

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
202258

Resolution:
 Yes No

TITLE:

Adopt FY2022 Budget and FY2022-2027 CIP

PRESENTATION SUMMARY:

Review feedback from the public participation and equity analysis on the FY2022 Proposed Budget and request approval of Public Outreach and Input Report, FY2022 Proposed Budgets and FY2022-2027 Capital Improvement Program (CIP).

PURPOSE:

Seek Board acceptance and approval of the Public Outreach and Input Report, Title VI equity analysis, FY2022 Operating and Capital Budgets and FY2022-2027 CIP.

DESCRIPTION:

Identification of Parties with an interest in Metro's budget:

The following list includes Metro's top non-personnel multi-year contractors through FY2021 and to date (\$500 million) as well as the Metropolitan Washington Airports Authority. Some vendors have contracts spanning through FY2022 as well.

- Kiewit Infrastructure Company
- Kawasaki Rail Car Inc.
- PNC Bank National Association
- SunTrust Bank
- C3M Power Systems, LLC
- Transdev Services, Inc.
- Gannett Fleming-Parsons Joint Venture II
- Mott MacDonald I&E, LLC
- New Flyer of America, Inc.
- Bank of America NA
- Wells Fargo Commercial Services
- Clerk, U.S. Court
- Motorola Solutions Inc.
- M.C. Dean, Inc.
- Mythics, Inc.
- Potomac Yard Constructors
- First Transit, Inc.
- Diamond Transportation Service, Inc.
- Dell Marketing LP
- HNTB Corporation

- Metropolitan Washington Airports Authority (MWAA)

A full list of Procurement Awards is available at:

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

Furthermore, 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 Proposed FY2022 Operating Budget totals \$2.07 billion, including \$722.9 million in federal relief funding, with \$193.4 million from the American Rescue Plan Act needed to close the operating funding gap
- With the additional federal funding, Metro will be able to support the region's recovery with approximately 80-85% of pre-pandemic service levels, and eliminate previously proposed service cuts and related position reductions from the recommended budget
- The proposed budget continues Metro's operational efficiency efforts with \$29.3 million in new management actions
- The CIP continues at an accelerated pace – addressing overdue, current, and imminent safety, reliability, and state of good repair needs. The FY2022 proposed Capital Budget investments total \$2.6 billion and the Six-Year CIP investments total \$12.3 billion
- Metro's outreach and public participation program on the proposed budget received more than 22,400 responses – highest level of participation in the past 10 years – from the public, elected officials and other stakeholders
- Staff seeks Board adoption, acceptance, and approval of the Public Outreach and Input Report, FY2022 Budget and FY2022-27 Capital Improvement Program

Background and History:

On January 14, 2020, the Board of Directors authorized Metro's Proposed FY2022 Budget of \$1.9 billion for public input. As the funding landscape has changed, Metro has revised its proposal to take advantage of additional federal relief funding.

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) passed by Congress and signed into law in December 2020 is estimated to provide \$625 million of relief funding to Metro. In January, the Board of Directors amended the FY2021 Budget to utilize \$95.6 million in CRRSAA funds to close the FY2021 Budget funding gap, leaving \$529 million available for FY2022 Budget. On March 11, 2021, the American Rescue Plan Act (ARPA) was signed into law, providing additional federal relief to Metro.

Over the past four years, Metro invested more than \$5 billion through the capital

program. Capital delivery has improved, with Metro meeting and exceeding its performance metric of delivering 95 percent of the Capital Budget each year.

Discussion:

The Proposed FY2022 Operating Budget totals \$2.07 billion includes \$722.9 million in federal relief. The Relief funding will enable Metro to eliminate proposed services cuts, employee lay-offs, limit subsidy growth from jurisdictional partners, incentivize ridership growth and support the regional economy. Key changes in the recommended operating budget include:

- Maintaining current Metrorail service levels for full year with no service reductions or station closures
- Continuing current Metrobus service levels including improvements effective June 2021 with no reductions in Q3 and Q4
- Postponing Silver Line Phase 2 revenue service start date to January 2022, based on the Metropolitan Washington Airports Authority current expected substantial completion by Labor Day weekend 2021
- Deferring additional Silver Line Phase 2 subsidy contribution of \$43.1 million until FY2023, while maintaining \$20.0 million to mitigate Silver Line Phase 2 service equity impacts
- Adding \$0.5 million to operate Potomac Yard Station beginning in late FY2022
- Reducing Metrobus operating subsidy requirements by \$0.8 million for Fairfax Connectors assumption of 3A route operations
- Revising management actions to \$29.3 million by eliminating the deferment of employee wage increases

Outreach Results

In January, the Board authorized a revised public hearing docket based on a then estimated need to make service reductions totaling \$171.4 million to close the budget gap that existed before the passage of the ARPA.

Metro received more than 22,400 responses – highest number in the past 10 years - to the proposed budget, including:

- 5,400 comments from minority respondents
- 1,100 comments from low-income respondents
- 3,700 comments from active Metrobus riders
- 8,200 comments from active Metrorail riders

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

Operating Budget Initiatives

While recent national and regional guidance has provided greater optimism, continued questions around the pandemic, rider sentiment, and travel patterns remain. The proposed budget assumes 106 million trips or 34 percent of pre-pandemic levels in FY2022; representing a modest increase from the January proposal of 96 million trips due to the elimination of previously proposed service reductions.

Revenue from passenger fares will be impacted by ridership and trip mix. Metrorail

ridership, which typically accounts for a greater percentage of revenue, is recovering at a slower pace than Metrobus ridership, resulting in lower average fare.

Recommended Rail Service

The budget recommendation maintains the current Metrorail service level (80 percent of pre-pandemic) throughout FY2022 and eliminates previously proposed Metrorail service reductions and station closures that would have taken effect January 2022.

The recommended budget includes funding for Silver Line Phase 2 revenue service as early as January 2022, although the revenue service date will be established after all identified deficiencies have been resolved to meet acceptance standards.

In addition, the recommended budget funds the Potomac Yard Station opening in Alexandria, VA, in the fourth quarter of FY2022.

Recommended Bus Service

The proposed budget recommends retaining, throughout FY2022, previously approved Metrobus service improvements scheduled to go into effect in June 2021; providing approximately 85 percent of pre-pandemic bus service levels throughout FY2022 and eliminating previously proposed Metrobus service reductions that would have taken effect January 2022.

Parking Rate Adjustment

Consistent with the elimination of jurisdictional parking surcharge and harmonization of parking rate across Metro parking garages, a daily commuter parking fee of \$4.95 at all Prince George's County Metrorail Stations is recommended except at 1) Addison Road and Prince George's Plaza where the daily commuter parking fee is recommended to be \$4.45 and 2) Landover where the daily commuter parking fee will remain at \$3.00

Title VI Analysis

In accordance with Federal Transit Administration regulations, the proposed FY2022 Budget does not trigger a disparate impact (DI) on minority populations nor a disproportionate burden (DB) on low-income populations based on the Title VI equity analysis conducted by staff on the final Metro operating budget proposal.

Capital Budget

Metro's Capital Budget is implemented across six investment categories, and funding is aligned in these categories as follows:

- Railcar and Rail Facilities
- Rail Systems
- Track and Structure Rehabilitation
- Stations and Passenger Facilities
- Bus, Bus Facilities and Paratransit
- Business and Operations Support

In addition, several Jurisdictional priorities, approved as part of Metro's reimbursable projects program, are moving forward as well. These projects include the Silver Line Metrorail extension and the Potomac Yard infill station.

In addition to the capital investment categories, the capital program includes expenses for revenue loss from capital projects and debt service for dedicated funding debt. These expenses are budgeted at \$17 million and \$0 for FY2022 and \$67 million and \$1,226 million for the six-year period. These expenses are funded in the capital budget and are transferred to the operating budget as required to cover the identified expenses.

Risks and Opportunities

The Covid-19 pandemic continues to pose significant risks to the operating and capital budgets. Impacting ridership and revenue, creating additional health and safety compliance costs, and has the potential to disrupt supply chain and manufacturing as was experienced in 2020. Additional capital funding uncertainty exists around the federal reauthorization of Passenger Rail Investment and Improvement Act funding and operating uncertainty remains around the timing of regional economic recovery and the start date of Silver Line Phase 2, which remains subject to the Metropolitan Washington Airports Authority achieving substantial completion by Labor Day.

While additional federal relief funding removes much of the immediate risks to Metro’s operating budget; uncertainty exists around rider sentiment, telework, commuter preferences amongst a changing transportation landscape, and the durability or lack thereof for funding transit operations in a way that is less dependent on the farebox.

While the pandemic has created many challenges, there is also opportunity to see a greater than anticipated recovery across the region, driving additional ridership and revenue to enable future customer-focused enhancements. Furthermore, the currently proposed federal infrastructure bill could provide additional funding for capital improvements to the system.

FUNDING IMPACT:

Board action is required to approve the FY2022 Operating and Capital Budgets and the FY2022-2027 CIP.

TIMELINE:

<p>Previous Actions</p>	<p>December 2020 – GM/CEO presented, and Board authorized public hearings on, the Proposed FY2022 Operating Budget and FY2022-2027 Capital Improvement Program</p> <p>January 2021 - Board authorized changes to FY2022 public hearing docket</p> <p>February – March 2021 – Budget deliberations, public outreach and public comment period</p>
<p>Anticipated actions after presentation</p>	<p>April 2021 – Submit Federal grant applications and budget implementation</p> <p>July 2021 – Fiscal Year 2022 begins</p>

RECOMMENDATION:

Acceptance and approval of the Public Outreach and Input Report, Title VI equity analysis, FY2022 Operating and Capital Budgets and FY2022-2027 CIP. 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.

SUBJECT: APPROVAL OF FISCAL YEAR 2022 OPERATING BUDGET AND CAPITAL BUDGET, 2022-2027 CAPITAL IMPROVEMENT PLAN, PARKING RATES AND SERVICE CHANGES AND PUBLIC PARTICIPATION REPORT

2021-11

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

WHEREAS, Metro continues to play a critical role providing transportation to essential health workers, first responders, and residents who are dependent on transit services during the pandemic; and

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

WHEREAS, The Board has reviewed and considered the General Manager and Chief Executive Officer's proposed fiscal year (FY) 2022 Operating Budget and FY 2022-2027 Capital Improvement Program (CIP); and

WHEREAS, Pursuant to the Public Participation Plan, the Board held four public hearings on March 8, 9, and 10, 2021 (of which one was held in an area served by the Northern Virginia Transportation Commission), on the proposed FY 2022 Operating Budget, service and parking rate proposals, and the FY 2022-2027 CIP; and

WHEREAS, Following Board authorization on January 14, 2021 (Res. 2021-02), staff prepared a Public Hearing Staff Report (Attachment A) and Title VI Equity Analysis (Attachment B) on proposed fare and service changes presented at the public hearing, and determined that the proposed changes do not result in a disparate impact (DI) on minority populations or a disproportionate burden (DB) on low-income populations; and

WHEREAS, The WMATA Dedicated Funding Grant Agreement with the District of Columbia requires the Board to consider whether the most recent approved Federal Transit Administration (FTA) Indirect Cost Rates described in Attachment H are appropriate to apply to jurisdictional capital contributions; and

WHEREAS, The WMATA Dedicated Capital Funding Agreement with the State of Maryland requires the Board to review and approve WMATA's Debt Management Policy annually; and

Motioned by Mr. McMillin, seconded by Mr. Bulger

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

WHEREAS, In June 2010, the Board adopted a ¾ mile zone from fixed route service for the provision of MetroAccess Service (Res. 2010-31);

NOW, THEREFORE, be it

RESOLVED, That the Board of Directors approves the Public Participation Report on the proposed FY 2022 Operating Budget and FY 2022-2027 CIP, set forth in Attachment A, and the Title VI equity analysis set forth in Attachment B; and be it further

RESOLVED, That the Board of Directors adopts the FY 2022 Operating Budget of \$2.08 billion set forth in Attachments C and D; and be it further

RESOLVED, That the Board of Directors adopts the service changes and parking rates set forth in Attachments E and F; and be it further

RESOLVED, That Resolution 2010-31 is suspended until June 30, 2022 in regards to the ¾ 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 of Directors on or before April 30, 2022; and be it further

RESOLVED, That the Board of Directors adopts the FY 2022 Capital Budget of \$2.61 billion and the FY 2022-2027 CIP of \$13.63 billion as summarized in Attachment G; and be it further

RESOLVED, That the Board of Directors approves the use of FTA grant and local matching funds in the amount of \$60 million for eligible preventive maintenance expenditures through the FY 2022 Capital Budget; and be it further

RESOLVED, That the Board of Directors has considered the use of the most recently FTA-approved Indirect Cost Rate and directs staff to apply an Indirect Cost Rate that does not exceed the FTA-approved departmental rates as described in Attachment H to projects funded by jurisdictional capital contributions in the FY 2022 Capital Budget; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer to reprogram up to \$17 million in capital funding to support operating revenue losses caused by service disruptions associated with major capital projects with any unused capital funds returned to the FY 2022 capital budget; and be it further

RESOLVED, That the Board of Directors has reviewed the WMATA Debt Management Policy as described in and attached to Resolution 2020-04 (Attachment I) and approves its use for FY 2022; and be it further

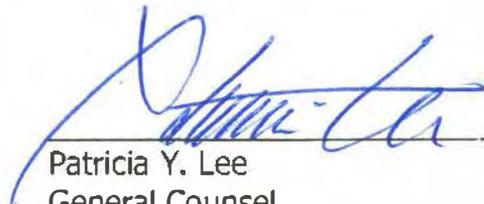
RESOLVED, That \$72.17 million of debt service payments resulting from the issuance of Series 2017A, 2017B, and 2018 bonds are due from and allocated to the participating jurisdictions as set forth in Attachment D; and be it further

RESOLVED, That in order to implement the FY 2022 Capital Budget or the FY 2022 Operating Budget, the General Manager and Chief Executive Officer, the Executive Vice President and Chief Financial Officer, or their designees are authorized to: (1) file and execute grant applications and accept grants 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 2022-2027 CIP or the approved FY 2022 Operating Budget; (2) conduct public hearings at any time during FY 2022 in furtherance of the implementation of the FY 2022-2027 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 of Directors 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 fiscal year's grants, this Resolution shall be effective immediately.

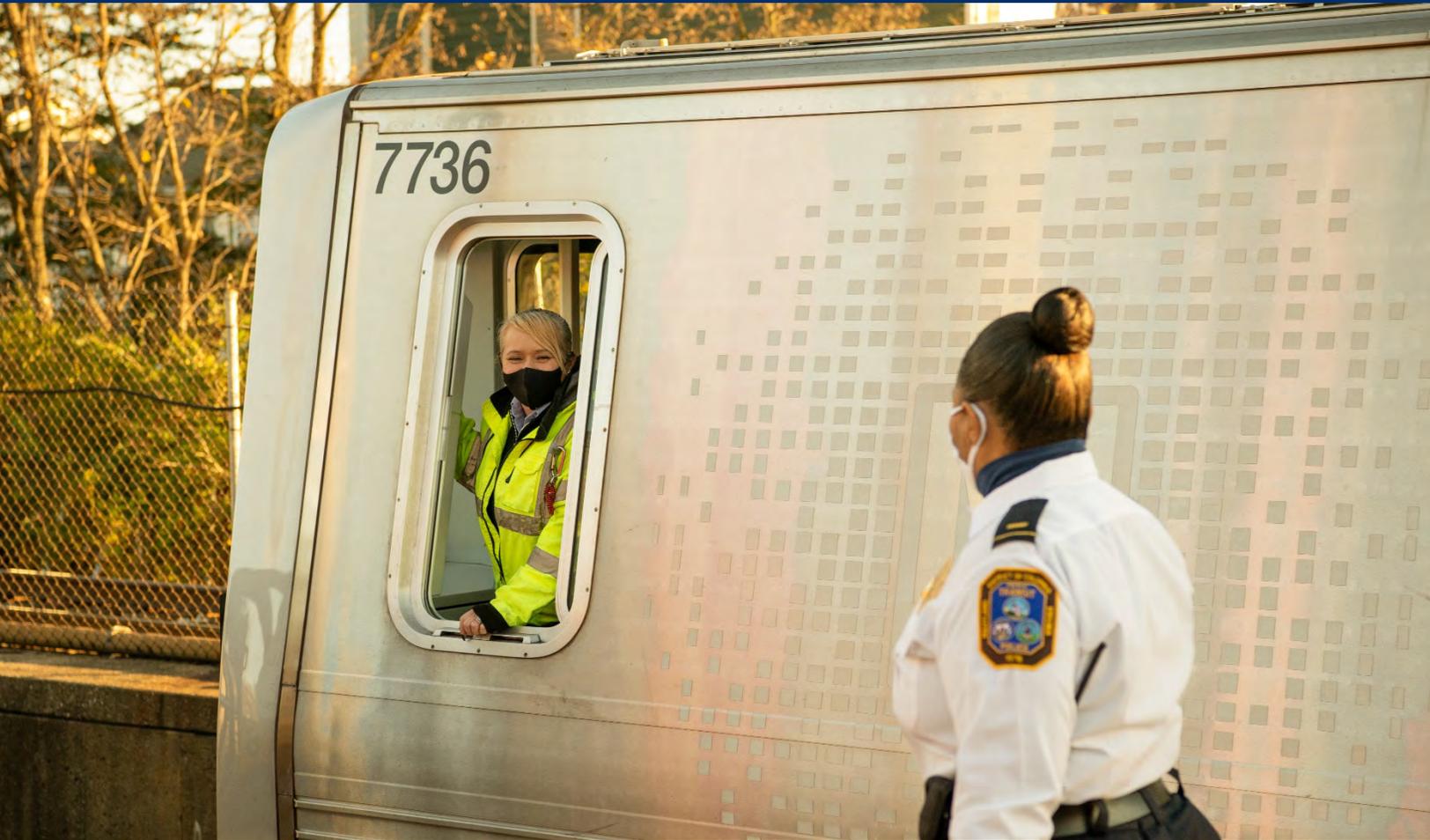
Reviewed as to form and legal sufficiency,



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 and Input Report



Washington Metropolitan Area Transit Authority

Docket B21-01



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Introduction

As public engagement began for Metro's Fiscal Year 2022 budget, the Authority faced a significant budget shortfall due to low ridership caused by the Covid-19 pandemic.

While federal funding had sustained Metro through the first year of the pandemic, a significant budget gap was identified for the Fiscal Year set to begin on July 1, 2021. Because the WMATA Compact requires the Board of Directors to adopt a balanced budget for the coming fiscal year by June 30, Metro moved forward with collecting public feedback on an FY22 budget that considered drastic service cuts and workforce reductions beginning in January 2022 if additional federal funding was not received.

Knowing that public feedback would be vital in helping Metro's Board of Directors and management make decisions about pandemic recovery, Metro staff launched a robust communications and outreach effort to ensure the public received thorough and timely information about proposed changes and had multiple ways to submit feedback. As a result, more than 22,400 individuals and organizations provided feedback on the FY22 budget during the public comment period, which spanned from February 20 – March 16, 2021.

Thanks to the efforts of Metro's Board of Directors and the region's Congressional delegation, Metro received word on March 10, 2021 that federal relief was on the way as part of the American Rescue Plan. Despite anticipated changes, Metro staff completed the public outreach effort to provide the Board with feedback that would be valuable in the decision-making process for this budget and future pandemic recovery efforts.

The additional federal relief will allow Metro to avert many, if not all, of the proposed service reductions and layoffs presented to the public during this outreach period. A revised FY22 budget reflecting the additional federal funding will be considered by the Board of Directors in April 2021; however, additional public outreach around the revised budget is not required.

Details about the proposed service changes can be found in the FY22 Budget Staff Report, as well as in WMATA Docket B21-01, which is posted online at wmata.com/budget.

The following report includes an overview of the communications and outreach efforts, as well as a summary of the public feedback received.



Communications and outreach overview

Public feedback is vital in helping Metro’s Board of Directors and management make decisions about pandemic recovery.

The communications and outreach effort was designed to encourage public feedback on the proposed systemwide service changes, as well as to fulfill the Board-approved Public Participation Plan and Metro Compact. Communications and outreach tactics were planned to ensure that customers and community members – especially those from low-income, minority and Limited English Proficient (LEP) populations – received high-quality information, communication and feedback opportunities.

With many customers no longer regularly using the system, the FY22 budget communications and outreach effort required more extensive and creative tactics than in previous years. In addition to region-wide communication efforts, special attention was paid to soliciting feedback from customers who were still riding during the pandemic. A demographic overview of the impacted customers can be viewed in the Title VI equity analysis report.

Many of the communications and outreach tactics occurred during the official public comment period timeframe, Saturday, February 20 through Tuesday, March 16, 2021.

The final communications and outreach plan included the following efforts:

- **Stakeholder engagement**
- **Targeted marketing and media**
- **In-person outreach**
- **Virtual Compact Public Hearings**

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

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

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

- **Online and phone surveys**
- **Oral testimony and recorded messages received at the Virtual Public Hearings**
- **Written comments received online and by the Board Secretary’s Office**

A summary of the more than 22,400 comments received can be found in the Public Input Results section at the end of this document.

Stakeholder engagement

Stakeholders were key to helping Metro spread the word about the FY22 budget, and their support allowed the Authority to collect as much feedback as possible from a wide variety of individuals across the region.

A comprehensive outreach effort was made to inform and connect with elected officials, jurisdictional partner staff, business leaders, transit advocates and Community Based Organizations (CBOs). New tactics, including virtual information sessions and a “communications toolkit,” were implemented this year to make sure stakeholders had the information they needed.

VIRTUAL INFORMATION SESSIONS

Metro hosted four virtual information sessions to provide budget briefings to elected officials, jurisdictional partner staff, and leaders from Business Improvement Districts (BIDs), Advisory Neighborhood Commissions (ANCs) and CBOs.

The virtual information sessions were designed as “train the trainer” events to bring attendees up to speed on the budget proposals impacting their local communities and the overall service area, and enlist their help soliciting feedback from their constituents and communities. More than 100 individuals participated in the online events, with more than 30 questions and comments submitted.

DC-Focused Virtual Information Sessions	Maryland-Focused Virtual Information Session	Virginia-Focused Virtual Information Session
Dates: Tuesday, February 23 and Wednesday, February 24	Date: Monday, February 22	Date: Monday, February 22
Notable attendees: <ul style="list-style-type: none"> • DC Council staff • Office of the Mayor staff • ANC commissioners • GG Wash 	Notable attendees: <ul style="list-style-type: none"> • Montgomery County staff • Prince George’s County staff • Maryland General Assembly staff 	Notable attendees: <p>Staff from:</p> <ul style="list-style-type: none"> • Arlington County • Fairfax County • Loudoun County • City of Alexandria • City of Fairfax • Virginia General Assembly • Arlington Chamber • Loudoun Chamber • Tysons Partnership • Department of Rail and Public Transportation (DRPT) • Northern Virginia Transportation Alliance (NVTAA) • Metropolitan Washington Airports Authority (MWAA)

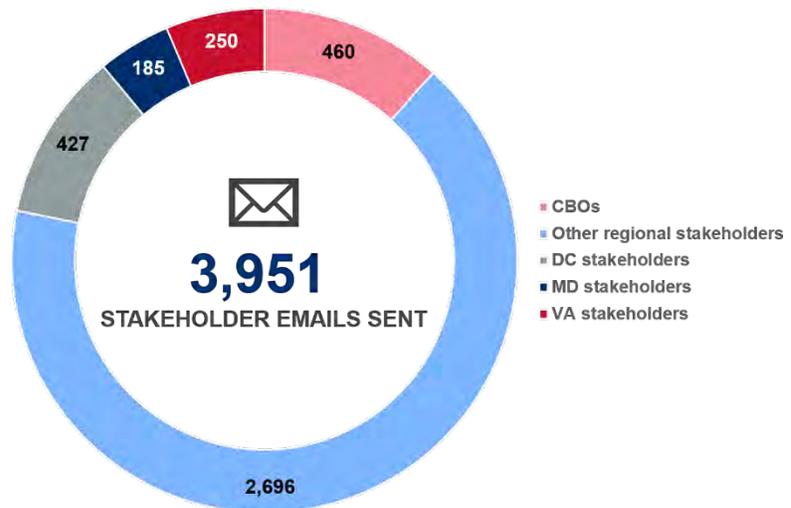
This list is generated from organizations that registered for the events and is not a comprehensive list of all organizations or individuals who attended the virtual information sessions.

STAKEHOLDER EMAILS

Over 3,900 individuals – including elected officials, jurisdictional staff, CBOs, community partners, places of worship, event venues, business improvement districts, apartment and residences, schools, shopping areas, social service organizations and more – received email communications from Metro to inform them about FY22 budget and proposed service changes.

The first email communications were sent on February 8 to inform stakeholders of the budget situation and provide a look-ahead timeline of key milestones, including when and how the public could provide feedback.

Following the initial email, a follow-up communication was sent to stakeholders on February 22 to remind them that the public comment period had opened and encourage them to share the information via their channels. Additionally, Metro staff followed up by answering emails and phone calls from stakeholders.



COMMUNICATIONS TOOLKIT

As part of the stakeholder emails mentioned above, stakeholders received a “toolkit” containing budget information designed to be shared with their constituents and communities, including messaging, maps, graphics and customer information flyers in multiple languages.

Metro also provided sample social media posts encouraging the public to comment on the budget. These posts were designed as cut-and-paste solutions that regional partners could easily share through their social media channels (i.e., Twitter, Facebook and Instagram) to encourage people to share their thoughts on the proposals. **The link to the social media graphics was accessed more than 800 times by stakeholders.**



Several jurisdictional partners shared the messaging from the communications toolkit on their social media channels.

ELECTED OFFICIAL AND JURISDICTIONAL PARTNER OUTREACH

District of Columbia

Update emails were provided to various District officials, and the communications toolkit was provided to the Executive Office of the Mayor community outreach specialists who serve all eight wards. Information was also provided to the DC Main Streets Program to share with the local business community. Further, Metro staff responded to numerous emails and calls from stakeholders, including Advisory Neighborhood Commissions (ANCs) and Councilmembers, about the budget and process for submitting comments on the proposals.

Maryland

Budget update emails and the communications toolkit were provided to state, local and municipal officials. Additionally, General Manager/CEO Paul Wiedefeld provided a briefing on the FY22 budget to the Prince George's County Council and participated in the annual budget process for the Maryland General Assembly.

Virginia

Budget update emails and the communications toolkit were provided to state and local officials, community and business stakeholders and various transportation groups. General Manager/CEO Paul Wiedefeld gave a presentation about the FY22 budget to the Northern Virginia Transportation Commission (NVTC). Metro staff also provided updates to various groups including the NVTC, Tysons Partnership, Transportation Association of Greater Springfield (TAGS) and Fairfax Hunter Mill Transportation Advisory Council.

COMMITTEE BRIEFINGS AND MEETINGS

The **Riders Advisory Council (RAC)** received briefings on the FY22 budget situation and public comment period at its December 2020, and January and March 2021 meetings. The **Accessibility Advisory Committee (AAC)** received regular updates and throughout the budget process, including briefings at its December 2020 and March 2021 meetings. Additionally, the **Joint Coordinating Committee (JCC)**, comprised of staff from regional jurisdictions, participated in multiple meetings to discuss the budget proposals with Metro staff.

EMPLOYEE COMMUNICATIONS

Metro employees are important stakeholders and brand ambassadors, and numerous efforts were made to ensure they were informed about the Authority's FY22 budget and encouraged to participate in the feedback process. Regular email updates about Metro's FY22 budget were sent from the General Manager to keep employees informed about the funding situation, proposed service changes and federal relief efforts. In total, five emails about the budget were sent to employees between November 2020 and March 2021.



Employee message from Metro Employee News email.

In addition to email communications, several *Metro Voices* Facebook Live events were held, and the *Metro Voices* podcast released two episodes that focused on the budget. Information about the proposed

budget was also included in Metrorail, Metrobus and Grounds Maintenance & Custodial Services “hot sheet” newsletters.

EMPLOYEE COMMUNICATION UPDATES

Channel	Message	Date
Metro Employee News email	Updates from the General Manager/CEO on budget	11/30/20
	Updates from the General Manager/CEO on the Covid relief bill	12/22/20
	Updates from the General Manager/CEO on the Covid relief bill	1/11/21
	We want your feedback on the FY22 budget proposal	2/19/21
	Watch budget public hearings next week	3/5/21
	Federal relief is headed our way	3/12/21
Metro Voices podcast	Budget conversation with the General Manager/CEO	11/24/20
	Budget updates conversation with the General Manager/CEO	1/26/21



General Manager/CEO Paul J. Wiedefeld joined the Metro Voices podcast several times to provide employees with periodic updates on the budget situation.

Targeted marketing and media

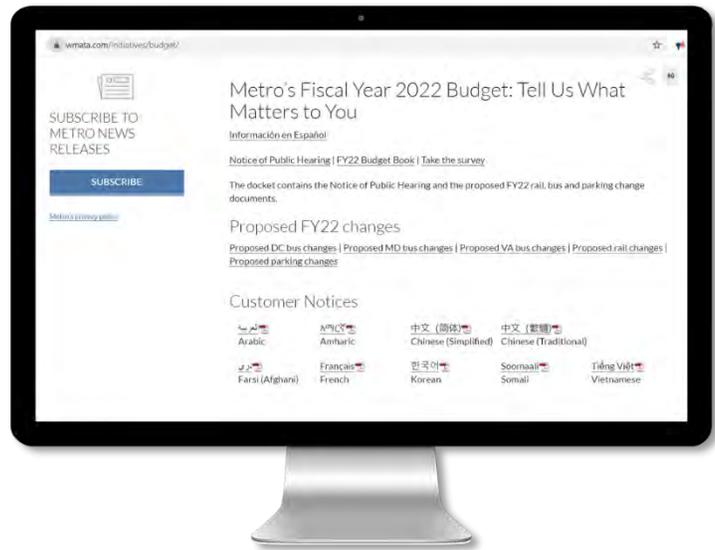
Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposed budget.

WEBSITE

The budget webpage (wmata.com/budget) served as the main clearinghouse for information on the budget proposal and opportunities for submitting comments. The landing page provided an overview of Metro's budget situation, as well as the various service proposals under consideration. The page was fully translated into Spanish, and customer information notices were posted on the site in nine additional languages: Amharic, Arabic, Chinese (Simplified and Traditional), English, Farsi, French, Korean, Somali and Vietnamese.

A variety of content was available for the public to review, including the FY22 Budget Book, detailed maps of proposed bus and rail service changes and the notice of public hearing. The website also was the primary channel for submitting feedback, and customers could access the online survey in English and Spanish, as well as submit written comments and upload letters. All four Virtual Public Hearings were streamed live on wmata.com/budget, as well as on Metro's YouTube page.

During the public comment period, wmata.com/budget received over 30,100 views and 26,000 individual visitors. The average time spent by a viewer on the page was just under five minutes. Half of the viewers accessed the site from their desktop computers, and the other half accessed the site from their mobile devices.



The budget webpage featured links to customer brochures in multiple languages.

SURVEY TOOL

The survey tool, which was available in English and Spanish via wmata.com/budget, provided members of the public a way to provide feedback by answering the survey questions, submit open-ended comments or upload documents. A call-in survey option was also offered for the first time to increase participation from individuals who required additional help or did not have access to a computer. Individuals could call in to

M
metro

Metro's 2022 Budget

Due to the sharp decline in ridership during the Covid-19 pandemic, Metro is not collecting enough revenue from passenger fares to cover its operating expenses. Even with the federal relief package that Congress passed in December, Metro will need additional funding to maintain current service levels. If the additional funding does not arrive – from increased fare revenues, federal relief or other sources – Metro will need to make service cuts in January 2022 to reduce operating costs.

If service cuts are necessary, it's important for Metro to make the best decisions possible given the difficult circumstances. That's why we're seeking your input.

How would you like to provide feedback to Metro on the proposed budget?

- Take a survey and provide comments (preferred)
- Provide written comments only
- Upload a document only

The survey tool offered respondents several ways to submit feedback online.

take the survey or provide comments, with language support provided in Arabic, Amharic, Chinese (Mandarin, Cantonese), Farsi, Korean, Somali, Spanish and Vietnamese.

In total, nearly 21,900 surveys were received. Over 21,800 of those surveys were received via wmata.com/budget, and over 90 surveys were completed via phone. More than 275 surveys were completed in Spanish and none in other languages. **A full report on the comments received through the survey tool is available in Appendix B.**

DIGITAL AND PRINT COMMUNICATIONS

A mix of paid advertising and earned media was used to spread the word about the budget and public comment opportunities. Metro distributed a press release marking the start of the public comment period and used its Twitter, Instagram, Facebook and Nextdoor accounts to promote public comment opportunities.

SOCIAL MEDIA

Because many customers were no longer riding the system, Metro leveraged its social media channels to amplify budget messaging and reach customers in their homes through a variety of posts. In total, social media posts resulted in more than 670,000 impressions and more than 2,900 engagements (likes, comments, shares) across all platforms. In addition to organic social media posts, paid Facebook advertisements promoting the Public Hearings were run in English and Spanish.

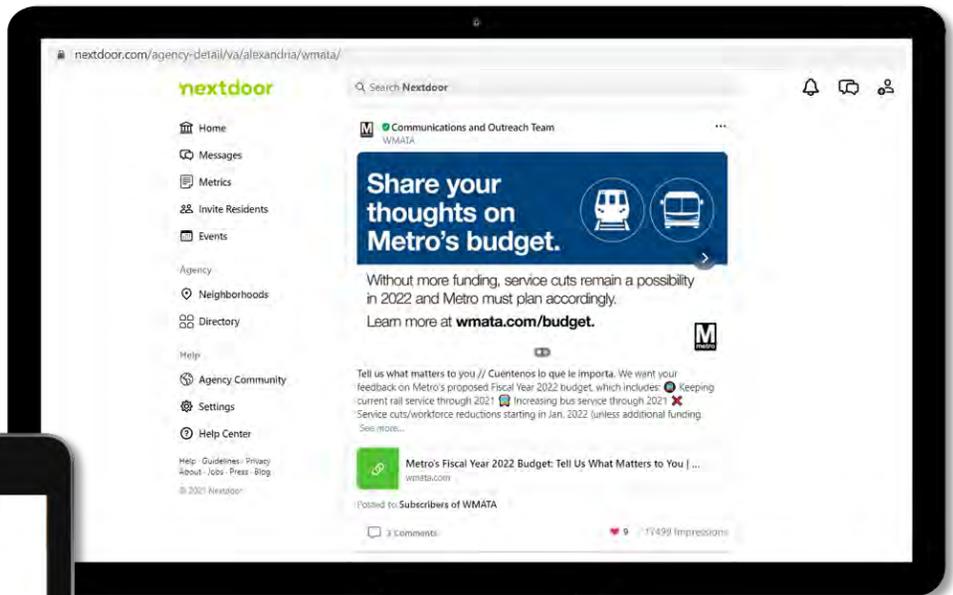
**Reach = the total number of people who saw the content*

***Impressions = the number of times the content was displayed in a user's feed, no matter if it was clicked or engaged with or not*

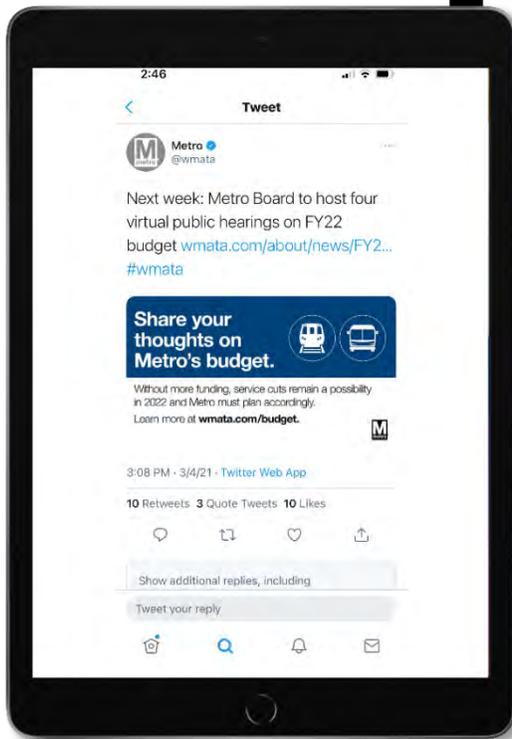
Media	Dates	Details
Nextdoor	3/1/21	<ul style="list-style-type: none"> 17,930 impressions 12 engagements (9 likes, 3 comments)
Facebook (posts)	2/20/21 2/22/21 3/4/21	<ul style="list-style-type: none"> 6,038 people reached 117 engagements 83 link clicks
Facebook (events)	2/24/21	<ul style="list-style-type: none"> 8 posts (4 English, 4 Spanish) 576k people reached Paid campaign Each event focused on a corresponding public hearing <p><i>March 8 (11 a.m.) event:</i></p> <ul style="list-style-type: none"> 166k people reached, 414 responses (English) 136k people reached, 203 responses (Spanish) <p><i>March 8 (6 p.m.) event</i></p> <ul style="list-style-type: none"> 94k people reached, 474 responses (English) 38k people reached, 114 responses (Spanish) <p><i>March 9 event</i></p> <ul style="list-style-type: none"> 100k people reached, 230 responses (English) 84k people reached, 111 responses (Spanish) <p><i>March 10 event</i></p> <ul style="list-style-type: none"> 79k people reached, 168 responses (English) 67k people reached, 92 responses (Spanish)

Media	Dates	Details
Twitter	2/20/21 2/22/21 3/4/21	<ul style="list-style-type: none"> 60,091 impressions 121 engagements (retweets, likes and replies) 313 link clicks
Instagram	2/22/21	<ul style="list-style-type: none"> 7,339 impressions 874 engagements (843 likes, 31 comments)
YouTube	3/1/21	<ul style="list-style-type: none"> 437 views 2,900 impressions 89% of traffic came from wmata.com

SOCIAL MEDIA EXAMPLES



Nextdoor



Twitter



Facebook



Instagram

DIGITAL ADVERTISING

Targeted English and Spanish-language advertisements were placed so app users would receive advertisements on their smartphones and mobile devices directing them to wmata.com/budget. Additionally, ads were run on Pandora radio and Extravision (Spanish-language digital radio). Push notifications were also sent via the Transit app, which is known to have high Spanish language usage. **More than 780 respondents took the budget survey because of the Transit app notifications, with 26% of those surveys completed in Spanish.**

Media	Language	Run Dates	Details
Pandora (Digital radio ads)	English	2/27 – 3/16/21	<ul style="list-style-type: none"> Total impressions: 660,458 Reach: 270,065 <i>English:</i> Total impressions: 440,403 Reach: 196,784 <i>Spanish:</i> Total impressions: 220,055 Reach: 63,832 While not an objective for streaming audio, both the minority and Spanish-speaking audiences saw a slightly higher click-through rate Delivery was evenly split across all audience targeting
Extravision (Digital radio ads)	Spanish	2/27 – 3/16/21	<ul style="list-style-type: none"> Total impressions: 245,127 Audience included those who are bilingual or fluent in Spanish and are past/current Metro riders Audio engage platform encompasses both Hispanic radio stations, direct publishers, affiliate partners and podcasting
Adobe (Mobile/app banner ads)	English, Spanish	2/27 – 3/16/21	<ul style="list-style-type: none"> Total impressions: 1,599,779 Clicks: 4,471 <i>English:</i> Total impressions: 925,971, Total clicks: 2,467 <i>Spanish:</i> Total impressions: 673,808, Total Clicks: 2,004, CTR - 0.30% The Spanish-speaking audience drove slightly more traffic to the landing page
Transit App	English, Spanish	2/25 – 3/4/21	<ul style="list-style-type: none"> Push notifications to approx. 28,000 app users 784 survey completes (584 English, 200 Spanish)




Deje comentarios sobre los cambios en el servicio propuestos



English and Spanish banner ads ran on apps and as companion pieces to digital radio advertisements.

PRINT ADVERTISING

Paid advertisements were placed in publications covering multiple languages: *The Washington Post*, *The AFRO*, *El Tiempo Latino*, *Washington Hispanic*, *Atref*, *Doi Nay*, *Epoch Times*, *Iran Times* and *Korean Times*.

Publication	Language	Run Dates	Total Est. Impressions
The Washington Post	English	2/20, 2/27/21	98,400
The AFRO	English	3/6/21	12,500
El Tiempo Latino	Spanish	2/26/21	49,200
Washington Hispanic	Spanish	3/5/21	55,000
Atref	Amharic	3/5/21	8,000
Doi Nay	Vietnamese	2/26/21	11,000
Epoch Times	Chinese	3/5/21	13,000
Iran Times	Farsi	3/10/21	35,000
Korean Times	Korean	2/26/21	30,000

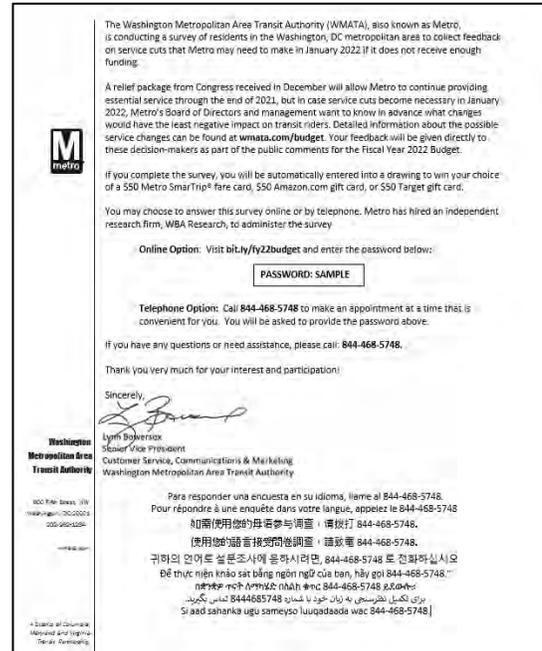
The collage consists of three newspaper pages. The top page is from 'The Washington Post' with the headline '女孩公开发帖微笑回应霸凌' (Girl publicly posts and smiles in response to bullying). The middle page is from 'Epoch Times' with the headline '跟川普做邻居要多少钱 海湖庄园旁一豪宅开卖' (How much money to be a neighbor of Trump? A mansion for sale near Mar-a-Lago). The bottom page is from 'Metro' with the headline '告诉我们您所关心的事' (Tell us what you care about) regarding a budget proposal.

Information about Metro's budget proposal in the Epoch Times.

DIRECT MAILING

A letter about the budget survey was mailed to approximately 20,000 residents in targeted zip codes throughout the region to encourage low-income and minority participation. The letter was sent in English and Spanish and had statements in multiple languages providing information about how participants could take the survey in their language.

- 10,000 mailings were sent to Southeast DC (Wards 7 and 8; zip codes 20020, 20032 and 20019).
- 10,000 mailings were sent to 71 census tracts across the WMATA compact area in DC, MD, and VA with high incidence rates of Title VI and ADA populations.
- **More than 550 respondents accessed the survey via the link in the letter and 410 respondents completed the survey.**



PRINT AND DIGITAL SIGN POSTINGS

Information was posted in English and Spanish throughout the system to communicate the budget situation and encourage feedback from customers regionwide.

- Signs were posted in the mezzanines at all 91 Metrorail stations.
- Digital screens throughout the Metrorail system displayed information about the budget, including information display screens at all station manager kiosks, digital advertising screens, and new digital passenger information screens in mezzanines and on platforms at selected stations.
- Signs were posted in the bus information centers onboard Metrobuses.
- Approximately 700 signs were posted at the top ridership bus stops of Metrobus routes that were proposed to be eliminated.
- Signs were posted onboard MetroAccess vehicles.



Signs were posted throughout the system, including on digital passenger information screens (left), at bus stops with high ridership levels (middle) and in station mezzanines (right).

MEDIA RELATIONS

To highlight the significance of the FY22 budget proposal, Metro relied on traditional media relations tactics, such as press releases, to generate earned media coverage to reach a region-wide audience.

PRESS RELEASES

Date	Title	Details
1/8/21	Metro expects to temporarily halt employee layoffs, service cuts	While Metro's share of the latest federal Covid relief funding is being finalized, the preliminary estimate of approximately \$610 million would avoid planned budget-related layoffs and service cuts this fiscal year (through June 30th), subject to Board approval this week.
2/22/21	Metro seeks public input on proposed budget to support regional recovery amid pandemic-related financial constraints	The public comment period for Metro's Fiscal Year 2022 budget is officially open, and Metro's Board of Directors wants your feedback.
3/4/21	Next week: Metro Board to host four virtual public hearings on FY22 budget	The Metro Board of Directors' ongoing public comment period for the proposed Fiscal Year 2022 budget will feature four virtual public hearings next week.
3/10/21	American Recovery Plan helps Metro avert service cuts and layoffs	Metro expects to avert service cuts and layoffs that had been proposed in its FY22 budget thanks to new federal relief approved by Congress.

EARNED MEDIA COVERAGE

Media	Details
Broadcast	
NBC4	Metro may close 22 stations without more federal funding
FOX5	Metro says it could close 22 stations next year if it doesn't receive more federal funding
FOX5	COVID-19 pandemic forces Metro to consider massive cuts
ABC7	Metro calls for more federal funding, says cuts will be likely in Jan. 2022 without it
ABC7	Metro plans drastic service cuts in January if COVID relief bill doesn't pass
WUSA9	Public hearing brings up concerns in Maryland over WMATA budget cuts
Telemundo	Sin más fondos federales, Metro podría tener que cerrar 22 estaciones
Montgomery Community Media	With Ridership Still Way Down, Metro Hosts Public Hearings On Proposed Budget Cuts
WDVM	WMATA opens public commentary period amid worries of service cuts
WTOP	Metro asks customers to consider major cuts in service proposed to begin in July

Media	Details
Print/Online/Blog	
Washington Post	Federal covid relief package could lift Metro through pandemic budget problems
Arlington Now	Metro Asking Public To Weigh In On Cuts, Including Closing Several Arlington Stations
Reston Now	Three of the Silver Line's New Stations Could Close Months After Opening
Hyattsville Wire	WMATA Threatens to Close College Park Metro Station
Washingtonian	A WMATA Survey Is Asking About Service Cuts, Tolerance for Breakdowns, and Reduced Hours
DC Post	More Than 20 Metro Stations May Close Due to Budget Shortage
The Diamondback	City Council to send letter to WMATA opposing proposed closure of College Park Metro stop
Trains	DC Metro proposal could cut 22 stations
Progressive Railroading	WMATA seeks public input on proposed 2022 budget
PoPville	Metro seeks public input on proposed budget to support regional recovery amid pandemic-related financial constraints
MetroNow Dispatch	Thanks to our regional delegation + Feds the doomsday budget will be shelved. Let's use this opportunity to reimagine the future of transit.

EARNED MEDIA EXAMPLES

The Washington Post
Democracy Dies in Darkness

Transportation

Metro budget cuts weekend service, half of bus routes and closes 19 stations amid dire financial forecast

A train arrives at the Metro Center station in Washington. (Matt McClain/The Washington Post)

By **Justin George**

November 30, 2020 at 9:00 p.m. EST

The Washington Post – 11/30/20

FOX 5
WASHINGTON DC

Watch Live

Metro says it could close 22 stations next year if it doesn't receive more federal funding

By Natalie Rubino | Published March 2
| Washington Metropolitan Area Transit Authority | FOX 5 DC

f t i e

Station closures loom with Metro budget deficit

FOX 5 STATION CLOSURES LOOM WITH METRO BUDGET DEFICIT

WTTG (FOX5) – 3/2/21

WASHINGTONIAN

NEWS & POLITICS

A WMATA Survey Is Asking About Service Cuts, Tolerance for Breakdowns, and Reduced Hours

"Would you rather?," Metro edition.

WRITTEN BY JUSTIN ASKENAZY | PUBLISHED ON FEBRUARY 23, 2021

Washingtonian – 2/23/21

RAILWAY AGE

December 11, 2020 | News, Passenger, Rapid Transit

Report: WMATA Readies for Public Comment on Grim Budget Proposal

Written by **Marybeth Luczak**, Executive Editor

Railway Age – 12/11/20

WDVN
YOUR LOCAL NEWS LEADER

DCW30
WASHINGTON'S CW

WMATA opens public commentary period amid worries of service cuts

f t w m e +

by: **Roshan Davis**

Posted: Feb 22, 2021 / 11:23 PM EST / Updated: Feb 22, 2021 / 11:23 PM EST

WDVN (DCW30) – 2/22/21

In-person outreach

An extensive in-person outreach effort was deployed due to the scope of the proposed changes and the importance of reaching customers who were still riding the system during the pandemic.

Multilingual street teams conducted Covid-safe outreach activities at all 91 Metrorail stations as well as at impacted bus stops between Tuesday, February 23, and Thursday, March 4. The teams worked 5-hour shifts covering either the morning or evening rush hours and were at the stations on Tuesdays, Wednesdays and Thursdays, which remain the highest ridership days. Additionally, street teams were stationed at bus stops with higher rail-to-bus transfers and high numbers of low-income, minority and limited English proficient customers.

Street team staff were equipped with their recognizable yellow Metro-branded aprons, and bilingual staff wore large pins that identified the languages they spoke. At a minimum, half of all street teams featured fluent Spanish speakers, and some teams also had staff fluent in American Sign Language, Amharic, Chinese, French Korean and Vietnamese.

To ensure that outreach was conducted safely for street team staff and customers, street team members wore masks and maintained social distancing when interacting with customers. Street teams were equipped with Outreach Information Booths, including large signs and handheld information sheets to communicate information to customers from a distance. Customers who felt comfortable approaching the booths could choose to take brochures as well as use tablets to complete surveys on-site.

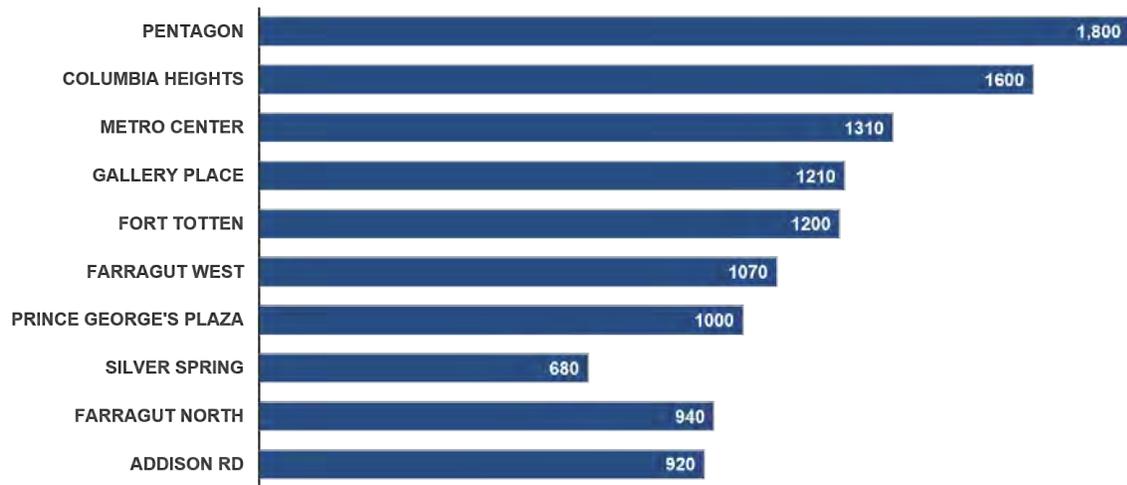
In total, street teams spoke with over 43,000 customers and handed out more than 37,000 brochures. Nearly one in five customer interactions were in languages other than English. 17% of all interactions were in Spanish, followed by Amharic (0.3%), Korean (0.1%), Mandarin (<0.1%) and French (<0.1%). More information can be found in Appendix C: Additional in-person outreach details.



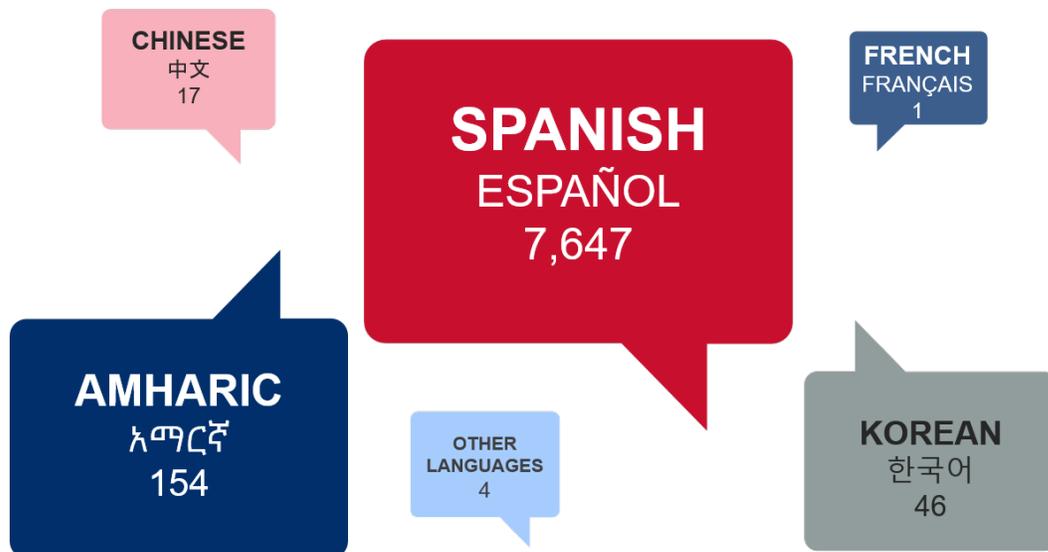
Street teams were stationed at Outreach Information Booths featuring handheld signs, brochures and tablets for customers to take the survey.



STREET TEAM CUSTOMER ENGAGEMENTS – TOP 10 STATIONS (2/23 – 3/4/21)



STREET TEAM NON-ENGLISH LANGUAGE ENGAGEMENTS (2/23 – 3/4/21)



Virtual Compact Public Hearings

Because of the ongoing pandemic, all Compact Public Hearings were held virtually. A new virtual platform was used to streamline the process, ensure accessibility and make participation easier for the public.

The public had multiple options to watch and listen to the hearings live at wmata.com/budget, youtube.com/MetroForward, or by calling a toll-free number. Those who wished to submit oral testimony had the option to call in and be placed in a queue or leave a recorded message.

In total, the hearings had 1,123 views and 225 audio-only listeners, with 111 public speakers and recorded audio submissions.



The virtual Public Hearings were hosted by members of Metro's Board of Directors.

A prerecorded overview video was created in English and Spanish and available on the budget webpage one week before the first hearing. This provided an interactive way for viewers to learn about the budget situation before the hearings.



The FY22 budget overview video was available in English and Spanish.

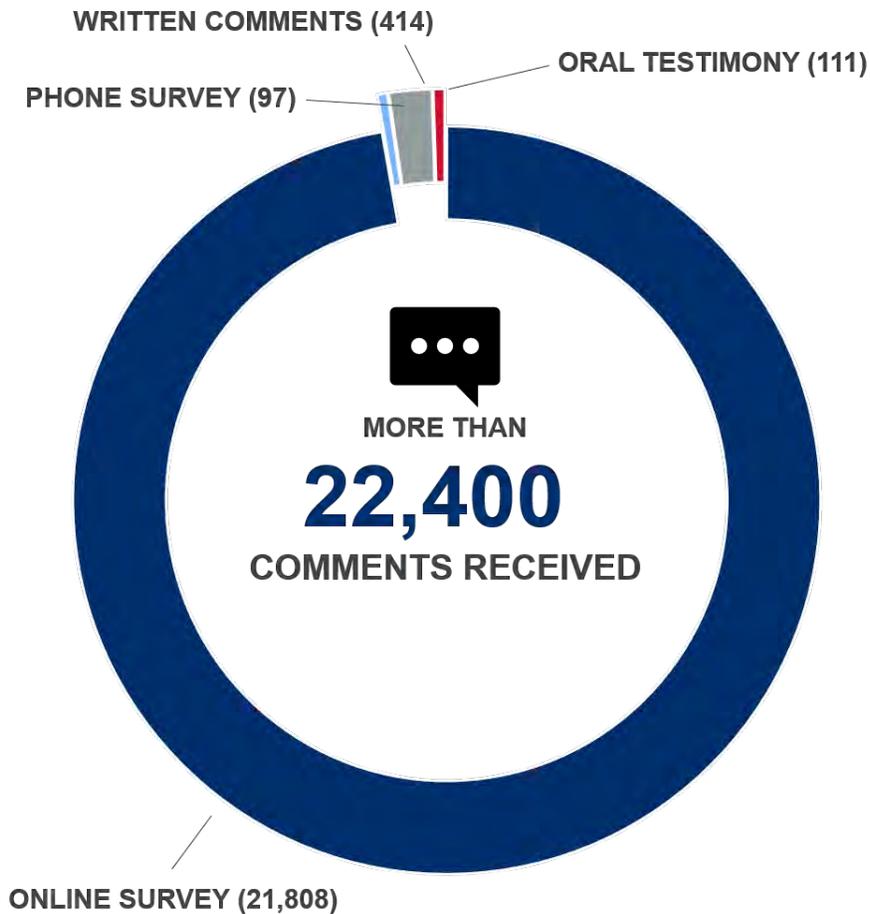
PUBLIC HEARING DETAILS

All Public Hearings were open to the public, and three of the hearings were focused on impacts to specific jurisdictions.

Event Details	Public Hearing Speakers	Public Hearing Metro Board Member Representatives	Public Hearing Metro Executive Representatives
Public Hearing #634 Monday, March 8 (11 a.m.) View archive of meeting here.	17 10 speakers 7 recorded messages	Paul Smedberg	Jennifer Ellison
Public Hearing #635 DC focus Monday, March 8 (6 p.m.) View archive of meeting here.	44 33 speakers 11 recorded messages	Stephanie Gidigbi-Jenkins	Jennifer Ellison
Public Hearing #636 Maryland focus Tuesday, March 9 (6 p.m.) View archive of meeting here.	33 22 speakers 11 recorded messages	Michael Goldman	Jennifer Ellison
Public Hearing #637 Virginia focus Wednesday, March 10 (6 p.m.) View archive of meeting here.	17 12 speakers 5 recorded messages	Paul Smedberg and Walter Alcorn	Jennifer Ellison

Public input results

Metro collected public input during the public comment period through online and phone surveys, written comments (uploaded through the survey tool or letters sent to the Board Secretary's Office) and oral testimony at the virtual Public Hearings. The public comment period was open for more than three weeks, from Saturday, February 20 through 5 p.m. Tuesday, March 16, 2021. **In total, Metro received over 22,400 responses to the proposed budget.**



More than 97% 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 B: FY2022 budget – customer feedback on proposals. Another 2% of the input received was written comment, with the majority being provided through the survey tool via the upload or “provide written comment only” choice. Written comments and oral testimony can be reviewed in Appendix A: Written comments and oral testimony.

APPENDIX A:

Written Comments and Oral Testimony



FISCAL YEAR 2022 BUDGET

Public Outreach and Input Report

Docket B21-01



Appendix A: Written comments and oral testimony

This appendix includes the written comments and testimony received during the public comment period, either through the online survey tool, letters to the Board Secretary's Office or transcripts from oral testimony submitted at the Public Hearings.

Pages 3-84: 111 individuals provided comments at the virtual Public Hearings. To listen and watch the oral testimony from the virtual Public Hearings, visit Metro's YouTube channel at [youtube.com/MetroForward](https://www.youtube.com/MetroForward).

Pages 85-371: 414 written comments were received through the survey tool via the upload or the "Provide written comments only" choice.

Pages 372-1746: 21,808 comments received on individual proposals through the survey tool. Translations for comments provided in Spanish are provided at the end of each section.

- o Pages 372-407: Comments on proposed 2021 Metrobus service changes
- o Pages 408-482: Comments on proposed 2021 Metrobus service changes
- o Pages 483-902: Comments on proposal to close 22 Metrorail stations
- o Pages 903-1171: Comments on proposal to operate Metrorail every 30 minutes
- o Pages 1172-1414: Comments on proposal to close Metrorail at 9 p.m. instead of 11 p.m.
- o Pages 1415-1520: Comments on proposal to adjust where Red Line trains begin/end (turnbacks)
- o Pages 1521-1620: Comments on proposal to adjust where Red Line trains begin/end (turnbacks) with station closures
- o Pages 1621-1692: Comments on proposal to adjust where Yellow Line trains begin/end (turnbacks)
- o Pages 1693-1746: Comments on proposal to adjust where Yellow Line trains begin/end (turnbacks) with station closures

Metro Hearing No. 634
Monday, March 8, 2021 – 11 a.m.

MR. SMEDBERG: Good morning, everyone, and welcome to the Metro Board of Directors' Fiscal Year 2022 public hearing. I'm Metro Board Member Paul Smedberg and I represent the Commonwealth of Virginia. Also joining me today is Thomas Bulger, who represents the District of Columbia on the Board. Welcome to the first of our four virtual public hearings on Metro's Proposed Fiscal Year 2022 budget. This hearing is convened by the Metro Board of Directors to gather public comments on two dockets: First, Docket 21-01, on Metro's Proposed Fiscal Year 2022 through 2027 Capital Improvement Program, and Strategic Plan, and second, Docket B21-02 on Metro's Proposed Fiscal Year 2022 Operating Budget and related service and fare proposals and changes to parking rates at some of Prince George's County's stations. Notice of this hearing was made, was made by publication in the Washington Post and ads were placed in the Afro, Aref, Doi Nay, El Tiempo, Latino, the Epoch Times, the Iran Times, the Korean Times, the Washington Hispanic, as well as through social media and radio. And signs were placed in all Metro rail stations, on buses, MetroAccess vehicles and Metro bus information centers, and over 300 bus stops.

Since we're doing this hearing virtually, the hearing is going to look and feel a little different than it has in the past, with the in-person hearings. We would normally have a presentation from our chief financial Officer, but in order to get right to your comments and testimony, we have instead posted a video at wmata.com/budget, Again, wmata.com/budget, that provides an overview of this year's proposed budget. In short, Metro will be able to maintain operations and increase service to meet demand through December, 2021, but without additional federal funding we project that we will need to significantly reduce service beginning in January 2022, to close a \$210 million budget gap. Details about the proposed service reductions can be found again at the WMATA website at wmata.com/budget.

Those of you wishing provide testimony should call (512) 580-8850. (512) 580-8850. After calling in, you will need to enter a four-digit meeting code. This morning's meeting code is 9-4-7-6. Again, the code for the meeting once you call in to the number is 9-4-7-6. Once you're in the meeting, you will be able to listen over the phone by pressing star one. If you would like to provide testimony, you can press star three and you will be put in the speakers' queue. You'll be able to message, or you will get a message when it's your turn to speak. Again, to enter and just listen in, it's star one. And if you would like to provide testimony or comments, press star three. If you're watching the live hearing on a different device, please make sure you mute the device so that there is not any feedback. You will be able to listen to the hearing while you wait in the phone queue.

If you would like to provide oral testimony, but we're unable to wait until you come up in the queue, you can press star two to leave a voicemail. Your voicemail will be transmitted or, transcribed, and included in the budget hearing record. In order for the public record to accurately reflect who's providing testimony, I ask that you please state your name and any organization you represent, before beginning your testimony.

Elected public officials will be allowed five minutes and everyone else will be allowed three minutes each. Extra time will be given for translation, if needed. We ask that you stay within your three-minute limit because we want to make sure everyone who wants to speak has a chance to do so. I also want to note that each speaker is only able to speak once at each hearing, while you

may have the option to rejoin the speakers' queue, please note that we cannot accept additional testimony at this hearing.

I want to take a moment to recognize that this is where we listen to you. The board is very much interested in hearing your comments. This is your opportunity to comment on the proposals and we are here to listen. We will not be able to answer questions during your testimony. Before you begin your remarks, again, we ask that you please state your name and any organization you represent.

Please note that all statements, including any personal information, such as name, email address, address, or phone number you provide in the statement are releasable to the public upon request and maybe posted on WMATA's website without change, including any personal information provided. Further testimony may be submitted and must be received by 5:00 PM on Tuesday, March 16th. Again, we must receive your testimony, if you submit in writing by 5:00 PM on Tuesday, March 16th. Testimony can be provided online, again at wmata.com/budget. Online, you have the option to complete a survey, write free-form comments, upload a letter, petition or other documents.

You can also mail testimony to the Office of the Secretary, WMATA 600 5th Street, Northwest Washington, DC, 20001. Again, Office of the Secretary WMATA, 600 5th Street, Northwest, Washington, DC one, or I'm sorry, 20001. Again, all testimony must be received by 5:00 PM on March 16th. Due to the pandemic and the slowdown in mail service, we encourage everyone to submit comments online, if possible, of course. Your comments will become part of the public record and will be reviewed by the Metro Board of Directors. Changes to the options presented here today may be proposed, may be proposed in response to testimony received and subsequent staff analysis.

And now it's time to take our first call. Our first call is caller 8-1-5-1. Welcome. The caller ending, last four digits of your phone 8-1-5-1. Okay, we can come back to that please, Eleanor.

Okay, our next caller in the queue. Our next caller in the queue last four digits, 2-4-0-3. Welcome.

MR. PEDOWITZ: Good morning, thank you, Mr. Chair and Members of the Board. I am Scott Pedowitz, the Government Affairs Director at the Arlington County Chamber of Commerce. The Chamber encourages WMATA not to follow through with the proposed service reductions starting in January 2022. The pace of vaccination continues to increase, and we anticipate similar increases in returning to the workplace. According to a survey by the Greater Washington Partnership, three-quarters of the workforce expect to be back in the workplace by year-end. Sharply reducing transit service to levels seen after last year's initial shutdown risks curtailing this recovery just as it gains momentum. Moreover, the proposed cuts will fall most heavily on those who can least absorb them. Many in our service workforce have jobs that run past nine in the evening, rely on buses for all or part of their commute, or both. Closing Metrorail at 9 o'clock p.m. and halving Metrobus service will burden these riders disproportionately and inequitably. We appreciate the financial challenges facing WMATA, but cutting off transit services to balance the budget could cut off the very recovery that will restore WMATA's revenues to a healthy level. We thus encourage the Board to reconsider this proposal. Thank you.

MR. SMEDBERG: Thank you. Is caller 8-1-5-1 – are you with us? OK, Eleanor, the next caller in the queue? Our next speaker is 9-5-1-9.

MS. MEYERS: Hello? Yes, my name is Gloria Meyers and I live at 6th and Edgewood, a huge apartment complex and reducing the service of, of the D as in David 8 bus line is really detrimental to a lot of people that's here. That's the Washington Hospital Center bus. That takes most of the seniors straight to the hospital and also takes us to Union Station and various shopping areas. Taking that bus line away really would hinder transportation for the elderly. I'm hoping that you can keep the bus line, the D8 like D in David and continue to run along Edgewood corridor, from, uh, Edgewood to Washington Hospital center or to union station. Thank you so much for hearing me.

MR. SMEDBERG: Thanks. Thank you, Ms. Meyers. Appreciate that. All right. We'll try caller 8-1-5-1 again. Are you with us?

MR. ZLOTH Yes, sir. Hi, my name is William. I live in Fairfax County and my common is somewhat general.

MR. SMEDBERG: William, what's your last name?

MR. ZLOTH: It's Zloth. Z-L-O-T-H. I live at the Dunn Loring Metro and I've taken Metro a lot since I've moved here within the last 10 years. And one thing I don't, I don't, I'm disappointed that the Metro Board doesn't seem to really take large steps to get rid of the waste and everything with Metro. I think if they did that, they wouldn't have any cutbacks. Let me give it a good example: over the past number of years, I see frequent cheating, people not paying their fares at every station. Some stations I go to the station, people is walking through the gate, like they do it routinely. I mentioned this to the station people. And one suggestion I would have to deal with that and to get more revenue is to have the Metro Police more prevalent at the stations. I see Metro Police driving around in big, expensive SUVs all over where I live and I don't understand why they're driving around and those big vehicles that cost Metro a lot. Instead if they were at the stations, they could cut back more on the fare evasion.

Um, and I've also heard from people who work in Metro, this is just hearsay, that many of the people who work there, um, sleep on the job, this and that, and they don't do their job. I will say the bus drivers and the operators do a really good job. So, they do really good, but a lot of other people, there's a lot of waste. And in addition to the fare evasion, my station, Dunn Loring, was closed all summer. And during the summer, every 10 minutes, there was a gigantic bus tour bus with one or two people on it, probably 200 seats, every 10 minutes, driving up and back from Dunn Loring, that was a complete waste of money. So my general, just to sum up what I'm saying, I think if Metro has more, but dealt more with these issues, they would not need, they would not be at such a financial crisis. So that's pretty much it.

MR. SMEDBERG: Okay. Thank you Mr. Zloth. Eleanor, our next caller. Is there anyone else in the queue? Okay. Color 7-4-4-7. Welcome. Okay, that person appeared to drop. Eleanor the next caller in the queue? Okay. Our next caller is 4-2-0-1. Caller 4-2-0-1. Welcome.

MR. GARSON: Hello, I don't understand why you want to cut back so much service on the Red Line.

MR. SMEDBERG: Sir, sorry, we didn't hear your name please. For the record.

MR. GARSON: My name is Jerry Garson. I'm speaking on behalf of the Red Line. I do not quite understand why you're trying to have a 30-minute headway on everything, basically north of

Medical Center and north of Silver Spring. You have a significant number of parking lots such as at White Flint, at Rockville, at Shady Grove and at Twinbrook, and if you're going to have the trains run only every half hour at these locations, it makes no sense. It also makes no sense why you're trying to, uh, only have the trains turn around at Grosvenor-Strathmore, but yet you can't even get on and off the train. In the past before COVID-19 a huge number of people used to park at Grosvenor-Strathmore when you did the turnarounds and basically fill up the parking lot that on many days you could not even get a parking spot. If you're looking to get rid of almost all revenue from all your parking lots, this makes sense. Sounds like you're trying to basically get rid of the entire transit system and bus system from all these changes that you're proposing. 30-minute headways are not really mass transit, they're just an occasional transit. They're more like the MARC rail system. And I hope you don't consider making all these drastic changes. Thank you.

MR. SMEDBERG: Okay. Thank you, Mr. Garson. We'll try caller, 7-4-4-7. Are you with us? Okay, Eleanor, our next call.

MR. KAFFEN: Hello. Can you hear me my name? Yes. My name is Steve Kaffen, and I've been a DC resident for about 18 years. I'm a member of the Accessibility Advisory Committee and the Bus/Rail subcommittee of WMATA, and also served on the Bus Transformation project. However, the comments are my own and I'm going to summarize what I have and then I'll submit comments by the end of the week.

My comments envision funding to support the restoration of service. However, the first two comments, uh, can be implemented now without, without any, additional funding. And the first one is to restore bus number 42, which runs along Connecticut Avenue, to its normal frequency. This was substantially reduced in August, by about 50%, and riders are now waiting up to 30 minutes for the bus, at Dupont Circle. This is an area that probably has the largest concentration of seniors, and of course, embassy employees who use the bus and persons with disabilities that use the elevator, which is right next to the bus stop at Dupont Circle north. It's also the major connection point for people transferring from bus to rail and as commutation increases, it's going to be increasingly important that the 42, has adequate service.

The second is to restore weekend service on bus G2. This was cut in August. Bus G2 down P Street serves, uh, the Jewish community center, several of the churches there, Scientology and the Carnegie Institution, and these will be opening soon. And, that bus line has a, has a busy weekend contingent of people using those facilities. And it should be increased; the weekend service should be restored.

Another thing I'd like for us, for you to consider is to redesign the digital displays in the bus kiosks to have more lines and double the speed. Of course, funding has to be, you know, has to come, but these currently just have two lines and they move very slowly for the people who need to rely upon them to find out their next bus status. Additionally, at Dupont Circle, there are presently several out of town buses that actually block the entrance into the Circle. And, also the lights need to be recalibrated if that could be worked on between, between WMATA and DDOT, I think the traffic flow would be substantially increased, especially for the buses that go through the Circle as well as the traffic. Thank you very much. Thanks for listening.

MR. SMEDBERG: Thanks, Steve. Mr. Bulger is on the line, so I'm sure he can take that to the District.

MR. BULGER: I got it.

MR. KAFFEN: OK. Thanks very much.

MR. SMEDBERG: Okay, just checking here just to make sure, Eleanor, do we have any other callers? (Pause) Okay, we do not have any other callers at this time. So, I want to thank you. I'm told there are no other speakers in the queue. I'm going to give one last call for testimony. If you haven't already spoken and you would like to do so, please press star three on your phone to be put in the speakers' queue. We'll wait 30 seconds here. And while we're waiting, on behalf of Mr. Bulger and myself, I want to thank everyone for participating here today, whether they spoke or simply listened, it's very much appreciated. We do take these comments, like we said earlier, very seriously, so I appreciate your time very much.

Okay, it looks like we have another caller. Caller 3-6-3-3. Welcome. Caller 3-6-3-3, three. (Pause) Okay, Eleanor, I know we have a few others that joined. Who's up next after that? Okay, caller 4-2-0-1. Are you with us? Caller 4-2-0-1? Okay, next in the queue, Eleanor? Who is this?

MS. MORRIS: Hello. Hi. Hello. Can you hear me?

MR. SMEDBERG: I can.

MS. MORRIS: Well, my name is Patricia Morris. I live in North Bethesda, Maryland at the Stony Brook townhouse complex at Tuckerman and Rockville Pike. Our townhouse complex has about 125 houses. We're bordering the Parkside apartment complex, which I don't know how many apartments, but it's a huge, sort of garden apartment complex all within 5-10 minutes' walking distance of the Grosvenor Metro station. There are at least five other apartment complexes within 10 to 15-minute walk of the Metro station. Our station is proposed to be closed for this, during this fiscal year, which I thought begins on July 21st, 2021. I don't know if I'm confused on that. I hear some people saying that these changes are going to take place in January. I thought I read on your site that it was starting this July. The ridership at Grosvenor Metro is higher than at least 15 stations, which are not being proposed to be closed.

As I said, because of all the walking traffic, and we have the huge parking lot. Also, the Strathmore Music Center is here, a five-minute walk from the Grosvenor Metro center. And as the pandemic winds down, and there are more concerts, I'm sure that that kind of, Metro ridership is also going to be increasing to come back to concerts here at the Strathmore Music Center. So, I'm very concerned about this and I know that many of my neighbors are also extremely concerned about this closure of our Metro station, which is a very important one on the Red Line. And it was already closed for a few months early in the pandemic and that affected people greatly. Thank you very much.

MR. SMEDBERG: Okay. Thank you, Ms. Morris. Appreciate your comments. Eleanor? Is there anyone else in the queue?

MR. POSNER: This is Philip Posner from Arlington, Virginia.

MR. SMEDBERG: Excuse me, sir, before you begin, could you state your name again, please?

MR. POSNER: Yes, Phillip Posner from Arlington Virginia.

MR. SMEDBERG: Oh, hey Phil.

MR. POSNER: Good morning. I tried to get in earlier, but they muted me. Anyway, good morning and wanted to thank you for maintaining the MetroAccess service area and the time during the current budget and hope that you're going to be able to continue that policy through the 2022 budget. I know that the draconian budgets like the one from 2021 is based on a worst-case scenario, for ridership and federal funding. And I hope that it will not be necessary to implement that based upon the current progress for transit funding and Congress and COVID vaccinations. If service reductions do become essential, I hope that safety and smart use of WMATA and jurisdictional bus and rail service redundancies will guide decisions so that transportation deserts will be avoided. There's also the hope that WMATA and the jurisdictions will find support from partners in the private and government sectors to help transport their essential workers and patients through potential WMATA service reductions.

MR. SMEDBERG: Phil, Phil, could I just have you stop for one second? There's someone on the line, could you put yourself on mute, please? OK, Phil, go ahead, I'm sorry about that. I apologize.

MR. POSNER: Oh, not to worry. Uh, I don't know where you stopped hearing, but basically it was to ask you to support, from partners in the private and government sectors, to help transport essential workers and patients during potential WMATA service reductions. And finally, just to continue the essential work that you're doing in funding for safety and accessibility projects such as the wayfinding project, the lighting project, and usable benches. And thank you so much for your time.

MR. SMEDBERG: Hey Phil, what are the last four digits of your phone number? I just want to make sure I'm capturing everyone.

MR. POSNER: 5-9-1-1. I was the first in the queue but didn't speak up because I was muted.

MR. SMEDBERG: And we're getting feedback from an interpretation machine if we could, uh, if staff could look at that and quiet that. Okay. Next, Eleanor who's next in the queue? Okay. Caller 4-2-0-1.

MS. THOMPSON: Yes, hello everyone. My name is Corietta Thompson and I'm calling to urge the WMATA Board to ensure that Metro still has enough funding to ensure that all the buses, the trains and the MetroAccess is still running. I'm a member of the National Federation of the Blind, and I'm representing the blind organization because I, too myself am blind. And I just think it's very crucial that we have all the services working and on time, because a lot of us live by ourselves and have multiple disabilities, and that's our main form of transportation. So that would really hurt a lot of populations who are disabled, who are elderly and just people in general that need to take the bus or train to the doctors, to work, to friends, to family, wherever they need to go. That's what they use is public transportation. I'm just urging the Board to keep in consideration of some of the special needs populations to ensure that they still have their form of transportation to still keep their independence. But you know, the less riders, the less, the more that's going to hurt the budget, I think. So, I'm just urging everyone to just keep in consideration some of the special needs populations and keeping the services running.

MR. SMEDBERG: Absolutely. All right. Thank you, Ms. Thompson. Appreciate those comments.

MS. THOMPSON: You're welcome.

MR. SMEDBERG: Eleanor, do we have other speakers? (Pause) Okay. We'll go back to speaker, 3-6-3-3. Are you with us? Again, the last four digits of your phone number 3-6-3-3. Okay, Eleanor, any others in the queue? Okay, we'll give it just another 20 seconds here, if anyone would like to make some comments...again, push star three on your phone.

MR. STOCKMAN: Hello?

MR. SMEDBERG: Yes. How are you? Is this 0-0-1-2?

MR. STOCKMAN: Yes, my name is Jake Stockman. I'm calling from the District of Columbia. The particular aspect of the plan that I find to be most objectionable is the service cuts after 9:00 PM. This is something that is going to disproportionately hurt workers in the city's restaurants and hospitality sectors. These are some of the sectors that have been hardest hit by the pandemic in the first place.

And these people, in many cases, don't have the flexibility to change their, their shifts to different times. They also tend to be lower income and disproportionately young people, people of color, and it's important that these people's needs are continued to be met. By cutting the transit hours down to 9:00 PM, it would effectively make anyone who's working dinner shifts, unable to access the network.

And another thing that, that worries me about that is that there could be an increase in drunk driving and more cars on the road when visibility is poor at night, creating unsafe conditions for pedestrians and other motorists. Thank you for your time.

MR. SMEDBERG: Mr. Stockman, are you speaking on your own behalf or are you with the organization?

Okay, Eleanor, do we have another speaker? Okay, speaker 0-6-3-4. Welcome. Okay, that just dropped. We'll give it another 10 seconds.

MS. FORD: Hi, my name is Jessica Ford. I'm a MetroAccess customer who uses regular Metrobus and Metrorail to get to my doctor's appointments and basically anywhere else I need to go because MetroAccess is so unreliable and costs so much more, with being on a limited budget. And the W14 is the only bus in my neighborhood. And if that gets taken away, I have no way of getting to Metro at all. And no way of getting to my doctor's appointments, no way of getting to any volunteering I'm doing, nothing. And if you take the bus away, they will also end up cutting the MetroAccess because you have to be within three-quarters of a mile of a Metrobus station or stop, with the way MetroAccess is currently, to have MetroAccess service. And I'm not just talking for myself personally, but other MetroAccess customers, I'm sure are in the same position with the other bus routes that are being looked at to being cut.

And I really need to be able to get to my doctor's appointments and, and everything. I mean, and eventually once I get my vaccine shot, I will start using Metro again, I mean, because Metro was my number one form of transportation. Yes, I have a few backups, but not many. So the 7H that's in Virginia is one of the buses, or 7M, whichever one it is, that you're all looking at cut is one of the ones to get to one of my doctors. So I would really appreciate it if you would not cut the buses. I mean, I understand you have financial reasons and everything, but the impact to the disabled community and regular commuters that use Metro to get to work all the time are going to be

significantly impacted if that happens, which is only going to decrease ridership on Metro, which is only going to make your financial situation worse. So, if you could please not take away the service, I would truly appreciate it. I'm just speaking for myself. As, like I said, a MetroAccess customer, but I also use Metrobus and Metrorail to get a ton of places.

MR. SMEDBERG: Okay, thank you, Ms. Ford. Appreciate that very much. And that was our last speaker. The hearing is now concluded. Testimony, again, can be submitted online or via U.S. mail as long as it is received by, you know, to Metro by 5:00 PM on Monday, March 16. Again, I want to thank everyone for joining us this morning and taking the time to provide your testimony and comments. Thank you very much.

Voicemails received as part of the hearing record:

Received 3/7/2021, 8:40 a.m.

Corietta Thompson. My comment is, I'm hoping that Metro is still able to contribute to providing services for the general public, especially the low-income populations and the disabled populations, because without transportation, we are totally isolated and that cuts our independence short.

Received 3/8/2021, 8:43 a.m.

Yes, my name is William. I live in Northern Virginia and I take the Metro, and one comment I have is that Metro does not seem to deal well with... I've noticed that there's a lot of cheating people that don't pay their fares and Metro stations. And Metro does not seem to have a modus operandi to deal with that. I see people walking through the gates, um, and they walk such that they know that nothing will happen or people double going out, you know, with a friend going out of the exit. So they, they double up. I see lots and lots of, lots of cheating. I've mentioned this to many attendants at the stations and gotten different answers. One suggestion would be to have Metro police at every station, or as much as possible.

And on the trains, I see a lot of stuff on the trains, people not wearing masks. I see people that look like they live in the train. They walk between the cars. If Metro wants people to resume going on, on the trains, they need to make sure that that's dealt with; people want to feel that it's hygienic to go with the train. So, I would recommend that the Metro police be more on the trains, more at the stations as much as possible. Unless... I see a lot of Metro police driving around these big, expensive vehicles, which probably cost Metro which seems not to be the effective use of the Metro police. The Metro police should be more on site, preventing people from cheating and also ensuring that there's nothing against protocol going on on the train. That'd be my suggestion, but Metro seems to not deal well with cheating, and they lose money that way.

I know that you know, that the fares people pay may not be the main source of Metro revenue, but nonetheless, it is part of it. And I think if people ride Metro and they see people cheating, that makes for, um, the type of thought, that's not good. People lose faith in Metro. That's a big suggestion. Again, Metro needs to deal with the cheating, um, for all the jurisdictions and have more onsite Metro police present at the stations, on the train, as much as possible. I know that you cannot have every police at all times and have the Metro police not be so much involved with, they seem to be driving around in big expensive vehicles. And I don't understand why that, um, that's done in a few of the situation I just mentioned.

In addition, Metro seems to have a problem with waste of money, which never seems to be dealt with. My station, Dunn Loring, Virginia probably was closed all summer long and the escalators still break down. So, I think waste of money.

In addition, another thing I noticed that during the closure of my station, Dunn Loring, and how these gigantic DC tour buses that were going up and back every 15 minutes. Complete waste of money. There was one or two people on a bus there are probably 200 seats on the bus. Complete waste of money, I don't understand that. Doesn't make any sense to me.

Um, in addition, at least you know, starting going on and on, I've heard that from people that work at Metro, that there's a lack of accountability and all the time. I will say that the people, the people that drive the buses and the trains are very hard workers, from I noticed. The bus operators have a very difficult job and they should be commended. Same with the train operators.

But I've heard off the comment for people that work at Metro, that supervisors sleep sometimes at the stations in the back rooms. I don't know if that's true. I've heard that that workers that clean bathrooms, some workers are assigned to one bathroom a day. This is just hearsay. That kind of stuff needs to be dealt with. Metro really needs to get their act together. Again, the train operators, the bus drivers are exceptional and they do a great job and they work very well. But the others, sometimes perhaps it's station attendants and the others behind the scenes, Metro needs to ensure there's complete efficiency.

Metro constantly asks for the jurisdictions to kick out more millions of dollars. Well, if they want to do that, then you need to make sure that the workers behind the scenes at stations are all working efficiently and hard. That's pretty much it. I guess you get the gist of my comments.

One other comment, too. I hope I'm not going on too long. I think it's a mistake for Metro to close on weekends, beginning in 2022, at 9:00 PM every day. I know, perhaps some of the cost cutting measures that I just said perhaps could arise because of my suggestions could allow Metro to close at 11, on Friday and Saturday, at least. It's particularly hard on the workers of restaurants and bars. And Metro should close, no earlier in my opinion, at 11:00 PM on Friday and Saturday night, at least, hopefully other nights too, but at least Friday and Saturday. Perhaps have less

frequent train service on Friday and Saturday. But some way you accommodate that, particularly by 2022, the, our society should be more open, people should be going to bars, restaurants, more particular weekends, and that's something they really need to be sure that they can close at 11:00 PM at the earliest on Friday and Saturday nights. Other nights too, but at least Friday and Saturday. Thank you for listening to my comments and I appreciate you taking them into consideration. Thank you.

Received 3/8/2021, 10:52 a.m.

Phillip Posner, Arlington, Virginia. Good morning. Thank you for maintaining the MetroAccess service area and time. Please continue this policy through 2022. I know that this draconian budget like the one for 2021 is based on a worst-case scenario for ridership and federal funding. We hope that it will not be necessary to implement this budget based upon the current progress for transit funding and Congress and COVID vaccinations. If service reductions do become essential, I hope that safety and smart use of WMATA and jurisdictional bus and rail service redundancies will guide decisions so that transportation deserts will be avoided. There is hope that WMATA and the jurisdictions will find support from partners in the private and government sectors to help transport their essential workers and patients during potential WMATA service reductions. Finally, please continue the essential work and funding for safety and accessibility projects such as wayfinding lighting and usable benches. Thank you for listening and have a good day.

Received 3/8/2021, 11:24 a.m.

This is Daniel Anixt. I'm president of the Board of Directors of the Townes at Cameron Park. I appeared at the March 8th meeting, but I was not called upon, but I want to enter my comments for the record. I'm president of the Townes of Cameron Park homeowners' association. We represent the residents of the Townes of Cameron Park neighborhood in Alexandria, Virginia. We submitted written comments to Metro on the proposed close use of Eisenhower Avenue and Van Dorn Metro stations on February 23rd. These comments are in addition to those comments.

Closing both stations will damage our community and the Valley, the Eisenhower Valley writ large. There's been a massive amount of transit-oriented development in this Valley that was dependent on these stations remaining open. With their closure, I believe that will have a terrible impact on the economy of our Valley. Speaking for my community specifically, we have many residents in the military and civilian and government employees who bought in this neighborhood rented in this neighborhood who depend on Metro. They bought here for that reason. They played a premium to live here and myself as a homeowner and several of the other homeowners here also paid a premium on our homes when we bought them based on the value of being in close proximity to those stations. Closing these stations is a penny-wise, pound foolish move. It will affect a lot of us who will probably turn to our cars and congest some already congested streets, particularly Van Dorn and Telegraph Road at rush hour impassable at the moment.

Adding more cars to an already strained infrastructure is going to make matters considerably worse. Also, I might add that we all are taxpayers here. We paid into Metro via our federal taxes, via our Virginia and Alexandria taxes, and to take two stations, not just one away from us is very, very, detrimental to our community and not the proper way that Metro should be filling its budget gaps.

We have the Eisenhower Metro station is only one and a half miles east of us. The Van Dorn Metro station is two miles west of us. And yes, there are other stations further up and further down the line north to south that aren't that far apart, north and south, but east to west, they are further apart and for us to lose it, both of those stations will be disastrous to our community. I wish you

would seriously reconsider putting it, taking both of those stations off the list, or at the very least taking Eisenhower Avenue Metro off the list, which is densely built around and having more and more buildings being built with more and more passengers that are going to potentially ride it.

Please do not make these cuts. I do understand that Metro is under budget pressure, but they are getting federal funding and they should be getting even some more soon. And we should not be the ones to bear the brunt of this. Again, my name is Daniel Anixt. A-N-I-X-T. And I am president of the Townes of Cameron Park. My written comments were submitted on February 23rd, 2021. We hope that you will seriously reconsider this very awful proposal. Thank you very much for your time and consideration.

Received 3/8/2021, 11:36 a.m.

My name is Elisa Smith. I'm calling to ask, are you are going to consider, having MetroAccess customers who use bus and rail to pay some type of fee instead of them getting free rides.

Received 3/8/2021, 11:37 a.m.

My name is Cara Carter and I'm on the A6 bus line. And I would appreciate if you all, please do not cut the A6 line. That's the only transportation that I have that can get me to Anacostia station to my doctor appointments and to my dental appointments, all the appointments that I need. So please do not cut the A6. It would be very detrimental. I need, that's the only line that can get to take me to where I need to go. Thank you.

Received 3/8/2021, 11:37 a.m.

I have a problem with shutting down certain routes on the Metro. I'd like for the Metro to keep running. Whatever funding you can possibly do to create more bus service, because the routes gets you're cutting off leave people all over stranded. Thank you for listening to my comment. This is James Ross adding my comment to the meeting. Thank you. Hopefully we will have full service sometime in the future. Bye-bye.

Metro Hearing No. 635
Monday, March 8, 2021 – 6 p.m.

MS. GIDIGBI-JENKINS: Good evening, everyone. I am Metro Board Member Stephanie Gidigbi-Jenkins and I represent the District of Columbia on the Metro Board of Directors. Welcome to the second of four virtual public hearings on Metro's Proposed Fiscal Year FY2022 budget. This hearing is convened by the Metro Board of Directors to gather public comment on two dockets: B21-01 on Metro's Proposed Fiscal Year 2022 through 2027 Capital Improvement Program and Strategic Plan, and second, Docket B21-02 on Metro's Proposed FY2022 Operating Budget and related service and fare proposals, and changes to parking rates at some Prince George's County stations.

Notice of this hearing was made by publication in the Washington Post and ads were placed in the Afro, Atref, Doi Nay, El Tiempo Latino, the Epoch Times, the Iran Times, Korean Times and the Washington Hispanic, and as well through social media and radio. And signs were placed in all rail stations, on Metrobuses, MetroAccess vehicles, at Metrobus info centers and at over 300 bus stops.

Since we're doing this hearing virtually, the hearing is going to look and feel a little different than usual in-person hearings. We would normally have a presentation from our Chief Financial Officer, but in order to get right to your comments and testimony, we have instead posted a video at wmata.com/budget that provides an overview of next year's proposed budget.

In short, Metro is proposing to maintain operations and increase service to meet demand through December 2021, with the need for severe service reductions beginning in 2022 without additional federal funding.

However, this weekend, the Senate passed another COVID relief bill. While this bill still needs to be approved by the House and signed by the president, and it will take some time to calculate exactly how much funding Metro will receive, we are encouraged that a significant amount of relief for transit is expected to be included in the bill. This will help us minimize service reductions in FY22. We'd like to thank our Congressional delegation for championing these issues with us, in addition to the region. We will likely be able to the worst of the service cuts that were on the table when took this budget proposal out to the public.

With that good news, I'd like to turn to the portion of this evening, where we hear from speakers. Those of you wishing to provide testimony should call (512) 580-8850. I will repeat: (512) 580-8850. After calling in you will need to enter a four-digit meeting code. For this evening's meeting, the code is 3-8-1-1. Again that's 3-8-1-1. Once you're in the meeting, you will be able to listen over the phone by pressing star one. If you would like to provide testimony, you can press star three and you'll be put in a speakers' queue. You'll get a message when it is your turn to speak. For those of you on the line now, if you want to speak, go ahead and press star three to get in the queue.

If you're watching the livestream on a different device, please make sure to mute this device, so that there isn't feedback. You'll be able to listen to the hearing while you wait on the phone queue. If you would like to provide oral testimony, but aren't able to wait until you come up in the queue, you can press star two to leave a voicemail. Your voicemail will be transcribed and included in the hearing recording.

In order for the public record to accurately reflect who's providing the testimony, I'd ask that you please state your name and any organization you represent before beginning your testimony. Elected officials will be allowed five minutes and non-electeds or anyone else will be allowed three minutes. Extra time will be given for translation, if needed. We ask that you stay within your time limit because we want to make sure everyone who wants to speak has a chance to be heard.

I also want to note that each speaker is only able to speak once at each hearing. While you may have the option to rejoin the speakers' queue, please note that we cannot accept additional testimony at this hearing.

I want to also take a moment to recognize that this is where we listen to you. This is your opportunity to comment on the proposals and we are here to listen. We will not be able to answer questions during your testimony. Before you begin your remarks, please state your name and the organization you represent, if any. Please note that all statements, including any personal information, such as a name, email address, mailing address or telephone number you provide in the statement are releasable to the public upon request, and may be posted on WMATA's website without change, including any personal information provided. Further, testimony may be submitted and must be received by 5:00 PM, Eastern Standard Time, on Tuesday, March 16th.

Testimony can be submitted online at wmata.com/budget. Online, you have the option to do three things: complete a survey, write a free-form comment, and upload, and/or upload a letter, petition or other documents. You can also mail testimony to: Office of the Secretary, WMATA, 600 5th Street, Northwest, Washington, DC, 20001. Again, all testimony must be received by 5:00 PM on March 16th.

Due to the pandemic and the slowdown in mail service, we encourage everyone to submit comments online, if possible. Your comments will be part of the public record that will be reviewed by the Board of Directors. Changes to the options presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

And now, it's time to call the first witness. As a reminder, please tell us your name and any organization you represent before you start speaking. Staff will then un-mute the speaker by-one from the speakers' queue.

MR. DANCY (via ASL interpreter): Hello, my name is Rico Dancy. I'm from Washington, DC. I'm the president of the Black Lives Matter, for the Deaf Chapter. And the reason why disabled people have monthly pay, we live on a fixed income, typically given by the state. We live on a limited fixed income, so we have limited money for travel. So, I'm curious, if people who collect Social Security or Social Security Disability Insurance, who are on a monthly budget, why don't we have a more stable cost for transportation. I was just curious about that. And that's the only comment that I had, thank you.

MS. GIDIGBI-JENKINS: Thank you Mr. Rico Dancy. Good to see you.

MR. DANCY: Good to see you, too. Take care.

MR. GOLASH: Hi, this is Michael Golash. I'm a Ward Four resident. I'm a former employee of the transit authority and a member of ATU, Amalgamated Transit Union, Local 689. I'm opposed to all the cuts in Metro service. The numbers of individual trips that people have been taking has

decreased. The number of trips have taken, but the number of people that riding the transit system, I think is more or less the same. It's just that people instead of going to work five days a week, are only going one day a week, but they still want to get to work in a timely fashion. They don't want to have to wait half an hour for a train and then take 45 minutes to an hour to get to work. That will only discourage people from continuing riding the transit system. So, an alternative is to simply reduce the size of the trains, whether it's have two car trains, have four car trains have six car trains. You don't have to run all eight car trains when you have a reduced ridership. That will save some money, but of course, you'll still have to have the same number of drivers and you'll prevent any layoffs.

The second thing about saving money is Metro is simply transferring costs. Other words, instead of Metro paying, it's train operators, now the DC government will pay them unemployment insurance and we'll pay for their health insurance through Medicaid. So, Metro saves some money, but it winds up costing the DC government money. It's better to just have the DC government give Metro more money to continue the current levels of service and the current levels of employment.

I'd also like to say that many of Metro's policies and terms of cutting service affect the most vulnerable people in our community. African-American workers, Hispanic workers, who are really dependent upon the transit system to get them to work in a timely fashion. When you cut back trains and cut back bus service, you inevitably create a lot of harm for people who don't have easy access to automobiles or more expensive modes of transportation. So, the system is very, very important to many, many people in this region. And we, Metro, often claims to be involved in this struggle against racism. Well, let's put your words, your money, where your words are.

So, the other question of course, is where's the money going to come from? Well, one, the local governments should put more money in. That means the businesses and the developers, some who've literally become billionaires over the last five, ten, fifteen years because of the services Metro provides, they don't pay their fair share for the services that Metro provides them. That issue has to be addressed. Second of all, the federal government, separate from the question of stimulus money, should provide a subsidy for Metro, for a payment, for the services we provide for this region. They give their employees a pass to ride the train to a certain number of times, but that pass does not account for the actual cost of the train service. So, Metro should demand the federal government pay for the difference between the real cost of providing the service and the money that's provided on the trip passes or rider passes, they provide to federal employees.

So, I think that in summary, the issue of racism is extremely central to this whole discussion. If we are truly trying to build an anti-racist movement in this country, dealing with issues of public transportation in a fair and equitable way is central to that focus. To threaten a predominantly African-American workforce with a loss of jobs and benefits is a serious racist maneuver, which we should take every effort that we have, have to try and stop that. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you, Mr. Golash. Appreciate your comments. (Pause) Next caller?

ABI: Hi.

MS. GIDIGBI-JENKINS: Hi. Can you introduce yourself?

ABI: Good. Yes, my name is Abi and I live in Fairfax County. I want to call in to strongly oppose the measures that WMATA is thinking of taking as well. We already had Metrobus service reduced

in the Annandale community, in the past, so, seeing this was really eye-opening that WMATA is not really caring about the passengers they have, you know, all over the DMV area. I work in DC, so I rely on the Metro heavily to get to work. And if things were different during these times, and there wasn't the coronavirus pandemic going on, I would still continue to be taking the Metro, but of course now I can't. So, these proposed changes could really affect, for me getting to work and also a lot of my peers as well.

And by reducing service, you will force me, you will be forcing a lot of people to, you know, find another mode of transportation or use their cars again. And I don't think that's a good idea because there's already enough traffic and a lot of accidents in DC going on right now. So, adding more people on the road doesn't seem like a very positive change, especially with all the environmental stuff going on as well. Using cars, it's just not, you know, the best for our environment. So, I just wanted to call in to strongly oppose that. Thank you.

MS. GIDIGBI-JENKINS: Thank you, Abby. Next caller.

MS. SMART: Good evening. My name is Jan Smart. I live in Foxhall Village and I'm calling in on behalf of the Foxhall Community Citizens' Association. We have a number of concerns on the D6 bus route. This is a bus route that starts off in Ward Eight and ends up in Ward Three. It passes three hospitals: GW, MedStar Georgetown, and Sibley. Workers' shifts start and end very early and very late. And those workers need access to get from Ward Eight across to Ward Three, without having to change or hope that there might be a bus somewhere.

There are also very many students who commute to Duke Ellington, Georgetown University, Washington International School, Georgetown Day, Hardy, Wilson and other schools in Ward Three. And now the District is talking about adding to another school, another school on the Hardy campus. There are also students who live on the campus at GW's Mount Vernon, and they have no, they would have no access to food stores or anything at all. There's also the M4 bus which goes to Wilson and Tenleytown. And that would mean that all of the students who'd currently commute from across Ward Three would have no way to get to their school.

There's another issue here regarding low-income housing in Ward Three. I know that there's been some attempt to integrate more affordable housing in Ward Three. If you look at MacArthur Boulevard below the Georgetown Reservoir, there's a number of affordable buildings that the D6 services. Many of those people would have no private cars or other ways to get into the city or to their jobs elsewhere. So basically, this would cut off access, both for health at the three hospitals, and for jobs at the three hospitals, for people who are in greatest need, those living in Ward Eight. And, of course, it would also affect all of the people who live in the Palisades and Foxhall Village, who commute to Washington DC on their jobs when their jobs open back up again. We strongly protest that you eliminate D6 or M4. I thank you for your time.

MS. GIDIGBI-JENKINS: Thank you, Ms. Smart. Next caller?

MS. MORRIS-FLORES: Hi, my name is Gabi Morris Flores. I'm a lifelong resident of the DC Metro area and a member of Sunrise DC, a local community organization that is part of the climate justice movement. I grew up in Rockville, Maryland, and I currently live in Petworth and I have relied on the DC Metro system my whole life. I am completely appalled and horrified by the cuts to the Metro system proposed by WMATA. These cuts will most affect the people that the DC government claims that they want to protect. They will disproportionately affect low-income

communities, senior citizens, disabled people, DC students, essential workers, and Latino and Black communities in the DMV. And for this reason, I firmly oppose these cuts.

The cost of living in DC is so high that it is more affordable for many low-income essential workers to work in DC and live in the suburbs of Maryland. These cuts will severely impact these essential workers, including those who live in the low- to moderate-income housing surrounding the Grosvenor Metro station, where I grew up. The Grosvenor Metro station's one of the stations slated to be shut down. People chose to move into these neighborhoods specifically because they were walking distance of a Metro station, and now they will be stranded from the public transportation that they relied on.

Similarly, affordable housing units in DC and Maryland are built with accessibility to public transportation in mind. I work on the affordable housing sector and I know that it's required for new affordable housing projects in DC to be built within half a mile from public transportation service. This is required so these residents have the mobility to reach critical services that everyone needs access to, like food and medical care. And WMATA's proposing to close the Mount Vernon Square Metro station, which will eliminate Metro access for the people living in 766 affordable housing units, protecting low-income elderly and disabled residents.

Beyond the inequities that these cuts would exacerbate, the cuts are also financially and environmentally unsound on a macro scale. These cuts are being proposed because low ridership caused by the pandemic has created a revenue shortfall. However, further service cuts will only result in a declining spiral of ridership and revenue that will leave Metro in an even more difficult position. The elimination of stations and bus lines, and the increased wait times for workers, residents, and students needing to commute, will push those who are able to, to seek other methods of transportation. Cuts will encourage the use of personal or for-hire vehicles, and thus WMATA will bring an even less revenue. For a Metro system that relies so heavily on passenger fares to fund its operation budget, cutting service is a death sentence. And for a city that has pretty lofty climate goals, as vowing to cut emissions by half by 2032, decimating its Metro system does not make any sense, Ms. Gidigbi, I know that you work for NRDC and are committed to addressing the climate crisis and doing so in an equitable way. A robust public transportation system is critical to any equitable climate plan. And I know for a fact that it's a part of DC's Clean Energy Amendment Act of 201. Cutting service will only decrease future ridership, disproportionately impact marginalized communities, and leave DC in a precarious position in regards to its climate commitments. Thank you for your time.

MS.GIDIGBI-JENKINS: Thank you, Ms. Gabi. Next caller?

MR. ISREAL: Hi, this is Zachary Israel. I'm an elected Advisory Neighborhood Commissioner for Single Member District 4D04 in the District of Columbia, representing parts of Petworth and Brightwood Park in Ward Four. I would like to read part of the resolution that ANC 4D passed unanimously on January 27th, 2021, regarding WMATA's proposed bus cuts and changes for Fiscal Year 2022, with a specific focus on the proposed elimination of these 62 and 63 bus routes, beginning on January 1st, 2022. And this is especially in light of the fact that according to Congresswoman Eleanor Holmes Norton, WMATA should receive an estimated \$1.4 billion from the upcoming COVID relief law, of the \$30 billion that will be going to public transit. So WMATA is getting a lot of money in the next weeks and months, and it should use some of that money, to save the 62 and 63 bus routes.

So this is part of the resolution that we passed in January: Whereas the location of the Ward Four short-term family housing facility at 5505 Fifth Street Northwest, which first opened in September 2018, was specifically chosen in part along the Route 62, 63 bus corridor to allow working parents, the vast majority of whom do not have cars to utilize the affordable 62 and 63 bus routes to get to and from work, including transferring at the Takoma and Georgia Avenue - Petworth Metrorail stations, and to take their children to, and from the facility to other parts of the DC Metro region; Whereas the 62 and 63 bus routes provide essential transportation for many Advisory Neighborhood Commission 4D residents who commute to and from jobs near Takoma, Brightwood, Brightwood Park, Petworth, Columbia Heights, Park View, Shaw Logan Circle, Penn Quarter, and Federal Triangle, and parents rely on these bus routes to drop their children off at daycare would be adversely impacted by these cuts; Whereas students who utilize the 62 and 63 bus routes to get to and from school will be adversely impacted by these proposed cuts, given that in-person instruction will very likely be back to normal during Fiscal Year 2022; Whereas the 62 and 63 bus routes offer a safe and economical way for ANC 4D residents to get to and from home late at night and early in the morning; Whereas the Fiscal Year 2022, Proposed Metrobus Consolidated Route Network Service Plan utilizes an equity-essential travel criteria on which is supposed to take into account the low-income rely on Metro for essential travel to groceries, medical appointments, and daily necessities, and also support access to jobs and healthcare, hospitals, and other sectors, and yet this very criterion ignores the very group of people who will be adversely impacted by the elimination of the 62 and 63 bus routes; Whereas, WMATA's final Framework for Transit Equity Metrobus Service Guidelines publicly unveiled in December 2020, and based on data from July 2019 to February 2020 indicates that Route 62 and 63 meets to propose service guidelines, including availability, route design, reliability, comfort, productivity, and cost effectiveness; Whereas, WMATA should take into consideration estimated ridership demand levels during Fiscal Year 2022, when the COVID pandemic will be coming to an end and many more ANC 4D residents will return to work in-person, significantly increasing ridership on the 62 and 63 bus lines; you know, Whereas, climate change poses an existential threat to the planet and automobile emissions are one the, one of the main sources of greenhouse gas emissions that cause climate change; Whereas, DC residents use mass transit as a critical way to reduce automobile traffic and emissions; And Whereas, DC's comprehensive plan calls for providing more commuting alternatives besides personal vehicles, therefore be it resolved that ANC 4D opposes WMATA's proposed cuts to the 62 and 63 bus lines in Fiscal Year 2022, and urges WMATA to preserve the 62 and 63 bus routes on weekdays and weekends for the entirety of Fiscal Year 2022.

Again, I would just mention that this resolution passed unanimously by ANC 4D on January 27th, 2021. Our ANC represents over 12,000 residents in Ward Four, many of whom really rely on these two bus routes. And so again, I just urge the WMATA Board of Directors in the coming weeks and months, to save these two bus lines. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you, Mr. Israel, for your comments. Next speaker?

MS. MLADINOV: I'm Ann Mladinov, I'm a commissioner in ANC 3B Glover Park/Cathedral Heights. Our area is heavily dependent on Metrobus because we don't have Metrorail service. And we also have a densely-settled neighborhood of apartments and row houses, about 300 people per bus stop, with quite a few seniors, zero-car households, and about 13% individuals at the poverty level. We are like many neighborhoods around the District who really need and depend on bus service to get people to work and school and other activities avert congestion and

meet environmental goals. Metrorail may be the premier transit service, but buses are the workhorses. Metrobus has had about 50% of normal ridership in the pandemic, while Metrorail is down to only about 10%. That's because so many essential workers ride the bus that need the bus.

We'll be watching to see as a new COVID relief bill has enough money to cover key WMATA services. But I know the planning team and the Board do not want to see reductions in service any more than customers do. We need the system to maintain services and expand operations as riders return. Keep the buses going, make sure you get the word out that you are taking all steps necessary to make sure transit riders are safe, and you have enough service for customers to return.

Beyond those general points, I want to mention specifically the routes my area needs. I also underline the importance of service to neighborhoods like ours, not downtown, but toward the edges, up the hills with a lot of narrow residential streets winding around and up and down. It's not the best territory for buses to operate, especially in winter weather, but that's the area where tens of thousands of your customers live. Look at Marshall Heights, Congress Heights, Benning Heights, Fort Lincoln, all the Heights like Knollwood, Palisades, Cathedral Heights, and Glover Park - our routes are on the list, year after year, for reductions when the budget is squeezed. All these neighborhoods have grown and been able to thrive, partly because they have transit service. Please do not turn your back on this fundamental part of your base.

The Metrobus is the lifeblood of the community. The trunk of the transit system will be weaker if you cut off the arms. In our ANC we've seen major reductions in service over the past few years, and of course, also during this year, due to the virus. Several routes were eliminated totally, including peak-hour service on the D1 and the 37. We are supporting and looking for continuing service on the D1 and D2, the N2, N4, and N6, and the 30 bus series, including the 30N and 30S. The current proposal for the second half of FY2022 would cut out all the bus service on the D2 serving the interior of Glover Park west-southwest of Tunlaw and leave 25% of the riders on that route without any bus service at their stops.

That all-day service is essential to the community. It's just barely getting back to seven-day service this month. The D1 peak-hour weekday service has been discontinued, but WMATA says it will start, D1 again if the number of riders on D2 gets beyond safe limits. We need those buses. We hope those routes can both be continued through FY2022.

Riders in Cathedral Heights and further northwest also depend on the N-buses on Mass Ave west of Dupont Circle. The only service right now is N6 which previously operated only in evenings and on weekends. The proposed budget would retain just the N6, but for the second half of FY2022 would combine that one remaining N-line with the D2 and M4, leaving the vital Mass Ave. corridor with basically no bus service. Of the nearly 4,000 weekday riders on the N-buses pre-COVID, that proposal would leave 39% without any service at the bus stops they use.

The other key routes are the 30 line buses on Wisconsin Avenue, including the 30N and 30S cross-town between Friendship Heights and Naylor Road or Southern Avenue. That route got more comments a year ago about saving the service than any other route that I saw. It's a mainstay for many essential workers riding in early morning, or going home late at night. People that currently use the crosstown ride would have to transfer at the National Mall, adding time and inconvenience. It looks like about 20 people per bus at peak hour might have to make that transfer. Just doesn't make sense. Please think about the people relying on those buses for late hours,

early hours. Their trip is already nearly an hour. Those employees really need that service. It's just as important today as it was in the 1970s, when WMATA made a commitment to keep up across town service and connections between distant parts of the city, even if there are alternate services on Metrorail.

Equity, diversity and inclusion demand that we pay attention to maintaining those services. If WMATA is going to cut back or restructure, we ask you to please include community leaders and residents in your assessments. Your passenger base wants to work with you to find the good ideas, choose lines where people live and work and go to school and stores and tie them together in a way that works for the people who need to ride. Where businesses and schools are reopening, who is riding, who wants to ride, who could be attracted to use our services, this is a time when we have to be really informed and smart because we can't afford to lose the value of the systems this region has developed and nurtured and supported. We have to be able to get the best use out of our investments. Give people good alternatives to turning to private motor vehicles, reduce greenhouse gas emissions, and keep up the quality of life. Our environmental policy, transportation policy and economic policy, all depends on a healthy, safe, efficient, and well-used public transportation system. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you for your time. I'd also like to take this time to acknowledge WMATA Board Chair Paul Smedberg who's on the line.... And we will take the next...oh, from Virginia. And we will now take the next caller.

MR. DAMIANA: Good evening. My name is Christian Damiana, and I am the commissioner for ANC Single Member District 3D07. I have been designated to testify to WMATA on behalf of ANC 3D about our many concerns regarding the proposed budget for Fiscal Year 22. On March 3rd, ANC 3D unanimously passed a resolution opposing the proposed service reductions to Metrobus routes within our jurisdiction. We urge WMATA to reconsider its plans and find a way to maintain public transit and expand it within our commission's boundaries and across the District. If you've not yet reviewed our resolution, we hope you will do so soon. Our ANC includes the neighborhood of Palisades Foxhall Village, Spring Valley, Wesley Heights, American University, and residents in all of these areas rely heavily on Metrobus service to get to school, work, medical appointments and more.

We're extraordinarily concerned by the proposal elimination of the D6, M4, N2, and N4 routes. If WMATA follows through with the cuts, there will be a devastating impact in our community. Because there are no Metrorail stations in our jurisdiction, it is absolutely imperative that access to these key Metrobus routes is preserved as we approach a gradual return to pre-pandemic life. Put another way, Metrobus is effectively the only public transportation option available to us and our constituents. We fear that if Metrobus service in our neighborhoods is slashed, as proposed, we will see many residents abandon public transit and choose to rely on personal cars or ride share services instead. Although WMATA has identified alternative service that users of eliminated or reduced Metrobus lines can use, we note that the proposed cuts will leave large swaths of our community without any Metrobus service in 2022. According to WMATA's own analysis, the alternative service options will also be highly disruptive for riders of the Metrobus routes, as many will be forced to travel to different bus stops in order to access a functioning bus route.

We believe that the proposed Metro bus service reductions would surely exacerbate traffic, lead to increased carbon emissions and reverse the positive commuter adaptation towards public

transit that we've seen in recent years. Our concerns are not just about increased congestion, though. The proposed elimination of these routes will lead to massive transportation inequity, something that is already a major issue within our community. These cuts will disproportionately impact a variety of key constituencies like students, the elderly and late-night and early-morning commuters. ANC 3D urges WMATA to prioritize Metrobus service to routes that serve these communities as well as to those that service central facilities and institutions.

The D6 route, in particular, plays a unique role in getting essential workers to their jobs at Sibley and Georgetown hospitals, as well as schools like Key, Hardy and Duke Ellington. The current D6 route going to MacArthur also allows for multi-family, relatively affordable housing below the Georgetown Reservoir. This advances priority initiatives for integrating affordable housing in Ward Three. The proposed route alterations would leave this large swath of mixed-income, carless residents unserved by public transportation and unnecessarily complicate a priority initiative for DC and the region. After the D6 route is eliminated, bus service will not exist and will not be replaced by alternative routes on MacArthur Boulevard, on Foxhall Road and at MedStar Georgetown University Hospital. Also, after this elimination, residents in the Palisades and Foxhall Village will no longer be able to directly access Georgetown by public transportation. After the M4 and N2 routes are eliminated, there will be no Metrobus service on Nebraska Avenue. And after the N6 route is changed, residents will no longer be able to use Mass Ave. to reach bus stops in the core of the District's business district.

It's clear that the proposed service reductions will devastate the individuals in our community that rely on public transportation the most. Accordingly, ANC 3D opposes the proposed cuts to the D5, D6, N2, N4 and M4 routes. Furthermore, ANC 3D urges WMATA to adopt a budget for Fiscal Year 2022 that aims to maintain and expand public transit within the boundaries of ANC 3D and across the District. WMATA's revised FY22 Proposed operating budget undoubtedly fails to accomplish this goal at this moment. Thank you.

MS.GIDIGBI-JENKINS: Thank you. And just a reminder, for those that wish to provide testimony, you should call (512) 580-5580. Again that's (512) 580-5580. After calling in, you will need to enter a four-digit meeting code. For this evening, the code is 3-8-1-1. Again, that's 3-8-1-1. Once you're in the meeting, you will be able to listen to the meeting over the phone by pressing star one. If you'd like to provide testimony, you can press star three and you'll be put in the speakers' queue. You'll get a message when it is your time to speak. For those of you on the line now, if you want to speak, go ahead and press star three to get in the queue. We will now have our next speaker.

COUNCILMEMBER PINTO: Hi, I'm calling in from the District of Columbia. My name is Brooke Pinto. I'm the Councilmember representing Ward Two on the DC Council, and thank you for hosting this opportunity tonight to hear from the community. I think it's been very clear from everyone that we've heard from about major concerns for the proposed cuts. I, too, am deeply concerned about the vast proposed cuts to WMATA train and bus service across the city. Ward Two is the geographic center of our city. And not only do thousands of residents live in the neighborhoods and rely upon these bus routes, but many more students and professionals attending public school, colleges or otherwise pursuing an advanced degree or professional development within Ward Two. And a large portion of residents from across the District of Columbia, as well as Maryland and Virginia utilize the Metro stations and bus routes to get to work each day.

These individuals work in our local and federal government, in our retail and dining establishments, work in our hotels and our entertainment, cultural and tourism venues. And they breathe necessary life into our vibrant local economy and help to make the District of Columbia the melting pot we know it to be, and we know is crucial to our recovery moving forward. Plainly stated, WMATA service and full service helps to make our neighborhoods more livable, education more attainable, and it helps to get us to work more easily. It helps prop up our local economy.

While I understand WMATA is currently facing major budget constraints due to low ridership during the pandemic, I know it would be a dire mistake to significantly cut our bus lines and close transit stations. With a third COVID-19 vaccination approved, a flood of innovative ideas that are allowing to keep our small businesses open and residents and visitors safe, and the returned to in-person learning for more students throughout the city, we are very hopeful that we are indeed beginning to get the pandemic under control, and there is light at the end of this tunnel. We must not forget that while many ride Metro and Metrobus for convenience, many individuals and neighbors rely on these services for extremely important affairs like arriving at medical appointments on time and getting to work.

And as a city, we must be committed to not only increasing equitable transportation, but also with the concerns, concerns about the environment and continuing to significantly reduce our carbon emissions as we face the climate crisis. We know that when we make public transportation more reliable and easier to use, more people opt to use it rather than their personal cars. And when this happens, our streets are safer for pedestrians and bikers and our air quality improves. While we are lucky to live in a city with a Metrorail system, many of our neighborhoods are left out and therefore rely completely on service to get around.

I'm deeply concerned that cuts in these neighborhoods, like in Georgetown, will make those areas more car congested and less accessible to all District residents. In Georgetown, the 30N, 30S, 37, D1, D2, D5, D6 G2 and 38 will all be eliminated under the proposed cuts. And respectfully, it's really difficult to comprehend how a model could have come to this decision. Many of the routes that are not cut altogether will be significantly shortened and require riders to transfer buses. In some cases, cuts require riders to transfer from WMATA buses to other transportation services altogether like the Kennedy Center shuttle or the Circulator. And the barriers that this creates for riders is unacceptable. It makes it more difficult for students to travel safely to school across the city and for workers to get to work. So lastly, the District is about to receive \$2.2 billion in federal funding, and I expect us to receive additional support in President Biden's next infrastructure bill. I strongly encourage WMATA to reconsider these cuts until we are fully able to understand available funding for Fiscal Year 2022. We should be aggressively expanding public transportation options, not cutting them. And I pledge as the Councilmember representing Ward Two to work, to help supply and identify additional funding to support WMATA. And I hope that you will revisit your plans moving forward so that we do not cut these important service lines. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you Councilwoman Pinto for your remarks and for your participation. Next caller?

MR. SAUCEDA-GUZMAN: Yes, my name is Salvador Saucedo-Guzman. I'm a commissioner of ANC 5D, specifically SMD 5D02. I am an advocate for the residents of Trinidad, Mt. Olivet and Ivy city, and would like to share these words as testimony requesting to keep public transportation available for the many hardworking men and women that live in my neighborhood. The D4 and

D8 bus lines are essential methods of transportation for the working people in the Mount Olivet area. And its entire elimination is a slap in the face to what many consider our home as the last stand against poverty and gentrification. Due to the current pandemic, we understand that ridership demand has been low and the cost to keep our buses running has been high. This, however, is not an excuse to take away forms of attaining equity amongst those needing to work.

My home is primarily low-income and we need bus services to work. A majority of us still are, are essential workers and do not have the privilege to stay home and work remotely. Many of us depend on the bus service to get around the district, whether it's cleaning offices downtown or having get to Sibley or Washington Hospital Center. Currently, no other alternatives exist within the Mt Olivet area and removing our last method of public transportation completely creates an acceleration of poverty as it costs to get to where you need to go. And with those rises in costs, some people will be out of jobs and need to move out of the area. Budget actions, such as, such as these, make it seem like the, that WMATA is intentionally trying to make it harder for the working poor.

As a Latino elected in, as a Latino elected official in Washington, DC, I know I have to speak on, on part of, on part of just being, someone that understands that we represent a large portion of essential workers in and around the city. We ride these buses every day. And I ask that you all do not eliminate these bus routes, as it will eventually affect my community and those around me. With no trans, with no transportation means no jobs, and with no jobs means no food on the table. The Mount Olivet area's full of good and hardworking people that cannot afford these eliminations of public services. The budget cuts will negatively impact our community and make it more difficult for us than it already is. Thank you for allowing me to share these words.

MS. GIDIGBI-JENKINS: Thank you, Commissioner Guzman. Next caller?

COUNCILMEMBER LEWIS GEORGE: Hi, this is Councilmember Janeese Lewis George, from Ward Four. Can you hear me?

MS. GIDIGBI-JENKINS: Yes, we can hear you well. Thank you, Councilwoman. Welcome.

COUNCILMEMBER LEWIS GEORGE: Awesome. Thank you so much. I want to thank you for the opportunity to talk about the impact of WMATA's proposed budget on my community, in Ward Four and the DC region as a whole. The proposals to reduce, merge or altogether eliminate many bus lines that serve our community are alarming and pose some equity issues. Our office has heard from countless constituents and stakeholders about the risks posed by these changes. These risks include making it harder for students to get to school, limiting access to childcare medical care and other services, cutting off customers from local businesses, compromising accessibility for residents with limited mobility, especially Ward Four's large population of seniors, increasing reliance on cars and that's contributing to climate change and making it harder, longer and more expensive for workers to commute to their workplace.

I urge WMATA to preserve the 62 and 63 bus routes that provide essential transportation from Takoma and several Ward Four neighborhoods all the way down to the Federal Triangle. The proposed alternative route would significantly reduce the frequency of transit options and force many Ward Four residents to walk more than half a mile further for the same commute. Eliminating the 62 and 63 lines would also isolate families in short-term family housing facilities on 5th and Kennedy Streets Northwest from public transit.

I also urge the Board to preserve the in M4 bus, which is a key mode of transit for a huge number of Ward Four students at Alice Deal Middle School and Woodrow Wilson High School, as well as several other schools west of Rock Creek Park. While M4 ridership has been low during virtual learning, we expect it to surge back to its pre-pandemic heights and continue to grow as enrollment at these schools continue to increase. In addition, I encourage you to stop the elimination of the 59 express bus and reductions in service along the S2 and S9 bus lines that move across the heart of our city. These routes were overcrowded before COVID, and will become even more packed and slower moving when we return to pre-pandemic normal without the same capacity or limited stop service.

I also want to register our concerns about the proposed service reductions or elimination for the K2 line that connects Takoma to Fort Totten. The F1, F2 and R1 bus lines that link the District with our neighbors in Prince George's County and the H8, 60 and 64 bus lines that serve residents in the eastern part of Ward Four, which is already underserved by public transit. On a positive note, I am pleased that WMATA plans to sustain the E4, 52 and 54 bus lines at current levels. And I am also grateful for the return of late-night service for the 70 and 79 bus routes along Georgia Avenue, a critical corridor for hospitality businesses whose workers and customers rely on late night service can make it home safely.

I want to highlight the detrimental impact of WMATA's proposal to rail service starting in January. Closing Metro at nine would be devastating for businesses that are already struggling and will leave countless workers stranded at the end of their workday. Meanwhile, the drastically reduced frequency and trains could discourage even the most loyal riders from using Metro. Lastly, the proposed closure of 22 Metro stations across the region would be harmful for our communities. Metro is successful when its services are reliable, convenient, and meet the needs of our residents. These proposed changes undermine those goals. In addition, I'm troubled that this budget would lead to layoffs for more than 2,500 of WMATA's devoted employees who provide rail and bus services. These layoffs would be catastrophic for workers and their families.

Because the layoffs are scheduled to go into effect in January 2022, these massive job losses would also have a painful ripple effect across the DC region, further strain our unemployment benefit system, and threaten our economic recovery. The good news is that these sweeping service reductions and layoffs can be avoided. The American Rescue Plan is expected to deliver \$1.4 billion in federal aid to WMATA to sustain public transit in our region. These funds are in addition to the more than \$1.5 WMATA received from the last two stimulus packages. This is a time to deepen our commitment to mass transit so we can ensure that Metrobus and Metro rail are a key component of the long-term future of our region. Despite the obstacles we face, I believe that we can finalize a budget that does right by its riders, workers, our community, and our climate. Thank you for the chance of voice, these concerns.

MS. GIDIGBI-JENKINS: Thank you, Councilwoman Janeese Lewis George for your comments and your feedback. Next caller?

MS. FLOY: Hello. I am Judy Floy, ANC commissioner for 1B06, which is the area around Cardozo School in Ward One. Professionally, I've been a licensed tour guide in Washington DC for the last eighteen years. This evening, I'm concerned about two issues. First, I address the thought of even closing Arlington National Cemetery Metro stop. The cemetery is our nation's most sacred ground honoring our nation's heroes and historical figures. Arlington National Cemetery is a major tourist site and not easily accessible from other Metro stops. What more? There's no bus service to the

cemetery. Closing Arlington National Cemetery stop based solely upon passenger count is just simply silly. This stop is closed in the evening. What more, in the morning, the cemetery does not open until 8:00 AM, further skewing the rider statistics.

Think about this: A tourist who gets off and Rosslyn would have to walk an unmarked uphill route through urban streets, cross the Iwo Jima Memorial, Netherland Carillon and enter the cemetery at the north gate. From there, it's an uphill walk with steps to the visitor center. The route for strollers and wheelchairs is even harder. If you came from the Pentagon Metro stop, you'd have to cross the George Washington Memorial Highway without a stoplight. Tourists who would walk from Foggy Bottom would have a long trek across the Memorial Bridge, and then that maze of traffic circles. Please let us honor our nation's most sacred ground by keeping that Metro stop open. Arlington National Cemetery Metro stop must be measured in ways beyond passenger count.

The second issue I'd like to speak about is the proposed closing of the Metro trains at 9:00 PM. The even thought of this sends shivers up my spine. For Washington DC, memorials are a huge tourist attraction. Evening illuminated tours are very popular with tourists, the lighting is so wonderful. To make evening tours practical, tour guides need a way to get home after working these hours and guides depend upon public transportation in the evening hours. Remember also please the many cleaning, maintenance and security workers who depend upon evening transportation to make our illuminated tours work. Hardworking people who keep our city humming and some for very modest wages. Closing Metro at 9:00 PM would be a huge hardship for tourists, for tour guides and for worker bees alike. Surely as our nation's capital city, we can do better. Thank you.

MS. GIDIGBI-JENKINS: Thank you for your comments, Mrs. Floy. Next speaker?

MR. ROTHHOLT: Hello. My name is Jeffrey Rothholt and I'm a resident of Landover, Maryland. So, my approach is a little bit different. I'm new to the area; I moved here from Woodbridge where there's no mass transit. Mass transit is something I depended on living in New York City all my life. And I just can't fathom, after hearing many of the speakers tonight, some of the cuts are unimaginable. We should be in a, in a situation before the pandemic where we're expanding mass transit, and buses, as well as rail. I was really looking forward to the Purple Line, being built as quickly as possible, considering I wouldn't have to travel, if I was looking for an employment opportunity, traveling all the way from Landover down to DC, back into some area like Silver Spring or Rockville. So, that was very disappointing. People who, closing the Metro at nine o'clock, seems to me, irrational when people are using services like going to the gym, working, the hard, and you know, the hard people that work in hospitality and the Black and Brown people and other people of limited means need mass transit and more buses.

I am really shocked at this area being a major metropolitan area not expanding mass transit. I feel that many of the people of this area, I don't know, outside of DC in Virginia and Maryland, are just selfish and not having Metro, having been from what I've heard about the Silver Line, which should have been done a long time ago. We need more mass transit. Mass transit rail needs to be expanded to areas like Bowie, Laurel, Woodbridge, Lorton, and other areas in the DMV area. This is just with the American Rescue bill about to be passed on Wednesday and an infrastructure bill, I really hope that these cuts need to be stopped. These are essential services and need to be expanded. With the car culture in this, causing economic inequity, as well as climate disasters, it just seems like we need to have, it's just disappointing that more people I'm not speaking out

about these issues. I think it's very important that we expand mass transit extensively rather than being a car culture. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you for your participation. Next speaker?

MS. NAVARRO: Hi. Can you hear me okay?

MS. GIDIGBI-JENKINS: Yes, I can hear you well. Can you introduce yourself?

MS. NAVARRO: Yes. Good evening. My name is Marissa Navarro. I'm a DC resident and a member of Sunrise DC. Although I'm not originally from DC, the one thing that has always stood out to me about the city is accessibility of transportation, which is unheard of from where I come from. I share many of the same concerns already voiced and want to emphasize the huge reliance people of color, low-income, disabled, elderly, and other communities have on this public transportation system. To gut these services directly harms these communities. I want to also remind that the COVID-19 pandemic is still raging on. The health and well-being of residents do not need to be risked. With these cuts there will be longer waits and fewer routes, leading to crowded trains and buses.

This will create a greater risk for the pandemic, regardless of mandated preventative measures. Essential workers like myself need to go to work every day of the week, not just Mondays to Fridays. WMATA's proposals to cut weekend rail service will prevent us from getting to our essential jobs and we need to be there in order to make a living and to put food on our table for our families. Please consider all of these concerns put forth and do not cut the budget. Thank you for your time.

MS. GIDIGBI-JENKINS: Thank you for your participation.

MR. ROTHHOLT: Yes, this is Jeffrey talking again. One other thing I want to add to, many of us, some of us have disabilities and, I do not drive. So, we need to get to our jobs and enjoy activities, maybe at the Arlington Cemetery, the monuments or the museums. This is just so unfair. And I honestly feel that there is another alternative. We, like once again, I want to see Metro expand bus service and rail service as we become, this is the 21st century and this area is very behind in this issue. And I, I believe with the federal government involved and, this should not be happening.

MS. GIDIGBI-JENKINS: Thank you for your comments. (Pause) Just a reminder, for those wishing to provide testimony, you should call (512) 580-8850. Again, that's (512) 580-8850. After calling in, you'll need to enter a four-digit meeting code. The meeting code is 3-8-1-1. Again, 3-8-1-1. Once you're in the meeting, you'll be able to listen over the phone by pressing star one. If you'd like to provide testimony, you can press star three and you'll be put in the speakers' queue. You'll get a message when it is your turn to speak. For those of you on the line now, if you want to speak, go ahead and press star three, and you'll get put into the speakers' queue. If you'd like to provide oral testimony, but aren't able to wait until you come up into the queue, you can press star two to leave a voicemail. Your voicemail be transcribed and included in the hearing record. We'll take our next speaker. Hello? Can you introduce yourself?

MR. GREEN: Hello, can you hear me?

MS. GIDIGBI-JENKINS: Yes. Can you introduce yourself?

MR. GREEN: Yes, absolutely. My name is Anthony Lorenzo Green. I am an Advisory Neighborhood Commissioner for Single Member District 7C04, representing part of the

Deanwood community in Ward Seven, and I also am a core organizer with Black Lives Matter DC. I testify tonight in opposition to the proposed FY22 budget, in particular the proposed elimination of the U4 bus route that runs in a loop from Deanwood to River Terrace. Of course I have been following the COVID-19 relief, federal relief, just like everyone else. And you know, of course we do see that is moving through Congress and that will provide some additional support for WMATA. And, of course, there are additional negotiations in upcoming infrastructure bill.

However, we must be very intentional in not putting a budget on the table that basically throws equity out the window. Reduction of public transportation in Black and Brown communities is a form of racist policy that's violent to marginalized communities. To ensure equity is at the forefront, WMATA must resist the urge to make massive cuts that will have a direct impact on our families trying their best to push through this pandemic. I am a DC native. I grew up in the Deanwood community. I have essentially rode the U4 my entire life. I am one of the people that used to hop on it just to go to the Boys and Girls Club up on Benning Road or to hop on it, just to get to the Minnesota Avenue Metro station.

And many folks who have been in the Deanwood community would know that our community is known for a lot of our green spaces and our steep hills. The highest point, one of the highest points in our community, it's J street. Sheriff Road is just a street over from, from J street. So, eliminating the U4 bus line from Sheriff Road... Sheriff Road, which has been very intentional in our community, playing in having families with special needs or disabilities, our population who are veterans who have been looking for specific housing in our neighborhood. We have new units coming online at the end of this year and early next year that will have permanent supportive housing, making sure that we are doing our part as a community, that there is enough resources and amenities and transportation access points for all the growth that we're experiencing and the future growth that will come to the Deanwood community, we cannot tolerate any cuts of service and our neighborhood, especially the U4.

We cannot just move forward with a plan, of course with hopes that federal support will prevent this from happening in the first place, but the fact that this was even thought of, is what's alarming for a community that has had to fight and it's in our history, had to fight for every bit of resource in the city: the last to get infrastructure, the last to get transportation, the last to get everything, but we are the first to stand up and say we live here, we pay taxes and we deserve everything that we have been contributing to the city as a whole.

So, it is my, my urging to WMATA to really focus on working with local, regional, and federal partners to increase investments in public transit. You know, steering clear of efforts to privatize future services of WMATA, making sure that you're negotiating fairly through collective bargaining to ensure the essential workers throughout WMATA that have held us down through this pandemic are getting fair wages and benefits and making sure that we are making a real commitment to address climate change.

We should have a fully electrified bus route, and that is something that, bus fleet, that is something that WMATA should be deeply investing in and ensure that in the future years we're making the right savings from how we are expanding our public transportation options. Making sure that we are improving our bus routes so that families can make the connections necessary, so they're not spending two, three hours just to get across town and back. This is the focus that Metro needs to be putting their attention and their money at. And also making sure, I must add on my voice, and pushing back on closing the Metro at 9:00 PM. This will be devastating to working class families

in my community who don't typically work in nine to five job. We are a community of resilient people that travel across this region to work jobs, to feed our families from service, to bartenders, to security guards, teachers, you name it. We have so many people in our community that depend on Metro, especially at night, to make sure that they are doing what's necessary to survive in the city that's not affordable for any of us. So, it's my hope that Metro goes back to the table and put the right investments that are necessary, putting equity at the forefront, and making sure that we are not eliminating the U4 bus route in a Black, thriving community as Deanwood. Thank you.

MS. GIDIGBI-JENKINS: Thank you, Commissioner Green. Next caller?

MR. HOFFMAN: Hello?

MS. GIDIGBI-JENKINS: Hi, can you introduce yourself?

MR. HOFFMAN: Hi. Yes, this is AMC commissioner, Zachary Hoffman. I represent ANC 5D06. I would like to speak on the elimination of the D4 and D8 bus lines that are critical to the Trinidad neighborhood's access to transportation resources. Eliminating these bus routes would be detrimental to our communities as we do not have access to Metro stations. And these buses actually are our way to access the Metro. Many members of the community have made it very clear to me that they depend on these bus routes to get to work, to access medical resources at the hospitals that they service and just to get around the city. We absolutely do not want to see these bus routes eliminated and we need to not consistently propose cutting bus routes that only service areas that don't have any other means of transportation. This was.... these bus routes were proposed to be eliminated the last go-round in the budget, and thankfully they were not.

We also need to address closing the Metro at 9:00 PM. That is absolutely not something that bar and restaurant workers need to, get to and from work, especially when we are, bars and restaurants can be open until midnight. And, in Trinidad, we have a high proportion of bar and restaurant workers and people that work in the hospital, the Washington Hospital Center. So, I asked WMATA to please not eliminate those bus routes and to keep the Metro open past 9:00 PM. And hopefully we can get to a point where Metro runs 24/7, which I know most residents would agree with is a good plan.

MS. GIDIGBI-JENKINS: Thank you, Commissioner Hoffman. We'll now have our next speaker. (Pause) Hi, can you introduce yourself?

MR. JACOB: Hi, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you. Go ahead, please introduce yourself.

MR. JACOB: Hi, my name is Lukin Jacob and I am a DC resident and a member of Sunrise DC. When I first came to DC, its public transportation was one of the first things I noticed. The subways and buses are reliable, clean, and are critical to residents' abilities to earn a living, receive an education and travel safely. I'm deeply troubled by the proposed cuts to Metro and bus service for several reasons. Service cuts that are purely informed by demand levels overlook real differences in need for public transportation. WMATA must consider not only how many people are using their services, but also whether riders have alternative options. Given the proposed budget cuts, it's clear that WMATA has not done its due diligence, if these cuts are made thousands of Black, Latino, elderly, disabled, and low-income residents, many of whom are the most consistent users of public transportation in the DMV, will be without any service and left stranded, with few alternate means of transportation.

Promises and mission statements of quote, equity, reliability, and affordability ring hollow when WMATA's proposed service changes are on the table. These cuts to service are fundamentally racist and will harm the groups of people that DC claims to serve, many of whom are also essential workers who've continued to work on the front lines throughout the pandemic. WMATA's proposed cuts are not only callous, but also incredibly short-sighted. DC's divestment in transit, or from transit, will bring us longer wait times, even less reliability and a continued decline in service. Since the current operating budget largely depends on passenger fares for the service cuts could be a death blow to our bus and Metro systems. Budget cuts will significantly reduce ridership and revenue leaving WMATA in an even more difficult position. Cuts will also encourage the use of personal vehicles, taxis ride sharing, et cetera, which are not available to many residents who currently rely on WMATA services and will significantly raise costs for anyone else who wishes to travel within the area. We cannot tolerate these changes.

Lastly, with the looming climate crisis and ever-widening levels of inequality, the DMV and WMATA are at a crossroads and the path we take will have long-term consequences. We have roughly a decade to cut DC's emissions in half, and it's clear that investment in affordable, clean, convenient public transportation must be a part of the solution. When we cut our bus lines, eliminate our Metro stations or cutting our lifeline to a more livable future for everyone. We must protect our public trends at all costs and invest in a more equitable future. I urge WMATA to reconsider its proposed cuts to essential services.

MS. GIDIGBI-JENKINS: Thank you for your feedback. Next speaker.

MR. HOLCOMB: Thank you for the opportunity to testify today. My name is Tyrell Holcomb, Commissioner for 7F01 and the chairperson of ANC 7F, which includes the Minnesota Avenue Metro station. I'm concerned about the impact WMATA's proposed budget cuts will have on our community. As a native Washingtonian, I learned how to navigate the city by my family's use of public transportation when I was young. I know firsthand the U4, U5, U6 bus routes are the means of transportation for many of our families, seniors, school-aged young people, and let's not forget our essential workers who depend on public transportation. While the U5, U6 route will be replaced by the U7, there are immediate safety concerns had by community members and anticipated longer commute times. Furthermore, the U4 route would, the U4 route will eliminate bus service to residents of Carver Terrace and a large portion of Deanwood. These proposed service cuts will only create more transportation inequity here in Ward Seven.

Additionally, WMATA closing at 9:00 PM will greatly impact our families, essential workers, hospitality, restaurant workers, local businesses, and ultimately our city's economy. And I can only imagine the negative impact it will have on future opportunities for growth here, East of the River. While we recognize the budget constraints WMATA is facing due to ridership being down as a result of the, of the pandemic, I can't help, as many of us can't help, but to believe that better days are ahead. Therefore, I urge you to not be hasty in making a decision that will only create further transportation inequity, and create havoc for many of those, the folks here in Ward Seven who rely on public transportation. Additionally, many families in Ward Seven and Eight do not own vehicles, and they solely depend on public transportation. So, I ask that as you're making this decision, please don't leave out those that are the last, the least, or considered to be the lost. Thank you so very much.

MS. GIDIGBI-JENKINS: Thank you, commissioner, for your comments and feedback. Next speaker? (Pause) Next speaker?

Okay, just, just as a reminder, for those of you wishing to provide testimony, you should call (512) 580-8850. After calling in you'll need to enter a four-digit meeting code. For this evening, the meeting code is 3-8-1-1. Once you're in the meeting, you'll be able to listen over the phone by pressing star one. If you'd like to provide testimony, you can provide star three, and you'll be put in the speakers' queue. You'll get a message when it is your turn to speak. I think we have our next speaker.

MS. SINGLETON: Hello?

MS. GIDIGIBI-JENKINS: Hi, can you introduce yourself?

MS. SINGLETON: Yeah, I'm sorry. I'm just trying again. I thought I was initially told I was the twelfth speaker, so it's been a little confusing.

Good evening, everyone. Thank you for the opportunity to testify. My name is Patience Singleton. I'm actually an Advisory Neighborhood Commissioner representing Single Member District 4A04, and I'm the current chair of ANC 4A, which represents more than 16,000 residents in upper Northwest Washington. It's the neighborhoods of Brightwood, Colonial Village, Crestwood, North Portal Estates, 16th Street Heights and Shepherd Park.

Public bus transportation is important to the residents of my neighborhood, Brightwood, because the closest Metro stations to my SMD are approximately one-and-a-half to two-and-a-half miles away. Many of my constituents depend on bus lines on a daily basis, some to commute to and from work, others rely on public transit as their sole means to navigate the city. I'm testifying today in opposition to proposed cuts to Metrobus service, specifically the elimination of the 59 limited bus that runs between Federal Triangle, up the 14th Street corridor, passing through Brightwood and 16th Street Heights, and then moving over to Takoma Park, as well as the cuts to the S1 bus, which starts in Brightwood and follows 16th Street downtown, across K Street, over to Potomac Park.

The buses along 14th Street, Georgia Avenue and 16th Street are some of the heaviest, heavily-utilized and often-overcrowded. Because of this, in 2017, I worked with other ANC commissioners and members of the general public to advocate for the addition of a limited-stop bus line from downtown up 14th Street to Takoma Park. I was delighted that WMATA announced the addition of the 59-limited bus route to begin operating in January 2018. Due to its less frequent stops, the route allows commuters along this priority corridor to get downtown DC faster using buses and further set of improves transit accessibility in the district. It also provides additional capacity to relieve crowding on routes 52 and 54. I'm very disappointed that WMATA is now proposing to eliminate the limited-stop 59 bus along a corridor that's desperately needed, and in need of increased public transit capacity. It will disproportionately impact lower-income, immigrants, the disabled, the elderly and persons living farthest from a Metrorail station. I can't stress enough that the northwest portion of Washington, given increased density and population needs more, not fewer, transportation options. Overcrowded buses or long wait times had been a fixture for the 14th and 16th Street buses, which pass through blocks of ANC 4A. During rush hour, which often extends between 4:00 and 7:00 PM, the buses are crowded and persons are not allowed to board because the buses have reached capacity at stops near Columbia Heights.

Increased Metrobus service and improved infrastructure is essential in a growing city to relieve congestion. For example, the development at the former Walter Reed Army Medical Center will soon bring thousands of new residents, workers and shoppers in addition to students who

currently attend DCI School, who utilize the 59 bus. The city must think about how to best accommodate this influx of people without flooding the streets with thousands of additional cars. Maintaining the 59 bus could be helpful in reducing congestion, addressing climate change, and ensuring the district's resiliency. In closing, I recognize that WMATA has to make a number of decisions to improve efficiencies and rein in the costs in the system, particularly in light of the revenue losses associated with the COVID-19 pandemic. However, it seems that the cost associated with eliminating important bus lines, including the 59 and 61 will be disproportionately borne by the elderly, lower-income, disabled, and those individuals living farthest away from Metro lines and others with fewer resources, such as immigrants. I urge WMATA to reconsider these cuts and develop a plan that is fair and more equitable. Thank you.

MS. GIDIGBI-JENKINS: Thank you for your comments, commissioner. Next caller? (Pause) If you're on the line, please... Good afternoon, good evening, can you introduce yourself?

MR. HIGGINS: Hello, can you hear me?

MS. GIDIGBI-JENKINS: Hi... can you introduce yourself? Yes, I can hear you.

MR. HIGGINS: Hello, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you. Can you introduce yourself?

MR. HIGGINS: Yes, I am John Higgins. I am a commissioner with the ANC 3/4G representing Chevy Chase, Hawthorne and Barnaby Woods. I want to thank WMATA for the opportunity to speak today with these brief remarks, and we ask that our full written testimony be included for the, for the record. WMATA is proposing temporary curtailment of service on the E6 and M4 routes and permanent elimination of these routes in the spring of 2022. The position of our ANC is that these bus lines should be restored to their original full-service, pre-pandemic status on a permanent basis.

Our ANC and the DC Office of Planning are just now embarking on a small area plan designed to retain and enhance the vitality of our neighborhood for the long term. It is acknowledged that robust public transit will be a key element in achieving these goals, according to the DC Office of Planning Report of April 2019. Both the M4 and E6 bus routes support the communities affected by the ANC small area plan. Under WMATA's proposed, proposal, students would lose bus access to Lafayette Elementary School. Some parents report they ride the E6 with their children to Lafayette, and then continue by bus to the Friendship Metro. The principal at Lafayette has said we would definitely feel the E6 if it were missing. The E6 bus service is particularly important for seniors who live at the Knollwood Life Plan community on Oregon Avenue. Knollwood and other area residents rely on the E6 to get to the Chevy Chase Community Center, the public library, the Safeway, the CVS pharmacy and medical services. This bus service is a lifeline for our seniors. Commuters in the neighborhood also use it to get to the Metro. And DC frontline healthcare employees at senior facilities of Knollwood and Ingleside are among the critical users of both the M4 and the E6 public transit routes.

WMATA on the record for recognizing the importance of the M4 for students, which makes the proposal to eliminate the service at Woodrow Wilson and Alice Deal particularly questionable. The timetable published by WMATA shows to a special student runs at Tenley Circle at 3:20 PM and 3:25 PM daily, terminating at Pinehurst Circle. The timetable notes that this trip operates only on days when public school is open. How can WMATA recognize the public school need, and

then propose to eliminate the service? Rather than being cut, student runs should be expanded to accommodate other school activities, to help students get home. According to one resident, when school is in session in the morning, the afternoon, my children have had to wait for almost three buses sometimes because the buses have no room to let them board. Meanwhile, the population is exploding. Deal had 800 students ten years ago, and now has 1700, with forecasts of more than 2000 in a few years. In the view of ANC 3/4G, it is almost incomprehensible that WMATA will propose elimination of both of these routes. And generally speaking, WMATA cannot shrink itself to prosperity. We urge WMATA to reconsider the proposed changes and restore full, original and pre-pandemic service of the M4 and E6 public transit routes in our community. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you, commissioner. Next speaker? (Pause) Next speaker? Hi... can you introduce yourself? (Pause) Can you hear me?

MS. FLOY: I have already spoken. I'm just listening at this point, thank you.

MS. GIDIGBI-JENKINS: No problem, thank you. Thank you all for our patience. I know we have several more speakers on the line who are hoping to share their feedback... and we're looking forward to hearing it.

MS. BROWN: Hello? Can you hear me? OK?

MS. GIDIGBI-JENKINS: Yes, can you introduce yourself?

MS. BROWN: Sure, my name is Tiffany L. Brown and I'm the ANC Commissioner of 7B02. And I'm the chair of ANC 7B, which is home to Hillcrest, Fairfax Village, Dupont Park, Twining's, Penn Branch, Randall Highlands and Naylor Gardens. I am here to inform you what matters to my community. We oppose the changes proposed in the FY22 WMATA budget.

ANC 7B is home to several bus lines. We do not have a Metro station within our community. The closest rail service to our community is across the Sousa Bridge at Potomac Avenue, thereby making the Metrobus a necessity for us. Based on the changes outlined, we oppose the elimination of service on the 30N, 30S, M6, and V7, as it has, as it will have an adverse effect on our community. Our area has many residents and students who either depend or prefer to use WMATA bus service or transportation. Our students will need reliable transportation for in-person learning or when school is fully open. Our seniors enjoy hopping on the bus to attend medical appointments or shopping. Removing our options and asking us to walk further to reach bus stops or to reach another bus will have an adverse effect on us. If residents who can be forced to drive because public transportation is no longer an option, this will have a negative effect on our carbon footprint, further contributing to our community's traffic congestion problem. Removing that access will leave our residents stranded. During this time, we need more access to public transportation, not less. Again, the community strongly opposes the elimination service on the 30N, 30S, M6 and V7. Thank you for the opportunity to speak.

MS. GIDIGBI-JENKINS: Thank you, commissioner. Next speaker? (Pause) Thank you for all of those who are still waiting to speak, for your patience. Next speaker?

MS. MORRIS: Hello?

MS. GIDIGBI-JENKINS: Hi, how are you?

MS. MORRIS: Yes, my name is...

MS. GIDIGBI-JENKINS: Yes, can you introduce yourself?

MS. MORRIS: Which...? Is it my turn?

MS. GIDIGBI-JENKINS: Yes.

MS. MORRIS: OK, I'm sorry, I heard another voice. My name is Rebecca Morris, I'm the commissioner of 7D06, which is the area, the Deanwood-Monroe area. I'm testifying to keep the U6 and the U5 bus stops, the U6 and U5 bus routes, as-is. I've been a rider U6 and U5 for about 15 years. It has been a bus that has saved many lives in the Benning Park and Lincoln Heights area. Those are huge areas that contain citizens who work service jobs or work security, which can be night jobs. Having no bus around puts people at risk to get robbed, shot or killed. We also have disabled and elderly populations who utilize those buses in those areas, as well as students. Taking away those buses and making them walk to Benning Road or East Capitol Street is just wrong. I just want you guys to keep the bus lines as is.

And so, because that is one of the only ways that people can get to the grocery store as well, in a large, which is the only grocery store in a large, in miles away, I will also like to see the train stay open, in the light, in the late-night. For many essential workers, Ubers and Lyft are expensive for those who East of the River. Forcing people to pay \$15 to \$30 to get home would truly place families in a bind.

If we want to move towards a carless city and want restaurants, restaurants to go on a late night, for their late-night leisure, please consider them when they have no way to go home. I strongly, I strongly suggest that we keep things open.

MS. GIDIGBI-JENKINS: Thank you, Commissioner Morris. And it sounded like there was someone else on the line. Do you want to speak up, sir?

MS. JONES: Good evening. And thank you for the opportunity. My name is Carol Jones. I'm also calling on behalf, to implore Metro to salvage the U5, U6 bus line. The U5, U6 bus goes to Lincoln Heights, Marshall Heights. There are several senior citizen buildings, only one grocery store in this neck of the woods, and it will be a hardship and a devastating event to eradicate the U5, U6 line. Thank you.

MS. GIDIGBI-JENKINS: Thank you for your feedback. Next speaker?

MR. JOHNSON: Hi, good evening, can you hear me?

MS. GIDIGBI-JENKINS: Yes.

MR. JOHNSON: Hi, this is Cortez Johnson calling from Fairfax Village over in Southeast Washington, DC, in Ward Seven. And I am, thankful for the opportunity to actually just voice some concern. Specific, of my concern is an opposition to the proposed WMATA 2022 cuts, specifically for the M6 bus line that actually runs throughout the Pennsylvania Avenue corridor, in specific to Fairfax Village. I live in Fairfax Village, I've served in this community for fifteen-plus years, and I've grown up in this community as well. Removing that particular bus line, you know, is, is completely detrimental to the residents, including myself, in this community. We have elderly residents. We have kids that go to school and we have a lot of people who actually, you know, they, they do take public transportation. We don't have access to a lot of amenities, essentials, basically such as grocery stores, health care facilities. You name it, we probably don't have it.

And so, really, really, just concerned about the, the proposed cuts. We should not be eliminating the M6 line because that's essentially what would happen under this proposal. We had two bus routes before, in the last 10 years, the V5 L'Enfant Plaza to Fairfax Village, that was cut; the M2, Naylor Road to Fairfax Village was cut. So that's leaving us basically with a single point of failure, which is the M6, which now is proposed to be completely eliminated.

So, in any event, in closing, I just want to say that I think there's a better way to do this, and I'm glad that a lot of people are speaking out in opposition. I think that our voices, collectively, will be heard. And I really, really encourage WMATA to reconsider the cut of the M6 line, specifically for those people that are disadvantaged in this particular community. Thank you.

MS. GIDIGBI-JENKINS: Thank you for your feedback. Next speaker? (Pause) Next speaker, if you want to introduce yourself? (Pause) If you haven't already spoken and you'd like to be added to the speakers' queue, press star three on your phone to be added to the speakers' queue. (Pause)

Because we want to hear from you, we will wait until we can. I know that there are a few other folks who are having a little bit of technical difficulties. Again, I want to remind you that if you're wishing to provide testimony tonight, please call (512) 580-8850. Again, that's (512) 580-8850. After calling in you'll need to enter a four-digit meeting code. For this evening's meeting code, the code is 3-8-1-1, again, that's 3-8-1-1. Once you're in the meeting, you'll be able to listen over the phone by pressing star one. If you'd like to provide testimony, you can press star three and you'll be put in the speakers. You you'll get a message when it is your turn to speak.

For those of you on the line now who want to speak, go ahead and press star three to get in the queue. Next speaker. (Pause) Okay, well, I'm being told that there's no one else in the speakers' queue. I'm going to give one last call for testimony...looks like one last person has come through.

If you haven't already spoken and would like to speak, please press star three on your phone to be put in the speakers' queue. (Pause) Okay, well, if you'd like to provide oral testimony, but aren't able to wait until you come up in the queue, you can press star two to leave a voicemail. Your voicemail will be transcribed and included in the hearing record. In order for the public record to accurately reflect who's providing testimony, I'd ask that you just state your name and any organization you represent before your testimony. (Pause)

MR. PASTERNAK: Hello, this is Mo Pasternak, I'm the ANC Commissioner for Dupont Circle, ANC 2D04. Can you hear me?

MS. GIDIGBI-JENKINS: I can hear you. Welcome, commissioner. Thank you.

MR. PASTERNAK: Wonderful. Thank you so much. We've had about an hour and forty-five minutes of comments and, unsurprisingly, nobody has supported the cuts. A couple other speakers have noted the broad opposition and that's really unsurprising. Part of my frustration is also that there's no understanding of what things cost. So, obviously everybody's opposed to cuts, but it's, it's unclear how much you saved by closing twenty-two stations, how much is closed by cutting the G2 service, eliminating the G2 service, how much is saved by various bus and rail cuts? So, it's kind of tough to, to really provide any constructive feedback other than saying cuts are bad. But it, it is telling that, you know, for example, eliminating the G2, WMATA says there's no alternative service available. So, that's obviously a concern.

And I just want to share that, you know, if you're just going to look at where comments are heard, as far as opposition to a, to a bus cut, that's historically going to hurt underserved communities, so hopefully there's, there's some other elements, but because this is just sort of speaking into a black box, there's no way of knowing how this testimony is being factored into the decision.

And I think it's also frustrating that there isn't really an update as far, as far as what the budget situation looks like with the expected passage of federal relief. You're, you're focusing on a lot of cuts and then say they might not even happen, but still just entirely unclear. And I hope that you provide updates and extend the public comment period once you can present a more realistic plan. And lastly, I'm especially disappointed that we're talking about all these cuts and you're still proposing a \$36 million increase for the Metro Transit Police Department, as opposed to providing more services to riders, which is the real mission of WMATA. Thank you.

MS. GIDIGBI-JENKINS: Thank you, commissioner. And just a reminder, since we're doing this hearing virtually, this hearing is going to look and feel different. We would normally have a presentation from our Chief Financial Officer, but in order to get to your comments and testimony, we have instead posted a video at wmata.com/budget that provides an overview of next year's proposed budget.

Also, this evening, I was able to share that, in short, Metro is proposing to maintain operations and increase service to meet demand through December 2021, with the need for severe service reductions, beginning in 2022, without additional federal funding. However, this weekend the Senate did pass another COVID relief bill. And while the bill is still being approved by the House, and hopefully it will be signed by the President, it will take some time to calculate exactly how much funding Metro will receive. We're encouraged that this, that a significant amount of relief for transit is expected to be included in the final bill. This will help us to minimize the service reductions in 2021. We will likely be able to avoid the worst of the service cuts that were on the table when we took this budget proposal out to the public. With that bit of good news, I still want to turn back to any speakers who are still on the line. Ultimately, this is an opportunity to hear from you. Your testimony will help inform our decision making as a Board.

ANONYMOUS: Hello?

MS. GIDIGBI-JENKINS: Yes. Can you introduce yourself?

ANONYMOUS: One moment. (Pause) (Music playing)

MS. GIDIGBI-JENKINS: Hi. Can you introduce yourself?

MR. S.: Hello, can you hear me?

MS. GIDIGBI-JENKINS: I can hear you, can you introduce yourself?

MR. S.: Hello. How are you doing today? My name is Tommy S and I'm a high school student and a Maryland resident. I'm not a representative for any town board or anything, but just a concerned citizen who would like to voice their opinion. Is that all right?

MS. GIDIGBI-JENKINS: That is always OK. Go ahead, Tommy.

MR. S.: As, as a, as a high school student, a sophomore in high school, I've grown up here in the DC, DMV area for my entire life. And the Metro's always been there for me as a form of transportation with family, or just by myself. And it's a great feeling to know we have a system that

can provide us, when we need to go places, multiple areas at once. And closing in my opinion, and closing them down at nine o'clock would really interfere with a lot of schedules, for not just young college students, but also with older adults and the elderly, because as stated before by some other people, it really does interfere with schedules and those who work late night shifts, up to, into midnight or early morning, can't get back, due to the Metro being closed or some bus routes being closed.

And to follow up to a comment, I heard of a man saying that it's good to close, the stations. I feel, I can understand closing some of them, but with closing them, I feel it really impacts our economy for the worse. And Metro, I feel should be pushing forward and pushing to help the community by staying open longer, and also helping their employees by paying them well, and everyone being treated fairly. I think closing our system will just make our DMV area transit and everything in general, worse and a lot more chaotic with spreading COVID and getting people, not where they can't get, so they can't get to work, they can't get to everything on time, and it really will interfere with the community schedule. If that makes any sense. Thank you for your time. I really do respect what you guys are doing and, thank you.

MS. GIDIGBI-JENKINS: Thank you, Tommy. It does make sense. I'll take our next speaker?

MR. BROWN: Yes, good evening, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you. Can you introduce yourself?

MR. BROWN: Yes. This is commissioner Kelvin Brown. I represent a single member district 7D06, which includes the Hillcrest community as well as Fairfax Village in Ward Seven in the District of Columbia. And I'm happy to virtually be here today with you all, and equally happily that WMATA is holding these hearings to hear directly from local leaders, who, we interact with our residents, our constituents on a daily basis to improve their overall quality of life.

As many have noted before me access to affordable, safe, and reliable transportation is critical to all of our constituents who live, work and play within my district, and across the District of Columbia. Now we know that without access to transportation, a person's state of, well, wellbeing is impacted and communities decline. We must work together to ensure we safeguard access for residents regardless of their ZIP codes or financial status, and equitable access to transportation is a fundamental right that we cannot and must not be abridged. WMATA has a responsibility to ensure residents are not negatively impacted when decisions are made to cut bus routes. Profits and financials should not be the most heavily weighted factor in decision-making.

Studies have continued to show that lower-income seniors, people of color, disabled persons, persons without housing and returning citizens are often impacted when access to transportation is limited. The lack of adequate transportation has a direct correlation support levels of health, lower levels of education attainment, and the list goes on. So, we're, we're talking about transportation, but what we're really talking about today is our residents' future outcomes.

In 2013 a review published in the Journal of Community Health found that 25% of lower-income patients have missed or rescheduled their appointment due to lack of transportation. Those same patients also reported issues with transportation, also missed filling prescriptions, and were more than twice as often as patients with the same problem. These decisions have consequences that could lead to inadequate management of chronic illnesses as well as poor health and overall life outcome.

It's our duty and responsibility to ensure those without a voice have a seat at the table to express their concerns and gain meaningful redress. As elected official for my Single Member District, I implore WMATA to reconsider cutting the 30S and 30N bus routes. If these routes are to be cut, it would have potential life-and-death impacts for so many residents within my district and across the District as a whole. Over the past few years, my district has seen several cuts to vital bus routes that have serviced our community. And as a result, these cuts, many residents have had to walk miles to transportation or rely heavily on relatives or pay an exorbitant amounts of money to Uber and Lyft just to get to work, or transport their child to school, or get groceries and simply get medicine. And, so, in my opinion, no one should be burdened or disconnected from resources because of inadequate transportation or lack thereof.

These proposed cuts must be taken off the table and safeguarded because the lives of my residents, our residents, my neighbors, literally depend on it. So, in my testimony, I've talked exclusively about inequity that exists with these and previous cuts, but there are many more negative impacts from cutting services. Instead, I believe WMATA should be working to expand services to underserved communities by working with new technologies to electrify buses and cut carbon emissions, working via collective bargaining agreements to ensure that none of our essential workers, bus drivers, et cetera, lose their jobs, medical benefits, or wages. Also, should, we should, instead of closing Metro at 9:00 PM, we should extend it for workers who work late-hour shifts to make sure that everyone gets home in a safe and sound manner. And so, in closing, I thank you for your time also your consideration in this matter. And I'm relying upon WMATA to ensure resident voices are heard during this process. And that profit does not dictate the final outcome of this conversation. We must....

And so, in my opinion, no one should be burdened or disconnected from resources because of inadequate transportation or lack thereof. These proposed cuts must be taken off the table and safeguard because the lives of my red, our residents, my neighbors literally depend on it. So in my testimony, I talked exclusively about an inequity that exists with these and previous cuts, but there are many more negative impacts from cutting services and stay at, I believe, well, motto should be working to expand services to underserved communities by working with new technologies, to electrify buses and cut carbon emissions, working via collective bargaining agreements to assure that none of our essential workers, bus drivers, et cetera, lose their jobs, medical benefits, our wages also should, we should, instead of closing Metro at 9:00 PM, we should extend it for workers who work late-hour shifts to make sure that everyone gets home in a safe and sound manner. And so, in closing, I thank you for your time also your consideration in this matter, and I'm relying upon well, monitors, your resident voices are heard during this process and that profit that not dictate the final outcome of this conversation. We must pro-...

MS. GIDIGBI-JENKINS: Commissioner?

MS. MAXWELL: Hello?

MS. GIDIGBI-JENKINS: Hi. Before you start... Commissioner Brown, if you want to hit star three again, we'll try and get you back in the queue, but thank you for your comments. Next speaker.

MS. MAXWELL: Hi, yes, my name is Tara Maxwell. I speak for several transportation and transit organizations in the Maryland, Virginia and DC area. And I am thoroughly surprised that they are still talking cuts at this particular time, when there has been a new bill in Congress that will be voted on, on Wednesday. Considering that most of the Board of Directors, including Mr. Smedberg, sits on committees in Virginia, DC and Maryland; they actually have more information

than is being shared with the public at this particular time, as far as the budget shortfall and things of that nature. And, instead of looking for alternative and innovative ways to cut other things other than operational costs, they're looking directly at operations costs when you still need more operations cost.

Congressman Gerry Connolly has had a bill in Congress since before COVID, that has not been voted on, that actually covers transportation operations cost for WMATA. There are other bills, two other bills that have been in Congress before, pre-pandemic, where they have not passed through Congress, that can be utilized to cover some of the operational costs. So, I am just really confused at this cut, cut, cut mentality, and the fact that most of the people that are actually on the Board of Directors sit on other committees, and are chairs on other committees, that understand what exactly is going on, yet they still ask for cuts. So, I would like to see the 3% cap on growth that is the responsibility of all three jurisdictions be waived or suspended during the pandemic until a year after the pandemic. That is one way that they can minimize operational costs. There are several other ways that they could do this instead of just going toward ridership and affecting the most and the least of the communities in the Washington, DC, Virginia, and Maryland areas.

It is really appalling to me the approach that is being taken. And I am happy to hear so many people that have called in to speak. Unfortunately, I don't think that's really gonna make a difference. The numbers, \$212 million budget gap, can be overcome if some of the ideas that I just suggested are put into play. And if someone comes up with other ideas instead of just cutting ridership services. It makes no sense. Please make it make sense. Thank you.

MS. GIDIGBI-JENKINS: Thank you, Ms. Maxwell. Next speaker? (Pause) If you'd like to be placed in the speakers' queue, please hit star three. (Music playing).

Hi. Hi, can you hear me? Hello?

MS. NICHOLS: Hello, can I be heard?

MS. GIDIGBI-JENKINS: Yes.

MS. NICHOLS: Hi, I can hear you!

MS. GIDIGBI-JENKINS: Okay.

MS. NICHOLS: Hi, my name is Kimberly Nichols and I live off the Morgan Boulevard stop. So, I'm just a regular old citizen.

MS. GIDIGBI-JENKINS: And that's who we want to hear.

MS. NICHOLS: (Laughs) And I'm here, and I'm here to actually complain about three stops that I think are being unfairly targeted because, where, or because of the pandemic. So, my stop is Morgan Boulevard Station. Already, we're not serviced by Metrobus and you can see the impact of that. Because we have Six Flags America in close to us, we have FedEx field, we have Jump!, we have Dave and Buster's and many more coming attractions at our stop, but you have to see all these workers walking from Morgan Boulevard station all the way, like half a mile or a mile over to where they work, just because there's no Metrobus on our stop.

Also, there are tons of people who live in the area who work in DC. So, taking the stop away would quite honestly stop lots of people from getting to their job. We are more valuable than, I

mean, than the low ridership that you have right now, simply because there's a pandemic going on.

Second Mount Vernon, Mount Vernon Square is also the convention center stop. Closing that would close off, you know, it would close off access to all those great conventions that you, the stop, you know, things like Oticon and Awesome Con USA and the USA Science and Technology Fair that invite crowds and crowds of people that spend in the local economy at that stop. So that stop is still very valuable, even though right now, there's a pandemic going on and those events cannot happen.

The last one is this Smithsonian station, which I can't even believe is on the list. The Smithsonian was a gift from a man called John Smithson, and he believed in giving information to all the classes by making that education free. There are 19 institutions in the Smithsonian that give information to everyone. And we know that because buses, and buses, and busloads of people crowds the Metro just to get off at the Smithsonian. However, the Smithsonian is closed right now, due to the pandemic. These three stations offer a lot to the economy and cut them off.

MS. GIDIGBI-JENKINS: Thank you, Ms. Nichols. Appreciate your comments and feedback. Next speaker, and just a reminder...

MS. CUMMINGS: Hello, can you hear me? My name is Leslie Cummings...

MS. GIDIGBI-JENKINS: Yes, we can hear you Ms. Cummings.

MS. CUMMINGS: I am a federal worker who lives in the state of Maryland and I need to, I don't have my own transportation. I have been taking public transportation since I came to live in Maryland back in 1979. It has not always been easy to get around, but I've come to love the DC metropolitan area so much that I have taken any means of public transportation I could, just to be a part of this great and wonderful city. I was fortunate to get a federal position. And when I moved to a place in Maryland, I found there was no buses, no train station. I was spending up to \$60 round trip every day for two years, to get myself back and forth to work in Washington DC. Now that you guys have these wonderful buses and trains, and it's close to 40 years since I been working for the government, every time you make an improvement, it's for the better.

However, I'm very disappointed that the improvements that you claim to be making, in these proposed budget cuts for all of the rail stations and bus stations in the DC metropolitan area, are sadly, a step backwards, and not a step forward. What we are all suffering through this pandemic. and some are fortunate to work from home and some have very essential and must be at their jobs. And whatever you guys were thinking, when you decided to cut these services is not really helping to ease the pain and suffering and loss of unnecessary lives due to this pandemic. I implore you, as an American citizen and as a faithful public transportation rider, to please reconsider your options. Listen to our citizens, hear the voice of the people and do what needs to be done. If you can reach people, we can reach people at the federal level, the state level, the local level, we can write to our Congressman and senators, we can write to our alderman Councilman, county executives, whoever we need to reach. We the people need to go ahead and put out a huge petition, sign it and send it to WMATA along with our written testimony. Thank you for allowing me to speak. Everybody have a blessed night.

MS. GIDIGBI-JENKINS: Thank you, Ms. Cummings. Next speaker. (Pause) Please press star three to be added to the speakers' queue. Hi, can you introduce yourself?

MR. STERNLIEB: Hi, Joe Sternlieb, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you.

MR. STERNLIEB: Hi, I'm Joe Sternlieb. I'm the CEO and President of the Georgetown Business Improvement District, testifying on behalf of, on behalf of the organization today. The Georgetown BID understands that the proposed Fiscal 2022, Metrobus cuts and changes are budget driven, given WMATA's obligation to present a balanced budget and its funding and ridership uncertainty. However, the cuts to Georgetown service area will have disproportionately negative impacts on our commercial district, the university and the hospital, and its ability to recover from the pandemic. We pledged to support the efforts to get sufficient pandemic relief funding from the federal and regional governments to ensure these cuts do not occur. And we pretty much want to work with WMATA to ensure that these cuts do not occur.

Georgetown is the largest employment center in the district of Columbia that is not served by Metrorail. It is not on the city's grid and has very limited roadway access in and out of the neighborhood. We were extremely dependent on Metrobus to get our employees shoppers and visitors to the neighborhood. We simply don't have the roadway capacity to accommodate thousands of employees if they can't take the bus. Just as a point of reference, we have about 23,500 employees who work in Georgetown with no access to a, direct access to a Metro station. Specifically, a large number of Georgetown BID area employees, especially hourly workers with limited transportation options, use the 30N, 30S and 38B to access their jobs. Just outside the BID, the university and hospital are heavily dependent on the D2, D6 and G2 buses. The elimination of all these routes in the third quarter, notwithstanding some limited increases in the 31 and 33 buses, will force people into two- and three-seat rides that will extend commute times beyond reasonability.

This burden will fall disproportionately on lower wage earners and people of color. Georgetown's recovery strategy is focused on increasing sidewalk width, removing parking and heavily marketing Metrobus as the preferred way to get to the neighborhood. The proposed bus service cuts will undercut this effort to the detriment of both Georgetown and WMATA, limiting the labor pool from employers and negatively impacting our ability to recover. We urge the WMATA Board and regional jurisdictions to come together to ensure that bus service to Georgetown, as well as to other neighborhoods that depend on it, is not eliminated in a draconian fashion, in such a draconian fashion. And we stand ready to work with you on both funding and operational solutions to ensure that Georgetown remains accessible by Metro bus.

MS. GIDIGBI-JENKINS: Thank you for your comments, thank you for your feedback. Next speaker. Please press star three if you'd like to be added to the speakers' queue.

MS. HOUSEAL: Hello, can you hear me?

MS. GIDIGBI-JENKINS: Hi, I can hear you.

MS. HOUSEAL: Oh, great. So, my name is Delia Houseal, and I'm the Vice Chair of Advisory Neighborhood Commission 7E. My Single Member District is 7E06 and it's in the heart of Marshall Heights and is bound by the Capitol View – Benning Park neighborhood. Residents primarily rely on the U5 and U6, W4, 96 and V8 bus lines as well as the Benning Road Metro. First, I want to thank Board members of WMATA for making the commitment to conduct hearings about the Fiscal Year 2022 proposed Metrobus and rail service changes.

While I understand the significant budgetary constraints imposed by reduced ridership, I am strongly opposed to the proposals which will dramatically reduce our community's access to valuable public transportation. Our area has many residents who either depend on or prefer to use bus and rail service as their primary mode of transportation. Reducing and or eliminating access to bus and rail service will significantly reduce access to grocery stores, schools, critical healthcare, jobs, and other daily necessities. Further, asking residents to walk further to reach a bus stop will increase their travel times, and for many disabled residents and students make access nearly impossible. By cutting and/or modifying service, you give people no choice but to use cars, further increasing our carbon footprint and contributing to our community's traffic congesting problems.

According to WMATA's *Equity in Transit* initiative, Metro is committed to providing equitable transportation because the communities we serve are stronger whenever, when, when everyone has access to reliable and affordable transportation. Unfortunately, the proposed budget cuts are not consistent with WMATA's statement on equity. And in fact, the proposed cuts will exacerbate inequities in transportation as Wards Seven and Eight bear a disproportionate burden of the proposed service reductions and modifications. While we understand that adjustments must be made to reflect budget concerns, these adjustments must not be made on the expense of the city's most vulnerable populations.

While I am encouraged to hear that additional federal resources will be made available to WMATA, I hope that this also translates to WMATA rolling back the massive cuts that were originally proposed, specifically the changes and cuts proposed to the U5, U6, W4, 96 ad V8 bus lines as many residents depend on these routes to access jobs, healthcare, schools, grocery stores, and other amenities. Again, we implore WMATA to reconsider these massive cuts to rail and bus services that impact the residents of Ward Seven.

Lastly, while I'm grateful for this form, the outreach provided by WMATA to their advisory neighborhood commissions and surrounding communities was grossly inadequate. For example, notice was just recently sent to commissioners on February 24th, and there has been no communication or explanation of potential impacts to bus routes or rail service. Additionally, many commissioners and residents first learned about the proposed reduction in service when met with flyers were handed out at the Metro stations. While the public comment closes, given that public comment closes on March 16th, this has really given ANC's fewer than 30 days of notice to gather feedback from constituents, raise awareness, and coordinate a response. As elected officials, we welcome and encourage ongoing and continuous engagement with WMATA, particularly around issues that have a significant impact on residents' access to critical transit services. Again, thank you for the opportunity to provide feedback.

MS. GIDIGBI-JENKINS: Thank you, commissioner. Next speaker?

MS. TABLER: Good evening, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you. Can you introduce yourself?

MS. TABLER: Yes, good evening. My name is Anna Jane Tabler and I represent myself. I am a resident of Arlington, Virginia, moving into the District in a few weeks. I'm echoing a lot of sentiments.... Yes, thank you, I'll go ahead. I'm, I'm echoing a lot of sentiments of equity, accessibility and mobility that many concerned citizens and ANC commissioners have echoed this evening. But I just wanted to point out a few examples, of, on the survey that WMATA has

put out about closing specific rail stations and how that might affect communities who rely on Metro accessibility.

So, for example, if Federal Center Southwest or Federal Triangle, Mount Vernon Square were to close, there are other options for pedestrian walking. But, if East Falls Church was too close, there, isn't an accessible way to access the Metro in any other form. The closest one is either West Falls Church, which is 2.4 miles away, or Ballston, which is 2.8 miles away. And a lot of people have mentioned that mobility is defined as a 0.5 mile walk to a Metro station. So, I'm urging Metro to view their budget cuts through, you know, mobility and equitable lens. So many people are moving out of DC as the rent prices are increasing. And so, you know, closing these neighborhoods stations without any real solution to what we're doing with closing these stations is just not an adequate solution right now. So, I'm grateful for this opportunity and appreciate your time this evening.

MS. GIDIGBI-JENKINS: Thank you for your feedback and your patience. I believe... I'm being told that there is no one else in the speakers' queue. I'm going to give one last call for testimony. If you haven't already spoken and would like to, please press star three on your phone to be put in the speakers' queue.

Okay, well, that was our last speaker. This hearing is now concluded.

Testimony can still be submitted online or via US mail as long as it's received by Metro by 5:00 PM Eastern Standard on Monday, March 16th. Thank you again for joining us and taking the time to provide testimony. We look forward to incorporating and hearing your feedback as we make our decisions as a Metro Board. Have a good night.

Voicemails Received as part of the public hearing record:

Received 2/25/2021, 6:39 p.m.

Hello, my name is Carol Jones. xxx-xxx-xxxx. I'm calling in protest. You cannot take away the U5, U6 which is the Lincoln Heights and Marshall Heights bus. They already don't have service in the snow and to totally take away the service is unreal.

Received 2/25/2021, 4:55 p.m.

Please do not discontinue the U5 bus. xxx-xxx-xxxx That's the only way I can get to work from where I live. Thank you.

Received 2/28/2021, 4:38 p.m.

Cheryl Jones. Please do not eliminate the U5, U6 bus. That's the only bus line serving my neighborhood. We have a lot of senior citizens and a lot of people who depend on that bus to go to work and school and shopping and everything. Please do not eliminate the U5, U6. Thank you.

Received 3/8/2021, 6:19 p.m.

Hi, my name is Rainey Arduopolis. I live on MacArthur Boulevard and take the D6 for everything. It is my only mode of transportation. I work at a hospital, Sibley to be specific. It is the only way that I have to go to work and come home. Also, the other hospital on the D6 line, MedStar Georgetown, is also served by the D6. If the D6 is eliminated completely, there are two major hospitals in the city that no longer have public transportation coming. Therefore, employees are

going to suffer. Patients are going to suffer. You cannot eliminate this line completely. There's no other way for us to get around. You show alternate routes, but in order for me to get to that, I have to have public transportation and there is none. So, I, in essence, will have no form of transportation. I've lived in Washington, DC since 1950. I have always used Metro. I have never owned a car. It is my mode of transportation, and I have always spoken very highly of it. Please reconsider. You cannot totally eliminate it. I understand, if you want to cut back, we can adjust to some mode of transportation, but I use it not just for going and coming from work. I use it to go shopping, to go to meetings I go to. To go visit friends. It is my mode of transportation. I can't stress that strongly enough. Thank you.

Received 3/8/2021, 6:57 p.m.

Hi, my name is Kelsey McKim, M C K I M. And I'm a Ward Three resident. Currently I'm able to work from home, but before that, I commuted using the Red Line and I have many concerns about the proposal, but in particular, I'm concerned about the elimination of rush hour scheduling. Even before the pandemic, sometimes when I would get on, when I would go to the Van Ness station to board, the train would be too packed for me to enter and I would have to wait for one or two more trains. And so, if you're eliminating in rush hour, that means I could be waiting up to 30 to 45 minutes just to be able to board a train. And if stations like Cleveland Park are eliminated, then that will just further increase congestion at Van Ness, meaning I could have to wait maybe even an hour to be able to get on board a train. So, I strongly oppose that measure.

Received 3/8/2021, 7:07 p.m.

Hi, my name is Christina and I'm a DC resident. I've lived here for five years. And I wanted to give feedback on Metro's proposed cuts as a resident who has a physical disability and depends on buses to get around when I'm unable to walk places, especially to do things like pick up groceries or hold heavy things. Mostly the example that's coming to mind is groceries. And I live in Woodley Park and there's proposed cuts to both the 96 and the L2 bus that would affect where I live and limit this area that already isn't really near an accessible grocery store to make it so that there is no way to get to the Giant in Cathedral Heights and the stuff that is in that direction. And also not be able to use the L2 to get downtown or other places to access things like grocery stores and to get downtown to work.

Especially with more people getting vaccinated, I intend to return to work downtown and will be unable to do so, because I will have trouble getting on trains if they're 30 minutes apart, and then will also have to, you know, have trouble getting downtown because I'm not able to walk there, necessarily. Public transit is essential for our city, you know; proposing cuts to it is classist, racist and ableist. We really need it. It really affects the most vulnerable people in the city, to make cuts to it and to change it. And also could pose further COVID risks if trains only run every 30 minutes on the Red Line and other lines, then more and more people will be on those crowded trains and most people will not have to fit. And then less people will ride Metro if that is the experience and it is uncomfortable, so it'll be kind of counterproductive.

There has to be more ways to make buses and Metro, but especially buses, accessible. I know I'm not the only person with a disability who relies on that. Elderly people, workers, and essential workers especially, need bus services and especially with climate change and how crowded the city is we really can't have more reliance on cars and Ubers and other things to get groceries, to

get around. And especially having Metro close at 9:00 PM is really limited, it's really limiting to people who work late, people who need to get home when it's dark, people who don't want to wait at a bus stop, people who can't safely walk home in the dark. You know, that puts like a lot of, you know, threatens lots of people's safety to not be able to get home when it's dark and it's late and not everyone can afford to take Ubers. I really encourage Metro and WMATA to take these concerns seriously that a lot of people have had this night on this call. It's just, it's really important that in a place like DC, that people pay to live next to Metro stations. I know I personally chose to live near the Metro and on bus lines because I have a disability. I need access to that and to have the buses near me.

Received 3/8/2021, 7:24 p.m.

Hi there. I've been trying to speak for a while. I'm not sure what's going on with, with the mic. But I decided just to leave a comment because, um, I, I think I've heard that the tone, like three or four times now, it's just not working. My name is Yannik Omictin, I'm an Advisory Neighborhood Commissioner representing Single Member District 2A01, the Southeastern portion of Foggy Bottom.

I'll start by noting that the public comment period for this budget cycle is short enough that we, as a commission, 2A, won't even have a meeting during the comment period. Our next meeting is the day after the public comment period closes. So even if that weren't the case, I think that the comment period must be extended. These are some of the most devastating proposed changes to Metrorail service in decades, and Metrobus service, and we need more than three or so weeks to sift through all of this.

We also know that DC has recently discovered a surplus to the tune of \$500 million, and Virginia is enjoying a similarly unexpected increase in revenue. WMATA needs to work with these jurisdictions to get additional subsidy and dramatically stave off these changes. I want to reiterate that I strongly, strongly oppose, oppose almost all of these cuts and believe that they will massively fall on the DMV's working class.

But here are some of the more particular comments that I've got. The first is the proposed changes to the 30N/S need to be bolstered by the implementation of timed transfers in downtown between the 31/33 and 32/36. One-seat rides from from Northwest to Southeast are indeed critical, but the proposed alternatives can only serve the same purpose if transfers are timed in downtown though a kind of managed dispatch, and if late nights service is maintained. Waiting for long periods at night, exposed to the elements, especially in winter is something that should not be happening. Women and trans folks are particularly vulnerable, the way that this has been presently drawn up, as they have a higher chance of being targeted at night as they return from work. ANC 2A passed a resolution on this last year, and I will be re-proposing the same stance on the budget when I, when we meet on March 17th.

The second comment I have is regarding proposed changes to the D6 route after January 2022, which will absolutely result in greater car travel throughout the region and significant gaps in service for students, affordable housing residents and workers, but especially health workers.

Received 3/8/2021, 7:27 p.m.

Good evening. My name is Adriana Radulescu and I live in Glover Park in Washington, DC. Glover Park depends on MetroBus for public transit service because we do not have Metrorail within close walking distance. I use the Metrobuses for 25 years and am still using them to through the pandemic because buses are my only means of transportation. Prior to COVID, we have the

following bus routes serving our area: D1, D2, 30S 30N, 31 33 and 34. From these routes there are already two not running, and three more are proposed for deletion and from the remaining ones only two currently run in weekends.

Glover Park goes deep towards the actual Glover Archibald Park, and the only bus reaching the end of the neighborhood is the D2. Now D2 runs with a modified schedule, which spaces the buses between 26 to 36 minutes wait. This is a lot of time to wait for a bus. Then, in 2022, the bus is proposed to be deleted, and this route combined with the N6 bus, which would result in a longer route with likely a higher ridership and no number of buses to compensate for it. This bus takes Glover Park riders east to Dupont Circle, this is the D2, on a relatively shorter ride where one can connect with the Metro Red Line.

Also, the buses going on Wisconsin Avenue are currently cut in weekends, specifically the 30S and 30N, with only the 31 and 33 running on Saturdays and Sundays. The 30N and 30S are the only cross-city buses available for riders between upper Northwest and areas east of the National Archives and across the Anacostia River. These two buses will also be deleted in the second half of the fiscal year. The cost in time for using alternatives to the 30N and 30S could be a serious burden, particularly for low-income residents who work and commute to Northwest. Making a transfer also adds to trip time and the risk of missed connections. The full trip is already 90 minutes when the bus is on schedule.

Besides the residents and workers, there are many students going to several schools in these neighborhoods. Having reduced public transportation options, people will look for jobs in areas served by public transportation, or will have to spend a lot more money for other means to getting to work or school. And if these buses do not run, how would WMATA even know if the riders are using public transportation? I believe the current and proposed deletion of the buses serving Glover Park and in general in the city will have a major negative impact. If not immediately, in the near future. Reliable public transportation is a critical measure a city can take to reduce traffic congestion, combat vehicle pollution, and support viable, flourishing neighborhoods. Thank you very much.

Received 3/8/2021, 7:47 p.m.

Hello, this is James Ross. I oppose the cutting of routes 62, 63, in the Petworth area. I think it provides a great service and it's been around since I've been in the area. I enjoy Metro immensely. I think you do a great job at transporting people, but to cut service as far as trains and the buses would actually be detrimental to the city all over. Thank you. My name is James Ross. Thank you.

Received 3/8/2021, 7:52 p.m.

Steven Stark Ward 7. Here we reach another time that WMATA is proposing to cut service again, to make up for shortfalls that are, in part, are based on their own decisions. Bus service cuts have been made in 2018, 2020, and now are proposed for 2022. These, the bus service cuts are including the zip codes 20019 and 20020, which the District of Columbia's government has named as underserved areas. During the 2018 bus service cuts, the V5 line was eliminated and the Circulator line was modified to stop running up 30th and Alabama Avenue Southeast. The options given by WMATA was to take the 30N or the 36 bus line. Now WMATA plans on eliminating or modifying 25 bus lines so that they no longer will serve zip codes 20019 and 20020. The area found East of the River in Southeast, including many of the bus lines, such as the 30N, which were presented to riders as alternatives during the 2018 round of bus route eliminations.

Further, the 36 bus line is given as an option for nine bus lines that are being modified to no longer serve Southeast or totally eliminated altogether. By WMATA's own supplied weekday ridership

numbers, that is putting some part of 22,538 riders to be added to the number already present on the 36 line, which is the sole offer of option for many of these riders. I believe this does not take into account, further, riders, such as DC school students who ride for free. By January 2022, with the mounting pressure on local governments, in-person classroom learning will most definitely be back in session. The WMATA answer for adding buses to the line they know is something the ridership will not be able to tell is truly happening.

Meanwhile, WMATA goes through another round of service cuts; they spend money on new buildings and by their own advertising, will add employees when in 2022 the train line opens out to the Dulles airport. If they are cutting service and all the stations and lowering the number of, of bus service, why do they need to add more employees? WMATA, pandemic or pandemic, has consistently cut service to those who need it most. With their lack of service and safety record, they have driven more and more people to seek alternative forms of transportation, which the current times have become more plentiful in the area. Instead of making up their own shortcomings WMATA has shown themselves to be a non-starter.

Received 3/8/2021, 7:56 p.m.

Good afternoon. My name is Linda Thompson. I live in Ward Seven and I have been listening to the meeting, which is very informative. Very glad to know that there is great concern about the cutbacks. I know earlier around 7:35 and approximately 7:41, two other people spoke on behalf of Ward Seven.

As an individual, I take the, I take the first M6 at, Suitland, Suitland Road and Southern Avenue, approximately, say 5:40 in the morning. And usually when we get to the, when we get to the Potomac Avenue station, there's about 15 people that depart when we get to Potomac Avenue. My greatest concern is if you discontinue the M6, there are a lot of people, service people, that do have to be to work very early. I'm wondering, if has Metro considered, say having AM and PM schedules for the M6? I can understand, I do understand, you know, that the ridership is down due to the pandemic, but, in 2022, as opposed to eliminating it, you know, all together. If we could have what Metro used to have, used to go for some neighborhoods, AM, and PM. And of course, you know, having those schedules available when the ridership is higher.

Now, not only, speaking of eliminating the M6, I also need the D6 to get to my final destination. I do not work for neither of the hospitals, but, when I get off the D6, I'm getting off at McArthur and Arizona right before the light. So, if you discontinued that bus, uh, I have no means of getting to work, and I don't drive. Unfortunately, a lot of people can't afford to retire, so...

Received 3/8/2021, 7:58 p.m.

Hi, this is Linda Thompson. I just want to continue my message. So, I do hope that Metro, for the M6 will take into consideration not eliminating the service in 2022, but at least going to AM and PM and maybe on Saturday doing the same thing. And I can, I understand the ridership is low on Sunday, so if the Sunday schedule was discontinued, I could understand that. I can be reached at area code (xxx) xxx-xxxx. Thank you so very much.

Received 3/8/2021, 8:42 p.m.

My name is Commissioner Dorothy Douglas, ANC 7D03, in Ward Seven. I'm calling in regards to not, to discontinue the U5 and the U6. The notice we got, received a short notice on February the 24th, which was 30-day notice. And according to the mayor's emergency pandemic mandate that she already have an order it's supposed to have 51 days in order to reach out to our residents to let them know what's going on, what's happening in the community. And you all have not done that.

My name is Commissioner Dorothy Douglas and I do not wish to have our vulnerable citizens that are handicapped and disabled and don't have transportation. You received monies from the children going to school that don't go to school now. So, my question is what's happened to those funds and we're also having to the federal funds that you've received. And all the years that I've been residing here in the District of Columbia, this has never happened. So, I think that, our Wards Seven and Eight, are really being, being, being injusticed because of what, what's happening. You would not have done this in Ward One, Two, Three, or any other Wards. You might be doing something, but they do have public transportation tools to access what they need to get to. So, this is Commissioner Douglas. I do not support the discontinuance of buses in Ward Seven at all, especially the U4, the u5 I meant to say, and the U6.

My number is (xxx) xxx-xxxx. And you kept cutting me off, and I was unable to speak because of this. That's why I'm calling now. The mandate says that we're supposed to have a 30-day, not a 30-day notice, but a 51-day notice to notify the residents. And you all have not, have disregarded that, that emergency that the mayor had left and gave an order in regards to March due to the pandemic, due to pandemic emergency. Thank you.

Received 3/9/2021, 6:09 p.m.

Good afternoon. Good evening. This is Glen Lesak. I'm a resident of Potomac, Maryland, and I wanted to voice very strong concerns and disappointment that WMATA is considering closing stations. That is a horrible idea. As someone who's used the Shady Grove to Grosvenor end of the Red Line, you see all of the housing that has built up around Rockville Pike, who use that. I also think that the plan to reduce hours to perhaps as early as nine o'clock, effectively presents anyone in the restaurant business from ever being able to use Metro to get into town to work. I think also that some of the revenue that you would have from the parking that the stations like Grovesnor, which is the closest to my house are important sources of revenue for WMATA. I know that you have some serious challenges, but when I see it pitted Red Line against, I think, the Yellow Line, I don't think that is an equitable way to conduct business. But thank you very much. I wanted to be very brief and good luck with your, with your efforts. All the best. Goodbye!

Metro Hearing No. 636
Tuesday, March 9, 2021 – 6 p.m.

MR. GOLDMAN: Good evening, everyone. I'm Metro Board Member and Vice Chair Michael Goldman, and I represent the state of Maryland on the Metro Board of Directors. And I reside in Montgomery County. Welcome to the third of four virtual public hearings on Metro's Proposed Fiscal Year 2022 budget. This hearing is convened by the Board to gather public comment on two dockets. First, Docket B21-01 on Metro's Proposed Fiscal year 2022 to 2027 Capital Improvement Program and Strategic Plan. And second, Docket B21-02 on Metro's Proposed FY2022 Operating Budget and related service and fare proposals, as well as changes to parking rates at some Prince George's County stations.

Notice of this hearing was made by publication in the Washington Post and ads were placed in the Afro, Atref, Doi Nay, El Tiempo Latino, the Epoch Times, the Iran Times, the Korea Times and the Washington Hispanic, as well as through social media and radio. And signs were placed in all rail stations on Metrobuses, MetroAccess vehicles, at Metro bus information centers and at over 300 bus stops in the metropolitan area.

Since we're doing this hearing virtually, the hearing is going to look and feel a little different than usual than our usual in-person hearings for you, and for me. We would normally have a presentation from our chief financial officer, but in order to get right to your comments and testimony, we have instead posted a video at wmata.com/budget that provides an overview of next year's proposed budget.

However, before we begin hearing testimony from you, I want to note that with expected passage this week of additional COVID relief funding, \$30.5 billion nationally for transit authorities, Metro will be revising its FY22 budget accordingly. It will take some time, however, to calculate exactly how much funding Metro will receive from the \$1.4 billion coming to the DC regions transit agencies. But we will clearly be able to avert the painful cuts in services, station, closings and layoffs that were on the table.

When we began the public process back in January.

With that good news, I'd like to turn to the portion of this evening, where we hear from speakers. Those of you wishing to provide testimony should call (512) 580-8850. After calling in you'll need to enter a four-digit meeting code. For this evening's meeting, the code is 9-1-3-1. To repeat the phone number is: (512) 580-8850. Once you're in the meeting, you will be able to listen over the phone by pressing star one. If you'd like to provide testimony, you can press star three and you'll be put in the speakers' queue. You'll get a message when it's your turn to speak. For those of you on the line now, if you want to speak, go ahead and press star three to get in the queue.

If you're watching the live hearing on a different device, please make sure to mute that device, so there isn't any feedback. You'll be able to listen to the hearing while you wait in the phone queue for your time to speak. If you would like to provide oral testimony, but aren't able to wait until you come up in the queue, you can press star two to leave a voicemail. Your voicemail will be transcribed and included in the hearing record.

In order for the public record to accurately reflect who's providing testimony, I'll ask that you please state your name and any organization you represent before beginning your testimony. Elected public officials will be allowed five minutes and everyone else will be allowed three minutes each when it's their time to speak. Extra time will be given for translation, if it is needed. We ask you,

you stay within your time limit because we want to make sure everyone who wants to speak has an opportunity to be heard tonight.

I also want to note that each speaker is only able to speak once at each hearing. While you may have the option to rejoin the speaker queue, please note that we cannot accept additional testimony at this hearing.

I now want to take a moment to recognize that this is where we listen to you. This is your opportunity to comment on the proposals, and we are here to listen. And your views are very important to us. We will not be able to answer questions, however, during your testimony. Before you regain your remarks, please state your name and the organization you represent, if any. Please note that all statements, including any personal information, such as name, email address, address, or telephone number you provide in your statement are releasable to the public upon request, and may be posted on WMATA's website without change, including any personal information provided. Further testimony may be submitted and must be received by 5:00 PM on Tuesday, March 16th. Repeat that deadline is 5:00 PM on Tuesday, March 16th.

Testimony can be submitted online at wmata.com/budget. Online, you have the option to complete a survey, write a free-form comment and upload a letter, petition or other documents, if you so choose. You can also mail testimony to: Office of the Secretary, WMATA 600 5th Street, Northwest, Washington, DC, ZIP 20001. Again, all testimony must be received by 5:00 PM on March 16th.

Now, due to the pandemic and the slowdown in mail service, we encourage everyone to submit your comments online, if at all possible. Your comments will become part of the public record and will be reviewed by the Metro Board of Directors. Changes to the options presented here tonight, may be proposed in response to testimony received and subsequent staff analysis.

And now it's time to call the first witness. As a reminder, please tell us your name and any organization you represent before you start speaking. We have an elected official who is first in the queue, and therefore first up tonight will be Montgomery County Councilman Andrew Friedsen. Andrew, welcome to the Metro Board.

MR. FRIEDSEN: Thank you so much. Appreciate the opportunity to join you, Mr. Goldman and members of the WMATA Board of Directors. I appreciate this opportunity to address the severe impacts of the proposal to close the Grosvenor-Strathmore station, to re-introduce the Red Line turnback and to eliminate bus service along Connecticut Avenue via the L8 line and River Road via the T2 line, which would have a significantly detrimental impact on constituents I represent on the Montgomery County council in District One. The pandemic has undoubtedly changed the way many work and travel, and I recognize the enormous effect this has had on Metrorail and Metrobus ridership and the significant fiscal gaps that it has created, and which you are trying to navigate through, as we speak. Fortunately, the prognosis for emergency federal assistance to transit systems to help plug budget gaps in the second half of Fiscal Year 2022 is in a much brighter place than it was when the budget was developed.

As vice chair Goldman noted at the outset of the meeting, the American Rescue Plan includes \$30.5 billion in emergency grants for transit systems, and I appreciate the fact that the Metro board will be going back and reviewing what impact this will have on the cuts to try to mitigate their impact to the greatest extent possible. The outlook for transit ridership to return to pre-

pandemic levels in this moment is not quite as uncertain as that much needed federal assistance, but it does also appear brighter every day. Thanks to the demonstrated success of multiple COVID vaccines and the gradual ramp up of vaccine deployment. There is indeed light at the end of this very dark COVID tunnel. And I implore you to reject these proposed service cuts so our residents and workers can get to where they need to go. Especially since many don't have the option to telework and still rely on the Grosvenor-Strathmore station and the L8 and T2 bus lines.

The proposed service cuts would have a detrimental impact on our County and our regional economy, which has been hit extremely hard by the pandemic and which must take advantage of the shift to transit-oriented development that was well underway before COVID took hold in order to fully recover from this public health emergency and its economic impacts. Put simply, the threat of closing an entire Metro station and eliminating bus routes that serve key areas of our communities will have a chilling effect on the ability of residents to live and businesses to operate in Montgomery County. It's important for the economic security and prosperity of our community, that the WMATA board rejects the doomsday scenario that is now before you. More specifically regarding the proposed Grosvenor-Strathmore station closing, I understand the relatively low ridership at this station, however, throughout the closure that began in late March, 2020, I heard from multiple constituents who live within walking distance of the station and have no other way to get about and around the area, during this, with this hardship that the closure has posed.

This is especially true at the Grosvenor-Strathmore station, which is unique in that despite being physically and figuratively central to one of the most densely-populated communities in the region, it's isolated because it's not within reasonable walking distance to any of the nearest Metrorail stations. There are no great alternatives here. As news has spread about the budget proposal before you to close the station again in FY22, we have heard from many nearby residents and almost a dozen community groups, and then how much they rely on the station and the difficulties that reclosing it would impose on their daily lives. The closure could also jeopardize or delay future residents and businesses. WMATA has been working diligently through a joint development agreement to create more housing and businesses on its property at the Grosvenor-Strathmore station. A closure of that station, no doubt would threaten the progress which Montgomery County has supported significantly in order to help address our affordable housing crisis and attract new and needed businesses to this part of our County that relies so heavily on Metrorail service.

Furthermore, the Red Line turnback at Grosvenor-Strathmore that this budget also proposes would reinstate the diminished service along the rest of the Red Line that Montgomery County, its residents, and some of you fought so hard to eliminate. Major transformations into more walkable, urban and transit-oriented places are already underway around each of the four stations north of Grosvenor-Strathmore that would see significantly less service as a result of the turnback: White Flint, Twinbrook, Rockville and Shady Grove. Growing these station locations as transit-oriented are critical to solving our County's broader, affordable housing crisis and to reinvigorating our economy, not to mention to meeting Metro's long-term ridership goals. And it will be very difficult to consider these places, truly transit-oriented if the rail transit service provided comes only every 30 minutes. This will be exacerbated, if the Grosvenor Strathmore station is also closed as part of this budget.

Regarding the proposal to eliminate bus service along Connecticut Avenue via the L8 line and along River Road via the T2 line, this is not the first time Metro has proposed cutting these services. Last year at this time, the County Council urged you to reject these cuts for Fiscal Year 2021, after hearing from constituents and communities who rely on these lines in particular, because the impacted corridors don't have Metrorail service or viable alternatives to Metrorail

stations. The pandemic is not the time to cut bus service, especially given the reliance of so many essential employees, who don't have the option to telework, on bus. This is as true for the Connecticut Avenue and River Road corridors through my district, as it is anywhere else in the region. Please reject the proposed elimination of these needed bus lines.

In closing while I completely understand and fully appreciate the financial reality under which these devastating cuts were proposed, the current reality as I testify in front of you today is much different, and thankfully far better than it was then. Given the next round of significant emergency federal assistance for transit systems is imminent and the improving outlook on COVID vaccinations, I believe the WMATA Board should reject these proposals at this time, and at the very least continue to explore all alternatives to complete station closures or bus eliminations...bus line eliminations. This will at least maintain some level of service to people in my district who rely on it and allow us to more easily resume pre-pandemic service levels as we gradually return to pre-pandemic travel routines and our pre-pandemic way of life. Thank you again for your time and the opportunity to speak with you this evening. I truly appreciate it and appreciate all of your hard work to make sure that Metro is a great and accessible option for as many residents as possible.

MR. GOLDMAN: Thank you very much for your testimony tonight, Councilmember Friedsen. They will certainly, these comments will certainly be included in the record of the hearing. Thank you very much again. And now we'll hear from the next speaker. It'll take just a few moments, maybe 15 or 30 seconds to get the next speaker in the queue on the line. And so once that occurs, if that speaker will first identify him- or herself and indicate what organization, if any, he or she is affiliated with.

Standby, all those in the audience, there's nothing wrong with your system. This is just the delay that's incumbent in this system until the next speaker comes online. (Pause)

And I'm told by staff that the delay may be a little longer for this first speaker as we're experiencing what I'm sure you've heard before on these Zoom calls, some technical difficulties.

MS. CHEN: Hi, can everyone hear me okay please?

MR. GOLDMAN: Please identify yourself and organization you're representing tonight.

MS. CHEN: Yes, sorry about that. Hi, my name is Catherine Chen. I'm a resident of Washington DC, and a member of Sunrise DC. As a young woman of color, I rely heavily on public transportation to move around the city, to get to my place of work and to access medical services. I am deeply disappointed that WMATA is planning to implement such severe service cuts, which will impact vulnerable communities and their ability to access essential services and resources at a time of great need and precarity. I hope that the potential federal assistance referenced earlier means the WMATA board is able to forego all of these proposed service cuts, but if choices still need to be made, I urge the board to consider the racial and socioeconomic impacts of closing Metro stations and bus lines down completely. I firmly believe that public transportation is a right, not a commodity, as the fundamental infrastructure that underlies human mobility and access to essential services.

For those who lack other means public transportation is a lifeline that offers access to employment, food, and public life. Cutting Metro stations and bus lines, especially based purely on metrics of demand, is a policy decision that will inherently yield racial and socioeconomic

inequities. Public transportation, WMATA included, is used by predominantly lower-income immigrant and communities of color. These are the very same communities that have been hardest hit by the COVID-19 pandemic and are disproportionately represented as workers in sectors deemed essential services. The proposed service cuts will therefore impact access to food, medical services, work and other vital resources for the most vulnerable communities in our city. I understand that these are uncertain times for WMATA and its budget. I assure you that the very same uncertainty is felt a thousand-fold by its riders. Crippling the mobility of thousands of students, senior citizens, folks who are low-income and people of color at this very trying time will have ripple effects on the health, safety, and well-being of our community.

If anything, this pandemic has brought to light how important public services, including public transportation, are to our society. Economic and financial considerations are important, but not more so than public health. We need to come together and invest in public goods and the well-being of our community. It is not the time for sustained austerity measures, which only leaves privatism and people to fight for themselves. We can have a more collective, livable and accessible society. That starts with hearing the needs of our community, taking racial and socioeconomic inequalities into account and investing in basic needs for the underserved. So many of us depend on WMATA. And so I urge you to please reconsider your planned service cuts, and echoing thoughts heard earlier, the impact of closing Metro stations completely and bus lines completely. Thank you for your time.

MR. GOLDMAN: Thank you, Ms. Chen, for your testimony tonight. It will be included in the record of this hearing. And now we'll hear from next speaker. Again, it may take some 15 or 30 seconds for us to get the next speaker in the queue on the line. So please, if you're listening on the phone at this time, you can press star three to be put in the speakers' queue, and star two if you want to leave testimony in a voicemail.

MR. SCHUKALTER: Hey, can you hear me?

MR. GOLDMAN: Yes, please, welcome to the Metro Board. Please introduce yourself by stating your name and any organization you're affiliated with.

MR. SCHUKALTER: Sure. My name is Levran Schukalter. I'm a resident of Montgomery County, by the Grosvenor-Strathmore station. And I'm not representing any other groups or organizations today. I want to say, first of all, that's promising to hear that the money coming from the federal grant may help alleviate the entire, concern that a lot of us have, so hopefully that will come to fruition.

In addition, I just wanted to say that closing the Grosvenor-Strathmore Metro would be catastrophic for the residents of the area. While I understand that budget constraints may require a change in service hours, parking fees, fare fees, and the number of trains in service, those opportunities must be completely leveraged instead of closing stations. Closing the station would negatively impact surrounding stations, surrounding businesses and result in added environmental consequences. Additionally, closing the Grosvenor-Strathmore station will unfairly and unexpectedly impact property values of those in the impacted area. The Grosvenor station is crucial for many people, including myself, to get to work, entertainment and responsibly and safely commute around the DMV area. I implore WMATA to reject the closure of station for the good of the County and its residents. Thank you.

MR. GOLDMAN: Thank you very much, sir, for your testimony. These comments will be included in the record. So now we'll hear from the next speaker and again, it will take a few minutes for us to get the next speaker in the queue on the line to testify.

MR. WOJAHN: Yes. Hello. Can you hear me?

MR. GOLDMAN: Yes, good evening. Welcome to the Metro Board. Could you please state your name and any organization you're affiliated with, and then present your testimony?

MR. WOJAHN: Great. Thank you very much. My name is Patrick Wojahn, and I'm the mayor of the City of College Park. Good to join you this evening and thank you for the opportunity to testify on the proposed Metro cuts for the FY2022 proposed budget. I want to note that the City of College Park city council, last week, unanimously approved sending a letter in opposition to the closure of the College Park - University of Maryland Metrorail station, as well as the elimination or modification to Metro bus routes, 83, C2, C4, F6 and R12. And just wanted to comment that terminating service at these, terminating these, this service at the Metro station and terminating these bus lines would seriously and detrimentally impact our community.

We rely on this, the students, faculty and staff at the University of Maryland, rely on this service to access... Many of the people that come to College Park every day are people who do not have cars. A significant percentage of the student population is, experiences housing insecurity or food insecurity and, and rely on a very limited budget, to be able to get around. So cutting off access to the Metro to get to, to get to class would make it very difficult for them to, to access these, is important, their education, and these important services.

We have been engaged in the last couple of years in College Park in significant transportation improvements that rely on Metro, including the landmark reconstruction of US Route 1; we're trying to reduce vehicular traffic along the corridor. And so a reduction in bus service and closing the College Park Metro station would be, would really hurt us. It would really hurt our effort to try to try to bring about transit-oriented development that will benefit our, the region in the long-term. We're certainly sympathetic to the budget shortfall that Metro is experiencing and, and hopeful that the relief package that is working its way through Congress right now will make these cuts unnecessary. But should that relief not occur or that should additional cuts still be necessary, we ask you to please consider the serious impact that this would have on the College Park community and the University of Maryland. Thank you very much.

MR. GOLDMAN: Thank you, Mayor Wojahn, for your testimony tonight. It will be included in the record. Now we'll hear from the next speaker. Again, it will take maybe 15 or 30 seconds to get that speaker in the queue on the line to testify. Again, if you're listening, you can press star three to be put in the speakers' queue and star two if you want to leave your testimony in a voicemail.

MR. RYERSON: Yes, good evening. This is Joel Ryerson.

MR. GOLDMAN: Good evening. Welcome to the Metro Board. Could you please state your name and any organization you're affiliated with?

MR. RYERSON: My name is Joel Ryerson. I'm speaking for myself, no other organization.

MR. GOLDMAN: OK, please give your testimony.

MR. RYERSON: My email is xxxxxx@xxxxxxx. My phone number (xxx) xxx-xxxx. I've been a loyal Metro customer for 42 years. And I have been going through a lot of eliminations for these bus routes, which I don't like at all. I don't know if I have the option, if I have to catch a bus on Sundays, either going to church or going to work or anything else because there won't be no Sunday buses up on... I live in Prince George's County and near me, the bus service is not too good. And if you eliminate the buses that we have, I won't be able to get around, and TheBus, our county bus, the buses don't have no Sunday service, and they just started November 7th for the Saturday schedule, and you only have 13 routes.

But the Metro is more better than the other, the other bus service, because they will be running, it'll be OK to run. Since if they eliminate the bus service, then I won't have no way to way to get around on Saturdays. And TheBus only has 13 routes on a weekend, on Saturday, but they don't have no Sunday service on Sundays. And I don't know how they going to do that because nobody can get around on Sundays, especially. On Saturdays it's OK. And sometimes I like to go downtown and I can't do it now because of the COVID-19, but I use a lot of the bus service.

And I have an issue with my tablet. I couldn't take the survey for my comments because I, it kept on disappearing. I keep going back and it keeps on disappearing. So, I don't know if I can do the survey at this time, maybe I'll have to do that later. Alright, I'm so upset and I don't like this proposal at all. And I hope for the... if you get a chance... I called, Danie's old phone number. I know she left Metro. I left a message telling if there's any way I can receive the transcript for tonight's meeting, so I can see what everybody's talking about, because I might have to leave. Hello?

MR. GOLDMAN: Yeah, still here. Please try to finish your testimony, because you're reaching the three-minute limit.

MR. RYERSON: What was I saying. Oh yeah, the testimony transcription. Maybe you can email that because Danise did it the last time when she had that meeting for the Takoma Langley Transit Center. And I saw my testimony, and I saw all rest of the testimony. I don't know if they have enough time or room for that email, for that transcription for the public hearing.

So, hopefully you can reconsider not to cut the bus service, but maybe you can add some bus service to make it better. That's all I'm going to say. You have a good evening and good night. Can I stay on and listen to some of the testimony?

MR. GOLDMAN: Yes, you can listen to the other testimony and someone from the staff will be in touch with you, since you left your phone number, regarding the problem you're having with the survey. So, you will be contacted if not tonight, probably sometime during the day tomorrow.

MR. RYERSON: OK.

MR. GOLDMAN: Thank you, thank you again. And your testimony will be included in the record of the hearing.

And now we'll hear from the next speaker again, it will take a few minutes, 30 to 60 seconds while we get that person lined up in the speaker queue.

MR. LAWSON: Okay. Can you hear me okay?

MR. GOLDMAN: I can, yes. Welcome to the Metro Board.

MR. LAWSON: Okay. Thanks for having me. My name is Lamar Lawson. I'm just a regular rider

for Metro for about at least 20 years. And I'm also totally blind. The first thing I want to talk about is the Metro didn't have it in the plan as of yet, because they took it off recently, is the bus B30. It goes from Greenbelt to BWI, and recently they had just added Arundel Mills. They have taken that bus off because of low ridership. Though I do understand that, I relied on that bus because I have kids that live in Baltimore. My SmarTrip card works only on that bus. And it does not for any of the transit services that head up to Baltimore. And to make matters worse, coming back from the airport, it goes, there is no bus that goes straight to Greenbelt. You have to go all the way to, Arundel... I'm sorry, Shady Grove Metro. Once again, Shady Grove from the airport, and it takes an hour, that's an hour out of the way.

Then you have to get on the Red Line and ride an extra 30 minutes to go into town and then get on your next train. And that is inconvenient to go all the way out the way. And you have a station that's not that far away. So, whatever you can do, please, please, bring back that B30. Whether you want to run it to Arundel Mills or not, I don't care. I just, I need that bus.

Secondly, we'll talk about the D14. It's talking about cutting that. My stop is off of 210, and it's Indian Head Highway and Seneca Drive. 210 can be dangerous. And because I'm totally blind, I have to cross 210. And the D14 also is the only bus that goes down 210 on the weekend. The P18 and others are not even running. So if they're going to put these budget changes, please at least leave one bus that goes down 210 on the weekend.

And, I am also against the Red Line turnback and even the Yellow Line and turnback because it's bad enough we have to wait for the train to clear it across the track. And of course, recently, Metro just installed those signals so that the conductor know when it's time to go, we already delayed in itself. So, I need, I want to keep the Yellow Line the way that it is Huntington to Greenbelt, and the Red Line, Shady Grove, to Glenmont. So, in conclusion, I do understand that cuts have to be made, but please, before Metro does it, I need y'all to help us and especially me on those lines, because that would definitely, definitely affect me. Thank you very much.

MR. GOLDMAN: Thank you very much, Mr. Lawson, for your testimony, your concerns about the B30 are noted and they will be part of the record of this hearing. And now we'll hear from the next speaker. And again, they will take a few minutes while we get the next speaker in the queue on the line. (Pause) Again, standby, there's nothing wrong with your device. We're just waiting for the next speaker to come online.

MS. FORSHAY: Good evening.

MR. GOLDMAN: Good evening. Welcome to the Metro Board. Could you tell us your name and any organization that you're affiliated with?

MS. FORSHAY: Yes. My name is Jessica Forshay and I am not affiliated with any organization.

MR. GOLDMAN: Please, then please give your testimony at this time. That'd be fine.

MS. FORSHAY: Thank you. I am a rider in the Greenbelt area. I am currently a teleworking and so I'm part of the reason you have low ridership on the bus line. But I am concerned that if you eliminate buses, during, due to the pandemic low ridership, that, as the ridership comes...is able to come back that these buses will not be returned to service. I would say that I use the G12

normally, when I do commute into the office regularly. And, I would suggest that rather than eliminating G12 entirely, if you would, if you do have to eliminate the service temporarily, if there...I would suggest there'd be a way to suspend the service rather than eliminating the routes entirely, so that when the ridership levels do come back and people begin going back into their offices and workplaces that, that there is a way for those routes to be reinstated as demand increases. I am hopeful that the funding you mentioned earlier means that you are not eliminating routes as I would like to be able to continue using Metro, once the offices open back up and I'm able to commute in, thank you.

MR. GOLDMAN: Thank you, Ms. Forshay, for your testimony. We will welcome you back as a Metro rider, once the pandemic ends. Your comments will be included in the testimony tonight for this hearing. And now we'll hear from our next speaker. Again, it will take a few minutes while we get that speaker lined up in the queue on the line.

MR. ORLEANS: Hello.

MR. GOLDMAN: Hello, welcome to the Metro Board. Could you state your name and any organization that you're affiliated with before you begin your testimony?

MR. ORLEANS: Good evening, Mr. Goldman.

MR. GOLDMAN: Good evening. Yes, you can begin at any time, please.

MR. ORLEANS: Well, this technology is talking to me, telling me I'm muted.

MR. GOLDMAN: (Laughs) Okay - tell us, tell us your name and any organization you're affiliated with and then proceed and give your testimony.

MR. ORLEANS: Again, good evening, Mr. Goldman, my name is Bill Orleans and I've a member of the frustrated and abandoned riders of metropolitan Washington. Abandoned by our Board of Directors and our senior management at WMATA. Before there was COVID, the COVID-19 pandemic, there was another epidemic infecting WMATA senior managers and its Board of Directors, a viral desire to curtail operation costs, notwithstanding riders needed provision of service. Tonight is just...transportation is not just a means to get to work, it's also a means to get around otherwise: to get to school, to get to worship, to get to see family and friends and otherwise enjoy the amenities of our region.

MR. GOLDMAN: Mr. Orleans, we're having a little dead time here. We can't really hear what you're, you're saying.

MR. ORLEANS: I scratched out some notes, Mike, and I'm having difficulty reading. (Pause) With the end of our collective pandemic experience, the ridership numbers will return, even if not at the pre-pandemic levels. Transit availability will still be required. With prior budgets, and pre-pandemic, the desire to eliminate or reduce bus routes and potentially MetroAccess service, have been prominently featured in the General Manager's proposal. I understand if I, even if I'm distressed that many riders, this cycle just yesterday and today are descending, pleading, for the perpetuation of their individual bus routes. But we should all be demanding current preservation of all existing bus routes, not just the ones that we ride on. Indeed we should be attempting, we should be requiring, the reclamation of all previously-eliminated routes and for the expansion of

bus service throughout the entirety of the transit zone. All of us presumably are going to be gratified by the federal dole that will be arriving soon, but regardless of that dole arriving, it's really the responsibility of our local jurisdictions and here I'm pleading that they accept this responsibility to fund appropriately, an expansion of rail and bus and paratransit service throughout the zone.

I don't have much faith in my senior, the senior management, of WMATA, nor do I, unfortunately, do I have much faith in the Board of Directors of WMATA, but I still hold you to that responsibility.

Lastly, there was reference in the Notice to this, to these dockets and these hearings, that the full docket would be available by calling the Board Secretary's office. And, Mr. Goldman, the Board Secretary's office is not staffed. I twice left my name and phone number and twice not received a call back. I presume I'm not the only one in the region who would like to see the entirety of the docket. Someone on staff, someone on the Board, should suggest to someone on staff that the Board Secretary's office tomorrow, should be staffed and respond to telephone inquiries. Thank you very much.

MR. GOLDMAN: Thank you very much, Mr. Orleans. It's good to hear from you tonight. If you would like to just state your phone number, someone from the Board Secretary's office will definitely call you back tomorrow and deal with your concern. So, if, if that's not too much of an intrusion on your privacy, if you want to just state your phone number, we'll have that taken care of. (Pause) Okay, sorry, we'll....Bill, if you'll just bring that to the Board Secretary's attention with a phone call in the morning with your phone number, they will return the call. Thank you.

All right. That testimony from Mr. Orleans will be included in the record of the hearing. Now we'll hear from the next speaker and as has been the case, it will take a little bit of time, 15 to 30 seconds to line that next speaker up in the queue.

MS. CUMMINGS; Hello.

MR. GOLDMAN: Hey, good evening. Welcome to the Metro Board. Could you just state your name and any organization you're affiliated with, and then proceed to give your testimony tonight?

MS. CUMMINGS: My name is Leslie Cummings, and I am not affiliated with any board, but I am a citizen of Greenbelt, Maryland. I am an elderly person who is still currently working. And my only means of getting to the Metro stations has been the G14 route, Greenbelt to New Carrollton, and the G12 route, Greenbelt to New Carrollton. I believe it was back in the late twenties, two-thousands, where the Metro decided to change or reroute the G14, so that instead of going through my neighborhood, which is the Greenbrier condominium complex, it now runs exclusively on the Greenbelt, on Greenbelt Road to New Carrollton and to the Greenbelt Metro station via the New Carrollton, Princess Garden Parkway route.

I used to have both the G14 and the G12 as a way to get to my place of work, my place of worship, to visit with family or friends, to do my retail and grocery shopping and to get into Washington DC, to see the sites. The elimination of the G14, going through my complex, made it a little harder for me to do the normal commuting and traveling that I would, had I had that option. Since the G12 only runs to Greenbelt and New Carrollton, and it does not stop at other locations where I used to shop and visit, I felt as though I was being cut off from my community. Now that you're talking about eliminating the G12, I feel as though I'm getting cut out from being a tax paying citizen of the state of Maryland.

I, I understand that we are going through hardship and crisis, and I understand the problem that the Board is having. Metro has had many problems, but cutting bus service in areas where they're needed the most, is not only detrimental to me, but to all of the people who rely on the services. Metrorail is not everywhere, and the only connections are from your Metrobus services. So, I ask as you think about cutting services or eliminating services, and, just sort of think about who you will be affecting when you come to these decisions. You may save money in the short run, but you will increase pollution. And because people will jump into cars, you will probably have more problems with less ridership since no one's able to get on your, go to get to your Metro stations. And you find yourself with, a lot of competition from Lyft and Uber and other local means of transportation. And if you're trying to increase your budget, outlays, capital... fulfill your capital requirements and, build up your reserves, I believe that you're going backwards and not forward in achieving this goal. Thank you.

MR. GOLDMAN: Thank you, Mrs. Cummings. I appreciate your testimony tonight and your comments, and we'll certainly take that into account and these comments will be included in the record of this hearing. And now we'll hear from our next speaker again, it will take 15 to 30 seconds while we, uh, get that person lined up as the next speaker in the queue. (Pause)

Good evening, and welcome to the Board. Yes. Good evening. And welcome to the Metro Board. Please tell us your name and any organization that you're affiliated with, and then begin your testimony tonight.

MR. KAPLAN: Hi, my name is Ron Kaplan and together with my partner, Andy Altman, we're the co-founders of Five Squares Development, and importantly, the joint development partner with WMATA of the Grosvenor-Strathmore Metro.

MR. GOLDMAN: Very good, Mr. Kaplan, you can proceed with your testimony tonight.

MR. KAPLAN: Thank you very much, Mr. Goldman, and for your introductory comments, which are encouraging. We hope it's likely that all stations will stay open based on the most recent federal funding update, which we'll be analyzing. Should that not be the case we're testifying to urge you to keep the Grosvenor-Strathmore station open. The partnership that we have with WMATA and with Strathmore is an imaginative and precedent-setting collaboration. WMATA, over the past five years, has held public hearings and expressed his commitment to the community, to deliver an enhanced station experience with community-oriented, cultural and retail spaces, programmed by our extraordinary cultural partner, Strathmore Music Center. Even a temporary closure of Grosvenor-Strathmore puts all of that hard work and capital investment at risk. WMATA and Five Squares designed and built a 220 unit addition to the WMATA parking garage to accommodate the development. And I'm thrilled to announce, Mr. Goldman, just this month, we'll complete the expansion and thank you for all your support and effort with that.

WMATA and the Montgomery County Park and Planning staff, the Board and the County Council has spent years working with local citizens to assure that Grosvenor-Strathmore becomes a model for bus and Metro transit-oriented development. WMATA and we submitted a preliminary plan that was unanimously approved, for the creation of a new model for transit-oriented development at Grosvenor-Strathmore with up to 2,200 residential units, and including importantly, up to 330 moderately-priced dwelling units. Only five months ago, the Montgomery County Council demonstrated tremendous leadership and passed legislation to assure its housing and moderately priced dwelling unit goals could be met by prioritizing WMATA's Metro station locations in Montgomery County. A temporary closure puts that at risk.

If federal funds do not close the budget gap, it would be devastating, should WMATA include Grosvenor-Strathmore as one of the stations to be temporarily closed, as it would send a chilling signal that this station is somehow less important and will raise the specter that could be closed again in the future, scaring away institutional investors who are necessary to make this dream a reality. The extraordinary by WMATA and Montgomery County and Strathmore, as well as the tens of millions of dollars recently spent positioning that station to become a model for transit-oriented development and for the entire WMATA system would be undermined by a temporary closure.

We urge WMATA to reinforce the message it has been making for the past five years by its time, effort, community meetings, and financial prioritization that Grosvenor-Strathmore remains a key station for the future of WMATA's plans. Thank you so much for holding this hearing, Mr. Goldman, and for your support.

MR. GOLDMAN: Thank you very much, Mr. Kaplan for your, uh, testimony tonight. We do appreciate all that you're doing at Grosvenor Strathmore and wish you well. Thank you.

And now we'll hear from our next speaker again, it will take 15 to 30 seconds while we line that person up in the queue to get on the line. (Pause) During this downtime, I'll mention again that if you're listening on the phone you can press star three to be put in the speakers queue, if that's what you want, and press star two, if you want to leave your testimony in a voicemail.

MS. HADIN: Hi, can you hear me?

MR. GOLDMAN: Yes I can welcome to the Metro Board. Please state your name and any organization you're affiliated with and then begin your testimony.

MS. HADIN: Yeah, so my name is Sema Hadin, and I'm part of the Sunrise DC hub, and I'm also a resident of DC, and I have three points that I wanted to make today. The first one is that public transportation service reduction and cuts are an unsustainable financial and environment proposition. In terms of financial stability, these cuts are only going to exacerbate reduced demand. By making our transit system more inconvenient, less people are going to use it creating a declining spiral of ridership and revenue that will leave Metro in an even worse off position. This is also not the first time Metro is contemplating severe service cuts. Each time we hope that Congress will come to the rescue, demonstrating that this is a fundamentally unsustainable position. As long as most of our operating budget depends on fare revenues, our public transportation system will always be vulnerable to crises like this pandemic, the 2008 recession or a climate change-induced disaster.

In terms of environmental sustainability, this is the time to invest in our future and not simply react to present crises. You cannot reduce public transportation without for going to the climate goals set out in the Clean Energy Amendment Act of 2018, the Sustainable DC program, and more. We also cannot honor DC or the US's commitment to do its part in tackling, in tackling our climate crisis without public transportation.

Second, these cuts also post series COVID-19 safety concerns. Longer waits and fewer routes will lead to crowded trains and buses creating a greater risk for the pandemic, regardless of mandated preventative measures. Given that those who regularly use public transportation are predominantly low-income people of color and immigrant communities, the increase in COVID-19 risk on the rail and bus systems is significant equity concern.

Finally, and most importantly, people of color, low-income, disabled, elderly, and other marginalized communities rely on these services to move within our city. Service cuts that are purely informed by demand levels overlook the real differences in need for public transportation.

I've collected some census data to further illustrate this for Metro. If you close the Federal Center Southwest stop, it will affect a very low-income area, at 50% of median household income, who cannot rely on other forms of transit. For bus, if you close the 8S line, it will depress over 33,000 residents who identify as Black, Indigenous, or as people of color. Also limiting public transit access past 9:00 PM and on weekends will affect the DMV residents who work non-traditional hours. A population made of mostly Black, Latinx and low-income individuals.

The takeaway here is that demand-based services, service cuts do not capture the real equity impacts that come from a lot of proposed changes. WMATA should reject this proposal, but if the service cuts are the only way to move forward, I then urge WMATA to look at the impact these cuts will have on people of color, low-income, disabled and elderly people as the most important metric to inform your proposals. I recognize the potential for federal funding, but my criticism of WMATA's approach, which ignores the racial and socioeconomic impacts of these service cuts, still stands. I feel even more passionate about this point, given the extraordinarily valuable testimony that has already been offered, ridership demand is not the right metric to determine any service cuts. Thank you very much for your time.

MR. GOLDMAN: Thank you very much, Ms. Hadin for your testimony tonight. They will be included, it will be included in the record of this hearing. Now we'll hear from our next speaker again, it will take 30 seconds or so until we can get that person lined up in the queue to come online. (Pause)

MS. MILLER: Hello. Hello?

MR. GOLDMAN: Hello, good evening. Welcome to the Metro Board. Yes, you're on. Please state your name and any organization that you're connected with and then proceed to give your testimony.

MS. MILLER: Yes, my name is Initial Miller and I'm a resident in Burtonsville, Maryland, as well as a person who utilizes the Metrorail as, as well as the buses. And I would just like to say that it is going to be really difficult for us as community business owners, who are basically supporting the general public by creating ways to help ensure that they do not fall under more poverty lines. This does not help.

Also it creates more poverty because you are removing over 2,500 staff. That will be really difficult, that will create more homelessness as well as not allowing the Metrorail to run every day and stopping the Metro well at 9:00 PM, that creates loss of jobs. Closing the Metro stations, 22 stations in total that will create really harsh, harsh conditions for low-income, as well as middle-income families. I think it is not something that should even be put in suggestion during this time, regardless of the pre-pandemic levels of low ridership. It is already proven that transportation gets over three times the amount people who ride to use that as a physical activity per day, and that leads to an overall happier community and an active, healthy community with neighbors. Thank you. My name is Initial Miller. Thank you.

MR. GOLDMAN: Thank you, Ms. Miller. Thank you again for your testimony tonight. It will be included in the record of this hearing. We'll hear from another speaker now and we'll wait that 15 to 30 seconds until that person comes online.

MS. FROSH: Hi. Am I...audible?

MR. GOLDMAN: Hi, good evening. You're online and welcome to the Metro Board. So, just state your name and, and any organization you're affiliated with and then proceed to give your testimony tonight.

MS. FROSH: My name is Wendy Frosh and I'm a resident of Grosvenor Park. I'm not affiliated with any specific organization. But the revitalization of American cities is really dependent on a robust public transportation system. And, you know, up to this point, by taking cars off the road, Metro has made the DC metropolitan area more livable by reducing traffic congestion and pollution, and it indirectly supports local businesses that are dependent on easy access for both their employees and their customers. And as we see a growing population living in more densely-populated neighborhoods, we're also seeing more and more people giving up their private cars and relying on public transportation. And while there are services like Uber and Lyft, these alternatives are not a sustainable solution for those who need transportation to and from work on a daily basis. All that does is increase the disparities that some of the other speakers have talked about.

Proposed in this new budget is the cessation of Metro services at 9:00 PM. And it would surprise me if Metro administrators didn't understand that many people worked second shift, and getting home before nine o'clock just, isn't an option. Additionally, if we're looking at revitalizing our urban areas a vibrant city nightlife would be destroyed if public transportation were to end at nine. That kind of cutback would endanger lives. It would put more individuals on the road in cars after having a little bit too much to drink. It would require more people to wait outdoors for other means of transportation. It's just an unfathomable suggestion to cut service at nine o'clock.

I moved to Grosvenor Park about eight years ago, because I was looking to live in an accessible urban environment. And I chose this neighborhood because it has great access to DC today, via the Grosvenor-Strathmore station. Prior to the pandemic I used Metro regularly, and I hope to do so again in the not-too-distant future, because I used it for work, I used it for recreation, for education, for entertainment.

The proposed closure of the Grosvenor-Strathmore station, in particular, and, and I know we all have our own pet route or station, but it would seriously curtail not just my ability to get in and out of the city, but it would have a serious impact. I live in a residential neighborhood where there are a lot of government employees who travel out to Rockville or into DC or out to other parts of the DC metropolitan area. And it would really make their ability to reach their places of employment impossible. Also, as an earlier speaker mentioned, Strathmore concert hall is an unbelievable community asset. Montgomery County has put tremendous resources into developing it as a community resource. It serves the community with educational programs and art exhibits and concerts and other performances. And to shut down the station that allows people easy access to Strathmore is just unthinkable.

And, and then forcing people in you say, well, we can just move down the road to the next station. But getting to those other stations, isn't exactly easy. And there's been a lot of effort and money put into the development of the Grosvenor-Strathmore station. All of the cars that park there

currently would now be looking to park at other Metro stations, creating a problem and the need to expand services there. But, but worst of all, cutting back service makes Metro an unreliable source of transportation. The less accessible and routine Metro service is, the less people are going to use it. And you create a downward spiral, that's going to result in additional cutbacks, closures and fare increases down the road. We all endured the inconvenience of the overdue track work, and we're just getting into the groove of good Metro service again. I really have thought Metro was a great public transportation system. Significant investments have been made and that you're proposing to throw all of that out at this point just is a bad idea. Thank you.

MR. GOLDMAN: Thank you. Thank you. You almost forced me to ask you this to sum up. Well thank you again, and your testimony will be included in the record of this hearing. Yours is a very famous name in Montgomery County and in the State of Maryland, and appreciate your taking the time out to join us and participate in this hearing tonight. Thank you again.

So, I'm told that there is no one else in the speakers' queue. I'm therefore going to make one last call for testimony from new speakers. If you haven't already spoken and would like to, please press star three on your phone to be put in the speakers' queue. So, we'll wait about 45 to 60 seconds to see if any new speakers, come online and then we'll proceed with the hearing. So, be back in about 45 seconds.

All right. So, we have two new speakers and so we'll wait for that first one to come online to provide testimony tonight. I'm sorry, now we have four people, so it's been a popular event and we'll have four more speakers tonight, at least.

MR. STERNSTEIN: Hello, good evening. Can you hear me?

MR. GOLDMAN: Yes, good evening. Welcome to the Metro Board. Please state your name, any organization you're affiliated with, and then proceed to give your testimony tonight.

MR. STERNSTEIN: Thank you. Uh, my name's Alan Sternstein, and I'm speaking on behalf of and authorized to speak on behalf of the Maintenance Trust Association for Grosvenor Park. I'm the president of that board of trustees. Grosvenor Park is the private parkland immediately adjacent to the west of the Grosvenor-Strathmore station. I'm also speaking on behalf of my... the condominium building in which I live, which is one of eight developments in Grosvenor Park. The total number of units in those eight developments is 2,323 units, meaning conservatively at least close to 5,000 residents within Grosvenor Park alone. And as Mr. Kaplan previously testified tonight, and I would endorse all his remarks on behalf of the communities I represent, there are other nearby developments, that either exist that are multi-residential unit developments on the east side of 355 and many more planned for the future.

When I hear that the Grosvenor station has low ridership, I have to say I'm very perplexed about that. And the first thing I would like to know is where there is information that I could look at to see what warrants that description of the Grosvenor station. As you likely know, the Grosvenor station not only is, borders our park here and the eight communities, there was an entrance to the Grosvenor station directly into Grosvenor Park. So, the notion of closing that station, strikes loudly among the people that I'm in contact with here, with really the entire community, as something a bit bizarre. And, and there will certainly be potential political blow back from the 5,000 residents in this community were that station to be closed.

It's why many residents in this community located here. It's why they purchased home here. The County I know directly has long encouraged and facilitated multiunit development in the Grosvenor Park area. I participated on my behalf of my community in a residential development that I can look out my 11th floor window and seeing growing up. And, and part of the county's justification for the authorizations that the planning board provided this development were, because of its desire to facilitate use of mass transit and development of communities near the Metro.

Madison Homebuilders is, in fact, a major home builder in the DC area. And it's, it is currently doing that development. And the access to Grosvenor Park, and the Metro in particular, was a major factor in its undertaking, the development here. Even more perplexing about the proposal is the, the considerable effort, historically, that by Doug Duncan and Eliot Pfanstiehl and others that, that went into getting funding for developing the Strathmore Arts Center, which, frankly as a performance venue, per se, rivals the Kennedy Center, if doesn't exceed it in terms of, of acoustics and even beauty now.

The County also considers...

MR. GOLDMAN: If I could get you to try and sum up? We do try to keep everybody to the three-minute limit.

MR. STERNSTEIN: Sure, one other point. The County considers Metro access as a significant factor in property valuation. And I would fully expect that if that Grosvenor station were closed, even with, even with the prospect of it being reopened sometime in the future, it would precipitate a flood of requests for property reevaluations in this area. Thank you for the opportunity to speak with you.

MR. GOLDMAN: Thank you, Mr. Sternstein, for your testimony tonight. Those comments will be included in the record of the hearings. We'll hear from our next speaker in a moment. As usual, we'll take a few minutes to line that person up.

MS. THOMPSON: My name is Corietta Thompson. I'm a member of the National Federation of the Blind. I live in Germantown, Maryland, and I only have access to two buses around my way, and they come around rush hour. And so my concern is, we have a huge complex where I live, so we have a series of children, teens, adults, and seniors that are gonna need to be able to...to use public transportation. So, when the budget is being reviewed, I'm urging the Board to consider not only keeping the current buses running, which is the 97 and the 98, I would also encourage the Board to see if they can add more buses that come more frequently. So, everything we have to go to is not going to always be during rush hour, it would be before, during and after. And so we're going to be going to have to need to be able to go wherever we need to go, at any designated time.

And also my next concern is that I'm totally blind with other multiple disabilities. And so my biggest concern is that those that use MetroAccess, if we cut that service short or cut it off completely, those particular clients of MetroAccess will really be at a serious deficit. And it would really hurt those populations since substantially. Because MetroAccess is like the main source of transportation for those who cannot use the buses or trains. Luckily, I'm able to use all of them, but there's times I can't use a bus or train and I would need to use MetroAccess.

And I wanted the Board also with MetroAccess to check on what's the deal with the prices? Why is sometimes the price is \$4 to take a trip versus \$6.50 or \$7? I'm urging the board to really look

at those fees and take into consideration, a lot of these people that use MetroAccess, or either unemployed retired or on a fixed income. So those fluctuating prices are very challenging too. I would like to see MetroAccess have flat rates, like one price for a trip or whatever, rather than having fluctuating prices. So that's my thing. Just keep, let's see if we can make this thing work where nobody's at a deficit, because we all need these services, whatever disabled or not, and we all need to be able to keep our independence. Thank you so much for allowing my voice to be heard.

MR. GOLDMAN: Thank you very much Mrs. Thompson, Ms. Thompson for your testimony tonight. Those comments will be included in the record. We'll hear from our next speaker in 30 or 45 seconds. As soon as we can get that person online. (Pause) Please be patient; I'm told we still do have one or two more speakers in the queue who will be testifying shortly.

MS. LEE: Hi, can you hear me?

MR. GOLDMAN: Yes, good evening.

MS. LEE: Oh, you can hear me? I'm sorry. So sorry, I think I was having a technical difficulty. Yes, my name is Jenny Lee/ I've been a resident for 10 years, within walking distance of the Grosvenor-Strathmore center. And I'm calling to ask that you please don't close the, the station. I should say the Grosvenor-Strathmore station not center. So, I moved to this neighborhood 10 years ago, almost entirely because there was a Metro station within walking distance. It was a sort of relatively affordable area that allowed me to get downtown to my job at the time. Before the pandemic, the Grosvenor-Strathmore station was the only way I could get downtown, it was the only way certain friends and family could visit me.

I understand that if you need to reduce the frequency of service or if Metro needs to reduce the frequency of service, I understand the need to balance the budget. I would be willing to take for my personal purposes, even a train once an hour over the station closing entirely. Especially if that, I mean, it would be nice if the frequency of rail service picked up again after the pandemic, and presumably ridership will increase again, but please don't, don't close the station completely.

I also wanted to briefly comment on the proposal to stop rail service at 9:00 PM. I remember when it, it, started stopping at 11 or 11:30 on certain days, and that made things difficult pre-pandemic. For me, I, I go down work. Before the pandemic, I would go downtown frequently, at least a couple of times a week for meetings, in the evening, and also for social things. It was sort of the, the rail line was my lifeline to the city, and you know, board meetings as well as, as entertainment. So, I, I really hope that, that...those, those are my two, two main issues.

Please, please consider not closing the Grosvenor-Strathmore Metro station and not cutting rail service at 9:00 PM. It's too early.

MR. GOLDMAN: Thank you, Ms. Lee, for your testimony. You've been very concise and to the point and your comments will be included in the record. Okay. Now we'll hear from our next speaker.

MR. GILL: Hi, can you hear me now?

MR. GOLDMAN: Yes, welcome to the Metro Board. Good evening, please...

MR. GILL: My name's David. I'm David Gill, and I live in Petworth. So, my issue, I wanted to raise for the last hour-and-a-half is the consideration that you would eliminate the 62 and 63 bus service, which our ANC has already done a resolution and a petition on because it's kind of ridiculous because it goes right by the Hattie Holmes Senior Center. It also goes by Mayor Bowser's very first temporary family homeless shelter at Fifth and Kennedy. And I used to take that bus when, before COVID, every single day, with all those homeless families that were trying to get to daycare, to their jobs. And it baffles me that you would shut down that line and make those families walk. I guess the plan is you have to walk over to Georgia Avenue?

MR. GOLDMAN: Yeah, Mr. Gill, I'm sorry, but I, I can't respond and engage in a colloquy with you on this issue. I'm just here to preside and take your testimony.

MR. GILL: Okay, but I'm just saying that it is ridiculous that you are considering shutting down the 62 and 63 bus line down Fifth Street, when you have, like I said, one of the major senior centers for the city Hattie Holmes, and you have the mayor's signature transitional housing unit at Fifth and Kenned. That should not... I mean, that should not be on the chopping block.

MR. GOLDMAN: Thank you. I hear you loud and clear. Thank you, Mr. Gill, for your...

MR. GILL: Yep. And thanks for listening.

MR. GOLDMAN: You're very welcome. Thank you. Have a good evening. All right. We've heard from Mr. Gill and now we'll hear from the next speaker. Okay, so I'm told now that there's no one else in the speakers' queue. So, I'm going to give one last call, final call for testimony. If you haven't already spoken and would like to please press star three on your phone to be put in the speakers' queue. We'll wait 30 seconds to see if we have any last minute speakers, and then we'll proceed to end the hearing tonight, if there are none.

MR. SHEEHAN: Hello, sir. My name is Pat Sheehan. Can you hear me?

MR. GOLDMAN: Yes, Mr. Sheehan, go ahead. Please....

MR. SHEEHAN: Thank you. My name is Pat Sheehan I'm a member of the AAC. I appreciate being given the opportunity to speak tonight. First, I'd like to thank the Board, WMATA Board and WMATA staff for the partnership, good relationships that we have with both of you to be able to get work done for WMATA and appreciate the ability to contribute to that success. And you've heard some testimony tonight with respect to MetroAccess, and I'd like to echo some of that testimony. We appreciate the fact that the service area and the time is being maintained for the MetroAccess area within Maryland, DC, Virginia area. We would urge that you continue that. MetroAccess is really the last refuge for a lot of people with disabilities who cannot use the fixed route service. So that is something that is very critical to that population.

With respect to MetroAccess, also, we understand that there was an IG report making a couple of recommendations. One of which is the use of real-time information, access to MetroAccess, MetroAccess customers, the same way as you'd see information on Uber and Lyft as to where your vehicle is and when it will show up. We're looking forward to implementing that system. Also, another issue with respect to Metro access was the, was the, on time, that, that, patrons would be on vehicles. We want to make sure that that is consistent with the regulations: if bus and rail gets you there in an hour, we would expect the same thing from MetroAccess.

With respect to bus and rail, we would also like to make sure that we don't have any transportation, basically deserts. Areas that if stations are shut down, that buses won't serve. We've seen too many times where that has been the case, particularly people with disabilities who don't have the ability to go from one bus stop to the next, basically are marooned in a certain area where there is no rail or bus transportation.

I congratulate WMATA on being able to get funds to move forward with respect to transportation and making sure that individuals' stations won't be closed, individuals won't be laid off. I think that's all very, very good and appreciate that.

The other areas that, with respect to bus and rail, that we appreciate: the lighting project, over the years has been something that people with disabilities has been, have been active in and really spearheaded. And also, I understand that there are other efforts coming up in the area of wayfinding, which I would urge the Board to approve and look at. You've got a disability population who is interested in getting out and moving in the community and being part of that effort so that if there are wayfinding efforts coming up in the future, in which we can help make sure that they are accessible, the disability, and I'm sure the AAC would be happy to be involved in those projects. Once again, I appreciate the partnership that we have with the ADAP staff, and the Board of Directors. Thank you for listening to my testimony.

MR. GOLDMAN: Thank you, Mr. Sheehan, it's always good to hear from you. Your testimony will be included in the record. All right, I think we still have a couple of potential speakers, so we'll wait a minute for the next speaker to be brought forward in the queue. (Pause)

MS. KLAKOVA: Hello.

MR. GOLDMAN: Hello, good evening. Welcome to the Metro Board.

MS. KLAKOVA: Thank you, can you hear me?

MR. GOLDMAN: I can hear you loud and clear. Everybody else can as well. Please state your name and any organization you're affiliated with.

MS. KLAKOVA: Hello. My name is Anna Klakova. I I'm not affiliated with any organization. So, I'm very concerned about the possible closure of the Grosvenor-Strathmore Metro station on Red Line. This station is very important for me and for the big residential community located nearby. I'm a mother of three little children and I don't drive a car. So, I'm totally dependent on the public transportation and the direct access to the Metro through the Grosvenor-Strathmore station. It is the only way for me to get to DC or Rockville or Bethesda or other locations, including bringing my kids to preschool. So, before pandemic, I started in Richard Montgomery High School in ESL classes. So, they go until 9:00 PM. So, without transportation after 9:00 PM it will be no opportunity for me, to come home and other peoples. So, I want this station will not be closed and we'll continue to be operational. Thank you for my testimony. Thank you so much.

MR. GOLDMAN: Thank you very much, Ms. Klakova, your testimony will be included in the record of the hearing. All right, now we'll look forward to hear from our next speaker and we'll wait that 15 to 30 seconds for that person to be lined up in the queue on the line.

All right, I'm told that we've reached the end of a line of people in the queue. So, we'll just give it another 30 seconds. If you haven't already spoken and would like to, please press star three on

your phone to be put in the speakers queue, and we'll just wait 30 seconds to see if anybody else wants to speak before concluding our hearing tonight.

All right. So I believe that Ms. Klakova was our final speaker of the evening. And so the hearing, excuse me, is now concluded. Testimony can still be submitted online or via the US mail, which of course we don't recommend, as long as it is received by Metro by 5:00 PM on Monday, March the 16th.

And before I thank you for joining us, I find that we have one more speaker who has belatedly come forward. And so, we will hold the hearing open to hear from this last person. So please, uh, bring that last person online for today's Metro hearing.

MS. MOORE: Hello?

MR. GOLDMAN: Good evening, welcome to the Metro Board. Please tell us your name.

MS. MOORE: Can you hear me?

MR. GOLDMAN: I can hear you loud and clear.

MS. MOORE: Okay. My name is Ms. Moore. I reside in Montgomery County and work in DC. I do the 3 to 11 shift. I was doing it two days a week, I'm currently doing it one day a week. By Metro closing down at 11 has impacted me as far as not having transportation to get home. And the only other choice was to rely on Uber, which comes out of my account at the time of the trip, and it takes weeks for me to be reimbursed from the company. So, it may be a ways down the road before Metro will resume closing at 11:30 on weekdays, but hopefully that will be in the near future, once the budget issue, situation is a lot better.

But, Metro closing down at nine will impact other people more than me. The ones that get off at 11, and Metro shutting down at nine, they will have to rely on other means of transportation. Whereas, I'm getting off at 11 one day a week and having to now take Uber. But when Metro road shut down at nine, again, if that's a possibility, my shift starts at 11 o'clock when I do overnight, that means I will have to get to work two hours early and wait around before my shift starts at 11. Like I had to do last year when Metro was closing down at nine. So hopefully things will be worked out where it won't be an inconvenience budget-wise on Metro and transportation-wise on the riders. Thank you for listening.

MR. GOLDMAN: Thank you, Ms. Moore for your testimony tonight. That was definitely our last speaker, and this hearing is now concluded. As I said before, testimony can still be submitted online or via US mail as long as it's received by 5:00 PM on Monday, March 16th. Thank you again for joining us and for taking time out on this beautiful March evening to provide testimony on Metro's budget for Fiscal Year 2022. Good evening and good night.

Voicemails received for the public hearing record:

Received 3/6/2021, 4:15 p.m.

Hello, this is Deborah Brown from Rockville, Maryland. And my comments are that we are really in a bad time of, to, to cut more bus service beginning in July, because things will be getting

beginning to pick up in July, probably. And that's probably not a good time to cut service because you want people to come back to service. People will be starting to probably go back to work a little bit more often, and that's when people will need the service. So, you will, if you want to keep people using it, that's not really a good thing to do.

And also, I am a person with a disability. I am a blind person so that, people with disabilities have not been served well. They, first of all, cut the Abilities Ride service for people to, to same day, same day access service, they cut. And that was not a good choice for people, that some people, a person I know that got a job during the time. And she went, got a job in the health field as, as a person with a disability and she one day needed to go, to get a ride home from work. And she could not, no warning, no nothing. And we are, and that was, this was very difficult for her to get to her job. MetroAccess doesn't work for her. As a healthcare worker, she has to change hours sometimes. That's not really acceptable.

And people with disabilities, changes are made without us having any say and any concern. And we have nobody, we have no board representation at all. As a person with a disability, I feel more served by somebody with a disability in or outside of my jurisdiction. It doesn't matter their race, their, whether they're male or female, I feel more represented by them than I do by a person like me that lived in Maryland. That that is, that, that the disability is a major factor in whether they will serve me or not. And we are not very well-served. We have nobody on the WMATA board representing people with disabilities. I think there needs to be a slot for that, because none of the board members know anything about paratransit. They barely know about the bus service, and they might know a little bit about the rail service, but they definitely know nothing about paratransit. We must have somebody with a disability on the amount of board that's making these decisions, because the advisory committee only advises and is mostly ignored. And so, I would think that, that then I bet that is a major factor in us not receiving proper service from WMATA. Thank you.

Received 3/9/2021, 5:59 p.m.

This is Ron Kaplan at Five Squares Development, partners with WMATA on the Grosvenor Strathmore, Metro, and wanting to testify that we believe the station should remain open in order to preserve the vision and effort of the past five years. That WMATA and we have worked to create a vision that can now become a reality for transit-oriented development. Thank you.

Received 3/9/2021, 5:59 p.m.

Hello, my name is Brian Riley. And my comment is that, Metro should not close Metro stations, particularly, Metro should not close the Grosvenor-Strathmore Metro station. I live right near that station and it is a critical part of our community. There's a whole bunch of apartments and townhouses around here that people bought and moved into because of the Metro station. It would be devastating to us to close that Metro station. Please do not close the Grosvenor Metro station. That's my comment. Thank you very much.

Received 3/9/2021, 6:22 p.m.

Hi, this is Vickie Moore. I live in Montgomery County and commute in Washington, DC. The bus cuts, especially if they cut the T2 bus, that's the only source that I would have to get from Montgomery County into DC from the Rockville end. So that would impact me as far as me communicating back and forth to work in DC. If they were to close the Rockville station or close the station at nine o'clock. And, I also commute on Metro five days a week to get to my 11 to seven shifts. So, if Metro was to close at 9:00 and my shift starts at 11, I'll have to get to work early and wait around for two hours, like I did last year when Metro was closing down at nine,

which posed the inconvenience. So hopefully the funding that Metro needs they will get so they can keep the regular service. Thank you.

Received 3/9/2021, 6:23 p.m.

Hi, my name is Fran Riley. I live near the Grosvenor-Strathmore Metro station. It would be absolutely devastating for our community here to close this Metro station. It's a truly vital resource for us, for people to get to and from work for people to access DC. It's really the cornerstone of our community around here, and it would really cripple us if you were to close the Grosvenor-Strathmore Metro station. So, I would urge you to please do whatever you can to save our station and every other station that you are thinking of closing, because I know that so many other communities depend on their Metro stations as well, just like we do. Yeah.

Also, I wanted to say, I'm very concerned about the closure of these stations because it, at this time, when we need to be doing all we can to site the climate crisis and everything now is not the time to reduce our public transit infrastructure, to close Metro stations, to stop bus lines, et cetera. These are moves that likely it would be difficult to come back from, and Metro is kind of shooting itself in the foot by, by doing this right now. So, I would urge you to please not close any Metro stations. I do hope that some of the, the stimulus money that you mentioned earlier in the meeting can help to keep these stations open, but I would urge you to please keep the Grosvenor-Strathmore Metro station open, and to keep in mind all of the communities who truly rely and depend on this critical resource, which is Metrorail. Thank you.

Received 3/9/2021, 6:27 p.m.

My name is Initial Miller. I'm a resident of Burtonsville, Maryland. I serve the homeless community and I also do outreach. I utilize the Metrobus and closing 22 stations and the Metrorail would impact my work to the community. Also, the reduction of over 2,500 staff members being removed would also create more homelessness. Cutting the bus service cut to 50% of the pre-pandemic levels would create more homelessness and insecurity for jobs and training and transportation needs.

Trains running every 30 minutes and most places service at 30% of predetermined levels stopping the Metro rail at 9:00 PM every day will stop individuals who work at night and part-time and remove that transportation. I'm here to ask you not to do this and that we think about how we can make better choices for individuals. And I thank you for listening and my testimony. I'm initial Miller, Burtonsville, Maryland.

Received 3/9/2021, 6:33 p.m.

Karen Tracy, Grosvenor Place. I'm not representing a company or business. I'm a resident, Montgomery County, Grosvenor Park area and I use the Grosvenor Park Metro for business and personal issues. I very much agree with the first couple of people who left testimony and I think it would be a great detriment not to have continued Metro service, for many, many reasons. So, I do hope that their station remains open. Thanks.

Received 3/9/2021, 6:53 p.m.

Hi, my name is Emma Montgomery. I am a resident of Montgomery County and a non-driver. So, I rely on the Metro to access all things from food to medical services, to most importantly work. As someone who now has the privilege of teleworking, but does not have the privilege of driving,

I relied on the Metro even during the pandemic and especially the buses to access all the things that I need to live: to eat, to make sure that I'm healthy and well, and not so much to see people these days, but to do all those things that I need to do.

While I was working downtown and while I will be working downtown again, I need the Metro to access my work. I am not a person who can afford to supplement my travel by getting Ubers everywhere, by getting Lyfts everywhere. And this is my biggest concern. These Metro closures and especially the bus closures, specifically the T2 line and the Grosvenor-Strathmore station closure, disproportionately affects people who not only work in these areas, but rely on these things to get to their work. Transportation or the ability to work and make income is not a privilege, it is a right. And whether that means exploring options such as running buses and trains less often, increasing fares, whatever it may be, like these services need to stay intact.

I also deeply deeply oppose the idea that we cut service hours. As somebody who used to do shift work downtown for, you know, 15 bucks an hour, and got off at 9:00 PM, I did not have the luxury of just finding a job closer to home in a pandemic. I also did not have the luxury of taking a cab home or driving home. The hours needed to stay the way they are and all the routes that are currently operating need to continue to operate. Disproportionately disenfranchising people who don't have other options, can't drive, won't drive, are not able to drive and are also not able to do things like take cabs twice a day to wherever they need to go, is, is completely ridiculous to me. So, while I understand the budget limitations, I understand the difficult position that WMATA is being put in right now, cutting service hours and cutting stations entirely and cutting bus routes entirely has to be the absolute last option, whether that means leaning more heavily on Montgomery County, PG County and Northern Virginia, and the District to provide funding or what have you. The accessibility that the Metro and the buses provide to lower income people and to people who are traditionally disenfranchised is necessary, to get to work, to be able to do their jobs and to be able to say, well, fed and healthy. Thank you.

Received 3/9/2021, 7:00 p.m.

How are you doing? This is me Lamar Lawson. I know I was on the live recorded comment, but I didn't specify some things on there. I was talking about the B30 going for Greenbelt to BWI and how it's eliminated at this point because of low ridership. I need that bus back because I have kids who live in Baltimore and the B30 was the only cost-effective way for me to get there because of my SmarTrip card, and I'm also totally blind. Leaving from the airport. If the B 30 is not running there, I have the catch the MTA bus number 201 that goes all the way to Shady Grove, which is an hour out of the way. That doesn't make any sense. And then you have to get on the Red Line to ride 30 minutes to your nearest transfer station, and then get on your final train to get to your destination.

My problem with Metro at this point is they were so quick to get rid of the B30, but yet the 5A's still running. That goes from Dulles to L'Enfant Plaza. Something just doesn't seem right about that. So whatever you do, please bring that B30 back. If you want to run into Arundel Mills or not, I don't care. It doesn't matter to me. But I definitely need it to go from Greenbelt to the airport and also running every day. It used to run during the week and not on the weekends, which makes absolutely no sense whatsoever, considering the weekends are the time where generally people come to the area. It wasn't running on weekends and holidays. That just doesn't make any sense to me. So again, I know we have to make budget cuts. I got all that, but please, please bring that B30 back, 'cause I definitely need it.

The D14 and D13, the bus, it goes from Southern Avenue to Suitland via 210. Eliminating that bus, I have to cross 210, and many of you I'm sure know that is a dangerous street to cross at

times. And also, the D14 is the only bus on the weekend that runs down 210, even on Sundays because the 35 on TheBus does not run on Sunday. And that D14 definitely helps me, I live off that line. So, to eliminate that, that would definitely affect me. If you must eliminate that route, you have to put another bus in its place to run down 210 as long as the D14 used to and even on Sunday.

Received 3/9/2021, 7:01 p.m.

This is Lamar again. This is my last comment on the situation. I'm definitely against the Red and Yellow line turn back because sometimes when you get to the cutback stations, like at Mount Vernon Square or Grosvenor, the train that's in front of the train that I'm on, hasn't cleared the platform. So, we have to wait for that train to leave, then wait for the signals for the conductor on our train to move up to the station and for it to go. And that's another delay in itself. So, I am definitely against the turnaround of the Yellow Line and Red Line as well. So, with that being said, thank you for taking the time to listen. And I hope, I know I left this in a couple of messages, that you would definitely take this under advisement. Thank you very much.

Received 3/9/2021, 7:03 p.m.

Hi, my name is Ladans Fakory. Last name is F as in Frank, a K O R Y. My, uh, cell phone number is (xxx)xxx-xxxx. And I'm calling about the unfortunate proposal to close Grosvenor-Strathmore, which is probably one of the most critical Metro stops on the Red Line. I have been living walking distance from Grosvenor-Strathmore since seven years ago, I bought property and, at the forefront property values will drop drastically if you change the hours or cut service. Many of the residents in the area rely on the Metro, we've chosen, where we're living because of the proximity to the Metro.

And I, for one, don't trust myself to drive after long work hours and have a tendency to get very sleepy driving. So, shutting down the Metro for me would actually lead to very unsafe driving and Plan B would be to drive to another Metro stop. And I haven't built in a budget to park in a Metro garage. That's another added cost that was never calculated into my cost of living.

I also wanted to share that this Metro stop is important to people driving from outside of Montgomery County. For several years, I lived in Columbia and Ellicott City, Maryland, and Grosvenor Metro stop is the most convenient stop on the red line for parking because of the number of parking spaces that are provided. And it's an easy exit off of 355. Other Metro stops on the Red Line require driving through multiple red lights or there isn't a convenient parking option. So, for these reasons, Grosvenor-Strathmore is one of the most critical, critical Metro stops on the Red Line. And that's why I moved to live near it, so I could be within walking distance. So, I just want to let you know that myself and my neighbors have carefully chosen to live where we do. And I was an avid user of the Metro. I was using that for five days a week going and coming from work. And I plan to do that as soon as this pandemic is behind us. So, having any plans to shut it down in FY22 is absolutely not a good course of action when in nine months, everything will return to normal and Metro will be back to gaining revenue from our ridership. I also wanted to add that...

Metro Hearing No. 637
Wednesday, March 10, 2021 – 6 p.m.

MR. SMEDBERG: Good evening, everyone and welcome to the Metro Board of Directors meeting of March 10th. We are here this evening to receive public comment on the Fiscal Year 2022 Proposed Budget. I'm Metro Board Paul Smedberg, and I represent the Commonwealth of Virginia on the Metro Board of Directors. I'm joined this evening by Walter Alcorn, a fellow Board member who represents Fairfax County on the Metro Board. Welcome to the fourth and final virtual public hearing on Metro's Proposed Fiscal Year 2022 budget. This hearing is convened by the Metro Board of Directors to gather public comment on two dockets: B21-01 on Metro's Proposed Fiscal Year 2022 through 2027 Capital Improvement Program and Strategic Plan, and second, Docket B21-02 on Metro's Proposed FY2022 Operating Budget and related service and fare proposals, and changes to parking rates at some Prince George's County stations.

Notice of this hearing was made in publication, or by publication in the Washington Post and ads were placed in the Afro, Atref, Doi Nay, El Tiempo Latino, Epoch Times, the Iran Times, Korean Times and the Washington Hispanic, and as well through social media and several radio stations. And signs were placed in all rail stations, on Metrobuses, MetroAccess vehicles, at Metro bus information centers and at over 300 bus stops in the metropolitan area.

Since we're doing this hearing virtually, the hearing is going to look and feel a little different than usual, than our usual in-person hearings. At this point, we would normally have a presentation from our chief financial officer, but in order to get right to your comments and testimony, we have instead posted a video at wmata.com/budget that provides an overview of next year's proposed budget.

However, before we begin the hearing, tonight's hearing, I want to note that with expected passage this week of additional COVID relief funding, Metro will be revising its FY22 budget accordingly. It will take some time to calculate exactly how much funding Metro will receive from the \$1.4 billion coming to the DC region's transit agencies, but we will be able to avert the painful service cuts that were on the table when we began the public process back in January.

With that good news, I'd like to turn to the portion of this evening, where we hear from speakers. Those of you wishing to provide testimony should call (512) 580-8850. Again, (512) 580-8850. After calling in you'll need to enter a four-digit meeting code. For this evening's meeting, the code is 9-1-4-1. Again, the code for this evening's meeting is 9-1-4-1. Once you're in the meeting, you will be able to listen over the phone by pressing star one. If you would like to provide testimony, you can press star three and you'll be put in the speakers' queue. You'll get a message when it's your turn to speak. Again, if you would like to just simply listen, star one; and if you would like to speak, star three and you will be placed in the speakers' queue. For those of you on the line now, if you want to speak, go ahead and press star three to get in the queue.

If you're watching the live hearing on a different device, please make sure to mute that device, so that there isn't feedback. You'll be able to listen to the hearing while you wait in the phone queue. If you would like to provide oral testimony, but aren't able to wait until you, y'know, your, your turn has arrived in the queue, you can press star two to leave a voicemail. Again, if you're unable to stay with us for the entire time before you're allowed to speak, in the queue, please press star two to leave a voicemail. Your voicemail will be transcribed and included in the hearing record.

In order for the public record to accurately reflect who's providing testimony and comments, I'd like to ask that you please state your name and any organization you represent before beginning your testimony. Elected officials will be allowed up to five minutes and everyone else will be allowed up to three minutes each. Extra time will be given for translation, if it is needed. We ask that you stay within your time limit because we want to make sure everyone who wants to speak has an opportunity to be heard.

I also want to note that each speaker is only able to speak once at each hearing. While you may have the option to rejoin the speakers' queue, please note that we cannot accept additional testimony at this hearing.

I want to also take this moment to recognize that this is where we listen to you. This is your opportunity to comment on the proposals on the table for the Fiscal Year 2022 budget, but we are here to listen. We will not be able to answer questions during your testimony. Before you begin your remarks, again, please state your name and any organization you represent, if any. Please note that all statements, including any personal information, such as a name, email address, address or phone number you provide in the statement are releasable to the public upon request, and may be posted on WMATA's website without change, including any personal information provided. Further testimony may be submitted and must be received by 5:00 PM on Tuesday, March 16th. Again, if you'd like to submit written testimony, it must be received by 5:00 PM on Tuesday, March 16th.

Testimony can be submitted online at wmata.com/budget. Again, wmata.com/budget. Online, you have the option to: 1. complete a survey, 2. write free-form comments, and last, upload a letter, petition or other documents. You can also mail testimony to the Office of the Secretary, WMATA 600 5th Street, Northwest, Washington, DC, 20001. Again, WMATA, 600 5th Street Northwest, Washington ,DC, 20001. Again, all testimony must be received by 5:00 PM on March 16th.

Due to the pandemic and the slowdown in mail service, we encourage everyone to submit your comments online, if possible. Your comments will become part of the public record and will be reviewed by the WMATA Board of Directors. Changes to the options presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

And now, finally, it's time hear from you and call on our first witness. Again, as a reminder, please tell us your name and any organization you represent before you speak. And as a friendly reminder, staff will un-mute the speakers one-by-one from the speakers' queue. And please note that there could be a bit of a lag when switching between speakers, so I just wanted to acknowledge that. (Pause)

Eleanor, when you're ready, we're ready for our first speaker.

MR. ZLOTH: Hello?

MR. SMEDBERG: Hello, welcome.

MR. ZLOTH: My name is Williams Zloth. I actually spoke at another session you had, sir, but this, I'm calling in for this session too. I don't represent an organization. I live in Fairfax County and a couple of comments...regarding bus 2A. I noticed under the current information on the website, it looks like you're going to maintain that, but then it had a link to some proposed changes, it looks like you're not going to maintain it. I just want to state that bus 2A, that's two alpha is crucial to

have. It's the only transportation for people going to the City of Falls Church. There's no other, there's no other ART or Fairfax County bus to go there. So, going to the City of Falls Church, Lee Highway, it is the only transportation available and it also goes by Kaiser Permanente, which is really important to have a public transit to go by the Kaiser facility in Falls Church. So, just calling to emphasize that bus 2A should be maintained, it's an integral route. It should be, it should be maintained.

Also want to state... I also would encourage Metro to on weekends to have some sort of service after 9:00 PM to 11:00 PM, Friday and Saturday. One idea might be if it's not cost-feasible to run the trains on Friday and Saturday from 9:00 PM to 11:00 PM, you might want to have some sort of bus from Ballston or otherwise that could provide service between 9:00 PM and 11:00 PM. Maybe sort of shuttle every half hour. So that's really crucial for nightlife to have that option. Also I noticed where there's a proposal to lower the parking fees in PG County. I personally don't understand why that's necessary. I don't think the parking fees should be lower anywhere, picking one jurisdiction. I think it's totally wrong to do that. That's pretty much it. Thank you.

MR. SMEDBERG: All right. Our next speaker again, just as a reminder, there will be a little lag.

MR. HARNETT: Hello? Can you hear me?

MR. SMEDBERG: Yes, we can, welcome.

MR. HARNETT: Great, thank you. Hello everybody. My name is James Harnett and I'm a resident of the District of Columbia. I want to strongly encourage the Board, in both the upcoming fiscal year budget and in future budgetary considerations, reject any plans to name stations after private companies, either for free or for a fee. While conversations have been authorized by the board chair with private companies to discuss the potential renaming of stations, given the hundreds of millions of dollars of losses and revenue for the system due to the pandemic, it is clear that with the new leadership in the White House, transportation systems throughout the United States should come to expect continued hundreds of millions or billions of dollars in investment in rail, buses and the transit options that strengthened this region and our country. Our public transit system is owned by the public, not private companies. I would encourage the board not to bow to pressure from legislators or those who seek to strong arm the WMATA Board into their own political, personal agendas. That's the only comment I have, so thank you all for your time.

MR. SMEDBERG: Thank you, Mr. Harnett. Alright, Eleanor, our next speaker. Again, for those of you just joining us, it will be a little bit of a lag here between speakers.

JIM: Hi, can you hear me?

MR. SMEDBERG: I can. Or we can, well, thank you.

JIM: My name, my name is Jim and I'm a homeowner in Virginia Square and I've attended this meeting to vehemently oppose...

MR. SMEDBERG: Jim, what's your last name?

JIM: I'd prefer not to say if that's okay.

MR. SMEDBERG: OK.

JIM: Thank you. So, the first reason is that the closure of the Virginia Square station would have a severe negative impact on the local community. When one stands within Virginia Square station, all one sees its high rise, commercial and residential buildings that are filled with commuters, commuters who packed the station prior to the pandemic and who due to the availability of COVID vaccines could be expected to return to heavily using the station during precisely the time period that WMATA proposes closing. It seems nonsensical to propose closing the station exactly when a substantial portion of residents who depend on it and to pay for it are expecting to use it most heavily.

In addition, WMATA must take into consideration those residents who, whether they are elderly, disabled, or for other reasons, rely on the Virginia Square station for basic transit needs. For such residents, it would be no remedy to suggest that they simply walk to Ballston Metro because in some cases that may not be a practical option.

Further still, Arlington prides itself on being a community where residents can get around without a car. But the proposed closure of the Virginia Square station is diametrically opposed to that notion of Arlington as being a car-free municipality. The second reason that I strenuously opposed the closure of the Virginia Square station is that in my opinion, even raising the mere possibility of closing a station reflects a failure of WMATA to engage with its congressional delegation and local governments to secure the funding it needs to maintain service levels. Ensuring widespread access to the Metro system should be among the highest governmental priorities, much like ensuring widespread access to, for example, electricity should be, but it would be absurd if a local electric utility threatened to withhold service from, or even hinted at holding service from, a substantial fraction of its users, because that would convey that the utility has failed the fundamental objective of ensuring its continued operation. Here, it feels as though WMATA has offloaded the responsibility of lobbying Congress and local governments for funding to its customers and to the taxpayers. But given the burdens that residents and taxpayers have already had to carry for the past year, this is sincerely depressing thought. So, in closing, I urge WMATA to significantly increase its efforts to work with Congress and local governments to ensure that no station need be closed, especially not the Virginia Square station. Thank you.

MR. SMEDBERG: Thank you, Jim. Eleanor next call. Again, for those of you just joining us, welcome to the WMATA Board of Directors Fiscal Year 2022 Proposed Budget public hearing, and we are waiting for our next speaker to join.

MS. HORN: Hello. Can you hear me?

MR. SMEDBERG: I can hear you. We can hear you.

MS. HORN: Thank you. Well, thank you very much. I am Sally Horn and I'm speaking tonight on behalf of the Greater Tysons Citizen Coalition, which is a multi-jurisdictional coalition comprised of concerned citizens, organizations, and communities in and around Tysons. We have uploaded a letter to the WMATA Board on the WMATA link, so tonight I'll just summarize our key points. We are pleased that the Congress has passed the COVID relief bill and that it will soon be signed by president. We are hopeful that WMATA will receive sufficient federal funding to maintain the existing levels of bus and rail service throughout the second half of fiscal year 2022. However, in the event that that cuts are still necessary, we urge you not to cut service as the McLean rail

station for the following five reasons. First, closing the McLean rail station would defeat the goals of reducing traffic congestion and encouraging the use of public transit, goals we strongly support in as much as our area has routinely experienced high levels of traffic congestion from commuters and our public transit options are very limited. Second, the McLean Metro station is the only rail station of the four stations in the Tysons/McLean area that has nearby commuter parking for users of Metro. Since most of McLean is not on a bus line, McLean residents must drive to a Metro station to access public transportation. Third, the McLean Metro station is the second busiest-Metro station of the four that I mentioned. It is also the station that serves the CapOne headquarters and its employees, the CapitalOne Performing Arts Theater in Tysons that will open in the fall and other businesses such as Wegman's. As more people are vaccinated and return to work or feel, feel safe enough to venture out for entertainment, and certainly by early in calendar year 2022, it is not unreasonable to assume that ridership will return and grow if the station is open.

Fourth, bus service is not a viable alternative for us. WMATA does not plan to operate bus routes from the McLean rail station into DC during this time, this first six months of calendar year 2022. And further, none of the few operational Fairfax-operated bus routes have stops at the McLean rail station that provide direct service to any place outside of Virginia or to the other Metro stations in the Tysons McLean area. And finally, based on the data provided by WMATA, it would appear that the anticipated costs of closing the rail station is about \$450,000 for the first six months of calendar year 2022. If federal funding does not fully close the overall budget gap, we urge you to find savings elsewhere and keep our McLean rail station open. Thank you for listening.

MR. SMEDBERG: Thank you Ms. Horn, appreciate those comments. Eleanor, our next speaker?

MR. SNYDER: Good evening, Mr. Smedberg, Dave Snyder representing the City of Falls Church. I serve, as you know, vice chairman of the Northern Virginia Transportation Authority and I serve on the Northern Virginia Transportation Commission and COG's Transportation Planning Board. I personally, and the City of Falls Church, have long been the strongest possible supporters of both Metrorail and Metrobus, and we hope to continue to do so. The points that I want to make this evening, are first of all, in terms of bus service, you've already heard at least one citizen from adjoining Fairfax County talk about the importance of the 2A bus system. The city of Falls Church relies totally on Metro for its bus service, does not have a local bus service and so very much requests the continuation of the 28A and the 2A bus lines as fundamental to essential workers, our citizens and the citizens of the surrounding area.

Secondly, with regard to budgeting, we certainly support those citizens who have already spoken against totally closing any stations as self-defeating, and putting other interests ahead of riders. Secondly, headways, as proposed of 30 minutes, would discourage all but the most dedicated rail users who have no other alternative. So, we urge that in future budget considerations and discussions that the notion of closing stations or 30-minute headways be ruled out, especially in the case of FY22, where it's expected that the third and fourth quarters is where we will really see a rebound of ridership. We hope, as do you, that the current federal funding will make the worst of the doomsday budget scenario unnecessary, but we urge that in any future discussions about budget, that the notion of closing stations and 30-minute headways, not the, on the agenda, but instead much more nuanced and careful consideration of necessary service cuts. Let me end where I began: these are extraordinary times and the Board, the Metro management and the

employees are all to be commended for dealing with unprecedented challenge. And I want to thank you very much for the consideration of all of our comments, holding this hearing and the comments of other citizens. Thank you.

MR. SMEDBERG: Thank you, Council Member Snyder. And, as always Mr. Alcorn and I always appreciate your comments. Thank you.

MR. PALMIERI: Hello. Can you hear me?

MR. SMEDBERG: We can hear you. Welcome.

MR. PALMIERI: Hi, this is Daniel Palmeri. I reside in Alexandria and just represent myself. I do have issues following many of these similar comments that other people have mentioned regarding the high-density areas, where you do have a lot of, a lot of residential, as well as commercial areas where people are generally operating utilizing public transportation, almost exclusively or very close to exclusively. And so they rely on this public transportation. In particular, I live near Braddock station and I use the Metroway 1 bus frequently, to go around just for normal routine transportation, routine needs, say if I went to one of the stores or something like that. I have seen a lot of people use this, even during COVID, but I do believe the data isn't correct because what I've seen since I have frequently ridden this is that the bus scanners were not working properly. So, these numbers are probably 400% below what was reported in terms of ridership. And from the times I see, there's usually, I understand it's less than what it was prior to this, but there's usually five plus people on the bus during, during peak times. And then in the past, it's been a lot more during pre-COVID, which we'll probably restore once, once people are going back to work and getting out of the house, once everybody is vaccinated.

The other issue I do have is, is regarding somebody to the Metro stations that are proposed to be closed, especially ones that are in near, that are inside these areas where you have concentrated buildings. And in terms of having these, these shopping areas, as well as, as well as residential areas. And there's quite a few that have been built up all around Metro with that, with that in mind where people don't have to rely on cars to get around and then rely on public transportation.

MR. SMEDBERG: Is that it? Mr. Palmieri? Did we lose you?

MR. PALMIERI; Yes, that's it.

MR. SMEDBERG: Oh, okay. Well, thank you very much. Appreciate your comments. OK, Eleanor, our next speaker. And again, for those of you who may be joining us, welcome to the Metro Board Fiscal Year 2022 Proposed Budget public hearing. (Pause) As a reminder, we do have a little bit of a lag between each speakers with the phone bridge, but....

MR. EICHELBERG: Hello everyone. My name is Alan Eichelberg. I'm not here representing any group, just a private citizen living in Arlington County. I was just calling into express comment over the concept of closing Metro stations. While personally my wife and I use the East Falls Church Metro station to commute to work every day, I'm sure that we're not alone with many of the other private citizens that are listening in on this conversation, and participating. I'm not here to advocate just for the East Falls Church Metro station. I think that we need to think more regionally

about the health of our community and the citizens that rely on public transportation to get to and from work and other critical components of their lives.

I find myself a little bit confused about how closing stations would ultimately solve the overall problem. Uh, it seems to me that Metro has a problem with a lack of ridership and reducing access to the ability to participate as a consumer of public transit seems counterintuitive in terms of resolving that overall issue. I'm sure that it is a complex situation. One that's probably beyond any one individual to resolve, but I think that the idea of closing down access to critical public transit in a period after a pandemic recovery will be particularly harmful to businesses that rely on that commuter access as well. I just think for myself about how many times my wife and I have taken the Metro downtown to Arlington to one of the other stations there to enjoy a dinner or a meal. And have chosen to do that as responsible citizens with a public transportation ride home after, after dinner. I think that it's very important that these services continue to operate and, as opposed to considering opportunities to cut services and costs, I would encourage the WMATA Board to evaluate opportunities to provide their service to customers in a more efficient way that will increase ridership and improve reliability of the system. Because I think closing Metro stations will only permanently lose more riders after those stations may reopen, and it makes set forth an irreversible cycle of Metro closures. That's all I have to say other than thank you for your time and hearing me out.

MR. SMEDBERG: Thank you Mr. Eichelberg, appreciate those comments. Again, as a reminder for those of you who are on the phone or who have recently joined, if you would like to make testimony and to be placed in speakers' queue, please press star three. And if you would like to leave testimony on our voicemail, which will be transcribed for the official record, please press star two. Again, if you'd like to speak, push star three to get in the queue and star two to leave testimony. Eleanor, our next speaker.

MR. MUSSENDEN: Hello, can you hear me?

MR. SMEDBERG: Yes, we can. Welcome.

MR. MUSSENDEN: Well, hello. First of all, I'd like to thank you for your time today. My name is Christian Mussenden and I can spell my last name, Mussenden is M-U-S-S-E-N-D-E-N. And I'm a member of Sunrise DC, and I'm also DC Metro area.

I'm calling regarding my concern over the budget proposal. That kind of budget proposal would provide severe hardships for our BIPOC communities, the working class, the elderly and the disabled. This proposal, which calls for eliminating entire bus lines and shutting down Metro stations, is very shortsighted from an economic standpoint and is also unnecessarily cruel and discriminatory. On top of that, I believe that we must start considering the environmental impact that this may have. We're nearing a point of no return in our environmental crisis, so we need to be investing in green energy and sustainable infrastructure like our Metro. The news of the federal funding is encouraging, but I want to reiterate that the Metro is an invaluable service that we provide to our residents, it's not a privilege that we need to continue to fight for. I again, thank you for your time. And I urge you to consider my comments and use the federal and city dollars to avoid any budget cuts to the Metro. Thank you so much.

MR. SMEDBERG: Thank you Mr. Mussenden. Eleanor, our next speaker. We're waiting for our next speaker again. If you'd like to speak, please push star three. And if you'd like to leave a voicemail with your testimony, please push star two.

MS. WELLA: Hello?

MR. SMEDBERG: Hello. Good evening.

MS. WELLA: Hi. Good that you can hear me. My name is Ellie Wella and I am calling on the behalf of Sunrise Movement DC. And I am a former resident of Northern Virginia who has used WMATA's Metrorail and Metrobus systems since I was 12 years old. So, for me, that's 14 years. So, these budget cuts are extremely concerning in the fact that as a disabled person and as a person of working class poor, as a person who has lived within multiple BIPOC communities who have suffered grave injustices, environmentally, socially, and so on. These cuts, especially within the likes of Virginia such as 25B, 16, the 16 lines, the 2A, the 1A - these are lines that essential workers, especially within BIPOC communities in Northern Virginia rely on. These are also lines that disabled people have used, and I have experienced what cuts could do with the ART buses, Arlington transit centers, DASH within Alexandria, and Fairfax Connector within Fairfax County.

Additionally, most of the lines are they proposing cuts for within DC effectively, not just disproportionately, affect BIPOC communities, but also disabled communities. These are invaluable resources for disabled folks. These are valuable resources for BIPOC folks. These are invaluable resources for the unprivileged, for the poor and for the working class, because unfortunately as my previous colleagues have mentioned, we are in a climate crisis and these climate crises cannot be further ignored. And the green energy that the Metrorail would be able to provide is something that we need. So, we need to keep re-investing in Metrorail and maybe possibly consider defunding services that do harm to our communities and reinvest in services that will actually be safer for us because cutting, like this will actually propose more of a threat, and more violence than good. Anyway, thank you for your time.

MR. SMEDBERG: Thank you, thank you very much for your comments. Eleanor, our next speaker? (Pause) Again, just as a reminder there is a bit of a lag in getting speakers queued up here. Once again, if you'd like to speak, press star three on your phone, and if you'd like to leave testimony in voicemail, press star two.

And I'm being told that is it for speakers. We will give it just a few seconds here to see if anyone chimes in at the last minute. OK, we may have one speaker that is on mute that is trying to get through. Speaker with the last four digits 1-4-6-9? (Pause) And we have one other caller in addition to that.

While we're waiting, I'd like to get...

MR. GOUDIE: Hello, Mr. Smedberg, can you hear me?

MR. SMEDBERG: Yes, I can.

MR. GOUDIE: Thank you, Board Chair... This is Robert Goudie. I'm the executive director of the Reston Town Center Association, which is the community governing association for the Reston Town Center district. I want to thank you and Supervisor Alcorn for tonight's meeting. I was calling in to testify in support of opening the Reston Town Center Metrorail station together with the rest of the Phase Two Silver Line, as soon as construction and testing of the system allow, and in opposition to any plan, to reduce levels of service or to consider temporary closures once those

stations are opened. But I understood from your very helpful comments at the outset of the meeting, Board Chair Smedberg, those kinds of service level reductions are now off the table with the passage of the new emergency funding plan through the Congress today. So, in the interest of respecting your time and everyone else's, I'll leave my testimony here tonight at that, and I'll submit written testimony. Thank you very much.

MR. SMEDBERG: You're welcome. Thank you very much. And I believe we have one final speaker waiting to get through the speakers' bridge here.

MS. RANDALL: Hello, can you hear me? Hello?

MR. SMEDBERG: We can, Chair Randall. How are you?

MS. RANDALL: Very good... I am well, how are all of you doing?

MR. SMEDBERG: Good, good. I'm here with Walter Alcorn and the others listening.

MS. RANDALL: Well, it's, it's nice to talk to you all. And first let me say that yes, I'm Phyllis Randall. I'm Chair of the Loudoun County Board of Supervisors and Chair of the Northern Virginia Transportation Authority. And first let me say that I hope all of you are doing well and hope your families are healthy. I do thank you for the opportunity to speak tonight regarding the Proposed FY2022 WMATA budget. I understand that WMATA, and this is the good news, that we learned today, that you're going to be expecting additional federal aid from the American Recovery Plan that passed today in the House, and it is slated to be signed by the president. So that is very good news. Much welcome, welcome news.

Having said that I do want to express my strong concerns regarding any possible delays to the opening of the Silver Line Phase Two, which is, which, which we'd like to see open when the system is ready to begin revenue service. Loudoun County has invested millions of dollars into the construction of Silver Line Phase Two, along with additional millions to reorient our road system to the Metro system, modify transit system routings, and we're planning for future developments to and around the Metro stations. In Loudoun, our Metro stations include the Loudoun Gateway, the Ashburn Metro station and the Dulles Metro station that as you all know, is located in Dulles Airport. Dulles Airport and the Metrorail station that will be in Dulles Airport will serve as an international gateway to the region. Passengers and employees from all across the region will be utilizing the Metro, the Metrorail system to and from that location in particular.

Our investments that we made to bring Metro to Loudoun will reap benefits to localities and to the WMATA, and to WMATA for years to come, in economic development, increased ridership on the Metrorail system. And it's going to strengthen the Washington economy and the WMATA system. I'll give you an example: in Loudoun County, there are 1,280 acres of development and greenfield opportunities surrounding the Silver Line, from Innovation Center to the Ashburn station, where future success is predicated on Metro. As currently approved those developments, just those developments alone, account for 16,500 residential units, and over 21 million square feet of commercial, mixed-use development. Loudoun is projected to increase the population to over a half-million by 2030. And most of that growth will be seen in Eastern Loudoun County along the Metro Silver Line corridor, Metro access is a key factor in our new office development, and our office development is dependent on proximity, proximity to where the workforce lives. And what we know is that workforce wants to live through the Metro, near the Metro stations, and have all

the amenities that a transportation line like Metro will provide. In FYI 2019, Metro ridership generated 81% of fare revenues. Increasing ridership on Metrorail supports the entire WMATA system.

Finally, I want to say that we all appreciate the CARES Act funding that was distributed to localities last spring. I understand the additional funds from the CRRSA Act may also be allocated to local, local jurisdictions, and these funds have helped and will continue to help our, our system running in the COVID- 19.

Actually, this is really my, finally: I know how hard you all have been working. I know how tough this has been for all of, all of us. And, I do want to say how much I appreciate it. You know, there's been a lot of ups and downs this year in COVID, a lot of things that have been unexpected, and it has not been lost on Loudoun County, on our board, or on me, how hard the Metro board has been looking. So, I want to thank you and tell you all that I'm going to invite you all out here when we cut the, cut the ribbon on the Silver Line station, and we hope that sooner and not later. So, thank you for listening to me this evening. You all take care.

MR. SMEDBERG: Thank you, Chair Randall. And we appreciate the, y'know, your appointment of Mr. Letourneau, Supervisor Letourneau, to the various transportation bodies, and we very much enjoy working with him on the Metro Board. So, appreciate that and appreciate your comments.

I understand we have one additional speaker, Eleanor? (Pause) Speaker 1-3-1-2 is next.

MS. MILLVILLE: Hello, can you hear me?

MR. SMEDBERG: We can. Welcome.

MS. MILLVILLE: Oh, thank you so much. I'm, my name is Barbara Millville, and I cannot wait to ride Metro again. I have to say that I've missed it. And I'm representing the National Capitol Citizens with Low Vision, and I have low vision myself. I am using a closed-circuit television to read my comments. And so I, I thought I'd share with that with you since you can't see what I'm doing here.

Anyhow, I'm testifying because, Jim Hamre and Phil Posner recommended that I do so, and I wanted to share how the current and possibly future service change proposals would impact this group and seniors as well. Our riders are unable to walk an additional 1.6 miles to and from an alternate bus stop. There isn't enough time for our riders to learn a new travel route. It takes a month or more, and there is a long wait list in Fairfax County where I live, our riders are afraid due to the numerous pedestrian fatalities, which occurred while trying to cross streets. There simply aren't enough traffic signals, lighting and sidewalks near the bus stops yet. Many of these riders are not eligible for paratransit or don't care to use it.

Pandemic or not, many of these bus routes are further out and tend to have lower ridership numbers. As a result, they will always be on the Metro chopping block if Metro is forced to cut service. We hope this pandemic will be over soon; Jim's beard is getting quite long. We'd appreciate if, we'd appreciate it, if you would get with Jim and the AAC to develop a plan for how to handle the needs of this special-needs population. If you're unable to handle this soon, I'm

afraid these riders will decide to instead take the more costly MetroAccess. Thank you so much during this very trying year. I do understand that you folks are really working hard and we appreciate, appreciate the difficult position you are put in right now.

MR. SMEDBERG: Well, we thank you very much for your comments, Ms. Millville. And the Board, and I know staff, very much, very much appreciate the collaborative and close relationship we have with the AAC and Mr. Posner and the other, and the other members of that committee have really contributed quite a bit over the years. And we expect they will continue to do so as we begin to build back. So. I appreciate that.

Eleanor, do we have any additional speakers? We just have one more speaker. (Pause) Okay, I'm told Barbara was our last speaker. So, I want to thank everyone. I'm going to give one last call for testimony. Okay, we have no more speakers. This hearing is now concluded.

Testimony, again, can be submitted online or via the US mail as long it as is, as long as it is received by Metro by 5:00 PM on Monday, March 16th. Again, we must receive your testimony and comments via online or US mail by 5:00 PM on Monday, March 16th. Thank you again for joining us and taking the time to provide your testimony.

Voicemails Received as part of the public hearing record:

Received 3/10/2021, 6:39 p.m.

Hi, my name is Olga Colarano and I want to talk to about the, the bus, 10B in Alexandria, Virginia, going to Ballston Common. I believe that, they say they going to discontinue between King and Washington and Old Town Alexandria. And I want to know why, because the 10B is the only one bus who is going, crossing the street, Washington Street in coming from where I live, which is Hunting Point. I really needed to speak to somebody because I, I was really worried because there's the only bus is coming. Is a lot of retired people we live there, and we don't drive. And, I really, I want you, if you, you don't have time today, you can, tonight you can call me. My phone number is (xxx) xxx-xxxx. And I'm really worried that they discontinue the bus is especially in the place King and Washington. Thank you very much.

Received 3/10/2021, 6:40 p.m.

My name is Mike and I'm calling to oppose the service cuts to 21A and 8Z in the city of Alexandria, and also the proposed closure of Van Dorn Street station, also in Alexandria. And earlier today, the Metro put out a statement from the General Manager saying that due to federal funding service cuts could averted. And you already received a sense of federal funding last year after the pandemic. So therefore, my comment and question is, given that the large amounts of subsidies that you're getting from federal taxpayers, it seems like you ought to be able to maintain the pre-pandemic service levels. And part of that would be continuing to have the 21A bus line, 8Z bus line and Van Dorn Street all fully operational and reflecting the pre-pandemic schedule.

And that area, and I would note that that area of Alexandria, it's not close to King Street or Braddock Road, Metro, those stations are about five miles away. So, this notion of limiting 21A and 8Z, and also shutting down Van Dorn Street means the people in western Alexandria who are able to afford a car and, and are able to drive are going to almost certainly drive themselves to, to work and not deal with convoluted, work around just taking buses to distant stations and then taking Metro from that.

And then my other comment is a process one, which is that they said at the beginning of this hearing, that they, that you had received a large amount of federal funding or anticipating receiving

a large amount of funding and that there would be revisions to the proposal. So, my question is whether there will be an opportunity, another opportunity for a survey and also a public hearing, once you've looked at that federal funding and made adjustments to your plan. Thank you for considering my comment.

Received 3/10/2021, 6:51 p.m.

Good evening. My name is Harper Ricks. First, I'm going to apologize as I was unable to participate in the hearing last night. My comments are related to the Maryland bus service P18, NH1 and NH2. I personally drive and use the services only if my car is being serviced or for a nice change of pace from driving. However, many riders have no other options. While I realize ridership has significantly declined, these buses provide a critical service and eliminating these lines will cause a serious hardship for some residents. Please take this into consideration. Thank you.

Received 3/10/2021, 6:53 p.m.

Hi, my name is Olga Colorana. I live in Hunting Point and I'm concerned about 10B going from Hunting Point to Ballston in Arlington. I worry about it because the 10B is the only bus coming from the Hunting Point and crossing Alexandria. And when I hear, when I see the note was, and the buses stop at the King and Washington, I started to worry about it. If we don't have the 10B, because that is the only bus coming from the Hunting Point. We have, like is six blocks away the 10A, which is going to Huntington station and going to Pentagon.

My problem is that a lot of people don't speak English enough to, to call and, and ask why, what happened. But I think if you listen, what I tell, it's the only bus, the only bus coming to the Hunting Point. Before, was the 10B, the 10E, the, the, the 10A, it was the 11Y, all the buses were coming to Hunting Point and now we have only the 10B. And I don't think it would be too expensive to try to don't to keep it that bus. Especially if we, there is a lot of people going in the bus. I wish you can keep that in consideration and you can listen to poor people. Because like I tell you, without the bus, I don't know how the people who live in Hunting Point, we going to do it. And it's not much it because it only is going and coming every 45 minutes. And I really, really worry about the old people living in the buildings and the people who try to move into, go to work and every everything else. I wish that you can put in consideration that, and please don't take away the 10B,

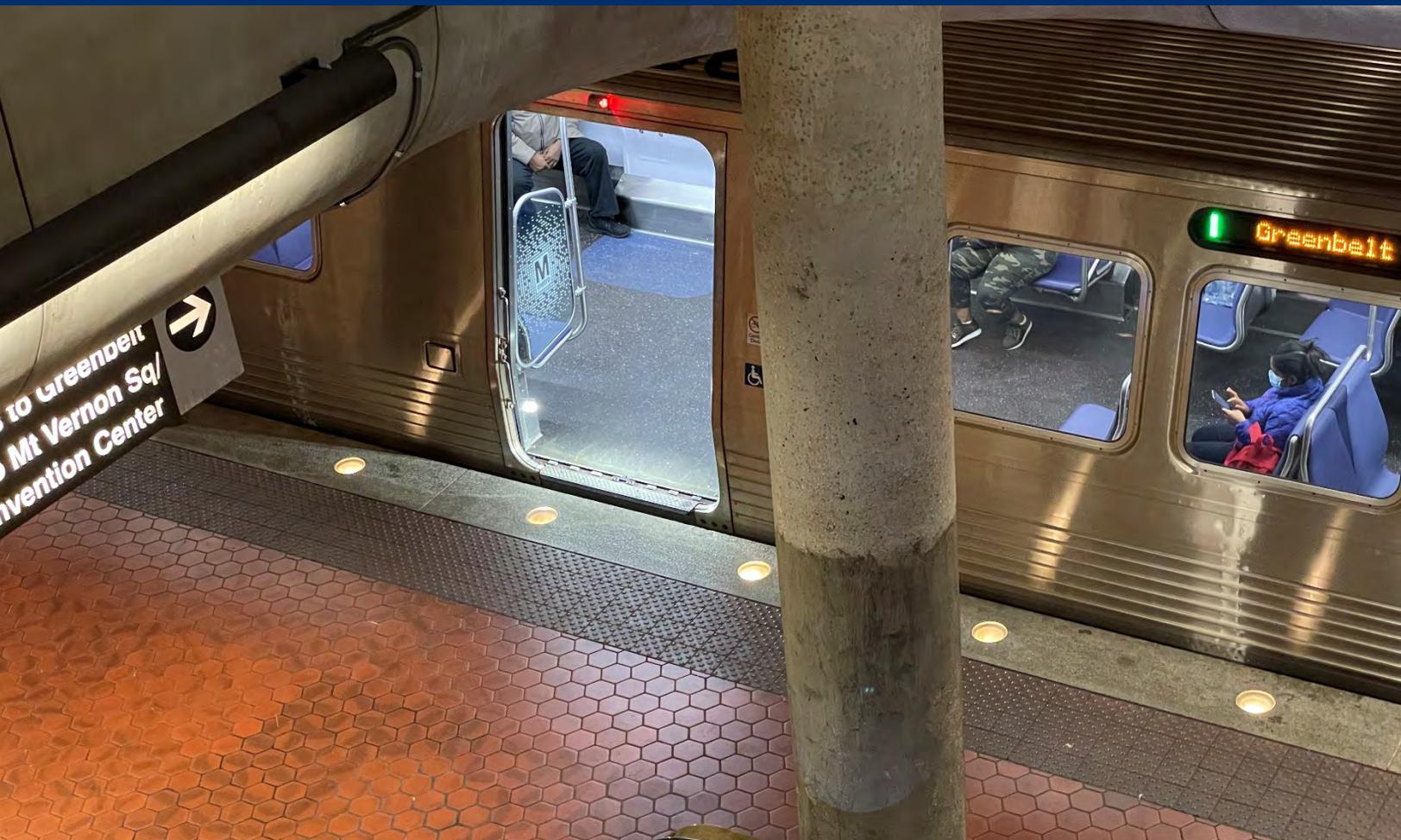
Because like I tell you before I live right here for 45 years, and around the 45 years, they discontinued in 28B, the 28A, the, the 29, they keep him discontinuing and that is the only bus coming to Hunting Point. Please, I'm begging you. Don't take the 10B away. Okay, thank you very much. I hope you do something.

Received 3/10/2021, 7:10 p.m.

Hi, this is Carrie Wilson with Cornerstones in Reston, Virginia. I was calling to urge WMATA to consider everything you can to request additional aid from the federal government. But it's very important to keep the Silver Line open. These stations are critical to open up the Dulles Corridor for economic recovery and connecting the DMV region. The Silver Line opens up opportunity for low- and moderate -income workers who can consider new jobs and education to support their families. And these workers are vital to our region, and frankly, the low-income workers are far less likely to own a car, and particularly out here in the suburbs. We also know that the bus transit support that goes along with opening the lines is critical, particularly in the suburbs of Northern Virginia, for those without access to car and Metrorail today. And, that's going to be an important part of solving the problem for our workforce. WMATA's own equity policy talks about finding a reasonable solution. It takes 61 minutes by bus to go 1.6 miles from Herndon, Virginia for workers to get to Dulles Airport. It's time to finish the job and open the doors for the Silver Line. Thank you.

APPENDIX B:

FY2022 Budget – Customer Feedback on Proposals



FISCAL YEAR 2022 BUDGET

Public Outreach and Input Report

Docket B21-01



Appendix B: FY 2022 Budget – Customer Feedback on Proposals

Summary Results of Survey Responses
Collected from Metrorail and Metrobus Riders
through Public Outreach Efforts

Office of Customer Research
Document Date: 3/24/2021



FY2022 Budget Proposals: 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:

Metrorail – beginning in January 2022:

1. Operate Metrorail service every 30 minutes on all lines
2. Operate every other Red Line train between Grosvenor-Strathmore and Silver Spring
3. Operate Yellow Line trains between Huntington and Mt. Vernon Square
4. Close Metrorail System at 9 P.M. instead of 11 P.M.
5. Close up to 22 Metrorail stations with low ridership that are near other stations
6. Operate every other Red Line train between Medical Center and Silver Spring (due to proposed closure of Grosvenor-Strathmore).
7. Operate Yellow Line trains between Huntington and Gallery Place (due to proposed closure of Mt. Vernon Square).

Metrobus

1. Improvements to Metrobus service in 2021 with service increases planned in March, May, and September.
 2. Operate approximately 50% of pre-pandemic Metrobus service beginning in January 2022. This plan focuses on providing service where customers will be riding in January 2022, to low income riders who rely on Metrobus for travel, and to essential workers.
- The survey was in field from February 20th to March 16th. Over this period, WMATA collected 21,808 responses via the internet and 97 responses over the phone.

Executive Summary of Public Feedback

Metrorail Proposals

For each proposal respondents were asked: “Would this plan work for you—given your expected travel needs in January 2022”. The percentages of “Yes” versus “No” answers are summarized below.

- 1. Operate Metrorail Service Every 30 Minutes:** Yes-44%, No-44%. (See Slide 5.)
- 2. Implement Red Line Turnbacks:** Yes-56% No-32%.
Notably, support is lower among Maryland residents: Yes-47%, No-42%. (See Slide 6.)
- 3. Implement Yellow Line Turnbacks:** Yes-57% No-29%.
Notably, support is much lower for respondents who use the Yellow Line and reside in DC (Yes-34%, No-56%) or Maryland (Yes-32%, No-54%). (See Slide 7.)
- 4. Close Metrorail at 9 PM:** Yes-30%, No-60%.
Notably, support for this plan is much lower among respondents who currently ride the Metrorail after 7 PM (Yes-14%, No-81%) and low income respondents (Yes-16%, No-76%). (See Slide 8.)
- 5. Close 22 Metrorail Stations:** Yes-13% No-80%. (See Slide 9.)
- 6. Implement Red Line Turnbacks with Grosvenor-Strathmore Closure:** Yes-41% No-47%.
Notably, respondents who reside in Maryland are much less in favor of this proposal (Yes-14%, No-79%) than they are in favor of Proposal 2 above (Yes-47%, No-42%). (See Slide 10.)
- 7. Implement Yellow Line Turnbacks with Mt. Vernon Square Closure:** Yes-50%, No-32%.
Support is much lower among respondents who use the Yellow Line and reside in DC (Yes-28%, No-60%) or Maryland (Yes-34%, No-48%). See Slide 11.

Overall, respondents were least in favor of the proposal to close 22 stations.

They were most in favor of (or least against) the proposals to implement turnbacks on the Red and Yellow lines.

Executive Summary of Public Feedback

Metrobus Proposals

For each proposal respondents were asked: “Would this plan work for you—given your expected travel needs in January 2022”. The percentages of “Yes” versus “No” answers are summarized below.

1. **2021 Service Improvements:** Yes-68%, No-10%. (See Slide 14.)
2. **2022 Service Proposal:** Yes-40%, No-34%. A high proportion of respondents (26%) answered *not sure* to this question. (See Slide 15.)

Parking Proposal

Respondents were asked about reducing parking fees at certain stations in Prince George’s County.

72% of respondents answered Yes in response to the question of whether the change in fees would work for them.

87% of respondents who reside Prince George’s County answered “Yes” in response to this question. (See Slide 16.)

Capital Budget

Respondents were asked to weigh the use of capital funds for long-term safety and infrastructure improvements versus providing more service in the shorter term. 49% of respondents selected “provide more safety and maintenance without cutting too much service.” (See Slide 17.)

Metrorail Proposal 1: Operate Trains Every 30 Minutes

Question

Beginning in January 2022, Metrorail service would be the same every day of the week (i.e., no differences between weekday and weekend schedules). Trains would arrive every 30 minutes throughout the day, with the following exceptions:

- On the Red Line, trains would arrive every 15 minutes between Grosvenor-Strathmore and Silver Spring stations.
- At all stations with service from more than one line, trains would arrive every 12-15 minutes (for example, Blue, Orange and Silver Line service at Rosslyn).

There would be no difference in arrival times between rush hour and non-rush hour periods at all Metrorail stations.

Would this plan work for you – given your expected travel needs in January 2022?

Response: Operate Trains Every 30 Minutes

	Response Count	Yes	No	Not Sure
All Survey Respondents	19,841	44%	44%	12%
Weighted to Match System Demographics*	–	45%	43%	12%
<i>Notable Subset:</i>				
Current Metrorail Riders	7,872	45%	46%	9%
<i>Protected Populations:</i>				
Minority Respondents	4,783	47%	41%	12%
Low Income Respondents	904	45%	40%	15%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Response: Red Line Turnbacks

Question

Beginning in January 2022, every other Red Line train would operate between Grosvenor-Strathmore and Silver Spring only. This means:

- Trains would arrive every 30 minutes at: Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen.
- Trains would arrive every 15 minutes at all other stations on the Red Line.

Would this plan work for you – given your expected travel needs in January 2022?

	Response Count	Yes	No	Not Sure
All Survey Respondents	14,157	56%	32%	12%
<i>Weighted to Match System Demographics*</i>	–	51%	36%	13%
<i>Notable Subsets:</i>				
Current Metrorail Riders	5,943	53%	37%	10%
Use or Used Red Line	8,910	49%	39%	12%
Maryland Residents: Use or Used Red Line	4,792	47%	42%	11%
<i>Protected Populations:</i>				
Minority Respondents	3,639	52%	36%	12%
Low Income Respondents	764	44%	40%	17%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Metrorail Proposal 3: Yellow Line Turnbacks–Huntington and Mt. Vernon Square

Response: Yellow Line Turnbacks

Question

Beginning in January 2022, all Yellow Line trains would operate between Huntington and Mt. Vernon Square, instead of to Greenbelt.

Would this plan work for you – given your expected travel needs in January 2022?

	Response Count	Yes	No	Not Sure
All Survey Respondents	11,285	57%	29%	14%
Weighted to Match System Demographics*	–	49%	36%	14%
<i>Notable Subsets:</i>				
Current Metrorail Riders	4,919	53%	33%	13%
DC Residents: Use or Used Yellow Line	1,457	34%	56%	10%
Maryland Residents: Use or Used Yellow Line	912	32%	54%	14%
Virginia Residents: Use or Used Yellow Line	1,653	70%	22%	8%
<i>Protected Populations:</i>				
Minority Respondents	2,997	51%	35%	15%
Low Income Respondents	700	41%	44%	15%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.

Metrorail Proposal 4: Change Metrorail Service Hours

Question

Beginning in January 2022, the Metrorail system would close at 9 p.m. instead of 11 p.m.

Would this plan work for you – given your expected travel needs in January 2022?

Response: Close Metrorail at 9 P.M.

	Response Count	Yes	No	Not Sure
All Survey Respondents	20,011	30%	60%	10%
<i>Weighted to Match System Demographics*</i>	–	26%	65%	9%
<i>Notable Subsets:</i>				
Current Metrorail Riders	7,889	27%	65%	8%
Currently Use Metrorail After 7 P.M.	3,279	14%	81%	5%
<i>Protected Populations:</i>				
Minority Respondents	4,806	29%	61%	9%
Low Income Respondents	915	16%	76%	8%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Response: Close 22 Metrorail Stations

Question

Beginning in January 2022, Metro would close certain stations with low ridership if they are near other stations. The stations that would be closed include:

Archives, Arlington Cemetery, Cheverly, Clarendon, Cleveland Park, College Park, East Falls Church, Eisenhower Ave, Federal Center SW, Federal Triangle, Greensboro, Grosvenor-Strathmore, Judiciary Sq, McLean, Morgan Boulevard, Mt Vernon Sq, Smithsonian, Van Dorn St, Virginia Square, Innovation Center*, Loudoun Gateway*, and Reston Town Center*.

**Pending opening of Silver Line Phase II*

Would this plan work for you – given your expected travel needs in January 2022?

	Response Count	Yes	No	Not Sure
All Survey Respondents	20,081	13%	80%	6%
<i>Weighted to Match System Demographics*</i>	–	17%	75%	8%
<i>Notable Subset:</i>				
Current Metrorail Riders	7,871	14%	81%	6%
<i>Protected Populations:</i>				
Minority Respondents	4,775	16%	77%	7%
Low Income Respondents	914	17%	72%	10%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Metrorail Proposal 6: Red Line Turnbacks–Medical Center and Silver Spring

Question

If Metro closes Grosvenor-Strathmore in January 2022 due to low ridership:

- Red Line trains would arrive every 15 minutes between Medical Center and Silver Spring stations.
- Trains would arrive every 30 minutes at: Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen.

Would this plan work for you – given your expected travel needs in January 2022?

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Response: Red Line Turnbacks with Station Closures

	Response Count	Yes	No	Not Sure
All Survey Respondents	13,689	41%	47%	12%
<i>Weighted to Match System Demographics*</i>	–	39%	48%	13%
<i>Notable Subsets:</i>				
Current Metrorail Riders	5,761	40%	48%	11%
Use or Used Red Line	8,573	28%	61%	11%
Maryland Residents: Use or Used Red Line	4,764	14%	79%	7%
<i>Protected Populations:</i>				
Minority Respondents	3,550	39%	48%	13%
Low Income Respondents	765	35%	49%	16%

Metrorail Proposal 7: Yellow Line Turnbacks–Huntington and Gallery Place

Question

If Metro closes Mt Vernon Square Station in January 2022 due to low ridership, all Yellow Line trains would operate between Huntington and Gallery Place only. The last station where you would be able to transfer to a Green Line train that continues to Greenbelt is Gallery Place.

Would this plan work for you – given your expected travel needs in January 2022?

Response: Yellow Line Turnbacks with Station Closures

	Response Count	Yes	No	Not Sure
All Survey Respondents	12,472	50%	32%	17%
Weighted to Match System Demographics*	–	45%	37%	18%
<i>Notable Subsets:</i>				
Current Metrorail Riders	5,315	47%	38%	16%
DC Residents: Use or Used Yellow Line	1,535	28%	60%	11%
Maryland Residents: Use or Used Yellow Line	951	34%	48%	18%
Virginia Residents: Use or Used Yellow Line	1,736	56%	32%	12%
<i>Protected Populations:</i>				
Minority Respondents	3,290	47%	36%	17%
Low Income Respondents	742	37%	43%	20%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*



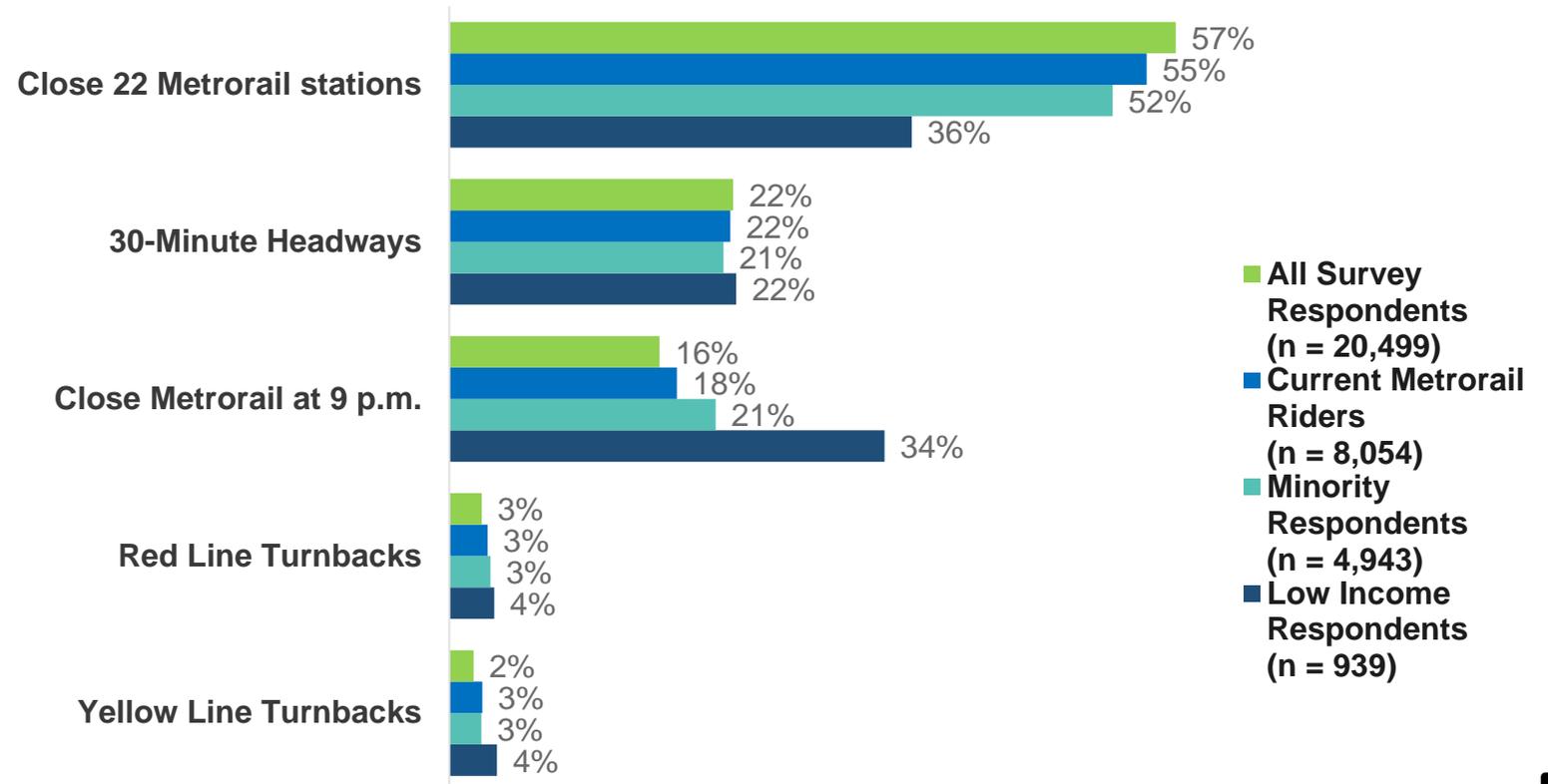
Metrorail Proposal: Least in Favor of Being Implemented

Respondents were least in favor of Metro implementing the proposal to close Metrorail stations. Notably, low income respondents were nearly evenly split between the station closure proposal and closing of Metrorail at 9 p.m.

Question

Of the proposals presented earlier, which would you be LEAST in favor of Metro implementing in January 2022 to reduce operating costs?

Which Proposal Are You Least in Favor of Metro Implementing?

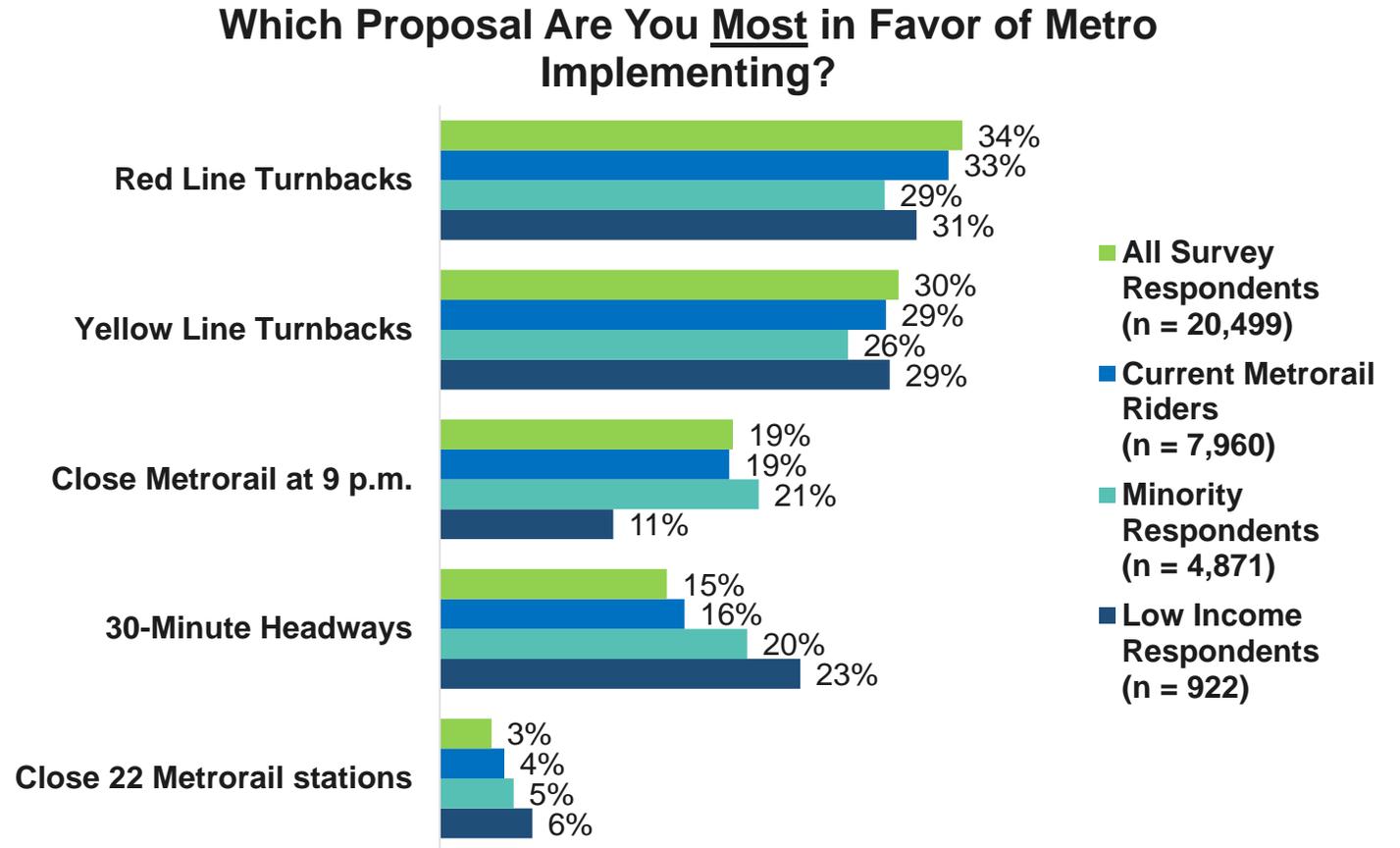


Metrorail Proposal: Most in Favor of Being Implemented

When given the choice, respondents chose Red Line and Yellow Line turnbacks as the cost saving proposal for Metro to implement.

Question

If you had to choose one, which of the following proposals would you be MOST in favor of Metro implementing in January 2022 to reduce operating costs?



Metrobus Proposal: 2021 Service Increases

Question

Through the end of 2021, Metrobus service would continue operating at current levels (75% of pre-pandemic levels), with service increases as more people return to work.

The schedule for improving bus service is as follows:

- March 2021:
 - Restore Saturday service on the following routes: C14, D2, E2, G2, M6, NH2, R12, X8
 - Restore Sunday service on the following routes: D2, E2, G2, H12, M6, NH2, T14, V12, X8
- May 2021:
 - Restore full or partial service to 10 additional lines to add more access across the region
 - Add late night service until 2 a.m. on 34 lines
- September 2021: Expand coverage to support commuter and school-based travel

To view a detailed description of the proposed service plan please [click here](#).

Would this plan work for you – given your expected travel needs in the coming months?

Response: Metrobus Service Increases in 2021

	Response Count	Yes	No	Not Sure
All Survey Respondents	5,872	68%	10%	23%
Weighted to Match System Demographics*	–	70%	11%	19%
<i>Notable Subsets:</i>				
Current Metrobus Riders	2,085	71%	12%	17%
Ride Metrobus after 7 P.M.	811	71%	14%	15%
Ride Metrobus on Saturdays or Sundays	1,043	73%	12%	15%
<i>Protected Populations:</i>				
Minority Respondents	1,708	70%	10%	20%
Low Income Respondents	461	72%	10%	18%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Question

Metrobus service would be reduced to 50% of pre-pandemic levels beginning in January 2022. Some Metrobus routes that travel through the same areas, would be combined. Also, some routes would be re-designed to allow for easier transfer to Metrorail.

In order to serve as many customers as possible, this Metrobus plan focuses on providing service to:

- Areas that will have the most riders in January 2022 (not pre-pandemic);
- Low-income customers who rely on Metrobus for travel to medical appointments, to shop for groceries, and for other essential purposes; and
- Essential workers, including those with jobs in healthcare, food service, social services, and other important societal functions.

To view a detailed description of the proposed service plan please [click here](#).

Would this plan work for you – given your expected travel needs in January 2022?

Response: January 2022 Metrobus Service Changes

	Response Count	Yes	No	Not Sure
All Survey Respondents	6,392	40%	34%	26%
Weighted to Match System Demographics*	–	44%	33%	23%
<i>Notable Subset:</i>				
Current Metrobus Riders	2,282	38%	40%	22%
<i>Protected Populations:</i>				
Minority Respondents	1,877	46%	30%	24%
Low Income Respondents	497	45%	32%	23%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Parking Proposal: Reduce Parking Fees at Metrorail Stations in Prince George's County

Question

Parking fees would be reduced at Metrorail stations in Prince George's County as follows:

- Landover parking fees would remain \$3.
- Addison Rd and Prince George's Plaza daily fees would be reduced from \$4.70 to \$4.45.
- At all other Prince George's County Metrorail stations parking fees would be reduced from \$5.20 to \$4.95.

Would this change work for you?

Response: Reduce Parking Fees in PG County

	Response Count	Yes	No	Not Sure
All Survey Respondents	3,612	72%	20%	8%
<i>Notable Subset:</i>				
Residents of Prince George's County	534	87%	8%	5%
<i>Protected Populations:</i>				
Minority Respondents	1,071	75%	17%	8%
Low Income Respondents	216	74%	14%	12%

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

1 in 2 respondents selected “provide more safety and maintenance without cutting too much service.”

Question

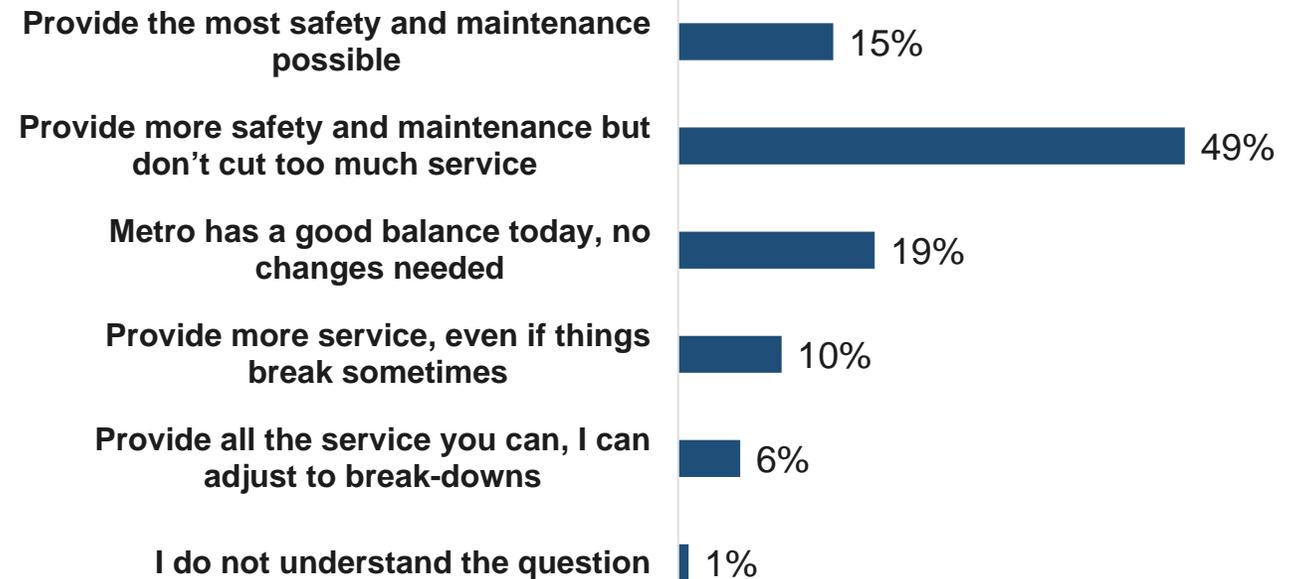
Each year, WMATA must determine whether certain maintenance costs should be charged to the operating budget or the capital budget. When these costs are placed in the operating budget, there is less money for service, which may result in fewer routes and longer wait times for customers.

When these costs are placed in the capital budget, there is less money for large capital projects, which may increase the risk of safety issues due to old or unmaintained equipment, fewer station improvements, fewer new rail cars, and fewer new buses.

How would you balance these competing needs?

Balancing Competing Needs: Operating Budget and Capital Budget

(Responses = 9,572)



Overall Survey Demographics

	Responses	%
Household income		
Less than \$30,000	1,136	6%
More than \$30,000	17,055	94%
Latino or Hispanic Origin		
Yes	1,647	8%
No	19,004	92%
Race		
African American or Black	1,986	10%
American Indian or Alaska Native	190	1%
Asian	1,870	9%
Native Hawaiian or other Pacific Islander	82	1%
White	16,086	78%
Other	496	2%

Note: Our approach was to include the count of responses excluding nonresponses.

Weighted to Match System Demographics*

The rows marked *Weighted to Match System Demographics** reflect Washington Metropolitan Area Metrorail ridership population.

The design of the weighting plan was based on onboard survey data collected by the 2016 Rail passenger survey and 2018 Bus passenger survey.

Weights were applied to the dataset to help balance the individual demographics of the survey, including **matching the income, race, and jurisdiction to the actual Metrorail and Metrobus ridership population.**

APPENDIX C: Additional In-Person Outreach Details



FISCAL YEAR 2022 BUDGET
Public Outreach and Input Report
Docket B21-01



Appendix C: Additional in-person outreach details

Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Addison Road*	2/25/2021	3:00pm-10:00pm	400	65	8	0	920	100	5	0	0	0	0	0
Anacostia*	2/23/2021	6:00am-11:00am	1330	100	20	78	203	100	0	0	0	0	1	0
Archives*	2/25/2021	6:00am-11:00am	600	86	2	6	780	45	0	0	0	0	0	0
Arlington Cemetery*	2/24/2021	9:00am-1:00pm	30	0	1	0	2	2	0	0	0	0	0	0
Ballston-MU*	2/24/2021	6:00am-11:00am	434	87	9	14	660	57	0	0	0	0	0	0
Benning Road*	2/25/2021	6:00am-11:00am	300	106	5	0	686	156	6	0	0	0	0	0
Bethesda	3/3/2021	2:00pm-7:00pm	223	80	0	10	400	150	0	6	0	0	0	0
Braddock Road*	3/4/2021	6:00am-11:00am	185	125	0	0	400	90	0	0	0	0	0	0
Branch Avenue*	2/23/2021	6:00am-11:00am	375	9	0	8	575	16	0	0	0	0	0	0

Appendix C: Additional in-person outreach details

Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Brookland-CUA*	3/3/2021	6:00am-11:00am	340	120	1	12	410	160	12	0	0	0	1	0
Capitol Heights*	2/25/2021	6:00am-11:00am	257	39	2	4	370	39	0	0	0	0	0	0
Capitol South	2/23/2021	2:00pm-7:00pm	310	10	0	0	355	15	0	0	0	0	0	0
Cheverly*	2/25/2021	6:00am-11:00am	110	15	1	3	150	15	1	0	0	0	0	0
Clarendon*	2/24/2021	2:00pm-7:00pm	300	27	7	28	375	45	3	0	0	0	0	0
Cleveland Park*	3/2/2021	6:00am-11:00am	133	10	0	0	297	25	0	0	0	0	0	1
College Park-U of Md*	3/3/2021	6:00am-11:00am	98	33	0	1	227	45	0	0	0	0	0	0
Columbia Heights*	3/2/2021	3:00pm-10:00pm	1300	160	0	4	1600	120	20	0	0	0	0	0

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Congress Heights*	2/23/2021	6:00am-11:00am	350	0	0	10	400	20	2	0	0	0	0	0
Court House*	2/24/2021	6:00am-11:00am	260	50	6	4	310	50	0	0	0	0	0	0
Crystal City*	3/4/2021	2:00pm-7:00pm	375	125	0	5	450	130	0	0	0	0	0	0
Deanwood*	2/25/2021	6:00am-11:00am	242	25	0	3	400	39	0	0	0	0	0	0
Dunn Loring*	2/24/2021	6:00am-11:00am	250	45	0	30	3	40	2	1	0	0	0	0
DuPont Circle	3/3/2021	3:00pm-10:00pm	425	125	3	8	430	135	4	0	0	0	0	0
East Falls Church*	2/24/2021	6:00am-11:00am	125	30	0	3	240	57	4	0	0	0	0	0
Eastern Market	2/23/2021	2:00pm-7:00pm	175	40	3	10	340	60	0	0	0	0	0	0
Eisenhower Ave*	3/4/2021	6:00am-11:00am	140	40	0	0	210	50	0	0	0	0	0	0

Appendix C: Additional in-person outreach details

Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Farragut North	3/3/2021	3:00pm-10:00pm	635	180	0	3	940	155	0	0	0	0	0	0
Farragut West	2/24/2021	2:00pm-7:00pm	725	150	4	15	1070	165	0	0	0	0	0	0
Federal Center SW	2/23/2021	2:00pm-7:00pm	290	19	1	6	450	25	0	0	0	0	0	0
Federal Triangle*	2/23/2021	2:00pm-7:00pm	291	27	0	6	576	26	2	0	0	0	0	0
Foggy Bottom-GWU	3/2/2021	2:00pm-7:00pm	400	20	0	6	600	25	0	0	0	0	0	0
Forest Glen*	3/2/2021	6:00am-11:00am	135	30	0	0	165	30	0	0	0	0	0	0

Appendix C: Additional in-person outreach details

Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Fort Totten*	3/3/2021	6:00am-11:00am	375	185	0	6	1200	250	12	0	0	0	0	0
Franconia-Springfield	3/4/2021	6:00am-11:00am	126	15	0	6	230	23	0	0	0	0	0	0
Friendship Heights*	3/3/2021	2:00pm-7:00pm	267	13	0	8	330	20	2	0	2	0	0	0
Gallery Place*	2/25/2021	3:00pm-10:00pm	525	393	14	97	1210	330	3	0	0	0	1	3
Georgia Ave-Petworth*	3/2/2021	3:00pm-10:00pm	600	200	1	8	800	300	8	2	0	0	0	0
Glenmont*	3/2/2021	6:00am-11:00am	300	25	3	8	400	30	0	0	0	0	0	0
Greenbelt*	3/3/2021	6:00am-11:00am	340	35	4	5	430	50	0	0	0	0	0	0

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Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Greensboro	2/24/2021	2:00pm-7:00pm	47	13	0	3	80	20	0	6	0	0	0	0
Grosvenor-Strathmore	3/2/2021	6:00am-11:00am	200	10	0	10	250	0	0	0	0	0	0	0
Huntington*	3/4/2021	6:00am-11:00am	340	40	1	15	564	117	10	0	0	0	0	0
Judiciary Square	3/4/2021	6:00am-11:00am	170	19	1	6	245	19	0	0	0	0	0	0
King Street-Old Town*	3/4/2021	2:00pm-7:00pm	363	121	0	0	420	63	0	0	0	0	0	0
Landover	2/25/2021	6:00am-11:00am	200	35	1	0	260	40	0	0	0	0	0	0
Largo Town Center	2/25/2021	6:00am-11:00am	230	15	0	6	250	15	0	0	0	0	0	0
L'Enfant Plaza	2/23/2021	3:00pm-10:00pm	491	151	3	1	720	185	0	0	0	0	0	0
McLean*	2/24/2021	2:00pm-7:00pm	150	200	1	5	370	220	2	0	0	0	0	0
McPherson Square	2/24/2021	2:00pm-7:00pm	400	115	1	32	540	129	0	0	0	0	0	0
Medical Center	3/3/2021	2:00pm-7:00pm	170	60	0	8	230	75	0	0	0	0	0	0

Appendix C: Additional in-person outreach details

Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Metro Center	2/25/2021	3:00pm-10:00pm	540	310	2	40	1310	310	0	0	0	0	0	0
Minnesota Ave*	2/25/2021	6:00am-11:00am	175	30	0	10	350	75	0	0	0	0	0	0
Morgan Blvd	2/25/2021	6:00am-11:00am	70	6	0	0	80	10	0	0	0	0	0	0
Mt Vernon Square	3/3/2021	6:00am-11:00am	70	45	2	63	210	63	0	0	3	0	0	0
Navy Yard-Ballpark	2/23/2021	3:00pm-10:00pm	1025	125	1	40	575	154	0	0	1	0	1	0
Naylor Road*	2/23/2021	6:00am-11:00am	200	15	2	3	260	25	0	0	0	0	0	0
New Carrollton*	2/25/2021	6:00am-11:00am	275	110	1	6	440	80	0	0	0	1	1	0
NoMa-Gallaudet U	3/4/2021	3:00pm-10:00pm	645	255	1	4	790	230	0	0	0	0	2	0
Pentagon City*	3/4/2021	3:00pm-10:00pm	450	125	2	20	780	100	27	0	0	0	0	0

Appendix C: Additional in-person outreach details

Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Pentagon*	2/24/2021	2:00pm-7:00pm	975	250	5	16	1800	180	0	0	0	0	0	0
Potomac Avenue*	2/23/2021	6:00am-11:00am	340	10	0	0	360	10	0	0	0	0	0	0
Prince George's Plaza*	3/2/2021	3:00pm-10:00pm	700	150	1	2	1000	90	0	0	0	0	0	0
Reagan National Airport	3/4/2021	3:00pm-10:00pm	255	50	0	12	410	86	0	0	0	0	0	0
Rhode Island Ave*	3/3/2021	6:00am-11:00am	250	50	0	8	370	150	0	0	0	0	0	0
Rockville*	3/2/2021	6:00am-11:00am	460	110	0.5	1	675	120	0	0	0	0	0	0
Rosslyn*	2/25/2021	3:00pm-10:00pm	365	100	1	30	800	140	0	0	0	0	0	0

Appendix C: Additional in-person outreach details

Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Shady Grove	3/2/2021	6:00am-11:00am	250	30	0	2	300	35	0	0	0	0	0	0
Shaw-Howard U	3/3/2021	6:00am-11:00am	325	10	0	0	85	37	0	0	0	0	0	0
Silver Spring	3/2/2021	3:00pm-10:00pm	855	215	2	15	980	230	13	0	0	0	0	0
Smithsonian	3/4/2021	6:00am-11:00am	105	15	0	2	170	15	0	0	0	0	0	0
Southern Avenue*	2/23/2021	6:00am-11:00am	160	10	0	3	180	10	0	0	0	0	0	0
Spring Hill	2/24/2021	2:00pm-7:00pm	85	10	0	0	95	10	0	0	0	0	0	0

Appendix C: Additional in-person outreach details

Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Stadium Armory	2/23/2021	6:00am-11:00am	175	10	2	6	205	16	1	0	0	0	0	0
Suitland*	2/23/2021	6:00am-11:00am	180	35	4	2	210	47	0	0	0	0	0	0
Takoma*	3/2/2021	6:00am-11:00am	375	80	1	2	425	90	7	0	0	0	0	0
Tenleytown-AU*	3/3/2021	2:00pm-7:00pm	580	150	0	28	630	80	0	0	0	0	0	0
Twinbrook	3/2/2021	6:00am-11:00am	480	80	0	3	520	65	0	0	0	0	0	0
Tysons Corner	2/24/2021	2:00pm-7:00pm	310	67	3	2	530	75	0	0	0	0	0	0
U Street	3/2/2021	3:00pm-10:00pm	675	155	0	3	860	160	0	0	0	0	0	0
Union Station	3/4/2021	3:00pm-10:00pm	330	120	1	19	875	130	0	0	0	0	0	0
Van Dorn Street*	3/4/2021	6:00am-11:00am	60	10	0	0	80	10	1	0	0	0	0	0
Van Ness-UDC*	3/3/2021	2:00pm-7:00pm	500	65	7	3	600	60	0	0	0	0	0	0

Appendix C: Additional in-person outreach details

Outreach Location Selected locations also featured bus outreach*	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Vienna*	2/24/2021	6:00am-11:00am	123	16	0	3	310	29	7	3	1	0	0	0
Virginia Square	2/24/2021	6:00am-11:00am	110	15	0	0	125	15	0	0	0	0	0	0
Waterfront	2/23/2021	2:00pm-7:00pm	200	50	0	10	450	100	0	0	0	0	0	0
West Falls Church	2/24/2021	6:00am-11:00am	70	10	1	3	90	15	0	0	0	0	0	0
West Hyattsville*	3/2/2021	3:00pm-10:00pm	470	125	1	1	670	320	0	0	0	0	0	0
Wheaton*	3/2/2021	6:00am-11:00am	90	40	0	4	160	50	0	0	0	0	0	0
White Flint	3/3/2021	2:00pm-7:00pm	150	35	0	7	350	35	0	28	10	0	0	0

Appendix C: Additional in-person outreach details

Outreach Location <small>Selected locations also featured bus outreach*</small>	Date	Time of Shift	Brochures Distributed (English)	Brochures Distributed (Spanish)	Surveys Collected via Tablets	QR Code Scans Observed	All Language Interactions	Spanish Language Interactions	Amharic Language Interactions	Korean Language Interactions	Chinese Language Interactions	French Language Interactions	ASL Interactions	Other Non-English Language Interactions
Wiehle-Reston East	2/24/2021	6:00am-11:00am	270	50	5	2	80	50	0	0	0	0	0	0
Woodley Park*	3/2/2021	6:00am-11:00am	285	40	1	2	583	67	0	0	0	0	0	0
TOTALS			30,845	6,807	150	878	43,296	7,647	154	46	17	1	7	4

M E M O R A N D U M



SUBJECT: Title VI Equity Analysis of
Proposed Service and Fare
Changes – April 2021 FY2022
Operating Budget

DATE: April 2, 2021

FROM: EVP/SPPM – Thomas J. Webster

Thomas J
Webster

Digitally signed by
Thomas J Webster
Date: 2021.04.02
16:39:57 -04'00'

TO: GM/CEO – Paul J. Wiedefeld 

Summary

When a transit agency proposes fare changes or major service changes, the Federal Transit Administration (FTA), in its Title VI Circular 4702.1B, requires that the agency conduct an equity analysis to determine whether the changes will result in a disparate impact (DI) to minority riders or a disproportionate burden (DB) to low-income riders.¹

This memorandum summarizes the results of an equity analysis of low-income and minority riders who would likely be impacted by the parking fee changes, and major Metrobus and Metrorail service changes proposed in the FY2022 Operating Budget. This action item will be reviewed by the Finance and Capital Committee at the April 8 meeting. As proposed, the parking fee changes and service changes do not result in a disparate impact (DI) to minority riders or a disproportionate burden (DB) to low-income riders.

Service Changes

In January of 2021, the Board of Directors authorized a public hearing docket that included a number of service changes on Metrorail and Metrobus. Given the level of funding available at that time, the proposed public hearing docket for FY2022 was divided into two phases.

Phase one, which was expected to operate from July 2021 through December 2021, included:

- Metrorail service levels at approximately 80 percent of pre-pandemic service levels; and
- Metrobus service levels at approximately 85 percent of pre-pandemic service levels.²

¹ As defined on page 15 of Metro's 2020 Title VI Program Narrative

² Metrobus service changes that are currently scheduled for June of 2021 have been analyzed as part of this FY2022 equity analysis. Additionally, this analysis includes Metrobus service changes

Phase two was expected to operate from January 2022 through June 2022. It included reductions of service to the following service levels:

- Metrorail service decreasing to approximately 30 percent of pre-pandemic service and
- Metrobus service decreasing to approximately 50 percent of pre-pandemic service.

Following the passage of federal relief funding in March 2021, Metro received additional funds for operations. In response, Metro will no longer reduce service levels in January 2022, and will maintain the phase one service levels for the entire FY2022. Therefore, this equity analysis focuses on the service changes associated with phase one. A complete list of these changes is available in the Board presentation materials.

As requested by the Board, this memorandum also includes an evaluation of the equity impacts of the combined Metrobus and Metrorail service changes. This additional analysis is not required by Metro's current Title VI program.

This memorandum does not include Silver Line Phase II or any associated service changes. That analysis will be conducted on a timeframe determined by the commencement of revenue service, as per FTA guidance on new fixed guideway projects.³

Assessment in Detail

Background- Metro's DI/DB Impact Thresholds

To determine whether the proposed service changes would result in a disparate impact (DI) to minority riders or a disproportionate burden (DB) to low-income riders, staff applied Metro's Board-approved DI/DB thresholds adopted in Resolution 2013-27 (see Table One).

Table One: Ridership Thresholds for Disparate Impact/Disproportionate Burden

Total Daily Riders Impacted	Threshold for DI / DB
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%

that restore service to pre-pandemic levels and new service that did not operate pre-pandemic. These service restoration and service increases are analyzed separately in this equity analysis.

³ Specific to new fixed guideway projects, FTA requires that the equity analysis not be conducted more than six months prior to the start of revenue service (FTA Title VI Circular: Chap. IV-21)

The thresholds set a target for the percentage of minority or low-income riders impacted by a service change that may exceed the percentage of minority or low-income ridership for the mode. For example, if a set of Metrobus service changes impacts 15,000 daily riders, the threshold for this service change would be seven percent, as it falls between 10,000 and 20,000 riders. When conducting the analysis, if the difference is less than seven percent, there would not be a disparate impact. If the threshold is exceeded, there would be a disparate impact and Metro would have to try to change or mitigate the impact of the proposal.

Equity Scan of Metrobus and Metrorail Service Levels

For this equity analysis staff used the most recent comprehensive survey data to determine which riders would be affected by the proposed service changes:

- 2016 Travel Trends Metrorail Passenger Survey (Spring 2016);
- Supplemental Survey of Sunday Metrorail Ridership (Fall 2016); and
- 2018 Metrobus Passenger Survey (Fall 2018).

Staff analyzed the cumulative change in the level of scheduled service relative to pre-pandemic service levels for each mode, and then applied this ratio to the pre-pandemic ridership and demographics to compare the impact of such changes across demographic groups. Note that pre-pandemic ridership is used because service is being added back on routes that have not yet been served during the pandemic. Without these data, the equity impacts of such changes could not be analyzed.

Equity Analysis of Metrobus Service Modifications

The public hearing docket included modifications to service on Metrobus relative to pre-pandemic service levels. The analysis focuses on whether or not minority and low-income riders are experiencing more of the impact of the service reductions. In other words, is service reduced disproportionately more for these riders than average? To do so, staff analyzed this cumulative impact of all changes made on each Metrobus line for each service day (weekdays, Saturdays and Sunday) to calculate the percentage of passenger trips taken by minority and low-income riders.

Table Two shows the percentage of minority and low-income Metrobus riders impacted by service reductions. Approximately 71 percent are minority and 35 percent are low-income. For the Title VI analysis, these percentages are compared to the Metrobus system average (80.7 percent minority; 46.4 percent low-income). Overall, the proposal impacts more than 40,000 riders each weekday. Therefore, the DI/DB threshold is five percent.

Table Two: DI/DB Test, Metrobus Service Changes

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	71.3%	34.6%
System Average	80.7%	46.4%
Difference	-9.4%	-11.8%
Threshold	5.0%	5.0%
DI or DB	No	No

As shown in Table Two, the proposal impacts a lower proportion (by 9.4 percentage points) of minority riders and a lower proportion (by 11.8 percentage points) of low-income riders than the system average. **Therefore, there is not a DI to minority Metrobus riders nor a DB to low-income Metrobus riders.**

Equity Analysis of Metrorail Service Changes

As discussed in the Board presentation materials, the rail service in FY2022 includes the same level of Metrorail service as approved for the last months of FY2021. This analysis is a recap of the prior analysis prepared for the November 19, 2020 approval of the Amended FY2021 Budget. As shown in Table Three, staff calculated the percentage of passenger trips taken by minority and low-income riders impacted by reductions in Metrorail service (43.6 percent minority, 10.5 percent low-income). Staff compared these percentages to the system-wide profile for Metrorail (44.8 percent minority; 12.6 percent low-income). The number of daily riders impacted is more than 40,000; therefore, the DI/DB threshold is five percent.

Table Three: DI/DB Test, Rail Service Reductions

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	43.6%	10.5%
System Average	44.8%	12.6%
Difference	-1.2%	-2.1%
Threshold	5.0%	5.0%
DI or DB	No	No

As shown in Table Three, the proposal impacts a lower percentage of minority riders and a lower percentage of low-income riders than the corresponding system averages. **Therefore, there is not a DI to minority Metrorail riders or a DB to low-income Metrorail riders.**

Combined Equity Scan of Metrobus and Metrorail Service Proposals

Metro’s Board and FTA-approved Title VI equity analysis methodology considers the Metrobus and Metrorail systems separately when applying DI/DB impact thresholds. Although not required by Title VI or the Board’s Title VI program, analyzing the impacts of the combined Metrorail and Metrobus service changes may provide a deeper understanding of the impact to minority and low-income riders overall. Staff conducted an equity analysis of the proposed service changes that combined the impacts to minority and low-income riders for both the Metrobus and Metrorail systems. The results are shown in Table Four.

Table Four: DI/DB Test, Combined Metrobus and Metrorail Systems

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	49.6%	15.7%
Rail and Bus Average	58.0%	25.0%
Difference	-8.4%	-9.3%
Threshold	5.0%	5.0%
DI or DB	No	No

According to the analysis, the proposal would impact a lower proportion of minority and low-income riders than the combined Metrobus and Metrorail system average. This is in part due to the demographics of Metrorail riders, which typically have fewer minority riders than Metrobus (45 percent compared to 81 percent), and fewer low-income riders (13 percent compared to 46 percent). The proposed service changes for FY2022 reduce service levels on Metrorail more broadly and severely than on Metrobus, which has proposals that are more targeted, resulting

a higher relative impact to Metrorail riders.

Equity Analysis of New Metrobus Service

The previous sections focused on service reductions to analyze if the adverse effects of the service reductions are disproportionately borne by minority and low-income riders. However, the Title VI Circular also requires transit agencies to conduct an analysis of new service to see if the benefits of the new service are distributed in an equitable way. Some of the late-night bus service changes are new service, not service restorations. Therefore, they are analyzed separately to allow an understanding of the benefits of the new service.

Staff has reviewed the demographics of riders benefiting from this new service and found that 78.5 percent of riders are minority and 47.3 percent of riders are low-income. The minority percentage is somewhat below the system average; however, there is not a disparate impact to minority riders as the difference is below the threshold of eight percent (based on a ridership of less than 10,000 daily trips). The low-income percentage is higher than the system average, therefore, there is not a disproportionate burden to low-income riders.

Table Five: DI/DB Test, New Late-Night Metrobus Service

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	78.5%	47.3%
System Average	80.7%	46.4%
Difference	-2.2%	0.9%
Threshold	-8.0%	-8.0%
DI or DB	No	No

Fare Changes

The FY2022 operating budget also includes a proposal to lower parking rates at stations in Prince George's County, Maryland. For purposes of Title VI, parking fees are included in the customer's overall fare. Therefore, increases or decreases in parking fee rates require a Title VI equity analysis.

As identified in the public hearing docket, staff proposes lowering the rates at all Prince George's County stations from \$5.20 to \$4.95 with the following exceptions: Addison Road and Prince George's Plaza, where the rate will be reduced from \$4.70 to \$4.45. At Landover, the current rate of \$3.00 will be maintained.

This proposal does not result in a disparate impact to minority park and ride users or a disproportionate burden to low-income park and ride users. As shown in Table

Six, the proposal results in a higher fee reduction for minority and low-income park and ride users.

Table Six: DI DB Test, Parking Fee Reduction

	Minority	Non- Minority	Low- Income	Non-Low-Income
Fee Change %	-2.9%	-0.9%	-1.9%	-1.9%
Difference	-1.9%		-0.1%	
Threshold	5.0%		5.0%	
DI/DB	No		No	

Attachment C

FY2022 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	Total with Reimb	Subsidized Total	BUS	RAIL	ACCESS	REIMB
REVENUES						
Passenger	\$168,897	\$168,897	\$61,587	\$102,650	\$4,660	\$0
Parking	\$11,030	\$11,030	\$0	\$11,030	\$0	\$0
Advertising	\$2,803	\$2,803	\$692	\$2,111	\$0	\$0
Joint Development	\$18,311	\$14,644	\$0	\$14,644	\$0	\$3,666
Fiber Optics	\$15,716	\$15,716	\$0	\$15,716	\$0	\$0
Other	\$26,514	\$24,223	\$2,442	\$21,780	\$0	\$2,291
Total Revenues	\$243,271	\$237,313	\$64,721	\$167,932	\$4,660	\$5,957
EXPENSES						
Personnel	\$1,389,636	\$1,385,537	\$538,824	\$832,552	\$14,161	\$4,098
Services	\$398,197	\$396,788	\$74,205	\$152,271	\$170,312	\$1,409
Materials & Supplies	\$109,791	\$109,341	\$40,765	\$67,789	\$787	\$450
Fuel (Gas/Diesel/CNG)	\$31,623	\$31,623	\$23,162	\$2,723	\$5,737	\$0
Utilities & Propulsion	\$87,149	\$87,149	\$11,147	\$75,298	\$704	\$0
Casualty & Liability	\$40,434	\$40,434	\$11,203	\$28,486	\$745	\$0
Miscellaneous	\$18,990	\$18,990	\$6,518	\$11,379	\$1,093	\$0
Total Expenses	\$2,075,820	\$2,069,863	\$705,824	\$1,170,499	\$193,539	\$5,957
Gross Subsidy	\$1,832,549	\$1,832,549	\$641,103	\$1,002,567	\$188,879	\$0
Federal Relief Funding	\$722,897	\$722,897	\$116,299	\$606,598	\$0	\$0
Net Subsidy	\$1,109,652	\$1,109,652	\$524,804	\$395,969	\$188,879	\$0
Cost Recovery Ratio ¹		11%	9%	14%	2%	

¹ Total Revenues/Total Expenses

FY2022 SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	FY2021 Subsidy	FY2022 Base Subsidy ¹	Change %	Legislative Exclusions	Potomac Yard	FY2022 Total Subsidy	Total Change %	Debt Service ²	Jurisdictional Contribution
District of Columbia	\$399,159,420	\$396,500,188	(0.7%)	\$1,938,288	\$156,344	\$398,594,820	(0.1%)	\$33,273,091	\$431,867,911
Montgomery County	\$183,607,050	\$178,254,201	(2.9%)	\$799,864	\$83,017	\$179,137,083	(2.4%)	\$15,409,645	\$194,546,728
Prince George's County	\$240,588,518	\$243,115,342	1.1%	\$841,658	\$74,515	\$244,031,514	1.4%	\$15,809,086	\$259,840,600
Maryland Subtotal	\$424,195,568	\$421,369,543	(0.7%)	\$1,641,522	\$157,532	\$423,168,597	(0.2%)	\$31,218,731	\$454,387,328
City of Alexandria	\$46,090,591	\$45,999,763	(0.2%)	\$231,648	\$22,083	\$46,253,495	0.4%	\$1,775,511	\$48,029,006
Arlington County	\$77,313,237	\$76,402,949	(1.2%)	\$405,057	\$44,210	\$76,852,215	(0.6%)	\$0	\$76,852,215
City of Fairfax	\$2,676,330	\$2,745,368	2.6%	\$11,074	\$1,439	\$2,757,882	3.0%	\$111,494	\$2,869,375
Fairfax County	\$153,872,850	\$152,013,647	(1.2%)	\$696,200	\$76,881	\$152,786,728	(0.7%)	\$5,615,212	\$158,401,940
City of Falls Church	\$3,137,603	\$3,074,905	(2.0%)	\$16,624	\$1,188	\$3,092,718	(1.4%)	\$176,211	\$3,268,930
Loudoun County	\$5,138,519	\$6,072,292	18.2%	\$59,586	\$13,989	\$6,145,867	19.6%	\$0	\$6,145,867
Virginia Subtotal	\$288,229,129	\$286,308,924	(0.7%)	\$1,420,190	\$159,791	\$287,888,905	(0.1%)	\$7,678,428	\$295,567,333
Total Contribution	\$1,111,584,118	\$1,104,178,655	(0.7%)	\$5,000,000	\$473,666	\$1,109,652,321	(0.2%)	\$72,170,250	\$1,181,822,571

1. In addition to deferred subsidy, FY2022 Base subsidy reduced by \$6.6M for delay of Silver Line Phase 2 and \$0.8M for Bus line 3A to be operated by Fairfax County effective July 2021

2. Gross Revenue Bond Debt Service

SERVICE CHANGES

Proposed Metrobus Service Changes

FY22 Proposed Metrobus Service

Specific proposals for each Metrobus line are included in the tables by jurisdiction on the subsequent pages. The table below provides a legend which provides a brief summary of how each line is affected:

	Continues to operate at current service level
	Service is modified providing partial coverage on the line, or another line has been modified to provide a partial replacement for that line
	Service is currently operating and will no longer be served in the proposed plan
	Currently not operating and will continue to not operate
n/a	There was no service on this line pre-pandemic on this service day

FY2022 Proposed Service Plans – District of Columbia

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
30N	Friendship Heights-Southeast			All stops covered by 31,33 & 32,36, eliminates one-seat trips from SE to NW
30S				
31	Wisconsin Avenue			Maintain FY21 span & frequency, add service until 2 am 7-day-a-week on route 33
33				
32	Pennsylvania Avenue			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
34				
36				
37	Wisconsin Avenue Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration
39	Pennsylvania Avenue Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration
42	Mount Pleasant			Maintain FY21 span & frequency / eliminate Farragut Sq. to Gallery Place segment
43				
52	14th Street			Maintain FY21 span & frequency, add service until 2 am 7-day-a-week on route 52 with Takoma extension
54				
59	14th Street Limited		n/a	Maintain FY21 span & frequency
60	Fort Totten-Petworth		n/a	Restore service on route 60. Maintain FY21 span & frequency on route 64
64				
62	Takoma-Petworth			Operate all route 63 trips as route 62 trips, eliminate route 63. Maintain FY21 span & frequency on weekdays, restore weekend route 62 service
63				
70	Georgia Avenue-7th Street			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
74	Convention Center-Southwest Waterfront			Maintain FY21 span & frequency
79	Georgia Avenue Limited			Maintain FY21 span & frequency
80	North Capitol Street			Maintain FY21 span & frequency / add service until 2 am 7 days-a-week / eliminate service between McPherson Sq. and Kennedy Center
90	U Street-Garfield			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route 92
92				
96	East Capitol Street-Cardozo			Maintain FY21 span & frequency
97			n/a	
A2	Anacostia-Congress Heights			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on routes A6 and A8
A6				
A7			n/a	
A8				
A4	Anacostia-Fort Drum			Maintain FY21 span & frequency
W5			n/a	
A9	M. L. King Jr. Avenue Limited		n/a	Maintain no service
A31	Minnesota Ave-Anacostia		n/a	Maintain FY21 span & frequency
A32			n/a	

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
A33			n/a	
B2	Bladensburg Road-Anacostia			Maintain FY21 span & frequency
B8	Fort Lincoln Shuttle		n/a	Maintain no service
B9			n/a	
D1	Glover Park-Franklin Square		n/a	Continue suspension until crowding on adjacent services warrants restoration
D2	Glover Park-Dupont Circle			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service
D4	Ivy City-Franklin Square			Maintain FY21 span & frequency
D5	MacArthur Blvd-Georgetown		n/a	Continue suspension until crowding on adjacent services warrants restoration
D6	Sibley Hospital - Stadium-Armory			Maintain FY21 span & frequency
D8	Hospital Center			Maintain FY21 span & frequency
D31	16th St-Tenleytown		n/a	Maintain FY21 span & frequency
D32			n/a	
D33			n/a	
D34			n/a	
D51	Congress Heights-Georgetown		n/a	Maintain FY21 span & frequency
E2	Ivy City-Fort Totten			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service
E4	Military Road-Crosstown			Maintain FY21 span & frequency
E6	Chevy Chase		n/a	Extend route M4 to Knollwood, restore full route when ridership warrants restoration
G2	P Street-LeDroit Park			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service
G8	Rhode Island Avenue			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
G9	Rhode Island Ave Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration
H1	Brookland-Potomac Park		n/a	Continue suspension until crowding on adjacent services warrants restoration
H2	Crosstown			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route H4
H3			n/a	
H4				
H6	Brookland-Fort Lincoln			Maintain FY21 span & frequency
H8	Park Road-Brookland			Maintain FY21 span & frequency
H9			n/a	
K2	Takoma-Fort Totten		n/a	Maintain FY21 span & frequency
L1	Connecticut Avenue		n/a	Maintain FY21 span & frequency on route L2 / Add service until 2 am 7 days-a-week on route L2 / Continue suspension on route L1 until crowding on adjacent services warrants restoration
L2				
M4	Nebraska Avenue		n/a	Maintain FY21 span & frequency, extend service from Pinehurst Circle to

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
				Knollwood until ridership warrants restoration of route E6
M6	Fairfax Village			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service
N2	Massachusetts Avenue		n/a	Maintain FY21 span & frequency.
N4			n/a	
N6				
P6	Anacostia-Eckington			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week between Anacostia and Archives
S1	16th Street-Potomac Park		n/a	Continue suspension until crowding on adjacent services warrants restoration
S2	16th Street			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route S2
S9	16th Street Limited			
S35	Fort Dupont Shuttle		n/a	Maintain FY21 span & frequency
S41	Rhode Island Ave-Carver Terrace		n/a	Maintain FY21 span & frequency
U4	Sheriff Road-River Terrace			Maintain FY21 span & frequency
U5	Marshall Heights			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route U5
U6				
U7	Deanwood-Minnesota Ave			Maintain FY21 span & frequency
V1	Benning Heights-M St		n/a	Continue suspension until crowding on adjacent services warrants restoration
V2	Capitol Heights-Minnesota Ave			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
V4				
V7	Benning Heights-Alabama Ave		n/a	Maintain FY21 span & frequency
V8				
W1	Shipleigh Terrace-Fort Drum		n/a	Maintain FY21 span & frequency
W2	United Medical Center-Anacostia			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week between Anacostia Sta. and Alabama Ave. & Irving St. only
W3				
W4	Deanwood-Alabama Avenue			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
W6	Garfield-Anacostia Loop			Maintain FY21 span & frequency
W8				
W45	Mt. Pleasant-Tenleytown		n/a	Maintain FY21 span & frequency
W47			n/a	
X1	Benning Road		n/a	Maintain route X3 school hour trips. Continue suspension of remaining trips until crowding on adjacent services warrants restoration
X3			n/a	
X2	Benning Road-H Street			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
X8	Maryland Avenue			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service
X9	Benning Rd-H St Limited		n/a	Maintain FY21 span & frequency

FY2022 Proposed Service Plans – Maryland

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
83	College Park			Maintain FY21 span & frequency
86				
87	Laurel Express		n/a	Continue suspension until crowding on adjacent services warrants restoration
89	Laurel		n/a	Maintain FY21 span & frequency
89 M			n/a	
A12	Martin Luther King Jr. Hwy			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
B21	Bowie State University		n/a	Maintain FY21 span & frequency
B22			n/a	
B24	Bowie-Belair		n/a	Maintain FY21 span & frequency
B27	Bowie-New Carrollton		n/a	Maintain FY21 span & frequency
B29	Crofton-New Carrollton		n/a	Eliminate entire line. Extend route C26 to Bowie Gateway Center and Bowie Park-and-Ride. Eliminate service to Crofton
B30	Greenbelt-BWI Airport Express		n/a	Maintain no service
C2	Greenbelt-Twinbrook			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route C4
C4				
C8	College Park-White Flint			Maintain FY21 span & frequency
C11	Clinton			Maintain FY21 span & frequency
C13				
C12	Hillcrest Heights			Maintain FY21 span & frequency on weekdays, restore Saturday service
C14				
C21	Central Avenue		n/a	Maintain FY21 span & frequency, extend route C26 to Bowie Park-and-Ride via Bowie Gateway Center to partially replace service on routes B29 & C28
C22			n/a	
C26			n/a	
C29		n/a		
C28	Pointer Ridge		n/a	Eliminate entire line, extend route C26 to Bowie Park-and-Ride to partially replace service
D12	Oxon Hill-Suitland			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route D12
D13			n/a	
D14				
F1	Chillum Road			Maintain FY21 span & frequency
F2				

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
F4	New Carrollton-Silver Spring			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
F6	New Carrollton-Fort Totten		n/a	Maintain FY21 span & frequency
F8	Langley Park - Cheverly			Maintain FY21 span & frequency
F12	Ardwick Industrial Park Shuttle		n/a	Maintain FY21 span & frequency
F13	Cheverly-Washington Business Park		n/a	Maintain FY21 span & frequency
F14	Sheriff Road-Capitol Heights			Maintain FY21 span & frequency
G12	Greenbelt-New Carrollton			Maintain FY21 span & frequency
G14				
H11	Marlow Heights-Temple Hills		n/a	Maintain FY21 span & frequency
H12				
H13			n/a	
J1	Bethesda-Silver Spring		n/a	Operate J1 trips as J2 trips, Maintain FY21 span & frequency on route J2, add service until 2 am 7 days-a-week
J2				
J4	College Park-Bethesda Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration
J12	Marlboro Pike			Maintain FY21 span & frequency
K6	New Hampshire Avenue-Maryland			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week / Revert to pre-pandemic schedule when route K9 is restored
K9	New Hampshire Avenue-MD Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration
K12	Forestville			Maintain FY21 span & frequency
L8	Connecticut Avenue-Maryland		n/a	Maintain FY21 span & frequency
NH1	National Harbor-Southern Ave			Maintain FY21 span & frequency
NH2	National Harbor-Alexandria			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service
P12	Eastover-Addison Road			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
P18	Oxon Hill-Fort Washington		n/a	Maintain FY21 span & frequency
P19			n/a	
Q1	Veirs Mill Road			Maintain FY21 span & frequency
Q2				
Q4				
Q5				
Q6				
R1	Riggs Road		n/a	Maintain FY21 span & frequency
R2				
R4	Queens Chapel Road			Maintain FY21 span & frequency
R12	Kenilworth Avenue			Maintain FY21 span & frequency on weekdays, restore Saturday service
T2	River Road		n/a	Maintain FY21 span & frequency
T14	Rhode Island Avenue-New Carrollton			Maintain FY21 span & frequency on weekdays & Saturdays, restore Sunday service

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
T18	Annapolis Road			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
V12	District Heights-Suitland			Maintain FY21 span & frequency
V14	District Heights-Seat Pleasant			Maintain FY21 span & frequency on weekdays, restore Sunday service
W14	Bock Road		n/a	Maintain FY21 span & frequency
Y2	Georgia Avenue-Maryland			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route Y2
Y7				
Y8				
Z2	Colesville-Ashton		n/a	Maintain FY21 span & frequency
Z6	Calverton-Westfarm			Maintain FY21 span & frequency
Z7	Laurel-Old Columbia Pike Express		n/a	Maintain FY21 span & frequency
Z8	Fairland			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week

FY2022 Proposed Service Plans – Virginia

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
1A	Wilson Blvd-Vienna			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
1B				
1C	Fair Oaks-Fairfax Blvd			Maintain FY21 span & frequency
2A	Washington Blvd-Dunn Loring			Maintain FY21 span & frequency
2B	Fair Oaks-Jermantown Rd			Maintain FY21 span & frequency
3A	Annandale Rd			Eliminate entire line, Fairfax Connector is adding replacement service
3T	Pimmit Hills			Eliminate entire line , Fairfax Connector is adding replacement service
3Y	Lee Highway-Farragut Square		n/a	Maintain no service
4A	Pershing Dr-Arlington Blvd		n/a	Maintain FY21 span & frequency on route 4B. Continue suspension on route 4A until crowding on adjacent services warrants restoration
4B				
5A	DC-Dulles			Eliminate entire line (when Silver Line Phase II opens)
7A	Lincolnia-North Fairlington			Eliminate routes 7F & 7Y, Maintain FY21 span & frequency on a modified route 7A operating from Pentagon to Southern Towers on existing alignment, then Seminary, Kenmore, N. Van Dorn, Holmes Run, Ripley, Duke, Reynolds, Edsall, Pickett, S. Van Dorn to Van Dorn Street Sta. DASH is proposing replacement service on Beauregard St. (Alex Transit Vision Plan Recommendation) / Add service until 2 am 7 days-a-week
7F				
7Y			n/a	
7C	Park Center-Pentagon		n/a	Continue suspension until crowding on adjacent services warrants restoration
7P			n/a	
7M	Mark Center-Pentagon		n/a	Maintain FY21 span & frequency
7W	Lincolnia-Pentagon		n/a	Eliminate entire line , DASH is adding replacement service
8S	Foxchase-Seminary Valley		n/a	Partially replace route 8Z service with new route 21C between Duke & Pickett Sts. & Pentagon Sta. / Restore regular route 8W and 8Z service when ridership warrants
8W			n/a	
8Z			n/a	
10A	Alexandria-Pentagon			Eliminate route 10N / Maintain FY21 span & frequency on route 10A / Continue suspension on route 10E until crowding on adjacent services warrants restoration / Add service until 2 am 7 days-a-week
10E			n/a	
10N				
10B	Hunting Point-Ballston			Maintain FY21 span & frequency

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
11Y	Mount Vernon Express		n/a	Restore service with modified route 11C between Mt. Vernon and Braddock Road Sta., restore full service to downtown DC when crowding on adjacent services warrants. Temporarily charge regular fare until service is restored to downtown DC
15K	Chain Bridge Rd		n/a	Eliminate entire line. Fairfax Connector is adding replacement service
16A	Columbia Pike			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route 16E
16C				
16E				
16G	Columbia Pike-Pentagon City			Maintain FY21 span & frequency
16H				
16L	Annandale-Skyline City-Pentagon		n/a	Continue suspension until crowding on adjacent services warrants restoration
16Y	Columbia Pike-Farragut Square		n/a	Continue suspension until crowding on adjacent services warrants restoration
17B	Kings Park-North Springfield		n/a	Maintain FY21 span & frequency
17M			n/a	
17G	Kings Park Express		n/a	Maintain FY21 span & frequency on routes 17G and 17H. Extend route 17H from Gainsborough & Commonwealth to the Twinbrook Dr. terminal on the route 17K alignment. Continue suspension on route 17L until crowding on adjacent services warrants restoration
17H			n/a	
17K			n/a	
17L			n/a	
18G	Orange Hunt		n/a	Restore service on route 18J / Continue suspension on routes 18G and 18H until crowding on adjacent services warrants restoration
18H			n/a	
18J			n/a	
18P	Burke Centre		n/a	Maintain FY21 span & frequency
21A	Landmark-Bren Mar Park-Pentagon		n/a	Partially replace route 21A service with new route 21C between Stevenson &

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
21D			n/a	Walker and Reynolds & Duke, then operate via route 8Z alignment between Duke & Pickett and Pentagon Sta.
22A	Barcroft-South Fairlington			Maintain FY21 span & frequency / Extend route 22F from Beauregard & Filmore to Skyline City via route 28G alignment until ridership warrants restoration of route 28G
22C			n/a	
22F			n/a	
23A	McLean-Crystal City			Restore weekday service on routes 23B and 23T. / Maintain FY21 span & frequency and Saturdays and Sundays. / Add service until 2 am 7 days-a-week on route 23B
23B				
23T				
25B	Landmark-Ballston			Modify route to operate between Ballston & Southern Towers only, 28A and 7A realignments replace some service south of Southern Towers (Alex Vision Plan Recommendations)
26A	Annandale-East Falls Church		n/a	Restore service
28A	Leesburg Pike			Modify route east of INOVA Alexandria Hospital to operate via Howard, Jordan and Duke Sts. To King St. Sta. Also modify route between Seven Corners and Broad & Washington Sts. To operate via Wilson, Roosevelt, Sycamore and Washington. Service is eliminated between Alexandria Hospital and King St. Station on King St. as well as on East Broad St. between Seven Corners and Washington St. / Add service until 2 am 7 days-a-week
28F	Skyline City		n/a	Restore route 28F service / Continue suspension on route 28G until ridership warrants restoration (route 22F is extended to Skyline City to partially replace route 28G)
28G			n/a	
29C	Annandale		n/a	Eliminate route 29C, Fairfax Connector is adding replacement service. Maintain FY21 span & frequency on route 29G
29G			n/a	
29K	Alexandria-Fairfax			Maintain FY21 span & frequency
29N				
29W	Braeburn Dr-Pentagon Express		n/a	Eliminate entire line, Fairfax Connector is adding replacement service
38B	Ballston-Farragut Square			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week
MW1	Metroway - Potomac Yard			Maintain FY21 span & freq. weekdays, 30 min. freq. Sat. & Sun.
NH2	National Harbor-Alexandria			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service

Rte	Line Name	Weekday Status	Sat/Sun Status	Description
REX	Richmond Highway Express			Maintain FY21 span & frequency

FARE CHANGES

Parking Fees

		CURRENT Fares/Fees	FY2022 Proposed Fare Options
Parking Fees			
60	· District of Columbia	\$4.45 - \$4.95	no change
61	· Montgomery County	\$4.45 - \$5.20	no change
62	· Prince George's County	\$3.00 - \$5.20	\$3.00 - \$4.95
63	· Virginia	\$3.00 - \$4.95	no change
64	· Monthly reserved parking fee	\$45.00 - \$65.00	no change
65	· Parking meters \$1.00/60 minutes	\$1.00	no change
66	· Prince George's parking garage at New Carrollton (monthly)	\$85.00	no change
67	· Non-Metro rider parking fees	\$7.50 - \$15.00	no change
68	· Special event parking fees	up to \$25.00	no change

Virginia Dedicated Funding - Restricted	31,616,545	31,616,545	31,616,545	31,616,545	31,616,545	31,616,545	189,699,270
Congestion Mitigation and Air Quality (CMAQ)	1,016,889	645,768	626,951	601,713	763,000	763,000	4,417,323
Subtotal - Virginia	287,969,654	290,735,393	293,782,459	297,411,652	303,218,089	305,402,845	1,778,520,093
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 (MWA)	12,951,000	867,000	-	-	-	41,133,000	54,951,000
Potomac Yard (Alexandria)	149,500,000	18,987,000	-	-	-	-	168,487,000
Purple Line (MDOT)	4,068,000	-	-	-	-	-	4,068,000
Subtotal - Jurisdictional Reimbursable	169,519,000	22,854,000	3,000,000	3,000,000	3,000,000	44,133,000	245,506,000
Total - State & Local	1,095,464,603	956,721,344	945,390,174	954,162,833	963,385,953	1,013,852,641	5,928,977,547
Debt	1,023,474,711	1,341,813,591	995,432,848	937,698,099	663,892,396	605,858,090	5,568,169,736
Grand Total Funding *	2,607,856,000	2,631,173,252	2,272,536,581	2,216,974,559	1,954,385,123	1,945,917,506	13,628,843,021

* Total funding requirement includes capital program expenditures, debt service, and estimated revenue loss from major shutdowns

Note: Does not assume reauthorization of Federal PRIIA beyond FY2022

Financial Plan by Investment Category

<i>(Dollars in Millions)</i>	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	6-Year
	Budget	Plan	Plan	Plan	Plan	Plan	Total
Railcars	\$342	\$346	\$437	\$530	\$517	\$423	\$2,595
Rail Systems	272	337	308	257	203	213	1,590
Track and Structures	343	476	259	236	237	247	1,798
Stations and Passenger Facilities	572	369	328	302	268	272	2,111
Bus and Paratransit	515	550	492	418	184	196	2,354
Business Support	547	448	239	206	220	227	1,888
Total Capital Program	\$2,591	\$2,526	\$2,064	\$1,949	\$1,628	\$1,578	\$12,336

Revenue Loss from Capital Projects	17	10	10	10	10	10	67
Debt Service-Dedicated Funding ¹	0	95	199	258	316	358	1,226
Total Capital Program Cost	\$2,608	\$2,631	\$2,273	\$2,217	\$1,954	\$1,946	\$13,629

¹ Projections subject to change based on actual debt requirements and terms of future debt issuance

INDIRECT COST RATE PROPOSAL

Table of FY2022 Budgeted Indirect Cost Rates

For FY2022, Metro prepared and submitted an Indirect Cost Rate Proposal (ICRP) to the Federal Transit Administration (FTA) on December 31, 2020 for a set of department indirect cost rates that, excluding a carry-forward calculation, establishes a composite rate of 50.45%. The FTA is still reviewing the proposed FY2022 ICRP. The indirect cost rates by department used to develop the budgeted composite rate of 50.45% are as shown below.

Department/Area	Indirect Cost Rate
Access Services, Mode 10 – Paratransit (ACCESS)	197.23%
Bus Services - Transportation, Mode 01 (BTRA)	38.11%
Bus Services - Vehicle Maintenance, Mode 01 (BMNT)	43.98%
Rail Transportation Administration, Mode 02 (RTRA)	50.69%
Rail Maintenance, Mode 02 (CMNT)	51.18%
Rail Infrastructure and Facilities, Mode 02 (INFR)	57.89%
Metro Transit Police Department (MTPD)	57.78%
Customer Service, Communications, and Marketing (CSCM)	65.95%
Overall Composite Indirect Cost Rate	50.45%

In preparing the FY2022 Capital Budget and Six-Year CIP, Metro proposes use of the indirect cost rate set that corresponds to a composite rate of 50.45%. This rate is less than the composite rate of 67.18%, which was provisionally approved by FTA by letter dated August 10, 2020.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1835 Market Street
Suite 1910
Philadelphia, PA 19103
215-656-7100

August 10, 2020

Mr. Dennis Anosike
Chief Financial Officer
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Re: FY2021 Indirect Cost Rate Proposal – Provisional Approval

Dear Mr. Anosike:

The Federal Transit Administration (FTA) has received the Washington Metropolitan Area Transit Authority's (WMATA) Indirect Cost Rate Proposal (ICRP) on FTA-funded activities. The proposal received a cursory review by FTA Region 3's Financial Analyst who determined that a formal review by our Financial Management Oversight Contractor (FMOC) was warranted.

Unfortunately, the process of issuing a task order to the FMOC was halted as activities related to the COVID-19 Pandemic and subsequent CARES Act took precedence. FTA has recently re-initiated the process of having a FMOC assigned to review your FY2021 ICRP. It is expected that their review will be completed within the next 60 days.

While we await the FMOC's report, the indirect cost rate of 67.18% proposed in the WMATA Indirect Cost Rate Proposal is provisionally approved by FTA for application to direct labor charged to FTA grants during WMATA's Fiscal Year 2021 that extends from July 1, 2020 through June 30, 2021. FTA expects to make a final determination regarding the proposed rate within this period, at which time, any necessary adjustments to the rate will be made.

If you have any questions, please contact Kelly Tyler in the Washington, DC Metropolitan Office at (202) 366-3267 or via e-mail at Kelly.Tyler@dot.gov.

Sincerely,

Digitally signed by
DONGHEE A CHO
Date: 2020.08.10 14:10:53
-04'00'

Tony Cho
Director, Office of Program Management and Oversight

PRESENTED AND ADOPTED: February 27, 2020

SUBJECT: DEBT MANAGEMENT POLICY

2020-04

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

WHEREAS, WMATA's Dedicated Capital Funding Agreement with Maryland requires the Board to adopt a formal debt management policy and then review and adopt that policy annually; and

WHEREAS, Staff has prepared the attached debt management policy for Board consideration;

NOW, THEREFORE, be it

RESOLVED, That the Board adopts the Debt Management Policy in Attachment A; and be it further

RESOLVED, That the General Manager and Chief Executive Officer shall bring the Debt Management Policy with any recommended changes back to the Board for review and approval annually; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with § 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure No.:
4.1.0 Bonds

**Motioned by Mr. McMillin, seconded by Mr. Graham
Ayes: 8- Mr. Smedberg, Ms. Gidigbi, Mr. Goldman, Mr. Horner, Mr. Letourneau, Mr. Marootian, Mr. Graham
and Mr. McMillin**

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Debt Management Policy Guidelines

February 2020

I. Introduction

Section 101. Purpose

These Debt Management Policy Guidelines (the “Policy Guidelines”) document the Washington Metropolitan Area Transit Authority’s (“WMATA” or the “Authority”) goals for the use of debt instruments and provides guidelines for the use of debt for financing the Authority’s infrastructure and capital projects. The Authority’s overall guiding principles in issuing debt is to (a) identify transactions that utilize debt in the most efficient manner, (b) make timely debt service payments, and (c) achieve the lowest possible cost of capital and maintain high credit ratings and access to the capital markets.

Section 102. Authority, Scope and Review

WMATA is an interstate compact agency, and an agency and instrumentality of the District of Columbia, State of Maryland, and Commonwealth of Virginia. WMATA’s continuing power to issue revenue bonds is set forth in Article IX of the Compact. Notwithstanding any provision of these Guidelines to the contrary, all debt obligations of WMATA will comply with the requirements of the Compact as well as all other applicable laws, regulations and Board Resolutions.

These Policy Guidelines will be reviewed annually by the WMATA Board of Directors (the “Board”) and any changes to the Policy Guidelines must be presented to and approved by the Board.

Section 103. Administration of Policy Guidelines

Both the Executive Vice President and Chief Financial Officer and the Vice President and Treasurer will be responsible for managing, implementing and reviewing the Policy Guidelines and recommending appropriate debt offerings to the General Manager and Chief Executive Officer from time to time.

Section 104. General Best Interest of Authority

The General Manager and Chief Executive Officer will bring to the Board for approval prior to closing, any deviations from the Policy Guidelines that may be appropriate to address 1) changing financial goals, 2) emerging financial products/debt structures and 3) unique market opportunities.

II. General Debt Issuance Policies

Section 201. Use of Debt

WMATA will issue bonds for the sole purpose of financing the Authority’s Capital Improvement Program (CIP). Bond proceeds will not be used for ongoing operating needs except as provided for in this section.

WMATA may use a mix of pay-as-you-go and debt to finance capital projects and other short and long-term financial needs of the Authority. The financing purpose will guide the type of debt WMATA uses, which may include:

Long-Term Debt: Long-term bonds/notes (instruments with a maturity of more than two years are preferred for financing essential capital activities including the acquisition, construction and rehabilitation of major capital assets. Long-Term Debt may not be issued with a maturity exceeding thirty (30) years. Debt will be issued for a duration matched to the overall economic life of the CIP projects financed.

Short-Term Debt: WMATA may use short-term bonds/notes (instruments with a maturity of two years or less) as a cash management tool to provide interim financing for capital financing activities, to bridge temporary cash flow deficits within a fiscal year, and/or to reduce interest rate costs. Short-term debt obligations may include commercial paper, grant anticipation notes, working cash notes, variable rate bonds, bond anticipation notes, lines of credit as well as any other appropriate instruments.

Variable Rate Debt: In addition to fixed rate debt, WMATA may issue bonds/notes with a variable interest rate to 1) diversify its debt portfolio, 2) reduce interest costs, 3) improve its match of assets to liabilities, 4) provide budgetary relief or 5) allow grant funding flexibility to accommodate changes in debt service levels. The aggregate amount of WMATA's outstanding unhedged long-term variable rate debt, however, is not authorized to exceed 20% of its outstanding long-term debt.

Direct Borrowing: Where direct borrowing/lending (such as TIFIA loans) would prove more economically beneficial, WMATA will consider direct loan obligations. However, WMATA will only proceed with a direct loan transaction if the transaction creates tangible benefits of greater value to WMATA than the burden of additional costs and administrative requirements of such direct borrowing.

Bond Premium: Bonds can be sold at par or as premium bonds or discount bonds. If bonds are sold with a premium, the premium shall be deposited to a Cost of Issuance Account to pay bond issuance costs, and, if applicable, any residual premium will be transferred to a Capitalized Interest Account to pay any capitalized debt service on the bonds; and, any further residual premium will be deposited into the Capital Projects Account specific to that bond issue.

When issuing Gross Revenue Bonds, WMATA will attempt to "right-size" the issue so as to minimize any excess premium derived after covering 1) bond issuance costs; 2) and capitalized debt service, if any. Any remaining premium will be deposited to the project fund to satisfy the CIP Project Fund requirement.

Section 202. Financing Purposes

The Authority may issue debt for either new money or refunding purposes.

New Money Bonds: New money bonds may be issued to provide additional funding for essential capital activities or other activities suitable for bond financing, as detailed under Use of Debt.

Refunding Bonds: WMATA may issue refunding bonds to achieve debt service savings on its outstanding bonds by redeeming high interest rate debt with lower interest rate debt. WMATA may structure the savings from these bonds on a uniform, proportionate or accelerated basis depending on the Authority's financing goals. When refunding outstanding bonds, the Authority will generally seek a per bond net present value savings guideline of 3% based on market

conditions. Refundings with lower savings rate may be appropriate to maximize overall financial objectives. Notwithstanding the above, the 3% savings guideline will not apply for bonds with a call date between one and three years from their stated maturity, or for small principal maturities.

In certain instances, it may be advantageous for WMATA to issue refunding bonds that do not produce positive economic savings but serve to restructure debt or retire a bond issue in order to remove undesirable bond covenants. Prior to issuing such refunding bonds, WMATA will evaluate the benefits (both intangible and tangible) as well as the economic costs for approval by the Board.

Section 203. Issuance Processes

There are three basic processes for the issuance of long-term bonds:

- **Jurisdictional Capital Contribution Debt.** This form of debt may be issued using the process contained in the applicable Capital Funding Agreement which may provide for an opt-in option for the funding jurisdictions and formal agreement by the opting-in jurisdictions to fund that debt service. The security for these bonds will be WMATA's Gross Revenues as defined in the applicable bond resolution.
- **Dedicated Funding Debt.** This form of debt may be issued with the approval of the Board without any jurisdictional input. The security for these bonds shall be the Dedicated Funding contributions received from the District of Columbia, the State of Maryland, and the Commonwealth of Virginia pursuant to the following legislative enactments: (a) from the District of Columbia under D.C. Official Code § 1-325.401 or any successor statute, as the same may be amended from time to time in the future; (b) from the State of Maryland under Md. Transportation Code Ann. § 10-205(g) or any successor statute, as the same may be amended from time to time; and (c) from the Commonwealth of Virginia under the Va. Code §33.2-3401.B or any successor statute, as the same may be amended from time to time. Dedicated Funding shall also include funds paid by any of the District of Columbia, the State of Maryland, the Commonwealth of Virginia or any other Participating Jurisdiction in-lieu-of such amounts.
- **Debt Secured by Other Revenue Sources.** WMATA may issue debt secured by other sources of revenue not described above. The approval of the Board is the only approval necessary unless the source of revenue is from one or more of the local funding jurisdictions; in which case, those jurisdictions will have the same rights as under Jurisdictional Capital Contribution Debt.

Section 204. Combination of Security for Bonds

WMATA may issue bonds with one or more types of security provided that the issuance requirements and process for each type of security is met.

Section 205. Borrowing Capacity

In addition to complying with the financial covenants for outstanding Gross Revenue Transit Bonds authorized under the 2003 Gross Revenue Bond Resolution (2003-53) and subsequent supplemental resolutions and other applicable bond resolutions, the Authority will manage its debt to ensure sufficient revenues are available to meet its obligations under its various liens. WMATA will monitor debt capacity and analyze impact of additional debt on the Authority's short- and long-term debt capacity. Any debt cap will be based on

the overall needs of the Authority and the Debt Service Coverage requirements contained in any applicable bond resolution.

Senior and Junior Liens for each revenue source will be utilized in a manner that maximizes critical constraints, including cost and capacity, thus allowing for the most beneficial use of the revenue for the most efficient security structure. Prior to each lien, the Authority's Board will approve a maximum annual debt service (MADS ratio of pledged revenue divided by annual debt service) or other debt service coverage requirement necessary to satisfy the constraints.

Section 206. Use of Short-Term Debt

Short-Term Debt may be issued by WMATA. Lines of Credit not used for credit enhancement may be used for interim funding of the approved capital program or to ameliorate the impact of any shortfall in the Operating budget. When used in the capital program, the costs of such usage shall be charged to the applicable capital program or project. When a Line of Credit is used to ameliorate the impact of any shortfall in the Operating budget, the costs of such usage, including interest, shall be paid solely out of the Operating budget and charged to the jurisdiction or jurisdictions causing the need to use the Line of Credit or charged pursuant to the applicable subsidy formula when the use of the Line of Credit is from a non-jurisdictional requirement but never from any capital funds.

All forms of Short-Term Debt must be approved by the Board of Directors before closing; except that Lines of Credit meeting the following parameters may be issued without further Board action:

- Aggregate amount not to exceed \$350 million unless prior Board approval is received;
- The interest rate shall not exceed the then-current one-month LIBOR (or any generally accepted substitute for LIBOR) plus an annual rate of 1.75%;
- Have a term which is less than one year;
- Fees and transaction costs paid by WMATA on a Line of Credit may include the fee types and transaction costs contained in the existing Line of Credit program in effect upon passage of this policy and additional fee types and transaction costs (and each in amounts) which are reasonable and customary for the industry at the time of entering into a new or renewed Line of Credit; and
- If financial institution indemnification is required as a condition of the Line of Credit, such indemnification shall have already been granted by the Board of Directors.

Section 207. Credit Ratings

WMATA's credit ratings goal is to achieve the best economic benefit from the Authority's debt issuances by attaining appropriate balance between minimizing borrowing cost and maximizing financial flexibility and result.

For existing bond programs, WMATA will attempt to maintain or improve current credit ratings without adversely affecting levels of debt that may be issued for any particular program. For new bond issuances, WMATA will generally seek investment grade ratings from at least two Nationally Recognized Statistical Rating Organizations. However, WMATA acknowledges that as market conditions and financing needs evolve, so should the Authority's credit ratings strategy. WMATA may accept a lower rating (and thus incur a modest financing cost

differential) in order to gain flexibility needed to effect significant policy initiatives. The Authority will periodically review its credit rating strategy to see if market or capital plan developments warrant a revision in WMATA's approach to its ratings.

WMATA will strive to communicate regularly with rating agencies. As requested, the Authority will provide information to rating agencies, arrange regular conference calls to update rating analysts on significant financial developments and communicate with rating agencies prior to each WMATA public bond offering.

Section 208. Subordinate Liens

WMATA may determine that for some of its revenue sources it may be advantageous to issue subordinate lien debt. However, WMATA will only proceed with subordinate lien debt if the transaction creates tangible benefits to WMATA and is approved by the Board.

Section 209. Tax Status

WMATA has a preference for issuing debt on a tax-exempt basis to take advantage of interest costs savings compared to issuing taxable debt. However, WMATA may issue debt on a taxable or tax-exempt basis.

Section 210. Credit Enhancement

WMATA may secure credit enhancement for all or a portion of each bond issue. Credit enhancement may include municipal bond insurance or a letter/line of credit (which shall not be covered by Section 206 of this Debt Policy). The Executive Vice President and Chief Financial Officer or designees shall recommend use of credit enhancement considering such factors as economic benefit of the enhancement, and future secondary market trading conditions. WMATA will not secure credit enhancement unless the premium cost is less than the present value of the projected interest savings or if such credit enhancement improves capital market access and/or facilitates liquidity in the secondary market for the securities. For municipal bond insurance, or other forms of credit enhancement which are paid for with an upfront premium, WMATA will analyze the economic benefit both to the maturity of the bonds and to the first optional redemption date.

WMATA may also fund a debt service reserve fund to enhance the marketability of its bonds.

For bond issues that require a debt service reserve fund, WMATA may purchase a surety bond policy or letter of credit to satisfy the reserve fund requirement in lieu of funding.

III. Sustainability and Environmental, Social and Governance (ESG) Debt

As a mass transit system, WMATA promotes low carbon emissions and an environmentally friendly "green" platform encompassing its operations and infrastructure. The Authority's debt collateral attracts investors who want to contribute to its sustainable business model and may have mandates to invest in a socially responsible manner.

WMATA is under no obligation to certify "green" for any debt issuance or as a compliance requirement and can solely rely on its energy efficient asset base of environmentally friendly collateral as qualifying its debt as "green" and socially responsible.

As investors continue to pursue "impact" investments and WMATA fulfills that socially responsible objective with programs such as Metro Access, fares for low-income and disabled customers, subsidized student fare programs, and outreach programs to the low income and non-banked community, WMATA's investor relations when appropriate will emphasize its

positive impact in the community to broaden the Authority’s investor base and highlight the Authority’s federal mandate to serve lower income customers.

Debt issuances, when logical, are permitted to be marketed and labeled as “green”, “sustainable”, or “ESG” investment opportunities to potential investors. WMATA will leverage this marketing advantage to lower its cost of funds and/or to diversify investors when possible as the ESG market continues to grow worldwide.

IV. Method of Sale and Use of Professionals

Section 401. Method of Bond Sale

The General Manager & Chief Executive Officer or his designee may choose between the following three different bond sale methods: negotiated, competitive and private placement. A competitive sale is the preferred method of sale unless market conditions at the time of sale indicate a negotiated or private placement sale will result in lower overall cost to WMATA. In such cases, Board approval is required to proceed with a negotiated sale or private placement.

Factors which may be considered when determining the most efficient bond sale method include:

• Bond market conditions	• Bond structure	• Market timing
• Credit demand	• Credit acceptance	• Credit ratings
• Use of proceeds	• Bond size	• Financing complexity
• Desire to negotiate bond covenants	• Credit enhancement participation	• Credit Complexity

Section 402. Selection of Bond Financing Professionals

Bond Financial Advisory Professionals including firms that provide financial advisory and underwriting services to WMATA in connection with the issuance of debt shall be selected on a competitive basis to create pools of qualified vendors. The Executive Vice President and Chief Financial Officer or his designee have been delegated the authority to select Bond Financial Advisory professionals. The Authority will strive for diversity and provide opportunity for DBE firms, veteran owned, and other minority and women-owned firms as part of each underwriting team.

WMATA will select and retain at all times one or more independent registered municipal advisors (IRMAs) to review financing ideas provided to the Authority by Bond Underwriting Professionals. Further, concurrently with the planning for a debt issue, WMATA shall obtain the services of Bond Financial Advisory Professionals and, as needed, Bond Underwriting Professionals.

In addition to the above, WMATA may periodically solicit separately for specialized services, including short-term lending products, based on the financial needs of the Authority and market factors at the time of the solicitation. As the market for financial institution offering short-term lending products to governments evolve, WMATA may solicit bids for short-term borrowing programs from firms meeting the Compact requirements and whom the Authority deems viable at the time of the financing.

WMATA requires its Bond Financial Advisory Professionals to provide services in accordance with all currently applicable Municipal Securities Rulemaking Board (MSRB) rules and any subsequent MSRB rulings or requirements.

V. Derivatives

Section 501. General Policy

Interest rate swaps and options (Swaps or Derivatives) are appropriate management tools that can assist WMATA to meet important financial objectives. Properly used, these instruments can help WMATA increase its financial flexibility, provide opportunities for interest rate savings, enhanced investment yields, or reduce interest rate risk through more effective matching of assets and liabilities. Derivatives for commodities used by WMATA also provide opportunities for financial benefit. The Executive Vice President and Chief Financial Officer or his designee must determine if the use of any Swap or hedging instrument is appropriate and warranted given the potential benefit, risks, and objectives of the Authority.

- WMATA may consider the use of a derivatives if it achieves one or more of the following objectives:
 - Provides specific risk mitigation not otherwise available;
 - Produces greater than expected interest rate savings or incremental yield over other market alternatives;
 - Results in improved capital structure or better asset/liability match.
- WMATA will not use derivative products that are speculative or create extraordinary leverage or risk; lack adequate liquidity; provide insufficient price transparency; or as investments.

WMATA will only do business with A+ or higher rated counterparties or counterparties whose obligations are supported by A+ or higher rated parties.

Section 502. Interest Rate Derivative Policy

Financial transactions using Swaps or other derivative products used in lieu of a fixed rate debt issue should generate greater projected savings than the typical structure used by WMATA for fixed rate debt.

- WMATA will limit the total notional value of interest rate derivatives to an amount not to exceed twenty percent of total outstanding fixed rate debt and 100% of variable rate debt.

Section 503. Commodity Derivative Policy

WMATA is authorized to hedge or execute contracts for diesel fuel, electricity, CNG, carbon credits, and other commodities (excluding financial derivatives discussed above) that have a direct business relationship to WMATA's operations but not to exceed 95% of the expected use of the commodity to provide budget stability.

VI. Disclosure

WMATA will periodically review the requirements of the MSRB and the recommendations of the Government Finance Officers Association ("GFOA") including the GFOA recommendation that financial statements be prepared and presented according to generally accepted accounting principles.

The Authority will also comply with Rule 15c2-12 by filing its annual financial statements and other financial and operating data on the Electronic Municipal Market Access (EMMA) repository for the benefit of its bondholders within the timeframe required under each financing. WMATA will make its financial statements, annual budget and official statements available on its investor relations website. The Vice President and Treasurer will comply with all SEC requirements for disclosure by providing annual financial information and notices of material events as outlined in the Continuing Disclosure Agreement executed for each series of bonds.

VII. Post Issuance Considerations

Section 701. General Compliance Requirements

WMATA will comply with all debt covenants and comply with all post issuance tax requirements as detailed in the individual tax compliance certificate executed in connection with each bond or note sale. Specifically, WMATA will comply with Federal tax law to establish and maintain the exclusion from gross income tax on the Authority's bonds. WMATA will particularly focus on arbitrage requirements and will evaluate and ensure compliance with all applicable tax law during the debt issuance process, and on an ongoing basis thereafter, monitoring the Authority's debt portfolio in light of regulatory changes and case law, including arbitrage rules, including the Authority's arbitrage rebate position and any attendant rebate liability, as defined in § 148 of the Tax Code.

Section 702. Investment of Bond Proceeds

WMATA will invest the sale proceeds of its bonds in accordance with the provisions of the WMATA Compact and the Internal Revenue Code. WMATA will invest bond proceeds in a manner that allows proceeds to be available when needed.

Section 703. Trustee Relationships and Monitoring of Trustee Activities

The Vice President and Treasurer is responsible for monitoring trustee activities made on behalf of WMATA on a quarterly basis.