friendship Heights depot. They are picking up revenue
5 along the way to go downtown when they serve other bus
6 routes. Why would you eliminate that? Why not pick
7 up 30, 50, whatever it is, along the way if they're
8 going to end up going downtown anyways? So that's why
9 I would keep that.

10 And the last thing is, unlike other bus
11 routes, the D5 only runs Monday through Friday for six
12 hours -- three hours in the morning, three hours in
13 the evening. This is not an expensive bus route
14 compared to other bus routes, and I don't think that
15 it's fair that it's just going to be completely
16 eliminated. And this comes up time and time again.

17 But as you -- I've seen in previous years,
18 people come out and testify because this impacts a lot
19 of people. And I understand there are budget
20 concerns, but there are other ways to deal with it
21 other than just simply cutting bus routes, and not
22 just for mine, but for other people here.

1 And that's all I have to say, so thank you.

2 MS. ELLISON: Thank you.

3 MR. ANOSIKE: Thank you, sir.

4 (Applause.)

5 MS. ELLISON: Patrick Sheehan. Patrick.

6 (Off mic conversation.)

7 MR. SHEEHAN: Okay. All right. Thank you.

8 My name is Pat Sheehan. I'm number 115.

9 Boy, what a turnout.

10 Earlier tonight, it -- particularly in the
11 other room, there was a discussion concerning
12 accessibility of the documents in Braille or
13 accessible PDF. I've worked with the Office of ADA
14 Programs, David Shaffer, giving him some resources
15 that he can use to try to make these documents
16 accessible in the future. So it's something that can
17 be done. WMATA needs to just prioritize that.

18 I've been working with the Accessibility
19 Advisory Committee for, like, 30 years. So there's
20 certain things I can maybe help with and give you
21 resources on that.

22 Here, a couple of areas that I want to talk

1 about that the AAC is in favor of, and one deals with
2 the -- a fixed fare, particularly for MetroAccess. We
3 worked with the general manager, brought this up
4 through your -- for the -- through the budget people.
5 We believe that a \$2 fixed fare would be a win-win
6 situation, one, for WMATA because it would save cost
7 as far as the trips that are being scheduled, how
8 they're being tracked basically through the system.
9 The simplicity of the fare certainly would be a win
10 situation for MetroAccess riders. The AAC is
11 suggesting that a one-year pilot be put into place to
12 look at this pilot fare of \$2 for MetroAccess riders.

13 The other area that the AAC has expressed
14 opposition is in the \$0.25 surcharge. We think that
15 this is not a good way to increase the usage of the
16 smart card. We looked at how a \$0.25 surcharge and
17 paying extra for bus fares worked in the past. And it
18 just didn't seem to make any real good sense.

19 One of the areas that we have -- you know,
20 that we've been working with -- and I think you've
21 heard this from AAC members tonight -- is in the bus
22 transformation project. They've got a series of 26

1 recommendations which we have applauded, which we
2 would like to see implemented. And I find it very
3 difficult to understand how we're reducing -- I think
4 it was 22 bus lines -- and how that is going to be in
5 line with the Bus Transformation Project.

6 I would like to applaud members of the Office
7 of ADA Programs. They are doing a remarkable job. A
8 couple of things that I think have worked really well:
9 One is the Abilities-Ride program. I think that's
10 going to be a success. I think it's going to take
11 some pressure off of MetroAccess. And I appreciate
12 the Board's support of the projects that are happening
13 with AAC.

14 Thank you very much.

15 MR. ANOSIKE: Thank you, sir.

16 (Applause.)

17 MS. ELLISON: Next up is Joanne Webb.

18 MS. WEBB: Good evening and thank you for
19 your time.

20 I'm here to express my strong opposition to
21 the discontinuance of C11 in Prince George's County,
22 Maryland. That's -- that bus goes from the Clinton

1 Park & Ride to the Branch Avenue Metro, and the return
2 trip is the same. It's only during rush hour. It is
3 the only Metro in PG County that services us.

4 So what Metro is proposing to do is to cut
5 that bus and put us on a county bus that's already
6 overloaded. It would add an additional 45 minutes to
7 our commute. I work late. That last bus leaves
8 Branch Avenue evenings at 7:45 -- I'm sorry -- at
9 6:45. I would be forced to get on an Uber or a Lyft
10 to the tune of \$18.

11 Also, we have a lot of young mothers who have
12 children in daycares who ride the C11. Adding an
13 extra 30 minutes to their commute, that's money for
14 them. If they're late, they have to pay those late
15 fees.

16 The other things is, in Prince George's
17 County, we pay some of the highest taxes in the State
18 of Maryland. And instead of increasing our service,
19 Metro is considering decreasing it, which I think is
20 awful. You know, again, that C11 is the only Metrobus
21 that takes us during rush hour, the mornings and the
22 evenings, to the Metro station. It's about a 20-

1 minute ride without -- if traffic isn't bad. But on
2 that, the bus, you're talking a 45-minute ride around
3 Clinton, Maryland. You're touring Clinton, Maryland.

4 And so I'm just asking that Metro take into
5 consideration the residents of Prince George's County,
6 who pay some of the highest taxes in Maryland, and to
7 also consider, you know, we've got seniors, we have
8 handicap folks riding that bus. And to tack on all of
9 us who ride the C11, to put us on the bus, it's going
10 to be standing room only. And for a lot of folks --
11 you know, I'm a senior citizen. You know, to have to
12 stand and, you know, wait, you're talking -- I mean,
13 the C11 runs more frequently than the bus. So it's --
14 you know, we need the C11, and I'm asking that Metro,
15 again, take into consideration the needs of the
16 citizens of Prince George's County and the Clinton,
17 Maryland, southern part of the county area.

18 Thank you.

19 MR. ANOSIKE: Thank you, ma'am.

20 MS. ELLISON: Thank you.

21 (Applause.)

22 MS. ELLISON: Next up is Tiffany Belk.

1 Zack Hoffman.

2 MR. HOFFMAN: Hello.

3 MR. ANOSIKE: Hey, there.

4 MS. ELLISON: Hello.

5 MR. HOFFMAN: Thank you for having these
6 meetings.

7 I want to just kind of -- I have submitted
8 substantial testimony in writing, and I just want to
9 kind of here kind of talk about kind of more broad
10 strokes things. I am -- you know, I could sit here
11 and talk about the X1 and the X9 and the D2 all day.
12 But what I want to kind of talk about is kind of, you
13 know, how it's easy for us to all come here and, you
14 know, kind of criticize, be angry, and have emotions
15 and have feelings about what Metro's doing. And that
16 should tell you not that we're upset or we are kind of
17 coming at this negative-like. We feel very strongly
18 about these changes and these suggested -- this
19 budget.

20 I am the Vice President of the D.C. Bar and
21 Restaurant Workers Alliance, an advocacy organization
22 for bar and restaurant workers, specifically. There

1 is an entire swath of the city that is underserved and
2 not served at all by Metro in any capacity, workers
3 that work late. We're not even talking about
4 reductions in service or changes or consolidations or
5 anything. We're talking about there is not service.
6 There's no rail service. There's no bus service.

7 Even -- I know personally I've left my bar
8 where I don't even qualify for the Lyft ride credit
9 that's being offered through Metro. So that's even a
10 program that's not even fulfilling its own obligation,
11 its own idea.

12 So you know, everyone in this room and the
13 other room and everyone that's come and gone, we can
14 all talk about specific things and kind of talk about
15 exactly how we would fix things. What I want Metro to
16 do is to kind of collectively look inward and say are
17 we running a program and running a system that is
18 actively working for the people of this city and for
19 the workers and for the people that make this city
20 real and make this city their home even outside of the
21 city and Alexandria and Arlington and Fairfax County
22 and the Silver Line going out to Ashburn and all of

1 Southern Maryland.

2 We are not -- from a rider perspective and
3 somebody that interacts with Metro on -- weekly --
4 daily sometimes, we are not in a system that is
5 focused on making the right changes and operating in a
6 way that supports the people that need it the most.
7 And that's just something that Metro in and of itself
8 needs to come together and say we are not organized or
9 philosophically, fundamentally thinking of a system
10 that works for the people.

11 This is not a business. I don't care how you
12 want to describe how Metro works. We pay twice for
13 Metro. You can -- I just got my taxes done. I paid
14 multiple dollars that are going to federal grants that
15 the Metro system is getting as well as local D.C.
16 taxes that Metro is getting. And I have to pay with
17 my SmarTrip.

18 So this is -- nothing is yours. Nothing is
19 Metro's. All these assets are publicly created,
20 publicly built, and publicly owned regardless of how
21 Metro wants to sell it. We are renting our own assets
22 from you to use. You need to treat them as our

1 assets, and I think we'll all have a better time.

2 MS. ELLISON: Thank you.

3 MR. ANOSIKE: Thank you, sir.

4 MR. HOFFMAN: Thank you.

5 MR. ANOSIKE: Appreciate it.

6 (Applause.)

7 MS. ELLISON: Next up is Mark Lee.

8 MR. LEE: Thank you. Good evening.

9 My name is Mark Lee, and I serve as the
10 coordinator of the D.C. Nightlife Council, a nonprofit
11 trade association of bars, restaurants, and night
12 clubs.

13 A dynamic nightlife environment and vibrant
14 nighttime economy is what makes a big city, an
15 enlarged metro a great city and a great region. The
16 District and surrounding metro area have and are all
17 of those things. What we don't have is a transit
18 agency and a public transportation system that
19 adequately recognizes, respects, or serves the needs
20 of nightlife patrons and, most importantly, the
21 nighttime workers of our dominant business sector and
22 major economic engine.

1 We are being asked yet again, and for the
2 fifth year, to wait. We're tired of waiting. D.C.
3 Mayor Muriel Bowser has today released a comprehensive
4 72-page report on the economic impact of D.C.'s
5 nightlife industry, detailing a \$7.1 billion industry,
6 providing 65,000 jobs at 2,400 businesses, paying \$3.1
7 billion in wages, and contributing \$562 million in
8 direct annual business tax revenues. It is time for
9 Metro to fully restore late-night rail service and
10 deploy sufficient and strategic bus service to both
11 serve nighttime enterprise and employees in order to
12 meet the transit needs of a world class city and a
13 modern economy.

14 Five years ago, the nightlife business
15 community customers and employees were asked to invest
16 in the temporary discontinuation of late-night rail
17 service. We made that investment. On year of rail
18 service cutbacks became two, next three, and then four
19 years. We made that investment.

20 Nightlife establishments knew that would come
21 with a price. Many bars, restaurants, and night clubs
22 have been negatively affected by revenue losses, and

1 81 percent say restoring late-night service would
2 assist a tight-margin industry. We made that
3 investment.

4 The hardship has been significant for
5 nightlife employees. Identical to the entire D.C.
6 workforce across all business sectors, 54 percent of
7 nightlife employees commute into the city. But these
8 workers do not have equitable or adequate transit
9 accessibility at the end of their workday. We made
10 that investment.

11 Now we're being asked to tolerate a fifth
12 year without full restaurant of late-night rail
13 service with no commitment that nighttime service will
14 ever be restored. We expect a return on our
15 investment. That's why we are calling on WMATA to
16 fully restore late-night rail service and deploy
17 improved nighttime bus service.

18 Thank you.

19 MS. ELLISON: Thank you.

20 (Applause.)

21 MS. ELLISON: Eileen Mcconnell.

22 MS. MCCONNELL: Oh, good evening.

1 MS. ELLISON: Good evening.

2 MS. MCCONNELL: I first want to thank you for
3 having the hearings, first of all. This is my second
4 time, second year, I've had to go through a bus
5 change. Last year, you eliminated -- or re-routed my
6 bus line, which has made me have to walk to Minnesota
7 Avenue. I'm representing Ward 7, the Minnesota Avenue
8 corridor. So I've had to walk from my house to
9 Minnesota because the buses just don't connect.

10 I presently take the X1 bus, and I'm here to
11 represent those folks that take the X1 bus. I feel
12 that eliminating the X1 bus would create a hardship
13 not only for the people getting on at Minnesota
14 Avenue, the H Street corridor. That bus is pretty
15 much heavily populated from 13th Street on down. And
16 I notice those people -- we would have to take the X2
17 in the morning, which is already crowded. We have to
18 deal with, of course, the mothers with -- the handicap
19 people getting on. We have a lot of women that have
20 children and carriages. We have to deal with that.
21 And the X2 bus is already heavily populated.

22 Also, you have to consider the H Street

1 corridor has multi-million-dollar apartments going up.
2 We've got one that's opening up on H Street. And with
3 that revenue, people are going to be getting on at
4 that bus stop. Where are you accommodating extra
5 buses? Are you going to put extra X2 buses? Because
6 it's going to add even more traffic onto commuting
7 over -- trying to get to where we're going.

8 Another point I want to make is I also take
9 the bus early a.m. to Foggy Bottom to go to medical
10 appointments. You have elderly citizens that take
11 that bus, too. And having them to get up early and
12 coordinate different route changes -- and I notice
13 that you did the proposal to change at Benning Road
14 and where the Home Depot used to be. But you have to
15 cross a busy street. So now you have to get off at a
16 point and walk up to the next light, then cross a
17 major intersection, and then you still have to --
18 we're going to still have to coordinate buses to go
19 through Maryland Avenue and cut through Union Station
20 or go over all the way to North Capitol, walk up to
21 Union Station again. So that's kind of multi-changing
22 buses again. And I just feel like that's unfair to

1 the citizens. And also, I would -- I want you to
2 consider the wellness and health of senior citizens,
3 also.

4 I appreciate your time and effort. Thank
5 you.

6 MS. ELLISON: Thank you.

7 MR. ANOSIKE: Thank you, ma'am

8 (Applause.)

9 (Off mic conversation.)

10 MS. ELLISON: Okay. Next up is Paul
11 Sefellort.

12 AUDIENCE MEMBER: (inaudible - off mic).

13 MS. ELLISON: Yes, please.

14 MR. SEFELLORT: Good evening, everyone. I'm
15 Paul Sefellort, and I am one of the Accessibility
16 Advisory Committee members and also Chairperson of the
17 MetroAccess Subcommittee.

18 So the AAC has several talking points here.
19 So the GM -- we support the GM's proposal \$2 flat fare
20 for bus rail trips with a free transfer. We strongly
21 support these moves to increase ridership. This
22 should result in a \$4 flat fare for MetroAccess on the

1 weekends.

2 We propose a six-month pilot of \$4 flat fares
3 for MetroAccess customers all week. Considering the
4 complex proposed increases in bus and rail weekdays
5 since MetroAccess fares otherwise would be --
6 calculates two times the equivalent bus rail fares. A
7 flat fare would enhance operational accuracy and
8 efficiency.

9 The General Manager proposed maintained a
10 maximum MetroAccess fare at 6.50. We strongly support
11 this considering the proposed increase in bus and rail
12 fares during the week and the two times the bus rail
13 fare calculation for MetroAccess fares.

14 The GM proposes maintaining the current
15 service area for MetroAccess and the (inaudible)
16 reduce bus and rail service one year while studying
17 the financial impact. We endorse this pilot and hope
18 it will result in long-term stability of the
19 MetroAccess service area.

20 We support the GM's proposal for enhanced
21 pass instruments for bus and rail customers and
22 request equal parallel treatment for MetroAccess

1 customers.

2 Things we oppose as the AAC is we oppose the
3 proposed penalties for cash payment on bus. We
4 support the D.C. fare pilot and national trend to make
5 transportation free or affordable for those in
6 difficult socio-economic situations.

7 We also oppose those bus and route reductions
8 that negatively impact the elderly and people with
9 disabilities, as determined by the Title IX analysis
10 to be carried out.

11 We also oppose the proposed fare increases
12 proposed by Board members that would reduce the
13 positive effects the GM's \$2 flat fare proposal. The
14 rationale for some of these is the current mechanism
15 for calculating MetroAccess fares is both burdensome
16 and inaccurate, as you heard from other people, for
17 both WMATA staff and customers.

18 The proposed complex changes in fares in the
19 2021 budget would make the situation worse. A flat
20 fare that's sustainable for WMATA would enhance
21 productivity by reducing the need for a complex
22 programming of trapeze and time spent by

1 reservationists making reservations and explain fares
2 to customers.

3 Bus is a major transportation option in the
4 DMV, particularly for low socio-economic populations,
5 which includes disproportionately elderly and people
6 with disabilities. Having a surcharge for cash
7 impacts this group greatly and does not lead to
8 significant cash fare recovery for WMATA.

9 Now, we do support removing the ability to
10 add values to SmarTrips on cards on buses unless the
11 method could be made easier, secure, and accessible to
12 people with disabilities.

13 Thank you.

14 MS. ELLISON: Thank you.

15 MR. ANOSIKE: Thank you, sir.

16 MS. ELLISON: Next up is Anthony Oberg.

17 MR. OBERG: Thank you. I'm Anthony Oberg.
18 Before I get to what I want to talk about, I want to
19 echo my support for what Paul Sefellort and Patrick
20 Sheehan said from the AAC.

21 For me, I -- when I moved down to the D.C.
22 area, I moved down here because there was more choice

1 for public transit options. I came from central
2 Massachusetts. There is no public transit. And
3 driving in the winter is terrible, especially for
4 somebody who has to put their wheelchair in and out of
5 the car.

6 What the overarching bus reductions and
7 eliminations mean to people with disabilities and,
8 specifically, people with physical disabilities is not
9 just a reduction in bus. It's a reduction in choice.
10 If I don't have the Metrobus, I may be forced to take
11 other what are called equal and equitable
12 alternatives, but I would prefer to take a Metrobus
13 over some of the local other options that I have.

14 What I want to encourage WMATA to do, even
15 though I know there is a team that looks at these
16 types of issues, I think what is telling to me is that
17 some of the alternatives that are listed include
18 walking paths, include, you know, a 0.35-mile out of
19 your way sort of walk to a different bus, or whatever.

20 What needs to really be looked at and really
21 be considered is, if you do not have the ability to
22 step up over a curb, if you -- the bus will put you on

1 a median instead of onto a sidewalk with a curb cut.
2 The walkable paths or alternatives are not necessarily
3 going to be equitable for all users. People with
4 visual disabilities have to work on their pathing to
5 figure out where they are going to go. It -- who
6 knows where they're going to be put off if there's
7 nobody around to tell them where to go or to or to
8 tell me where to go if there's no curb cut. The bus
9 drivers can't be responsible for me being stuck on a
10 curb somewhere. It just -- it just can't happen.

11 So I think as you move forward with these
12 proposals, or as you consider them, consider what the
13 numbers don't say because, either way, whether I'm
14 counted or not on that bus, I'm still going to take
15 it. Whether there's 200 people or 1,000 people on the
16 bus, I still have to use it.

17 Thank you.

18 MS. ELLISON: Thank you.

19 Next up, Vanessa Colbert.

20 Mary Cusberth.

21 Carmen McCall.

22 Martha Faulkner. Welcome.

1 MS. FAULKNER: Good evening.

2 MS. ELLISON: Good evening.

3 MS. FAULKNER: My name is Martha Faulkner,
4 and I live in Ward 5. And I'm concerned about the B8
5 and the B9.

6 With the B8, in the afternoon, the bus is
7 crowded with children going -- coming from school
8 going home. So there's definitely not ridership
9 there. There are a lot of children that get on the
10 bus. I understand they're supposed to have a card to
11 tap. But if they don't have it, then it's probably
12 the same as if it's not. But with the buses being
13 packed, it's definitely not low ridership.

14 And with the -- I live over near Costco in
15 Northeast D.C. And there are a lot of senior
16 buildings that's -- the seniors depend on that B9 to
17 go to the CVS and also to the grocery store during --
18 you know, during the day. And if you eliminate the B8
19 and B9, it would really be a loss to them.

20 I ride the B8 every day to work and from
21 work. And for me to get on the B8 to go to Rhode
22 Island Station is -- I can get off and don't have to

1 transfer. But if you want me to transfer and have to
2 ride all the way to Brooklyn and then get the bus at
3 Brooklyn, you know, I could be at Rhode Island Station
4 and halfway to work while I'm going all the way around
5 there. So I really would like for you to consider not
6 eliminating the B8 and the B9.

7 And I thank that talk about the B8 and B9 in
8 the other room. So thank you --

9 MS. ELLISON: Okay.

10 MS. FAULKNER: -- so much.

11 MS. ELLISON: Thank you.

12 MR. ANOSIKE: Thank you.

13 MS. ELLISON: Next up, Kevin Blackmon.

14 MR. BLACKMON: Good evening.

15 MS. ELLISON: Welcome.

16 MR. ANOSIKE: Good evening.

17 MR. BLACKMON: I don't have prepared remarks.

18 I represent the metro area. I'm just going to talk to
19 you all --

20 MS. ELLISON: Okay.

21 MR. BLACKMON: -- because we're having a
22 hearing. And I've been hearing a lot, but are you

1 listening, Metro? Are you listening to these people?
2 Just that's all I'm here to say. Are you listening to
3 the people?

4 See, I represent the nightlife, right? I'm
5 part of -- you cut me off. I want to get home from
6 work. You know what time a go-go close? So by the
7 time I talk to the crab cake man, I can't get home.
8 What if I want to go see go-go music? Didn't you see
9 the city just put a ring on it? Think about -- just
10 listen. I'm just going to throw -- I'm throwing
11 paint. Just listen. There's going to be a picture
12 when I'm done.

13 I can't get home from work either. I'm with
14 these people. Luckily, I got Uber money. But suppose
15 the guy that came to the go-go -- sorry if I talk
16 loud. I'm passionate. For the came that came to the
17 go-go, he get home. You want to stop crime. How is
18 he going to get home? He going to steal a car. The
19 train ain't running. Are you listening?

20 MetroAccess -- they was talking about
21 MetroAccess over there later. You know who got to
22 wait? I could have caught my last train, but I got to

1 wait because that lady over there crying. I got to
2 wait for her MetroAccess. Oh, I've got to get her a
3 way home.

4 Are you listening? You're having a hearing,
5 but are you listening? You see, why is not -- like,
6 there's two sides to every story. There's your side,
7 this side, and there's the truth. Why ain't the mayor
8 here? They're outside arguing. They just put a ring
9 that made go-go official.

10 Don't be the next T-Mobil, Metro. Look at
11 your numbers, do some market research, and see how
12 much money Metro made for us to get (inaudible) with
13 T-Mobil for us to get here. I walked here. I come
14 from Southeast, but I lived in Potomac. I built my
15 life. I'm a two-time Grammy-nominated songwriter.
16 Chuck Brown said keep what you -- (inaudible) to the
17 Grammy's -- Chuck Brown said keep what you got until
18 you get what you need. You've got to give a lot until
19 you get what you need sometime y'all. The people feel
20 like busting loose.

21 Are you listening? They're crying. Like,
22 (inaudible) these people in here crying. I stayed. I

1 had to find out about it. You ever walked in a room
2 and heard somebody talking about you? Because the
3 people -- I'm here to represent the people -- I can
4 point -- I've lived on every line on there.

5 A little youngin' for my birthday saw me in a
6 nice coat. I'm going to train like you. But I was
7 like, youngin', where are you from? Because I heard
8 it's hot. All you got to do is listen.

9 There's a lot of talking. We need every
10 Board meeting, but it has to be together. Y'all are
11 representing the DMV. So everybody needs to be in the
12 room. I tell them (inaudible) these music symposiums
13 stop talking about us behind our back.

14 MR. ANOSIKE: Thank you, sir.

15 MS. ELLISON: Thank you.

16 MR. ANOSIKE: Appreciate it.

17 MS. ELLISON: Denise Rush.

18 (Off mic conversation.)

19 MS. RUSH: Good evening. I am Denise Rush,
20 and I'm a member of the AAC Committee, Vice Chair.
21 I'm Vice Chair of the MetroAccess Subcommittee, and
22 I'm Vice President of the Federation for the Blind

1 Slagle (ph) Creek.

2 I've been in D.C. all my life, rode D.C.
3 transit. This is the biggest mess that I have ever
4 seen. I am totally blind, but I've only been blind 20
5 years. You need to strengthen the entire bus system,
6 not take away anything -- strengthen the bus system
7 because the bus system is the way that people get to
8 the bus rail. They get to the rail with the bus.

9 Don't cut anything else. You have cut in
10 Clinton. You've cut in Fort Washington. You've cut
11 in Greenbelt previously. The public cannot stand the
12 cuts any longer. You need to strengthen it. Cutting
13 the system is like putting blood clots to the system.
14 It needs to flow smoother. I've never seen this many
15 people in all the hearings, and I've been to many
16 hearings.

17 Please, Metro, figure out a way to take away
18 the 3 percent cap. The -- all the arenas that you go
19 to, people are coming on the Metro. Maybe figure out
20 how to get additional funds from the arenas, the
21 stadiums, somewhere. Figure it out that you don't cut
22 anything.

1 And you've got to consider everybody -- the
2 public, the blind, the handicapped, accessibility.
3 We've got to do better in this area. There's plenty
4 of money in all of Maryland, D.C., and Virginia.
5 We've got to figure out how to use it better than we
6 are using it to make the bus system better.

7 Thank you.

8 MS. ELLISON: Thank you.

9 (Applause.)

10 MS. ELLISON: Billy Wright.

11 MR. WRIGHT: Good evening.

12 MS. ELLISON: Welcome.

13 MR. WRIGHT: My name is Billy Wright. I'm a
14 36-year Ramada-retired employee and (inaudible) 689.
15 And like the lady spoke just before me, the Authority
16 need to step back and look how its using its money and
17 listen to the cry of the public.

18 It's been a long time since I've been to a
19 public hearing where you had such a large number to
20 where it created confusion on how you was going to
21 allow them to speak.

22 The Metro Board need to direct the General

1 Manager to take a look at why the information that was
2 provided to cut service the way that they're talking
3 about cutting it. Maybe the Planning Department or
4 the department or whoever provided the data for what
5 the public has said in all three meetings is
6 inaccurate based on ridership, based on how they have
7 pointed out part of the ridership is riding without
8 paying their fair share.

9 This organization was put together because of
10 the inadequacy, the lack of control, the different
11 companies that was providing transportation, like the
12 lady spoke about D.C. transit, on scheduling for one
13 rider to get from one system to another.

14 Now that Metro has worked this out, they are
15 not attempting to dismantle it because of what was
16 created quite a few years about a region. When Metro
17 was formed, it was Metro -- D.C., Virginia, and
18 Maryland. It was operated under one system. Now it
19 has gotten so complicated the only difference is,
20 before Metro was formed is, is time.

21 The Metro Board and the General Manager, in
22 my opinion, need to reevaluate what is being done to

1 the riding public as far as providing them with public
2 service, which is not a privilege. It is what we are
3 paying our taxes for -- adequate service. And upon
4 doing that, these type problems wouldn't occur. You
5 have your businesses complaining about why they can't
6 and how they cannot get public service to survive.

7 You have handicap -- there's such outcry in
8 the last three meetings. Someone should pay attention
9 to the purpose that Metro was formed to provide. It
10 was not formed -- it was not put together for Metro to
11 make a profit. It's very difficult for public
12 transportation to make a profit. But we have a model
13 system here. And it is because of the work that has
14 been done in the past of people working together.
15 That seems to be falling apart.

16 So many things is coming about to separate
17 one region, as they call it, from another for whatever
18 reasons that the riding public is being hurt. And we
19 need to -- as Metro and the employees of Metro, we
20 need to do what should be done in order for that to
21 happen. And that is making hard decisions not based
22 on finances, but based on the service that the

1 individuals in this area needs.

2 D.C. is a congested traffic nightmare. And
3 the only relief is public transportation. There's not
4 too much room for expanding highways and this type
5 thing in the neighborhoods. But it is a lot of room
6 for transportation to be provided at a financial help
7 to the public.

8 Thank you.

9 MS. ELLISON: Thank you.

10 MR. ANOSIKE: Thank you, sir.

11 MS. ELLISON: Next speaker is Akash
12 Balenalli. Welcome.

13 MR. BALENALLI: Hi. Thank you for listening
14 to all these hearings. I'm -- I go to school at
15 Mclean in Mclean High School. And I'm here to talk
16 about the 15K line that connects people on Chain
17 Bridge Road and Westmoreland Street.

18 So the infrastructure in Mclean and Falls
19 Church is very strained. Mclean High School, for
20 instance, is at 125 percent capacity. And roads have
21 intense backlog, sometimes up to 400 meters of a queue
22 on traffic -- at -- on traffic lights because there

1 are -- other streets are one lane, and it's -- there
2 are just too many cars.

3 And more than 50 people take the bus. So all
4 of them would be forced to drive because there are a
5 lot of dangers when bikers are sharing the road with
6 the one-lane streets. And walking is just unfeasible
7 because it's just too long. The distances are too
8 long.

9 If the buses were canceled, then people would
10 probably go to private transportation and carpooling
11 and ride share, but those are inadequate substitutions
12 for buses. And in addition, the high foot traffic
13 areas around Mclean aren't being served.

14 So the most reasonable thing to do would be
15 to either extend 15K to 28A, which would connect West
16 Broad Street and downtown Mclean, the two highest foot
17 traffic areas in the region, or connect it to Tyson's
18 Corner through Chain Bridge Road, which would even
19 more -- which would increase ridership even more.

20 Because we're moving 15K all together would
21 just put too much strain on infrastructure -- and this
22 was exemplified a few years ago when a Sunrise Senior

1 Living building was supposed to be made on this blank
2 piece of land near my house. And everyone in the area
3 protested because it would have increased traffic so
4 much that it would have just caused a collapse in
5 transportation. So yeah.

6 MS. ELLISON: Thank you.

7 MR. ANOSIKE: Thank you so much for
8 testifying.

9 MS. ELLISON: So that's our last registered
10 speaker. Is there anybody else here that would like
11 to speak?

12 (No audible response.)

13 MS. ELLISON: Okay. Great. Well, that
14 concludes our portion of the hearing.

15 Thank you all.

16 (Whereupon, the hearing was concluded.)

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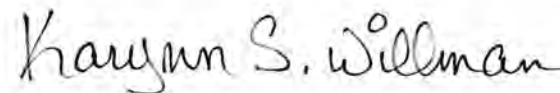
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CERTIFICATE OF TRANSCRIBER

I, KARYNN WILLMAN, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Hearing 630

Docket B20-01:

Proposed FY2021-2016 Capital Improvement Program

Docket B20-02:

Proposed FY 2021 Operating Budget and Related Service
and Fare Proposals

DATE: Wednesday, February 26, 2020

TIME: 4:00 p.m.

LOCATION: WMATA Headquarters
600 Fifth Street Northwest
Washington, DC 20001

JOB No.: 4000333

REPORTER: Eliza Spikes

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A P P E A R A N C E S

Dennis Anosike

Chief Financial Officer

WMATA

Jennifer Ellison

Corporate Secretary

WMATA Board of Directors

Stephanie Gidigbi

First Vice Chair, Virginia

WMATA Board of Directors

Thomas Webster

Executive Vice President

WMATA

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

2 OPENING REMARKS

3 MS. GIDIGBI: Good afternoon, ladies and
4 gentlemen. We're going to go ahead and get started.
5 Good afternoon. Let's try that again. No? Okay.
6 We're just going to make do because I want to make
7 sure that we get a chance to hear from you.

8 Good evening, ladies and gentlemen. I am
9 Metro Board member Stephanie Gidigbi. And I represent
10 the District of Columbia. With me tonight is Metro
11 Board's corporate secretary, Jennifer Ellison, and
12 Metro chief financial officer, Dennis Anosike, and Tom
13 Webster, the executive vice president of strategy,
14 planning and program management who will be giving
15 tonight's presentation, in addition to my colleague on
16 the Board and District representative, Tom Bulger.

17 This hearing is convened by the Metro Board
18 of Directors to hear from you and gather public
19 comments on two dockets, docket B20-02 on Metro's
20 proposed FY2021-2025 capital improvement program and
21 strategic plan and docket B20-02 on Metro's proposed
22 FY2021 operating budget and related service and fare

1 proposals.

2 Notice of this hearing was made by
3 publication in the Washington Post and ads were placed
4 in the Washington Hispanic, El Tiempo Latino, Atref,
5 the Korean Times, the Epoch Times, the Afro-American
6 and Doi Nay. It was also sent to all libraries for
7 viewing and posted at WMATA.com and the signs were
8 placed on buses and MetroAccess vehicles and in rail
9 stations.

10 Briefly I will cover the procedures that
11 we'll follow during the hearing. In this room we will
12 hear from those of you who have signed up to give
13 testimony.

14 I would encourage you to please see the staff
15 at the registration table if you wish to speak tonight
16 and have not already put your name on the list of
17 speakers. Please note that even if the hearing is
18 still going, speaker registration will close at 9 p.m.

19 We want to hear from you. And elected public
20 officials will be allowed five minutes and everyone
21 else will be allowed three minutes each. Extra time
22 will be given for translation if needed. If you have

1 copies of your testimony to distribute, please hand
2 them to the board corporate secretary, Ms. Ellison,
3 whose hand is raised.

4 If you have signed up to speak, you can start
5 making your way towards the podium once your name is
6 called. However if you need a mic brought to you,
7 please wave your hand when your name is called so that
8 we can see you and we'll bring one to you.

9 There is a timer here that will count down
10 how much time you have left to speak. It will give
11 you a warning beep when you have 20 seconds left and
12 will beep continuously when your time is up. The
13 timer is important because we want to make sure
14 everyone who wants to speak has a chance to be heard.

15 I want to take a moment to recognize that
16 this is where we want to listen to you. This is your
17 opportunity to comment on the proposals and we are all
18 here to listen. I will note that we will not be able
19 to answer questions during your testimony. If you
20 have questions, please see the staff at the
21 registration table so that they can assist you.

22 Before you begin your remarks, please state

1 your name and the organization you represent, if any.
2 Please note that all statements, including any
3 personal information such as name, email address or
4 telephone number you provide in the statement are
5 releasable to the public, upon request, and may be
6 posted on WMATA's website without change, including
7 any personal information provided.

8 Further testimony may be submitted and must
9 be received by 5 p.m. on Monday, March 2nd. This
10 testimony may be mailed to the Office of the
11 Secretary, WMATA, 600 Fifth Street Northwest,
12 Washington, D.C. 2001 or submitted online at
13 WMATA.com/legend, available until 5 p.m. on Monday,
14 March 2nd.

15 Online you have the option to do a few
16 things. One, complete a survey, write freeform
17 comments and upload a letter, petition or other
18 documents. This is in addition to all your other
19 options to provide input. If you have any questions
20 about the different ways to provide testimony, please
21 see the dedicated Metro staff at the registration
22 table. Your comments will become part of the public

1 record that will be reviewed by the Board of
2 Directors.

3 Changes to the options presented here tonight
4 may be proposed in response to the testimony received
5 and subsequent staff analysis. If you have not done
6 so, please silence all mobile device.

7 I now call on Mr. Anosike and Mr. Webster for
8 the staff presentation. Thank you.

9 STAFF PRESENTATION

10 MR. ANOSIKE: Good evening.

11 AUDIENCE: Good evening.

12 MR. ANOSIKE: Over the last five years, Metro
13 has improved system safety, system reliability and
14 operating efficiency on order to better serve the
15 region. Last year, 90 percent of Metrorail customers
16 arrived on time to their destinations and Metro
17 received its highest customer satisfaction rating in
18 the last seven years.

19 The proposed project for fiscal 2021 builds
20 on these recent achievements while also addressing of
21 the areas where Metro needs to improve. In total,
22 Metro's proposed budget for fiscal year 2021 is \$3.9

1 billion. Both components of the budget, the capital,
2 which Tom will speak to in a minute, and the
3 operating, which I will address later, focus on
4 improving safety and state of good repair. The focus
5 on improvements to service reliability and the focus
6 on enhancing Metro's fiscal accountability to the
7 region.

8 But as with every budget proposal, the budget
9 that Metro is recommending for next year reflects the
10 hard choices about fares, about service and about how
11 Metro can maintain a balanced budget while moving the
12 region forward.

13 We will start with the proposed capital
14 program.

15 MR. WEBSTER: Thank you, Dennis. The focus
16 on Metro's capital program is on the safety and
17 reliability of Metrorail, Metrobus and MetroAccess.
18 Under the program, Metro will continue to
19 rehabilitate, replace and modernize its railcars,
20 buses, paratransit vehicles, track and structures,
21 stations and systems. The proposed capital financial
22 plan allocates \$1.8 billion for ongoing capital

1 investments in FY21, next fiscal year, and \$9.7
2 billion for the six-year period of FY21 to FY26. As
3 in the past, Metro's capital program will be funded by
4 a combination of federal grants and state and local
5 contributions as well as a new dedicated funding.

6 For customer experience, Metro plans to
7 invest \$2.27 billion over the next six years and just
8 over half a billion next fiscal year in station
9 systems, the public address systems, passenger
10 information displays and station equipment and
11 infrastructure like elevators and escalators and
12 station platforms as well as bus stops and bus
13 shelters.

14 In vehicles, Metro plans to invest \$2.43
15 billion over the next six years in railcars, buses and
16 paratransit vans and vehicles. That includes the
17 replacement of old vehicles and rehabilitation and
18 maintenance of vehicles as well as an exploration of a
19 new zero emissions bus strategy.

20 In infrastructure, systems and support
21 facilities, Metro plans to invest \$5 billion over the
22 next six years and just under a billion next fiscal

1 year in track and track infrastructure, structures,
2 new bus garages, replace antiquated facilities and in
3 rail systems and in business support, traction, power
4 and signaling.

5 I'll turn it back over to Dennis for the
6 operating.

7 MR. ANOSIKE: Thank you, Tom. Moving to the
8 operating budget, Metro's proposed operating budget
9 for the next fiscal year is designed to bring back --
10 to the system. Last year, Metro saw positive
11 ridership gains on the Metrorail but continues to
12 struggle for a lot of reasons.

13 So in FY2021, the proposed budget includes
14 key initiatives designed to add additional service on
15 the Metrorail, add service on Metrobus during the week
16 as well as on weekends and it provides fare options,
17 some of which actually offer our riders cheaper ways
18 to travel on the system.

19 The budget, as I said earlier, tries to
20 accomplish these goals with available resources by
21 enhancing operating efficiency and by increasing bus
22 speeds and effectiveness. Before we get to the

1 details, I need to note that Metro's proposed
2 operating budget complies with the region's dedicated
3 funding legislation which caps annual operating
4 subsidy growth at 3 percent with some exclusions for
5 safety and capital investments. As such, all of the
6 fare and service initiatives proposed by the general
7 manager are funded within the mandated 3 percent
8 subsidy cap.

9 In terms of sources and uses of funds,
10 Metro's operating budget, like other transit systems,
11 is supported by revenues that Metro generates, as well
12 as subsidy contributions from the region. The
13 revenues that Metro generates includes passenger
14 fares, parking fees, advertising and other revenue
15 associated with Metro's real estate insurance
16 development activities.

17 However, as the blue circle -- or rather the
18 blue -- deep blue section in the bubble on the left
19 shows, subsidy contributions from the region makes up
20 a greater proportion of Metro's operating resources.
21 These resources are used primarily to support
22 Metrorail, Metrobus and MetroAccess across the region,

1 as shown on the right quadrant on this slide.

2 Since fiscal year 2018, Metro has taken steps
3 each year to reduce operating costs. In fact, Metro
4 will have to reduce projected 2021 operating costs by
5 \$8 million in order to stay within the 3 percent
6 mandated subsidy cap that I mentioned a few slides
7 back. This \$8 million is on top of \$186 million in
8 annual cost reductions that Metro has already achieved
9 as of the current fiscal year, key components of which
10 are also listed on the right side of the slide.

11 With this additional set of management
12 actions, the annual cost control efforts would have
13 yielded \$194 million by fiscal year 2021. To improve
14 service on Metrorail and Metrobus, the proposed budget
15 recommends specific solid changes in fiscal year 2021.
16 On Metrorail, riders will see more service on weekends
17 and late night at most -- as most of the late night
18 service will be restored.

19 However, to stay within the budget, Metro
20 will launch early morning Metrorail service to the
21 ridership demand three at a time. On Metrobus, riders
22 will see improved weekday as well as weekend service.

1 We will also offer enhanced MetroExtra service across
2 busy corridors. Again Metro proposes to discontinue
3 many overlooked bus routes as well as the Metrobus
4 Lifeline service that was implemented when Metrorail
5 service hours were curtailed.

6 With respect to fares, riders will be able to
7 more easily predict their fares and in some cases pay
8 lower fares while using the system. New pass options
9 are being offered including the one-day, two-day, the
10 weekend set of passes which will benefit the Metrorail
11 as well as Metrobus. However peak fares on Metrorail
12 will increase for the first time in three years with
13 no change proposed for off-peak fares. We are also
14 proposing a 25-cent surcharge for riders paying in
15 cash or upload invoice.

16 Finally the budget lowers the seven-day bus
17 price by 20 percent to make it easier for our
18 customers to use the system and introduces a \$2 flat
19 weekend fare on Metrorail to enable families to ride
20 the system while offering free transfers between bus
21 and rail.

22 Metro's Board of Directors will formally

1 deliberate on this budget the spring following these
2 public hearings. Your feedback is valuable as we
3 continue towards Board consideration of the budget,
4 which will lead to Metro's new fiscal year. Thank you
5 for your presence tonight and for your participation
6 in these conversations which will help shape Metro's
7 next fiscal budget. Thank you.

8 MS. ELLISON: Again, thank you all for coming
9 out tonight. I'm Jennifer Ellison. I'm the Board
10 corporate secretary. And given the greater than
11 expected turnout tonight, we will be opening a second
12 concurrent public hearing in the room next door once
13 we are able to break down the open house setup and
14 then re-setup for a public hearing, we will begin a
15 second concurrent public hearing.

16 Your testimony weighs exactly the same
17 whether you testify in here or over there. we just
18 want to give people a little more comfort space and
19 allow them if they have other obligations to go
20 through a little faster if they'd like to. So we will
21 maintain the same speaker's list. So you will not
22 lose your place in line. We may be calling out names,

1 if people are in that room, great. If they're not,
2 we'll just go to the next person. We'll assume they
3 stayed in here.

4 But once that room is broken down, we will be
5 able to shift in there. We will allow a brief
6 transition point for those of you who would like to
7 move to the second room.

8 We will take a quick break and be able to do
9 that hopefully very seamlessly for you. So bear with
10 us. We do appreciate you coming out tonight. And we
11 will not delay this part any further. And once the
12 room is ready, I will let you know. Thank you so
13 much.

14 PUBLIC COMMENT

15 MS. GIDIGBI: And now, it's time to call the
16 first witness. Emmett Jordan from Greenbelt City
17 Council.

18 MR. JORDAN: Hey. Good afternoon. My name's
19 Emmett Jordan, for the record. I'm a Greenbelt city
20 councilperson for the past 10 years. I've been on the
21 COG board of directors for eight years and I'm
22 currently serving on the Metropolitan Washington

1 Council of Governments Transportation Planning Board.
2 And I'm here on behalf of the cities of College Park,
3 Greenbelt, Carrollton and the town of Berwyn Heights
4 to express opposition and concern regarding WMATA's
5 proposed elimination of the P30 bus route and the
6 increase to the maximum Metrorail fares.

7 The B30 bus serves an important bus in the
8 region, providing the only direct bus route between
9 Prince George's County and Baltimore-Washington
10 International Airport, the busiest airport in the
11 region. The B30 route provides an alternative to the
12 MARC train service and that's a concern. It's
13 important from a homeland security perspective. It's
14 the only bus service that connects the busiest airport
15 to Prince George's County.

16 In addition, the B30 route supports WMATA
17 ridership between BWI airport and the University of
18 Maryland, which is the largest employer in Prince
19 George's County. So if anything, there should be a
20 fare cap on the B30 route fare between parking if you
21 park long-term parking at Greenbelt, it's \$12 and it's
22 \$7.50 above that. So it makes more sense to take an

1 Uber or a Lyft.

2 So there should be some sort of fare cap on
3 bus routing and ridership would increase if there was
4 more frequency and predictability. It runs every 45
5 minutes. So it's hard to tell when it really leaves.
6 So actually increase a resumption of weekend service
7 and I think the ridership on the B30 would actually
8 increase quite a bit.

9 The second area of concern is the proposed \$1
10 increase to the maximum fare for Metrorail riders.
11 And this increase will disproportionately impact the
12 residents of these cities that I represent and
13 visitors to our communities. So there's some serious
14 equity and access concerns. And it's just not fair.

15 The nearly 15 percent increase will be borne
16 on the riders that have the least alternatives. So
17 when you couple that once again with parking fees at
18 WMATA stations, it's \$6, close to \$6 to park, you
19 know, commuting in and out of town to a job or for a
20 cultural amenity, it's almost \$20.

21 You know, that's -- we should all bear the
22 responsibility for the metropolitan rail system, the

1 Metrorail and Metrobus together. It's something we
2 should share together and it should not be more of a
3 burden on people from the outside areas. We're all in
4 this together.

5 So basically that's what I wanted to say. On
6 behalf of the residents and the elected officials of
7 College Park, Greenbelt, New Carrollton and Berwyn
8 Heights, we join together to urge WMATA to enhance and
9 continue the B30 bus service between Prince George's
10 County and BWI airport and to also explore more
11 equitable ways of increasing revenue to support WMATA
12 operations costs. So thank you very much.

13 MS. GIDIGBI: Thank you, Councilman. Next
14 we'll have Councilman Trayon White from D.C.

15 MR. WHITE: Good evening.

16 AUDIENCE: Good evening.

17 MR. WHITE: My name is Trayon White and I
18 represent the great Ward 8 of the D.C. City Council
19 and I also represent the entire Washington, D.C. I
20 would like to thank you all for having this important
21 meeting here at WMATA here tonight.

22 Last week I hosted a meeting in my office

1 with WMATA to get updates. After meeting with the
2 representatives, my concerns grew even broader about
3 the impact on our residents who have to travel through
4 bus to Washington, D.C.

5 Seventy-two percent of Ward 8 resident don't
6 have cars and those who do have cars still use public
7 transportation here in the District. We should not be
8 in a situation where our residents have to wake up one
9 morning in June and find that their bus route is no
10 longer there anymore.

11 WMATA's proposed FY2021 operating budget
12 totals \$2.09 billion. It includes a base operations
13 budget that is within the mandated 3 percent subsidy
14 growth cap plus cost that are -- per the legislation.
15 Those requirements -- WMATA to develop proposed
16 changes to bus routes and fare hikes.

17 Last night I had a well-attended emergency
18 meeting in Ward 8 with residents. Residents are
19 furious about the proposed changes to the bus routes.
20 Increased ridership is important for the environment
21 and to the economic health of our transit system.
22 Also I know that D.C. is trying to grow its population

1 to 1 million people which would mean overcrowded
2 streets, overcrowded buses, overcrowded subways.
3 There has to be a healthy balance when it comes to
4 moving to and fro in our city.

5 Bus services is a lifeline of the working
6 class families across the city and reduction to the
7 bus services will only deepen the growing inequality
8 and wealth gap in this city. It would create
9 additional financial burdens to families who already
10 struggle to go to work and to take their kids to
11 school in the morning due to the rapid ongoing growth
12 displacement in Washington, D.C.

13 I do not support the following proposal.
14 Proposed Metro bus route changes which include
15 eliminating bus routes across the city, specifically
16 the following, the 30N, 30S, 34, 36, A4, W5, W1, W2,
17 W3, W4, P6 and 92. You can hear -- there's one more?
18 All right. That one too.

19 You can hear by the overwhelming response
20 from the audience that people in this city and of
21 course this region is not pleased with this proposal.
22 We have to respect the will of the people. Any

1 adjustments -- people feel like they're paying more
2 and getting less. There is a proposal to add a \$2 for
3 the weekend on Metro fare rides, also a discount of \$2
4 for people who transfer from Metro to rail. But
5 people feel like they're paying additional 25 percent
6 surcharge to get less services.

7 WMATA's proposed reduction in bus services
8 will only deepen the already growth inequality in our
9 city. Out of the proposed 22 bus lines, nine are in
10 Ward 8. The changes include elimination of an entire
11 line and trips, adjustment and replacement of the
12 peak routes, extended time between routes, eliminating
13 midday services, rerouting routes along Martin Luther
14 King Avenue and Alabama Avenue, especially those
15 connecting to the Anacostia Station and eliminating
16 short trips and last trips.

17 I know that one thing I hear constantly from
18 young people is I get to school late because the bus
19 is already overcrowded. So people have to choose
20 between getting up early or missing the bus and
21 getting late to their school. And I don't know if you
22 know, but Ward 8 has the most youth out of any ward in

1 the District.

2 And last night, it wasn't just our young
3 people complaining. It was our elders who want to go
4 to the grocery store or go to the doctor and the
5 working class who have to come home late and fear that
6 when they return home, they might not have a bus to
7 get to their dwelling. For these reasons, I oppose to
8 this plan.

9 Attached is my testimony which I'll email.
10 I'm including several WMATA bus route data charts
11 specific to the boarding data from the nine bus lines
12 that serve Ward 8 routes. Data shows that since 2015,
13 all the bus lines in question have experienced an
14 increase in ridership from 15,000 to 22,000.

15 In fact, all of them have steadily maintained
16 their average weekly and weekday and daily ridership
17 boarding over the last five years, averaging 22,000
18 boardings. Midnight and late night ridership are low
19 in the ward partly because we need to also continue to
20 address the violent crimes in our communities. So
21 cutting rides won't help this at all.

22 In closing, we want to always respect the

1 will of the people and make sure that we, as we
2 increase the ridership in our community, we don't
3 forget those who may not have the resources to travel
4 throughout this city. So we ask that you vote no to
5 this proposal and respect the will of the people here
6 in D.C. Thank you.

7 (Applause.)

8 MS. GIDIGBI: The next speaker will be
9 Councilwoman Mary Ceh from the District.

10 (Applause.)

11 MS. CEH: Good evening, everybody. I am Mary
12 Ceh. I represent Ward 3 on the D.C. Council and I'm
13 the chair of the transportation and environment
14 committee. And I join hands with my fellow
15 councilmember Trayon White in saying that we are
16 opposed to the proposals that are being put forward.

17 (Applause.)

18 MS. CEH: As you know, Metrobus service is
19 critical to our city, to our region and in large parts
20 of Ward 3, as well as in Ward 8, Metrobus provides the
21 only -- the only public transit option for thousands
22 of residents. It's the only way they can get to work,

1 access to stores, restaurants, other facilities. So
2 even small changes that you may make, you have to be
3 considerate of the impact on those who rely on and
4 have no other transit alternatives.

5 And at the outset, I do want to point out
6 something procedurally. I want to note how poorly
7 this budget process has rolled out. WMATA posted a
8 document on its website in early December that listed
9 the bus routes it planned to propose to cut.
10 Residents and the news media took notice and quite
11 rightfully began asking questions. That's not my
12 phone.

13 And they were worried about what exactly the
14 effects would be if the cuts were to go into effect.
15 And it was only later, February 10th in fact, that
16 WMATA posted more details about exactly what they had
17 planned. So there was a lot of consternation, even
18 panic among people about whether their bus routes
19 would be cut.

20 So to the routes I want to focus on, D1 and
21 D2.

22 (Applause.)

1 MS. CEH: WMATA proposes to close the D1
2 route from Glover Park to Franklin Square and replace
3 it with a new D2 route combined with the G2 route.
4 This new route would run on the same route in Glover
5 Park as the D1 but would go east through Dupont Circle
6 rather than going down to K Street. There would also
7 be less peak service in Glover Park, with buses coming
8 every nine minutes in the morning rush rather than
9 every five minutes as they do currently.

10 And with that change, on weekdays, 61 percent
11 of the daily D1 riders would now need to transfer.
12 Now that may not sound like a big deal to some people.
13 But in reality, it always leads to significant delays,
14 whether it's because the buses are full or they're
15 delayed because of a traffic issue, an accident or
16 something.

17 This is a serious inconvenience that the
18 Board is putting on our residents. Glover Park
19 residents rely on the D1 and D2 every day. Short of
20 using an expensive taxi or an Uber, residents of
21 Glover Park have essentially again no other options
22 but to travel by bus. In addition, the proposal,

1 under this proposal, the streets of Glover Park will
2 now have one bus rather than two.

3 So what you have, and Councilmember White
4 mentioned this with respect to buses in Ward 8, the
5 buses come and they're already full. You can't even
6 get on them. And so, what we have is a situation
7 where you really have to appreciate what you're doing
8 here.

9 Glover Park's bus ridership has decreased
10 over the last number of years. And we should be
11 making bus ridership more attractive, not less.
12 You're degrading bus ridership. This budget proposal
13 is only increasing the downward spiral of bus service
14 and bus ridership, ultimately setting up a need for
15 more budget cuts as total fares continue to decline.
16 We're on a downward spiral and you're thrusting us
17 even further along.

18 E6 and M4, WMATA's proposal is to eliminate
19 the E6 route and replace parts of it with the M4
20 route. On paper, this might show that much of E6
21 remains in place. But when looking at the route more
22 closely, it's clear that certain populations will

1 suffer substantially, and in particular taking away
2 the stop that serves the Ingleside retirement
3 community. Now, you might say, and someone said this
4 the other day to me, oh, well they just have to walk a
5 few blocks. We're talking about an elderly community.
6 We're talking about people for who walking a few
7 blocks is very difficult and in some cases impossible.
8 It also reduces the number of buses on those routes.

9 The 30N and the 30S, WMATA proposes to
10 eliminate the 30N and the 30S. These provide access
11 to downtown from Ward 3, all the way from Glover Park
12 to Friendship Heights, that route. It serves 1,000
13 riders on weekdays, 750 on Saturdays and 800 on
14 Sundays. And now they're all going to have to
15 transfer to the 32 or 36 lines. It also reduces again
16 the number of buses for residents on Wisconsin Avenue,
17 surely causing a problem.

18 WMATA proposes eliminating the 37 route in
19 favor of the N2, 31 and 33 routes. Maybe these new
20 routes will be, you know, more efficient. But as it
21 stands, I do not see how they won't cut deeply into
22 the ability of the ridership in Ward 3.

1 And finally, WMATA proposes cutting the D5,
2 which runs from MacArthur Boulevard in Montgomery
3 County through Georgetown to Farragut Square. There's
4 a new replacement route. It will cover much of the
5 same route. But the D6 will no longer to Montgomery
6 County and will avoid Georgetown by taking Reservoir
7 Road instead of going to Dupont. And there are
8 problems with that as well.

9 Again, especially when we're talking about
10 these communities, the palisade has no access to other
11 transit. All they have is the bus. Give them proper
12 bus opportunities. Don't degrade the service. Thank
13 you.

14 (Appause.)

15 MS. GIDIGBI: Next we'll have Councilman
16 Brandon Todd for the District.

17 MR. TODD: Good morning. Good evening,
18 everyone. My name is Brandon Todd. And I represent
19 Ward 4 on the Council of the District of Columbia.
20 It's good to see all of our WMATA Board members,
21 especially Tom Bulger, who lives in Ward 4.

22 My comments center on my objection to the

1 route changes for the E6, M4 and 54 and 59 buses that
2 will impact three Ward 4 neighborhoods, Shepherd Park,
3 Chevy Chase and Brightwood. And I want to state at
4 the outset that I am fully in line with my colleagues
5 from Ward 3 and Ward 8 who spoke before me.

6 Currently Ward 4's population and business
7 community is growing every day and investments in our
8 business corridors are attracting new businesses. Our
9 school population is growing, along with economic
10 opportunity and housing. Quality of life is directly
11 tied to public transportation options and I am a firm
12 believer in expanding, not getting rid of those
13 options.

14 (Applause.)

15 MR. TODD: For a city with the second worst
16 commute time in the country, it is critical to promote
17 and support alternatives to driving. The District has
18 prioritized becoming a car-free city by making
19 significant investments in WMATA and promoting public
20 and multimodal transportation.

21 Because of this strategy and investments in
22 the District and important data efforts of Age-

1 Friendly DC, the District has become a model city for
2 an aging community. The proposed bus changes however
3 are in direct conflict with the District's
4 transportation goals and will create challenges to
5 growth that we are experiencing in Ward 4.

6 The bus route changes to the E6 and M4 and 54
7 and 59 buses will negatively impact Ward 4. And here
8 is how. The senior communities at Knollwood and
9 Ingleside and nearby residents will no longer have
10 access to public transportation and negatively that
11 will impact their quality of life, their ability to
12 get to medical appointments, visit friends and
13 families, go shopping and it will significantly limit
14 their access to recreation.

15 The E6 provides them with greater mobility
16 and connectivity to Metrorail and buses at Friendship
17 Heights. The changes will impact hundreds of
18 employees that work at Ingleside and Knollwood and the
19 majority of whom take the bus to work, along with
20 childcare workers for neighborhood families. Students
21 who attend Lafayette, Deal and Wilson and other nearby
22 schools will not have access to bus service. Ensuring

1 that there are no impediments in the ability to get a
2 good education must remain paramount.

3 Should these cuts take effect, many residents
4 would have to use more costly options such as
5 ridesharing, taxis, MetroAccess and the additional \$1
6 cost for Metro Express or purchasing a car time when
7 families are already experiencing a financial strain
8 due to the increasing cost of living in a city like
9 ours.

10 In addition, Ward 4 has broad income
11 disparities and the proposed changes will impact
12 transportation equity. In preparation for today's
13 hearing, my office learned from Jim Hamre, the
14 director of planning at WMATA, that you have not
15 factored in the future population and business growth
16 of Ward 4 over the next 18 months at Walter Reed and
17 Takoma DC and Upper Georgia Avenue nor the increase in
18 school population. I'd like to outline that growth.

19 At Walter Reed, we'll see a total of 2,200
20 new homes, a minimum of 3,400 new residents, 200,000
21 square feet of retail, 40 retailers. We just opened
22 77 units of housing for formerly homeless veterans in

1 October of 2019 and 80 units of senior affordable
2 housing that opened in December of 2019. And we have
3 to make sure that they have access to high-quality
4 education.

5 We will open 300 apartments and 18,000 square
6 feet of retail in the fall of 2020, 89 condominiums
7 in the fall of 2020, a Whole Foods grocery store in
8 2023, two childcare centers servicing 200 students.
9 And they all have to get to and from work, school and
10 home.

11 In Takoma DC, we'll have 40 developments that
12 are planned within two blocks of the Takoma Metro and
13 the bus depot over the next 18 to 24 months that will
14 use the 54 and 59 uses, 121 units of senior affordable
15 housing on Vine Street Northwest, 30 apartment units
16 on Vine Street Northwest, 160 apartment units on
17 Carroll Street Northwest and 37 new condominium units
18 on Cedar Street Northwest. On Upper Georgia Avenue,
19 we'll see the exact same type of growth.

20 Lastly I'm concerned about the safe transport
21 of our students and their ability to arrive at school
22 on time. When buses on the 54 and 59 route are at

1 capacity beginning early in the morning, many families
2 and students have to wait for buses with space.

3 Ward 4 schools that will be immediately
4 impacted re the D.C. International School, West
5 Elementary, Brightwood Elementary, Powell Elementary,
6 Dorothy Height Elementary, Shepherd Elementary, Takoma
7 Elementary and the LAMB school on 14th Street.

8 In closing, I believe the proposed route
9 changes will adversely affect the residents of the
10 District of Columbia and Ward 4 our families,
11 children, seniors and future economic growth. And I
12 urge you to reject any further disinvestment in the
13 proposed bus lines that I've outlined. Thank you for
14 your time.

15 (Applause.)

16 MS. GIDIGBI: Next we'll have ANC
17 commissioner Kishan Putta.

18 MR. PUTTA: Hi. My name is Kishan Putta, and
19 I represent ANC District 2E01, including thousands of
20 residents and two DCPS schools with kids from all
21 eight wards. That's Hardy Middle School and the great
22 Duke Ellington School of the Arts. And I'll just say

1 from the outset, just like Councilmember White was
2 saying, the number one reason teens drop out of school
3 is lack of reliable transportation. And let that sink
4 in and we'll get back to that in a second.

5 Let me just start off by saying that we
6 appreciate some of the big benefits to residents such
7 as the free transfers. We also hope you will follow
8 through and restore late night service for so many
9 residents and workers. And, you know, D.C. residents,
10 we're savvy. We understand budgets. So many of us
11 work with the government or near the government. And
12 we get it. We know there's pros and cons and you have
13 to weigh costs and benefits.

14 But this process, I'm sorry to say, this
15 process was deeply flawed and, you know, especially so
16 with the bus service cuts. As a commissioner, I
17 started hearing from my residents in early December.
18 Hey, did you hear our buses are going to get cut?
19 What is this? What does this mean for us? And so, we
20 started asking questions. What does this mean, Metro?
21 What are the details? What is the map going to look
22 like? What is the frequency going to look like? You

1 kept saying we're going to let you know.

2 So then the holidays passed. Everyone had to
3 go through the holidays scared, wondering what was
4 going to happen. January came and went. There were
5 Metro hearings here. We kept asking and asking. Not
6 until early February, just a couple of weeks ago did
7 they finally get the information about this whole
8 alphabet soup of buses that are being cut.

9 Councilmember White mentioned them, D1, G2,
10 30N, A4, W5, B8, B9, E6, M4, B1, X3, X2. You know,
11 all combined, when you look at it, the savings is not
12 that much overall. It does not seem worth it to do
13 this to so many people. We do not need to do this.
14 And weigh that against the congestion that we already
15 have in our city, and not to mention the existential
16 threat of climate change. We need more bus service,
17 not less.

18 (Applause.)

19 MR. PUTTA: So, you know, it's only going to
20 increase congestion in our city already. And the D1,
21 the D1 that Councilmember Ceh mentioned, that rush
22 hour service is going to be cut in half. It makes no

1 sense. It is always crowded during rush hour. Why
2 would you cut the service in half during rush hour?
3 You know, to cut that bus completely doesn't make any
4 sense. We thought maybe if you combined it with the
5 G2, you'd give us those buses. But no, you're just
6 trying to save money.

7 As one constituent told me, this is pennywise
8 and pound foolish. This is going to discourage bus
9 use and encourage more driving and more congestion.
10 That G2 bus has always, for 50 years, five decades,
11 connected Howard University to Georgetown University.
12 Those 30 buses for decades have been connecting
13 Northwest D.C. to Southeast D.C. Many more people are
14 going to have to walk up to a mile daily to use the
15 new routes on a hill, many of them seniors.

16 But this affects people of all ages. Let's
17 talk about those students I talked about at the
18 beginning. The number one reason kids drop out. Kids
19 can ride free in this city. But what use is that if
20 the buses are not reliable. Some Duke Ellington
21 students -- many Duke Ellington students and several
22 Hardy Middle School students are going to be hurt by

1 this in my neighborhood, my constituents. Georgetown
2 University students, they've had that bus coming to
3 their gates for five decades. And now it's going to
4 be up to five blocks away, almost half a mile.

5 There's a lot of students who have mobility
6 issues. And the largest employer in this whole city,
7 so many, so many workers need to be able to get to
8 Georgetown and to put money in their pockets and food
9 on their table. And this is not fair to them either.

10 And I will just end by saying just yesterday
11 I saw a press release from Metro saying something
12 good. So I'll end on a positive note. You said that
13 you were going to be moving towards more
14 sustainability and an electric fleet for your buses.
15 Good for you. That's a very good thing, something we
16 all support. That's something I strongly support to
17 meet our climate change needs.

18 However I will just say that that is nice.
19 But it will not matter if the service is not available
20 and reliable. People will not use it. They will
21 drive. This is pennywise but pound foolish, as my
22 constituent said. Thank you very much. Please

1 reverse this.

2 (Applause.)

3 MS. GIDIGBI: Thank you, Commissioner. Our
4 next commissioner is Angela Bradbery.

5 MS. BRADBERRY: Hi, there. My name is Angela
6 Bradbery. And I'm commissioner for ANC 3C06. And I'm
7 here today representing ANC 3C which last week voted
8 unanimously to oppose the cuts to the 30S, 30N --

9 (Applause.)

10 MS. BRADBERRY: -- and the 37. So I'd like to
11 start with a few broad points. First, there is an
12 immediate need for Wisconsin Avenue bus service. The
13 Ward 3 short-term family housing shelter, one of eight
14 shelters to replace D.C. General, is being built just
15 off Wisconsin Avenue. And in April, 50 families, up
16 to 180 people, will be moving in. None of them will
17 have cars.

18 This is among the largest shelter, family
19 shelter in the city. And the city selected this
20 location in part because of the bus service on
21 Wisconsin Avenue. Cutting bus service now will just
22 add an additional hardship for those residents.

1 Second, there is a need for Wisconsin Avenue
2 bus service in the near future. The old Fannie Mae
3 property at 3900 Wisconsin Avenue is being redeveloped
4 with, among other things, 700 units of housing.

5 To the immediate north at 4000 Wisconsin, a
6 complex formerly used by Fannie Mae is being
7 redeveloped also with 700 units of housing. And if
8 you look at the transportation plans for those
9 projects, you will see that the developers of both of
10 those projects are counting on many of those residents
11 not having cars and using mass transit.

12 Third, cutting buses is just bad policy, as
13 people before me have said.

14 (Applause.)

15 MS. BRADBERRY: The District's draft
16 comprehensive plan update calls for more development
17 along the transit corridors such as Wisconsin Avenue,
18 particularly development with affordable housing. The
19 plan also talks a lot about sustainability and getting
20 people out of cars. And given the existential threat
21 of climate change, we should not be making it more
22 difficult, time consuming and costly to use mass

1 transit. But this is what your proposal will do.
2 Basically this takes us in the opposite direction of
3 where we need to go.

4 AUDIENCE MEMBER: Yes.

5 MS. BRADBERRY: Now I'd like to speak about
6 the routes. The eliminating of these three routes is
7 premised on an assumption that I don't think you can
8 make. And that is the passengers who now take one bus
9 to get to their destination will happily transfer to
10 another bus or to a train to get there.

11 No one I have talked to thinks that this is a
12 good idea. A transfer means there is one more
13 opportunity for something to go wrong, for a bus not
14 to show up or for the Red Line to be experiencing a
15 delay. And for those who are elderly or mobility-
16 challenged or have children in strollers, a transfer
17 creates an enormous hurdle and a disincentive to use
18 mass transit.

19 Your figures show that 20 percent of 30S and
20 30N riders use the bus to get across town. The
21 crosstown riders I have spoken to absolutely do not
22 want to have to transfer to get to their destinations.

1 These buses provide essential transportation to and
2 from jobs near L'Enfant Plaza, Capitol Hill and
3 Eastern Market as well as to and from jobs in
4 Northwest D.C.

5 Forcing crosstown passengers to transfer will
6 just add additional inconvenience and possibly more
7 time to the trip. And for 37 riders, none of the
8 alternatives work well. All of them will take more
9 time and will cost more.

10 I want to say a few words about the 37.
11 There is a lot of demand for the 37. This is the
12 limited stop, rush hour express bus. I don't think
13 the demand is accurately reflected in your ridership
14 numbers. This route is fast and direct and hundreds
15 of commuters use it every day. And you could improve
16 those ridership numbers by increasing the reliability
17 of the line because it's not always reliable. The GPS
18 at times isn't turned on. So riders can't be sure
19 whether it's going to show up.

20 (Applause.)

21 MS. BRADBERRY: The turnaround time at the
22 northern terminus isn't always accurately reflected on

1 the GPS. In fact, this happened this morning. The
2 bus was sitting at the terminus and was supposed to
3 come to Porter and Wisconsin in 10 minutes and it came
4 in 15. So you want people to have a bus that is
5 reliable.

6 Your management initiative that you showed
7 before this hearing calls for improving service to win
8 back riders. Cutting these routes will not help you
9 accomplish that goal. So please the buses.

10 (Applause.)

11 MS. GIDIGBI: Thank you. Commissioner
12 Patience Singleton?

13 MS. SINGLETON: Good evening. Thank you for
14 the opportunity to testify. My name is Patience
15 Singleton and I'm an ANC commissioner representing
16 single member district 4A04, which is a portion of the
17 Northwest D.C. community of Brightwood. My single
18 member district sits between Georgia Avenue and 16th
19 Street, a few blocks south of the Longstreet campus.

20 Residents of this neighborhood are
21 ethnically, economically, age and racially diverse.
22 I'm also a frequent rider on the 14th and 16th Street

1 bus lines, particularly the S1, S9 and 54 bus. Public
2 bus transportation is important to the residents of my
3 neighborhood because the closest Metro stations to my
4 SMD are approximately one to two-and-a-half miles
5 away, hundreds of my constituents depend on the bus
6 lines on a daily basis, some to commute to work.
7 Others rely on public transit as their sole means to
8 navigate the city.

9 I'm testifying today in support of as well as
10 strong opposition to certain elements in the proposal
11 to change Metrobus service and fares impacting my
12 constituents and community. The full ANC 4A will vote
13 on and submit its resolution on March 3rd. The buses
14 along Georgia Avenue, 14th Street and 16th Street
15 corridor are heavily utilized.

16 For this reason, I support two changes: the
17 increase in Sunday bus frequency for routes S2 and S9
18 and expanding Monday through Friday p.m. service for
19 the 79 route by three hours, lasting until 10 p.m.
20 Also for this reason however I strongly oppose the
21 proposed changes along the 14th Street corridor.

22 I worked with other ANC commissioners and

1 members of the public to advocate for the addition of
2 the 59 and the limited stop bus route from downtown up
3 14th Street to Takoma Metro.

4 I was delighted when WMATA announced the
5 addition of the 59 limited bus stop route in 2017 to
6 help address long wait times and alleviate
7 overcrowding of buses along 14th Street and I'm
8 disappointed that WMATA is now proposing to eliminate
9 the 54 bus route and convert the limited stop 59 to a
10 local bus north of Colorado along a corridor
11 desperately needing increased public transit
12 passenger.

13 I'm concerned that WMATA has not provided a
14 compelling reason for proposing the elimination of the
15 14th bus route and restructuring the 59 bus route in
16 an attempt to compensate for loss in service. These
17 changes disproportionately impact lower income,
18 immigrants, the elderly, disabled, students and
19 persons living farthest from a Metrorail location.

20 In my limited time, I want to make the
21 following points. The three stated rationales you
22 provide for eliminating the 54 bus to me are

1 unconvincing and I hate to say somewhat disingenuous.
2 First I spoke with my constituents who frequently ride
3 the 54 and 59 buses and they have a complete
4 understanding that one is a limited stop bus and the
5 other is the local. There is no confusion. The so-
6 called streamlined service does nothing to simplify
7 the route structure or make it easier to understand.

8 Second, with this proposal, it appears that
9 WMATA has decided to priorities the needs of residents
10 living near Columbia Heights by providing increased
11 limited bus service at the expense of residents who
12 live north of Colorado Avenue who will now have less
13 bus service and no limited stop bus options but
14 nonetheless will still be paying the MetroExtra bus
15 fare.

16 Third, there is only one travel lane -- I'm
17 not sure who did the mapping. There's only one travel
18 lane in each direction along 14th Street north of U
19 Street. It's not just north of 14th and Colorado.
20 It's difficult for MetroExtra buses to pass local
21 buses along most of the route. But for some reason
22 WMATA has singled out the area north of Colorado as if

1 it's different from the areas south of Colorado with
2 respect to passability.

3 My other point is there needs to be more, not
4 fewer buses along this corridor. I can't stress
5 enough that the northwest portion of Washington, D.C.
6 is beginning to increase density and population needs
7 more, not fewer transportation options. Overcrowded
8 buses and long wait times have been a fixture for the
9 14th Street buses which pass through several blocks of
10 my SMD.

11 During rush hour, which often extends beyond
12 7 p.m., the buses are often crowded and persons are
13 not allowed to board because the buses have reached
14 capacity. Reduction in local bus services will
15 negatively impact multiple populations. WMATA
16 acknowledges this.

17 Many elderly and disabled and parents of
18 small children rely on local bus services and will be
19 disadvantaged by reductions in services given the
20 stops for the limited buses. For instance, on the 59
21 bus, the distance between the 14th and Buchanan Street
22 and the 14th and Colorado stops is 0.8 miles.

1 My last point is in closing I recognize that
2 WMATA has to make a number of decisions to improve
3 efficiencies and rein in costs. However it seems that
4 the cost associated with the proposed changes related
5 to MetroExtra and the bus frequency will be
6 disproportionately borne by the elderly, lower income,
7 disabled and those individuals living farthest away
8 from Metro stations and others with few resources such
9 as immigrants. I urge WMATA to reconsider these
10 changes and develop a plan that is fair and more
11 equitable.

12 (Applause.)

13 MS. GIDIGBI: Commissioner Pierre Hines?

14 MR. HINES: Good evening, Metro Board. Good
15 evening, Washingtonians.

16 AUDIENCE: Good evening.

17 MR. HINES: My name is -- let me take this
18 out. I'm a little taller. My name is Pierre Hines.
19 I'm the ANC for 5C03 which is in the Fort Lincoln
20 neighborhood. I'm here today to talk about the B8 and
21 B9. It's a pleasure to be here with you today. I
22 know your staff, or I assume your staff has spent

1 months thinking about how we're going to cut lines.
2 And, you know, we have less than a month as ANCs to
3 figure out how we're going to keep them. And so, I'm
4 here to talk to you about that today. But most
5 importantly I want to talk about how we get behind the
6 numbers, look behind the numbers.

7 So the first justification for cutting the B8
8 and B9 is that alternative services are available at
9 every stop except three in D.C. I want to talk about
10 those three stops. So Fort Lincoln is very diverse.
11 We have people living in public housing all the way up
12 to million dollar townhouses.

13 And it just so happens that the three stops
14 we're going to cut in Fort Lincoln are where the
15 poorest people in Fort Lincoln live. One of those
16 stops is in front of the public housing building.

17 So out of all of the 6,000 residents in our
18 neighborhood, the ones being hurt the most are the
19 ones who have been there the longest, some of them 30,
20 40 years and the public housing building, the only one
21 in our neighborhood.

22 (Applause.)

1 MR. HINES: The other way we have to look
2 behind the numbers is the justification is that there
3 is a stop that's nearby, 0.2 miles away. The people
4 who lose that stop are actually -- many of them are
5 disabled. And so, for me 0.2 is nothing. For them,
6 it's a mile. We have to keep that in mind.

7 I'd like to again look behind the numbers and
8 repeat that one of the justifications is alternative
9 service is available at every stop except three in
10 D.C. But we are on the line with Maryland. And that
11 Maryland stop has what's called the Port Towns
12 Shopping Center. And so, we're going to lose that key
13 stop to the shopping center.

14 And importantly, the proposal is actually
15 inaccurate. It says the Shoppers grocery store was
16 closed. There was always something proposed to
17 replace it. And so, the month after Shoppers closed
18 in January, a new grocery store has already opened.
19 And a lot of our seniors go to that shopping center.
20 So we're going to lose access to that grocery store
21 for our residents. And there's a CVS pharmacy. So we
22 have a large elderly population. And they get the

1 prescriptions filled at the stop that's going to be
2 shut down.

3 So it's not just losing a stop or losing a
4 rider. It's that you have to look behind the numbers
5 and see what are we losing. We're going to lose the
6 ability for seniors to go get prescriptions at CVS
7 pharmacy.

8 Next justification was that the H6 and B2
9 provide alternative service to the B8 and B9 which is
10 what I'm here to talk about. So that H6 overlaps with
11 B8 and B9. But it doesn't overlap to get to the Rhode
12 Island Shopping Center. So we're going to miss
13 another shopping center that's not going to come to
14 Fort Lincoln.

15 And that decrease in the lines is going to
16 increase the wait times. And part of the reason we
17 have low ridership in Fort Lincoln is the
18 unreliability of our lines. And so, we're only going
19 to exacerbate the issue that we're trying to solve.

20 Also when you look at the alternative
21 service, my understanding is that, you know, it's not
22 just that you have the same number of stops. It's

1 which direction they're going. And so, we have to
2 look behind the numbers again. And so, if I have the
3 same stop here and it takes me five minutes to get
4 over there, but based off of this change, I'm going to
5 have to go westbound and it'll take me 60 minutes to
6 get back to the same place it took me five minutes to
7 get before. So yes, the line isn't -- so we have an
8 alternative service. But if it takes me in the wrong
9 direction, it doesn't really help.

10 Almost lastly I want to say -- or almost
11 lastly I want to say, you know, Fort Lincoln is
12 growing. Just within the last year, we've added 350
13 housing units. Within the last year, we've had five
14 new developments in Fort Lincoln. It's rapidly
15 growing. And so, if anything, this is a time we
16 should be increasing lines. I was actually getting my
17 proposal together to talk about how we add a bus stop.
18 Now I'm fighting here to keep the ones we have.

19 And so, you know, the B9 bus line is a
20 particularly important one. That's the one that goes
21 to that shopping center I mentioned. So that B9 bus
22 line does not have weekend service, does not have

1 night service, stops around 3 o'clock. We've squeezed
2 every dollar out of the B9 line. All we're asking is
3 just leave a penny on the table. We've squeezed
4 everything out of that B9 line. Just leave a penny on
5 the table.

6 And in closing, I thank you for being here.
7 This weekend I was at the Wilder v. Fury boxing match.
8 I don't know if any of you watched that. But even at
9 that boxing -- I mean, there is more energy in this
10 room than at the boxing match. I mean, it's crazy.
11 And so, this tells you how important it is. Thank you
12 for your time.

13 (Applause.)

14 MS. GIDIGBI: Thank you. Next up is
15 Commissioner James Harnett.

16 MR. HARNETT: Hello. My name is James
17 Harnett. I'm the commissioner for district 2A08,
18 which is most of George Washington University's campus
19 in Foggy Bottom/West End. Thank you all for being
20 here tonight. Thank you for soliciting our feedback.

21 And I want to start off by saying and
22 expressing the attitudes that many of my constituents,

1 other college students and young people have, which is
2 that they're disappointed in the budget that we see
3 and they're disappointed in the investments and the
4 changes that we're seeing to the bus service and
5 Metrorail transit in our community.

6 The first thing I want to touch on is what I
7 see, and what many I'm sure in this room see as a poor
8 tax on people who ride the bus and want to use cash.
9 It shouldn't be that you have to pay an extra quarter
10 to be able to get on a bus, to be able to go around
11 the city.

12 (Applause.)

13 MR. HARNETT: -- whether that's in the
14 District or not. One of the great things that New
15 York City did to look at how to do this is you're
16 expecting that all of the people in this room are
17 going to have smartcards, SmarTrips to be able to get
18 on the bus and pay for their transit fares, except for
19 the neighbors, the people who don't actually have
20 access to a Metro station near them, they're not going
21 to be able to load up their card without access to the
22 internet, a credit card or actually all the resources

1 that people who rely on cash don't have access to,
2 especially poor residents, people who have been
3 already left behind by our city and by the Transit
4 Authority.

5 There's also concern about the flat fare on
6 the weekends. There's included in the budget
7 presentation earlier today is the \$2.75, up to \$2.75
8 weekend flat fare. They're a lot of residents. I
9 don't -- I do trips in the District on the weekends.
10 I pay two bucks already because I'm on a short
11 distance.

12 I don't want to expect the people in this
13 room, the D.C. residents who are traveling within the
14 District to work, to school, to jobs on the weekends
15 to have to actually pay more on the weekend than
16 they're currently paying to the benefit of the
17 Virginia and Maryland residents who are otherwise
18 spending \$6 or \$7.

19 I don't think that's fair to the people in
20 this city and I don't think it's fair to be increasing
21 what we actually do see as a net increase on the
22 transit fares. I also think that the idea from some

1 Virginia and Maryland members of the board to bring
2 back peak fares after midnight, which was something
3 that was a part of the Metro system when we had late
4 night hours a few years ago, I think that's a really
5 bad idea.

6 I don't want to see service workers, people
7 who rely on Metro, rely on Metrobus late at night to
8 have to pay rush hour fares just because they want to
9 get to or from their job and not have to spend \$40 or
10 \$50 on an Uber or a Lyft. I don't think that's right.

11 (Applause.)

12 MR. HARNETT: And there's certainly a lot of
13 good that's in this budget. I don't want to not talk
14 about that. Having a full transfer credit to be able
15 to get from Metrorail to Metrobus and vice versa and
16 getting us closer to the historical hours that we've
17 had in the past is a good thing. I think everybody in
18 this room agrees that that is a step in the right
19 direction.

20 But there's so much more that we should be
21 doing in order to get closer to a transit system that
22 really does work for everybody, a transit system

1 that's equitable for the people who have been left
2 behind, the poor, the black, the brown residents of
3 our city who otherwise don't have access to Metrorail
4 stations or the bus if this budget is to go through.

5 I think really that comes down to a lot of
6 the ideas that have been forced on the District by
7 Virginia and Maryland legislators, the idea that we
8 should have a 3 percent cap on Metro's investments, I
9 don't think that makes any sense.

10 We should be investing a hundred million
11 dollars a year into Metro or we're going to be back
12 here every single year for this exact same discussion
13 about what bus lines in the future that's not --
14 because we're not making proactive, massive investment
15 in public transit and actually making sure that this
16 is going to be the tool that we use to lift people out
17 of poverty and to make our city an equitable place to
18 live, not only for housing but for transportation and
19 human rights. And I think that's really important.

20 I also want to touch on just a quick note on
21 something that I've had the opportunity to speak with
22 Dennis and some other members of the board about last

1 year, is the idea of expanding the U•Pass program, the
2 university pass program for students in the District
3 of Columbia.

4 Right now, the D.C. City Council makes
5 investments in our K-12 students and makes investments
6 in adults getting their GED. I want to see
7 investments in university students, people going to
8 the University of the District of Columbia, people who
9 have come to D.C. to get an education because those
10 are going to be the transit riders of the future.

11 I want to see more young people on transit,
12 not in Ubers and Lyfts. And that's where they want to
13 go. That's where this whole region wants to go. And
14 I want to see a Metro Board and a Metro budget that
15 reflects those priorities and makes affirmative
16 investments in those projects. And I would hope³ that
17 our D.C., Virginia and Maryland legislators agree.

18 (Applause.)

19 MS. GIDIGBI: Commissioner Ann Mladinov?

20 MS. MLADINOV: Thank you very much, Vice
21 Chairman Gidigbi, our new member for Washington, D.C.
22 We really appreciate your presence. I'm Ann Mladinov.

1 I'm a commissioner for advisory neighborhood
2 commission 3B, serving Glover Park and Cathedral
3 Heights.

4 I think you probably recognize that name
5 because we have had an outpouring of response from the
6 Glover Park area since December 9 when the first list
7 came out. We had people at the December 12 board
8 meeting and again in January. And a lot of people are
9 back. We especially appreciate the testimony of
10 Councilmember Mary Ceh from Ward 3 who has been
11 supporting us all along.

12 (Applause.)

13 MS. MLADINOV: And I hope you also saw the
14 letter from D.C. Council Chair Mendelson and
15 Councilmember Robert White, who have been paying close
16 attention, speaking with us since December and
17 championing the value of maintaining our transit
18 service and continuing to serve riders who depend on
19 Metrobus.

20 I trained as a city and regional planner with
21 focus on transportation and I try to remind people
22 that the first word in public transit is public.

1 (Applause.)

2 MS. MLADINOV: The silent P in WMATA. What
3 WMATA is about is serving people. And in order to
4 really serve people in this area, you have to think
5 about the buses.

6 As WMATA said in its materials on the bus
7 transformation project, only a quarter of the area
8 served by WMATA is accessible to Metrorail directly.
9 That leaves three-quarters of our area that depend on
10 Metrobus. And when WMATA was formed in 1967, it was
11 only bus service. The planners at that time had to
12 reorganize out of four private companies' morass of
13 overlapping and dilapidated service. They did a great
14 job putting bus service together. We often hear bus
15 service was great at that time.

16 But what they recognized was that Metrobus
17 had to play multiple roles. It had to serve the areas
18 that did not have Metrorail. It had to provide feeder
19 service to the Metrorail as it opened stations, which
20 it has done admirably. And third, it had to maintain
21 connections between communities and the distance
22 across town and across the region.

1 My area of Glover Park, Cathedral Heights is
2 dependent on Metrobus for our public transit. By bus,
3 it's two miles to a Metro stop and walking it's about
4 half an hour. We have seven Metrobuses coming through
5 our ANC and five of them are on the list for dramatic
6 changes in the proposed operating budget. As you
7 probably heard, the D2 is proposed for merger with the
8 G2 and the D1, 30S, 30N and 37 are proposed for
9 elimination.

10 I want to make four basic points. The first
11 is, as you have heard from other members of the
12 community, maintaining service capacity and quality.
13 The other is the very short time available to review
14 and comment on the proposals and the lack of
15 opportunity for either the bus riders or the rest of
16 us to get all the information we need to understand
17 what these proposals would mean.

18 The importance of maintaining trust and
19 support among riders, your natural constituency as you
20 go forward, and alternatives to all of the cuts that
21 you are proposing in this proposal that could be
22 managed in a different way.

1 Our bus routes are so vital to residents,
2 employees at local jobs, students, seniors, people
3 with disabilities and our bus routes are not on the
4 list because of low ridership. Many buses, especially
5 peak time, are filled to capacity. And you may have
6 seen the excellent slideshow that was just submitted
7 yesterday showing the crowded buses on all of the
8 routes in my area.

9 WMATA's proposing some restructuring to serve
10 the same riders. But we've studied the proposals. My
11 ANC waited for two months to get the details on these
12 proposals. And we could see that the service proposed
13 would not provide the level of service that we have
14 today and the level of service that we need.
15 Population is increasing. I see demand for transit
16 increasing.

17 But under the proposal, the capacity of
18 service to our area would be seriously reduced. We
19 would not have as many buses. We would lose 11 of the
20 24 rush hour buses in the morning on the D1 and D2.
21 That's 330 seats. And there is no way that we could
22 be accommodated.

1 So I ask please that you look more seriously
2 at this. It would be possible to save the Metrorail
3 late night and still maintain our essential services
4 if you just give it another look. Do not let this
5 service die with a thousand cuts. It is so important
6 to our people. Thank you very much.

7 (Applause.)

8 AUDIENCE MEMBER: Can we hear from the
9 people, please?

10 MS. GIDIGBI: Yes, after we finish the
11 commissioners. Commissioner Villareal Johnson?
12 Commissioner Villareal Johnson? Okay. Commissioner
13 Randy Speck? We'll come back. Go ahead.

14 MR. SPECK: Good evening. I'm Randy Speck,
15 and I'm chair of ANC 34G. And we are here to talk
16 about the E6 and the M4 bus. And rather than going
17 over the things that I've already said in our
18 resolution that we submitted online, I'm going to give
19 you the voice of the people, the people who came to
20 our meeting last Monday. We had over 50 people at the
21 meeting. Fourteen of them spoke. I'm just going to
22 tell you a little bit of what they said.

1 A father brought two of his kids, six years
2 old and eight years old. They had moved into the area
3 because of the accessibility provided by the E6 bus.
4 Both boys said that they take the E6 to school,
5 Lafayette Elementary School, and to activities.
6 WMATA's proposal would take away public transportation
7 from a swathe of the neighborhood, they said. The M4
8 is often late and being on time is important to these
9 kids to get to school and other activities on time.
10 One of the boys said that the E6 was his favorite bus.

11 A mother of two very young children said that
12 their caretaker, who does not drive, takes her older
13 son to preschool on the E6 and the M4 would be a much
14 longer walk and would not be possible in bad weather.
15 She teaches -- this woman teaches at Blessed Sacrament
16 and uses the E6 to get to work.

17 The caregiver uses the E6 to and from
18 Friendship Heights to get to work. The children will
19 be attending Lafayette next year and the caregiver can
20 take them on the E6 bus but not on the proposed M4.

21 A resident said that we went through this
22 before in 2011 when WMATA tried to take away the E6

1 bus. But the proposed combination with the M4 would
2 not take him where he wants to go, namely to
3 Connecticut Avenue and McKinley Street where there's
4 the Chevy Chase Community Center, the Chevy Chase
5 Library, the Avalon Theater, the Safeway grocery store
6 or to Friendship Heights where there are doctors'
7 offices and medical appointments.

8 Another resident reported that he's taken the
9 E6 for 10 years. The M4 will not do him any good and
10 it would create a much longer commute. WMATA's
11 proposal, he said, effectively cancels the E6 bus.

12 A woman said she was nervous having to walk
13 further at night from the bus stop without the E6.
14 The E6 gives her greater security about her personal
15 safety. A resident said that he had ridden the E6 bus
16 for 20 years. He rejects the argument that they are
17 saving subsidies by eliminating the E6 since all bus
18 service is subsidized. If it didn't require subsidy,
19 it would be run by a for-profit company.

20 A Broad Branch Road resident said that the M4
21 is much longer and she cannot rely on it to be on
22 time. She values the covered transportation hub at

1 Friendship Heights that protects from the weather and
2 is safer. The M4 stop at Tenleytown is not covered.
3 She also pointed out that the option for those who
4 cannot afford it would be ridesharing which is not
5 efficient or environmentally friendly. She said the
6 E6 bus is a community bus where regular riders talk
7 with each other and value the shared community.

8 An E6 rider on Western Avenue said that her
9 children use the bus for extracurricular activities.
10 It's their only way to get to work. Young adults who
11 don't have access to a car have to take the bus. An
12 E6 rider on Rittenhouse Street near Broad Branch said
13 that the proposed change would make a much longer
14 commute for her. They bought their home in part
15 because of the access to the E6 bus.

16 There are several others. And I'll leave you
17 with the statements of all of those people. But here
18 I'm representing everyone who rides that E6 bus. And
19 it's very vital to our community.

20 The other thing I want to mention is with
21 regard to the capital budget. There is a historic bus
22 terminal just south of Chevy Chase Circle. And that

1 has been used sporadically by WMATA for a bus stop,
2 for the rest stop for the bus drivers. It's been in
3 disrepair for almost a decade and really is not
4 operable at all right now.

5 That space is incredibly important for our
6 little community there because we can develop it into
7 affordable housing. That's what we're really pushing
8 for right now in that area of our city. And we would
9 like to work with WMATA to have a better use of that
10 space than just a restroom for bus drivers. Thank you
11 very much.

12 (Applause.)

13 MS. GIDIGBI: Thank you. Commissioner
14 Villareal Johnson? Okay. Commissioner Rick Murphy?

15 MR. MURPHY: Ladies and gentlemen, thank you.
16 My name is Rick Murphy. I am the chair of ANC 2E
17 where I serve with Commissioner Putta who has already
18 spoken.

19 But I'm here in my capacity as the
20 representative of the single member district three in
21 ANC 2E because WMATA's truncated schedule here has
22 made it impossible for the full commission -- my full

1 commission to act on these proposals. Our last public
2 meeting was before the proposals came out. Our next
3 public meeting starts 90 minutes after the close of
4 the comment period.

5 So speaking just about my district, single
6 member district three which is in the heart of
7 Georgetown, I come here this evening to urge you to
8 preserve Georgetown's principal connection to
9 Metrorail.

10 As you all undoubtedly know, Georgetown is
11 the only neighborhood in the District of Columbia's
12 inner core that does not have direct access to
13 Metrorail. Because of this, residents of Georgetown
14 find themselves approximately a mile away from the
15 nearest Metro station, of which there are three
16 spotted in a big circle around our neighborhood.

17 But in fact, Georgetown residents as well as
18 students and employees along Georgetown's commercial
19 corridors and students and employees of Georgetown
20 University rely on the G2 line that runs east from the
21 heart of Georgetown to the Red Line at Dupont Circle
22 to connect the neighborhood to the rest of the city

1 and the region beyond.

2 The changes proposed by WMATA would turn most
3 of Georgetown into a transit desert with no connection
4 to the Metro system and the rest of the city.
5 Therefore I am here to urge you -- to urge that the
6 existing G2 and D2 lines be maintained as they
7 currently exist.

8 The proposed consolidation of the D2 and G2
9 lines would eliminate the entirety of the existing G2
10 line west of Rock Creek and with it the only
11 convenient connection residents in the center of
12 Georgetown have to Metrorail.

13 If the proposal were adopted, Georgetown
14 residents, employees of Georgetown businesses and
15 students and employees of Georgetown University would
16 lose their access to the Red Line as well as their
17 connection to neighborhoods farther east. Riders who
18 currently board the G2 bus at Dumbarton Street and
19 Wisconsin Avenue, one of the busiest stops in
20 Georgetown, would have to walk more than a third of a
21 mile uphill to catch the newly combined D2/G2 at a
22 stop on Q Street.

1 The impact on Georgetown University, the
2 largest private employer in the city, would be even
3 more significant. Almost 400 students, employees and
4 visitors currently board the G2 bus at the
5 university's front gates every day.

6 If the proposed combination of the G2 and D2
7 lines were to happen, they would be forced to walk a
8 half a mile also uphill to reach the nearest stop on
9 the newly combined line. The alternatives identified
10 by WMATA, routes 31 and 33 on Wisconsin Avenue, are
11 not practical alternatives in any sense because buses
12 on those routes go to an entirely different part of
13 the city.

14 The fact is consolidating the D2 and G2 as
15 WMATA has proposed would almost certainly increase
16 vehicle traffic in Georgetown if only because
17 students, residents and visitors stranded by the
18 change would have to revert to Uber or Lyft, sights
19 which would not be a desirable outcome for either the
20 Georgetown community or the city as a whole. The G2
21 and D2 routes should be maintained as they exist
22 today.

1 In short, residents of Georgetown as well as
2 visitors to our community and students and employees
3 of Georgetown University and the many small businesses
4 in our neighborhood are uniquely dependent on the bus
5 lines as they currently exist. And eliminating the G2
6 line by consolidating it with the D2 line west of Rock
7 Creek would be both unfair and inequitable.

8 Calling the new line the G2 despite the fact
9 that it is really the old D2 doesn't change the
10 analysis. Both lines should be maintained as they
11 currently exist. Thank you for the opportunity to
12 speak.

13 (Applause.)

14 MS. GIDIGBI: Given the great turnout this
15 evening, in order to hear from as many people as
16 possible, we're opening a second hearing room next
17 door in the meeting room. I'll turn it over to
18 Jennifer Ellison to explain.

19 MS. ELLISON: Great. Thank you. As I
20 mentioned earlier, we are opening a second room. We
21 are now prepared. The room is prepared. Much as it
22 is like in here, there's chairs. There's a timer.

1 There's a head table. We'll be conducting the same
2 type of procedures in there with the three-minute
3 testimony for our customers and our stakeholders.

4 So next door, we'll just take a few minutes.
5 If you want to go in that room, we have chairs. Every
6 chair that we have is out now. So don't have high
7 expectations. There's not a ton of chairs in there.
8 But we will go through the same list. So you won't
9 lose your place in line. So if you choose to go over
10 there, you'll be in the same spot.

11 So you may have a lot of people. Stephanie
12 may be calling people who aren't in this room that may
13 be next door. I may be calling some folks that decide
14 to stay in here, as I'll be next door.

15 So that's how we're going to work this
16 evening. It'll be the same weighted testimony. So
17 any testimony you give in this room weighs the exact
18 same as it does in that room. There's no difference.

19 AUDIENCE MEMBER: Question. How will we know
20 where to go? If we're called over here, if they call
21 our name over there --

22 MS. ELLISON: But it's up to you which room

1 you want to stay in. It's going to be the same order.
2 So you would come up with the same time. It wouldn't
3 matter. So that's the issue.

4 Okay. Great. So we're going to take just a
5 few minute break to go ahead and do the transition.
6 We will help you as best we can. We'll go ahead and
7 make that transition now. If you decide to stay in
8 here, that's fine.

9 (Off the record.)

10 MS. GIDIGBI: Okay. We're going to go ahead
11 and get started. Okay. So as Jennifer explained, if
12 you want to be able to be called back, we're going to
13 try to get through the list. And so, we'll be here --
14 I'll be here throughout the entire time.

15 I think it's more of a preference of just
16 your time so that we have an opportunity to get to
17 everyone as quickly as possible. We're going to
18 continue on with the list. I'm going to call back up
19 Commissioner Villareal Johnson.

20 AUDIENCE MEMBER: No. He goes at the end
21 because he missed his turn.

22 AUDIENCE MEMBER: Some of us have been

1 waiting to go longer than others.

2 AUDIENCE MEMBER: -- let the people speak.

3 AUDIENCE MEMBER: You made us wait. You made
4 people that passed go to the end if they don't show
5 up. So they should do the same.

6 AUDIENCE MEMBER: Yeah. Exactly.

7 AUDIENCE MEMBER: No special privileges,
8 please.

9 AUDIENCE MEMBER: No privileges for
10 politicians.

11 AUDIENCE MEMBER: Yes. Exactly.

12 MR. JOHNSON: All right. Thank you. We'll
13 just be -- I'll just be brief. And I do appreciate
14 your comments, whoever the hecklers are in the back.

15 AUDIENCE MEMBER: Very brief, please.

16 MR. JOHNSON: I am Villareal Johnson and I do
17 represent the Hillcrest neighborhood, which is ANC 7B.
18 My specific single member district is ANC 7B05. We
19 are greatly impacted by the 39, 36, 30S and 30N and a
20 little bit by 34.

21 I'm here to represent the constituents who
22 are feeling some kind of way about losing the 34 and

1 losing the 30S and 30N. And I apologize again for
2 missing my place. Your staff was really helpful in
3 explaining how you all planned to adjust for the
4 change. I do want to be able to just bring concerns
5 from my constituents.

6 The nuances of the turn by turn, once you get
7 across the Pennsylvania Avenue Bridge, like the 34
8 goes up 25th and may go around, the 34 goes straight
9 up Penn Ave. The 36 goes up Penn Ave. and up Branch
10 and in front of my house actually, the 2400 block.

11 So what the main question is that staff
12 really need to explain is how the adjustment will not
13 impact frequency. And I think the proposal is that to
14 put your increased frequency on the 36 and another
15 bus. But I'm not certain how those constituents who
16 ride the 34 or who ride the 30 to Southern Avenue or
17 30 to Naylor Road are going to be able to -- I think
18 it's similar to what the guy from Fort Lincoln said.

19 Like a five-minute walk to the bus now turns
20 into 15 or 20 minutes. It's the same on our end. So
21 I want to be able to talk about that and I'm going to
22 talk about that.

1 Two, the issue of notice. As an ANC
2 commissioner, I think we got a notice February 8th.
3 Here it is the 26th and we expect people to -- you
4 know, us demonstrating that information in two to
5 three weeks. Unrealistic. Not kind of fair to people
6 because we didn't really have it to do.

7 Also the letter about notice, it's not really
8 our care or concern that Metro didn't have staff to do
9 the job of notice. So I want that to be on record
10 because that's a big deal. And I think it's kind of -
11 - from neighbors' point of view, it's kind of
12 offensive to tell neighbors that you ain't got time to
13 talk to them about such a drastic change.

14 And it's a sensitive issue for Ward 7 because
15 we've always fought to protect these routes. And we
16 also have the issue of flight, which is not your
17 concern. It's DDOT's concern. But it just seems very
18 inconsiderate without giving full community engagement
19 to people.

20 And then the third, I'm here as a
21 representative of ANC 7B and request that you all do
22 send a representative to have a conversation with the

1 people at their level, in their neighborhood about
2 some of this and how it will impact them. I represent
3 2,000 people. 7B has 14,000 people. We have about --
4 we have Naylor Gardens. We have Park Naylor. We have
5 Fairfax Village. And these are all multi-dwelling
6 units, apartments. Like Naylor Gardens, 800 people
7 and most who ride the bus. Park Naylor is similar.
8 Fairfax Village.

9 So I think these people who are dependent
10 upon these routes don't know, right? And they're
11 learning slowly but surely. But I would hate to be
12 one of those persons who have to wake up, go to work
13 and then realize my bus isn't there.

14 So those are my three issues. Notice, the
15 frequency of the shift, right, how you will adjust
16 that and then the third point is coming to the
17 community and giving us full consideration and
18 courtesy to have this conversation at people's -- all
19 right. Thank you.

20 (Applause.)

21 MS. GIDIGBI: Thank you. So I just want to
22 be clear as chair that I want to truly be able to hear

1 from everyone. And I'm willing to be here, to sit and
2 hear from you.

3 But I also want us to respect each other as
4 colleagues and neighbors who are really trying to
5 understand the impacts of these cuts. So I just ask
6 that you all would just be respectful of one another
7 as we hear what these impacts and those cuts mean.
8 The next person up is Commissioner Ben Crane.

9 MR. CRANE: Hello.

10 MS. GIDIGBI: Hello.

11 MR. CRANE: I represent district 7B03. It's
12 the Pennsylvania Avenue corridor on the other side of
13 the Anacostia River. And we are -- well, so the buses
14 that are impacted by this that run through my district
15 are 30N, 30S, 32, 34, 36, B1 and 39. So this impacts
16 people in my neighborhood a great deal.

17 So your cutting late night routes, that was a
18 concern to a constituent in our neighborhood who works
19 at the hospital over in George Washington and adding
20 late night Metrorail service doesn't cover us. We
21 don't have Metro. We need those buses to get to work
22 and to get home.

1 I also want to echo what other ANC members
2 have said. We did not get enough notice. There was a
3 special information session that we were invited to
4 four days before it occurred. And we didn't really
5 have time to mobilize our constituents or gather
6 feedback for this comment period considering our
7 public meeting was just last week.

8 We have many residents who depend on the bus
9 for transportation. It is their only connection to
10 the rest of the city. For example, Fairfax Village,
11 their only bus right now is going to be the 39 where
12 the fare will be increased by 50 percent or the M6
13 which takes you as far as the -- so.

14 The cash penalty is grotesque. We don't have
15 Metro stops. We can't put money on our cards except
16 on the buses. So we need some better alternative than
17 just paying more. And further, you know, not allowing
18 people to pay cash directly slows everything down. I
19 get on the bus. I ride it almost every day to go to
20 work. When someone wants to pay cash, everything
21 comes to a stop. And I know on some level, that's
22 intentional. You want people to not pay cash. So you

1 make it harder. But people who pay cash have to do
2 it.

3 As we've heard from both sides of D.C., both
4 in upper northwest and people from my neck of the
5 woods, we like the long routes, 30N and 30S. We don't
6 want to transfer. And the transfer, it's unclear
7 based on the communication we've received so far what
8 the alternative is going to be.

9 Oh, and one last thing, the 34 that we are
10 planning on cutting, that's one of our two grocery
11 stores for residents. So it looks like only a couple
12 of stops. But it significantly impacts just movement
13 on a day to day basis to complete errands that you
14 need to live normal life. And I think that's it.

15 MS. GIDIGBI: Thank you.

16 (Applause.)

17 MS. GIDIGBI: Okay. So I'm going to call up
18 names just so folks will have a sense of who's coming
19 next, two at a time. The first name will be Ed
20 Gitterman and Sylvia Roy.

21 MR. GITTERMAN: Testing one, two, three. Ed
22 MTA New York Gitterman from Bethesda, Maryland. First

1 things first, I cannot support a disabled peak subway
2 fare after midnight with a fare hike for two reasons.
3 Number one is that if I take Amtrak regional train 175
4 back from Manhattan on a Friday, if it still exists, I
5 might have to pay said subway fare if my train is late
6 due to an unforeseen delay from Boston.

7 Now unforeseen problems can also occur for
8 Greyhound riders plus anyone flying into Dulles and
9 Reagan airports, the point being that most
10 transportation carriers, including yours, will not
11 accept full responsibility for missed connections and
12 tardy service.

13 Number two is that your Metrorail fare
14 structure has a transit version of E-ZPass with time-
15 based, distance-based and demand-based fares that can
16 nickel and dime a low income person to death. No
17 offense.

18 Now the bottom line here is that your transit
19 system should have a simplified intermodal flat fare
20 bus, flat fare pass media according to how often a
21 rider uses your subway system and of a rider's ability
22 to pay. The Big Apple just got this half wrong,

1 folks.

2 So to close this portion of my comments, let
3 me add that if Metrobus riders don't want to lose bus
4 service, they need to get people they know onto the
5 bus or face losing service due to low ridership and to
6 balance a more modest operating budget. And I am a
7 bus rider, by the way.

8 It's either that or move to a different area.
9 Oh, for the record, I sent a second letter to NYC
10 Transit to suggest that, A, the one Metro New York
11 card enable riders to load fare value in cash onto
12 said card at rapid transit stations like MetroCard,
13 which is being phased out and B is the upgraded fare
14 collection system, accept fare cards from other
15 transit systems like your SmarTrip and MTA Maryland
16 track cards.

17 So please note very quickly that New York
18 subsidiaries of the MTA got it right by not allowing
19 riders to add fare value to MetroCard on board a bus
20 with the point being that they know the meaning of
21 rush hour, folks.

22 So, so anyway, please hold all replies to my

1 comments for and make them in editorial form to the
2 Washington Post. Thank you.

3 (Applause.)

4 MS. GIDIGBI: Sylvia Roy?

5 MS. ROY: Good evening. I haven't heard much
6 about MetroAccess. But that's what I'm here to talk
7 about and I'm glad somebody else is --

8 (Applause.)

9 MS. ROY: I represent five to seven day a
10 week riding. And along with five other people that
11 could not be here tonight. Frequently I share rides
12 with them. I've experienced exhaustion. I have been
13 exhausted. I get transported with abuse. I have been
14 left outside in the rain, in the snow. I ride dirty
15 buses, vans or whatever you want to call them.

16 It's inconsiderate. These things happen on a
17 frequent basis. There's no help. When I call
18 customer service, they just say, well, we're going to
19 take your complaint. I understand. I understand. I
20 said, no, you don't understand because I'm a situation
21 where I'm a disability person.

22 This is one other thing I want to bring up to

1 your attention. You cannot be a cookie-cutter for
2 your disability because your disability and my
3 disability may be totally different. I cannot get
4 outside in five minutes all the time.

5 So if you're moving about or whatever, they
6 leave me. They have left other people that I know.
7 It's five represented here. It's so unfair. It's
8 inconsiderate. I have no other way to get to work.
9 Just recently on Friday I was left. I was left out in
10 Bowie. I would have cost me almost \$60 to get home to
11 Ward 8 where my grandkids and my daughter that is
12 going to be affected by these other buses in this rail
13 thing.

14 So it affects me, as I represent myself. It
15 affects Ward 8 where there's only two grocery stores
16 between 8:00 and 7:00 and you've got to catch the bus
17 there. I mean, seriously, things suck. And these
18 things are affecting human beings.

19 (Applause.)

20 MS. ROY: Guess what? Guess what? I'm a
21 human being. I've been affected by the 32. I used to
22 ride that. My sister's affected by the 32. She works

1 at Georgetown. My other sister is affected by the 32,
2 the G2. All these things affect me -- I have two
3 grandkids that are in college. They want an
4 education. They come home late. If you make cuts
5 like this, you're putting them in danger. Lives
6 matter. Lives matter, seriously. You have to think
7 about things.

8 If someone's having to transport themselves,
9 five minutes may turn into 30 minutes, into 40 minutes
10 for a disability person, for an elderly person, for a
11 student, for a worker, for a resident. It's
12 inconsiderate. It's seriously inconsiderate.

13 So I just want to say these things to let you
14 know that my trips are miserable trips. I'm not going
15 to say much more because MetroAccess will be outside
16 in four minutes to pick me up.

17 (Applause.)

18 MS. ROY: And hopefully they won't leave me
19 behind. I want to say this to close. Do you know I
20 was left and the MetroAccess lady was right there and
21 wouldn't pick me up because someone told her to leave
22 me? And I'm standing there. How sweet is that?

1 Would you do that to your mom, is what my daughter
2 told them. Good night.

3 (Applause.)

4 MR. BERGAN: Thank you. We're going to take
5 a short little diversion here. Please introduce
6 Elliott Ferguson, president and CEO of Destination
7 D.C. Elliott, with the time that's gone by, we'll
8 skip the rest of the introduction. Please take the
9 microphone.

10 MR. FERGUSON: Good evening, everyone.

11 AUDIENCE: Good evening.

12 MR. FERGUSON: So with the passion that's
13 being shared this evening, mine is from a different
14 perspective. I run Destination D.C. We're
15 responsible for promoting D.C. for tourists, bringing
16 tourists into the city. To that fact, it's about 22
17 million plus visitors that come into the city on a
18 regular basis.

19 I clearly understand and empathize with those
20 who are having comments about specifically Metro
21 service simply because a lot of the individuals that
22 work in the hospitality industry are members of the

1 community that ride Metro. So I totally understand
2 where that is coming from. But just to put it in
3 perspective, we always focus on making sure the
4 visitors to the city take Metro or walk when they're
5 in the city.

6 I live in Washington, D.C. The last thing I
7 need is 22 million people coming to Washington and
8 bringing cars. So Metro plays a huge role in that
9 overall service to the individuals that are coming.

10 As much as we don't like the nuisance of
11 visitors coming to the city or being in our
12 neighborhoods, just to put it into perspective, they
13 drop over \$851 million in taxes for Washingtonians as
14 a whole. So as you can imagine, without these
15 visitors, each household in Washington would pay an
16 additional \$3,800 in taxes a year. So they're a big
17 deal to us.

18 So mine is specific to Metro and
19 specifically late night service which plays a huge
20 role in how we promote Washington as a destination.
21 As you can imagine, we focus on promoting D.C. as an
22 international destination. And I think we'll all

1 agree that Washington is an international destination.
2 So what is an international destination without
3 international long-term rail service for visitors to
4 be able to get from point A to point B? Not only
5 that, but those who work in service and hotels and in
6 24-hour operations -- run late, they need service as
7 well.

8 So some of the comments that were made
9 earlier are specific to those individuals,
10 specifically the 7,000 or 6,000 people in our industry
11 that rely on Metro one a regular basis. That's not
12 just Washington, D.C. But that's also Maryland and
13 Virginia because we know a lot of those workers rely
14 on it to get from point A to point B.

15 So as we look at the importance of Metro and
16 the fact that having extended hours plays a huge role
17 in the visitor's experience in coming to Washington,
18 it's also not only for visitors but for those
19 individuals that live in Washington as a destination.
20 My job right now, D.C. is the eighth most visited city
21 in the U.S. And shockingly for those who live here,
22 they think how could we be number eight. It's because

1 there are a lot of amazing cities that other people
2 want to go to when they travel.

3 But so when they're looking at a city like
4 Washington, they're comparing us to Paris. They're
5 coming us to London and other major destinations like
6 New York. Those happen to have in some cases 24- hour
7 or long-term service later in the evening.

8 And so, we want Metro to extend their hours
9 similar to the conversation held in 1999 simply
10 because it makes us a city that is more accessible for
11 visitors as well as those who work in the industry.

12 And as I conclude, I do want to conclude by
13 congratulating the Metro Board of Directors and
14 leadership for focusing on safety and maintenance and
15 infrastructure investment simply because that is
16 important to make sure that not only Washingtonians
17 like myself who live in the city, that take Metro but
18 also those visitors coming to the city have a clean
19 and safe rail system in which they can rely on. So
20 thank you very much for your time.

21 (Applause.)

22 MS. GIDIGBI: Thank you. The next two

1 speakers will be Joanne Edwards and Lanina Galman. If
2 you're not here, we will go on to Vanessa Colbert.

3 MS. GALMAN: Good evening. My name is Lanina
4 Galman. I live in Ward 8 as well. And I'm a
5 MetroAccess rider. Back in December the 7th, I was
6 waiting for my ride to pick me up from work. They
7 left me stranded. The service is made for people with
8 disabilities. And I feel like customer service don't
9 care. They talk to you any way with no respect and
10 it's ridiculous.

11 And when it comes to picking you up, they
12 left me on my way going to work. And I saw them. And
13 when I called dispatcher, she said, well, you was a
14 no-show. So therefore we can't pull the van away -- I
15 mean, the van around to come and pick you up. So I
16 had to end up catching an Uber to work. And I work in
17 Landa Murow.

18 The service needs to be changed. It needs to
19 be improvements. It needs to have a better training
20 when it comes to customer service. And the main
21 problem is the dispatchers. And the reason why I say
22 that is because they are the ones that is planning the

1 trips. And they need to plan the trips in a radius
2 where those people are going to so everybody can get
3 to their destination on time.

4 Nobody shouldn't have to be late getting to
5 where they're getting to, whether they're going to
6 work, to a doctor or wherever their destination is.
7 So there needs to be an improvement. And that's what
8 I have to say. Thank you.

9 (Applause.)

10 MS. GIDIGBI: Next up, Vanessa Colbert.

11 MS. COLBERT: Hello. My name is Vanessa
12 Colbert and I am on the ANC. So my concerns are for
13 all areas. But specifically today, a couple of
14 concerns is the allocation of funds, how they are
15 allocated for MetroAccess and the consideration for a
16 better GPS system, better buses, sedans.

17 Also consideration for a new reservation
18 system because that system is not working. It has
19 several IT problems which has given me a reservation
20 as of late -- I mean, if I go to an appointment trip,
21 I've had to wait two, two-and-a-half hours that gets
22 to a place that only takes me 30 minutes to get there.

1 So I think that system needs to be upgraded.

2 Also there are things that are not accessible
3 to me as a blind individual. The budget, for one.
4 We're not able to take a look at and see the
5 application's percentage that will be allowed to
6 MetroAccess passengers.

7 And also we wanted to consider a flat rate or
8 no rate at all because there are some areas where
9 those folks that are on disability don't have to pay
10 for transportation, but something for you to consider.
11 And my third thing was -- well, I'm sure my companions
12 will have other things. So I'll end there. Thank
13 you.

14 (Applause.)

15 MS. GIDIGBI: Thank you. The next two
16 speakers will be Kevin Andrews and Rachel Dubin.

17 MR. ANDREWS: Hi. So I live in the northwest
18 part of the District in Capitol Heights. I do ride
19 the bus and I'm a politician, just for the record. I
20 want to thank Metro for extending the late night
21 Metrorail service. Great.

22 However I think this feels very whimsical to

1 me and probably to a lot of other people. I had a
2 friend in town a couple of weeks ago who said, hey,
3 you know they're making these changes -- proposed
4 changes to the bus service. I said what? What are
5 you talking about? I can't read the literature at the
6 bus stop.

7 And so, I went online and I said what is this
8 about. So I showed up down here. I want to reiterate
9 the independence that this sort of -- the buses afford
10 me and a lot of other people who either don't drive or
11 just like transit like myself. People who -- folks
12 who might say, oh, just take an Uber or Lyft. That's
13 not economically feasible for a lot of people. It's a
14 very flippant response. It's not feasible long-term.

15 We're trying to make D.C. a car-friendly
16 location and this is not one way to do it. Wisconsin
17 is a huge artery. I live right off Wisconsin Avenue.
18 I think this is unacceptable. I work at the
19 university, one of the universities that have been
20 mentioned off Wisconsin Avenue. So I think this is
21 truly unacceptable.

22 I'm trying to think what else. Your proposal

1 here is disproportionately affecting those who are low
2 income. The bus is literally the only means for them
3 to get from place to place. I myself am like a mile
4 from the closest rail station. I can walk. That's
5 fine. Not everybody else can.

6 You're expecting people to make a transfer
7 when they didn't have to do that initially. And a
8 transfer is an inconvenience. I know personally I
9 wouldn't want to make a transfer if I didn't have to.
10 And I think that's about it. Thank you.

11 (Applause.)

12 MS. GIDIGBI: Thank you. Rachel? Rachel
13 Dubin, followed by Ray Smith.

14 MS. DUBIN: Good evening. My name is Rachel
15 Dubin. I am a resident of Ward 2 and I've lived here
16 for 21 years. I live in Dupont Circle in Northern
17 Virginia. I'm here to urge you to retain the D.C. to
18 Pentagon portion of the 16C bus. I, along with many
19 others, in D.C. take this bus to and from the Pentagon
20 every work day. I've been riding this bus route and
21 its predecessors since 2002.

22 I depend on this bus to get me from Federal

1 Triangle to the Pentagon transit center and back every
2 day. It's much more convenient and reliable than the
3 Metrorail, which I turned away from in 2002 after one
4 too many times stuck below ground, between stations,
5 with no idea of what's happening, which is extra scare
6 for a deaf person who depends on others to tell help
7 her what's being said over loudspeakers.

8 This segment from D.C. to the Pentagon is
9 being proposed to be eliminated because of redundancy.
10 But it is far from redundant. It is a critical link
11 between D.C. and the Pentagon and bus service into
12 downtown D.C. was promised to Arlington as part of the
13 Columbia Pike Premium Transit network deal transit.

14 And it's also for Metrorail and a closed
15 system, the Metrorail system, when that shut down in
16 2017, people who had to go to the Pentagon for work.
17 Many people change to riding that bus. And this bus
18 is also packed in the early morning going from the
19 Pentagon to D.C. I see that as I ride to work.

20 This has 643 average daily riders, even more
21 than the 7Y. That's a lot of commuters. It's the
22 only way people like me and others can get from here

1 to our work at the Pentagon. It's a critically needed
2 alternative. And God forbid what happens if you have
3 another 9/11. How are we supposed to get to Virginia
4 if the Pentagon is closed? And so, you need to
5 probably discourage it.

6 And so, we need to encourage usage of public
7 buses, not discourage it. And so, this would be
8 really inconvenient. So please listen to your
9 customers. I don't want to have to move to Virginia.
10 I don't want to have to Metro from there. Don't take
11 away my lifeline please. Thank you.

12 (Applause.)

13 MS. GIDIGBI: Thank you. Kevin Andrews?

14 MR. SMITH: Good evening, everyone. My name
15 is commissioner chair Ray Smith representing Prince
16 George's County and the department of aging and
17 disabilities and family services. I as a disabled
18 citizen use MetroAccess quite often. Finding that a
19 lot of disparity happens with that.

20 First of all, I was appalled when I found out
21 that the proposal was not accessible to me. I use a
22 screen reader which is very important to me to have to

1 do the work that I do in the county. And by that not
2 being available to me, I was really almost naked
3 coming in here today, not realizing all the issues,
4 this 300-page proposal was not accessible to me. So
5 the bottom line is that that's one of my problems with
6 the proposal.

7 The second thing is I'm watching a
8 transformation of residents from Washington, D.C. into
9 Prince George's County who are disabled. They are on
10 fixed incomes. We are hurting. Financially it is not
11 feasible for a lot of the cuts, not only just due to
12 the rails but also due to the buses and also being
13 MetroAccess because the grandfather law in place, that
14 is hurting us as well. We have residents that live in
15 certain communities and can't get to locations in that
16 community. That's unacceptable. Grandfather law
17 needs to be banished. The other thing is --

18 (Applause.)

19 MR. SMITH: -- when we're dealing with the
20 fact that we have a person with disabilities trying to
21 get back and forth to work and they're finding that
22 their services are inadequate by not basically being

1 on time is really hurting us.

2 I'm expecting a little more, especially
3 living here in the Washington Metropolitan Area. I'm
4 expecting more out of our congressmen, senators and
5 WMATA. This should basically be more efficient and
6 effective regarding our services to the disabled
7 community.

8 Folks, as noted, as I'm going to an area in
9 Hyattsville, the Hyattsville area has been depleted
10 regarding some of the services and initiatives that
11 should be put in place to help these disabled
12 community residents. We pay taxes just like everybody
13 else and we need to be actually equally footed with
14 regarding these issues. Thank you very much.

15 (Applause.)

16 MS. GIDIGBI: Thank you. Commissioner
17 Patrick Kennedy?

18 MR. KENNEDY: Good evening, Ms. Gidigbi. And
19 thank you for the opportunity to testify. My name is
20 Patrick Kennedy. I'm the chairman of Advisory
21 Neighborhood Commission 2A which represents the Foggy
22 Bottom and West End neighborhoods in Northwest D.C.

1 We submitted a resolution for the Board's
2 consideration and I do want to focus on a couple of
3 specific aspects in my testimony. The first is we
4 weighed in on two bus route changes in particular.

5 The first change was the proposed elimination
6 of the D5 route, particularly for folks coming from
7 MacArthur Boulevard or areas close to Maryland who
8 otherwise would have to drive downtown. That bus line
9 is a critical lifeline. I think Metro's statistics
10 showed that about 20 percent of the riders would not
11 be served by the D6. And we need fewer cars frankly
12 funneling through Georgetown and into the central
13 business district.

14 So I would encourage you in your
15 consideration of changes to that route to either
16 extend certain trips of the D6 into Maryland so that
17 people have a viable option to get towards downtown
18 which they wouldn't otherwise have or run the D5 more
19 as an express route to use as the -- to get around
20 Georgetown, to make it a more viable service for
21 people who are looking for an express trip to the
22 central business district. But we need to maintain

1 service for folks who would otherwise have no option
2 but to drive.

3 The other route change that I would like to
4 comment on is changes to the 30s. I completely
5 appreciate Metro's desire to simplify that bus line,
6 in particular to avoid instances where long bus lines
7 can get stuck in traffic. That reduces reliability.
8 I completely understand that.

9 I don't see necessarily the reason to do that
10 late at night when there's no traffic and when people,
11 especially service industry workers, would be looking
12 for a one seat ride between upper northwest and
13 southeast. So I would encourage you to at least keep
14 the 30N and 30S in those hours.

15 The other changes that I'd like to comment on
16 are more about fare policy. I totally oppose and I
17 hope that the Board does not move forward with its
18 proposals to either implement a cash surcharge or to
19 implement a surcharge on the MetroExtra lines.

20 Metro has made a practice in the last few
21 years of actually eliminating some local service only
22 lines. The S2, S4, S9 was a great example of this

1 where they took local service and made it a limited
2 stop service.

3 But if you're increasing the fare for the
4 limited stop service, that has tremendous equity
5 impact and it's a disincentive for people to take
6 services that are more efficient to operate and that
7 have much faster travel times.

8 In many cases, if there were a \$3 surcharge
9 on MetroExtra lines, it would be more expensive than
10 taking the train. And I don't think that's the sort
11 of inducement that the Board wants to set as policy.
12 The cash surcharge, similarly this has been tried
13 before. It used to be the cash fare for Metrobuses
14 was \$2 and there was a \$1.75 fare for SmarTrip. It
15 was eliminated. That differential was eliminated
16 because it wasn't actually encouraging people to use
17 SmarTrips.

18 But it was taxing people who buy in large
19 have need to use cash for one reason or another. So
20 you're not necessarily incentivizing more efficient
21 loading of buses. But you are taxing I think the
22 people who least can afford it. And so, I would

1 encourage the Board to drop that as they move forward.

2 As far as the consideration of expanded
3 service hours, obviously I think we all want as many
4 service hours as possible. And I appreciate the Board
5 stepped this year towards lengthening the hours on
6 Fridays and Saturday nights and frankly that extra
7 half an hour on weeknights helps as well.

8 I would encourage the Board to look very
9 closely at trying to get the additional hour of
10 service on Sunday mornings through because 8 a.m. is a
11 really late time to start the system, particularly for
12 people who are either service industry workers who are
13 trying to catch the first train of the day or for
14 those who are trying to catch an early church service,
15 particularly getting into the central business
16 district. The city is much more difficult to get into
17 than it used to be. And so, I think we want to serve
18 that constituency especially on Sunday mornings.

19 Because I'd like to end on a positive note.
20 I would like to offer an unqualified positive and a
21 complement to the Board on the free transfers between
22 the buses and the train. I think that's a very

1 positive step. I'd advocated in this sort of setting
2 for that to be done in previous hearings like this.

3 So I very much encourage you to maintain that
4 in the budget. I think it's critically important for
5 equity so that the system can be used as a whole, so
6 that people can take the trip that is most efficient
7 for them, that's best for them and for service
8 planning purposes, that we level the playing field
9 between bus fares and rail fares.

10 That's an absolutely critical cornerstone of
11 fare policy that's been adopted as a best practice in
12 Chicago and New York and many other cities. And I
13 would just highly encourage the Board to continue with
14 that. I think the general manager's proposal is very
15 smart to that end.

16 So again, thank you very much for your
17 consideration. I really do appreciate it. I don't
18 envy the job that you have of trying to weight all
19 these different tradeoffs. But I appreciate your
20 consideration and time.

21 (Applause.)

22 MS. GIDIGBI: Thank you. Next we'll have

1 Janice Brooks and Debbie Brown. And if I call your
2 name, if you could just raise your hand so I know that
3 you're in the room as you come up? Okay. Sharon
4 McCride? Okay.

5 MS. BROWN: All right. Okay. I'm Debbie
6 Brown and I live in Rockville, Maryland. And I have
7 been living in this area for over 30 years. And I've
8 seen some changes to the WMATA service.

9 Back when I moved here, if you used a
10 wheelchair, you had to call and get a bus and you
11 couldn't just hop on a bus and, you know, get on the
12 buses, which you can do now. And we didn't have stop
13 enunciators. So WMATA has had some improvement in
14 service since then.

15 But of course start when I started, you
16 didn't even have a website. But unfortunately now
17 that some of the things that WMATA has done have
18 impacted accessibility negatively. I've tried to use
19 that fare calculator to check out my bus route. I
20 couldn't use it as a blind person.

21 So, you know, it's hard to know. I mean, I
22 think anybody has trouble figuring out what their fare

1 is going to be by that. But as a blind person, I
2 really can't do it at all. And WMATA has other issues
3 with the website that you can't do anything regarding
4 a SmarTrip card on the website, all of that process is
5 inaccessible.

6 (Applause.)

7 MS. BROWN: So that WMATA needs to really --
8 I know that we had done -- when I was on the
9 accessibility advisory committee many years ago, Pat
10 Sheehan and I worked on the website. And we actually
11 gave them some feedback. And it was fixed for a while
12 and then somebody broke it again. Now they've fixed
13 it to some degree since then. But, you know, we don't
14 need to keep breaking it.

15 And there are a lot of things. It's very
16 difficult to find when the WMATA Board meetings are
17 from the website. There's a lot of information that's
18 hard to access on there. And there are some other
19 things that are starting to, you know, fall apart
20 that, you know, the escalators -- you really worked on
21 the escalators and elevators, you know, trying to get
22 them to work.

1 I think we're down to about 50 percent on the
2 stations I use. Especially Fort Totten's been down
3 more often than not lately so that, you know, you're
4 falling down in some areas.

5 And, you know, a fare increase -- you know,
6 the justification for a fare increase is you want to
7 keep up the service. Well, there's -- you know, WMATA
8 is letting some things deteriorate that they are not
9 as clean and as safe as they were when I first moved
10 to the area. So I don't always feel safe. There's
11 some creepy people out there on the streets. You
12 can't kick them all off. You can't control that.

13 But there are some things that you should be
14 working with the local neighborhoods to keep kids just
15 who are getting in the way of people trying to board
16 the system and to keep them somewhere else if they're
17 not going to be using the system.

18 I would really -- I really appreciate having
19 this system. And I can't drive. So, I mean, I really
20 would like there to be a clear fare structure. And I
21 certainly want to keep the service as it is and to
22 continue to have the service available. Thank you.

1 MS. GIDIGBI: Thank you.

2 (Applause.)

3 MS. GIDIGBI: Sharon McCride. Okay. And
4 then following Sharon will be Ava Ferebee.

5 MS. MCCRIDE: Thank you. Hello. My name is
6 Sharon McCride. I have been using WMATA since I
7 became a senior actually and visually impaired. And I
8 think they need to rethink or just start over with
9 this planning because it doesn't work for the general
10 population, eliminating routes, and it certainly does
11 not work for the community impaired or people with
12 impairment at all.

13 And I know that WMATA has to give the okay to
14 the MetroAccess buses. And they need to go back to
15 the drawing board, number one, with the rethinking of
16 the MetroAccess buses, the design of them. They
17 stink. They're crap. And they also need to go back
18 to the drawing board and consider behind the numbers,
19 the people.

20 Public transportation, as a person said
21 earlier, means public. So you have to see the people
22 that you're servicing and how you impact them. And

1 this new policy is definitely impacting the visually
2 impaired community grossly, very adversely. So you
3 need to go back to the drawing board with this. And
4 that's what I have to say.

5 (Applause.)

6 MS. GIDIGBI: Thank you. Ava? Okay.
7 Joanna? Joanna Rosfeld? Okay. Deepa Goraya?

8 MS. GORAYA: Thank you. My name is Deepa
9 Goraya. I'm a disability rights attorney and I live
10 in D.C. I also use MetroAccess occasionally and I
11 know many people who do use it regularly. My comments
12 concern that.

13 First the comment I have though is regarding
14 the budget. As Ray mentioned, the budget document was
15 not accessible. It's a 300-page document. It was an
16 inaccessible PDF. And they say they will provide us
17 with an accessible version by March 2nd. But that is
18 the last day of the public comment period. So we are
19 asking that the comment period be extended and also
20 that we get an accessible PDF that's a searchable PDF.

21 (Applause.)

22 MS. GORAYA: We want an accessible,

1 searchable PDF or a Word document. And by the way,
2 having an inaccessible PDF that's so critical, you
3 know, to this hearing is a violation of title two of
4 the ADA and section 504, so.

5 (Applause.)

6 MS. GORAYA: We are asking that in the future
7 that this be taken more seriously. And also on the
8 WMATA website, there is no clear indication for
9 MetroAccess riders to get to the MetroAccess page. On
10 the WMATA website, all it says to get to the
11 MetroAccess page is accessibility. And accessibility
12 does not mean MetroAccess.

13 AUDIENCE MEMBER: Thank you. Thank you.

14 MS. GORAYA: So if someone who is trying to -
15 - especially someone who is new to the WMATA website,
16 who is a blind user who wants to get to the
17 MetroAccess page, cannot clearly find that page. So
18 that has to be relabeled. And there's also no symbol
19 of accessibility on that, on the WMATA page. So we
20 want that to be more clear.

21 Another thing is that the Metrobuses
22 themselves, the big buses, those are, you know, pretty

1 dangerous because of the lack of shock absorption.
2 Riders who are on the buses and who go over a slight
3 bump, you can really feel that because there's very
4 little shock absorption in the vehicle. And that can
5 be really dangerous to people with certain
6 disabilities.

7 So we want the buses to be improved. We want
8 there to be better shock absorption on the buses.
9 And, you know, that's really critical for those with
10 severe disabilities.

11 And lastly, we want there to be a flat rate
12 for MetroAccess riders because one way -- oh, a trip
13 going to a certain destination can be \$6.50, for
14 example. But the same trip coming back from that same
15 destination to the place you started at can be \$7.50.
16 And it's not predictable.

17 And for those with limited income, you know,
18 it's difficult for them to plan properly and budget
19 properly. So I think a flat rate would be easier to
20 manage. It would take less time to manage and less
21 manpower. And it would help people plan better and
22 budget better. Thank you.

1 (Applause.)

2 MS. GIDIGBI: Next is Ronald Grey.

3 MR. GREY: Thank you. My name is Ronald
4 Grey. I'm a Korean War veteran and a major mistake,
5 me and three people were going on a trip and the bus
6 was leaving from NCBS station and the bus that came
7 was the 59 and it didn't stop until it got to Belmont
8 Street.

9 And that's way down the street from where we
10 needed to be. And we had to go back over -- up a
11 block and the bus that came was the 59 and we wasn't
12 sure if it was going to stop there. So I had to hail
13 cab and go up because we had paid \$25 apiece to go to
14 Delaware. And the bus was leaving at 9 o'clock in the
15 morning. So if you're going to take a bus off, take
16 59 off because the 54 and the 52 going both ways is
17 standing room only all the time going both ways.
18 Please.

19 Thank you for the opportunity to testify.
20 But I need the 54 to go to Metro Center and to Takoma
21 Park because I have to catch the train at Takoma Park
22 to go places. And that's my story and I'm sticking to

1 it.

2 MS. GIDIGBI: Thank you.

3 MR. GREY: All right. Thank you.

4 (Applause.)

5 MS. GIDIGBI: Okay. Rosalyn Mackall,

6 followed by Nya Banks. Rosalyn? Nya?

7 AUDIENCE MEMBER: Nya.

8 MS. BANKS: It's Nya.

9 MS. GIDIGBI: Oh, Nya.

10 AUDIENCE MEMBER: That's right. Nya.

11 MS. BANKS: Okay. Good evening, everyone.

12 My name is Nya Banks and I'm on behalf of ATU Local

13 689, the union that represents most of WMATA's

14 unionized workforce.

15 Good evening. I would like to start by

16 saying that public transportation is not a for-profit

17 business. The purpose of Metrobus is to provide an

18 affordable, regional, accessible transit system.

19 I would like to read a small excerpt from the

20 Urban Transportation Act of 1964: "Findings and

21 purposes, section 2a. The Congress finds, (1) that

22 the predominant part of the nation's population is

1 located in this rapidly expanding metropolitan and
2 other urban areas which generally cross the boundary
3 lines of local jurisdictions and often extends into
4 two or more states; (2) that the welfare and vitality
5 of urban areas, the satisfactory movement of people
6 and goods within such areas and the effectiveness of
7 housing, urban renewal, highway and other federally
8 aided programs are being jeopardized by the
9 deterioration of inadequate provision of urban
10 transportation facilities and services, the
11 anticipation of traffic congestion and the lack of
12 coordinated transportation and other development
13 planning on a comprehensive and continuing basis; and
14 (3) that federal financial assistance for the
15 development of efficient and coordinated managed
16 transportation systems is essential to the solution of
17 these urban problems."

18 Now most of your service cuts that you have
19 proposed affect the poorest demographic of people in
20 this region. As a matter of fact, most of these cuts
21 affect Ward 8. The average income household in Ward 8
22 is \$34,824 while the rest of the District enjoys a

1 household income on average of \$83,000 per year.

2 The service cuts in D.C. are an obvious blow
3 to some of the poorest communities in the region. To
4 cut service in the 30N and S lines from the Ward 8
5 region to the furthest points north and west is to
6 further deny the already poor and disenfranchised an
7 opportunity for more education and employment.

8 The purpose of getting the 30 lines intact
9 was to ensure that people who could least afford
10 transportation would get a one seat ride uptown and to
11 totally eliminate the 34 line and midday service on
12 the W1 which provides service to one of the very few
13 grocery stores in Ward 8 is an outrage. Eliminating
14 any bus service at all would be a travesty at best.
15 But elimination of bus service in the Ward 8 region
16 would be cutting off a lifeline in the community.

17 I am also against the additional \$1 surcharge
18 for the A9 limited stop and the 25 cent surcharge for
19 cash transactions for the aforementioned reasons. I
20 grew up in D.C. riding the bus to and from school. My
21 routes were the 30, the 90, the X2, the B2 and the X8.
22 And yes, I'm so D.C., I rode Metrobus.

1 So in closing, WMATA shouldn't be eliminating
2 any bus service but instead should go back to the
3 jurisdictions in Maryland and Virginia and ask them to
4 remove the 3 percent growth cap. Thank you all for
5 your time.

6 (Applause.)

7 MS. GIDIGBI: Thank you. Okay. Next we have
8 Mike Golash, and followed by April Batiste.

9 MR. GOLASH: Hi. My name is Mike Golash. I
10 live in Ward 4 and I'm a former bus driver in
11 Washington, D.C. for 34 years. When Metro prepares a
12 budget, the first thing they should figure, what is
13 the level of service we have to provide to this
14 community. And then the second thing is who's going
15 to pay for that service.

16 Unfortunately Metro feels we should cut
17 service to reduce cost without real consideration for
18 the needs of the working people of this community and
19 with that these proposals are. We have a lot of very
20 wealthy people who have made a tremendous amount of
21 money off the services that Metro provides this
22 community. The Capital Center, the Nationals stadium,

1 the City Center.

2 Look around the area and see all of the
3 development that's going up. These people that own
4 this development, they're not paying their fair share.
5 They own the politicians in this city. And they're
6 transferring the cost of transportation, public
7 transportation onto the backs of working people either
8 through less service for higher fares.

9 Our outlook should be that public
10 transportation should be for the benefit of the
11 public, not primarily for the business community and
12 for their rich developers in this region. So what
13 does that mean concretely? Well, first of all,
14 MetroAccess should be free. These are mostly --

15 (Applause.)

16 MR. GOLASH: -- the lowest income on
17 disability pensions or disability insurance. They
18 don't have the resources to pay the outrageous fares
19 that they're charged.

20 Two, fares in general should be lower. Our
21 outlook should be we want to increase ridership
22 throughout this region. We want to reduce cars and

1 pollution in this area. We want to improve the
2 environment. The best way to do that is improving
3 public transportation, providing more service.

4 The best way of accomplishing that is to
5 reduce fares, increase service, increase train
6 frequency, make it easier to get around this region.
7 The people that run this city and this region, they
8 don't want to spend the money to do that. They want
9 us, the riding public, poor people, working people to
10 bear those costs while they make billions and billions
11 of dollars.

12 So that's the political struggle of this
13 community. We had Mary Ceh come up here and talk.
14 Yes. Why doesn't she go to some of those developers
15 in her area and say, look it, you've got to put up a
16 little more money? Trayvon White? Why doesn't he go?
17 He sits on the city council. Why doesn't he put more
18 money into Metro's budget?

19 If we do those things -- we have another D.C.
20 representative on the Metro Board. Why doesn't she go
21 to the politicians and say, look it, put up more money
22 to operate this system.

1 If we do that, we'll be more successful.
2 We'll have a better transit system. People will be
3 more satisfied. We won't need to cut any service. We
4 can have lower fares. And we can all be better off.
5 Thank you.

6 (Applause.)

7 MS. GIDIGBI: Okay. Again, if you all want
8 to be able to testify, there is also a second room.
9 If you have to leave because of time. The next person
10 up is April Batiste.

11 AUDIENCE MEMBER: How do we know if we're in
12 this room or the other room?

13 MS. GIDIGBI: We're calling all the names in
14 order. And so, if you want to be expedited, you
15 would probably go to the other room.

16 AUDIENCE MEMBER: If they're in order, how
17 does that expedite it?

18 MS. GIDIGBI: We are not calling the other
19 names, sir. So if you would like to speed it up, you
20 can feel free to go on the other side, okay?

21 AUDIENCE MEMBER: If you're calling in the
22 same order, how does that expedite it?

1 MS. GIDIGBI: Sir, as I told you, in terms of
2 chairing this meeting, I want to ensure that there is
3 respect and I want to ensure that I'm hearing from
4 everyone.

5 If you have a question, feel free to meet the
6 Metro staff outside and they can tell you where you
7 are in order. April, please proceed.

8 MS. BATISTE: Good evening. My name is April
9 Batiste. And I take the X1. And I want to know whose
10 bright idea is it to discontinue it. I take the X1
11 from Foggy Bottom-George Washington all the way to
12 Minnesota Avenue. If this bus is cut, I have to get
13 off at Union Station and transfer or what. Okay.
14 Four years ago, they were surveying all of the Metro
15 stations. People were standing there watching the
16 brief ridership go by. You know, what happened?

17 It's not fair, you know? The people -- the
18 bus drivers, we have excellent bus drivers. That
19 traffic is horrendous. I'm from D.C. There were
20 three rush hours when I was growing up. There's at
21 least six right now. The lights are all screwed up.
22 You know, they make the regular buses from planet Mars

1 to come downtown through the rush.

2 It's not fair. You know, the bus drivers are
3 not being treated fairly. The customers are not being
4 treated fairly. Why are you raising the fares for the
5 tourists? They bring money here. Why are you going
6 to make them pay more? That doesn't make any sense.
7 That's going to turn them away.

8 So I'm just trying to figure out where is all
9 of this stuff coming from. You know, you need to get
10 people on the bus and see what's going on. It just
11 don't make sense. It's not fair. If you don't know
12 what's going on, don't make that decision, you know?
13 And that's how I feel. And I love the X1. That's a
14 great bus.

15 There's a lot of people that take that bus
16 from one place to the other that gets them directly
17 home without having to transfer. We have seniors who
18 ride buses, you know? Consider us. We have to pay
19 for that. We are paying for bad service. At least
20 ask us. It's not fair. That's what I have to say.

21 (Applause.)

22 MS. GIDIGBI: Thank you. Russell Shaw?

1 Russell? Noah Hansen? Noah? Jack Wells?

2 MR. WELLS: Hi. I'm Jack Wells and I'm
3 representing the Palisades Citizens Association. PCA
4 represents over 7,000 residents of the District of
5 Columbia in the Palisades neighborhood in the western
6 corner of D.C. along MacArthur Boulevard.

7 Because we have no Metrorail service, we are
8 particularly dependent on the bus service provided by
9 the D5 and D6 bus routes. We were shocked to discover
10 that WMATA is proposing to completely eliminate the D5
11 bus route and cut late-night service on the D6 line.
12 We strongly oppose both proposals.

13 Transit service in the Palisades is not very
14 good to begin with. The nearest Metrorail services
15 are at Dupont Circle and Foggy Bottom, over three
16 miles away from the Palisades. Bus service is already
17 infrequent.

18 The rush-hour D6 buses run about 20 minutes
19 apart into Dupont circle and Farragut Square in the
20 morning and 16 minutes apart, returning to the
21 Palisades in the afternoon. They run half an hour
22 apart the rest of the day. Adding the D5 route to the

1 D6 increases overall frequencies to Farragut Square
2 during rush hour to about every 12 minutes in the
3 morning and 11 minutes in the afternoon.

4 So the loss of the D5 bus will thus reduce
5 frequencies from every 12 minutes to every 20 minutes
6 in the morning and every -- from every 11 minutes to
7 every 16 minutes in the afternoon.

8 Moreover, the D5 bus provides a faster
9 service into Farragut Square. It takes 46 minutes to
10 get from the Palisades to Farragut Square by the D6
11 bus but only 32 minutes to get there on the D5. The
12 D5 also provides a faster connection to the Metrorail
13 system, getting to the Foggy Bottom Metrorail Station
14 in 18 minutes while the D6 takes 35 minutes to get to
15 Dupont Circle.

16 The D5 bus also provides the only direct
17 service to the M Street corridor in Georgetown.
18 WMATA's proposal claims there is alternative service
19 to M Street that makes the D5 bus unnecessary. But
20 getting to the M Street corridor in Georgetown would
21 require changing buses from the D6 to the 31 or 33 bus
22 resulting in a total trip time of 32 minutes compared

1 with only 20 minutes by the D5.

2 Eliminating the late-night D6 service
3 eliminates an option for people attending sporting
4 events, concerts, theater and other downtown nightlife
5 events to return home by transit. Late-night D6
6 service is also especially important for staff at
7 Sibley Hospital, which our neighborhood depends upon
8 for both routine medical care and for emergency
9 medical services.

10 Reduced bus service, including reduced trip
11 frequencies, longer waits, increased trip times will
12 inevitably mean that more people will give up on
13 transit all together and drive their cars into
14 downtown, increasing congestion, reducing safety,
15 increasing pollution, reducing air quality, increasing
16 carbon emissions and exacerbating global warming.

17 We need better bus service, not worse, to
18 keep the Palisades an inclusive, accessible and
19 socioeconomically diverse community open to a wide
20 range of District residents. We strongly urge WMATA
21 to retain both the D5 and full D6 bus services. Thank
22 you.

1 (Applause.)

2 MS. GIDIGBI: Thank you. Rosalyn Mackall,
3 followed by William Long.

4 AUDIENCE MEMBER: Did you say William Long or
5 William Helin?

6 MS. GIDIGBI: William Long. But Rosalyn
7 Mackall will go first.

8 MS. MACKALL: Good evening, everyone.

9 AUDIENCE: Good evening.

10 MS. MACKALL: I want to thank everyone for
11 allowing me to come here. And I am a regular rider of
12 MetroAccess. I've been riding MetroAccess for 20
13 years. There have been some good changes, some bad
14 changes. But I understand that when we as blind
15 people want to download and try to read the budget, to
16 come to find out what was really going on, we were not
17 able to do it. We would like --

18 (Applause.)

19 MS. MACKALL: We would like you to have it in
20 Braille or a Braille format that we could read --

21 (Applause.)

22 MS. MACKALL: -- just as you have TTY and you

1 have the relay service. I know because I called and
2 that's all you gave me. And we want to let you know
3 that we are people just like you.

4 AUDIENCE MEMBER: Yes.

5 (Applause.)

6 MS. MACKALL: Now if your mother was blind,
7 would you like her to try to read something to get
8 information and it not be available? No. You would
9 not. So give us the same courtesy. Thank you very
10 much.

11 AUDIENCE MEMBER: Yes, sir. Yes, sir.

12 (Applause.)

13 MS. GIDIGBI: William Long, followed by Doug
14 Stallworth. William Long?

15 AUDIENCE MEMBER: Again, Long or --

16 MS. GIDIGBI: Long.

17 AUDIENCE MEMBER: Okay.

18 MS. GIDIGBI: So that's not you? Okay.
19 Farah Fosse?

20 MR. STALLWORTH: I'm Douglas Stallworth.

21 MS. GIDIGBI: Oh, you're -- okay. Come on
22 up, Doug.

1 MR. STALLWORTH: Good evening. My name is
2 Douglas Stallworth. And I'm a Ward 4 resident and a
3 former Metro and DDOT transit planner for over 40
4 years.

5 I would like -- the provisions I'd like to
6 comment on, I support a number of provisions in the
7 draft budget, including restoration of late-night rail
8 service, free transfers between bus and rail, lower
9 pass cost, improved weekend service for bus and rail
10 and charging a flat fare rail fare on weekends.

11 However, I have concerns about and oppose,
12 one, adding the 25 cent surcharge for cash use on
13 Metrobus without a much improved Metro SmarTrip retail
14 outlet. Two, charging peak rail fares after midnight,
15 which impacts late-night workers.

16 Three, increasing the fare on MetroExtra
17 route from \$2 to \$3 when you should be encouraging the
18 riders to use the limited stop service to save
19 operating costs, increase ridership and help riders
20 get to their destinations faster. It would create a
21 two-tier system that forces low-income riders to use
22 the lower cost, local buses.

1 On the bus service, I'm opposing a number of
2 bus service changes and eliminations including the
3 route 54, 59, mixing limited stops and local service
4 on the same route causes rider confusion, slower
5 service and with the proposed increase in fare on
6 MetroExtra routes, charging riders a higher fare on a
7 segment where the former local service operated.
8 Other systems including New York City Transit and Los
9 Angeles Metro charge the same fares on their limited
10 stop and local routes.

11 I also wanted to mention in the April 2018
12 Washington City paper, they named Metro the best new
13 bus line, the route 59 and the one reason why they did
14 that was because it got children to school faster.
15 And you're going back to local service on that.

16 Also the route E6 and M4, combining these
17 routes will force E6 riders to travel a longer, more
18 congested distance on Nebraska Avenue to the
19 Tenleytown-AU station as opposed to the shorter
20 distance on Western Avenue to the Friendship Heights
21 Metro Station.

22 And finally, about the B8 and B9, eliminating

1 the B8 and the B9 would force Fort Lincoln riders to
2 travel on the longer feeder route, the A6 to the
3 Brooklyn Metro Station or transfer to another bus at
4 Rhode Island Avenue and Franklin Street to access to
5 the Rhode Island Metro Station when traveling towards
6 downtown D.C., taking them out of their way. I would
7 like to thank you for the opportunity to comment on
8 these proposals.

9 (Applause.)

10 MS. GIDIGBI: Thank you. Farah Fosse? Okay.
11 If anyone is number 80 or above, you can be taken
12 immediately in the other room. Farah Fosse? Okay.
13 Nadine Leisz? Gojko Rebac? Okay.

14 MR. REBAC: Good evening, WMATA Board and all
15 the good, fine folks here. Mr. GT Rebac, Jr., and I'm
16 a physically disabled person. Luckily I'm not as bad
17 as -- or excuse me, that's not the right word.
18 Luckily I'm not as far down in the disability as all
19 the folks probably rightfully complaining about
20 MetroAccess.

21 But everybody's disability is different. So
22 anyways, so the main reason for me to come by here

1 tonight is -- and I've been complaining for a while
2 and coming to ANC meetings -- is the subtraction of
3 the 30N and 30S bus. We don't have enough buses
4 already, okay? I understand.

5 Believe me, I most definitely no fan of the
6 fossil fuel industry. But, you know, if it's a case
7 of -- because I heard it bandied about. If it's a
8 case of, well, you know, we want to cut back on the
9 buses and the traffic. Well, then switch over,
10 please, to hybrid and electric because what it is, I
11 don't have any human help, okay? I have to get my own
12 groceries. I use a wheel cart to do that. That's
13 like two or three times a week.

14 And what I kept finding out is -- now I hear
15 that the ANC has submitted video of this. I live
16 there. Many a time this past -- entirety of this past
17 fall and even into the summer -- I think it's a little
18 better maybe now. But I just already stopped shopping
19 at the Giant over there in Cathedral Heights off of
20 Wisconsin and Newark because I'm sitting there.

21 And I don't begrudge the kids anything. You
22 know, they have to go to school and they have to get

1 back and forth from school. But I'm sitting there,
2 you know. Every one of those buses come by and it's
3 all packed full. I can't fit on there with my cart.
4 I can't even fit on there just if I didn't even shop
5 that day.

6 So you're sitting there. One bus comes by
7 and that's another 15, 20 minutes until the next one.
8 And then another 15, 20 minutes until the next one.
9 I'm not kidding you. This was two, three times a week
10 this was happening.

11 And then, so then I'm hearing, okay, you
12 know, you guys are going to propose to cut 30N and
13 30S. So then that's a 50 percent reduction in those
14 bus lines there that are going down Wisconsin Avenue.
15 Now, you know, the rollout here, no one ever said that
16 you guys were planning to, you know, possibly
17 subsidize.

18 But I'm sorry. Color me leery. I feel
19 probably there's going to be a number crunch that's
20 going to happen and we're just going to forget about
21 the working poor and disabled people. We shouldn't
22 have to.

1 I mean, look, this seems to be a case, a
2 theme of possibly robbing Peter to pay Paul, okay,
3 because what I was hearing is that you guys -- I
4 understand.

5 You know, you've got to keep up Metro trains.
6 But I'm in a Metro train station cavern is where I am.
7 I can't walk up these hills anymore and distances of
8 miles to get to a Metro station. The bus is all that
9 I have.

10 MS. GIDIGBI: Okay. Thank you.

11 MR. REBAC: Okay. Okay. Thank you,
12 everyone.

13 (Applause.)

14 MS. GIDIGBI: Next we have Carla Garcia.
15 Elena Ateva?

16 MS. ATEVA: Good evening, everybody. My name
17 is Elena Ateva. And I would like to speak in
18 opposition of the elimination of the bus line D5. I
19 live in Bethesda, Maryland on Sangamore Road and
20 Sentinel Drive. So I'm just outside the D.C. line.
21 This is the only option. So there is no redundancy.
22 This is the only Metro option for me.

1 I use the line daily to get to work and to
2 get from work. This is just a commuter train. So it
3 doesn't interferes with the morning, really the
4 morning rush hours and then by -- so there is very
5 limited service already for the bus. Since I don't
6 have another good option to commute to work, I would
7 have to drive. And I don't drive. So I'd have to
8 learn to drive.

9 And this is also the situation for many
10 neighbors in my community who are here to work either
11 with embassies or with some other international
12 organizations and for whom the D5 is really a very
13 quick and easy way to get downtown. Many of them come
14 from two, three years. You'd have to see the driving
15 in Bethesda. It's horrendous because these are guys
16 or, you know, people who are just learning to drive.

17 So imagine that and couple that with the
18 really hectic busy driving and imagine what that would
19 create, you know, the danger for everybody on the
20 road. In addition to that, my community is about 200,
21 300 people. The average age is about 75. I live in
22 Sumner Village.

1 Many of them are in a position not to be able
2 to drive any longer. Yet they still want to be able
3 to get to D.C. to enjoy social life, to enjoy their
4 retirement, to be able to visit the museums. And
5 that's the only way to get downtown, again without
6 creating a danger for others.

7 My next-door neighbor just had a heart
8 attack. So imagine if she had that while she was
9 driving in her own car and had a heart attack. Each
10 of the buses I take, and I take any bus from 7:30 to
11 8:30, is packed. They run every 15 minutes. So
12 that's an additional 30 to 40 people on either at
13 MacArthur or part of -- and they're already congested.
14 So the way this would increase congestion in the
15 community is really substantial. So you have to
16 consider that.

17 I just -- for me, public transportation is a
18 way to improve quality of life and to reduce
19 congestion. It's not a way to improve car ownership
20 or to -- you know, to go about that way. So it's
21 really thinking carefully how your proposal will
22 impact everyday people. I have two seniors sitting

1 here with me and hearing so many people with
2 disabilities and I'm a human rights attorney myself.

3 I've been appalled at how many have had to
4 come down here to testify for their basic human rights
5 instead of being heard in their own communities. And
6 it's really -- and how we treat people with
7 disabilities in our communities really show what we
8 are as a society. Thank you so much for --

9 (Applause.)

10 MS. GIDIGBI: Dwight Martino? Ray Phillips?
11 William Helin? Come on up.

12 MR. HELIN: William Helin. I live in
13 northwest D.C. and I'm here to oppose the elimination
14 of the 30N, the 30S, the 37, the B1 and I'm also
15 opposed to combination of the B2 with the G4. I take
16 all of these buses. I take the bus every day to and
17 from work. I can't say I take every one of those
18 buses every day. But I've been on all of those buses.

19 The B2, I know very well. I take it mostly
20 in the morning. When I'm getting on, I'm seeing a lot
21 of students who are going to school getting on that
22 bus. It is heavily used. In the evening coming home,

1 I'm on the B2. I see a lot of Hardy students. I see
2 a lot of Hardy Middle School students also getting on
3 when I'm on the 30N or the 30S.

4 I'll also get on the 31 and the 33. So I'll
5 take any of those. When I get on the 30 buses, I get
6 on at Farragut. There's a lot of people who are on
7 the bus already going west, which is the direction I'm
8 going. Guess what? They're maybe going to George
9 Washington University Hospital. They're going to work
10 at Safeway. They are not coming from the Metro, what
11 I'm doing. They're coming from southeast D.C. to go
12 to work or to go to the hospital.

13 So if you don't have the 30N and the 30S,
14 like a lot of other people have said, you're going to
15 eliminate that possibility. Further, as others have
16 said, they are heavily used. When I'm on the 30 buses
17 in the afternoon going through Georgetown, they are
18 commonly completely full.

19 So by reducing the number of buses -- I've
20 heard hearsay that the 31 and 33 would be added. I've
21 not seen anything on that. That would help for that
22 business. It doesn't help on the others that I was

1 talking about, the 30N and 30S. That doesn't -- it
2 just doesn't make sense to me.

3 The 37 is a bus I don't take a lot. But when
4 I'm on it, there are a lot of people on it. One of
5 the reasons why I -- another thing I want to emphasize
6 is reliability with redundancy.

7 If you look at the lot of the papers I saw
8 before, eliminations were for redundancy, redundancy,
9 which I don't see a lot of. But in the case of some
10 of these buses, because the reliability is not so
11 great sometimes, having some ability to get on a
12 different bus is really important. So, you know,
13 you've got to take all of these things into
14 consideration. And so, for all of those reasons,
15 frankly I think the proposal is a little bit crazy
16 frankly. Thank you.

17 (Applause.)

18 MS. GIDIGBI: Thank you. Kelly Boddie?
19 Linda Hunter? Oh, Kelly. Okay. Oh, okay. I'm
20 sorry. I was running through names. So, Dwight?

21 MR. PHILLIPS: Thank you. My name is Ray
22 Phillips.

1 MS. GIDIGBI: Okay.

2 MR. PHILLIPS: I've lived in D.C. since 1983
3 and I've lived in Glover Park since 1988. Glover Park
4 has no Metro station. So there, the bus is the only
5 form of public transportation we have. Many of the
6 buses, most of the buses that we have have been
7 proposed to be either eliminated or significantly cut
8 back. I'm opposed to all of those.

9 The D1, the D2, the G2, the D6, the 30N, the
10 30S, the 37, the D5. All those lines that go through
11 or around Glover Park have all been proposed to be cut
12 back. And that is going to have a serious effect on
13 our residents, on our businesses, on people who come
14 to work in Glover Park and on property values.

15 You cannot cut your way to a healthy Metro
16 system.

17 (Applause.)

18 MR. PHILLIPS: I was at the January 16th
19 Board meeting and I got that packet and I carefully
20 looked it over. That packet estimates that there are
21 going to be 5 billion person trips affected, which I
22 assume means eliminated or potentially eliminated

1 because of these cuts.

2 That is a lot. That is a lot of ridership
3 that you're willing to say goodbye to. And to me,
4 that is a very, very bad idea. We need to be
5 expanding service, improving service and trying to get
6 more riders, not trying to cut back so you can save
7 money.

8 I think that the whole process that has been
9 gone through with this has not been a good process.
10 As some other folks have said, the details of what was
11 going to be cut and how it was going to be cut were
12 only made public on February 10th, I believe it was.

13 There has only been one outreach activity in
14 D.C., and that was today at 4 o'clock in the room
15 across the hall. It was a very good activity. You
16 had, you know, 10 people there talking about what the
17 plans were, getting people's input.

18 What you needed -- but between now and the
19 time when comments close, that's only five days.
20 Instead of having five days of outreach and comments,
21 what you need is five months. This should not be
22 linked to the budgetary process. It seems like it

1 should be separate from the budgetary process.

2 It should be a multiyear period during which
3 you really study and understand the implications of
4 the changes that you're proposing because all of these
5 changes will affect real people, hundreds of thousands
6 of people who work, who go to school, who live in the
7 District or visit the District. And it will be a
8 negative effect. So I think all of the changes you're
9 proposing are wrong. I would not cut back any of
10 these bus routes.

11 (Applause.)

12 MS. GIDIGBI: Thank you. Kelly?

13 MS. BODDIE: Good evening. My name is Kelly
14 Boddie. I'm a resident of Ward 8. I'm opposed to the
15 30N, 30S and 34 being take off completely. I use
16 these buses every day. And I don't have to take the
17 train because I can just go across the street and take
18 one bus all the way to my job.

19 And I know I saw in a packet that it was low
20 ridership. And I wanted to know according to who
21 because when I get on the bus in the morning, it's
22 very crowded. When I get off work in the afternoon,

1 it's very crowded. So where's the low ridership
2 coming from?

3 I do, you know -- I'm for the -- because I
4 reload my SmarTrip every week. So I'm happy with the
5 fact that it'll be going down again because it was \$17
6 once before and last year it was reduced to \$15 and
7 now I'll be happy it'll be reduced to \$12. So I'm for
8 that. And thank you for allowing me to speak. That's
9 all.

10 (Applause.)

11 MS. GIDIGBI: Thank you. Linda Hunter?

12 MS. HUNTER: Good evening. I live in Ward 8
13 and my complaint is against you removing that A4 bus.
14 That's the only bus that we have in that community
15 that takes us from up that hill straight to Anacostia
16 Station.

17 Now you want to remove it and give it to the
18 employees that's working over there in that new
19 section. So now you want me to wait for a Deanwood
20 basis to come all the way down to Congress Heights
21 Station to pick me up to run me up the hill and then
22 run me back down. That is ludicrous. You're taking

1 me completely out of my way.

2 I work at the ballpark. So I'm at work three
3 hours ahead of a game. I get out at 10:30. I hit the
4 station at 10:45. I'm already on Navy Yard. Now I
5 have to bypass Anacostia, where I live and go out of
6 my way to Congress Heights, staying somewhere and wait
7 for that Deanwood bus to come to take me up the hill.
8 But I shouldn't have to do that. That's all I've got
9 to say.

10 (Applause.)

11 MS. GIDIGBI: Ms. Linda, what bus line did
12 you say?

13 MS. HUNTER: A4.

14 MS. GIDIGBI: Okay. Thank you. Frances
15 Mellion?

16 MS. DIOP: Good afternoon. My name is
17 actually Monique Diop. Frances Mellion has actually
18 been here the whole time. My name is Monique Diop.
19 I'm an ANC commissioner for Ward 8. I represent the
20 Bellevue area. And I am here today to discuss the
21 closing of the buses in Ward 8. It already takes me
22 one-eighth of my day to travel east of the river.

1 By you eliminating most of the buses used in
2 my commuting like the A4, the W1, W4, W5 to reduce
3 service is to save money for who? It seems to me that
4 this is a reflection of the larger push to defund
5 things that are of a benefit to the city's urban
6 areas.

7 On some of the pamphlets that you have put
8 out, it says eliminate service in both routes. Most
9 of the southern end of the line will be replaced by an
10 extension of the route W4, the D.C. Village, Fort Drum
11 and service at the northern end of the U.S. Coast
12 Guard Headquarters will be replaced by the extension
13 of route 8A.

14 This exact statement is a slap in the face.
15 What about the people that already live in our
16 community? What about the Congress Heights community,
17 the Bellevue community, the Fort Drum community?
18 These are the people who need here and they need this
19 support.

20 We already live in a food desert. I already
21 live in a neighborhood that cans and some Uber and
22 Lyft drivers discriminate against and we already live

1 in a community where there are limited health services
2 to get to my community and doctor's appointments if
3 I'm across town. And now we're the people that are
4 going to be stuck; well actually, not me because I
5 drive. And unfortunately I have do have other options
6 that no one does have.

7 I'm here to testify for the neighbors in my
8 community who don't have that extra 25 cents to load
9 their fare card. My elderly neighbors who depend on
10 those cut lines taking up and walking up those large
11 hills like on Galveston Street, meandering.

12 I'm here for the children who have the most -
13 - and we do have the most children in Ward 8 and these
14 are the ones that take the buses that go to school, to
15 go to the educational resources and also to
16 recreational centers.

17 I'm here to represent those cashiers, waiters
18 and cooks in the area that work late and often
19 overtime just to pay the extra bit that it's going to
20 cost for Metro. I'm also on the transportation
21 committee and we are forever talking about accidents
22 and crashes and pedestrian safety.

1 Adding more connections and transfers
2 increases that problem and increases the time that
3 seniors are outside alone. It increases the times the
4 mothers with children will not have time to get the
5 homework done or meals cooked. Today I logged onto
6 WMATA to see how much -- how long it would take for me
7 to get work by catching a bus. It's going to take me
8 83 minutes if I do take the bus and I live in the
9 Bellevue area. And we know that I work in Chinatown.
10 And that's only seven miles.

11 So once again, if you guys cut some of the
12 services in Ward 8, it's going to be detrimental to
13 the time it takes for us to transfer and to just get
14 ourselves around the whole community. My commission
15 8D has not met this month. But we are encouraging our
16 neighbors to contact you nonstop to voice their
17 opinions as well.

18 A lot of people in my area are against the
19 cuts here, especially for the A4 and W1 because this
20 is the bus that takes us to Anacostia. By taking that
21 bus away, it's going to add extra connections and
22 extra commuting time. We already spend enough time on

1 other buses getting back and forth from east of the
2 river.

3 You tell us not to drive our cars. But the
4 city preys on us when it comes to speeding and parking
5 tickets. I don't know if you guys want us to be
6 stranded. But that's exactly what it feels like.
7 Thank you for your time.

8 (Applause.)

9 MS. GIDIGBI: So I just want to clarify, just
10 so that we have fairness in the process, if I call
11 your name, you need to come up if you are the person.
12 If you're switching or having someone else speak on
13 your behalf, please notify that. Since you are an ANC
14 member, it is why you were allowed to go. I would not
15 allow that for anyone else.

16 MS. DIOP: Thank you.

17 MS. GIDIGBI: Okay. Thank you. All right.
18 Next on line is Jane Lyons. Jessica Loker? Muriel
19 Lewis? Tim -- oh, okay. Thank you.

20 AUDIENCE MEMBER: Can you tell us what number
21 you're up to?

22 MS. GIDIGBI: Forty-one.

1 MS. LEWIS: Good evening, everyone. My name
2 is Muriel Lewis. I'm a resident of Ward 7. And I'm
3 here to oppose the elimination of the V1 bus. I
4 wasn't planning to speak today.

5 But since I was asked to, I'm here to let you
6 know it seems to me that a lot of these bus cuts, and
7 I know especially the V1, they're cut out of the
8 residential side streets. And they're needed because
9 they lead up to the main arteries.

10 The V1 bus, it starts at Hannah Street
11 Southeast and then it goes out to Texas Avenue, Ridge
12 Road and Minnesota Avenue. But that's -- for some
13 people, that's the only bus they have to get to those
14 main streets to connect to other buses. The V1 in
15 particular leads out of the side streets. It goes --
16 but when it goes to Minnesota Avenue, it's the only
17 one that goes to the left towards Pennsylvania Avenue.
18 The U5, the U6 and maybe a couple of other buses, they
19 all go to Minnesota Avenue.

20 I don't -- for me, if I were -- if you
21 eliminate the V1, I have to take U5 or U6, transfer to
22 a V4, then transfer to a P6 to get to M Street over by

1 the Navy Yard. The V4 only goes to New Jersey Avenue.
2 So that's why I can't even take that bus, although it
3 does go on Minnesota Avenue. So the V1 is desperately
4 needed.

5 A lot of the -- I catch that bus at 6:24 a.m.
6 That bus has people going to work. There are a lot of
7 students going to I think it's Jefferson Middle School
8 and other mothers are taking their kids to daycare.
9 And so, that bus is needed. It is needed during that
10 day.

11 Also I don't take the Metro. I mean, I know
12 I pass by several metros. But it doesn't make sense
13 for me to take a bus to the Metro, Minnesota Avenue,
14 go all the way to L'Enfant Plaza, transfer, get on the
15 Green Line to come back to southeast to get off at the
16 Navy Yard. That just doesn't make any sense at all.

17 With the V1, I get to work roughly in 30
18 minutes, sometimes less because it's at 6:00 in the
19 morning and there's a little traffic. But a lot of
20 those people go a lot further. So I would have to
21 transfer to take three buses.

22 Some people may need four because they're

1 going over by the Smithsonian and I think it's the
2 USDA, Jefferson School and a few other places.
3 They're going towards the Seventh Street. So I think
4 that's the plaza. But we're the only -- that's the
5 only bus we have. And I also oppose the surcharge for
6 the 25 cents.

7 (Applause.)

8 MS. GIDIGBI: Okay. Thank you. Tim Callis?

9 MR. CALLIS: Hello. My name is Tim Callis.
10 I am here from Falls Church, Virginia trying to save
11 the 3T bus. The 3T is by itself a very small, local-
12 only access bus. It runs through the communities and
13 it is the only way to get to or from anywhere with any
14 public transportation. Some of the stops for that
15 route are literally two or three miles from any other
16 public source. You can't get anywhere in that
17 community.

18 I'm on the board of directors of the 500
19 condominium building. I personally bought within that
20 condo building because the bus pulls out in front of
21 my lot. My wife is disabled. She's not able to walk.
22 If that bus goes away, I'm going to have to sell or

1 move because she can't move anywhere. She can't get
2 anywhere. This is her only opportunity to get
3 anywhere within the community.

4 I don't have an option of a secondary bus. I
5 don't have an option of bus A versus B versus C. This
6 is the only choice that we have. And I understand
7 that this is a low ridership bus. But part of the
8 point of having a community bus is to get the
9 community out and about. That bus runs through
10 several hundred houses. It runs through several dozen
11 different large apartment buildings and condo
12 buildings. It accesses a lot of people.

13 It's already a limited service. Most of the
14 time it only runs an hour a day. I'm sorry. Most of
15 the time, it only runs once per hour. It doesn't run
16 on Sundays. It doesn't run on holidays. It doesn't
17 run in the evenings. It is a limited service.

18 But it is the only service that those people
19 have. And with several thousand people looking at
20 that bus as an option, as a safety route, that's how
21 they get out of their homes. And it would be a shame
22 to see that go. I understand it is low ridership. I

1 understand it is outside of the main hub of what you
2 guys care about because it's out in Virginia.

3 But it's still a necessary function and it's
4 the only way that we have to get some places. I would
5 actually quite frankly understandably say it's worth
6 bugging Virginia to pay more money. Pony that up. We
7 are outside of the norm. They should pay for that.
8 And as an owner and resident there, while I don't want
9 to pay more, I understand that it makes sense. This
10 is a service that is primarily for the city.

11 If you want to bring people like me into the
12 city, we need to have a way to do that. My wife will
13 never make it in here unless there's a bus to pick her
14 up. And if you don't want her business and you don't
15 want her to purchase and you don't want her to work
16 and you don't want her to participate in the city,
17 this is the way to do it because you can't have her
18 helping out the city unless she has a way to get to
19 the city. Again, we just want to have a way to be
20 able to do that. That's all.

21 (Applause.)

22 MS. GIDIGBI: Thank you. Oscar Giron?

1 MR. GIRON: Hello. Good evening. And thank
2 you for giving me the opportunity to speak here. When
3 my name was called, I wanted to jump up and down like
4 the contestants of The Price is Right. Unfortunately
5 the reason why I'm here, like most of my community
6 members, is because we feel that the price is wrong.

7 When you look at what's proposed here, we're
8 looking at 37 potential routes that are being cut out
9 and that impacts thousands and thousands of people.
10 Now I'm here specifically for the community that I
11 serve which is idle towers. We focus mainly on the
12 3T.

13 However in listening to the entire community,
14 I feel for everyone here. You know, I feel for them
15 because they have legitimate concerns that my
16 community as well shares in that bond with them. And
17 we feel that in looking at this, that I don't know.

18 I don't know what are more can we do as a
19 community working with you to make it possible for the
20 dialogue to perhaps expand itself a little bit longer.
21 But I just can't imagine that, you know, just cutting
22 all of these routes is the best approach.

1 While we look at this, it may not seem like
2 it's a scorched earth policy from the budgetary
3 perspective, from the real-life scenario that everyone
4 like me and members face, it is in fact a scorched
5 earth policy for them because for them, when they look
6 at this, they're going to think that this is about the
7 George Washingtons, it's the Abe Lincolns, it's the
8 Benjamins, not about the Washingtonians, the
9 Marylanders and the Virginians.

10 And so, as much as it pains me, you know, to
11 sometimes be stuck behind a bus, I take solace I
12 knowing that the people that come in and out of those
13 buses are people that are being served and they're
14 served well. And on that note, I'm happy that we have
15 this type of a transit system.

16 But on another end, and this is in a very
17 personal way, you know, I grew up -- you know, I'm an
18 American citizen now. But initially that wasn't the
19 case. And growing up, you know, my mother and I, we
20 would take the bus because that was our only way to go
21 from point A to point B to point C to point D and
22 anywhere else we needed to go.

1 And that is still the case for many of my
2 fellow community members, whether they're
3 Washingtonians, Virginians or Marylanders. So that's
4 all I have to say. Thank you for your time.

5 (Applause.)

6 MS. GIDIGBI: Thank you. Kate Dean? Meghan
7 Gibbons?

8 MS. GIBBONS: Hi. I'm here to oppose the
9 cancellation of the E6 bus in Chevy Chase which runs
10 from Knollwood military home to Friendship Heights.
11 The proposal to consolidate the bus with another line,
12 the M4, is not a solution because the route doesn't go
13 anywhere near the final destination of E6, which is
14 Friendship Heights. So that's a mile away.

15 I've taken this bus for 10 years to the Red
16 Line Metro train at Friendship Heights. And then I
17 take the train north to the Rockville Metro Station.
18 So I spend about \$11 a day on Metro, which is about
19 \$2,600 a year. That's a fiscal investment that I'm
20 making to ride Metro.

21 But I believe that Metro also wants --
22 environment, as its mission statement says. One of

1 your strategic goals is to attract and maintain
2 ridership on Metrorail and Metrobuses. Cancelling the
3 E6 bus will drive people from your ridership, not
4 encourage it. If the E6 is cancelled, I will begin to
5 drive to my job in Rockville.

6 Using Metro's calculator, that's 3,800 pounds
7 of CO2 a year back into the atmosphere. I don't want
8 to do that. But I can't walk 45 minutes in the
9 morning to the station and then 45 minutes in the
10 evening. That's just -- it won't work for me.

11 And then, the neighborhood skews elderly.
12 There are a lot of people who can't work -- I mean,
13 who can't walk who live in the neighborhood. And many
14 of them can't drive because they have cataracts or
15 they have disabilities, including hundreds of people
16 who work or live at the Ingleside retirement home and
17 the Knollwood retired military facility, both of which
18 are on that bus line. In fact, there's a photo of a
19 resident boarding the E6 bus on their website to prove
20 how well-connected they are to the Friendship Heights
21 neighborhood.

22 I want to keep riding Metro, bus and train.

1 But this cancellation makes it impossible. I think
2 this was a shortsighted plan that does not take into
3 account the patterns of the ridership on the E6 and
4 the loyalty of the riders to a bus line that has
5 operated for decades.

6 Many people bought houses in that community
7 because they knew the E6 was going to take them to the
8 Red Line. Many people have employees who work as
9 nannies or housekeepers or caregivers to the elderly
10 who use this bus to get into the neighborhood.

11 And I want to make one final point about the
12 poor planning and the data. Over a two-week period,
13 Metro employed counters on the E6 to manually count
14 the ridership. And in one of those weeks, all of the
15 school-aged children who ride the bus were on winter
16 break. So their ridership is entirely absent from the
17 final numbers.

18 And on top of that, those counters, all of
19 whom wore earbuds and didn't interact with all of the
20 passengers, could have been used to give the Board
21 valuable insights about the ridership if they're being
22 strategic, things like final destinations, commuters

1 versus visitors, those traveling to work or to home or
2 to facilities on the route.

3 All of this intelligence could have helped
4 Metro to devise a solution that serves the community.
5 Instead we became just numbers. And this type of
6 interaction does not build trust. It creates
7 divisiveness. If Metro really wants to attract and
8 maintain ridership, it should consider better
9 communication with the community about its needs.

10 I think it would find many loyal customers on
11 the E6 bus line and apparently many other bus lines
12 who share Metro's values. Thank you.

13 (Applause.)

14 MS. GIDIGBI: Thank you. Victoria Covington?

15 MS. COVINGTON: Thank you for the hearing and
16 letting me testify. I'm really speaking on the older
17 30 buses, especially the 30N. Unfortunately I don't
18 like to be a woman with a cane outside at 2 o'clock in
19 the morning.

20 But if I don't catch the 236 bus leaving the
21 Metro station, I have to wait all the way until
22 quarter to 5:00 for the next bus. The subway is not

1 open. If I'm more than two minutes late for my job, I
2 get docked a whole 45 minutes. They only give us two
3 minutes grace period.

4 So if you take the 30N, I don't know how I
5 would get to work because I have to leave my house
6 like 10 minutes after 2:00 in the morning. I'm in the
7 bed by 7 o'clock. In order for me to get down there
8 to catch that last 30N that's leaving out. Then I get
9 up to Tenleytown Metro Station.

10 So the 31 and the 33 would not help me that
11 time of morning because I'm walking from Van Ness
12 Street over to American University. I have to be
13 there at 6:00. I get to work two hours early. But if
14 I don't catch the 236 bus, I will be late for work.
15 And I'd really appreciate it if y'all don't try to cut
16 it because I really need it and I don't have money to
17 be catching Uber or Lyft.

18 And like I stated, the station is not open at
19 that time of morning. And it's very dangerous to be
20 out there. But I know I have to get to work. But
21 thank you for your time.

22 (Applause.)

1 MS. GIDIGBI: Thank you. Elisabeth Poteat?
2 Sabrina Lewis?

3 MS. LEWIS: Good evening. My name is Sabrina
4 Lewis and I'm here to represent the 30N. The 30N is
5 my lifeline, okay? I bet you and you, I'm sorry,
6 panel, have cars. I do not. I'm quite sure that I
7 make half of what you make.

8 I'm here to say that in the mornings, the bus
9 line is crowded, at 7:00 in the morning, 6:00 in the
10 morning, 8:00 in the morning. And there's school
11 children that transfer that go to charter schools.
12 There's young children. I'm talking about
13 kindergarten aged children up to middle school. There
14 are a lot of people who use that bus to go across
15 town. The bus is crowded in the evenings as well from
16 6:30 and so forth.

17 So to eliminate the 30N and for the 30N on
18 the south side of town in the Hillcrest area, it's a
19 long way. It's a lot of -- it's not a lot of access
20 to either Alabama Avenue or Pennsylvania Avenue to
21 catch another bus because it's a long -- the access is
22 limited and it's not easy. It's hilly. It's very

1 hilly. The Hillcrest area is very hilly.

2 So in inclement weather, trying to walk down
3 from Alabama and Branch to Pennsylvania Avenue to
4 catch a bus, it's a lot. It's a hardship on everyone,
5 children, adults and so forth. Also I've been
6 catching that bus my whole life, ever since I was
7 eight years old. I catch the bus now to go to work.

8 As I said, I don't have a car. I also work
9 night shift. So on Sunday mornings, if you cut the
10 bus out, how am I going to get home? And the 36 now
11 on the manifest only run once per hour. And it's also
12 a hardship. Take into consideration you're saying
13 we're going to eliminate the 30N. We're going to
14 increase or use the 36. But you're cutting it off at
15 GW. That's unfair.

16 If it's raining and I have my grocery bags
17 from wherever, whatever shopping bags that I have or
18 my book bag, it's unfair to say -- for you to say to
19 me get off the bus, walk who knows where in GW to
20 catch another bus when I'm already on a bus going to
21 my destination. Thank you.

22 MS. GIDIGBI: Thank you.

1 MS: Save the 30N.

2 (Applause.)

3 (Audio switch.)

4 MR. LAWSON: -- doesn't even run at all on
5 the weekend. So you're asking people to do one of
6 three options, especially on Sunday. Amtrak from the
7 airport, as we know, costs too much. Howard County or
8 the 201 that goes all the way into Shady Grove.
9 That's the nearest station from the airport. And then
10 you catch the Red Line to the transfer stations
11 downtown. That's just too much and you've got a
12 station that's 45 minutes away.

13 Now I understand about saving money and I say
14 this respectfully. Did anyone at Metro consider that
15 when they started working on the dollar save more
16 project? Did anybody think about saving money when
17 they started thinking about adding the Purple Line?
18 Now don't get me wrong. I am in support of this.

19 But at the same time, we've got to focus our
20 attention on people at home. Who is the home?
21 Everybody who's been here. Everybody who's been in
22 the other rooms. Everybody who's been at the other

1 meetings the last three days, everybody who sent
2 emails.

3 We've got to take care of them first and
4 whatever money that may be left over, we can put into
5 that because the idea of not only just my bus but any
6 other buses getting cut, that is insane. And to
7 everybody else who did ask about the website, it's
8 WMATA.com/MetroAccess if you want -- if you want to
9 have access to the system. All right. Thank you.

10 MS. GIDIGBI: You still have -- thank you.

11 (Applause.)

12 MS. GIDIGBI: Okay. In all fairness, because
13 he's blind, if you still -- there was still 15 minutes
14 if you wanted to talk about the Metro. Fifteen
15 seconds. I'm sorry. Fifteen seconds if you wanted to
16 talk about MetroAccess.

17 MR. LAWSON: MetroAccess. Real quick, I do
18 want them to start running to BWI and Dulles. It's
19 just not fair to me just going to Reagan because
20 people with disabilities fly in and go to airports
21 too, not just the sighted.

22 MS. GIDIGBI: Thank you. Madeline Purkerson?

1 Steven Stark?

2 MR. STARK: Good evening. Steven Stark, from
3 Ward 7. I wanted to speak about my opposition to the
4 eliminations of the 30S, 34, 30N and the rerouting of
5 the W4. I question how does reducing bus lines by
6 crowding other bus lines, increasing fares during the
7 Monday to Friday rush hour perform the stated goals
8 and initiatives of furthering improving service and
9 the customer experience as a whole.

10 Further, isolating parts of the city as well
11 as Prince George's and Montgomery counties by
12 eliminating bus lines shows a demographic and economic
13 bias on the part of WMATA. I just don't see that it's
14 necessary.

15 In 2018, WMATA eliminated bus lines such as
16 the E5 and rerouted the circulator east of the river,
17 southeast D.C. on the other side of the Anacostia.
18 WMATA at the time gave riders the options of the 30S,
19 the 34, the 30N and the W4.

20 Now we're here in 2020 and you propose to
21 take the 30S, the 34, the 30N and reroute the W4.
22 Again, I'll just ask what's going to happen in 2021 to

1 the options that you're going to give people for the
2 changes that you're going to make in 2020. You going
3 to eliminate those too every two years?

4 All your so-called service improvements are
5 around weekend service, I noticed. And I contend that
6 the majority of the riders are actually on the weekday
7 service -- than the weekend, a service that I would
8 contend may not be considered the best as it is right
9 now.

10 Further your fare restructuring is largely
11 based on so-called benefits of passes for short-term,
12 passes of the three days, the seven days. I notice
13 those are for trains and buses. And I contend that
14 those basically only help tourists. I don't see that
15 as being something that's going to be used by a lot of
16 everyday riders. They're not going to buy a three-day
17 pass.

18 I see that these things are just more and
19 more of an attempt to drive people away from the buses
20 and towards the trains. But that isn't possible for
21 everyone. There are just some parts of the city and
22 outside of the city that are not just not going to get

1 to that train. And in 2018, it was recommended that I
2 even drive into Maryland, out of the District, park in
3 a lot and use one of the stations out in Maryland and
4 take a train in. Why would I ever do that?

5 MS. GIDIGBI: Thank you.

6 (Applause.)

7 MS. GIDIGBI: Loretta Gray? Thank you all
8 for your patience.

9 MS. GRAY: Thank you for giving me this
10 opportunity. This is a first time for me. I have
11 several buses that's going to affect me. A1 -- I
12 mean, X1, X8. But one main concern is the W5. And
13 I'm speaking on behalf of disabled riders who can't be
14 here tonight.

15 We have quite a few that goes to the naval
16 research every morning. And it's about over 20 to 25
17 each day. We ride the bus together. All of us have a
18 certain disability. A lot of them come from Knollwood
19 and they depend on that bus. And a lot of them have
20 to call in to let people they're on the bus coming.
21 That's how disabled they are. Then you have the
22 students at Job Corps.

1 You have a lot of students that's on campus.
2 That's where I work. And you have a lot of students
3 that's non res students that catches that bus in the
4 morning. They have to be in class at 8:00. So they
5 have to get on that bus early in the morning. That
6 bus is already, what -- it's only scheduled for rush
7 hour. That's it. I mean, it's not like it's taking
8 up a whole lot of budget money because it's very
9 limited on its time.

10 The W4 is not going to satisfy us. That goes
11 to Congress Heights. There's a lot of things that
12 happen in Congress Heights, vicious stuff. I don't
13 want to have to go to Congress Heights. I'm on the
14 stuff at 10 minutes to 6:00 every morning. And I just
15 need the W5. And a lot of them are not here to speak
16 for themselves. But I'm speaking for them. And we've
17 had conversations on the bus pertaining to this.

18 So I'm representing them today. Please keep
19 our W5. It doesn't run on the weekends. It only runs
20 during rush hours. We can deal with that. I
21 appreciate it. I'll deal with the other two buses
22 somehow. But the W5 is my most important one that I'm

1 concerned about. Thank you.

2 (Applause.)

3 MS. GIDIGBI: Thank you. Madelyn Spirnak?

4 Travis Swanson? No? I think that one was over.

5 Sonia Torres? Ancil Torres? Michelle Fletcher?

6 Victoria Brown? Lisette Privado? Zachary Conaway?

7 Annette Hussong?

8 MS. HUSSONG: Yeah.

9 MS. GIDIGBI: Okay.

10 MS. HUSSONG: Good evening.

11 MS. GIDIGBI: Good evening.

12 MS. HUSSONG: My name is Annette. I'm a
13 resident of Glover Park and I'm here to oppose the
14 elimination of the D1 bus. Glover Park has no Metro
15 access. And many residents don't own a car. I don't
16 own a car.

17 Now WMATA is proposing to eliminate one of
18 the last two buses serving my neighborhood, the D1.
19 And to me, this proposal says Glover Park, you're
20 being discarded from the rest of the city. Are we not
21 a part of the city? The D1 is essential. It's
22 essential for those needing to reach regions south of

1 Dupont Circle. The average morning and evening
2 commute on the D1 from my apartment, from the western
3 part of Glover Park to let's say 18th and K is 45
4 minutes.

5 Forcing residents to use the D2 and to
6 transfer or to walk would increase that commute to
7 well over an hour one way. This would mean extra
8 hardship for those with family responsibilities, the
9 walking impaired, et cetera. Residents, families have
10 decided where to live and to work on the basis of
11 these bus lines. They have built their lives around
12 this basic service.

13 Now in the strategic summary for the bus
14 transformation project, Metro says that it wants to
15 make the bus the mode of choice by 2030. I urge you
16 to follow up on your word and to keep the D1 running
17 in Glover Park. Thank you.

18 (Applause.)

19 MS. GIDIGBI: Evanna Powell, 63? Heidi Tseu?

20 MS. TSEU: Good evening.

21 MS. GIDIGBI: Good evening.

22 MS. TSEU: Thank you for the opportunity to

1 testify today. My name is Heidi Tseu, and I'm
2 director of local government affairs for Georgetown
3 University. Given the time constraints, I will be
4 limiting my testimony and submitting the university's
5 full statement for the record.

6 On behalf of Georgetown University, we join
7 with MedStar Georgetown University Hospital, the
8 Georgetown Business Improvement District, Georgetown's
9 undergraduate and graduate student organizations and
10 our ANCs to express our deep concern regarding the
11 recent proposal by WMATA to reduce Metrobus service to
12 the Georgetown neighborhood.

13 Today I will focus specifically on WMATA's
14 proposal to consolidate the G2 and D2 routes, thereby
15 eliminating the Metrobus stop that services the
16 university's main entrance at 3700 O Street Northwest,
17 a stop that has served our university and neighborhood
18 community for decades.

19 Georgetown University has been an anchor
20 institution in our community since 1789. Our history
21 campus is home to thousands of students and, as the
22 District's largest private employer, the workplace of

1 thousands of faculty and staff. Many of our students,
2 faculty, visitors and staff rely on public
3 transportation to travel to and from our campus. And
4 because the Georgetown neighborhood does not have
5 Metrorail access, we are particularly dependent on
6 Metrobus.

7 Access to a dependable and accessible public
8 transportation system is essential to our university
9 community and relates directly to matters of equity,
10 sustainability and quality of life.

11 Many Metrobus riders will now have to walk
12 nearly half a mile from campus to reach a bus stop.
13 The burden created by adding a half a mile walk is
14 even more significant when you consider that
15 Georgetown's Metrobus riders must already traverse our
16 104-acre campus before reaching the current Metrobus
17 stop.

18 To move access to Metrobus service even
19 farther away will strongly disincentivize the use of
20 public transportation, promote the use of single
21 occupancy vehicles and ride shares and increase
22 parking in the Georgetown neighborhood.

1 In addition, such a walk will be prohibitive
2 for individuals with disabilities or mobility
3 restrictions and will end up further taxing WMATA's
4 already stressed MetroAccess program.

5 Metro's proposed changes also undermine
6 critical transportation priorities and commitments the
7 university has established through our campus plan
8 which was developed in partnership with community
9 leaders and the D.C. government.

10 These commitments recognize our shared goals
11 of reducing traffic, promoting sustainability and
12 contributing to the quality of life for our neighbors.

13 Preserving the G2's current route and the
14 stop at 37th and O Street Northwest are essential to
15 ensuring the university is able to meet the ambitious
16 transportation goals established in our campus plan
17 and by the District of Columbia. Thank you very much
18 for your time.

19 (Applause.)

20 MS. GIDIGBI: Thank you. Alex Taliadoros.
21 Hi, Alex.

22 MR. TALIADOROS: Thank you for the chance to

1 speak today. My name is Taliadoros and I work at the
2 Kalmanovitz Initiative for Labor and the Working Poor
3 at Georgetown University.

4 I am testifying about the proposed changes to
5 the G2 and D2 bus routes, especially the elimination
6 of the G2 bus stop at Georgetown's front gates, which
7 would be replaced by a unified route that passes by
8 six blocks further away. That's half a mile.

9 Georgetown has hundreds of faculty members,
10 staff and students who rely on the G2 for their daily
11 commutes. In many cases, they have chosen where to
12 live or where to work based on this bus route. I am
13 one of them.

14 But I came here today instead to share the
15 experiences of a specific group that will be
16 especially impacted, the dozens of low-wage workers
17 who sustain our campus and depend on the G2 to make
18 ends meet. These works include custodians who work
19 the overnight shift, facilities and maintenance staff,
20 24-hour security guards, dining hall cooks and
21 cleaners, hotel and food court employees and hospital
22 housekeepers.

1 They are largely immigrants and overwhelming
2 people of color. A great majority of them don't live
3 in D.C. proper, but rather in the suburbs of Virginia
4 and Maryland in places like Arlington and Springfield
5 and in Silver Spring and Capitol Heights.

6 They leave their homes at the crack of dawn
7 or late in the evening when most of us are going to
8 sleep. If they don't happen to live very close to a
9 Metro station, they walk, drive or take a bus to the
10 nearest station, then wait for and ride the train into
11 the city. Most have to switch lines at least once
12 before getting off to walk to the Metrobus that will
13 then transport them to Georgetown for their shift.

14 On a good day, when everything runs smoothly,
15 their commute takes between an hour and an hour and a
16 half. On a bad day, it takes much longer.

17 The proposed changes to the G2 route may seem
18 small to some of us. But it would add a 10-minute
19 walk each way to what is already an Odyssean journey
20 home for these workers. It would mean walking an
21 additional six blocks before and after a physically
22 demanding work shift.

1 It would mean waiting for a bus on a dark
2 street corner without as much as a bus stop canopy to
3 protect them from the elements. It would mean walking
4 late at night through streets that have seen a large
5 number of robberies recently. And due to increased
6 crowding and more exposure to traffic, it would mean a
7 greater likelihood that the bus they are waiting for
8 is severely delayed or too full to take them in.

9 Cesar is a Salvadoran resident of Hyattsville
10 who shows the harm that these changes could cause. He
11 worked as a janitor at Georgetown for two decades. He
12 works the 7 a.m. to 3 p.m. shift at the university,
13 then walks to a nearby elementary schools for a second
14 shift that keeps him at work until 9 p.m. before
15 taking the long trip back to Hyattsville just in time
16 to go to bed, wake up early and do the same thing over
17 again five days a week.

18 Beyond the inconvenience that it would cause
19 him, those 20 extra minutes could cost Cesars the
20 chance to tuck in his three young children at night.
21 If we're committed to making changes based on how they
22 impact the most vulnerable, then we'll reconsider

1 these changes. Thank you.

2 (Applause.)

3 MS. GIDIGBI: Marquis Younger? Marina
4 Charles? Lyndon Smith? Leroy Morgan? Adriana
5 Radulescu?

6 MS. RADULESCU: Good evening. I have a son
7 who is a -- for buses for the Glover Park. So my name
8 is Adriana Radulescu and I live in Glover Park. It's
9 a very nice residential area. Our closest Metro
10 stations are more than two miles away. And I go
11 everywhere by bus. I love taking the bus. And I'm
12 here to strongly oppose the deletion of the D1, 30N,
13 30S and the D2 merger with G2.

14 The only buses reaching into Glover Park are
15 the D1 and the D2. These buses are overcrowded at
16 rush hour. They're used during the day by residents.
17 And I will advise you to ride these buses either in
18 the afternoon when the Hardy Middle School and Duke
19 Ellington School of the Arts close to see for yourself
20 how packed they are.

21 There are kids waiting to ride, 20 kids
22 waiting at each of these buses on the 30 lines and on

1 the D2 lines. Before the reduction of D1 to an only
2 rush-hour bus, we had two all-day buses. Now you
3 leave us with only one bus under the pretext of
4 efficiency. The bus ridership decreased as a result
5 of the D1 -- and the scheduled cuts. This new bus
6 elimination would only lower that ridership further
7 and become a loss-loss situation for everyone.

8 Merging the D2 with G2 would lend an increase
9 to the perpetual congested traffic which is D Street,
10 as probably most of you -- those buses will never be
11 on time, no matter what your proposal says. And there
12 is another issue I heard. They want the bigger buses.
13 We have those and those buses don't work well on the
14 small streets of Glover Park. They can barely move.

15 I'm lucky to live four blocks away from
16 Wisconsin Avenue. So I have the option of using the
17 30 buses if I am going downtown or the mall. The 30N
18 and 30S buses are the -- buses that provide once --
19 that are heavily used throughout the day by commuters,
20 by students, workers and homeless people.

21 The homeless shelter, it's a community center
22 that has homeless people on Wisconsin Avenue. There

1 will be a residential family unit that will be opened.
2 So you see that all the time. Your policy that's
3 deleting the 30N and 30S will be coordinating the
4 downtown express transfer stops to minimize wait times
5 for consumer customers making these trips. But if you
6 can do this, why don't you do it already? I mean,
7 there is no coordination.

8 And if you change on the 30 lines, you have
9 to change -- there are not even at those same bus
10 stop. You have to go half a city block to the other
11 bus, the 36 or the 32 to take you further east.

12 So what you're proposing just to reduce
13 service creates hardship by extending people's
14 commute, resulting in lower ridership as people -- I
15 want to add one more thing about the process of
16 informing people about these bus changes and the
17 transparency of -- we have first heard of these cuts
18 in December from a news report. And it was a feeling
19 of panic in the neighborhood, especially noting that
20 nobody knew about it.

21 And I'll just finish up. You've been invited
22 twice to the ANC meeting, always accepted and then you

1 never show up. And the way the comments are
2 registered on the website, there is no way to see how
3 many people comment. We never know how many people
4 are commenting. I mean, somebody could --

5 MS. GIDIGBI: Adriana, thank you.

6 MS. RADULESCU: Thank you.

7 (Applause.)

8 MS. GIDIGBI: Louise Crawford? Paulette
9 Gordon? Thomas Mangrum? Scott Michelman?

10 MR. MICHELMAN: That's me. Hello. Thank you
11 for the opportunity to speak.

12 MS. GIDIGBI: I think you're --

13 MR. MICHELMAN: Thank you for staying so late
14 to hear all of us who came out to express our
15 opposition to these cuts. I'm not going to repeat
16 what others have said. But I wanted to say a little
17 bit about my bus line, why it's important to me and my
18 community and to talk about the impact that the cuts
19 are going to have.

20 I take the 37. It's a really fast bus. It's
21 a limited service bus. It makes my commute easy.
22 Without the 37, my commute would go up by 50 percent.

1 And that time is really meaningful to me. I'm a new
2 parent. That 50 percent is time that I can't spend
3 with my new daughter, with my wife, cooking dinner, at
4 bedtime. And everything you've heard tonight is all
5 about not only convenience but time, the time that
6 Metrobuses, for those of us who don't live near the
7 rail stations, provides for ourselves, our work, our
8 families.

9 And adding to that, both for me and for
10 riders of other lines, is the problem of crowding.
11 And that's going to be a significant problem
12 particularly in the Wisconsin area corridor because,
13 as you heard, there's a big new shelter coming to Ward
14 3. Those folks are going to need bus service. And
15 they are just as deserving as anyone in our community
16 of a fast, efficient route to downtown where they may
17 need to access job opportunities. So the 37 is going
18 to be just as important to them as it is to existing
19 residents of the Wisconsin area corridor.

20 Additionally, when you put this all together
21 with cuts to the 30N and the 30S, the result is going
22 to be crowding, overcrowding because you'll drive

1 people away from the Metro and contribute to a cycle
2 of decreasing ridership.

3 There's been some discussion in the paperwork
4 about rider -- about levels of ridership, redundancy
5 and the suggestion that certain lines aren't as
6 crowded as Metro would like them to be. But I
7 question whether the answer to that is cuts.

8 In fact, if service were more reliable, if
9 these buses came more frequently, particularly ones
10 that don't come all the time like the 37 or the
11 tracking apps worked better, then we would know when
12 to go get them and we wouldn't have to settle for a
13 different bus going to a different place.

14 Finally I want to strongly oppose the idea of
15 a surcharge for the limited stop buses, which is going
16 to fall disproportionately on poor people and further
17 discourage people from taking more efficient routes.
18 And again, with the shelter coming to my neighborhood,
19 it's going to have a big effect and further crowd the
20 local stop buses.

21 Thank you for hearing from us and please
22 reconsider these cuts both to the 37 and all of the

1 lines that you've heard about tonight.

2 (Applause.)

3 MS. GIDIGBI: David? David Fathi? Rachel
4 Landers? Zach Ragbourn? Kelly Rolfes? Olga Tunga?
5 Pamela Ward? Ryan Crowley? Katie Black? Robert
6 Cole? Cassandra Dean? Parker Garrison? Jeff Carter?

7 MR. CARTER: I'm here.

8 MR. GIDIGBI: We're at number 88.

9 MR. CARTER: Well, I also want to express
10 thanks to you for holding this hearing tonight. I'm a
11 resident of Glover Park. I came here specifically to
12 address my strong objection to the proposed cut to the
13 D1 bus service, merging the G1 and the D2 bus lines
14 and to reduce the number of Wisconsin Avenue buses.

15 I have to say I've listened to the testimony
16 tonight. I'm more deeply concerned frankly as a
17 resident of the city, not just Glover Park, about what
18 I've heard, about the disproportionate impacts this
19 budget proposal will have on poor working people in
20 the District and outside the District, people with
21 disabilities. I'm just as concerned about that as I
22 am about the Glover Park situation.

1 As for Glover Park, as many have pointed out
2 tonight, it's a virtual certainty that we will
3 experience increased commuting times and overcrowded
4 buses. This will obviously be of most concern to
5 people who have no other options.

6 But I'm also concerned that as a result it
7 will increase the number of people both in Glover Park
8 and Georgetown deciding to abandon the system and use
9 their cars to commute into town. And any reduction in
10 public transportation services it seems to me should
11 consider the impact of such a change on both traffic
12 congestion and carbon emissions.

13 Knowing that impact or guessing or hoping
14 that maybe it won't have an adverse effect isn't good
15 enough. Reducing WMATA costs doesn't mean that the
16 changes proposed do not come with a cost. It's ironic
17 that I work in my day job, I work on climate change
18 and it would be quite ironic if I had to start using
19 my car again to and from work downtown.

20 I also want to join those who have expressed
21 disappointment with WMATA's lack of effort it seems to
22 me information the neighborhood, not just Glover Park

1 but elsewhere, that these changes were being proposed
2 well before they were incorporated into this budget
3 proposal.

4 I had no idea this change was in the works.
5 Thank goodness neighbors where I live posted signs at
6 the bus stops. Those were residents in my
7 neighborhood, not WMATA. You should have been listing
8 those notices. Even this hearing, if it weren't for
9 the efforts of Councilmember Ceh, I probably would not
10 have heard about it.

11 I want to -- so I want to conclude by saying
12 that, you know, it's been said that budgets are moral
13 documents. I do believe that. I would suggest,
14 especially after what I've heard tonight from other
15 members of the communities that have testified
16 tonight, that you go back and use that frame to look
17 at this budget again and come up with something that's
18 fair and equitable, not just to the people in my
19 neighborhood but throughout the city. Thank you.

20 (Applause.)

21 MS. GIDIGBI: Steve Kaffen? Beryl Norman?
22 Maria Jessop? Maria Mercedes? Galin Brooks? Erica

1 Ergen? Robin Marlin? Okay. Come on down, number 95.

2 MS. MARLIN: Hello. Okay. Thank you. First
3 of all, I want to thank you, Chairwoman and Mr.
4 Webster, for staying here as long as you have to hear
5 us. As a past chairperson for ANC 7B, Ward 7, I'm
6 going to speak about Ward 7 and my experience with the
7 elimination, or the proposed elimination of the 30s
8 line.

9 First of all, I want you all to realize that
10 these changes in the 30N -- well the 36 is going to
11 change, but that line was the lifeline for years, the
12 36 bus line. And then the 30S and N came into play
13 along with the elimination of two others, the 32 and
14 34 that's being proposed.

15 There's seven communities that are going to
16 be affected: Hillcrest, Pin Branch, Twiney, Randall
17 Heights, Fairfax Village, Naylor Gardens, Fort Davis
18 and some quarters of Minnesota Avenue. These buses
19 take us to the Metro, the Naylor Road Metro Station,
20 which is in Maryland.

21 So that means that for us to -- the closest
22 Metro to those neighborhoods is in Maryland. So

1 either you walk down Branch Avenue, which is really
2 not safe, or you get on that bus. So eliminating
3 those buses eliminates the opportunity for us to get
4 on many buses versus just the one.

5 So the 36 bus used to run from Friendship
6 Heights to the Hillcrest area and dead end on 33rd and
7 Erie Street for years. And then all of a sudden there
8 was a change about 2014-15. And as commissioner for
9 that area, I led the discussions with Mr. Hamre, Jim
10 Hamre, to not eliminate the 36 at all. So what he
11 proposed was to come up with the 30N and the 30S bus.

12 So here I am a third time trying to fight to
13 keep our bus lines alive for us because we need them.
14 The other point I wanted to make is that there was
15 little to no notice. We had a 10-day notice.
16 Actually constituents contacted me. Those who could
17 not attend, Ms. Swan is here. Her daughter rides the
18 36 bus at 3 a.m. in the morning. And she's concerned
19 about that.

20 We're concerned about having to transfer to
21 these proposed buses, the 31 and the 33, I think.
22 There's been no discussion about that. I mean, where

1 are we going to get that bus? So that hasn't been
2 explained to the community.

3 Also let's see, it hasn't been explained to
4 us how many buses will be added to replace the 30N and
5 30S. Ideally the 36 was working for us. And, you
6 know, I went round robin with Mr. Hamre about that two
7 or three years ago. And I just find it really
8 egregious to have to come back and continue to fight
9 for these buses.

10 I just think that -- I really think he needs
11 to be replaced. So that's my personal feeling because
12 I don't think he's sensitive about those of us that
13 live east of the river. And I've said that time and
14 time again for the last three or four years.

15 MS. GIDIGBI: Thank you.

16 MS. MARLIN: Thank you.

17 (Applause.)

18 MS. GIDIGBI: Tom Johnson? Neil Bhattarai?
19 Peter Casey? Tino Calabrera? Anthony Wilson?
20 Maurice Moore? Joel Ryerson? James Zipadelli?
21 Borden McCain? Patrick Sheehan? Tiffany Belk? Zack
22 Hoffman? Mark Lee? Eileen McConnell? Paul

1 Sefellort? Anthony Oberg? Almost there. Vanessa
2 Colbert? Mary Cusberth?

3 MS. CUSBERTH: Here.

4 MS. GIDIGBI: Oh, Mary. Ward 8. Come on.

5 MS. CUSBERTH: Good evening.

6 MS. GIDIGBI: Good evening.

7 MS. CUSBERTH: I'm Mary Cusberth. I reside
8 in the Congress Heights area. And I strongly oppose
9 this proposal. And what really floored me the most is
10 that the W4, instead of changing the name of the bus
11 or the number of the bus, they're going to keep the
12 same bus but it's going in a different direction.

13 So what they really want is us to get
14 confused or they're doing the gentrification on our
15 buses. It's unbelievable. A third grade -- you have
16 the W4 leaving Anacostia going south -- I don't know
17 where it's going. I just retired. But I can't walk
18 two miles because of a breathing problem.

19 But this is absolutely despicable what they
20 have done to Ward 8. You have Alabama Avenue to
21 Congress Heights. So what they're trying to do is get
22 us to go to the Congress Heights station. No. I will

1 not go to that Congress Heights station. It is
2 dangerous. Number one, the Metro Police is not
3 walking that strip by St. Elizabeth's. No. The
4 people on Congress Street, they walk over those
5 streets. I know about 10 people who have gotten
6 robbed.

7 Now I'm too old to get robbed. I'm too old
8 to fight. But if they come up against me and I've got
9 an umbrella, I'm going to try to beat the -- out of
10 them. It doesn't make any sense how you -- who did
11 they discuss this with?

12 AUDIENCE MEMBER: Nobody.

13 MS. CUSBERTH: Nobody. Yes. You're right.
14 I mean, they didn't give you a chance to say no, why
15 it's justified. That W4 is important. And it's
16 loaded. That's why they have that, what you call it,
17 the cordon bus on that W4 line. Don't try to get on
18 that bus in the morning because it's full of kids and
19 baby carriages.

20 So we have to -- we have to take this whole
21 plan and take it back and redo it because it's not
22 benefitting the residents of Congress Heights because

1 you want us to ride the train at Congress Heights. I
2 live six blocks from Congress Heights. I'm not going
3 to try to walk it. I'm not going to ride it. I'll
4 ride it in the morning, not in the evening.

5 So we have to make some changes. And I would
6 like to know when you do the changes, can you please
7 notify the people who spoke this evening? We would
8 never have received this or knew about any changes
9 until our councilmember had a special meeting last
10 week. And that's a disgrace.

11 (Applause.)

12 MS. CUSBERTH: And Mr. Weidefeld --

13 MS. GIDIGBI: Thank you, Commissioner.
14 Carmen McCall? Martha Faulkner? Kevin Blackmon?

15 MS. MCCALL: Hi.

16 MS. GIDIGBI: Hi.

17 MS. MCCALL: I'm Carmen McCall from Ward 8.
18 And I'm just here to say that the plan has to be
19 revised. And it's not friendly for any of the people
20 in Ward 8. You haven't taken the children into
21 consideration. You haven't taken the younger, younger
22 at heart into consideration.

1 And above all, the directions in which the
2 buses are going will be confusing. The configuration
3 of the bus lines and the traffic patterns are
4 dangerous for our citizens and the children. So this
5 is not acceptable and we would like for it to end.
6 Thank you.

7 (Applause.)

8 MS. GIDIGBI: Okay. Martha Faulkner? No?
9 Here? No. Okay. Kevin Blackmon? Denise Rush?
10 Billy Wright? Patrick Kennedy?

11 AUDIENCE MEMBER: He spoke.

12 MS. GIDIGBI: He did speak earlier. I'm
13 going to do one final call for anyone else, one more.

14 MR. WEBSTER: Ma'am, if you want --

15 MS. GIDIGBI: Come on down.

16 MS. WOLFE: Okay.

17 MS. GIDIGBI: Your name and where you're
18 from?

19 MS. WOLFE: Hello. My name is Lauren Wolfe.
20 I live in Anacostia, right at the intersection of Good
21 Hope and MLK. I don't have a car. I either bike or
22 take the bus and Metro every day. I am extremely

1 reliant on the 92 bus. It's a vital connection for me
2 to be able to get to work.

3 I'm really concerned about the 92 being cut,
4 especially the trips that are coming from southeast
5 from Ward 8 over to Eastern Market because that bus
6 specifically connects everyone in southeast to over
7 the river to the Orange, Silver and Blue Line.

8 So if the 92 bus stops, the ones that are
9 stopping at Eastern Market are cut, we're going to
10 have a huge disconnect from our ability to get there.
11 I think the 92 is in general an extremely vital bus
12 line. And if anything, they should start doubling or
13 tripling the service for it.

14 This morning I went to work slightly later at
15 around 9:15. And I had to wait over 15 minutes for a
16 bus to come get me. There were 20 people waiting for
17 the bus at that point. I just don't think in a city
18 with this many resources I should have to wait 15
19 minutes for a bus to go to work at 9:15 in the morning
20 from a pretty central spot in Washington, D.C.

21 I also really want to speak in favor of
22 eliminating the bus to Metro transfer cost. I think

1 that that should be free. So I'm glad that we're
2 talking about that. And I also really want to propose
3 late-night service on buses, on Metro, on everything.

4 And I also just plead with everyone here to
5 really think about the people who are in Ward 7 and 8
6 that are more disconnected from bus and MetroAccess.
7 And, you know, Ward 8 has the highest number of
8 traffic fatalities, the lowest number of car owners
9 and yet we don't have access to a lot of Metros that
10 can easily move us across the city. And sometimes
11 it's harder to access those Metros.

12 So we, more than anyone, I think need truly a
13 ton of buses regularly servicing the community. And I
14 think you should also think about specific bus lanes
15 to speed up the bus process because I know also for
16 the 92 it's very hard to access during rush hour
17 because r all the cars backing up in the area. So
18 more buses more often and less money to pay for them.
19 Thanks.

20 (Applause.)

21 CLOSING REMARKS

22 MS. GIDIGBI: So thank you. That was our

1 last speaker. This hearing is now concluded.

2 Testimony can still be submitted online at

3 WMATA.com/budget or via U.S. mail as long as it is

4 received by Metro by 5 p.m. on Monday, March 2nd.

5 Have a good evening. Thank you.

6

7 (Whereupon, the foregoing was concluded.)

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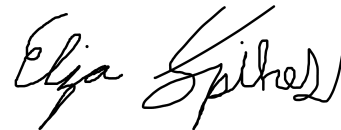
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CERTIFICATE OF NOTARY PUBLIC

I, ELIZA SPIKES, the officer before whom the foregoing proceeding was taken, do hereby certify that the proceedings were recorded by me and thereafter reduced to typewriting under my direction; that said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



ELIZA SPIKES

Notary Public in and for the

DISTRICT OF COLUMBIA

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CERTIFICATE OF TRANSCRIBER

I, BENJAMIN GRAHAM, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



BENJAMIN GRAHAM

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Appendix D: FY2021 Budget – Customer Feedback on Proposed Service Changes and Fare Options

Summary Results of Survey Responses
Collected from Metrorail and Metrobus Riders
through Public Outreach Efforts

Office of Customer Research
Document Date: 3/16/2020



FY2021 Budget Feedback: PPP Outreach

- WMATA's Office of Customer Research worked with the Budget Project Team and External Relations to collect feedback from Metrorail and Metrobus customers on the following:

Proposed Service Changes

- Restore some late night Metrorail hours
- Improve Sunday train frequency to match Saturday service
- Adjust weekday early morning Metrorail service from eight-minute headways to every 12 minutes
- Improve weekend Metrobus service on high-ridership routes
- Improve *MetroExtra* service
- Various Metrobus proposals seeking to improve efficiency, adjust frequency and hours of service, eliminate low-ridership lines, and restructure routes to reduce service redundancy

Fare Changes

Metrorail

- Increase peak fares by increasing the base fare up to 25¢ to \$2.50 and increasing the maximum fare up to \$1 to \$7
- Adjust Senior/Disabled fares to half of peak and off-peak fares
- Charge peak fares after midnight
- Charge a flat fare on weekends up to \$2.75
- Simplify "mileage tiers" to charge 33¢ per mile during peak hours and 22¢ per mile during off-peak hours.
- Add a \$1 surcharge at Dulles Airport Metrorail Station

FY2021 Budget Feedback: PPP Outreach

Fare Changes Continued

Metrobus

- Lower the price of the 7-Day Regional Bus Pass from \$15 to \$12
- Add a 25¢ surcharge for cash fare payments and cash SmarTrip reloads on Metrobus
- Increase fares on *MetroExtra* limited-stop routes from \$2 to \$3

Metrorail and Metrobus

- Increase the transfer discount between Metrorail and Metrobus from 50¢ to \$2
- Add new one and three day Short-Trip passes and one and two day Weekend passes

- The survey was in field from February 8th to March 9th. During this time 15,959 online surveys were completed.
- Caveats:
 - This online questionnaire was a tool for collecting public input, not a survey instrument for a controlled scientific study. Since the survey link was an anonymous link, we could not prevent individuals from answering the survey multiple times (i.e., ballot-stuffing), thereby skewing results.
 - Public sentiment shifted against the bus proposals in the final week of the Public Comment period. Of the 49 proposals to change Metrobus service, 41 saw a decrease in support between February 25th and March 9th. The most pronounced shift occurred with respect to the G2 proposal. On February 25th, 255 responses had been collected with 50% of respondents against. However, on March 9th, 1,210 responses had been collected with 83% of respondents being against the proposal. This strong shift after a sizable sample of 255 completes is highly unusual – the change must have been caused by factors introduced to the political environment after the first week.

Executive Summary of Public Feedback

Fare Proposals

Most Popular

- \$2 Metrobus to Metrorail transfer discount – 85% of respondents in favor (65% strongly in favor, 20% moderately in favor).

Least Popular

- Raising the max fare to \$7 – 66% of respondents were against the proposal (45% strongly against, 22% moderately against).
- \$0.25 Surcharge for reloading SmarTrip Cards on Metrobus – 60% (45% strongly against, 15% moderately against).
- \$0.25 surcharge for paying fare with cash on Metrobus – 57% (43% strongly against, 14% moderately against).

Service Proposals

Metrorail

Most Popular

- Restoring some late-night Metrorail hours – 83% of respondents in favor (64% strongly in favor, 20% moderately in favor).
- Matching Sunday Metrorail service to Saturday service frequency – 82% of respondents in favor (60% strongly in favor, 22% moderately in favor).

Least Popular

- Right-sizing of early morning Metrorail service – 44% of respondents were in favor and 28% against.

Metrobus

Most popular

- Additional service on Route X2 – 68% of respondents in favor (42% strongly in favor, 26% moderately in favor)
- Improve weekend service on high-ridership routes – 57% of respondents in favor (33% strongly in favor, 24% moderately in favor)
- Improve *MetroExtra* service – 55% of respondents in favor (32% strongly in favor, 23% moderately in favor)

Remaining proposals

- For routes 32, 34, 36, 92, C4, K6, 16G, 16H, less than 50% of respondents were against the proposal and around 30% of respondents “neutral.”
- For the 43 other route specific bus proposals, between 50% and 95% of respondents were against the proposal.

- Responses to the various budget proposals are provided in more detailed tables on:
 - Slide 6 – General Service Changes
 - Slides 7-9 – Fare proposals
 - Slides 10-12 – Metrobus Service Proposals, grouped into the four categories used to describe the type of proposed change in the Docket: Efficiency, Frequency/Span, Low Ridership, and Redundancy.
- Reasons for being against specific bus proposals are summarized on Slides 15-37
- Demographics for Survey Respondents are reported on Slide 38.

General Service Proposals

	Response count	In favor	Against	Strongly in favor	Moderately in favor	Neutral	Moderately against	Strongly against	Don't know
Restore Some Late Night Metrorail Hours	12,738	83%	5%	64%	20%	11%	3%	2%	0%
Improve Weekend Metrorail Service on Sunday	12,771	82%	6%	60%	22%	11%	4%	3%	1%
Improve Weekend Metrobus Service on Some Routes	12,247	57%	5%	33%	24%	33%	2%	2%	5%
Improve <i>MetroExtra</i> Service	12,149	55%	4%	32%	23%	34%	2%	3%	7%
Adjust Weekday Early Morning Metrorail Service	12,653	44%	28%	19%	25%	26%	13%	15%	2%

Metrorail and Metrobus Fare Proposals

	Response count	In favor	Against	Strongly in favor	Moderately in favor	Neutral	Moderately against	Strongly against	Don't know
\$2 Transfer Discount Between Bus and Rail	12,243	85%	5%	65%	20%	9%	3%	2%	1%
\$5, 1 Day Weekend Pass	11,813	78%	5%	54%	25%	15%	3%	2%	2%
\$8, 2 Day Weekend Pass	11,776	77%	6%	53%	24%	15%	3%	3%	2%
\$18, 3 Day Short Trip Pass	11,882	68%	6%	41%	28%	23%	3%	3%	4%
\$8, 1 Day Short Trip Pass	11,904	68%	6%	39%	29%	23%	3%	3%	4%

Metrorail Fare Proposals

	Response count	In favor	Against	Strongly in favor	Moderately in favor	Neutral	Moderately against	Strongly against	Don't know
Adjust Senior/Disabled Fares to Half of Peak and Off-peak Fares	12,315	78%	7%	58%	20%	14%	3%	3%	2%
\$2 Flat Weekend Fare	9,669	75%	13%	57%	19%	11%	7%	6%	1%
\$2.50 Flat Weekend Fare	12,505	71%	16%	46%	24%	12%	9%	7%	2%
\$2.75 Flat Weekend Fare	12,378	69%	17%	50%	20%	12%	9%	8%	2%
\$1 Surcharge at Dulles Airport Metrorail Station	12,204	42%	39%	21%	22%	17%	13%	26%	2%
Charge Peak Fare Prices After Midnight	12,195	36%	48%	15%	21%	15%	16%	31%	1%
Simplify "Mileage Tiers"	11,870	36%	18%	12%	23%	32%	8%	10%	14%
Increase Base Fare to \$2.35	11,952	34%	46%	11%	23%	20%	17%	29%	1%
Increase Max Fare to \$6.50	11,951	27%	53%	9%	18%	19%	20%	33%	1%
Increase Base Fare to \$2.50	12,203	25%	57%	8%	18%	17%	20%	37%	0%
Increase Max Fare to \$7	12,200	18%	66%	6%	12%	15%	22%	45%	1%



Metrobus Fare Proposals

	Response count	In favor	Against	Strongly in favor	Moderately in favor	Neutral	Moderately against	Strongly against	Don't know
Lower Regional Bus Pass to \$12	12,199	61%	9%	43%	18%	27%	5%	4%	3%
25 cent Cash Fare Surcharge On Metrobus	12,085	33%	57%	17%	15%	10%	14%	43%	1%
25 cent Cash Reload Surcharge on Metrobus	12,084	29%	60%	15%	14%	10%	15%	45%	1%
Increase Fare on MetroExtra to \$3	12,109	20%	45%	8%	13%	28%	16%	29%	6%

Metrobus Service Proposals: Efficiency

Proposal Route(s)	Response Count	In favor	Against	Strongly in favor	Moderately in favor	Neutral	Moderately against	Strongly against	Don't know
W1, W2, W3, W4	395	21%	48%	7%	13%	27%	9%	39%	5%
M4	352	19%	56%	7%	12%	22%	12%	44%	3%
54, 59	1,277	19%	60%	6%	12%	19%	18%	43%	2%
A4, W5	424	13%	61%	5%	8%	21%	11%	50%	5%
D2	1,233	13%	74%	4%	9%	13%	14%	60%	1%
G2	1,210	9%	83%	2%	6%	8%	10%	73%	0%
E6	535	8%	85%	3%	5%	6%	8%	77%	0%
B8, B9	135	6%	80%	1%	4%	12%	7%	72%	2%

Metrobus Service Proposals: Frequency/Span of Service

Proposal Route(s)	Response Count	In favor	Against	Strongly in favor	Moderately in favor	Neutral	Moderately against	Strongly against	Don't know
J2	303	21%	52%	8%	13%	26%	18%	34%	1%
C4	217	19%	47%	7%	12%	31%	19%	28%	2%
K6	115	16%	48%	6%	10%	35%	16%	32%	1%
T2	112	16%	59%	10%	6%	26%	23%	36%	0%
L8	139	15%	56%	5%	10%	29%	16%	40%	1%
Y2	167	13%	58%	5%	8%	26%	16%	42%	3%
E2	193	12%	54%	4%	8%	30%	18%	36%	4%
D6	1243	12%	53%	4%	8%	34%	21%	32%	1%
D4	385	9%	57%	2%	7%	31%	20%	38%	2%

Metrobus Service Proposals: Low Ridership

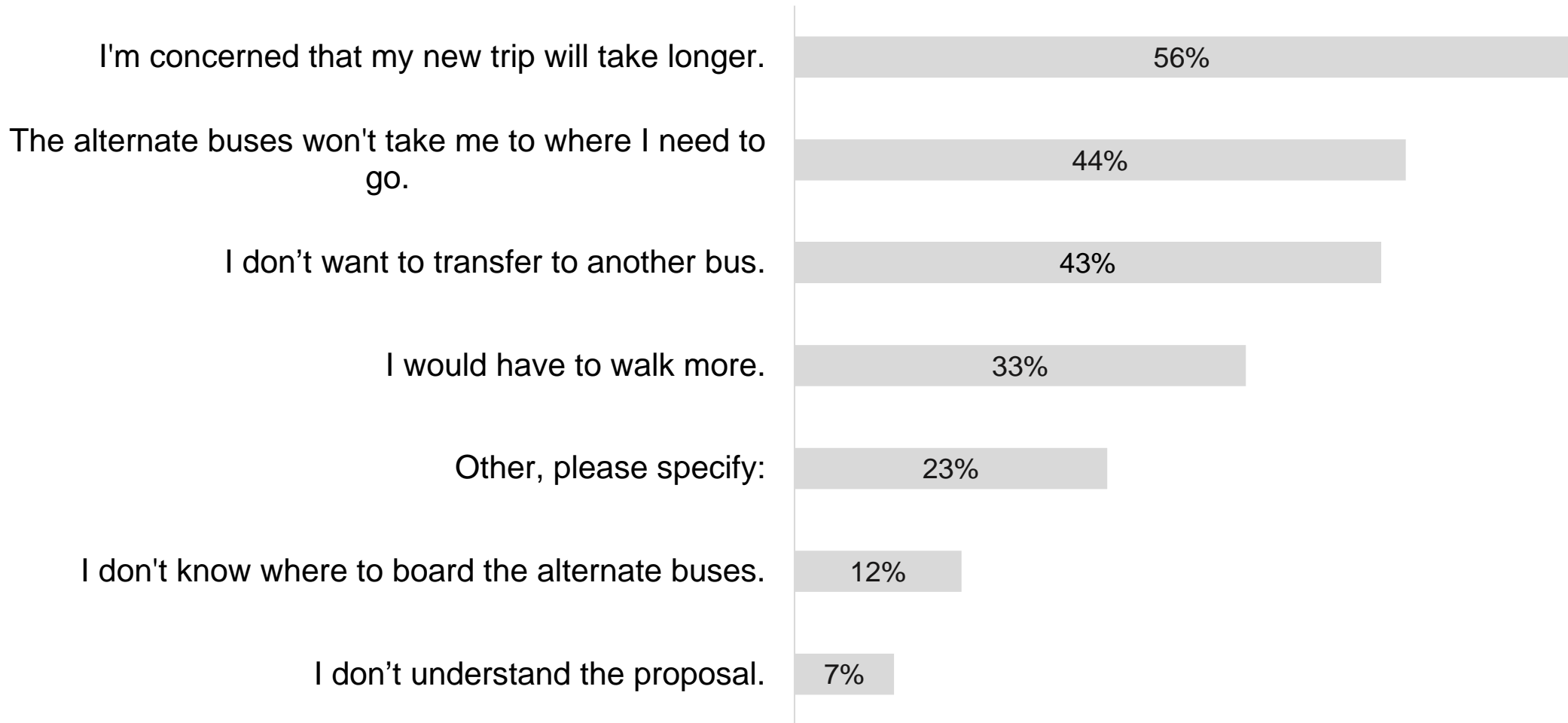
Proposal Route(s)	Response Count	In favor	Against	Strongly in favor	Moderately in favor	Neutral	Moderately against	Strongly against	Don't know
S90, S91	132	6%	59%	1%	5%	30%	3%	56%	5%
C28	153	6%	87%	4%	2%	7%	5%	82%	0%
15K	143	6%	88%	3%	2%	5%	7%	81%	1%
B29	153	5%	84%	4%	1%	11%	12%	72%	1%
F12	94	4%	73%	2%	2%	18%	9%	64%	4%
3A	312	4%	88%	1%	3%	7%	6%	81%	2%
C11, C13	226	3%	93%	1%	2%	3%	3%	90%	0%
3T	323	2%	93%	1%	1%	4%	11%	83%	1%
29W	438	2%	95%	1%	0%	3%	2%	94%	0%
W14	134	1%	90%	1%	1%	6%	1%	90%	2%

Metrobus Service Proposals: Redundancy

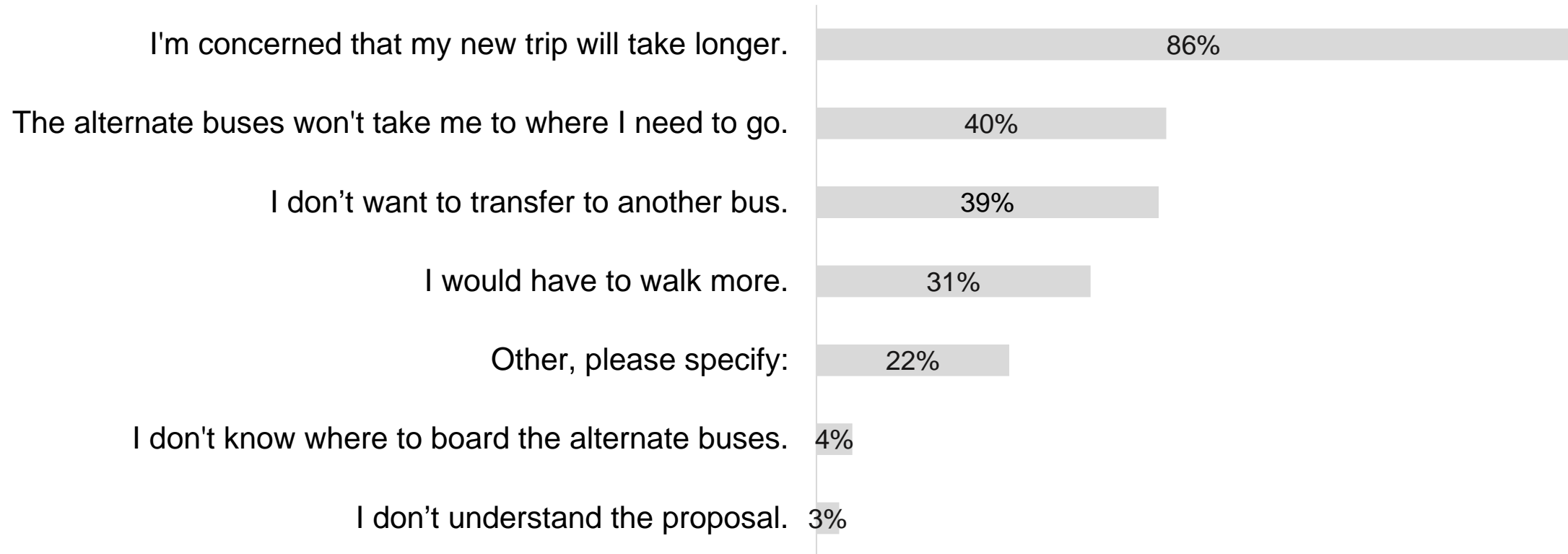
Proposal Route(s)	Response Count	In favor	Against	Strongly in favor	Moderately in favor	Neutral	Moderately against	Strongly against	Don't know
X2	854	68%	14%	42%	26%	16%	5%	9%	2%
32, 34, 36	1,047	27%	36%	7%	19%	34%	10%	26%	4%
16G, 16H	313	24%	43%	9%	15%	31%	15%	27%	2%
NH2	158	22%	52%	9%	13%	23%	13%	39%	3%
Q1, Q2, Q5, Q6	343	21%	60%	11%	10%	18%	13%	47%	0%
92	631	21%	45%	8%	12%	29%	17%	29%	4%
30N, 30S	2,291	18%	64%	6%	13%	15%	17%	47%	2%
Z6	251	18%	59%	10%	9%	19%	9%	50%	4%
10N	46	17%	59%	9%	9%	20%	20%	39%	4%
Z11	133	15%	73%	11%	4%	11%	9%	63%	2%
X1, X3, X8	489	14%	71%	4%	9%	13%	17%	54%	2%
5A	333	14%	79%	7%	6%	7%	16%	63%	1%
7Y	551	13%	75%	6%	7%	11%	12%	63%	1%
V1	100	13%	76%	6%	7%	11%	14%	62%	0%
Z8	286	13%	70%	7%	6%	14%	10%	60%	3%
16C	433	12%	79%	5%	7%	9%	12%	67%	0%
22A, 22C, 22F	646	10%	79%	3%	7%	10%	13%	66%	1%
37	546	7%	88%	3%	4%	4%	12%	76%	1%
D1	628	6%	84%	1%	5%	9%	11%	73%	0%
D5	375	5%	89%	2%	2%	6%	9%	80%	1%
B30	299	4%	90%	2%	3%	6%	8%	82%	0%
Z2	232	4%	85%	2%	2%	10%	9%	77%	1%

- For some bus proposals that were not simple eliminations, respondents were asked the follow up question, “Below are some possible reasons you may not support the proposal on the previous page. Please select the reason or reasons that best describe why you are **against** the proposal.” These responses are summarized by proposal on the following slides.
- Across all 23 proposals, *“I’m concerned that my new trip will take longer”* was the most popular or second most popular response.

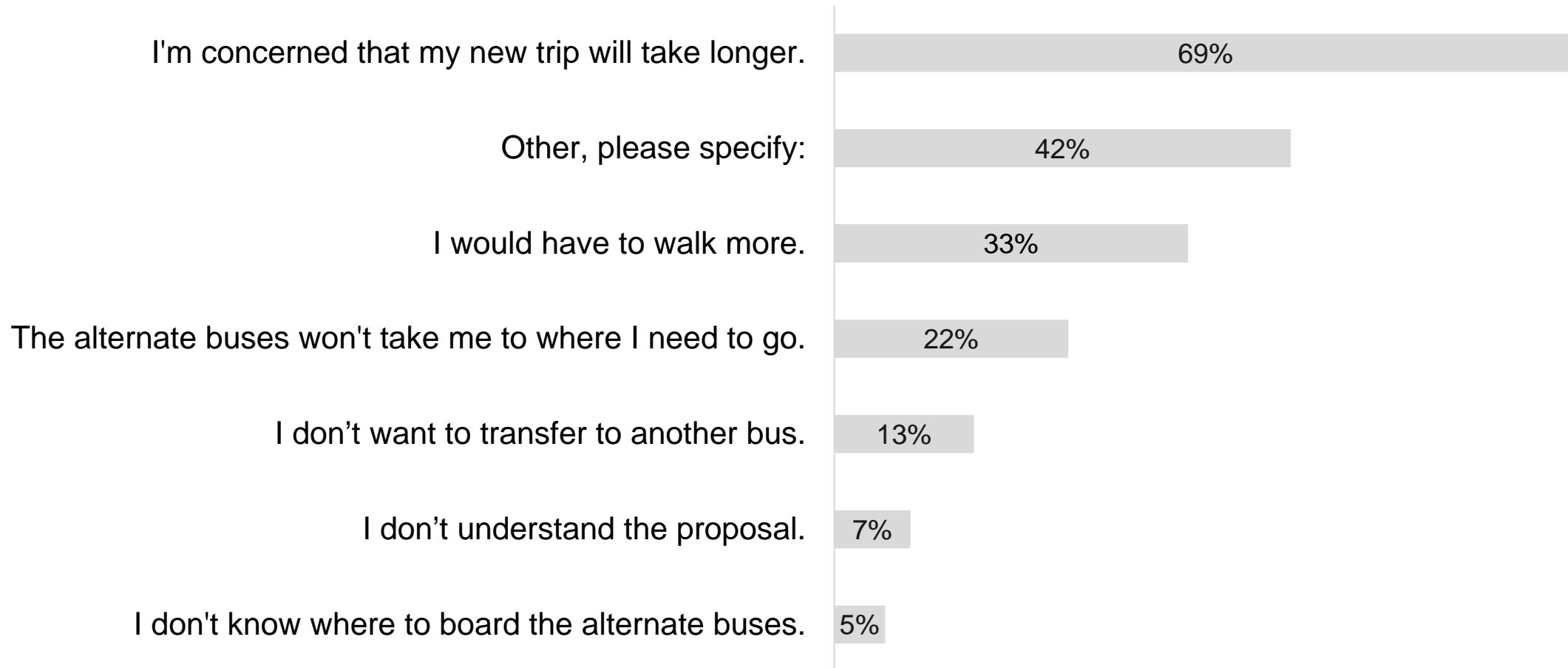
Routes 32, 34, 36: Reasons Against Proposal (n = 388)



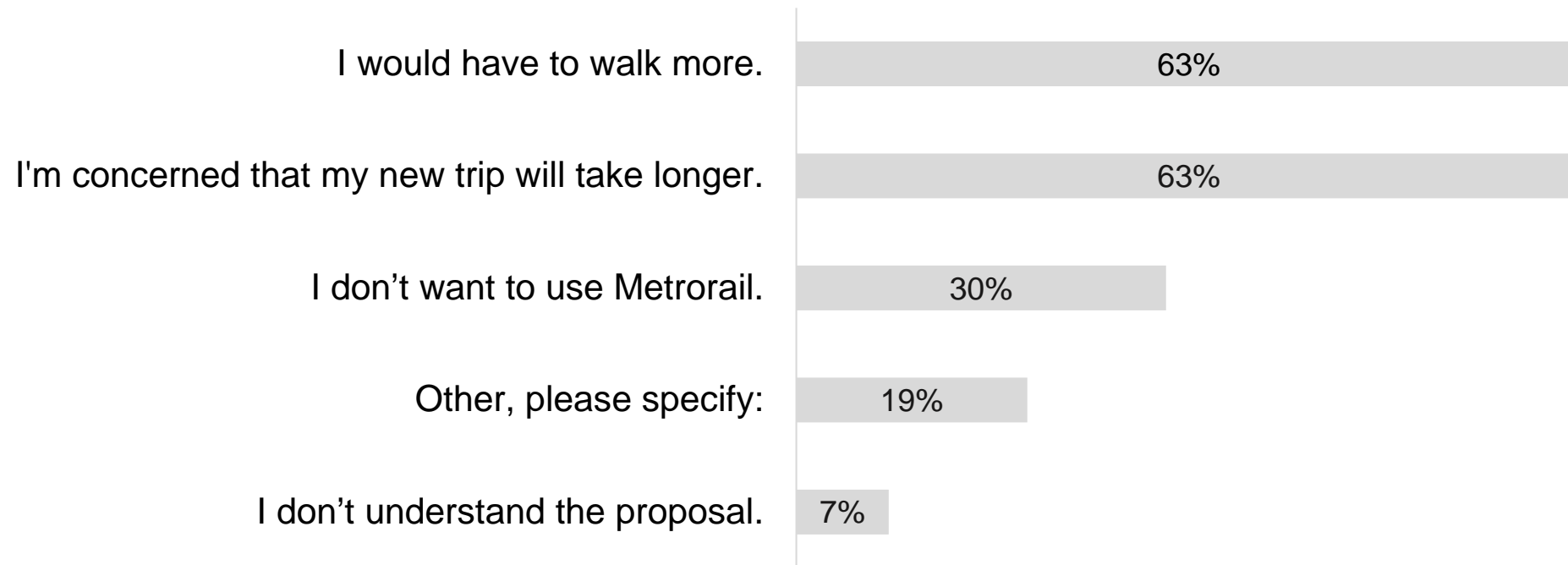
Route 37: Reasons Against Proposal (n = 465)



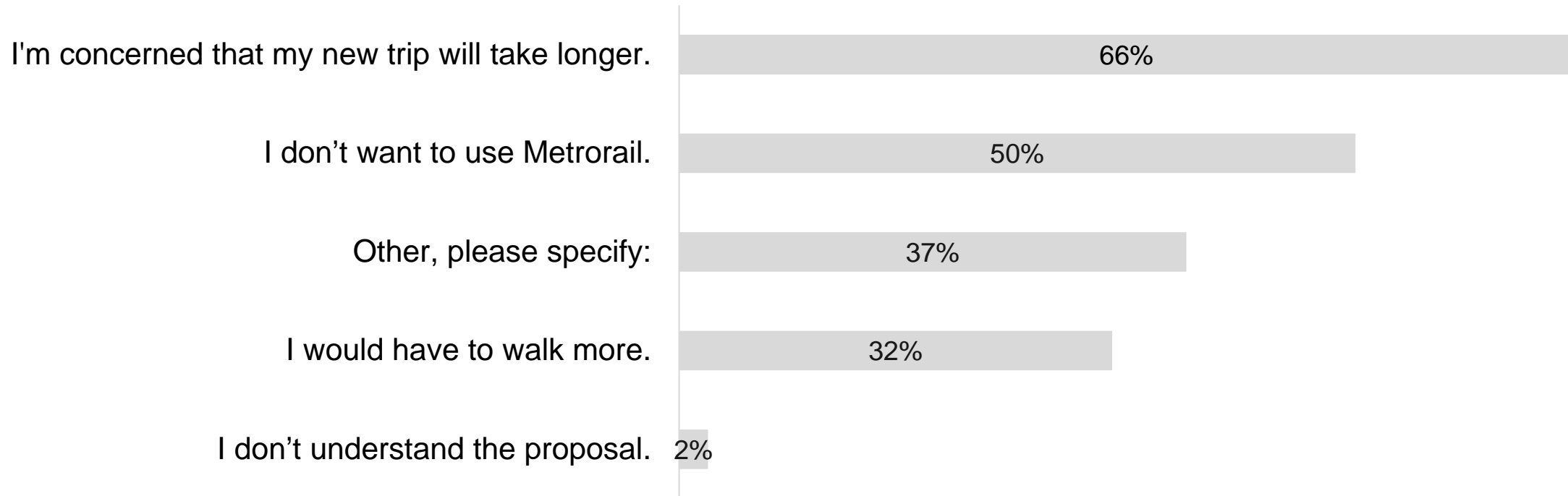
Routes 54, 59: Reasons Against Proposal (n = 765)



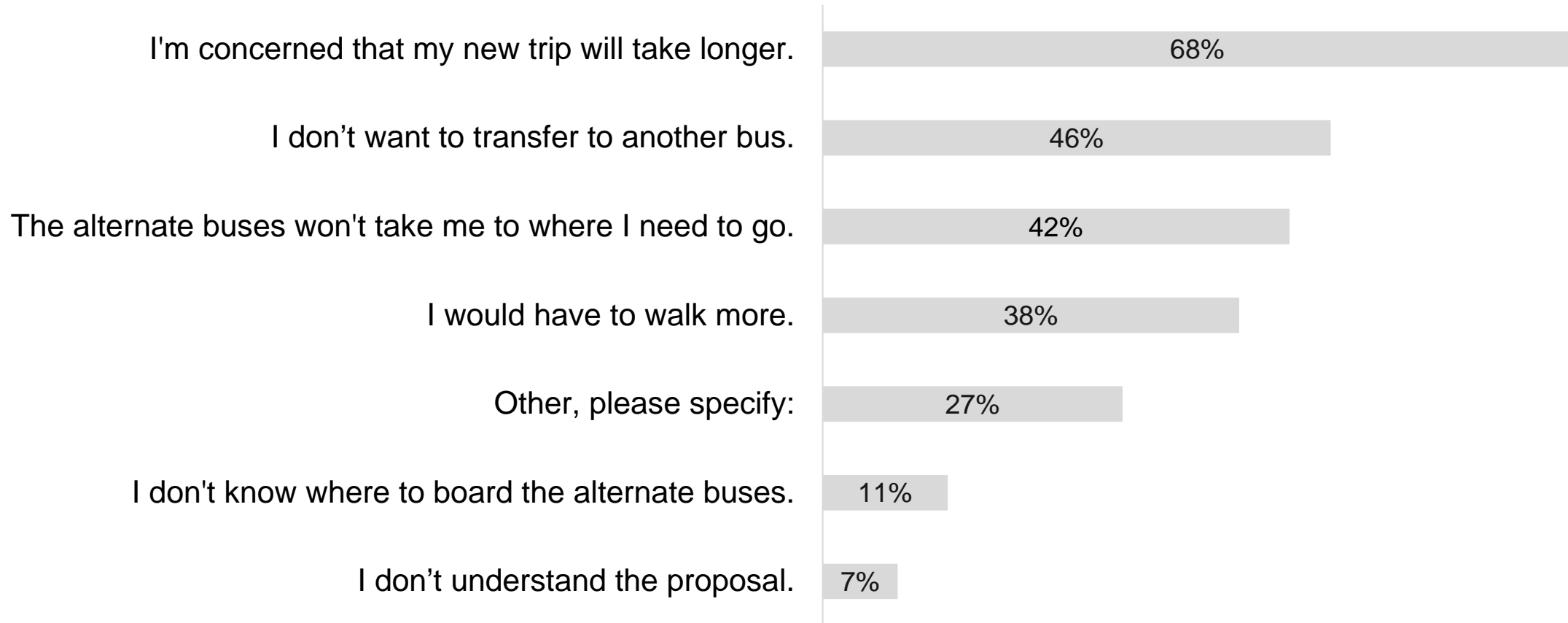
Route 10N: Reasons Against Proposal: (n = 27)



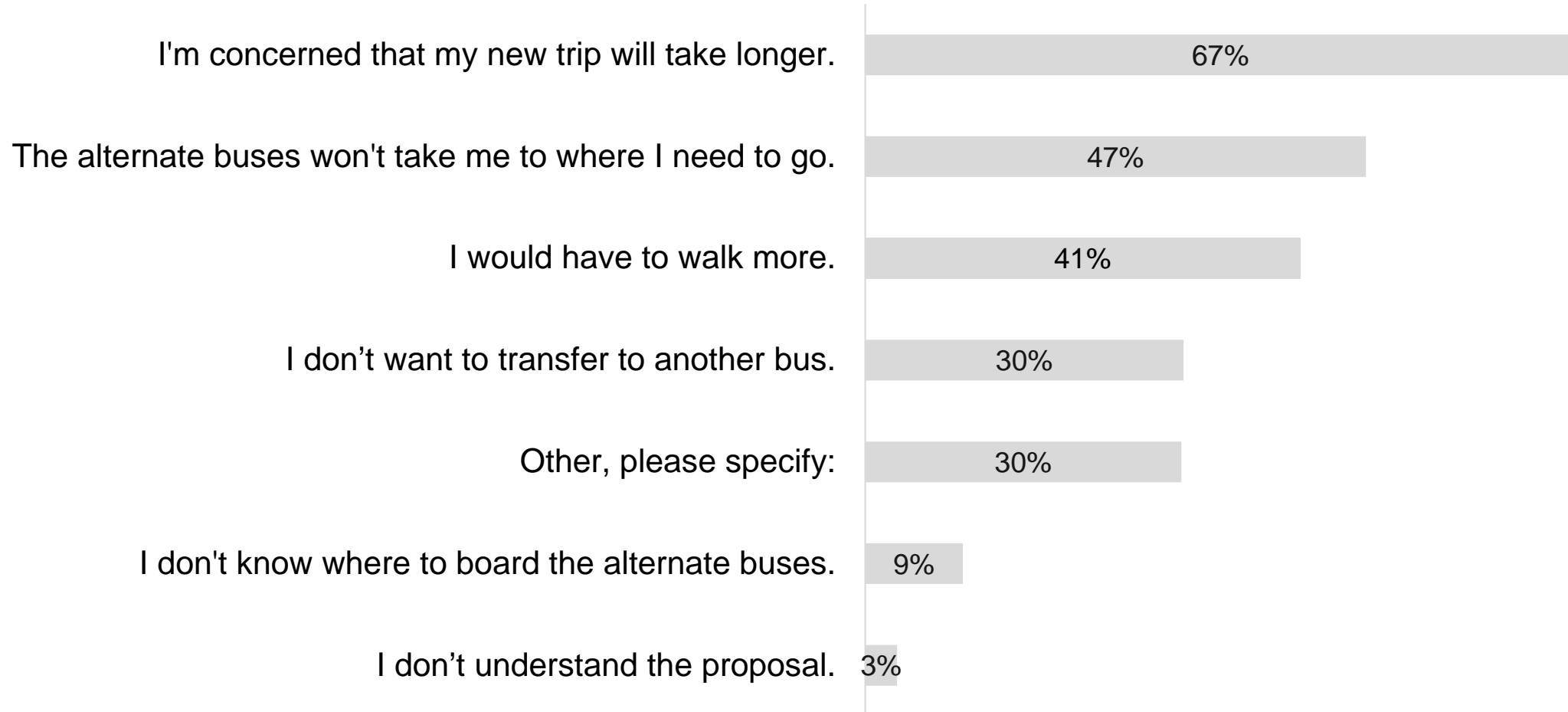
Route 16C: Reasons Against Proposal: (n = 331)



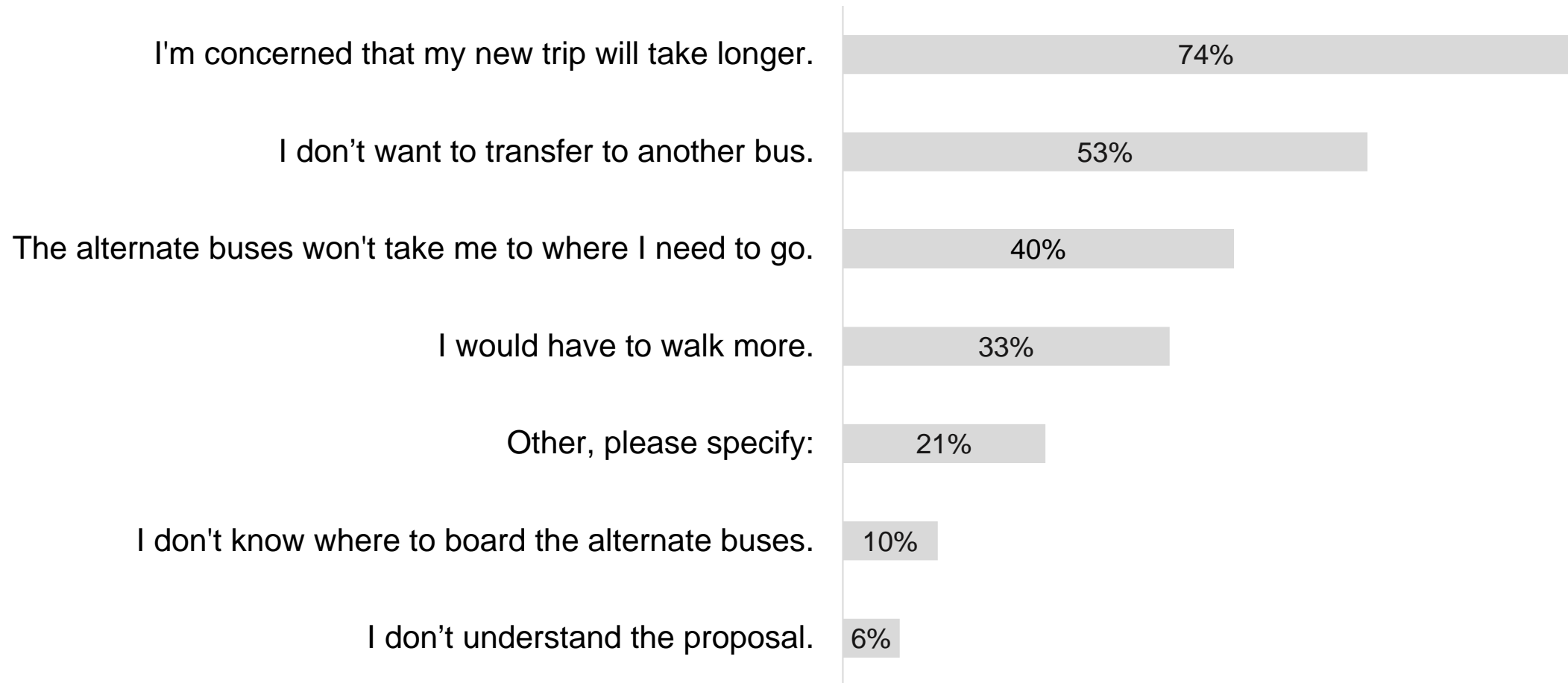
Routes 16G, 16H: Reasons Against Proposal (n = 132)



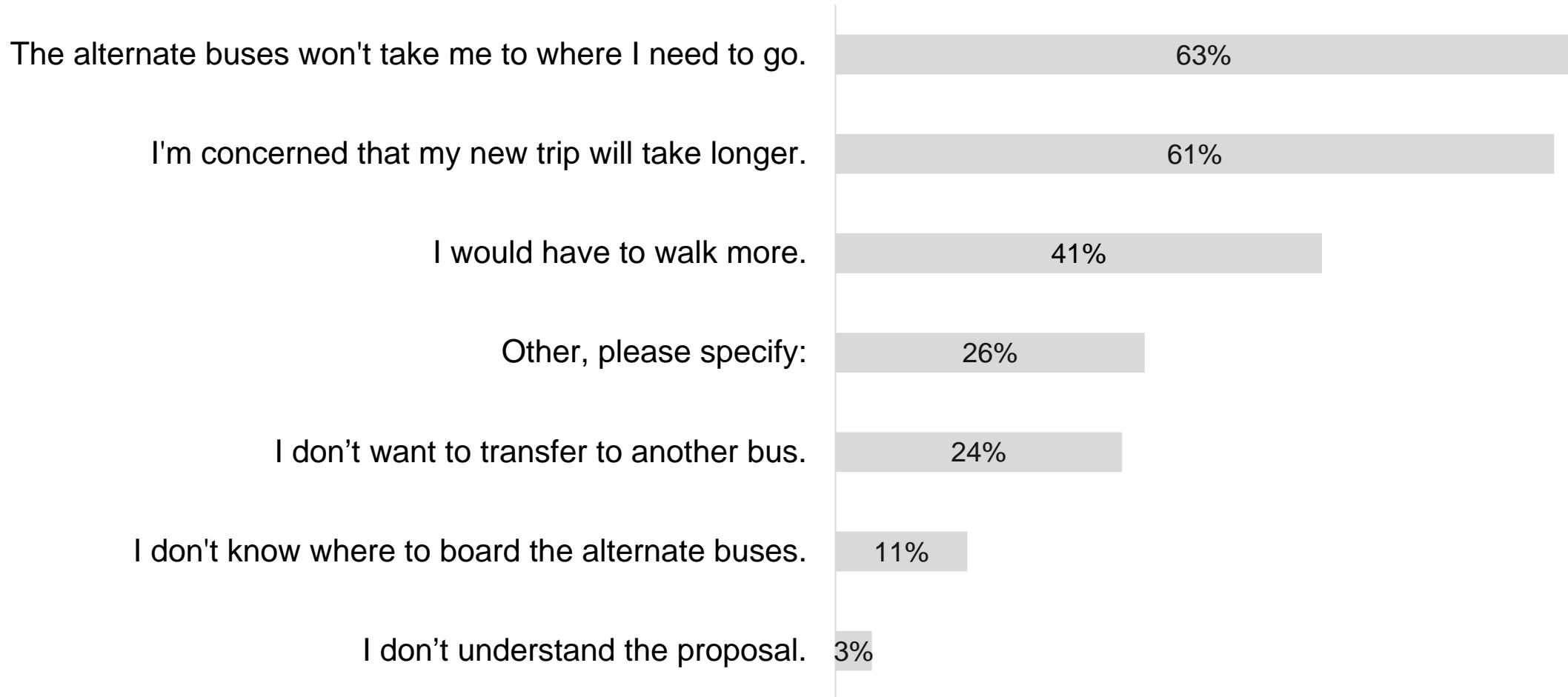
Routes 22A, 22C, 22F: Reasons Against Proposal (n = 498)



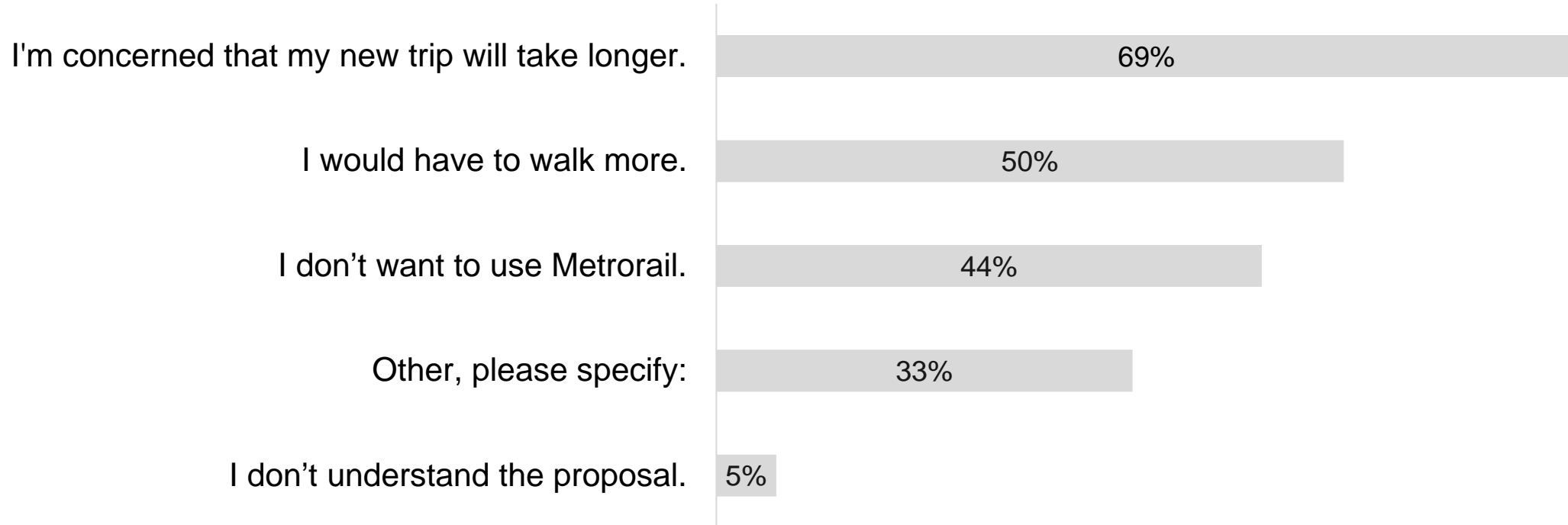
Routes 30N, 30S: Reasons Against Proposal (n = 1,471)



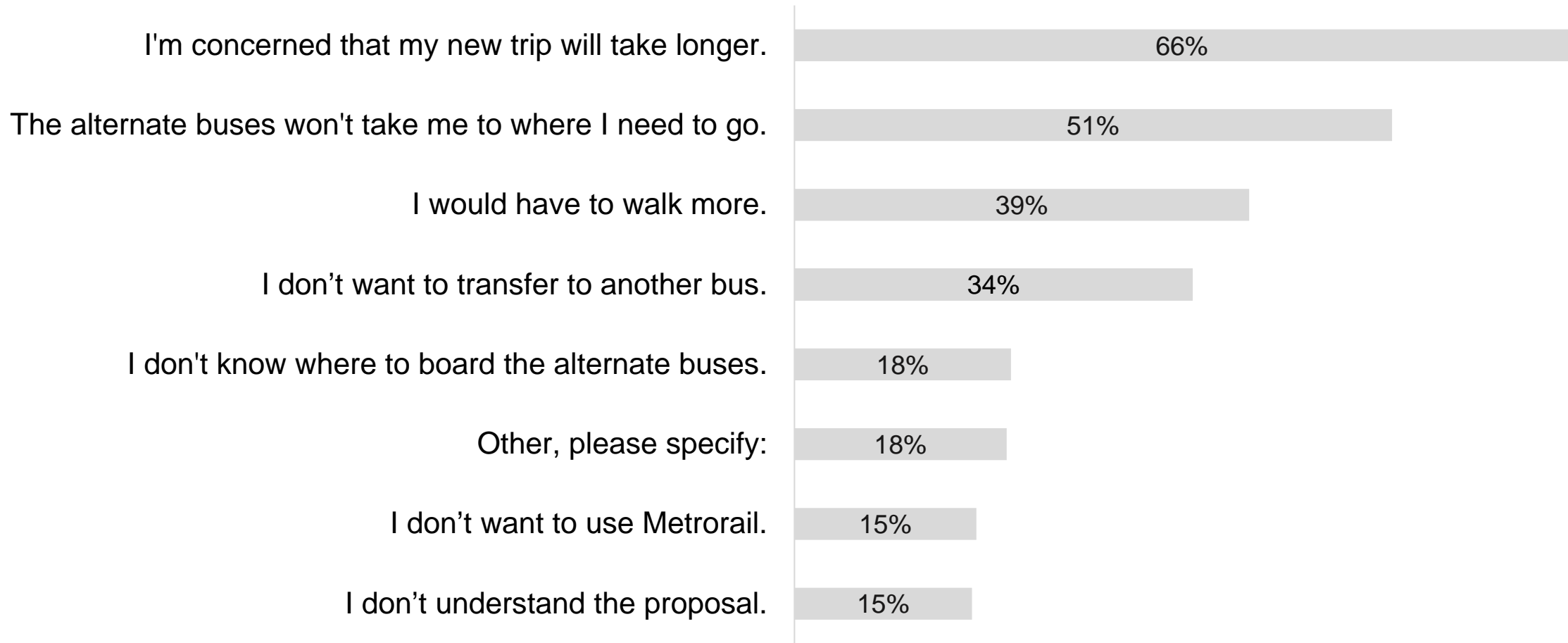
Route 3A: Reasons Against Proposal (n = 259)



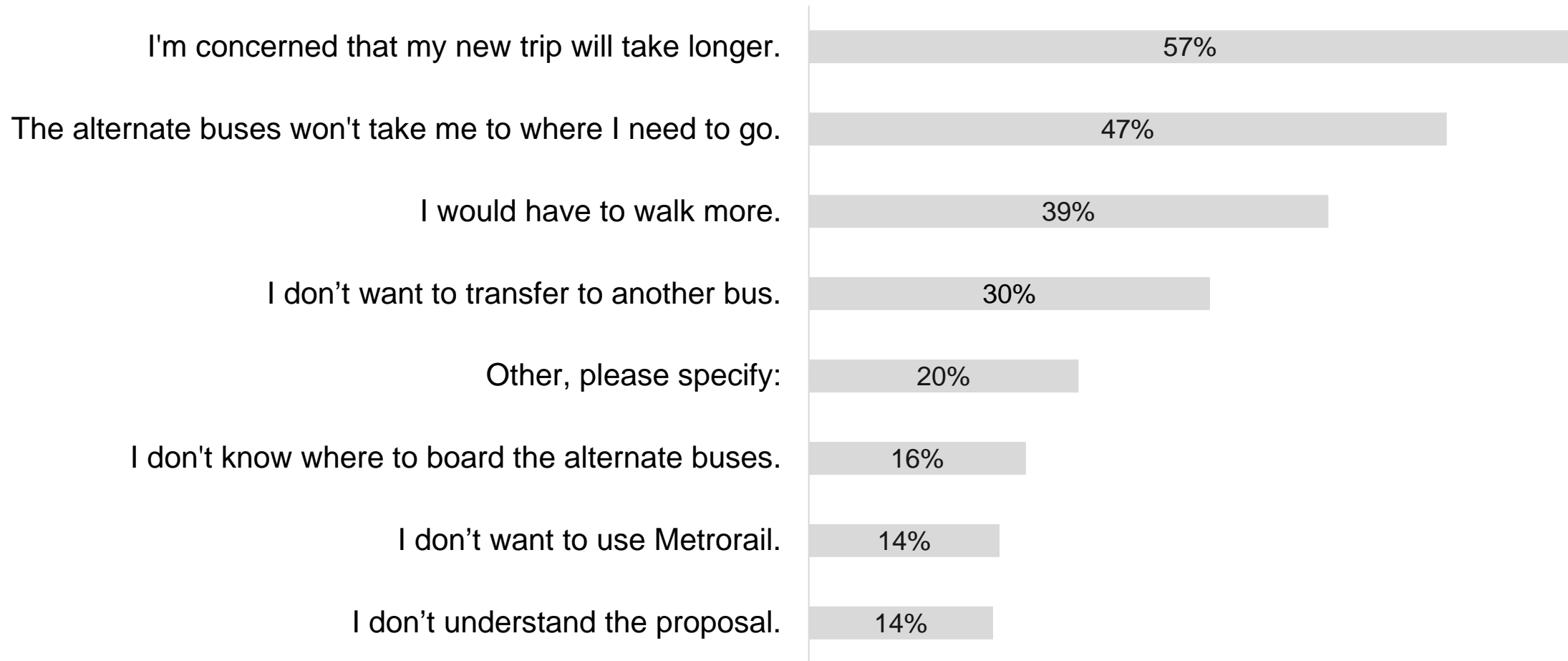
Route 7Y: Reasons Against Proposal (n = 395)



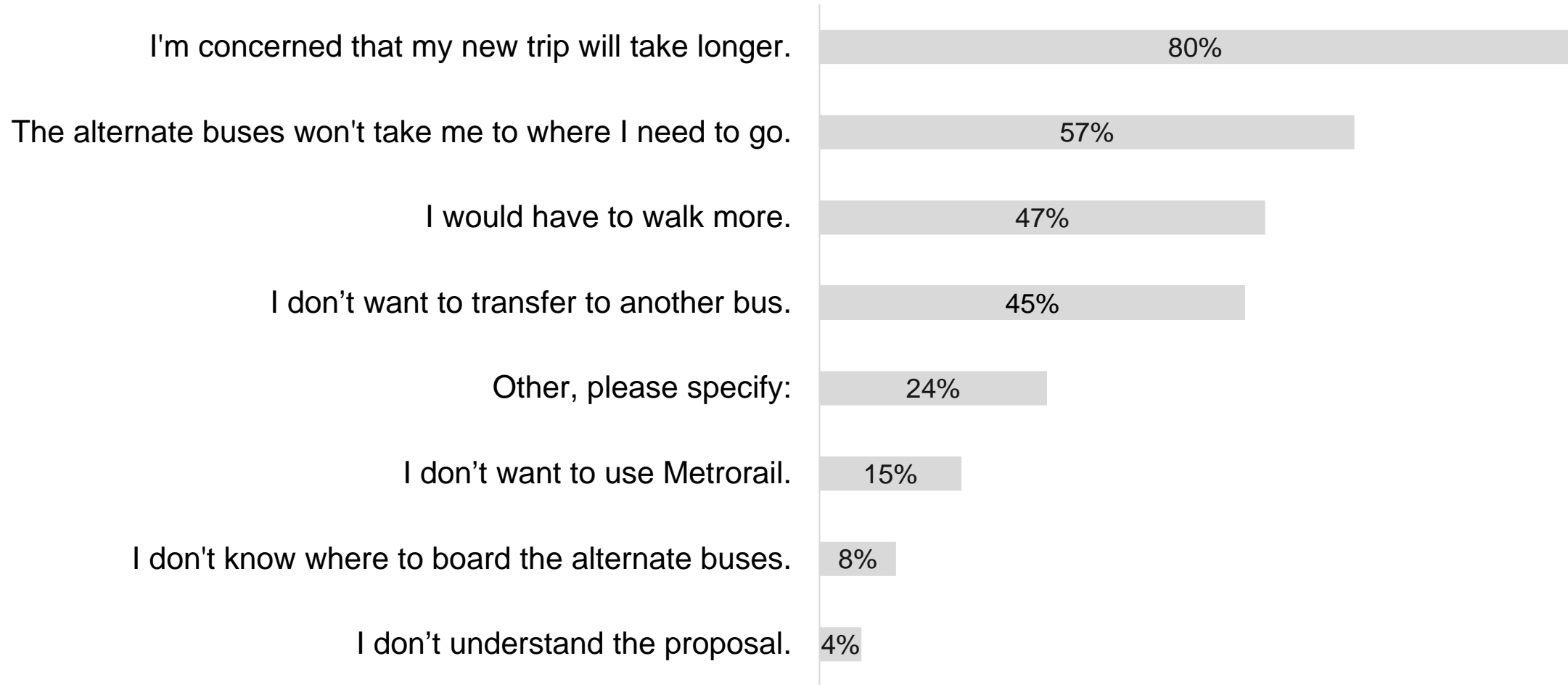
Routes A4, W5: Reasons Against Proposal (n = 272)



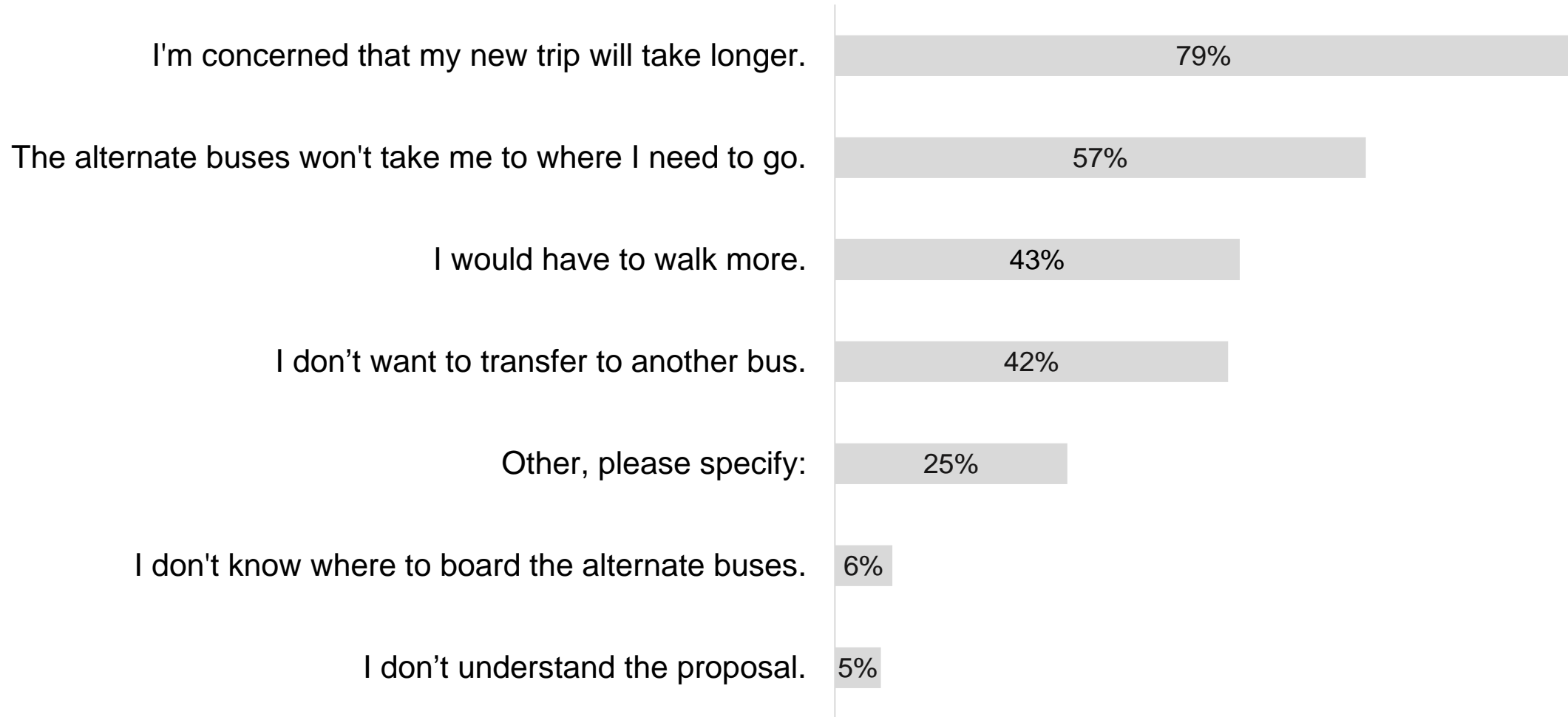
W1, W2, W3, W4: Reasons Against Proposal (n = 205)



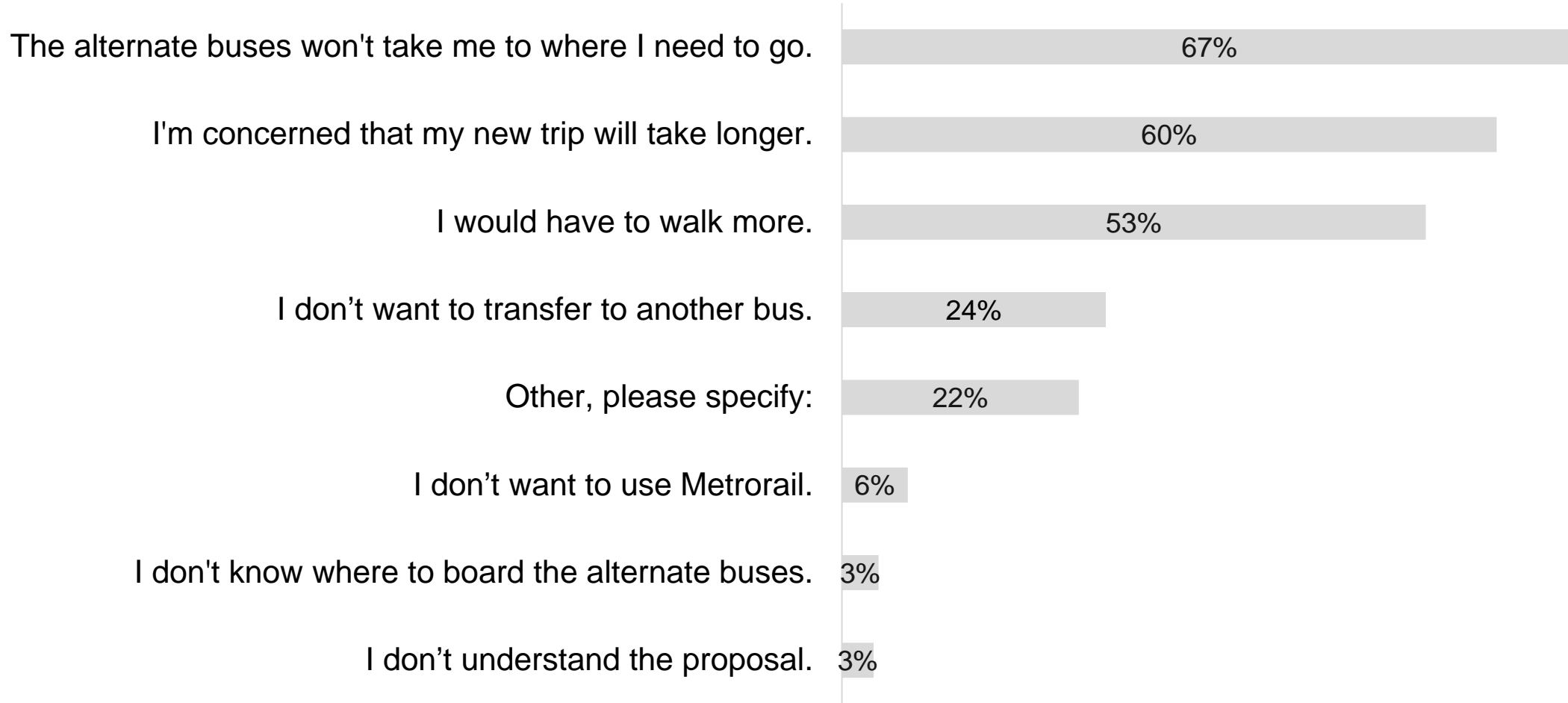
Route D1: Reasons Against Proposal (n = 518)



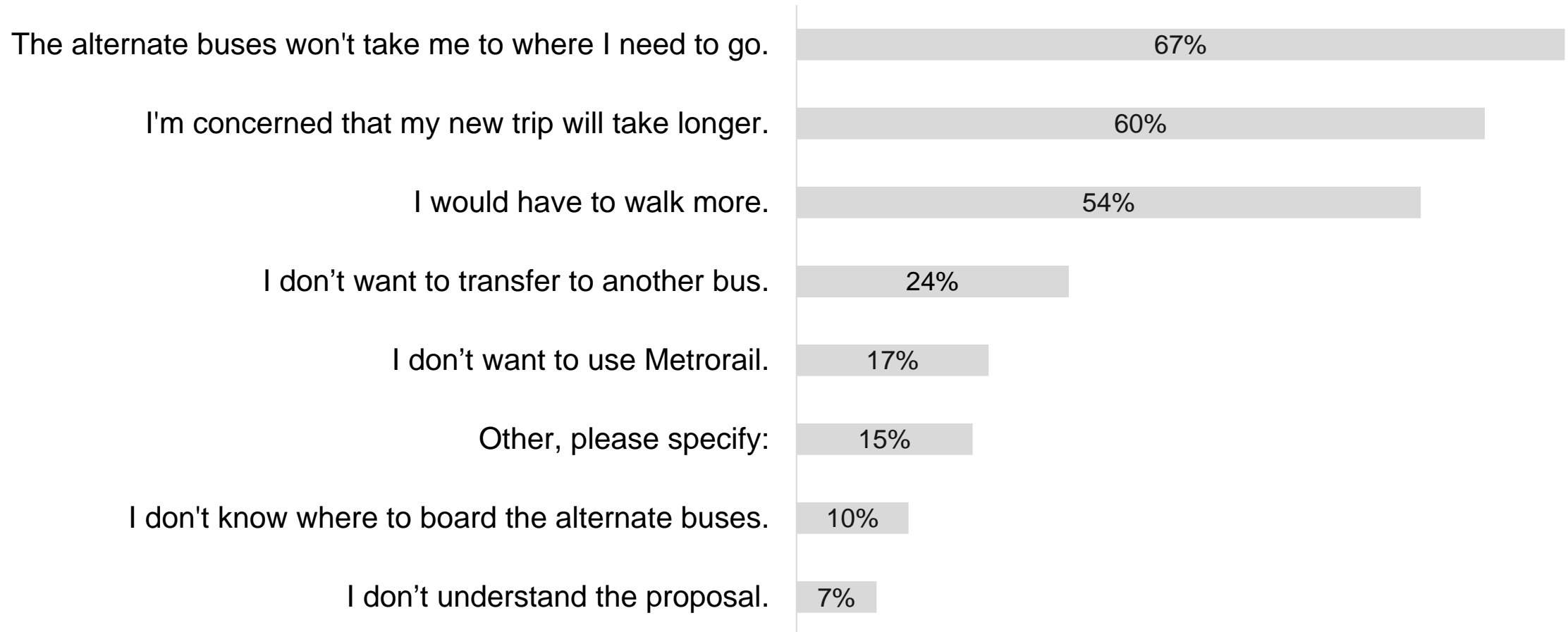
Route D5: Reasons Against Proposal (n=326)



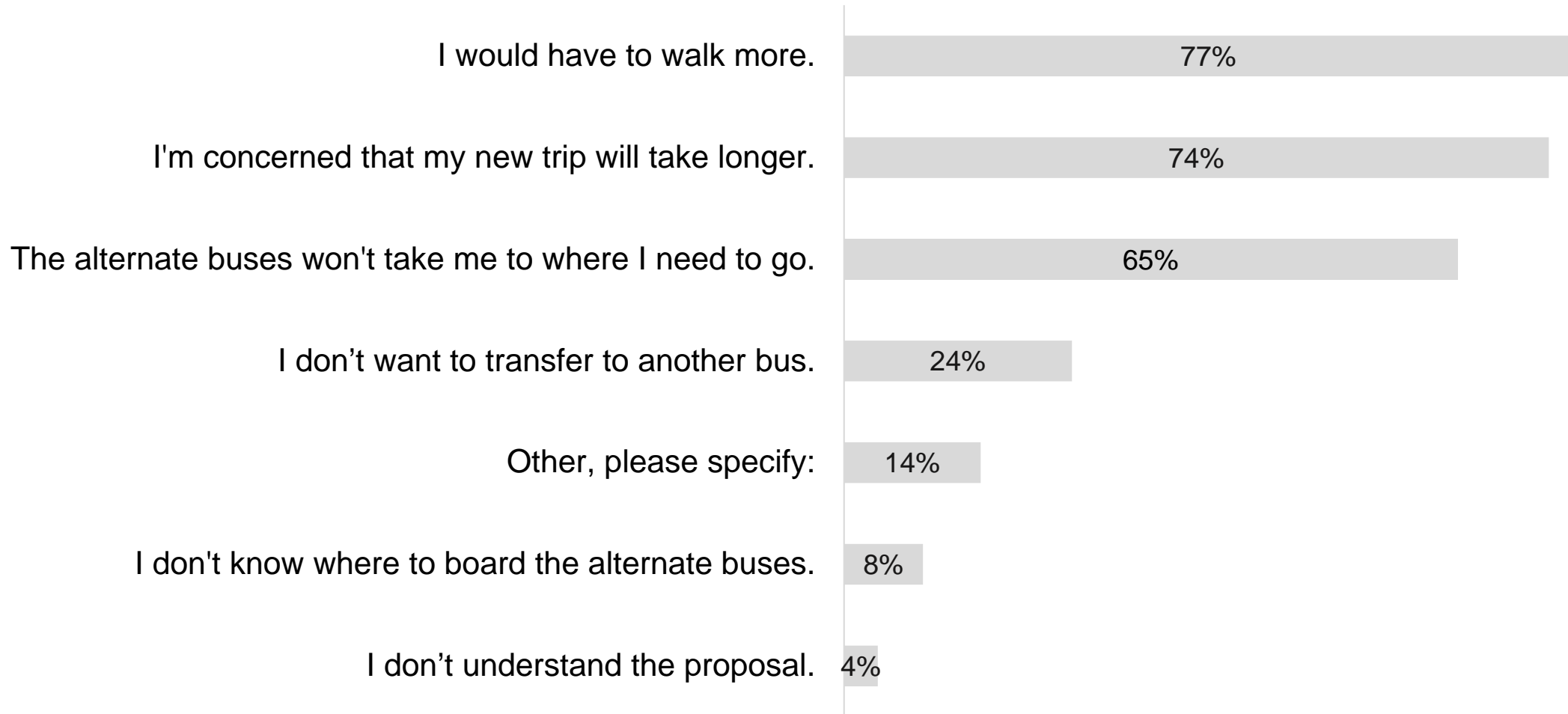
Route E6: Reasons Against Proposal (n = 448)



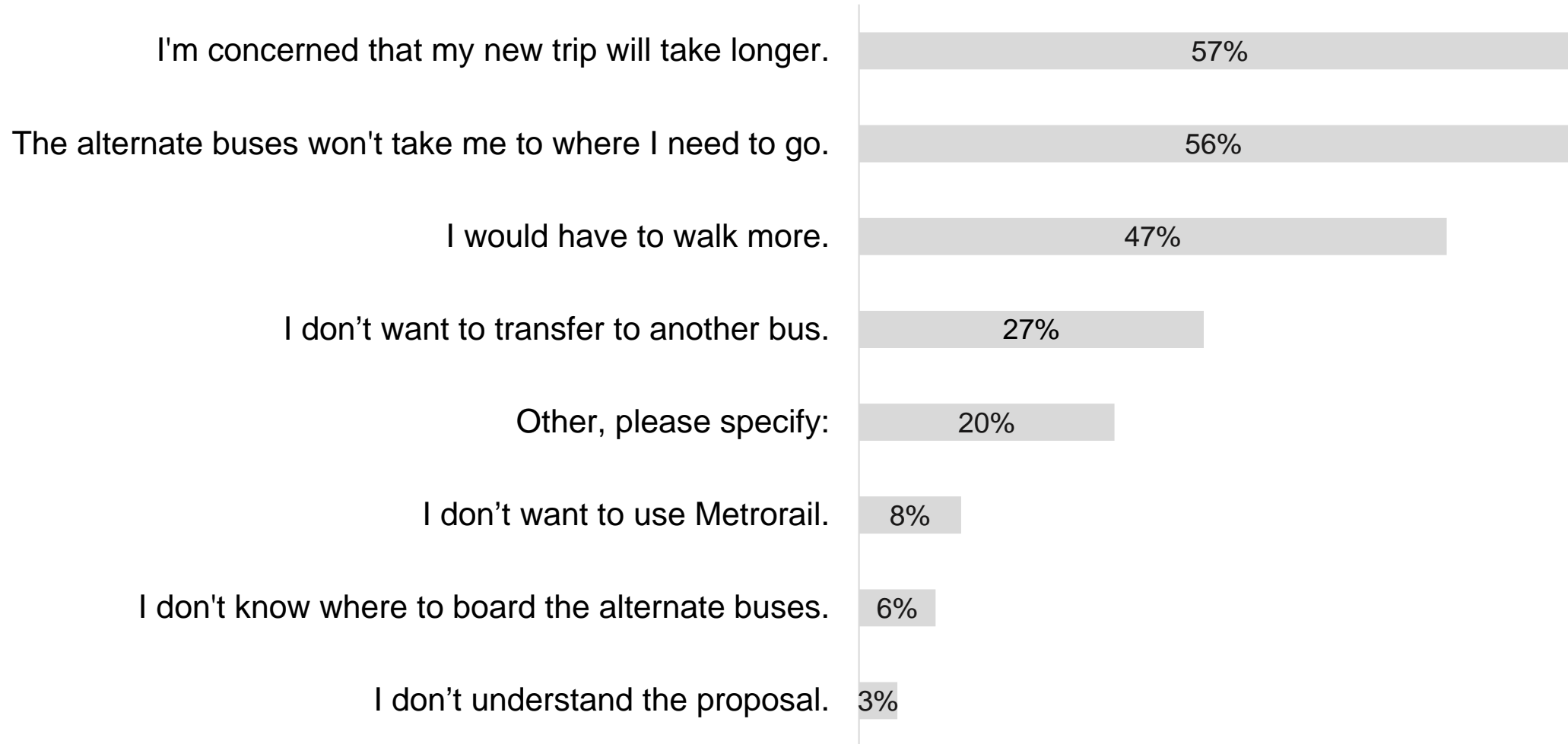
Route F12: Reasons Against Proposal (n = 72)



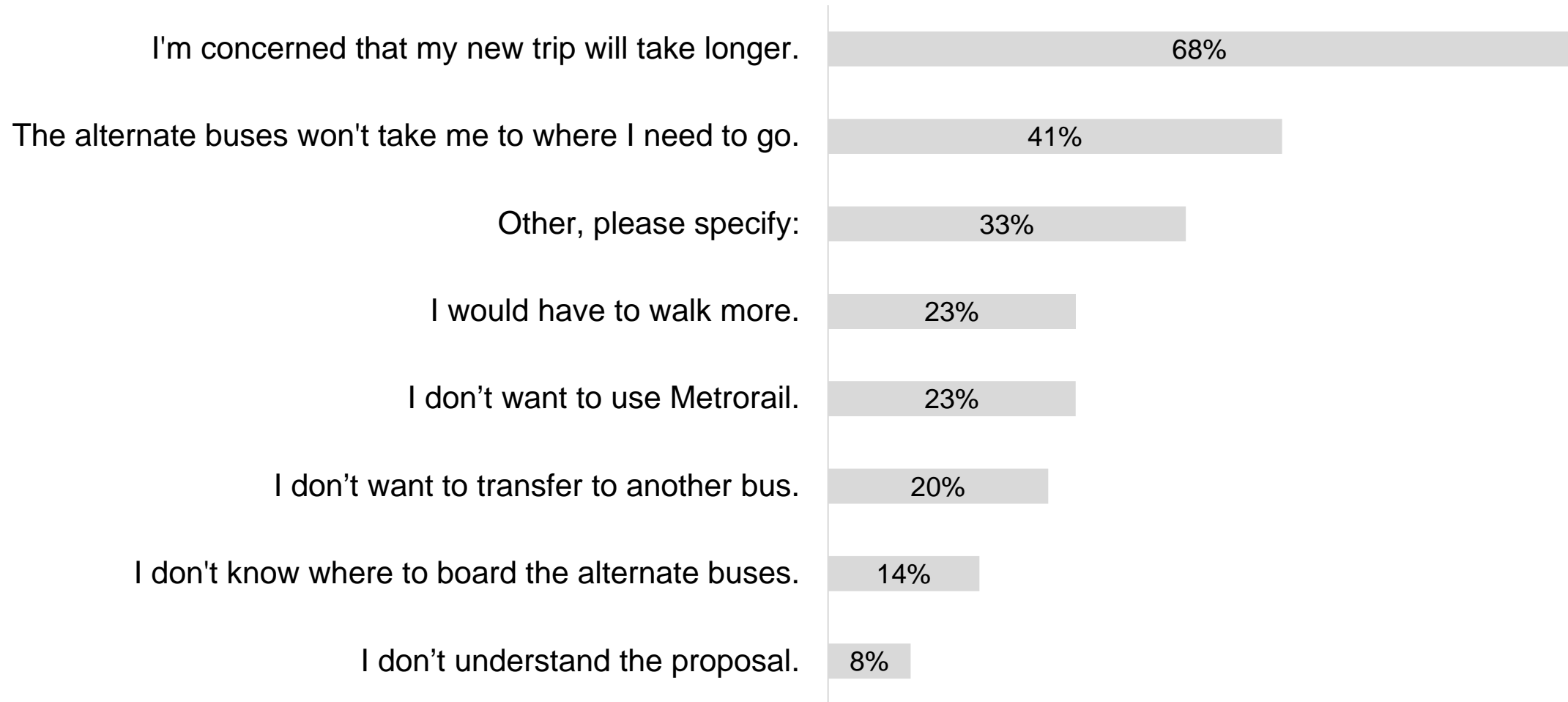
Route G2: Reasons Against Proposal (n = 988)



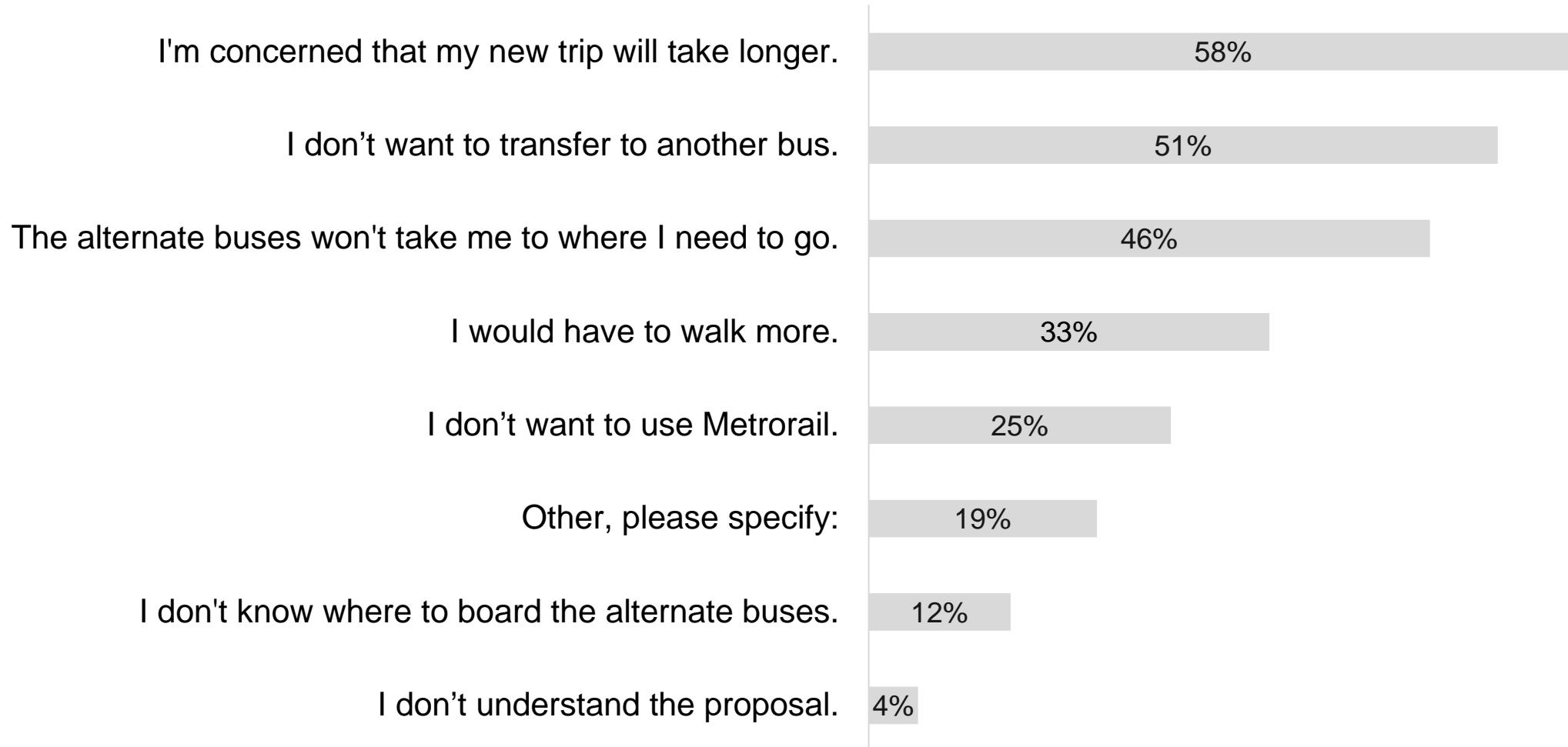
Route M4: Reasons Against Proposal (n = 197)



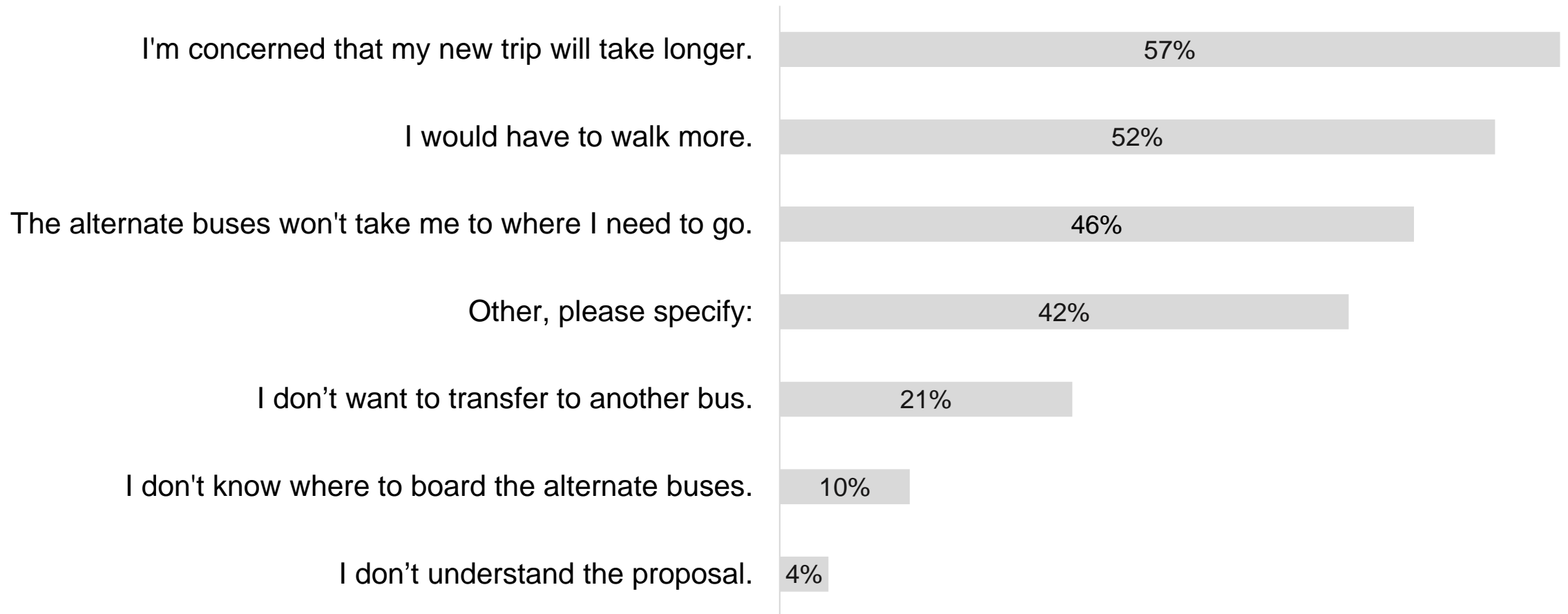
Route NH2: Reasons Against Proposal (n = 80)



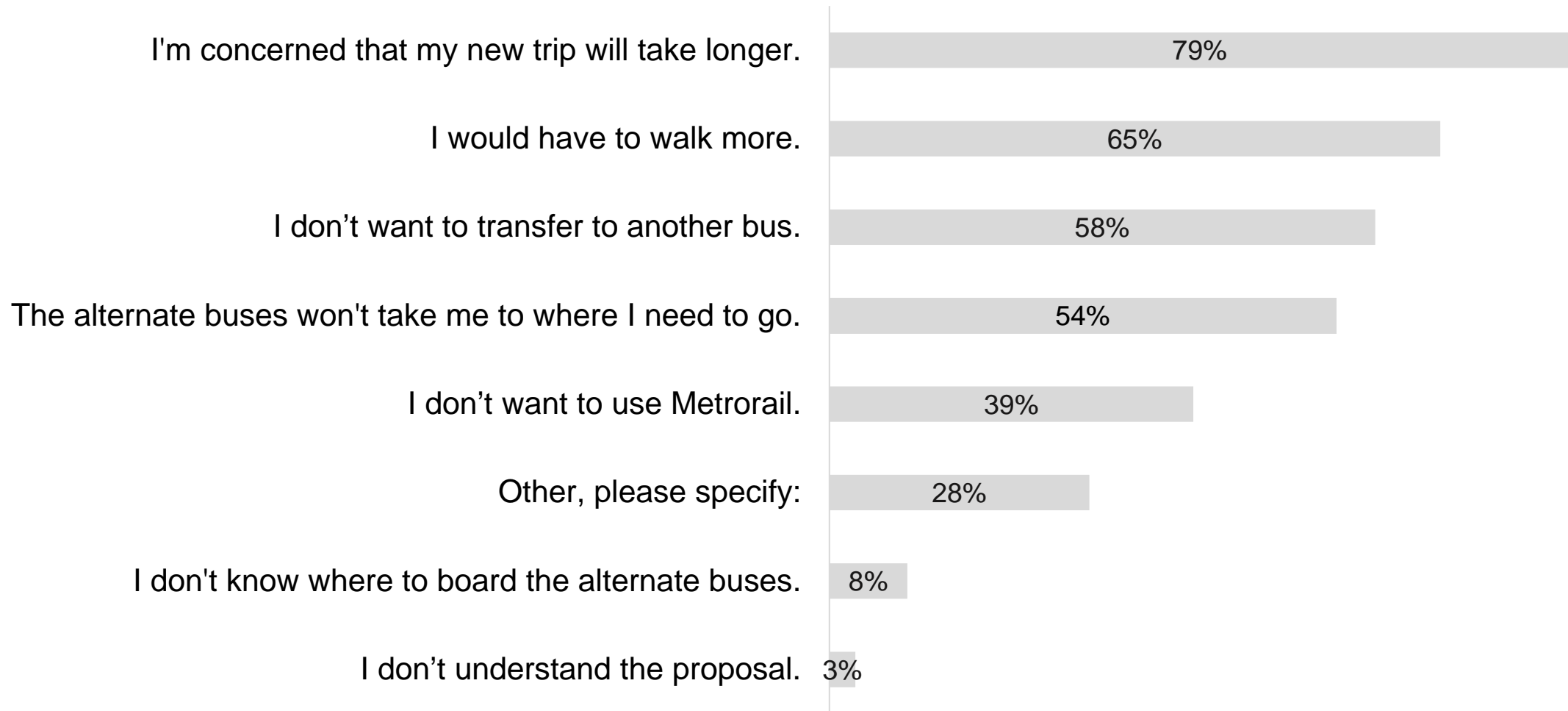
Routes Q1, Q2, Q5, Q6: Reasons Against Proposal (n = 200)



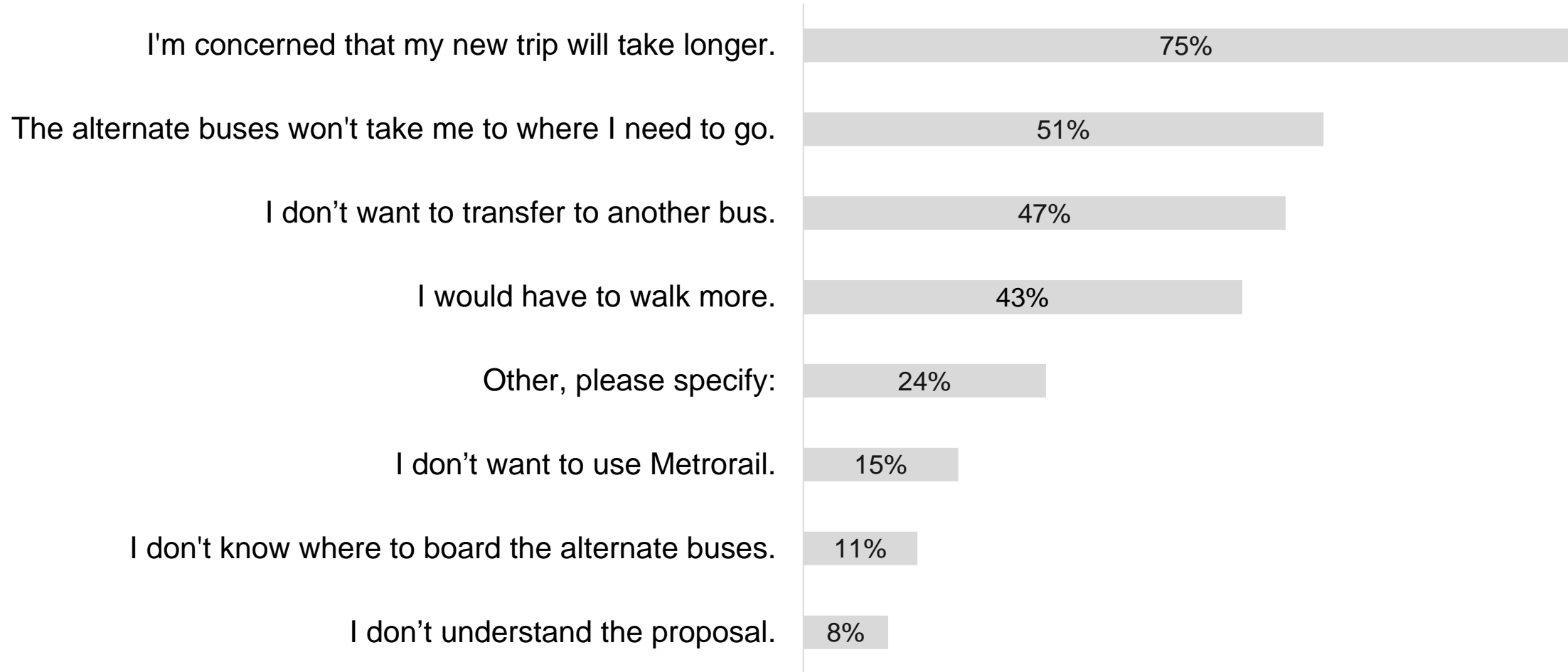
Route S90, S91: Reasons Against Proposal (n = 84)



Route V1: Reasons Against Proposal (n = 72)



Routes X1, X3, X8: Reasons Against Proposal (n = 348)



Overall Survey Demographics

	Responses	%
Household income		
Less than \$30,000	1,250	9%
More than \$30,000	12,395	91%
Latino or Hispanic Origin		
Yes	1,171	8%
No	13,837	92%
Race		
African American or Black	2,537	17%
American Indian or Alaska Native	189	1%
Asian	1,375	9%
Native Hawaiian or other Pacific Islander	105	1%
White	10,414	72%
Other	641	4%

Note: Our approach was to include the count of responses excluding nonresponses.

M E M O R A N D U M

SUBJECT: Title VI Equity Analysis: Service and Fare Changes, FY 2021 Budget

DATE: March 30, 2020



FROM: FAIR – Franklin Jones

Franklin Jones
E025538 WMATA

Digitally signed by Franklin Jones E025538 WMATA
Date: 2020.03.30 19:30:20 -04'00'

THRU: IBOP – John T. Kuo

John Kuo
E023756 WMATA

Digitally signed by John Kuo E023756 WMATA
DN: c=US, o=Washington Metropolitan Area Transit Authority, ou=People, cn=John Kuo E023756 WMATA
Date: 2020.03.30 18:03:05 -04'00'

TO: GM/CEO – Paul J. Wiedefeld

This memorandum describes the methodology and findings of the Title VI equity analysis required for the fare changes and major service changes associated with the Fiscal Year 2021 Operating Budget.

Staff is seeking acceptance of the Title VI equity analysis required in order to change fares and service. This action item will be reviewed by the Finance and Capital Committee at the April 2 meeting.

I. Conclusion

Based on the Title VI equity analysis, staff has determined that the proposed fare changes and most of the service changes do not result in a disparate impact (DI) for minority populations or a disproportionate burden (DB) for low-income populations. The only exception is the change in headways during early morning hours (5:00 AM to 6:00 AM) on Metrorail, which results in a DI for minority customers. However, this change does not violate Title VI because Metro has a substantial legitimate justification for the proposed service change, and no less discriminatory alternative exists. It has support among minority customers, as 43 percent of minority customers surveyed during public outreach are in favor of the proposal compared to 33 percent against. Additionally, service during late-night periods and on Sundays acts as a mitigation to minority customers using Metro.

II. Fare and Service Change Proposals

In November 2019, the GM/CEO put forward a proposed FY2021 Operating Budget. Overall, the goals of the budget are to improve service and ridership through safe and on-time bus and rail services while ensuring that subsidies do not grow by more than three percent annually. Based on input from the public outreach process and consultations with the jurisdictions, the GM/CEO's revised budget proposal includes the following fare and service changes:

Table One: Major Policy Direction, Fares

Rail Distanced-Based Fares	\$0.10 Increase Peak Base, \$6.50 Max Peak Fare, Change in Mileage Tiers, Senior-Disabled Off-Peak Reduction
Rail Weekend	\$2.00 Flat Fare
Rail Passes	No Fare Change for Pass Customers
Bus To/From Rail Transfers	Raise Discount from \$0.50 to \$1.00
Bus Fares	No Increase to Fares. No \$0.25 Surcharge for Cash
Bus Passes	Reduce Cost of 7 Day Pass from \$15 to \$12

The budget proposal also includes a number of service changes focused on increasing ridership and efficiency of operations. They are summarized in Table Two.

Table Two: Major Service Changes

Rail Service	Increase Headway* on Weekdays 5 AM to 6 AM from 8 to 12 minutes, Decrease Headways on Sundays to Match Saturdays, Extend Operating Hours by 30 Mins. Mon-Thurs, Extend Hours by 60 Mins. Friday and Saturday Late-Nights
Bus Service	Add Saturday and Sunday Service on Various Routes, Add Weekday Service on Four MetroExtra Routes, Eliminate service on routes with low ridership or redundant service including 5A, TAGS**, Z8, Z11,B29, and B30 Reduce frequency and span on certain routes including some late- night bus trips

*A headway is the time between trains. Increasing the headway means trains come less frequently.

**TAGS: Transportation Association of Greater Springfield circulator bus (Metrobus Routes S80 and S91).

III. Title VI Analysis

When a transit agency proposes a fare change or a major service change, the Federal Transit Administration (FTA), in its Title VI Circular 4702.1B, requires that the agency conduct an equity analysis to determine whether the service or fare change will result in a disparate impact (DI) for minority riders or a disproportionate burden (DB) for low-income riders. In conducting this equity analysis, Metro used the following survey and operations data to determine which populations would be affected by the proposed fare and service changes:

- 2016 Travel Trends Rail Passenger Survey (Spring 2016)
- Supplemental Survey of Sunday Rail Ridership (Fall 2016)
- 2018 Metrobus Passenger Survey (Fall 2018)
- Metrorail and Metrobus ridership and revenue data (Fall 2019)
- Public Outreach Survey for FY 2021 Budget (Early 2020)

a. Fare Equity Analysis

In Resolution 2013-27, the Board approved Metro's DI/DB thresholds. For fare changes, the DI/DB threshold is five percent, meaning that the average fare

increase or decrease for minority/low-income riders cannot exceed the average fare increase or decrease for non-minority/non-low-income riders by more than five percent.

To assess fare impacts, staff first calculated the average fare paid for bus and rail customers by demographic group on a typical weekday. To accomplish this, staff calculated the fare paid by each rail customer for each trip on rail by time of day (peak vs. off-peak) and by fare categories (regular fare, senior/disabled fare, passes) and divided that by the number of customers in each category to create an average fare paid per trip. The data is then merged with survey data for the same trips and/or fare categories to create an average fare paid by demographic group (minority vs. non-minority, low income vs. non-low income). On bus, the process is simpler, in that fares do not vary by time of day, only by the type of service (regular, express and airport) and by fare category (regular fare, senior/disabled fares, passes).

Future fares are calculated in the same way, except that the proposed fare policy changes are used in place of the current fares. The current average fare is then compared to the proposed average fare to determine the percentage change in fare by demographic group. The following tables summarize the results for each proposal currently under consideration:

Table Three: DI/DB Test, Fare Proposal

	Minority	Non-Minority	Low-Income	Non-Low-Income
Fare Change, Bus	-7.1%	-6.1%	-6.4%	-7.2%
Fare Change, Rail	-1.6%	0.7%	-7.5%	0.5%
System Average	-3.1%	0.2%	-7.0%	-0.3%
Difference	-3.3%		-6.7%	
DI/ DB	No		No	

As shown on Table Three, the fare proposal under consideration would reduce the average fare paid by minority and low-income customers more than the proposal would reduce the average fare for their non-minority and non-low-income counterparts. This is due in large part to the increase of the bus/rail transfer discount. Therefore, the proposal does not result in a DI for minority customers or in a DB for low-income customers.

b. Service Equity Analysis

When Metro proposes a major service change, the FTA requires that Metro conduct a Title VI equity analysis. This includes additions to service, like the current proposals to increase the operating hours and the train frequency increase on Sundays. When adding service, the equity analysis assesses whether the added service benefits minority and low-income customers in the

same way as all other customers, testing to see if there is a DI or DB.

To determine whether the proposed service changes would result in a DI for minority populations or a DB for low-income populations, staff used Metro’s Board-approved DI/DB thresholds adopted in Resolution 2013-27 (see Table Four).

Table Four: DI/DB Service Thresholds

Total Daily Riders 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%

Metrorail Service Reductions

Using customer survey data, Metro staff calculated the percentage of minority and low-income customers impacted by the proposal to increase scheduled service headways from eight minutes to 12 minutes from 5:00 AM to 6:00 AM on weekdays. Because the proposed service change affects rail customers, Metro then compared that percentage to the system-wide profile for Metrorail (44.8 percent minority; 12.6 percent low-income). The number of daily riders impacted falls between 10,000 and 20,000. Therefore, the DI/DB threshold for this action is seven percent.

Table Five: DI/DB Test, Change in Rail Headways 5AM to 6AM

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	53.3%	10.1%
System Average	44.8%	12.6%
Difference	8.5%	-2.5%
Threshold	7.0%	7.0%
DI or DB	Yes	No

As shown in Table Five, the proposal impacts a higher proportion of minority customers than the system average. This difference exceeds the seven percent threshold; therefore, there is a DI. See the Title VI Discussion later in the document for additional details.

The proposal impacts a lower proportion of low-income customers than the system average. Therefore, there is not a DB for low-income customers.

Metrorail Service Increases

The proposal includes an increase in late-night service hours on weekdays, Fridays and Saturdays. The proposal also includes more frequent Sunday service. Since this proposal affects an entire service day, Sunday, the daily ridership impacted is over 40,000. Therefore, the DI/DB threshold is five percent.

Using survey data, Metro staff calculated the percentage of minority and low-income customers benefiting from the proposal. Because the proposed service change affects rail customers, Metro then compared that percentage to the system-wide profile for Metrorail (44.8 percent minority; 12.6 percent low-income).

Table Six: DI/DB Test, Late-Night and Sunday Metrorail Service Increases

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	61.4%	30.7%
System Average	44.8%	12.6%
Difference	16.6%	18.1%
Threshold	-5.0%	-5.0%
DI or DB	No	No

As shown in Table Six, the service proposal benefits a higher proportion of minority and low-income customers than the system average. Therefore, the proposal does not result in a DI for minority customers and does not result in a DB for low-income customers.

Metrobus Service Reductions

The proposal includes the elimination of some bus service to improve service efficiency. The proposal includes eliminations of service on some routes with low ridership or on routes that duplicate other service. The current proposal includes the following routes in this category: 5A, TAGS, Z11, Z8, B29, and the B30. Most customers affected by the changes on these routes have other travel options on transit.

The proposal also includes reductions in frequency or span on a select number of other routes. Overall, the proposal impacts approximately 3,000 customers each weekday. Therefore, the DI/DB threshold is eight percent.

Using Metrobus survey data, Metro staff calculated the percentage of minority and low-income customers impacted by the proposal. Because the proposed service change affects bus customers, Metro then compared that percentage to the system-wide profile for Metrobus (80.7 percent minority; 46.4 percent low-income).

Table Seven: DI/DB Test, Bus Service Reductions

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	80.9%	40.3%
System Average	80.7%	46.4%
Difference	0.2%	-6.1%
Threshold	8.0%	8.0%
DI or DB	No	No

As shown in Table Seven, the proposal impacts a slightly higher proportion of minority customers than the system average. However, this difference (of 0.2 percent) is below the 8.0 percent threshold. Therefore, there is not a DI for minority customers. The proposal impacts a lower proportion of low-income customers than the system average. Therefore, there is not a DB for low-income customers.

Metrobus Service Increases

The proposal includes additional weekend service on certain routes with high ridership, and additional weekday service on four MetroExtra routes. On any given service day, the number of benefiting customer trips is below 10,000; therefore, the DI/DB threshold is eight percent.

Using Metrobus survey data, Metro staff calculated the percentage of minority and low-income customers benefiting from the proposal. Because the proposed service change affects bus customers, Metro then compared that percentage to the system-wide profile for Metrobus (80.7 percent minority; 46.4 percent low-income).

Table Eight: DI/DB Test, Metrobus Service Increases

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	90.6%	57.6%
System Average	80.7%	46.4%
Difference	9.9%	11.2%
Threshold	-8.0%	-8.0%
DI or DB	No	No

As shown in Table Eight above, the service proposal benefits a higher proportion of minority and low-income customers than the system average. Therefore, the proposal does not result in a DI for minority customers and does not result in a DB for low-income customers.

Title VI Discussion – Disparate Impact

Pursuant to FTA Title VI Circular, Metro may implement a proposed service change that will result in a DI for minority populations if Metro:

- (1) has a substantial legitimate justification for the proposed change; and
- (2) can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish Metro's legitimate program goals.

Although the proposal to reduce service levels on Metrorail between the hours of 5:00 AM and 6:00 AM results in a disparate impact, implementing this service change would not violate Title VI because: (1) Metro has a substantial legitimate justification for the proposed service change; and (2) no less discriminatory alternative exists. Furthermore, minority customers support the proposal, and additional service during late-night periods and on Sundays acts as a mitigation to minority customers using Metro.

Substantial Legitimate Justification: There is a substantial legitimate justification for this action as it helps Metro improve operations, offer more service, and achieve more reliable service while resulting in a minimal impact to the customer. Specifically:

- The 12-minute headway helps Metro “ramp up” service over a full hour rather than immediately at system opening as under the current 8-minute headway, making it easier to clear overnight track work. This contributes to Metro's ability to offer more service hours and reduces disruptions that could occur with late track clearance, improving service reliability.
- The three percent cap mandates that Metro look for ways to ensure that service is as efficient as possible to control operating costs, such as reducing service in low ridership periods.
- No one will be denied service by this action. Trains will still operate during this time period.
- At worst, the average change in wait time would only increase by two minutes (from four to six minutes). At stations served by multiple lines, the change in wait time would be even less.
- The proposal would not result in significant changes in crowding levels, as trains would continue to operate below guidelines for passenger load, with load factors below the 100 passengers per car guideline.

No Less Discriminatory Alternative: Metro has examined alternatives to reducing early morning service levels, including cutting service during peak periods or cutting service during mid-day. Cutting service during peak periods would impact too many customers. During mid-days, the Metrorail system already operates at a 12-minute headway. Thus, cutting service during this time

period would result in a significant loss of service to customers that already have longer wait times than early morning customers and is not practical.

Metro could elect to not modify the early morning service. However, the operational benefits contribute to Metro's ability to offer more service hours and resources saved by reducing service levels early in the morning are being used to provide more service during time periods that minority (and low-income) customers are far more likely to use Metro: late-nights and on Sundays. As discussed below, this is a far greater benefit to these customers overall.

Support among Minority Customers. Minority and other customers support the reduction in early morning service levels. According to customer survey data collected as part of FY2021 Budget Outreach, approximately 43 percent of all minority customers who responded on this topic are either strongly or moderately **in favor** of this service reduction. This is compared to 33 percent who are strongly or moderately against the service reduction. This trend is true for the general population as well as low-income customers.

Mitigation. The addition of late-night and Sunday service acts as a mitigation. As discussed in the prior section, 61 percent of those benefiting from the additional service are minority and 31 percent are low-income. This is well above the percentage of minority and low-income customers that are adversely impacted by reduction in service (53 percent minority and 10 percent low-income). In total, staff estimates that over 10 million customers will benefit from this new service, compared to the less than 3 million adversely impacted by the early morning reduction in service.

Public Outreach

In accordance with the Title VI Circular 4702.1B, staff conducted public outreach and considered public feedback on the proposed fare change. The full Public Outreach Report is attached to the Board Action Information Summary. Staff considered the results of the public outreach when conducting this analysis.



FY2021 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	Total with Reimb	Subsidized Total	BUS	RAIL	ACCESS	REIMB
REVENUES						
Passenger	\$677,755	\$677,755	\$117,812	\$551,275	\$8,668	\$0
Parking	\$44,509	\$44,509	\$0	\$44,509	\$0	\$0
Advertising	\$35,800	\$35,800	\$8,940	\$26,860	\$0	\$0
Joint Development	\$17,750	\$14,644	\$0	\$14,644	\$0	\$3,106
Fiber Optics	\$19,460	\$18,777	\$0	\$18,777	\$0	\$684
Other	\$36,197	\$32,220	\$3,124	\$29,096	\$0	\$3,977
Total Revenues	\$831,472	\$823,706	\$129,876	\$685,162	\$8,668	\$7,766
EXPENSES						
Personnel	\$1,393,590	\$1,387,919	\$536,470	\$837,546	\$13,904	\$5,671
Services	\$388,915	\$387,245	\$66,975	\$150,909	\$169,361	\$1,671
Materials & Supplies	\$107,742	\$107,317	\$27,663	\$78,892	\$762	\$425
Fuel (Gas/Diesel/CNG)	\$31,939	\$31,939	\$22,553	\$3,684	\$5,702	\$0
Utilities & Propulsion	\$105,793	\$105,793	\$11,645	\$93,378	\$770	\$0
Casualty & Liability	\$32,260	\$32,260	\$8,786	\$22,890	\$584	\$0
Leases & Rentals	\$11,036	\$11,036	\$2,657	\$7,394	\$985	\$0
Miscellaneous	\$6,505	\$6,505	\$780	\$5,589	\$136	\$0
Total Expenses	\$2,077,781	\$2,070,015	\$677,529	\$1,200,282	\$192,204	\$7,766
NetSubsidy	\$1,246,310	\$1,246,310	\$547,654	\$515,120	\$183,536	\$0
Cost Recovery Ratio¹		39.8%	19.2%	57.1%	4.5%	

¹Total Revenues/ Total Expenses

ATTACHMENT D: FY2021 Summary of State/Local Operating Requirements

	FY2020 Base	FY2021 Capped	Change %	Legislative Exclusions	Change %	Silver Line Phase 2	FY2021 Total Subsidy	Total Change %	Debt Service	Jurisdictional Contribution
District of Columbia	\$407,765,902	\$419,998,879	3.0%	\$2,079,419	0.5%	\$25,892,842	\$447,971,141	9.9%	\$33,267,125	\$481,238,266
Montgomery County	\$189,124,318	\$190,358,776	0.7%	\$1,622,723	0.9%	\$13,748,799	\$205,730,298	8.8%	\$15,406,871	\$221,137,169
Prince George's County	\$242,610,897	\$254,328,496	4.8%	\$3,476,973	1.4%	\$12,340,775	\$270,146,243	11.3%	\$15,806,488	\$285,952,731
Maryland Subtotal	\$431,735,215	\$444,687,272	3.0%	\$5,099,696	1.2%	\$26,089,573	\$475,876,541	10.2%	\$31,213,359	\$507,089,900
City of Alexandria	\$45,835,235	\$47,885,869	4.5%	\$112,636	0.2%	\$3,657,319	\$51,655,824	12.7%	\$1,774,830	\$53,430,654
Arlington County	\$78,160,432	\$79,025,489	1.1%	\$150,169	0.2%	\$7,321,818	\$86,497,475	10.7%	\$0	\$86,497,475
City of Fairfax	\$2,486,758	\$2,728,923	9.7%	\$26,195	1.1%	\$238,364	\$2,993,482	20.4%	\$111,451	\$3,104,932
Fairfax County	\$156,043,184	\$158,429,291	1.5%	\$1,123,321	0.7%	\$12,732,683	\$172,285,295	10.4%	\$5,613,058	\$177,898,353
City of Falls Church	\$3,449,375	\$3,314,749	(3.9%)	\$11,266	0.3%	\$196,824	\$3,522,838	2.1%	\$176,178	\$3,699,016
Loudoun County	\$0	\$3,169,912	100.0%	\$20,252	100.0%	\$2,316,758	\$5,506,922	100.0%	\$0	\$5,506,922
Virginia Subtotal	\$285,974,984	\$294,554,233	3.0%	\$1,443,839	0.5%	\$26,463,765	\$322,461,837	12.8%	\$7,675,516	\$330,137,353
Total Contribution	\$1,125,476,101	\$1,159,240,384	3.0%	\$8,622,954	0.8%	\$78,446,181	\$1,246,309,519	10.7%	\$72,156,000	\$1,318,465,519

1. The base subsidy model was adjusted to prorate Loudoun County for one quarter of Silver Line Operations
2. Applicable costs for Metrobus Routes 16E, B29, and B30 that are funded by management actions are not included in calculation of the Subsidy Allocation

ATTACHMENT E: SERVICE CHANGES

Metrorail Service Changes

1 Better Weekend Metrorail Service: Operate Saturday Headways on Sundays

Reduce Orange/Silver/Yellow/Green/Blue Line Sunday daytime headway from 15 minutes to 12 minutes. Reduce Red Line Sunday daytime headways from 8 minutes to 6 minutes.

2 Restore Rail Late Night Hours: Add Four Hours of Service Per Week

Trains would operate an additional four hours per week; staying open 30 additional minutes Monday through Thursday (until midnight) and one additional hour on Fridays and Saturdays (until 2:00 a.m.).

3 Weekday Early Morning Right-sizing: Widen Weekday Headway before 6 a.m.

Increase weekday headways on all lines before 6:00 a.m. from 8 minutes to 12 minutes.

Metrobus Service Changes

Weekend Service Improvements				
Route	Name	Day(s)	Proposed Service Change(s)	Jurisdictions Served
80	North Capitol Street	Sat / Sun	Increase frequency from 30 minutes to 20 minutes	DC
83,86	College Park	Sat / Sun	Increase frequency from 60 minutes to 30 minutes (15 minutes in combined section)	DC, PG
A12	Martin Luther King Jr. Highway	Sun	Increase frequency to match Saturday (every 45 minutes)	PG
C29	Central Avenue	Sat / Sun	Increase frequency from 60 minutes to 30 minutes	PG
E4	Military Road-Crosstown	Sat / Sun	Increase frequency from every 24 minutes on Saturday and every 30 minutes on Sunday to every 20 minutes	DC
F4	New Carrollton-Silver Spring	Sat / Sun	Increase frequency from every 24 minutes on Saturday and every 30 minutes on Sunday to every 20 minutes	MG, PG
P6	Anacostia-Eckington	Sat / Sun	Increase frequency from every 35 minutes to every 20 minutes	DC
P12	Eastover-Addison Road	Sun	Increase frequency to match Saturday (every 20 minutes)	DC, PG
S2	16 th Street	Sun	Increase frequency to match Saturday (every 20 minutes)	DC, MG
S9	16 th Street Limited	Sun	Increase frequency to match Saturday (every 20 minutes)	DC, MG
Y2, Y8	Georgia Avenue-MD	Sat / Sun	Increase frequency from every 24 minutes to every 20 minutes	MG
7A,7F	Lincolnia-North Fairlington	Sun	Increase frequency to match Saturday (every 30 minutes)	AR, AX
23B, 23T	McLean-Crystal City	Sun	Increase frequency from 60 minutes to 30 minutes (15 minutes in combined section)	AR, AX, FX
28A	Leesburg Pike	Sun	Increase frequency to match Saturday (every 20 minutes)	AX, FX

MetroExtra Improvements				
Route	Name	Day(s)	Proposed Service Change(s)	Jurisdictions Served
79	Georgia Avenue Limited	Mon-Fri	Extend PM service 3 hours to 10 PM	DC, MG
X9	Benning Road-H Street Limited	Mon-Fri	Add additional peak period trips. Extend PM peak period 1 hour to 7:45 PM	DC, PG
K9	New Hampshire Avenue Limited	Mon-Fri	Add midday service	DC, MG, PG
16Y	Columbia Pike-Farragut Square	Mon-Fri	Extend AM peak period 1 hour to 10:00 AM. Extend PM peak period 1 hour to 8:15 PM	DC, AR

Efficiencies and Restructuring				
Route	Name	Category	Proposed Service Change(s)	Jurisdictions Served
92	U Street - Garfield	Redundancy	Eliminate short trips ending at Eastern Market.	DC
D4	Ivy City – Franklin Square	Frequency / Span	Eliminate service after 10 PM	DC
D6	Sibley Hospital – Stadium Armory	Frequency / Span	Eliminate certain late-night trips on weekdays and Saturday	DC
E2	Ivy City – Fort Totten	Frequency / Span	Eliminate service after 10 PM	DC
C4	Greenbelt-Twinbrook	Frequency / Span	Reduce late-night span on weekdays	MG, PG
J2	Bethesda-Silver Spring	Frequency / Span	Reduce late-night span on weekdays	MG
K6	New Hampshire Ave.-MD	Frequency / Span	Reduce late-night span on weekdays	DC, MG, PG
L8	Connecticut Ave.-MD	Frequency / Span	Reduce early morning and evening span on weekdays	DC, MG
NH2	National Harbor-Alexandria	Redundancy	Eliminate route segment from King St.-Old Town to Huntington. Reduce frequency.	PG, AX, FX
T2	River Road	Frequency / Span	Reduce early morning and evening span on weekdays	DC, MG
Y2	Georgia Ave.-MD	Frequency/Span	Reduce late-night span on weekdays	MG
Z6	Calverton-Westfarm	Redundancy	Extend service to Greencastle to replace part of the Z8 line. Add additional frequency to replace Z8 trips. Eliminate service to Burtonsville.	MG
Z8	Fairland	Redundancy	Eliminate entire line	MG
Z11	Burtonsville-Greencastle Express	Redundancy	Eliminate entire line	MG
3T	Pimmit Hills	Low Ridership	Eliminate segment between West Falls Church and East Falls Church when current grant funding expires in December 2020	FC, FX
5A	DC-Dulles	Redundancy	Eliminate entire line when Silver Line Extension opens for revenue service	DC, AR, FX
S80, S91	Springfield Circulator-Metro Park Shuttle	Low Ridership	Eliminate entire line in December 2020	FX

Bus Lifeline Service Adjustment				
Route	Name	Day(s)	Proposed Service Change(s)	Jurisdiction Served
30N, 30S	Friendship Heights-Southeast	Weekday Sat / Sun	Eliminate the last trip each direction on Route 30N weekday, Saturday and Sunday and the last trip each direction on Route 30S on weekdays and Saturdays	DC, PG
80	North Capitol Street	Fri / Sat / Sun	Eliminate the last 2 trips each direction	DC
96	East Capitol Street-Cardoza	Fri / Sat	Eliminate the last westbound trip on Fridays and the last eastbound trip on Fridays and Saturdays. The remaining last trip on Saturdays will terminate at U & 14 th Sts. NW	DC, PG
G8	Rhode Island Avenue	Fri / Sat	Eliminate all trips operating to/from Rhode Island Avenue Station	DC, PG
H4	Crosstown	Fri / Sat / Sun	Eliminate the last trip each direction	DC
P6	Anacostia-Eckington	Weekday Sat / Sun	Eliminate service between 2 am and 4 am	DC
W4	Deanwood – Alabama Avenue	Weekday Sat / Sun	Eliminate the last northbound trip on weekdays, Saturday and Sunday. Eliminate the last southbound trip on Saturday and Sunday.	DC
2A	Washington Blvd.-Dunn Loring	Fri / Sat	Eliminate the last trip each direction	AR, FC, FX
10A, 10N	Alexandria-Pentagon	Fri / Sat / Sun	Eliminate the last 10A trip each direction. Eliminate the entire Route 10N.	AR, AX

ATTACHMENT F: FARE CHANGES

Metrorail Fares	CURRENT Fares/Fees	FY2021 Proposed Fare Options
Peak Fares¹		
1 · Boarding charge (up to 3 miles)	\$2.25	\$2.35
2 · Composite miles between 3 and 6 miles	\$0.326	no change
3 · Composite miles over 6 miles	\$0.288	\$0.326
4 · Maximum peak fare	\$6.00	\$6.50
5 · Charge for senior/disabled is one-half peak fare	\$1.10 - \$3.00	\$1.15 - \$3.25
Off-Peak Fares²		
6 · Boarding charge (up to 3 miles)	\$2.00	no change
7 · Composite miles between 3 and 6 miles	\$0.244	\$0.216
8 · Composite miles over 6 miles	\$0.216	no change
9 · Maximum off-peak fare	\$3.85	no change
10 · Weekend Flat Fare ³	\$2.00 - \$3.85	\$2.00
11 · Charge for senior/disabled is one-half the fare during off-peak	\$1.10 - \$3.00	\$1.00 - \$1.90
Unlimited Combo Passes		
12 · Monthly unlimited passes ⁴	varies	no change
13 · 1-day unlimited pass	\$13.00	no change
14 · 3-day unlimited pass	\$28.00	no change
15 · 7-day short-trip unlimited pass	\$38.00	no change
16 · 7-day unlimited pass	\$58.00	no change
Other Rail Fares		
17 · Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	\$1.00 discount
18 · Monthly TransitLink Card on MARC and VRE ⁵	\$114.00	no change
19 · Monthly TransitLink Card on MTA ⁵	\$176.00	no change
20 · Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction ⁶	\$0.05	no change
Metrobus Fares		
Regular Fares		
21 · Cash boarding charge for local bus	\$2.00	no change
22 · Cash boarding charge for express bus	\$4.25	no change
23 · Cash boarding charge for designated airport routes	\$7.50	no change
24 · SmarTrip® boarding charge for local bus	\$2.00	no change
25 · SmarTrip® boarding charge for express bus	\$4.25	no change
26 · SmarTrip® boarding charge for designated airport routes	\$7.50	no change
Senior/Disabled: One-Half Regular Fares		
27 · Cash boarding charge for local bus	\$1.00	no change
28 · Cash boarding charge for express bus	\$2.10	no change
29 · Cash boarding charge for designated airport routes	\$3.75	no change
30 · SmarTrip® boarding charge for local bus	\$1.00	no change
31 · SmarTrip® boarding charge for express bus	\$2.10	no change
32 · SmarTrip® boarding charge for designated airport routes	\$3.75	no change
Cash Upload to SmarTrip®		
33 · Surcharge for cash upload to SmarTrip® on board bus	\$0.00	no change

Bus Transfers utilizing SmarTrip® card

34	· Local to local bus	free	no change
35	· Local to express bus	\$2.00 discount	no change
36	· Local to designated airport routes	\$2.00 discount	no change
37	· Rail-to-bus transfer	\$0.50 discount	\$1.00 discount
38	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	free	no change
39	· Transfer from regional bus partners	varies	varies

Bus Passes

40	· 7-Day Regional Bus Pass	\$15.00	\$12.00
41	· 7-Day Regional Senior/Disabled Bus Pass	\$7.50	\$6.00

Other Fare Media

42	· Package of 10 tokens, available to organizations	\$20.00	no change
43	· DC student tokens - 10 trips per pack	\$10.00	no change

MetroAccess Fares⁷

44	· MetroAccess fare (within ADA 3/4 mile service corridor)	varies	varies
45	· Maximum fare	\$6.50	no change

Parking Fees⁸

46	· District of Columbia	\$4.45 - \$4.95	no change
47	· Montgomery County	\$4.45 - \$5.20	no change
48	· Prince George's County	\$3.00 - \$5.20	no change
49	· Virginia	\$3.00 - \$4.95	no change
50	· Monthly reserved parking fee	\$45.00 - \$65.00	no change
51	· Parking meters \$1.00/60 minutes	\$1.00	no change
52	· Prince George's parking garage at New Carrollton (monthly)	\$85.00	no change
53	· Non-Metro rider parking fees	\$7.50 - \$15.00	no change
54	· Special event parking fees	up to \$25.00	no change

Other Fees

55	· Bicycle locker rental	\$120.00 (annual)	no change
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¹ Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays.

² Off-peak fares are in effect during all other hours on weekdays and all national holidays.

³ Weekend flat fares are in effect from Saturday opening until Sunday closing.

⁴ The Monthly Unlimited Pass, as originally approved in Resolution 2015-67 and updated to include both rail and bus for FY2020, charges customers a monthly rate equal to 36 times a customer's self-selected price point for a one-way peak-period rail trip. Customers purchasing the Monthly Unlimited Pass will continue to pay a monthly rate equal to 36 times the self-selected one-way peak rail trip, but this trip cost shall be based on FY2020 peak period rail trip pricing. For trips that exceed the distance included in the self-selected monthly rate, the difference in fare shall be charged at the FY2021 approved fare rates. Said promotional pricing shall remain in effect until otherwise stated.

⁵ Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.

⁶ A \$0.05 surcharge on entry and exit at up to two stations in each jurisdiction in the Compact Transit Zone to fund station-specific capital improvements to Metro facilities at the station(s) where the surcharge is levied may be imposed with further Board approval.

⁷ MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip.

⁸ Parking fees consist of Metro's base fee plus jurisdiction surcharge, if any.

Financial Plan by Investment Category

Capital Investment Categories (\$M)	FY2021 Budget	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	6 Year Total
Railcar	\$280	\$257	\$333	\$347	\$454	\$565	\$2,236
Rail Systems	\$165	\$131	\$163	\$153	\$147	\$132	\$891
Track and Structure Rehabilitation	\$148	\$176	\$166	\$193	\$161	\$170	\$1,014
Stations and Passenger Facilities	\$546	\$526	\$391	\$252	\$192	\$179	\$2,085
Bus and Paratransit	\$208	\$225	\$293	\$313	\$284	\$216	\$1,539
Business Support	\$475	\$550	\$218	\$236	\$243	\$227	\$1,949
Total Capital Investments	\$1,821	\$1,865	\$1,563	\$1,493	\$1,481	\$1,490	\$9,714
Revenue Loss from Capital Projects	\$23	\$24	\$25	\$25	\$26	\$27	\$149
Debt Service - Dedicated Funding	\$31	\$52	\$84	\$104	\$121	\$140	\$533
Total Capital Program Cost	\$1,875	\$1,941	\$1,672	\$1,623	\$1,628	\$1,657	\$10,396

Financial Plan - Allocation of State & Local Contributions

	FY2021 Budget	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	6 Year Total
Federal Funding							
Federal Formula Programs	\$321,106,774	\$321,106,774	\$321,106,774	\$321,106,774	\$321,106,774	\$321,106,774	\$1,926,640,644
Federal PRIIA	\$148,500,000	\$0	\$0	\$0	\$0	\$0	\$148,500,000
Other Federal Grants	\$19,964,914	\$4,428,532	\$2,800,000	\$2,960,000	\$2,840,000	\$2,840,000	\$35,833,446
Total - Federal Grants	\$489,571,688	\$325,535,306	\$323,906,774	\$324,066,774	\$323,946,774	\$323,946,774	\$2,110,974,090
State & Local Funding Contributions							
District of Columbia							
Formula Match & System Performance	\$95,116,884	\$99,240,193	\$101,357,944	\$105,205,060	\$107,436,033	\$108,760,022	\$617,116,136
PRIIA	\$49,500,000	\$49,500,000	\$49,500,000	\$49,500,000	\$49,500,000	\$49,500,000	\$297,000,000
Dedicated Funding	\$178,500,000	\$178,500,000	\$178,500,000	\$178,500,000	\$178,500,000	\$178,500,000	\$1,071,000,000
Subtotal - District of Columbia	\$323,116,884	\$327,240,193	\$329,357,944	\$333,205,060	\$335,436,033	\$336,760,022	\$1,985,116,136
State of Maryland							
Montgomery County	\$45,005,174	\$45,864,257	\$47,564,988	\$48,676,827	\$50,496,360	\$52,746,682	\$290,354,288
Prince George's County	\$45,181,684	\$46,915,584	\$48,154,482	\$49,877,126	\$51,081,137	\$52,036,091	\$293,246,104
MD PRIIA	\$49,500,000	\$49,500,000	\$49,500,000	\$49,500,000	\$49,500,000	\$49,500,000	\$297,000,000
MD Dedicated Funding	\$167,000,000	\$167,000,000	\$167,000,000	\$167,000,000	\$167,000,000	\$167,000,000	\$1,002,000,000
Subtotal - Maryland	\$306,686,858	\$309,279,841	\$312,219,470	\$315,053,953	\$318,077,497	\$321,282,773	\$1,882,600,392
Commonwealth of Virginia							
City of Alexandria	\$12,401,646	\$12,773,528	\$13,146,057	\$13,535,690	\$13,943,924	\$14,363,906	\$80,164,751
Arlington County	\$22,641,546	\$23,012,708	\$23,880,758	\$24,388,260	\$25,350,214	\$26,575,529	\$145,849,016
City of Fairfax	\$715,612	\$717,184	\$751,711	\$761,431	\$798,856	\$852,639	\$4,597,433
Fairfax County	\$40,760,743	\$41,487,654	\$43,046,454	\$44,013,681	\$45,699,476	\$47,814,951	\$262,822,959
City of Falls Church	\$757,037	\$792,724	\$807,605	\$840,022	\$855,791	\$862,074	\$4,915,253
Loudoun County (1)	\$5,797,066	\$5,624,882	\$6,011,578	\$5,965,127	\$6,399,330	\$7,111,061	\$36,909,044
VA PRIIA	\$49,500,000	\$49,500,000	\$49,500,000	\$49,500,000	\$49,500,000	\$49,500,000	\$297,000,000
VA Dedicated Funding	\$154,500,000	\$154,500,000	\$154,500,000	\$154,500,000	\$154,500,000	\$154,500,000	\$927,000,000
CMAQ	\$877,153	\$903,467	\$930,571	\$958,488	\$987,243	\$1,016,860	\$5,673,783
Subtotal - Virginia	\$287,950,804	\$289,312,148	\$292,574,734	\$294,462,699	\$298,034,834	\$302,597,020	\$1,764,932,238
Jurisdiction Planning Projects	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$18,000,000
Silver Line (MWAA)	\$26,556,000	\$17,747,000	\$0	\$0	\$0	\$0	\$44,303,000
Potomac Yard (Alexandria)	\$59,050,000	\$88,900,000	\$33,870,000	\$38,580,000	\$0	\$0	\$220,400,000
Purple Line (MDOT)	\$89,000	\$194,000	\$0	\$0	\$0	\$0	\$283,000
Subtotal - Jurisdictional Reimbursable	\$88,695,000	\$109,841,000	\$36,870,000	\$41,580,000	\$3,000,000	\$3,000,000	\$282,986,000
Total - State & Local	\$1,006,449,546	\$1,035,673,182	\$971,022,148	\$984,301,712	\$954,548,364	\$963,639,814	\$5,915,634,766
Debt	\$379,346,720	\$580,141,220	\$376,817,384	\$314,501,415	\$349,140,047	\$368,938,324	\$2,368,885,110
Grand Total Funding (2)	\$1,875,367,954	\$1,941,349,709	\$1,671,746,306	\$1,622,869,901	\$1,627,635,184	\$1,656,524,913	\$10,395,493,966

- (1) The jurisdictional shares of Formula Match and System Performance contributions are calculated using the original methodology which fully includes Loudoun County, rather than the prorated method used for the FY2021 Operating Subsidy calculation
- (2) Total funding requirement includes capital program expenditures, debt service, and estimated revenue loss from major shutdowns Note: Does not assume reauthorization of Federal PRIIA.



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 19103-2932
215-656-7100
215-656-7260 (fax)

November 27, 2019

Mr. Paul J. Wiedefeld
General Manager and CEO
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Re: FY 2020 Indirect Cost Rate Proposal

Dear Mr. Wiedefeld:

The Federal Transit Administration (FTA) has reviewed the Washington Metropolitan Area Transit Authority's (WMATA) most recent indirect cost proposal, as requested. As the Cognizant Agency for Indirect Costs, FTA concurs with WMATA's use of a final average departmental rate of 59.10% for the period of July 1, 2019 to June 30, 2020. This concurrence supersedes FTA's authorization of June 7, 2019 for WMATA to apply the FY2019 indirect cost rate of 43.54% provisionally for FY2020, pending submission of WMATA's FY2020 ICRP for FTA review.

This fixed rate should be applied according to proposed departmental rates, with carryforward, as specified in Attachment A (enclosed). Review of future rates is based on the policies outlined in FTA's Circular 5010.1E. Please consult Circular 5010.1E for specific thresholds and guidance, including changes in accounting systems, methodologies, and increases of 20% from the most recently FTA approved indirect cost rate.

FTA's review and approval of WMATA's FY2019 ICRP on April 8, 2019 included an expectation that WMATA's use of carryforward costs would lead to an increase of its Indirect Cost Rate for several subsequent years.

FTA review of WMATA's FY2020 ICRP found that it was consistent with the methodology applied in FY2019. Although the FY2020 rate does exceed the FY2019 approved rate in excess of the 20% threshold, FTA did not conduct a formal review of the FY2020 ICRP, which would generate an official approval with accompanying approval report. Therefore, the most recent rate that should be considered "approved" shall remain the FY2019 approved rate of 43.54%. The FY2019 approved rate of 43.54% will be used as the baseline for calculating whether subsequent ICRPs exceed the 20% increase threshold.

FTA expects that WMATA will submit its FY2021 ICRP by the end of the calendar year.

Attachment A to this agreement is the indirect cost rate plan or proposal, formally concurred and incorporated herein. FTA has completed and signed the attached agreement forms. WMATA must sign both agreement forms and return one countersigned original to our office. The countersigned document serves as your organization's indirect costs concurrence and should be provided to FTA and other federal agencies to reflect the concurred rate, terms, and effective dates.

If you have any questions, please contact Andre Anderson at (202) 366-1953 or email at andre.anderson@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "Terry Garcia Crews". The signature is written in a cursive style with a large, looping initial "T".

Terry Garcia Crews
Regional Administrator

cc: Dennis Anosike
Yetunde Olumide
Lawrence Flint

Enclosure

**INDIRECT COST NEGOTIATION AGREEMENT
BETWEEN THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
AND THE
FEDERAL TRANSIT ADMINISTRATION**

This agreement is made and entered into between Washington Metropolitan Area Transit Authority (WMATA) and the United States Department of Transportation, Federal Transit Administration (FTA), the cognizant Federal agency for indirect costs under government-wide Uniform Administrative Requirements and Cost Principles, 2 CFR 200.

The indirect cost rates concurred and contained herein are for use and may be charged to grant awards, cooperative agreements and contracts with the Federal Government, to which 2 CFR 200 Subpart E and Appendix VII applies, subject to the limitations contained in Section II.A of this agreement, as well as the grants management guidelines included in FTA's Circular 5010.1E.

The indirect cost rates were concurred by FTA in accordance with the authority contained in Appendix G of FTA Circular 5010.1E.

Section I: Rate

Type: Fixed Rate with Carry Forward

Effective Period: July 1, 2019 to June 30, 2020

Rate: As reflected below:

DEPARTMENT	Indirect Cost Rates with Carry-forward
Access Services, Mode 10 – Paratransit (ACCESS)	415.66%
Bus Services – Transportation, Mode 01 (BTRA)	31.39%
Bus Services – Vehicle Maintenance, Mode 01 (BMNT)	66.76%
Rail Transportation Administration, Mode 02 (RTRA)	51.24%
Railcar Maintenance, Mode 02 (CMNT)	52.40%
Rail Infrastructure and Facilities, Mode 02 (INFR)	62.04%
Metro Transit Police Department (MTPD)	0.00%
Customer Service, Communications, and Marketing (CSCM)	46.33%
Total	59.10%

Base: Approved direct cost base

Applicable To: All programs not specifically exempted, or limited by law, or otherwise not applicable because special operating factors necessitate special indirect cost rates.

Section II: General

A. Limitations

The rates contained in this agreement may be subject to statutory or administrative limitations and are reimbursable through grant, contract, or other agreement only to the extent that funds are available. Acceptance of these rates is predicated on these conditions: (1) Only costs incurred by WMATA were included in its indirect cost pool as finally accepted and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs are not claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment, and (4) The information provided by WMATA which was used to establish the rates are not later found to be materially incomplete or inaccurate by the Federal Government. In such situations, the agreement will be subject to reopening, and the rates may be adjusted and refunds made if the proposal included unallowable costs.

B. Accounting Changes

This agreement is based on the accounting system to be in effect during the agreement period. Changes in the method of accounting for costs that affect the amount of reimbursement resulting from the use of these rates require prior concurrence of FTA. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain concurrence may result in cost disallowances.

C. Fixed Rate with Carry Forward

This agreement and concurrence is for fixed rate with carry forward indirect cost rates and is based on an estimate of the costs for the period covered by the rates. When the actual costs for this period are determined, an adjustment will be made to the rates for the subsequent Fiscal Years to compensate for the difference between the costs used to establish the fixed rates and actual costs as required under 2 CFR 200 Appendix VII.

D. Use by Other Federal Agencies

The rates in this Agreement were concurred in accordance with the authority in 2 CFR 200 Subpart E and Appendix (insert applicable Appendix from for entity type and approved plan), and should be applied to grants, contracts, and other agreements covered by this regulation, subject to any limitations in Section I or II A above. Copies of this document may be provided to other Federal Agencies as a means of notifying them of this agreement.

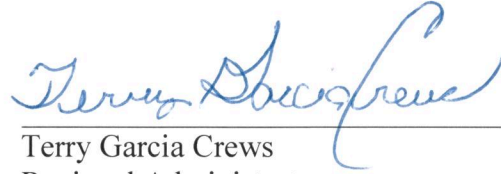
E. Other

If any Federal contract, grant, or other agreement is reimbursing indirect costs by means other than the concurred rates in this agreement, WMATA shall notify FTA.

Washington Metropolitan Area
Transit Authority

U. S. Department of Transportation
Federal Transit Administration

Dennis Anosike
Chief Financial Officer



Terry Garcia Crews
Regional Administrator

Date

11-27-19

Date