



Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Service Adjustments and the
General Manager's Proposed FY2010 Budget
Docket B09-3

Purpose

Notice is hereby given that six public hearings will be held by the Washington Metropolitan Area Transit Authority on the General Manager's proposed FY2010 budget and proposed service adjustments that may become effective on or about June 28, 2009 as follows:

Hearing No. 538
Mon, April 13, 2009

First United Methodist Church
6201 Belcrest Rd
Hyattsville, MD

Hearing No. 539
Mon, April 13, 2009

Marshall Road Elementary
School
730 Marshall Rd SW
Vienna, VA

Hearing No. 540
Tues, April 14, 2009

First Baptist Church of Wheaton
10914 Georgia Ave
Wheaton, MD

Hearing No. 541
Wed, April 15, 2009

Arlington County Government
#1 Courthouse Plaza
2100 Clarendon Blvd
County Board Room, 3rd Floor
Arlington, VA

Hearing No. 542
Wed, April 15, 2009

Saint Francis Xavier Church
2800 Pennsylvania Ave SE
Washington, D.C.

Hearing No. 543
Fri, April 17, 2009

Metro Headquarters Building
600 Fifth Street, NW
Washington, D.C.

All hearings are scheduled to begin at 6:30 p.m.

The locations of these 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 hearing, or who requires these materials in an alternate format, should contact Ms. Danise Peña at 202-962-2511 or TTY: 202-638-3780 by Monday, April 6 in order for Metro to make necessary arrangements.

For more information please visit
www.wmata.com



Proposal

Each year the Washington Metropolitan Area Transit Authority (Metro) develops three budgets: an operating budget, a capital budget and a reimbursable projects budget.

The focus of the operating budget is on the people, supplies and services needed to operate Metrobus, Metrorail and MetroAccess. These are the day-to-day expenses. Funding for the operating budget comes primarily from passenger fares and contributions (subsidies) from Metro's state and local government partners.

The capital budget focuses on the assets and infrastructure needed to support bus, rail and paratransit services. Examples of assets are buses, trains, MetroAccess vehicles, stations, track, facilities, etc. Funding for the capital budget comes from federal grants, state and local government partners, and borrowing through bonds.

The reimbursable projects are unique services or programs usually funded by the state or local government that asked for those services.

Currently, Metro is faced with a significant operating budget shortfall for Fiscal Year 2010 (FY2010) that begins July 1, 2009. When the budget process began, earlier this year, the shortfall was \$154 million, but through a series of internal actions over the last several months, management has reduced the projected shortfall from \$154 million to \$29 million, the current level. In an effort to reduce the operating funds gap, Metro has eliminated over \$119 million in operating costs, including the elimination of 300 positions. In concert with its Board, Metro also revised its revenue estimate by about \$6 million. Every area of the proposed operating budget was scrutinized for efficiency, and actions were taken to ensure we get the most out of each dollar spent.

	Total (millions)
Current Budget Gap	\$ 28.8
Proposed Bus Service Changes	\$ (13.6)
Remaining Gap Closed by Jurisdictional Partners	\$ 15.2

The public hearings will seek comment on the General Manager's proposed FY2010 budget and on proposed service adjustments to selected Metrobus routes in the District of Columbia, suburban Maryland, and northern Virginia, and on passenger fares only on Metrobus routes J7, J9, and W19 in Maryland; and 26A,E,W in Virginia. More detailed information on the General Manager's FY2010 budget proposal can be found at www.wmata.com.

Metro will conduct six public hearings in the District of Columbia, suburban Maryland, and northern Virginia in accordance with Section 62 of the WMATA Compact. Information on the hearings will be provided in area libraries, on Metrobuses, on Metrorail trains, and online at www.wmata.com.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposed service adjustments or General Manager's proposed FY2010 budget will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. 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, address, telephone number and organizational affiliation, if any, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, by 2 p.m. on the day of the hearing at which they wish to speak. Alternatively, requests to speak may be faxed to 202-962-1133 or e-mailed to public-hearing-testimony@wmata.com. Please submit only one speaker's name per letter and reference the Hearing Number for the hearing at which you wish to speak. Lists of individual speakers will not be accepted. Others present at the hearing may be heard after those persons who have registered have spoken. Public officials will be heard first and will be allowed five minutes each to make their presentations. All other speakers 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 may be submitted until 5 p.m. on Monday, April 20, 2009, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may send an e-mail to public-hearing-testimony@wmata.com. Please reference the Hearing and/or Docket Number shown on the front of this document in your submission.

FY2010 METROBUS SERVICE REDUCTION PACKAGE

LINE ELIMINATIONS		
ROUTE(S)	LINE NAME	CHANGE
District of Columbia		
M2	Fairfax Village - Naylor Road	Discontinue all service. Alternate routes: F14.
D5	MacArthur Blvd. - Georgetown	Discontinue all service. Alternate routes: D6.
Maryland		
B27	Bowie - New Carrollton	Discontinue all service. Alternate routes: B21, B22, T16, T17.
B29, B31	Crofton - New Carrollton	Discontinue all service. Alternate routes: B21, B22, B24, B25, C28.
C7, C9	Greenbelt - Glenmont	Discontinue all service. Alternate routes: 83, 86, 87, 89, C2, C8, R2, R5, R12, T17, Z8, Z9, Ride On 10, The Bus 11.
C12, C14	Hillcrest Heights	Discontinue all service. Alternate routes: H11, H12, P12.
R3	Greenbelt - Fort Totten	Discontinue all service. Alternate routes: 83, C2, C4, C8, F4, F6, F8, R1, R2, R4, R5, R12, T16, T17, The Bus 11, 13, 14, 15, 15X, 16.
W15	Indian Head Highway	Discontinue all service. Alternate routes: A2, D12, D13, D14, P12, W13.

LINE ELIMINATIONS/SERVICE SUBSTITUTION		
Virginia		
22B	Pentagon-Army/Navy Dr.-Shirley Pk.	Discontinue all service by Metro – Service to be replaced by Arlington Transit
24P	Ballston - Pentagon	Discontinue all service by Metro - Service to be replaced by Arlington Transit

ROUTE OR SEGMENT ELIMINATIONS		
ROUTE(S)	LINE NAME	SERVICE REDUCTION DESCRIPTION
Maryland		
C4,C2	Greenbelt - Twinbrook	Discontinue all C4 service between Wheaton and Twinbrook Stations. (C2 applies only to trips going to or from garage which had been extended west of Wheaton Station.)
C8	College Park - White Flint	Eliminate weekday off-peak and all Saturday service.
J5	Twinbrook - Silver Spring	Reroute over the discontinued segments of C4 and Q2 as a partial replacement during rush hours only. Increase frequency from 30 to 20 minutes.
L7	Connecticut Avenue - Maryland	Eliminate L7 and increase service on L8.
NH1	National Harbor	Reroute from Southern Avenue Station to Branch Avenue Station.
P17, P18, P19	Oxon Hill - Fort Washington	Reroute all trips to Southern Avenue Station. Charge regular fare instead of express fare.
Q2	Veirs Mill Road	Eliminate north of Rockville Station and south of Wheaton Station at all times except retain route between Rockville Station and Montgomery College as required for student travel.
W13, W14	Bock Road	Reroute all trips to Southern Avenue Station. Charge regular fare instead of express fare.
Z2	Colesville - Ashton	Eliminate weekday midday service. On Saturday, eliminate service between White Oak and Colesville.
Virginia		
10A	Hunting Towers - Pentagon	Eliminate weekday service after 9 p.m. and all weekend service. Increase service on 10B to replace Alexandria portion of weekday service and Saturday late evening and Sunday 10A service.
21A,B,C,D,F	Landmark - Pentagon	Restructure to a single route via Reynolds St., Edsall Rd., Whiting St., Stevenson Ave., Yoakum Pkwy., Edsall Rd., Van Dorn St., Duke St., I-395 to Pentagon.
26A,E,W	GEORGE (Falls Church service)	Eliminate all service or increase fare

INCREASE FARE ON SPECIFIC ROUTES		
ROUTE(S)	LINE NAME	FARE CHANGE
Maryland		
J7, J9	I-270 Express	Charge \$3.10 cash/\$3.00 SmarTrip express fare instead of regular fare.
W19	Indian Head Express	Charge \$3.10 cash/\$3.00 SmarTrip express fare instead of regular fare.
Virginia		
26A,E,W	GEORGE (Falls Church service)	Increase from \$0.50 to regular fare (\$1.35 cash/\$1.25 SmarTrip).

CHANGE IN FREQUENCY OF SERVICE		
ROUTE(S)	LINE NAME	CHANGE
District of Columbia		
52, 53, 54	14 th Street	Interval between buses during rush hours to increase from 4.5 to 5 minutes. However, new express DC Circulator service will operate on 14 th Street between Irving Street and H Street beginning on April 1, 2009.
80	North Capitol Street	Interval between buses during a.m. rush hours to increase from 8.5 to 10 minutes.
90, 92	U Street - Garfield	Interval between buses during a.m. rush hours to increase from 4 to 4.5 minutes and during p.m. rush hours from 5 to 5.5 minutes.
H2, H3, H4	Crosstown	Interval between buses during a.m. rush hours to increase from 5 to 5.5 minutes and during p.m. rush hours from 8.5 to 10 minutes.
H6	Brookland - Fort Lincoln	Interval between buses during rush hours to increase from 10 to 14 minutes and during midday hours from 15 to 20 minutes. However, there will be no loss of capacity on this line because larger buses were assigned to the route.
N2, N3, N4	Massachusetts Avenue	Interval between buses during p.m. rush hours to increase from 6 to 7 minutes.
S2, S4	16 th Street	Interval between buses during rush hours to increase from 4 to 4.5 minutes. However, there will be new express bus service during rush hours on 16 th Street beginning on March 30, 2009.
V7, V9	Minnesota Avenue - M Street	Interval between buses during rush hours to increase from 8 to 9 minutes.
X2	Benning Road - H Street	Interval between buses during rush hours to increase from 6.8 to 7.5 minutes.

Maryland		
A12	M. L. King Jr. Highway	Interval between buses during rush hours to increase from 20 to 25 minutes.
J11, J12	Marlboro Pike	Interval between buses during rush hours to increase from 23 to 31 minutes.
Z9, Z29	Laurel - Burtonsville Express	Interval between buses during a.m. rush hours to increase from 20 to 30 minutes on each route.
Z11, Z13	Greencastle - Briggs Chaney Express	Interval between Z11 buses during rush hours to increase from 10 to 15 minutes.
Virginia		
7A, 7E, 7F	Lincolnia - North Fairlington	7A,F: Interval between buses during evening hours to increase from 15 to 30 minutes between 8 and 10 p.m. 7E: Interval between buses during a.m. rush hours to increase from 4 to 7.5 minutes and during p.m. rush hours to increase from 7.5 to 10 minutes.

OPERATION ON WEEKENDS BY Metrobus INSTEAD OF BY Ride On (Metrobus to continue to operate weekday service.)		
ROUTE(S)	LINE NAME	DAY(S)
L8	Connecticut Avenue - Maryland	Saturday & Sunday. Same service as provided by Ride On.
T2	River Road	Saturday & Sunday. Same service as provided by Ride On.
Z2	Colesville - Ashton	Saturday. Same service as provided by Ride On between White Oak and Silver Spring Station. (Does not operate on Sunday.)