



**Finance, Administration and Oversight Committee**

**Action Item IV-B**

**March 12, 2009**

## **Elimination of Metrobus Route N22**

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100302	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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**TITLE:**

Eliminate Metrobus Route N22

**PURPOSE:**

To request Board approval of the staff report and recommendations to eliminate Metrobus Route N22, the Navy Yard Shuttle Line.

**DESCRIPTION:**

The proposed change would discontinue all service on Route N22, as described in Docket No. B09-2, so that the District of Columbia could transfer its subsidy to a new DC Circulator route to be established to operate between Union Station and Navy Yard Station.

One public hearing was conducted at the Jackson Graham Building on February 19, 2009. Approximately 50 persons attended the public hearing and 16 witnesses testified for the record. In addition, five persons submitted written testimony for the record.

Six witnesses supported conversion of Route N22 to the Circulator. These witnesses included representatives of ANC 6B, Capitol Riverfront BID, Capitol Hill BID, and

Barracks Row Main Street.

Six employees from ATU Local 689 and two witnesses from Howard University opposed the conversion to the Circulator because of the loss of good paying WMATA jobs in favor of lower paid Circulator positions, which would not provide sufficient income to meet the cost of living in this area. Staff analysis has determined that no layoffs of Metrobus operators would result from the elimination of Route N22.

A representative of the Washington Navy Yard and an employee at Maritime Plaza expressed opposition to the elimination of the loop to 12<sup>th</sup> & M Streets SE on the proposed Circulator route, which would leave some employees several blocks from the nearest stop.

Two witnesses opposed the conversion because the Circulator does not accept MARC passes as fare payment.

One person requested that the Circulator route be extended west along M Street to the Waterfront in order to connect with the North-South route at 6<sup>th</sup> & Maine SW.

One person requested that the Circulator route operate on 2<sup>nd</sup> Street NE and SE and that it stop at Columbus Circle, rather than the Union Station garage.

One witness expressed concern about the reliability of Circulator service and another requested more details about the proposed Circulator route and stops.

These comments were given to the DC representative who

attended the hearing so they can take them into consideration on their final route planning and scheduling process.

After reviewing the public hearing testimony, staff recommends that Route N22 be eliminated as proposed in Docket No. B09-2.

**FUNDING IMPACT:**

Elimination of Route N22 would have the following impacts on the Metrobus operating revenue, cost and subsidy. The FY09 impact is based on three months, assuming elimination of service effective March 29, 2009.

	FY09	Full Year
Revenue	(\$45,000)	(\$180,000)
Operating Cost	(\$446,000)	(\$1,784,,000)
Subsidy	(\$401,000)	(\$1,604,,000)

**RECOMMENDATION:**

Approve the staff report and recommendations to eliminate Metrobus Route N22, effective March 29, 2009.



# METROBUS ROUTE N22 NAVY YARD SHUTTLE BUS

*Presented to the Board of Directors:*

Finance, Administration and Oversight Committee

March 12, 2009



# Purpose

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To request Board approval to eliminate all service on Route N22 (Navy Yard Shuttle Line) as described in Docket No. B09-2, effective March 29, 2009.

# Background

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- The District of Columbia desires to establish a new DC Circulator route to operate between Union Station and Navy Yard Station
- One public hearing was conducted at the Jackson Graham Building on February 19, 2009
- Sixteen witnesses testified at the public hearing and five persons submitted written testimony for the record
- Staff has reviewed the public hearing testimony and recommends that Route N22 be eliminated as proposed.

# Funding Impact

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Elimination of Route N22 would have the following impacts on the Metrobus operating revenue, cost and subsidy. The FY09 impact is based on three months, assuming elimination of service effective March 29, 2009.

	FY09	Full Year
Revenue	(\$45,000)	(\$180,000)
Operating Cost	(\$446,000)	(\$1,784,000)
Subsidy	(\$401,000)	(\$1,604,000)



# Recommendation

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Approve the staff report and recommendations to eliminate Route N22, effective March 29, 2009.

**STAFF REPORT AND RECOMMENDATIONS ON  
PROPOSED ELIMINATION OF METROBUS ROUTE N22  
NAVY YARD SHUTTLE LINE  
DOCKET NO. B09-2**

**I. BACKGROUND**

Metrobus Route N22 (Navy Yard Shuttle) was established in January 2001 in order to provide a connection between Metrorail and the Washington Navy Yard, in conjunction with the relocation of 4,500 Navy jobs from Virginia to the Navy Yard. Route N22 operates between Navy Yard Station and Union Station via M Street SE, 8<sup>th</sup> Street SE, Pennsylvania Avenue SE, Independence Avenue SE, First Street SE & NE, Constitution Avenue NE & NW, First Street NW, Louisiana Avenue NW, North Capitol Street, and Massachusetts Avenue NE. On weekdays prior to 5:30 p.m., the route is extended from 8<sup>th</sup> & M Streets SE via M Street, 11<sup>th</sup> Street, O Street, 12<sup>th</sup> Street, and M Street back to 8<sup>th</sup> & M. Service is provided every 10 minutes Monday thru Friday from 6 a.m. to 10:30 p.m., Saturdays from 11 a.m. to 10:30 p.m., and Sundays from 11 a.m. to 5 p.m.

The District Department of Transportation (DDOT) has notified the Washington Metropolitan Area Transit Authority (WMATA) of its intent to establish a DC Circulator route between Union Station and Navy Yard Station similar to the N22 effective March 29, 2009. Therefore, it is proposed to discontinue all service on Route N22. Details of the proposed DC Circulator route are being developed by DDOT.

**II. REVIEW OF PUBLIC HEARING RECORD**

The public hearing record consists of the notice of public hearing, the staff statement describing the proposals, a transcript of the proceedings, and written statements submitted for the record.

A. Public notification

Notice of this public hearing was made by publication in the Washington Post newspaper pursuant to Article XIII, Section 62c of the Washington Metropolitan Area Transit Authority compact. In addition, notices were sent to area libraries in the District of Columbia and posted on [wmata.com](http://wmata.com).

B. Review of Transcript

Public Hearing Number 537 was convened at 6:35 p.m. on Thursday, February 19, 2009, at the Jackson Graham Building, 600 5<sup>th</sup> Street NW, Washington, DC. Approximately 50 persons attended the hearing and 16 witnesses testified for the record.

C. Additional Material Submitted for the Record

The record for the public hearing was held open until 5 p.m. February 26, 2009, to receive additional comments and material from interested parties. Five persons submitted written testimony for the record.

**III. DISCUSSION OF THE PUBLIC HEARING RECORD**

Six witnesses supported conversion of Route N22 to the Circulator. These witnesses included representatives of ANC 6B, Capitol Riverfront BID, Capitol Hill BID, and Barracks Row Main Street.

Six employees from ATU Local 689 and two witnesses from Howard University opposed the conversion to the Circulator because of the loss of good paying WMATA jobs in favor of lower paid Circulator positions, which would not provide sufficient income to meet the cost of living in this area. Staff analysis has determined that no layoffs of Metrobus operators would result from the elimination of Route N22.

A representative of the Washington Navy Yard and an employee at Maritime Plaza expressed opposition to the elimination of the loop to 12<sup>th</sup> & M Streets SE on the proposed Circulator route, which would leave some employees several blocks from the nearest stop.

Two witnesses opposed the conversion because the Circulator does not accept MARC passes as fare payment.

One person requested that the Circulator route be extended west along M Street to the Waterfront in order to connect with the North-South route at 6<sup>th</sup> & Maine SW.

One person requested that the Circulator route operate on 2<sup>nd</sup> Street NE and SE and that it stop at Columbus Circle, rather than the Union Station garage.

One witness expressed concern about the reliability of Circulator service and another requested more details about the proposed Circulator route and stops.

These comments were given to the DC representative who attended the hearing so they can take them into consideration on their final route planning and scheduling process.

**IV. MINORITY OR LOW INCOME AREA IMPACT**

As specified in the Federal Transit Administration's (FTA's) Title VI Circular 4702.1A, WMATA has evaluated the proposed elimination of Route N22 to determine whether these changes have a discriminatory impact on minority and low-income populations. Decisions regarding District of Columbia bus transportation reside with

the funding jurisdiction. WMATA, upon request from the District, relinquishes the provision of service and thereby, is unable to mitigate any disparate impacts, should any exist as a result of this change.

**V. RECOMMENDATION**

After review of the public hearing testimony, staff recommends that Route N22 be eliminated as proposed in Docket No. B09-2.

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SUBJECT: REQUEST BOARD OF DIRECTORS APPROVAL OF THE STAFF REPORT AND RECOMMENDATIONS TO ELIMINATE METROBUS ROUTE N22, THE NAVY YARD SHUTTLE LINE

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

WHEREAS, It is proposed to discontinue all service on Route N22, as described in Docket No. B09-2, so that the District of Columbia could transfer its subsidy to a new DC Circulator route to be established to operate between Union Station and Navy Yard Station; and

WHEREAS, One public hearing was conducted at the Jackson Graham Building on February 19, 2009; and

WHEREAS, Sixteen witnesses testified at the public hearing and five persons submitted written testimony for the record; and

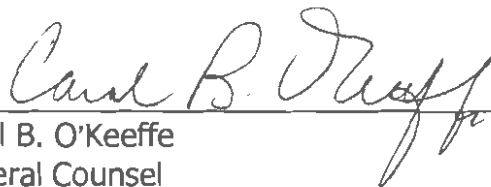
WHEREAS, Staff has reviewed the public hearing testimony and recommends that Route N22 be eliminated as proposed in Docket No. B09-2; now, therefore be it

*RESOLVED*, That the Board of Directors approves the Staff Report and Recommendations to eliminate Route N22; and be it further

*RESOLVED*, That the budget be amended to reduce the Metrobus subsidy by \$401,000 in FY09 and by \$1,604,000 annually; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

  
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Carol B. O'Keeffe  
General Counsel