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From: Zoe McDermott-Adler [Montgomery County]

I disagree with the proposed budget cuts that would take effect 7/2021. Essential workers have continued to rely on Metro throughout the pandemic, and closing stations and suspending weekend service would cause great harm to working communities, poor communities and to the climate. The continued mismanagement of metro has been abhorrent. How can a system with dedicated taxpayer funding keep running into budget problems? These budgetary issues could be solved by cutting executive salaries and nixing pointless PR campaigns and the equally pointless wmata merch storefront at Gallery Place. Pandemic or otherwise, Metro must do better.

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From: Joseph Schiarizzi [Fairfax County]

My 30 minute commute is going to turn into 1.75 hours overnight. I can't imagine the burden this is going to put on so many families. So many are struggling and this is a horrible way to kick em while they're down.

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From: Rebecca DeBoer [Arlington County]

I urge you not to cut Metro service in 2021. Cutting weekend service makes it harder for people to get to work or to places where they'd spend money, hurting our economy. Combine that with cutting bus lines, and you prevent those without vehicles or far from metro lines from getting to their destinations. Longer waits between trains create more situations where people may have to crowd and rush, risking injury, theft, and harassment.

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From: Kayla Eaton [District of Columbia]

Please do not pass the metro cutbacks. As a thriving metropolis area we need public transit. We should be doing everything we can to improve services. People's lives depend on this. Public transportation is not an option—it's a necessity. We need to be funding, improving, and expanding our services to increase access for people, not shutting the trains down on the weekend and closing stations! Tax amazon and fund the metro. Thank you.

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From: Zaena Ballon [Alexandria]

These will cause some people to lose their jobs due to cuts in transportation and more traffic which is already an issue in the area.

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From: Colleen Parker [Montgomery County]

How is this even remotely smart. How about people who work on the weekends? People who likely can't afford to and change their schedules. What are they going to do? Drive? With what car? You going to get rid of parking zones? WMATA is already a joke, and you want to make it worse? Why not put pressure on Congress. I bet a VERY public, televised, make sure gets on YouTube press conference condemning Congress's inaction. Tell folks to contact their local politicians to complain about their inaction, because right now, if you do this, the blame will lie squarely ON YOU!

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From: Alice Packard [District of Columbia]

The idea of making the additional cuts to WMATA service is outrageous. No more weekend train service? How will people get to work? You'll crush people's ability to keep their jobs and feed their families. We need federal assistance to close any gaps in the budget; cuts to service is simply unacceptable.

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From: Ariella Phillips [District of Columbia]

The proposed changes are unacceptable to DC residents who depend on WMATA to get to work and other activities. Ending weekend service would grind the city to a halt as people are likely to be getting back to normal life.

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From: Abigail Kusmin [Montgomery County]

Please do not cut train service, bus routes, or workforce.
Our community needs them.

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From: Jason Ferrante [District of Columbia]

Like many others, I am shocked to see the WMATA proposal to cut service, eliminate stations, and do away with weekend service. This will be a death spiral for WMATA and DC will essentially be a ghost town as a result. Not only do thousands of commuters have work and errands on the weekend, but essential workers will also be left out. If you cut service, people won't use WMATA, which means you will cut service again, which means people won't use WMATA, which means you will cut service again, and so on. Find another proposal that does not involve service cuts.

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From: Emily Anderson [District of Columbia]

Do not make additional budget cuts to WMATA. It is imperative as the primary mode of transportation for millions of residents in the dm, particularly low income residents.

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From: Melissa Riggio [Arlington County]

I am outraged at these cuts. I understand that this year was terrible for public transportation, and I will be calling my VA senators in regards to adding more funding to WMATA. However, these cuts will gut the city when we return to work - the amount of people who are going to be teleworking long-term will not balance out with these cuts. In addition to hurting the locals in DC, tourism will be affected. Once the vaccine is out, tourists, many of whom come by on the weekends from areas such as Baltimore or Richmond, will be cut off from weekend service. This will definitely impact where they choose to stay or if they come at all, given the parking situation in downtown DC. I would like to state my strong objection to these cuts and hope that WMATA uses my comment to show to anyone who has the power to give more funding to WMATA to keep DC afloat and continue to make DC a competitive city on the East Coast in terms of public transportation.

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From: Zachary Klein [District of Columbia]

The cuts to Metro service proposed by WMATA are wildly unacceptable and an insult to District (and regional) taxpayers that fund the network. I understand that Metro is having financial issues, but cutting weekend service and 30 minute headway are a total abdication of WMATA's responsibility to serve residents. At the very minimum, every alternative should be explored - including a strong appeal to jurisdictions for more money (even if it involved revising legal bars to a more significant increase) and, if necessary, issuing long-term bonds to cover this short-term disruption. I am strongly urging my representatives to express to WMATA how unacceptable this budget is, and that they need to start over from scratch. I would happily pay increased taxes in the short term to support WMATA until ridership returns, but what you have proposed cannot stand. If this GM can't make it work or go to the jurisdictions for more money, he should be replaced immediately with someone who can preserve the transit system's role in making the region a great place to live. You are proposing cutting service to bare bones at the exact time life looks set to return to normal. It is unconscionable.

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From: Caroline Helmers [Fairfax County]

As a Fairfax resident I am gravely concerned with the new Metro budget proposal. I understand that times are rough with Covid and that ridership is down, however, going through with these service cuts will effectively end Metro. So many people, including my fiance, rely on the Metro to get from the Virginia suburbs into their jobs in DC. If weekend service is cut, how will people who work on weekends and rely on the Metro get to work? Not to mention the MASSIVE impact this would have on tourism - so many families use the trains on the weekends to go into the city and see the sights or go to games. Furthermore, climate change is a real concern and we need to get public transit going in order to combat the climate crisis. And finally, I myself purchased my house specifically because it is near a Metro stop. One day, life will return to normal. Gutting the Metro for a temporary problem will have long-term detrimental effects on this entire region.

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From: Rachel Gatwood [Fairfax County]

If I return to my office in 2021, I will need to take the Metro all the way from Wiehle-Reston East to Rosslyn or Foggy Bottom every day, then back. The proposed changes would make it really hard to get to work. Also, I would have a harder time visiting family in Silver Spring, Maryland and Clarksville, Maryland.

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From: Kathleen Davin [District of Columbia]

I hope that WMATA will let DC residents know what measures we can take to avoid these drastic cuts, considering that we have no (voting) representation in the US Congress. DC DDOT is doing everything possible to discourage car ownership--and now WMATA is going to cut rail & bus service? There are many residents are not able to use bikes or scooters (age, physical disabilities).

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From: Dana Maier [District of Columbia]

The proposed cuts to the Metro budget would be a disaster for the DC region. We like to complain about the Metro, but it's generally a reliable transportation system, and I can usually count on it to get me to work on time. These cuts would make it a burden to use for the people who need it the most. I urge the Board to not go through with them.

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From: Christina Skinner [Outside DC area]

I lived in DC for 10 weeks 2 summers back, and the metro was key to transportation. I'll be moving back in February 2021, and I can't imagine my having cuts this drastic to the system.

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From: Kathryn Stephe [District of Columbia]

Infrastructure and transportation are essential to ensuring equity. Cutting services will adversely affect the those in greatest need both in terms of service and jobs. Any cuts that reduce service AND cut valuable jobs is short-sighted. At minimum, we must keep the WMATA workers employed. Calculate the multiplier effect of the lost jobs and rethink this short-sighted plan.

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From: Judith Lavelle [District of Columbia]

These budget cuts are simply too extreme. Cutting public transportation that our essential workers depend on is a slap in the face to the people who have kept our city well and fed through this crisis. How would—for example—a health aide from Anacostia with limited resources and no private transport report to work at GW on a Saturday? Many families like mine have chosen their homes based on proximity to these services and do not have a car as both an environmental and financial choice. For many, this is a financial necessity. There are many reasons—from increasing road congestion to the economic and logistical cost of putting Metro employees out of work—this proposal is unacceptable, but perhaps most of all I am struck by the disregard for the essential workers who rely on Metro as their only means of transportation. Our federal government needs to step up and support this service that so many of its employees and partners rely on—and barring that, we need more creative and equitable solutions to the WMATA budget deficit that will ensure the most vulnerable riders come first.

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From: Laura Gerhardt [District of Columbia]

These cuts will disproportionately impact Black and Latinx residents because they make up a large portion of the ridership and also rely on WMATAs services for commuting outside of a.9-5 schedule. If you care about black lives please change this proposal.

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From: Natalie Mueller [District of Columbia]

Please do not cut weekend and after 9pm service. One of the main reasons I moved to DC is because I do not like to drive and prefer to take public transportation. If you cut the metro that much, there is no reason for me to live here, as the metro can't be used as a reliable source of transportation. I depend on the metro, and I know so many others do. It's more than just for commutes. It connects everyone and jobs that aren't 9-5pm. If you cut it, I think so many people will leave the area, congestion and pollution increase, and tourism will decrease.

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From: Alistair Somerville [District of Columbia]

The proposed cuts to Metro service would be a huge step backward for the city. They would essentially render DC a global city with no public transportation. This will weaken DC's status in the world and be a detriment in both the short and long term to the city's most vulnerable residents.

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From: Kelsey Donnellan [District of Columbia]

During the global pandemic, we've seen companies buckle due to financial strain and a lack of empathy at the Federal level. I understand the WMATA is facing serious budget shortfalls and challenges, and I urge WMATA leadership to take an equity approach to addressing changes to services. It is unacceptable to leave behind service workers and people living in neighborhoods home to primarily Brown and Black people. Restricting service to 9-5 commute hours during the weekdays and cutting services to 19 stations is a threat to the people who keep our city running. In taking an equity approach, I urge WMATA leadership to hire equity experts and work with environmental justice groups to identify and implement inclusive solutions.

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From: Erin Berkowitz [District of Columbia]

These cuts will be devastating to families, businesses, and travelers throughout the DMV. Please consider other options like massively upscaling bus routes and times, loans from public-private partnerships, sponsorships from outside resources. The employees of WMATA will suffer and we the DMV will not be able to bounce back.

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From: Patrick Ross [District of Columbia]

The proposed cuts to the Metro time schedule would be devastating to its utility for those living and working in the DMV. The focus on commuting hours above all else would greatly harm those who live in the city and use the transit system. Eliminating weekend service would be particularly antagonistic to those living in DC and use Metro not just to get to work, but to travel for errands, visit friends and family, and travel to and from parks, restaurants, and nightlife within the city. Please do not make such a terrible mistake by cutting hours that sharply. If WMATA is struggling with financial resources due to a drop in ridership during the pandemic, the answer is not to make the drop in ridership permanent through these drastic and harmful changes.

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From: Sarah Cannon [District of Columbia]

I'm a DC resident of Ward 6 and I'm part of the Metro budget problem. I cannot tell you the precise date I last rode Metro, but it was before I stayed home for nine months. But I want the Metro to be here when I've received my Covid-19 vaccine. I appreciate the impossible situation that Metro is in of being required to have a balanced budget, and I firmly believe that public transit should be subsidized. I appreciate that this budget demonstrates the necessary cuts if Congress does not pass a new federal coronavirus relief package that includes public transit funding. I also appreciate that it asks the local governments for help meeting this shortfall. I support the one-time use of capital funds to address the budget shortfall. Capital funds are for rainy days, and this is that time. As I review the plans for cuts, I am concerned about the role of Metro as we establish a post-Covid life. I worry that dramatic cuts will result in people establishing habits that minimize their use of public transit, and continue to reduce consumption.

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From: John Haiducek [District of Columbia]

With climate change posing an existential threat to human civilization, services such as Metro are more essential than ever for reducing inequality and pollution. I therefore support efforts to maintain Metro services at the highest level possible. I understand that the proposed service cuts are being made out of necessity, but I am concerned about the impact on Metro users and on the long-term health of the Metro system. Reduction in Metro service will likely have negative impacts on community perceptions of the Metro and result in a long-term reduction in ridership. Users who adapt to the cuts by switching to other forms of transportation may choose to make the change permanent, even if services are restored in the future. When I look at the proposed budget, I note the statement "may require a one-time significant use of capital funds." Given the unprecedented nature of the COVID-19 pandemic and the resulting Metro budget crisis, I enthusiastically support such an expenditure. I also note that the Metropolitan Transit Police remains a part of the Metro budget. With the District being famously over-policed, I wonder if it is necessary for MTPD to maintain its own police force, and whether these funds could be put to better use keeping services running. I understand that MTPD is only about 2% of the total Metro budget, but even this comparatively small savings could make a big difference when it comes to restoring services. To support the long-term health of the Metro, I would hope that the proposed station closures do not become permanent. While it may be necessary and appropriate to close some stations, I would urge the Board to allocate resources for maintaining the closed stations so that they can be reopened at some point in the future.

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From: Laura Lanigan [Montgomery County]

I urge you to reconsider the proposed transit cuts. Before I was furloughed, the Metro was how I was able to commute. Furthermore, many carless DMVers will be affected by these cuts, particularly the lack of weekend service and station closings.

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From: Aliya Mejias [District of Columbia]

This proposed budget cut will disproportionately impact our most vulnerable community members. Accessible and affordable public transportation should be a human right. These cuts will prevent people from routine activities: doctor appointments, work, grocery shopping, school. I do not have a car and depend on the metro to access areas of the city my bicycle and cold weather do not permit me to access, and I am an able-bodied person. People depend on the metro, keep it open and demand funding from the government.

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From: Delia Beristain Noriega [District of Columbia]

As an essential worker living and working in DC, I understand the importance of public transportation and believe that it is something we should strive to maintain but in order to do so, a relief package that includes transportation is necessary. There are many underserved populations that will be disproportionately affected by further cutbacks in transportation services as well. We need to prioritize what's right.

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From: Lily Strelch [District of Columbia]

The drastic suggested cuts to Metro would cripple our city at the exact time we may finally have a chance to recover from the economic impacts of this pandemic. These cuts would turn our public transportation system into a commuter train, serving the narrowest and most privileged echelon of this city's population—while forcing the service industry and hourly workers that are this city's backbone to... what? Truly, what is the plan here? You're abandoning the people who need this system the most, at the moment they will need it the most, as they try to rebuild their lives and finances after a devastating year in which they have been abandoned over and over by lawmakers. You should be ashamed of yourselves for abandoning them once more. It is downright shameful for the capital of one of the wealthiest countries in the world to be treating its citizens this way. Find the money somewhere else. Do your job so we can do ours.

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From: Caleb Zimmerman [District of Columbia]

I think Metro should reconsider these drastic cuts for two reasons: 1) many DC-area residents without access to a car rely on the Metro for transportation to-and-from work or to visit loved ones and would not have many viable alternatives. It is important to provide reliable public transit for them to get to their jobs so they can support their families and 2) the current climate crisis requires cities to prepare for a future with less carbon emissions and crippling cuts to Metro now will set this region back in our progress to move to a carbon-free future. Public transportation will need to be an even bigger part of daily life here if we want to achieve net-zero emissions goals for the future.

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From: Kelsey Reichmann [District of Columbia]

The proposed metro cuts would make the use of metro as a sole transportation method unsustainable. The city residents depend on metro for fast and cost effective transportation. Most residents will not be able to afford to buy a car with ever increasing rent prices and as a result will find somewhere more affordable to live. I hope metro comes up with a better solution because this proposal would be devastating to city residents and further decrease ridership.

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From: Maliek Harding [Prince George's County]

As a resident of Prince George's County for 24 years, I've seen the transformation of WMATA and believe that the changes have been reasonable. Considering the nation being in its most vulnerable state as a country, I see a better response in enhancing rider safety. I would like to provide my local Metro Station Location (New Carrollton) with a PPE Vending Machine. This is no cost to the company and low cost to the consumer.

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From: Roslyn Beitler [District of Columbia]

I am a senior living in Cleveland Park. I purposely moved here because of the Metro on the red line at the Cleveland Park stop. I have relied on this over the years since 1983. It's hard for me to imagine how I can go to my doctor's appointments without having the Metro. I wonder if you're going to ride shuttle bus service to take me to the next metro station. I realize that these are difficult times, but it's all the more reason to accommodate seniors who depend on you.

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From: Ellie Clarke [District of Columbia]

Please reconsider these drastic cuts. I'm concerned that the ridership will continue to diminish due to these cuts rendering the system functionally unreliable driving people to favor ridesharing apps which increase pollutants in the air and traffic congestion. I encourage WMATA to consider the long term attraction of riders to a usable system rather than short term budget deficits.

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From: Victor Morales [Fairfax County]

Please do NOT cut VA Metrobus routes 17 H and 17K. And please do NOT cut weekend Metro rail service, particularly on the Orange Line. First responders who live in VA and work in DC desperately need these services.

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From: Rowena Picar [Fairfax County]

Please do NOT cut VA Metrobus routes 17 H and 17K. And please do NOT cut weekend Metro rail service, particularly on the Orange Line. First responders who live in VA and work in DC desperately need these services.

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From: Jessica Aston [Fairfax County]

I recognize why these cuts are needed. I wonder if allowing the public to “invest” extra money into metro could help at all. It would probably show the federal and state governments people care about metro if people actually did “invest”. My fiancé and I would happily invest \$50-100/mth to stabilize metro. I imagine there are others out there too. Might be more symbolic, but might be worth asking for citizens to “chip in”. We love metro though we may complain about delays or repair work from time to time. In fact, we just bought a house. In our search, our number one criteria was bus or metro access.

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From: Rachel Schultz [District of Columbia]

We need accessible public transit. It is ableist and harmful to the environment to expect people to no longer rely on public transportation. I understand it's a pandemic but taking away someone's access to leave their immediate surroundings could be a literal death sentence.

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From: Natalie Leach [Outside DC area]

I'm writing to voice my strong opposition to WMATA's proposed FY21 budget, which would slash weekend service, bus service, and over 2,000 jobs - as well as cause 19 stations to close - among other effects. We know that a disproportionate share of Black and Latinx riders rely on the Metro/public transportation (in general) to get around, and would be most heavily impacted by these proposed budget cuts. In fact, an October 1, 2020 report by the Bloomberg City Lab described how "critics had warned that the Maryland Transit Administration (MTA)'s proposal to [permanently cut] 25 city bus lines would disproportionately target low-income communities, communities of color, and people with disabilities" - before MTA ultimately cancelled their plans to do so. An analysis elaborated on throughout the rest of the report demonstrated how similar service changes across the country could have similar affects on these vulnerable groups. It's important to recognize that without a robust coronavirus relief package - with a specific public transit provision - from the federal government, WMATA may hard-pressed to *not* follow through on their proposed cuts. However, as we move closer to the end of the year and the possibility of government aid looms further away from the horizon, I urge the Board of Directors to do everything in their power to lessen the impact of these cuts, or to make sacrificial cuts elsewhere.

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From: John Weiner [District of Columbia]

I write on behalf of the Cleveland Park Citizens Association with grave concern about the changes to FY 2022 service we understand the WMATA Board is considering proposing. A critical concern for our community is the proposed closure of the Cleveland Park Metro Station, as well as the reductions in service and elimination of routes for Metro buses depended upon by our community. CPCA urges the WMATA Board to reconsider proposing the current, drastic cuts. In Cleveland Park, the metro station is at the heart of the community, geographically and economically. Shuttering it would have a devastating impact, particularly on our many, small, family-owned businesses as they strive to come out of the pandemic, and on our most vulnerable residents in a community with a high proportion of seniors. These effects would be exacerbated by proposed reductions to bus frequency and elimination of bus routes, including routes that enable our residents to access our metro stop. Speaking more broadly, it is difficult to see how these drastic measures would protect WMATA's financial health or promote economic recovery if adopted during the very period when pandemic management or elimination is foreseeable, and speeding recovery will be critical. At such a time, making public transportation readily available, and promoting its use rather than undercutting its accessibility and convenience, would seem the fastest route back to financial health for the Metrorail and Metrobus systems, and best way to enable recovery of neighborhoods like ours and the region as a whole.

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From: David Gordon [District of Columbia]

I am opposed to any budget that shuts down the Cleveland Park metro station. Essential workers who use this station should not have their lives further complicated.