



**Notice of Public Hearing**  
**Washington Metropolitan Area Transit Authority**  
**Proposed Adjustments to Metrorail Weekend Frequency,**  
**Metrobus Service and Increase to Anacostia Special Bus Fare**

**Docket B11-02**

**Purpose**

**Notice is hereby given that six public hearings will be held by the Washington Metropolitan Area Transit Authority on the proposed changes as follows:**

**Hearing No. 556**

Monday, May 16  
Treetops Professional Place - Atrium  
8181 Professional Place  
Hyattsville, MD

**Hearing No. 557**

Tuesday, May 17  
George Washington Middle School Auditorium  
1005 Mt. Vernon Ave  
Alexandria, VA

**Hearing No. 558**

Tuesday, May 17  
St. Mary's Armenian Apostolic Church  
Fellowship Hall  
4125 Fessenden St, NW  
Washington, DC

**Hearing No. 559**

Wednesday, May 18  
Arlington County Board Room, 3<sup>rd</sup> Floor  
2100 Clarendon Blvd  
Arlington, VA

**Hearing No. 560**

Wednesday, May 18  
First Baptist Church of Wheaton  
Fellowship Hall  
10914 Georgia Ave  
Wheaton, MD

**Hearing No. 561**

Thursday, May 19  
Matthews Memorial Baptist Church  
John H. Kearney, Sr. Fellowship Hall  
2616 Martin Luther King Jr Ave, SE  
Washington, DC

**Open House at 5:30 p.m. – Town Hall Meeting at 6 p.m. – Public Hearing at 6:45 p.m.**

The locations of all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearings, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-638-3780 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter, please call 202-962-1082.

**For more information, please visit [www.wmata.com/hearings](http://www.wmata.com/hearings)**



**PROPOSAL** – Over the past year, Metro has been making significant progress rebuilding its foundation including safety, service reliability, and financial stability. Through a series of strategic investments and organizational changes, the agency has started to turn around its safety culture, address National Transportation Safety Board recommendations, acquire new vehicles, and rehabilitate aging rail and bus infrastructure – the nuts and bolts work of returning the system to a state of good repair to ensure current and continued safe operations.

As part of its rebuilding effort, Metro is undertaking the largest capital program since the construction of the Metrorail system. The proposed FY2012 operating budget of \$1.5 billion provides a critical support to the rebuilding program, as well as maintains the system's core bus, rail and paratransit services without fare increases.

Even while taking on this major capital program, Metro is simultaneously becoming more resource-efficient. Over the last three years, Metro has implemented \$165 million in business efficiencies through consolidations, suspending non-essential programs, and automating certain functions. In the coming fiscal year, the proposed budget accounts for the elimination of an additional \$74.2 million in operating budget without adversely impacting customers or laying off Metro employees who live in the region and contribute to the local economy.

Last year, rather than bear service reductions, Metro's customers said they preferred to contribute more to support core services and they stepped up support for Metro by shouldering a fare increase. Fares are expected to generate a total of \$700 million in revenues next year. The jurisdictions also stepped up support by increasing contributions by \$25 million.

Despite an aggressive program of management efficiencies, Metro faces substantial cost drivers, including wages and fringe benefits, paratransit service growth, and carryover costs in the coming year. Metro will require an additional \$66 million in additional support to stay on the path of improvement and maintain services without major reductions.

As outlined in this document, a number of measures are being considered to provide for the needed funding, including additional jurisdictional contributions and modest service adjustments, which have an annualized value of \$7 million, with partial year FY2012 value of \$5.3 million. The public hearings will seek comment on the proposed FY2012 budget and on adjustments to Metrobus and Metrorail service as outlined below:

- Bus Service
  1. The elimination of the E6, K1 and N8 routes;
  2. A restructuring of the M4 to extend that route to Knollwood Retirement Home to partially replace the E6 service;
  3. Shorten Routes 70 and 71 to operate between Silver Spring and Archives at all times and reduce peak period frequency. Establish new Route 74 to operate between Fort McNair/Buzzard Point and Gallery Place - Chinatown on weekdays between 5 AM and 8 PM. Restructure Route V8 to operate

via Fort McNair and extend to Gallery Place - Chinatown evenings and weekends. Discontinue Route V7 after 8 PM on weekdays.

4. Eliminate the Anacostia special fare which will increase the fare from \$1.00 to \$1.50 for SmarTrip® and to \$1.70 for cash on routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6 and W8 as well as for stops at or south of Good Hope Road for routes 90, B2, P1, P2, P6 and U2.
  5. Coincident with the fare increase described in Subsection 4 immediately above, increase the bus-to-rail and rail-to-bus transfer value from \$0.50 to \$1.00 for those customers transferring to or from routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6 and W8 pursuant to an agreement with the District of Columbia as required by Compact § 79; and
- Rail Service
    - Widen Saturday headways from 12 minutes to 18 minutes until 9:30 PM and to 25 minutes after 9:30 PM until closing; and
    - Widen Sunday headways from 15 minutes to 20 minutes until 9:30 PM and to 25 minutes after 9:30 PM until closing.
  - Paratransit Service
    - Patrons using MetroAccess for a trip comparable to the fixed routes listed in Subsection 4 currently pay \$2.00 but will pay \$3.00 if the Anacostia special fare proposal is adopted because the established fare for MetroAccess is twice the equivalent fixed route fare.

The projected start date for any adopted fare or service change is on or about September 25, 2011. Full details on the entire proposal to address the budget shortfall, including items not listed above, may be found at [www.wmata.com](http://www.wmata.com).

In accordance with section 62 of the WMATA Compact, Metro will conduct six public hearings at the locations listed in this notice. Information on the hearings will be provided in area libraries, on Metrobus, Metrorail, and MetroAccess vehicles, and online at [www.wmata.com/hearings](http://www.wmata.com/hearings).

**HOW TO REGISTER TO SPEAK** – All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at these public hearings are requested to furnish in writing their name and organization affiliation, if any, via email to [speak@wmata.com](mailto:speak@wmata.com). The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may fax this information to 202-962-1133. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that this information may be releasable to the public under the WMATA Public Access to Records Policy (PARP). The PARP can be viewed on WMATA's website at [wmata.com/about\\_metro/public\\_rr.cfm](http://wmata.com/about_metro/public_rr.cfm) under the link marked "Legal Affairs". Public officials will be heard first and will be allowed five minutes each to

make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

**HOW TO SUBMIT WRITTEN STATEMENTS** – Written statements and exhibits must be received by 5 p.m. on Tuesday, May 24, 2011 by the Office of the Secretary and may be emailed to [writtentestimony@wmata.com](mailto:writtentestimony@wmata.com). They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Alternatively, statements may be faxed to 202 962-1133. Please reference Hearing B11-02 in your submission. Please note that any personal information such as name, e-mail address, address, or telephone number you provide in the statement may be releasable to the public under the WMATA Public Access to Records Policy, available at the website link noted above.

Additionally, if you wish to participate in a survey on possible options to resolve the funding shortfall, please go to <http://survey.wbanda.com/budgetsurvey/>. You will be asked for your name and address and then asked to respond to questions about possible strategies for funding the shortfall. Your name and address will not be released to anyone. This option is in addition to your ability to speak at a public hearing or to submit a written statement. The site will open by 5 p.m. on Monday, May 9, 2011 and will close at noon on Friday, May 20, 2011.

**METROBUS PROPOSED SERVICE REDUCTIONS**

## **CHEVY CHASE LINE, ROUTE E6**

### **SERVICE AREA AND CHARACTERISTICS**

Friendship Heights, Chevy Chase – D.C., Pinehurst Circle, Hawthorne, Knollwood Retirement Home. The E6 provides weekday service from 5:46 AM to 9:22 PM with 20-minute peak-period and 40-minute off-peak frequency. It carries an average of 373 daily riders.

### **DISCONTINUE SERVICE**

Discontinue all service. (Alternative service is available as described below.)

### **ALTERNATIVE SERVICE AVAILABLE**

Passengers on McKinley Street and Western Avenue have service on Routes E2, E3, and E4. Passengers between Pinehurst Circle and Knollwood would be served by the proposed extension of Route M4, described in this docket. There would be no service along Western Avenue and Broad Branch Road between Pinehurst Circle and McKinley Street.

Currently along Western Avenue and Broad Branch Road there are 39 daily boardings westbound toward Friendship Heights and 66 alighting eastbound. Approximately half of these are within a quarter mile of other service on McKinley Street (E2,3,4) or at Pinehurst Circle (M4).

McKinley Street has 84 westbound boardings and 74 eastbound alightings, but these riders have frequent service on E2,3,4 to Friendship Heights.

## **NEBRASKA AVENUE LINE, ROUTE M4**

### **SERVICE AREA AND CHARACTERISTICS**

Pinehurst Circle, Tenleytown, American University, Sibley Hospital, Palisades. The M4 currently provides weekday service from 5:56 AM to 9:33 PM with a 20 to 30 minute frequency. It carries an average of 950 daily riders.

### **HEADWAY CHANGE / TRIP ELIMINATION**

Reduce the off-peak frequency of service from 30 minutes to 40 minutes.

### **RESTRUCTURE SERVICE**

Extend the route from Pinehurst Circle to Knollwood Retirement Home via Western and Oregon Avenues, following the current E6 routing and replacing this portion of the E6 route, which is proposed to be discontinued.

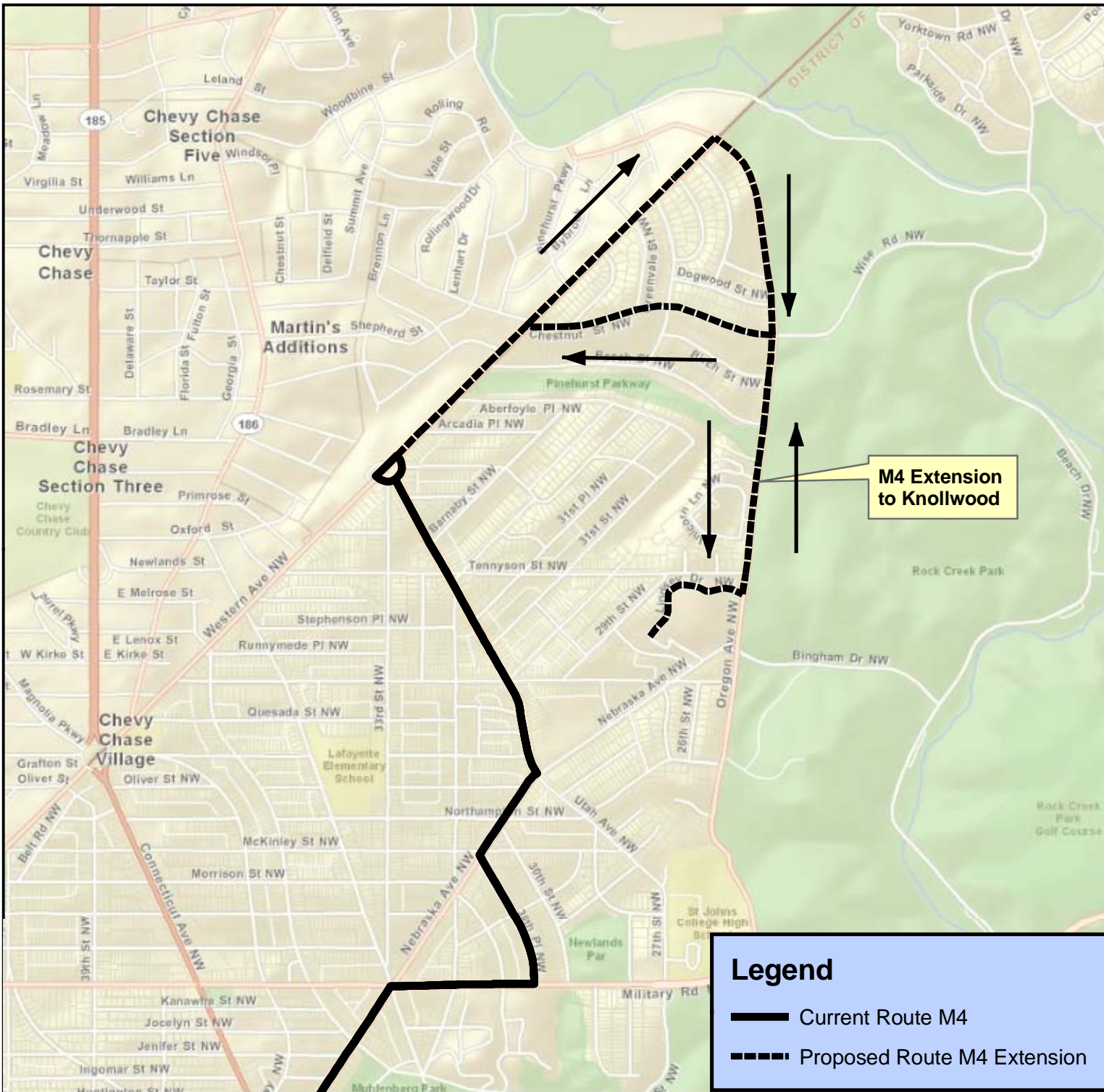
There would be no change in the hours of service.

### **ALTERNATIVE SERVICE AVAILABLE**

All M4 stops would continue to be served, but off-peak passengers would have a longer wait for a bus.

### **SUBSIDY SAVINGS**

The annual subsidy savings from the proposed elimination of the E6, and the headway widening and extension of the M4, is projected to be \$385,000.

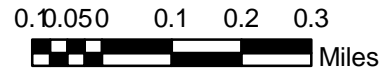


**Proposed M4 Extension to Knollwood**



**Legend**

- Current Route M4
- - - Proposed Route M4 Extension



# CURRENT ROUTING

## Chevy Chase Line Route E6

For route and schedule information  
Call 202-637-7000  
www.metroopensdoors.com



### Legend

-  — Metrorail Station
-  — Terminal Stands



**Guaranteed Ride Home**  
When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program. The program will get you home in the event of a personal emergency or unscheduled overtime. To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)



# CURRENT ROUTING

## Nebraska Avenue Line Route M4

For route and schedule information

Call 202-637-7000

www.metroopensdoors.com

MD

DC



### Legend



— Metrorail Station



— Terminal Stands

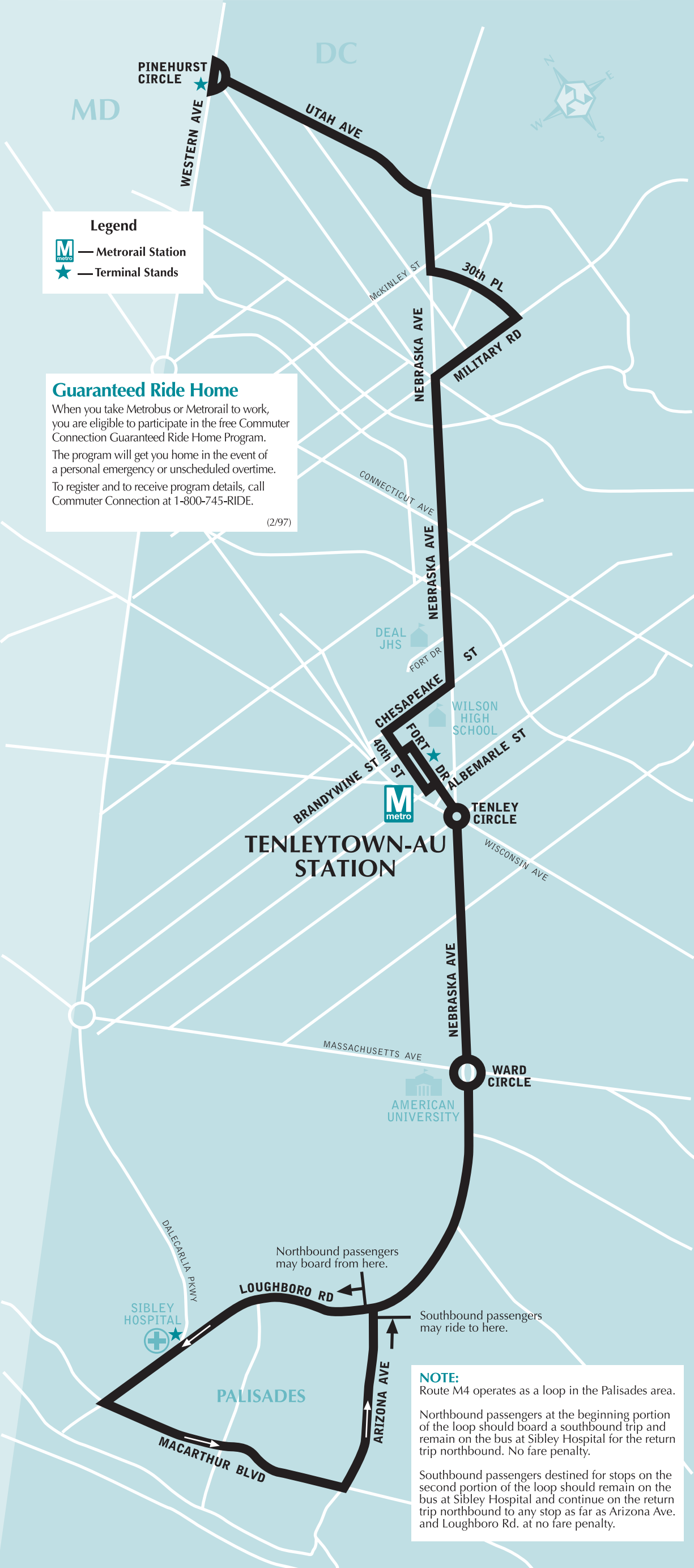
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(2/97)



TENLEYTOWN-AU STATION

TENLEY CIRCLE

WARD CIRCLE

Northbound passengers may board from here.

Southbound passengers may ride to here.

**NOTE:**  
Route M4 operates as a loop in the Palisades area.  
Northbound passengers at the beginning portion of the loop should board a southbound trip and remain on the bus at Sibley Hospital for the return trip northbound. No fare penalty.  
Southbound passengers destined for stops on the second portion of the loop should remain on the bus at Sibley Hospital and continue on the return trip northbound to any stop as far as Arizona Ave. and Loughboro Rd. at no fare penalty.

## **TAKOMA – WALTER REED LINE, ROUTE K1**

### **SERVICE AREA AND CHARACTERISTICS**

Takoma Metrorail Station, Walter Reed Army Medical Center, Blair Road. Route K1 currently provides weekday peak period service with a 15 – 18 minute frequency. It does not run midday or on weekends, and carries an average of 459 daily riders.

### **LINE ELIMINATION**

Discontinue all service.

### **ALTERNATIVE SERVICE AVAILABLE**

Passengers to Walter Reed have service on Routes 52, 53, 54 from Takoma Metrorail Station and on Routes 70, 71, 79, S2, S4, and S9 from Silver Spring Metrorail Station. No alternative service is available for Blair Road passengers.

### **SUBSIDY SAVINGS**

The annual subsidy savings from the proposed elimination of Route K1 is projected to be \$365,000.

# Takoma-Walter Reed Line



## Route K1

For route and schedule information

Call 202-637-7000

www.metroopensdoors.com

**Legend**

-  — Metrorail Station
-  — Terminal Stands



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## **TENLEYTOWN – GLOVER PARK LINE, ROUTE N8**

### **SERVICE AREA AND CHARACTERISTICS**

Tenleytown, American University Park, Spring Valley, American University, Wesley Heights, Glover Park. Route N8 currently provides weekday service from 6:30AM to 8:18PM with 20 minute frequencies in peak periods and 40 minute frequencies midday. It carries an average of 300 daily riders.

### **LINE ELIMINATION**

Discontinue all service

### **ALTERNATIVE SERVICE AVAILABLE**

Passengers on Massachusetts Avenue, Idaho Avenue, Cathedral Avenue, Nebraska Avenue, and a portion of New Mexico Avenue have service on Routes N2, N3, N4, and N6. Passengers in Glover Park have service on Routes D1 and D2. There would be no service on Yuma Street or on New Mexico Avenue and Tunlaw Road between Cathedral Avenue and Edmunds Street.

### **SUBSIDY SAVINGS**

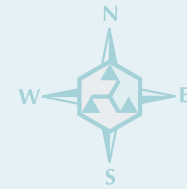
The annual subsidy savings from the proposed elimination of the N8 is projected to be \$516,000.

## Tenleytown-Glover Park Loop Line Route N8

For route and schedule information

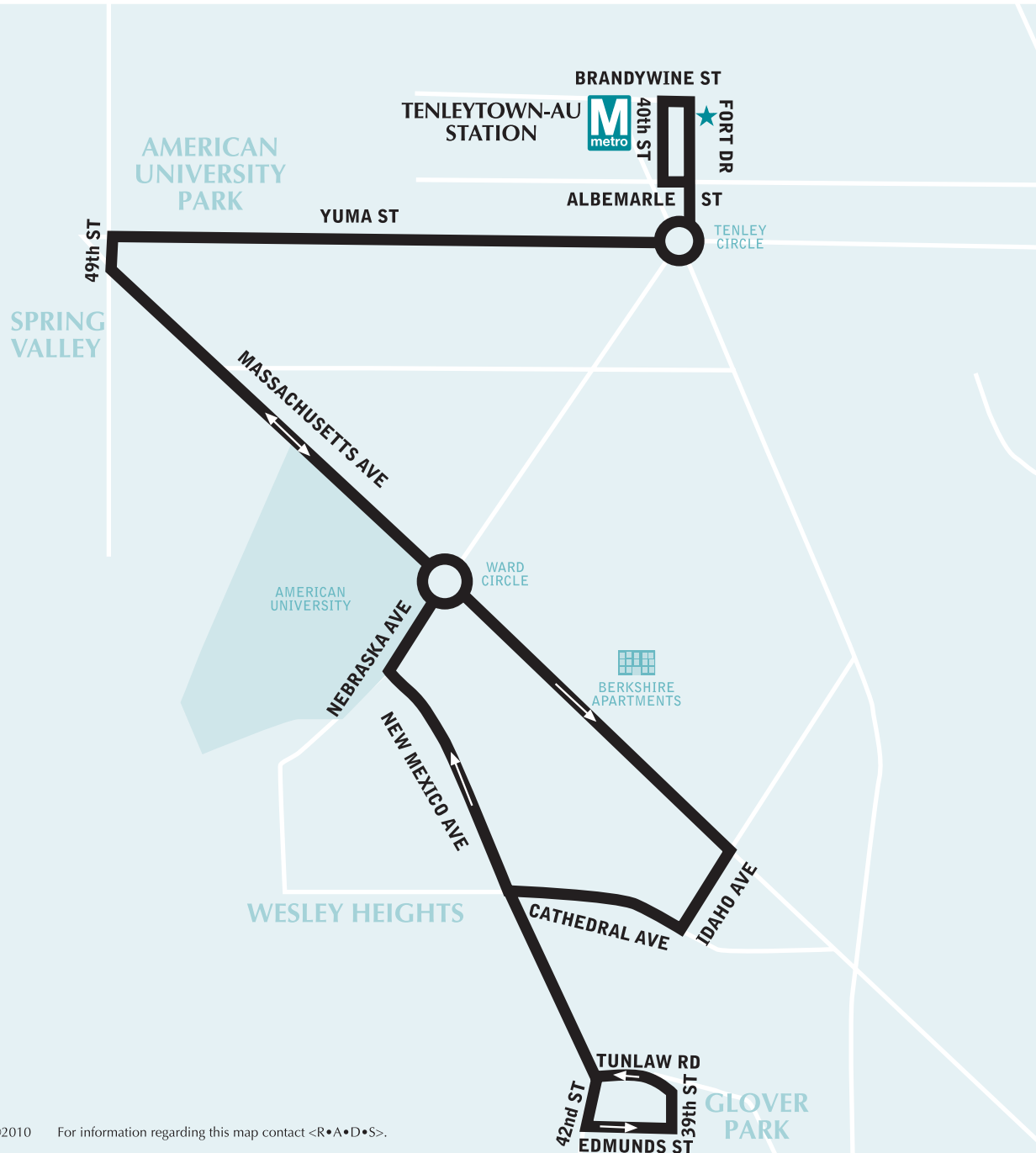
Call 202-637-7000

[www.metroopensdoors.com](http://www.metroopensdoors.com)



### Legend

-  — Metrorail Station
-  — Terminal Stands



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(2/97)

## **GEORGIA AVENUE – 7<sup>TH</sup> STREET LINE, ROUTES 70,71 AND NEW ROUTE 74**

### **SERVICE AREA AND CHARACTERISTICS**

Silver Spring Metrorail Station, Brightwood, Georgia Avenue-Petworth Metrorail Station, Howard University, Mount Vernon Square, Gallery Place-Chinatown Metrorail Station, Archives-Navy Memorial Metrorail Station, L'Enfant Plaza Metrorail Station, Waterfront Metrorail Station, Fort McNair, Buzzard Point.

Routes 70, 71 currently provide almost 24-hour weekday service, with a twenty-two hour service span on weekends. Buses run every 10 - 15 minutes. Route 70, 71 carries an average of 10,998 daily riders, one of the highest ridership lines in the Metrobus system.

The length of these routes, and the congested traffic conditions under which they operate, subject them to delays, bunching, and overall poor reliability.

### **RESTRUCTURE SERVICE/ALTERNATIVE SERVICE AVAILABLE**

To improve reliability, Routes 70 and 71 would be shortened to operate between Silver Spring Metrorail Station and Archives-Navy Memorial Metrorail Station at all times, and all trips would be named Route 70.

The time between trips on Route 70 would be widened from ten minutes to twelve minutes during peak periods.

A new Route 74 would operate on weekdays, 5AM to 8PM. Buses would run between Chinatown and Buzzard Point every 18 – 20 minutes during peak periods and between Chinatown and Fort McNair every 24 minutes during off-peak periods.

Route V8 would be re-routed, to operate via Fort McNair, and extended to Gallery Place-Chinatown Metrorail Station, after 8PM on weekdays and on weekends.

### **SUBSIDY SAVINGS**

There is no net financial impact from the combined restructuring of Routes 70, 71 and Routes V7, V8, and the new Route 74. The changes are proposed to be subsidy cost neutral. The purpose of the changes is to improve on-time performance, eliminate layovers in Southwest, address safety and security issues at the Half and O Streets SW terminal, and improve Route V8 productivity.

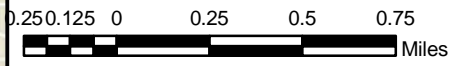


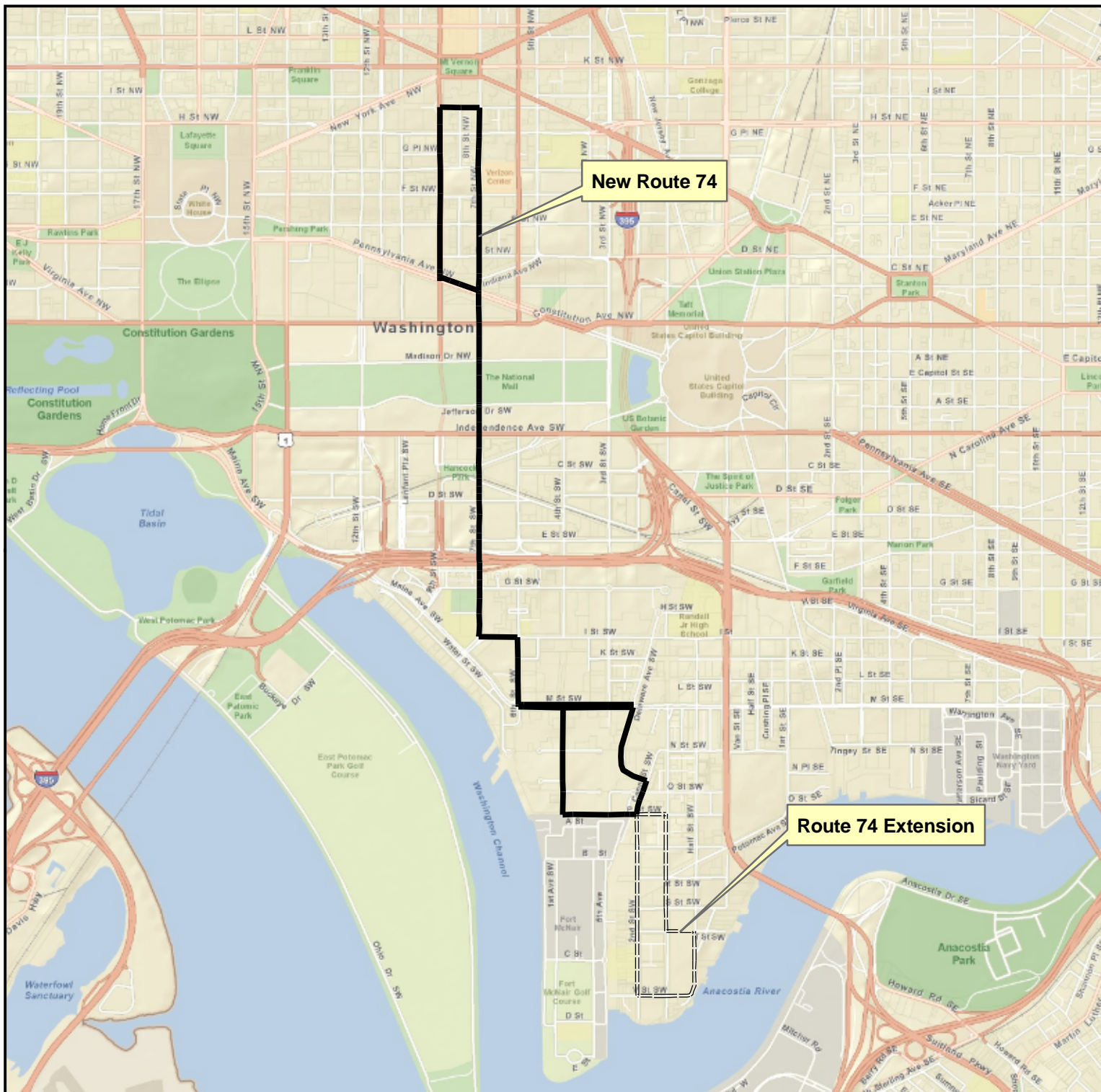
Route 70 to Silver Spring

## Proposed Route 70

**Legend**

- Proposed Route 70
- ▧▧▧▧ Proposed for Elimination

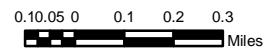




# Proposed Route 74

**Legend**

- Proposed Route 74 Weekday
- - - Proposed Route 74 Peak Extension





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## **MINNESOTA AVENUE – M STREET LINE, ROUTES V7, V8**

### **SERVICE AREA AND CHARACTERISTICS**

Deanwood Metrorail Station, Minnesota Avenue Metrorail Station, Potomac Avenue Metrorail Station, Navy Yard, Waterfront, L' Enfant Plaza Metrorail Station, Archives.

Routes V7,V8 currently operate on weekdays between 4:39 AM and 1:55 AM every 10-15 minutes during peak periods and every 25 minutes other times. The routes also operate on the weekend, starting around 5:00 AM to past 1:00 AM every 25-32 minutes. Routes V7, V8 on average carry 3,621 passengers each weekday.

### **RESTRUCTURE SERVICE**

Replace V7 weekday trips after 8 PM with V8 trips. Restructure to operate Route V8 evenings and weekends via 4<sup>th</sup> and P Streets SW (Fort McNair) and extend to Chinatown.

There would be no change to Routes V7 or V9 trips weekdays between 5 AM and 8 PM.

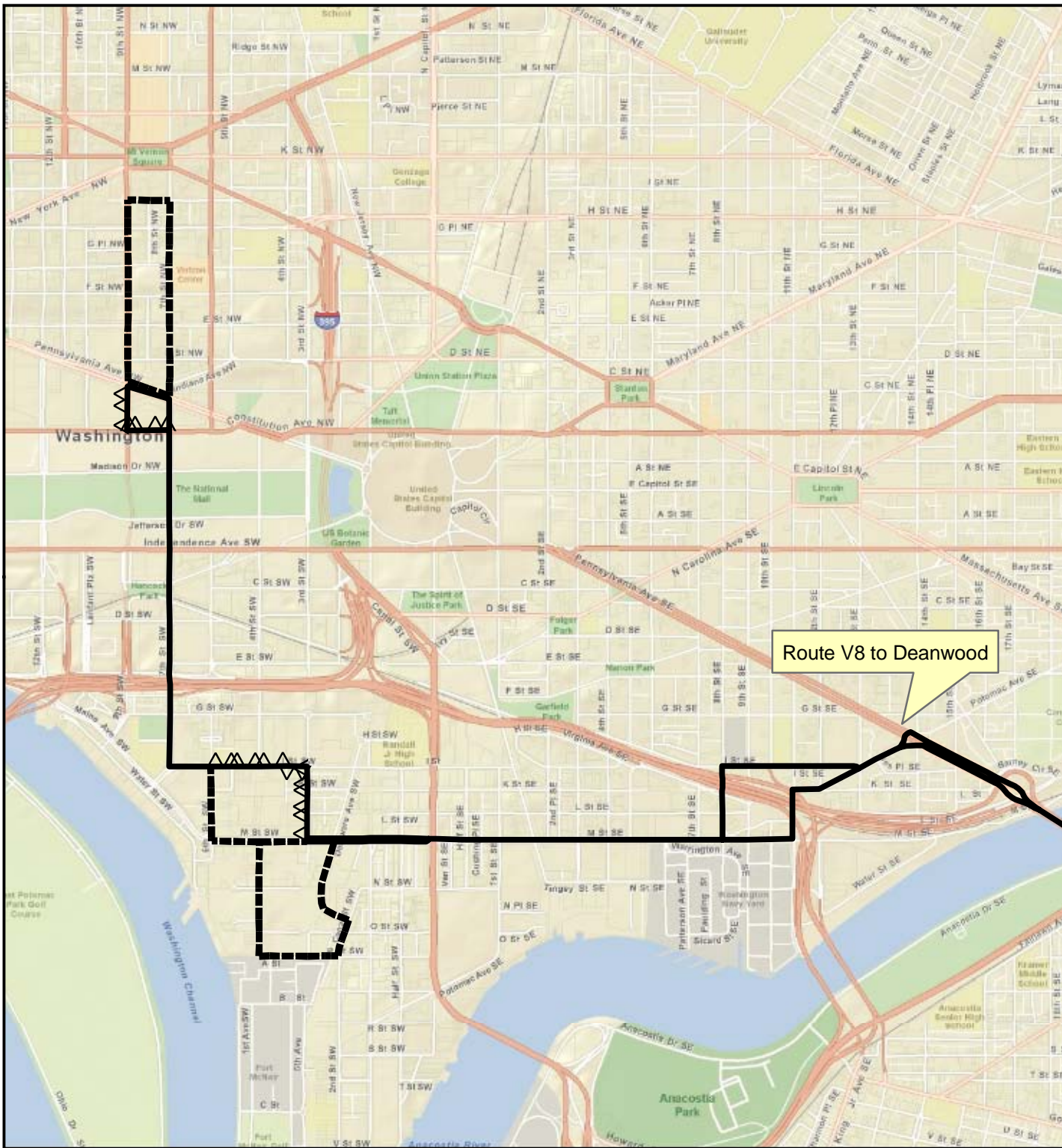
Increase time between Route V8 trips from 25 to 30 minutes on Saturdays; reduce time between trips on Sundays from 32 to 30 minutes.

### **ALTERNATIVE SERVICE AVAILABLE**

Alternative weekday evening service to the Bureau of Engraving and the Department of Agriculture is available on Route 52. Alternative service to 3<sup>rd</sup> and I Street SW is available on Route P6.




### **SUBSIDY SAVINGS**

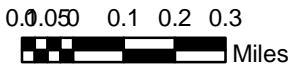
There is no net financial impact from the combined restructuring of Routes 70, 71 and Routes V7, V8, and the introduction of new Route 74. The changes are proposed to be subsidy cost neutral. The purpose of the changes is to improve on-time performance, eliminate layovers in Southwest, address safety and security issues at the Half and O Streets SW terminal, and improve V8 productivity.



# Proposed Route V8

**Legend**

-  Existing Route V8
-  Proposed Route V8 Eve & Weekend
-  Route V8 Proposed for Elimination



## ANACOSTIA FARE BUY-DOWN PROPOSAL

- Proposal:** Eliminate the Anacostia Special Fare which will increase the fare from \$1.00 to \$1.50 for SmarTrip® and to \$1.70 for cash on bus routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6, and W8 as well as for stops at or south of Good Hope Road for bus routes 90, B2, P1, P2, P6 and U2.
- Coincident with this fare increase, increase the bus to rail and rail to bus transfer discount from \$0.50 to \$1.00 for customers transferring to or from bus routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6, and W8.
- Impacts:** Bus riders who only ride bus routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6, and W8 and do not transfer to Metrorail will have the reduced fare eliminated and will pay the regular bus fare of \$1.50 for SmarTrip® and \$1.70 for cash. There are approximately 2,100 daily riders who currently ride these local routes and receive the discount.
- Bus riders who ride on bus routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6, and W8 and transfer to Metrorail will receive an increased transfer discount from the normal \$0.50 to \$1.00. This means that their current overall fare will not change. There are approximately 9,400 daily riders who now receive the discount on the bus and will receive the discount on the transfer between bus and rail.
- Bus riders who board south of Good Hope Road on bus routes 90, B2, P1, P2, P6 and U2 will have the reduced fare eliminated and will pay the regular bus fare of \$1.50 for SmarTrip® and \$1.70 for cash. There are less than 300 daily riders who receive the discount on these routes.
- Patrons using MetroAccess for a comparable trip currently pay \$2.00 but will pay \$3.00 if this proposal is adopted because the established fare for MetroAccess is twice the equivalent fixed route fare.
- Subsidy Savings:** As the current Anacostia fare buy-down and the proposed increased transfer discount is a program that is subsidized by the District of Columbia, this change does not impact the overall WMATA subsidy.

# METRORAIL PROPOSED SERVICE REDUCTIONS

## Weekend Headway Widening:

On weekends, widen headway as described below:

<b>Saturday</b>		Headway Present/Proposed (Minutes)			
Line	7-10am	10am-6pm	6-9:30pm	9:30pm-closing	
Red					
Shady Grove-Glenmont	12/12	12/18	15/18	15/20	
Shady Grove-Silver Spring	-	12/18	15/18	-	
Blue					
Franconia/Spring.-Largo	15/18	12/18	15/18	20/25	
Orange					
Vienna-New Carrollton	15/18	12/18	15/18	20/25	
Yellow					
Huntington-Ft Totten	15/18	12/18	15/18	20/25	
Green					
Greenbelt-Branch	15/18	12/18	15/18	20/25	

<b>Sunday</b>		Headway Present/Proposed (Minutes)			
Line	7-10am	10am-6pm	6-9:30pm	9:30pm-closing	
Red					
Shady Grove-Glenmont	15/15	15/20	15/20	15/20	
Shady Grove-Silver Spring		15/20	15/20	-	
Blue					
Franconia /Spring.-Largo	15/20	15/20	15/20	20/25	
Orange					
Vienna-New Carrollton	15/20	15/20	15/20	20/25	
Yellow					
Huntington-Ft Totten	15/20	15/20	15/20	20/25	
Green					
Greenbelt-Branch	15/20	15/20	15/20	20/25	

### **Impacts:**

All trains will continue to operate; customers will have slightly longer waits for trains and trains will be more crowded. It is anticipated that this proposal will result in ridership loss of 1.5 million trips annually.

**Annual Subsidy Savings:** The subsidy savings for the headway widening is projected to be \$6.0 million.