

WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY

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METRO BOARD OF DIRECTORS

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PUBLIC HEARING

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MONDAY
JANUARY 30, 2017

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The hearing commenced in the Board Room, Washington Metropolitan Area Transit Authority Headquarters, 600 5th Street, Washington, D.C., at 5:00 p.m., Jack Evans, Metro Board Chair, presiding.

PRESENT

JACK EVANS, Metro Board Chair
MALCOLM AUGUSTINE, Maryland
JIM CORCORAN, Virginia
LEIF DORMSJO, District of Columbia
MICHAEL GOLDMAN, Maryland
CATHY HUDGINS, Virginia
KATHY PORTER, Maryland

ALSO PRESENT

DENNIS ANOSIKE, CFO of WMATA
JENNIFER GREEN ELLISON, WMATA Board Corporate
Secretary
DANISE PENA, WMATA Staff
PAUL WIEDEFELD, WMATA General Manager

MEMBERS OF THE PUBLIC

JULIA ABRAHAMS

BROOKS ALLEN

CHRISTINE ANDERSON

KARYN BELYAYEVA

LYNETTE BOOKER

AUSTIN BOROSHOK

DARNISE BUSH

TIM CALLIS

CARROLL CARTER, Senior Vice President, SyncPark

GEORGE CLARK, Tri-County Council for Southern
Maryland

JONATHAN COHN

MATTHEW CUNNINGHAM-COOK

MICHAEL DEMINICO

ED DER

BRIAN DOLAN

RACHEL DUBIN

PETER ESPENSCHIED

SANDRA FAULK

YVETTE GIBSON

ANA GINYOVSZKY

ED GITTERMAN

SIETSE GOFFARD

MICHAEL GOLASH

REBECCA GOLD

SHANNON GRANVILLE

KONRAD HERLING, Council Member, Greenbelt

MALCOLM HORTON

MIGNETTE HUMPHREY

MIKE IELMINI

OSAMA IQAB

RAYMOND JACKSON, Second Vice President, ATU,
Local 689

DAVID KAPLAN

ANDREW JENKINS

JACOB JANSEN

JACKIE JETER, President, Amalgamated Transit Unit

Local 689

CHAUNIECE JONES, Project Retail
QUINCEY JONES, Executive Board Member, Local 689
LAURA KOSCHNY
JUSTIN LINI, ANC Commissioner, Paradise and
Parkside
JAY LOUIS
DERRICK MALLARD, Local 689
NATHANIEL MARTIN
GREGORY MATHIS, Fort Washington Forest
Neighborhood Association
SERENA MAYER
SHARON MCBRIDE
DAVID MCPHERSON
LINDA MERCER, WMATA Bus Operator
NICOLE MILLER
ANN MLADINOV, ANC 3B01 Glover Park/Cathedral
Heights
JEAN MOORMAN
RODNEY NEELY
BERYL NEUMANN
BILL ORLEANS
BRANDON PAULIN, Mayor of Indian Head, Maryland
KAY PEFFLEY
PIERRE PELMONT
NICKY PIRES, Tri-County Council for Southern
Maryland
OLSON RICHARDSON
DENISE RUSH, MetroAccess Subcommittee
ERIN SCHUMACHER
DAVID SCHWARTZMAN, DC Statehood Green Party
PAUL SEMELFORT, Accessibility Advisory Committee
LORRAINE SILVA
RON SMITH
DAVID SNYDER, Falls Church City Council
GEORGE SPITALSKY
ERIC STARIN, Chief Steward, Local 2
BRENDA THOMAS, Recording Secretary, Local 689
VICTORIA TYSON
KHEMISE WALTON
FRANCINE WHITE, National Harbor Chapter, National
Federation of the Blind
PENELOPE WILLIAMS

ANTHONY WILSON

MARQUITTA WINSTON

WIZ WINDHAM

PATRICK WOJAHN, Mayor of College Park, Maryland

LINDA WOOD

JAMES ZIPADELLI

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Adjourn.

Privately Dictated Statements.

1 P-R-O-C-E-E-D-I-N-G-S

2 5:04 p.m.

3 MR. EVANS: Okay, good evening
4 everyone. We can do better than that! Good
5 evening! All right, thank you.

6 Welcome to Metro. My name is Jack
7 Evans. I am Chairman of the Board of Metro and I
8 represent the District of Columbia on the Board.
9 With me are fellow Board Members from the
10 District of Columbia, Leif Dormsjo from Maryland.
11 We have Michael Goldman and Kathy Porter
12 representing Montgomery County and Malcolm
13 Augustine representing Prince George's County.
14 And from Virginia we have Cathy Hudgins from
15 Fairfax County and Jim Corcoran who represents
16 the -- how about now? Is that better? Can you
17 hear me now? All right, I will just even yell
18 louder.

19 So I said we have Michael Goldman and
20 Kathy Porter representing Montgomery County,
21 Malcolm Augustine from Prince George's County,
22 Cathy Hudgins from Fairfax County and Jim

1 Corcoran who represents the Commonwealth of
2 Virginia and the Governor.

3 This hearing is convened by the Metro
4 Board of Directors to gather public comments on
5 two dockets: Docket B17-01 on Metro's proposed
6 FY2018 Operating Budget and Docket B17-02 on
7 Metro's proposed FY2018 Capital Improvement
8 Program and Federal FY2017 Grant Applications.

9 Notice of the hearing was made by
10 publication in the Washington Post and ads were
11 placed in the Washington Hispanic, the El Tiempo
12 Latino, the Korean Times, the Epoch Times, The
13 Afro-American Newspaper, Atref, and Doi Nay.

14 It was also sent to area libraries for
15 viewing and posted at WMATA.com. Signs were
16 placed in buses, rail stations, and MetroAccess
17 vehicles.

18 Briefly, I will cover the procedures
19 that we will follow during the hearing. In this
20 room, we will hear from those of you who have
21 signed up to give testimony. Please see the
22 staff at the registration table if you wish to

1 speak tonight and have not already put your name
2 on the list of speakers. Speaker Registration
3 closes at 9:00 p.m., four hours from now. So you
4 have plenty of time to sign up.

5 Elected public officials will be
6 allowed five minutes and everyone else will be
7 allowed three minutes each. Extra time will be
8 given for translation, if necessary.

9 If you have copies of your testimony
10 to distribute, please hand them to the Board
11 Corporate Secretary next to me here. His hand is
12 raised.

13 I will call speakers up three names at
14 a time. You can start making your way towards
15 the podium once your name is called. However, if
16 you need a microphone brought to you, please
17 waive your hand when your name is called so we
18 can see you and we will bring one to you.

19 There is a timer here that will count
20 down how much time you have left to speak. It
21 will give you a warning beep when you 20 seconds
22 left and will beep continuously when your time is

1 up.

2 The timer is important because we have
3 a lot of folks who want to speak today. And so I
4 want to stress this. When I run hearings at the
5 City Council, any of you who have been down
6 there, I do the same thing, I strictly enforce
7 the time. And I don't like doing that. So when
8 your time is up, you have to stop; otherwise, I
9 have to stop you and I don't like doing that.

10 So please, as you are waiting, look
11 through your presentation and limit it to three
12 minutes and there is a reason for that. It's not
13 that I like cutting people off. It is because
14 you are holding up the people behind you. And
15 the longer you talk then they have to wait longer
16 and that is not fair. So three minutes, please.
17 Three minutes, look at your speech and make sure
18 it stays within three minutes. But I will cut
19 people off because it is not fair to the people
20 behind you.

21 Okay. I want to take a moment to
22 recognize that this is where we listen to you and

1 I mean that. This is where the Board and the
2 staff of Metro listens to the public, whom we
3 serve, our riders, or employees, everyone. This
4 is an enormous opportunity and this is your
5 opportunity to comment on the proposals and we
6 are here to listen. We will not be able to
7 answer questions, though, during your testimony.
8 If you have questions our staff are at the open
9 house until 6:30, which is across the hall, who
10 are happy to help you.

11 Before you begin your remarks, please
12 state your name and the organization, if any,
13 that you represent. Please note that all
14 statements, including any personal information
15 such as your name, email address, address,
16 telephone number you provide in this statement
17 are releasable to the public upon request and may
18 be posted on WMATA's website without change,
19 including any personal information provided.

20 Further testimony may be submitted and
21 must be received by 9:00 a.m. on Monday, February
22 6th. So 9:00 a.m., Monday, February 6th is the

1 deadline for any submissions that aren't made
2 today. This testimony may be mailed to the
3 Office of the Secretary at WMATA, which is 600
4 5th Street, Northwest, this building, Washington,
5 D.C. 20001 or it can be submitted within a free
6 form comment box in the online survey about the
7 proposal that we will be available to take until
8 9:00 a.m. on Monday, February 6th. This is in
9 addition to all your other options to provide
10 input. The survey can be found at
11 wmata.com/budget and that is all one word.

12 If you any questions about the
13 different ways to provide testimony, please see
14 Metro staff at the registration table. Your
15 comments will become part of the public record
16 that will be reviewed by the Metro Board of
17 Directors for its approval.

18 Changes to the options presented here
19 tonight may be proposed in response to testimony
20 received and subsequent staff analysis. Please
21 note that profanity will not be tolerated during
22 this public hearing.

1 If you have not already done so,
2 please silence all mobile devices.

3 And now it is time to hear
4 presentations from our CFO Dennis Anosike, who
5 will make a presentation on our budget at this
6 point in time.

7 So again, welcome everyone. We look
8 forward to your testimony. Let me now turn it
9 over to Dennis.

10 MR. ANOSIKE: Thank you, Mr. Chairman.
11 Good evening.

12 The FY18 budget that the General
13 Manager has proposed and the Back2Good plan that
14 it funds are focused on regaining the trust of
15 our riders. To do that, the FY18 budget proposal
16 remains focused on system safety and reliability
17 with a new preventative maintenance plan for
18 tracks and a rail "Get Well" plan to keep our
19 trains operating safely and on time.

20 Beyond safety and reliability, the
21 budget improves productivity by cutting
22 management and labor costs. It right-sizes bus

1 and rail service and it reduces dependence on
2 federal grants to support the operating budget.

3 To balance, the operating budget also
4 seeks additional support from customers and from
5 the jurisdictions, which I will get into in a
6 minute.

7 Since Fiscal Year 2016, Metro has seen
8 a decline in ridership and revenues. This
9 decline contributed to an estimated \$290 million
10 shortfall in FY18. So to close that gap, the
11 General Manager took several steps to cut costs
12 and improve operating efficiency; seven, in
13 total, \$50 million in FY18. After that, the
14 proposed budget uses \$60 million of federal funds
15 compared to \$95 million the previous year and
16 then \$650 million from riders through fares and
17 service adjustments, leaving \$39 million for the
18 Commonwealth of Virginia, \$44 million for the
19 State of Maryland, and \$47 million for the
20 District of Columbia in order to close the
21 remaining gap.

22 The \$50 million in management and

1 labor savings that I just talked about primarily
2 comes from the elimination of 700 administrative
3 positions at metro. The balance is from
4 restructuring the NRP healthcare and from closing
5 the sales offices, reducing contract expenses,
6 and consolidating operating units.

7 More importantly, the budget
8 anticipates additional actions throughout the
9 year to continue to increase advertising revenues
10 and to improvement management efficiency, some of
11 which are listed on the slide.

12 I should note that due to the gap that
13 I just spoke about, the proposed budget does not
14 include funding for general wage increase or to
15 fund Metro's OPEB or their liabilities.

16 This slide is one that the Board and
17 some of our stakeholders have seen before. It
18 shows the number of positions at Metro going down
19 by eight percent in FY2018. As proposed, total
20 positions would be reduced by 1,000 positions,
21 compared to the FY16 budget. This reduction
22 includes the 700 positions that I mentioned

1 earlier that the GM has already started taking
2 actions on, as well as an additional 300
3 positions that will be eliminated if the Board
4 approves the rightsizing of bus and rail services
5 as proposed as part of the FY18 budget.

6 Last year, Metro did not raise fares
7 due to concerns over service quality and low
8 ridership. While those concerns remain today,
9 the budget does increase fares to try to keep up
10 with inflation and to help balance the budget, as
11 I mentioned earlier.

12 So as proposed, Metrobus fares will go
13 up to \$2, generating about \$12 million.
14 Metrorail fares will go up by \$0.10 on peak and
15 \$0.25 off-peak, again, to generate \$8 million.

16 The budget also projects a combined \$1
17 million of new revenues from higher parking
18 fares, increasing parking fares by \$0.10 and for
19 MetroAccess, which will go up to \$4, at two times
20 the comparable fixed bus routes.

21 Slide 7 shows the proposed bus and
22 rail service changes to reduce cost and improve

1 service reliability across the system. On
2 Metrorail, headways will increase from six to
3 eight minutes in the peak but only from two to
4 four in the core. During the off-peak service
5 reductions will also require headway frequency
6 changes.

7 As I mentioned earlier, these changes
8 will result in the elimination of 300 positions,
9 particularly with the bus changes which will
10 eliminate most of the high subsidy routes across
11 the system.

12 The proposed budget for 2018 comes in
13 at \$1.8 billion and it is matched by \$841 million
14 of revenue and jurisdiction of funding of \$976
15 million. Overall, operating expenses will go up
16 by two percent or \$37 million from the FY17
17 budget. The operating revenues, however, is down
18 from prior years, you can see on this slide, by a
19 little bit over \$93 million. Again, tied to the
20 ridership issues that I spoke a little bit
21 earlier.

22 As a result, the amount of funds that

1 we are looking from from the jurisdictions will
2 increase by a combined \$130 million in order to
3 balance the budget.

4 Switching to the Capital Improvement
5 Program for a minute, Metro Capital Projects are
6 designed to improve the safety and reliability of
7 Metrobus, Metrorail, and MetroAccess
8 infrastructure. The proposed investment
9 priorities for FY18 include some of these
10 highlights: new 7000 Series railcars, buses and
11 paratransit vehicles to replace the oldest and
12 least reliable vehicles in Metro's fleet;
13 investments in rehabilitation, repairs, and
14 maintenance of existing railcars and the bus
15 fleet to ensure a state of good repair; new
16 infrastructure to provide radio and wireless
17 communications, particularly in the subways, and
18 continued investment continue to bring the system
19 in a state of good repair.

20 For the first time, the budget also
21 includes a Development and Evaluation Program to
22 help review future projects before they are

1 actually funded within the Capital Program
2 itself.

3 As proposed, FY18 Capital Program
4 comes in at \$1.25 billion but that number
5 includes \$132 million of reimbursable projects
6 from that the jurisdictions pay for. Of this
7 amount, 85 percent of this \$1.2 billion actually
8 represent projects that are already in place,
9 which means that the contracts and the staff to
10 implement them are already here at WMATA and,
11 therefore, some of these projects are already
12 going on.

13 The proposed six-year Capital Program
14 comes in at \$7.2 billion, again, reflecting
15 mostly ongoing capital projects. This number and
16 the entire Capital Program itself has been
17 informed by the Capital Needs Inventory, which
18 took a look at Metro's entire capital needs to
19 determine both the timing, as well as the
20 sequence of some of those projects.

21 As you can imagine, the Capital Needs
22 Inventory identified projects that are much more

1 than what is bring proposed but this has been
2 streamlined to ensure that whatever the General
3 Manager asks for can be delivered within the time
4 line that is identified.

5 Overall, Metro's Capital Improvement
6 Program falls into six major categories. Within
7 these categories and programs are projects that
8 reflect a multi-year construction and acquisition
9 structure for capital projects. In FY2016, Metro
10 invested over \$1 billion through the capital
11 improvement process. That was 85 percent of the
12 funding for that particular year. For FY17, the
13 year that we are currently in, we are projecting
14 to spend between \$1.1 and \$1.2 billion of the
15 Capital Program, again, significantly more than
16 the \$950 million budgeted at the beginning of the
17 year.

18 As I mentioned earlier, the proposed
19 Capital Improvement Program includes a formal
20 Development and Evaluation Program to advance
21 major capital projects before full funding. The
22 D&E process will help us to fully evaluate

1 scopes, schedules, and costs to determine what
2 sequence and timing. Some of the projects that
3 are in this category include the Red Line Water
4 Remediation, the replacement of the 2000 and the
5 3000 railcars, tunnel ventilation, which is one
6 of the findings from the FTA, as well as the
7 rebuilding of several bus garages.

8 The Capital Program for FY18 has
9 assumed the funding that we had in the current
10 year, which means that it expects to get \$461
11 million from the federal government. As I
12 mentioned earlier, we also have local funds paid
13 for by jurisdictions. In this particular case,
14 \$118 million from MWAA for railcars and Silver
15 Line Project support, as well as \$14 million from
16 the rest of the jurisdictions for their own
17 individual projects, and for which they are
18 paying directly.

19 Overall, we expect \$801 million from
20 states and local funding and debt to pay for the
21 FY14 Capital Projects. In total, that adds up to
22 \$1.4 billion, of which \$150 million will go

1 towards actually reimbursing some of the expenses
2 that were already incurred in FY17.

3 That concludes my presentation, Mr.
4 Chairman.

5 MR. EVANS: Okay, thank you, Dennis,
6 for your presentation. And now, it is time to go
7 to our witnesses and call our first witnesses.

8 So I would like to call our first
9 three witnesses. Okay, so you are down there and
10 then you get up to the podium. All right.

11 So our first witness is Konrad
12 Herling. Mr. Herling, are you here somewhere?

13 Okay, Mr. Herling is a Councilmember
14 from Greenbelt, Maryland.

15 Mr. Councilmember, welcome. Since you
16 are an elected official, you have five minutes.
17 It's not my rules but that is the rules.

18 Somehow we can't hear you. I don't
19 know why.

20 MR. HERLING: The magic touch. Now we
21 are okay?

22 MR. EVANS: Stay close, though, I

1 think. These are microphones from the '70s.

2 MR. HERLING: Okay, there we go.

3 As a resident of Greenbelt, I have
4 taken the B30 to and from BWI several times over
5 the past few years. To pick up the B30 bus at
6 the Greenbelt Metro Station, one can easily
7 access Greenbelt Station via a Metro or county
8 bus, without driving their vehicle personally or
9 having to take a cab or Uber.

10 One can use their Metro card, their
11 fare card to get onto the B30, making it
12 convenient in that respect as well. But the
13 value for everyone accessing Greenbelt Station,
14 including folks from all over the region, is that
15 the B30 ride itself provides a convenient,
16 inexpensive alternative to driving and parking at
17 BWI or taking a cab or using an Uber service. In
18 fact, the Mayor of Berwyn Heights, at a recent
19 meeting, calculated that it is roughly \$37 if one
20 were to use an Uber.

21 The B30 has provided smart ways for me
22 and many others to get to and from BWI. Each of

1 those times, the bus has been, I would say, about
2 75 percent or more full. That is me and also
3 Mayor Jordan, who also has taken the B30, has
4 similar experience.

5 While WMATA's charts reflect a lower
6 percentage of the ridership than that, I have
7 spoken to a good number of friends and fellow
8 residents who have noted roughly the same
9 percentage of seats that I have noted which were
10 occupied. Regardless of whatever the actual
11 numbers of the passengers taking advantage of
12 this very good service, I believe WMATA should
13 note of the suggestion of several B30 riders who
14 attended our recent City Council Work Session in
15 Greenbelt with WMATA. That suggestion was that
16 the Agency step up its marketing efforts to build
17 up its numbers of customers.

18 With respect to marketing, as a 38-
19 year veteran from the FCC's Broadcast Bureau, I
20 would be glad to help steer WMATA in both Prince
21 George's and Montgomery Counties, who help fund
22 the B30 Program to the community and county cable

1 television outlets, as well as radio outlets,
2 which include low-power FM radio stations which
3 more directly serve communities.

4 I note, again, that the bus is also
5 connected to Baltimore from folks coming from
6 other areas in the region to the Greenbelt bus
7 stop. It is not just the folks who live Green
8 Line stops but those who access Red Line stops in
9 Montgomery County and actually all stops
10 throughout the region, which ultimately, through
11 connecting stations, have access to the Green
12 Line to Greenbelt.

13 From a broader transportation and
14 economic development perspective, as well as
15 regarding Homeland Security, it is wise to
16 provide a variety of transportation choices, not
17 a reduced number of options.

18 With respect to the proposed increase
19 in cost from \$7 to \$9 for a ride, Greenbelters
20 attending the work session recently with WMATA
21 were not opposed to that increase.

22 Finally, as the member of the Council

1 of Governments Transportation Planning Board, we
2 are looking at how we can enhance non-personal
3 vehicle options to reduce congestion on our
4 roads. To state the obvious, to maintain our
5 current patterns of road travel translates to
6 continued high cost of road maintenance and
7 improvement and has a sustained negative impact
8 on our environment.

9 So in conclusion, let us take
10 advantage of the marketing opportunities and, in
11 the process, let more folks know that it is WMATA
12 as well as Prince George's and Montgomery
13 Counties that are providing this B30 service.
14 Let's continue to be part of our region's
15 connection with BWI, reduce road congestion, and
16 improve our environment. We can make this work.

17 Thank you.

18 MR. EVANS: Thank you very much for
19 your testimony.

20 Our next witness is Patrick Wojahn.
21 And Mr. Wojahn is the mayor of College Park. Mr.
22 Mayor, welcome.

1 MR. WOJAHN: Good evening. Good
2 evening, Chair Evans, members of the Board.
3 Thank you for presenting us the opportunity to
4 speak on the proposed Capital Budget this evening
5 and Operating Budget for Metro for FY18.

6 I want to, first of all, start by
7 echoing several of the comments of my friend, Mr.
8 Herling, regarding the B30 bus. It is a bus line
9 that serves many residents of College Park. I
10 use it myself and I know many residents, some who
11 have even moved to College Park in part because
12 they knew that the B30 was there, that if they
13 traveled, all they have to do is go to the bus
14 and go up to BWI airport, and that they can do so
15 cheaply and reliably. And that is runs seven
16 days a week and well into the evening hours, when
17 planes -- and well into the morning, as well,
18 when planes fly out and fly in.

19 College Park is increasingly becoming
20 one of the innovation drivers of the region.
21 Working collaboratively with the University of
22 Maryland, we recently established a Regional

1 Institutional Strategic Enterprise Zone, which is
2 bringing in state, local, and county investment
3 into a region to really bring in new development
4 and become what we hope is the Silicon Valley of
5 the region. But in order to do that, we need to
6 have adequate accessible transit options. We
7 have business owners, people starting up new
8 businesses that need to be able to fly to meet
9 with clients, perspective clients, meet with
10 investors and they can do so easily from College
11 Park through the B30 line.

12 I strongly discourage you from
13 proceeding with the option of terminating that
14 line. I hope it will continue to serve our
15 community for many years.

16 I also do want to speak out in favor
17 of maintaining the Rush Plus service on the
18 Yellow Line. We have, with the increased
19 investment in College Park, we also have more and
20 more people who need to travel in and out from
21 the District to our community and the Rush Plus
22 offers -- our metro cars are becoming

1 increasingly congested during rush hour. If the
2 GSA selects the Greenbelt site as the location
3 for the FBI, that will increase even more and we
4 will see the reverse commute happening, where
5 more and more people, up to 11,000 employees are
6 traveling on the Yellow and Green Lines, if the
7 Yellow Line is maintained, to get to Greenbelt
8 Station.

9 So, this is not a good time to cut
10 this service. We need it for our residents and
11 for our community. I appreciate you, once again,
12 taking the time this evening to hear our concerns
13 and our testimony.

14 I do want to note, too, that I have
15 been backed unanimously by my City Council in
16 College Park. So we are eager to see these
17 services continued. Thank you very much.

18 MR. EVANS: Okay, thank you very much
19 for your testimony.

20 Our next witness is Brandon Paulin,
21 who is the mayor of Indian Head, Maryland. Mr.
22 Mayor, are you here somewhere?

1 MR. PAULIN: Yes.

2 MR. EVANS: Yes, all right. Mr.
3 Mayor, are you the youngest mayor in Maryland?

4 MR. PAULIN: Yes, sir, I am. I am the
5 youngest mayor in the history of this great
6 state.

7 Thank you. My name is Brandon
8 Paulin, as stated before and I am the youngest
9 elected official in the history of the State of
10 Maryland. I have been mayor of the great town of
11 Indian Head for almost two years now.

12 A few months ago, I was informed by
13 many of my constituents that ride Metro that cuts
14 were planned for W19. For my community, W19 is
15 more than a bus; it is a necessity to be able to
16 provide for their families and the only way they
17 are able to travel back and forth to D.C. to
18 work.

19 That is why I am here today, to make
20 sure families in my community don't come upon
21 hard times. Please, I encourage you not to cut
22 W19.

1 Since my term of office, Indian Head
2 has started to revitalize and become larger with
3 more business, jobs growth, and residential
4 growth as well. This W19 cut would hurt our
5 revitalization. Without public transit in our
6 town and our county, for that matter -- W19 is
7 the only line that runs into Charles County --
8 without this, our town could become less
9 attractive and once again revert on the progress
10 this town council and thousands of people in my
11 town have started to build.

12 On one last note, I can guarantee that
13 if WMATA is willing to hold out until the town
14 has fully completed our economic revitalization
15 strategy, that ridership will drastically
16 increase and you will see W19 as an asset.

17 And I stand with full support from my
18 town council, my town, and my county. Thank you.

19 MR. EVANS: All right. Okay, thank
20 you, Mr. Mayor, as well.

21 Our next three witnesses: Mr.
22 Bill Orleans -- and if I mispronounce a name, I

1 apologize in advance -- Mr. Bill Orleans, Mr. Ron
2 Smith and Darnise Bush.

3 So, start with Mr. Orleans. Welcome
4 to Metro.

5 Now, since we are now in public
6 witnesses, everyone has three minutes. And I
7 want to thank our prior three witnesses who did
8 not only not use their five minutes, but spoke
9 less time.

10 So, Mr. Orleans.

11 MR. ORLEANS: Good evening. What I am
12 about to say, I have said before.

13 MR. EVANS: Pull that mike over real
14 close to you, though, because we can't hear you.

15 MR. ORLEANS: What I am about to say
16 I have said before, but I will get to that in a
17 minute. I wish to suggest to the Board that I no
18 longer have any expectation that this Board can
19 do what is necessary to revive this system, our
20 system.

21 At one point it was suggested in the
22 CFO's presentation that after the adoption of

1 this project, a conversation will begin about
2 governance, a never-ending conversation in this
3 building about governance and dedicated funding,
4 new funding sources. It would seem to me that
5 those conversations have begun already. This
6 agency has participated with Board of Trade and
7 the Council of Governments in closed
8 conversations not open to all and I think my
9 perception is that that is the kind of
10 conversation that would begin once the Board
11 adopts a budget and the public should be involved
12 in that conversation.

13 I don't know why any Board of
14 Directors of any transit agency would laud, even
15 if they are critical, albeit and I haven't heard
16 this, but would laud any budget that allows for a
17 ridership loss.

18 It is clearly stated in here and in
19 previous conversations relevant to this budget
20 that there is going to be a loss in riders. How
21 honestly can you think that your responsibility
22 is to adopt a budget that allows for a

1 significant ridership loss?

2 I have never, myself, ridden the B30
3 nor, except for one occasion, the W19. I applaud
4 Messrs. Herling and Wojahn defending the B30 and
5 mayor from Indian Head defending the W19.

6 I am not here to defend any one route.
7 I am here to suggest that all of the routes
8 should be defended, whether they serve me or not.

9 I'm here to suggest that rather than
10 lessening service, we should be, and this Board
11 should be about expanding service. Where there
12 are no routes now, let's make routes and serve
13 more people. Let's not accept ridership loss as
14 something that we advocate for but in fact going
15 about the business of expanding service and
16 increasing the ridership, both rail and bus, and
17 paratransit.

18 Well, I don't know what that sound
19 indicates. I only have another few seconds.

20 The publicly distributed brochure for
21 this activity begins in the comment page, two
22 pages, with a question. The first two questions:

1 If I had the opportunity to decide who pays what
2 share, et cetera, the federal government, the
3 state and local governments fare adjustments,
4 meaning we pay more for less service --

5 MR. EVANS: Mr. Orleans, I have to
6 stop you but I do thank you for doing that.

7 MR. ORLEANS: I --

8 MR. EVANS: You are my first witness.
9 If I let you run over, it's all over.

10 MR. ORLEANS: Five seconds. We should
11 be about creating a regional commercial property
12 tax, one point above whatever is collected by the
13 various jurisdictions and, if one point is
14 insufficient, two points above whatever is
15 collected by the jurisdictions and that should be
16 sufficient to fund a healthy operating budget and
17 contribute to a healthier Capital Budget. Thank
18 you very much.

19 MR. EVANS: Okay, thank you.

20 Okay, Mr. Ron Smith.

21 MR. SMITH: Good evening, fellow Board
22 Members and my General Manager, Mr. Wiedefeld.

1 I come before on behalf of Local 922
2 Teamsters and I want to speak about the B30 and
3 the B27 but specifically the B30.

4 Over the last ten years, I have seen
5 ridership increase on the B30. It serves seven
6 jurisdictions from Southern Maryland, Saint
7 Mary's, Charles, and Calvert, the District of
8 Columbia, Northern Virginia, Western Maryland,
9 Frederick, Hagerstown, Montgomery County, Prince
10 George's County.

11 My appeal is to the Maryland Board
12 members and I want to say in the last ten years,
13 I have witnessed that ridership because I have
14 operated the B30 for ten years and I know the
15 needs of the B30 for the great residents of the
16 great State of Maryland. I ask that you consider
17 not cutting that service. I mean if you raise it
18 \$2 we can live with that. But we need to, if
19 anything, increase that service and consider the
20 B27 more often to consider that service as well.

21 Thank you.

22 MR. EVANS: Thank you. Darnise Bush.

1 MS. BUSH: Thank you for this
2 opportunity to speak. My name is Darnise Henry
3 Bush. I am a native Washingtonian and I would
4 like to speak on behalf of Ward 8, Ward 7, Ward
5 5, Ward 1 in terms of the fare increase. We are
6 begging you not to increase fare.

7 Mostly our people work very hard and
8 the problem is that they already catch the bus
9 and the rail to get to work. They have to go at
10 odd times and you have decided to cut the hours.

11 The problem is that we actually can't
12 afford it. We are not subsidized. The
13 neighborhoods and the communities are no
14 subsidized and with you cutting even more bus
15 service and the time, it is really not worth
16 twice the fare and two times the fare or three
17 times the fare to get to work.

18 You are forcing people in our
19 neighborhoods to take a leave of absence from
20 work or lose their jobs because they actually
21 can't afford to pay this fare.

22 I am a longtime MetroAccess rider and

1 I have a complaint about that. Why is it that
2 members that live in the District pay full fare,
3 \$6.50 riding D.C. to D.C. and you can go the same
4 -- for \$6.50 you can go to PG County, Montgomery
5 County from D.C. but D.C. to D.C. people are
6 forced to pay almost the maximum fare each time.
7 I don't know how that is computed but I am very
8 upset about that because, unfortunately, I have
9 to use MetroAccess almost every day. And I think
10 that is very unfair because I do not work for a
11 federal agency. And because I don't work for a
12 federal agency, my fare to work and home is not
13 subsidized. And so I ask you to not increase the
14 fare and to also look into creating a discount
15 paratransit fare that would be similar to bus and
16 rail.

17 And I thank you for this opportunity.

18 MR. EVANS: Okay, thank you very much.

19 Our next three witnesses are Linda
20 Mercer, Ed Gitterman, and Mike Ielmini. So,
21 Linda Mercer.

22 MS. MERCER: Good afternoon to the

1 Board.

2 MR. EVANS: Welcome.

3 MS. MERCER: I am a bus operator, 15
4 years. And when I sit and I come to these
5 meetings and I keep hearing about ridership is
6 low, as a bus operator that works in D.C.,
7 Maryland, and Virginia, because I work what is
8 called a jumper, there is no low ridership.
9 Metro messed up when they accepted the
10 MetroAccess cards that they sell to other
11 customers, make Xerox copies of it and give it to
12 customers, where they get the ride. We can't say
13 anything because the bus operators are assaulted
14 when they do mention that. That is not a proper
15 MetroAccess card.

16 The student card, none of the students
17 use them. The parents all use them.

18 Ridership is at an all-time high.
19 When we have to contact central at the end of our
20 shift and tell them that it is 20 people at a bus
21 stop but I am the last bus coming and nobody is
22 going to be here to pick these people up. So I

1 have to get permission from them to run another
2 trip.

3 So there is no such thing as ridership
4 is low. We are riding around out here with the
5 service cuts that we had before with people
6 standing on our back. That is what we are doing.
7 And we make it work. We go out here and we pick
8 them up and we take them where they need to go.
9 We are in heavy traffic.

10 What about looking into the HO/T lanes
11 for the buses? We can move the buses. We can
12 move the people. This weekend, we moved all
13 those people that came at the last minute, where
14 they came out and did the protest. We moved them
15 on Saturday. And they kept some of us out there
16 past the nine hours and 22 minutes that we were
17 supposed to have been out there but we were proud
18 to do it because we still make it work.

19 We fought Metro also for poor
20 training. We brought in a lot of bus operators.
21 We haven't been giving them the proper training
22 to do the service that I was given when I came in

1 15 years ago.

2 We are putting a Band-Aid over things.
3 We are sending them out there. We bought these
4 8000 buses. We are causing more injuries because
5 the 8000 buses are not good buses. They sent out
6 there, tell us to use the bus. This bus has been
7 having a fire problem on it but they still tell
8 us to use it. The fare boxes don't work half the
9 time so that is another 45 people with ten trips
10 where nobody is paying because the fare box
11 doesn't work.

12 And let's not even talk about the life
13 of a bus operator when we think that the bus
14 operators make too much money. We miss our
15 families growing up. My kids are grown now. I
16 missed certain things with them because I wanted
17 to be here to make sure I was here for the riding
18 public to take them to and from work. I have
19 worked -- and you can check my record. I worked
20 sometimes 80 hours in one week because I like the
21 customer service and I like to see them get to
22 where they want to go because my family used the

1 bus, too.

2 So we don't need to cut the service.

3 MR. EVANS: Okay, thank you.

4 Mr. Gitterman.

5 MR. GITTERMAN: I won't be as
6 interesting. I am Ed "Big Apple" Gitterman from
7 Bethesda.

8 As an add-on BBI recommendation for
9 FY18, the Bethesda Silver Spring bus line should
10 get a restructuring as follows, whether you agree
11 with it or not.

12 Route J1 service should be restored
13 between Silver Spring and Montgomery Mall. The
14 route shouldn't be cut.

15 Number two, Route J2 should follow all
16 of all Georgetown Road from Woodmont to Democracy
17 with Wisconsin Avenue service replaced by
18 extending Ride-On 46 to Bethesda Station, until
19 they decide to put BRT down my way.

20 As for three, this is to drop Route J3
21 designation from the bus line because service
22 along Rockledge is covered by two Ride-On Routes

1 and of course one of them is Route 47 to and from
2 Bethesda.

3 But with that said, I will go to
4 revised mail-in comments and my cause and remarks
5 and I will be as quick as I can.

6 Now, what Paul Wiedefeld and probably
7 the Washington Post already know is that New
8 York's MTA Board last week approved a new set of
9 toll and fare hikes but kept the local bus and
10 rapid transit based there in the Big Apple at
11 \$2.75. And by the way, folks, the Daily News
12 took credit for no change to a base fare that
13 could have gone to \$3. Hurray for me!

14 But anyway and in conclusion, let me
15 say to your transit users two things. One, that
16 there is an expression that does not apply only
17 to vacation and sick leave but to mass transit
18 service nationwide; that is, to use it or lose
19 it. Well, let me quickly say for the benefit of
20 everybody in here, I hope that management staff
21 will come back to the full Board with a less
22 drastic recommendation to balance the budget for

1 FY18.

2 Thank you.

3 MR. EVANS: Mike Ielmini.

4 MR. IELMINI: Yes, Ielmini. Thank
5 you, Mr. Chairman and the Board. I would like to
6 offer that I am from Virginia. I am a northern
7 Virginia resident out of Fairfax County and I am
8 a rider on the 16X bus. And let me say I really
9 want people to remember that the importance of
10 public transportation to society as a whole, the
11 environmental aspects, the economic, the life
12 needs of all the riders are so critical and so I
13 am a proponent of expanding services, expanding
14 the usage and lines wherever you possibly can.
15 And this reliability issue is important for
16 everyone. So I want to say that is my
17 perspective. That is where I am coming from.

18 One of the things I want to mention is
19 increasing service and maintaining the service on
20 the line I ride on, I am the first rider on the
21 bus in the morning. It is the earliest bus
22 starting point. I am the first one on the bus,

1 except for the driver, and the last one off the
2 bus at the end of the day, except for the driver.
3 So I have seen the entire system from one end to
4 the other both east and westbound and I can tell
5 you it is standing room only before it leaves
6 Virginia. So to my representative from Virginia,
7 I hope you understand that stopping that bus at
8 the Pentagon has cut off access to D.C. and
9 shifting the burden from the bus line, which is
10 efficient, effective, and useful to the line that
11 is underground at the Pentagon, which is
12 inefficient, expensive by double, time increases
13 by 30 minutes. So you are losing opportunities
14 to get work on time and you are increasing your
15 costs. Remember I was a rider from way back and
16 I started as a driver. So I shifted to public
17 transportation because of those efficiencies.
18 This is going to force me to leave that
19 opportunity and either start driving, or as you
20 must remember in this era of technology and
21 teleworking opportunities, people are just going
22 to opt to stay at home. You are going to lose

1 ridership because we don't need to worry about
2 getting to the office and working at the factory
3 when we can do it from our home through the
4 telework systems that we have. So that is an
5 opportunity to protect ourselves from losing
6 ridership.

7 I want to also mention that the
8 opportunities for revenue are important, too. We
9 need to think about that costs are going to go up
10 as populations and demand goes up. So I
11 understand the need for more revenue and to
12 consider looking at Virginia, when there is a
13 huge problem with revenue generation because of
14 the lack of enforcement and the tax evasion going
15 on in the DMV arena. Huge percentages of
16 landowners and property owners and residents in
17 Northern Virginia are opting to register their
18 vehicles in Maryland and D.C. to bypass that
19 revenue opportunity that Virginia would have to
20 add to the pot of the \$39 million that they are
21 offering right now.

22 So we need to look into opportunities

1 outside the box. So thank you very much and I
2 hope this works out the 16X.

3 MR. EVANS: Our next witness is Wiz
4 Windham, followed by Rodney Neely and David
5 Schwartzman.

6 MR. WINDHAM: How are you all doing
7 today?

8 I hear a lot of people saying that you
9 shouldn't cut jobs or charge more. I just wanted
10 to answer some of your questions. If you are not
11 going to cut jobs and charge more, then how do
12 you get the funding that you need?

13 I just thought that maybe you should
14 start marketing to the youth so that they could
15 use the Metro more, since they can't drive
16 anyway. Maybe you can expand garages so that you
17 can get money that way from the public who are
18 coming from far out into the city.

19 That's pretty much all I have to say.
20 I don't think it makes sense for you to supply
21 less while we are demanding more and you are
22 charging more while you are supplying less.

1 MR. EVANS: Rodney Neely. Welcome,
2 Mr. Neely.

3 MR. NEELY: Okay, good afternoon.
4 Thank you for letting me speak today.

5 I am speaking primarily about
6 MetroAccess, except that I would also like to
7 echo everyone's sentiment here that if we have to
8 pay a little more for the bus service, I think
9 that most of us would rather do that than to see
10 it be cut and the Metro service the same way
11 because public transportation is very important
12 to our community.

13 The four ideas I have about
14 MetroAccess are that since providing door-to-door
15 service is a bit more expensive than providing
16 fixed route service, and since Metro does not
17 charge anywhere near the maximum fare for using
18 MetroAccess, which is about \$12 for most rides,
19 we could increase the amount that we pay for
20 MetroAccess to say \$6.75 or \$7.00 per ride --
21 that would be the maximum fare -- just to
22 generate a little more income because everyone

1 has to kind of share equally in the paying of
2 paying a little more for service.

3 The second idea that I have is that
4 the newly issued MetroAccess ID cards should have
5 been half fare cards, not free ride cards,
6 because it can be abused a lot and people have
7 done that I think a couple of times.

8 And the third thing that I would like
9 to highlight is I would also like to encourage
10 people who have somebody with MetroAccess here to
11 expand the trial period of using Uber and Lyft to
12 Virginia and D.C. and not just use it in Maryland
13 because that will save money Metro because Uber
14 is cheaper than cabs.

15 And the last thing, and this is
16 really, really important, please reopen the email
17 comment box so that we do not have to fill out
18 the survey every single time we have a comment to
19 add. I was unable to add my comments on my
20 survey because I had done it once. It wouldn't
21 let me back in to do it again until I used my
22 cell phone. I think that is really silly and I

1 think that we should just use email, enable
2 somebody to email comments to a central mailbox.
3 Because if Metro employees are not willing to
4 read emails from their customers, then perhaps
5 there is a problem with their customer service.

6 Thank you.

7 MR. EVANS: Okay, our next witness is
8 David Schwartzman, followed by Sharon McBride.

9 Mr. Schwartzman, welcome.

10 MR. SCHWARTZMAN: Thank you. The D.C.
11 Statehood Green Party strongly opposes all of the
12 proposed package to cover the anticipated \$290
13 million shortfall for next fiscal year. In
14 particular, any increase in fares, cutbacks, and
15 services and worker layoff. We also oppose
16 financing WMATA with sales taxes, as our Chairman
17 has once proposed recently.

18 We stand in solidarity with ATU Local
19 689 and their struggle for protection of union
20 rights and public transit, expanded and better
21 quality service, and a cleaner environment.

22 I strongly urge the Transit Authority

1 to consider the following. First of all, close
2 the \$290 million projected budget shortfall with
3 a surtax on regional corporate profits and on
4 millionaire incomes. Millionaires in D.C. in the
5 metro-D.C. area now pay between 60 and 70 percent
6 of their tax burden that working and middle class
7 residents pay.

8 In 2014, the most recent data
9 available, D.C. returns with adjusted gross
10 incomes of over \$1 million had a taxable income
11 of \$4.6 billion. For the region, the total
12 taxable income was \$45 billion. And now it is
13 even likely higher. A 0.64 percent, 0.64 percent
14 tax on regional millionaires would generate the
15 total \$290 million shortfall.

16 Since a Trump-Ryan federal income tax
17 give away for the wealthy is very likely, and
18 would correspond to roughly five percent of their
19 income, a less than one percent surtax on these
20 residents, on these millionaires should be a no-
21 brainer.

22 D.C., Virginia, and Maryland should

1 likewise their state income tax rate on resident
2 millionaires and I particularly direct that to my
3 councilperson, the Chair.

4 And I would also -- I am out of time.
5 Thank you.

6 MR. EVANS: Sharon McBride, followed
7 by Rachel Dubin.

8 Ms. McBride.

9 MS. MCBRIDE: Good evening, everybody,
10 and thank you for affording me the opportunity to
11 voice my concerns.

12 I am here for the main reason that I
13 think this is going to be a trickledown effect
14 and unfortunately, it is going to be a bad result
15 for the consumers and the riders, which I am a
16 part, as well as if you increase your pricing is
17 also going to affect the ridership of the
18 MetroAccess. And we are already paying, I feel,
19 quite a bit.

20 And also I have a concern about some
21 current bus lines that are no longer supplying
22 certain areas currently on the weekends. And I

1 have a problem with that because as far as being
2 a rider, it doesn't afford me the opportunity to
3 get to where I need to go. And I rely on public
4 transportation quite a bit.

5 I am also speaking on behalf of all
6 the members that are maybe not here for the NFB
7 because -- that is the National Federation of the
8 Blind, for those who are not aware. We depend on
9 that. We have something called a grandfather
10 clause, which really boggles my mind because I
11 still don't understand the complexity of it or
12 maybe you are just trying to make it complex,
13 because it is saying something about that at a
14 certain time you cannot -- it is called a
15 grandfather clause and we are not able to use it.
16 Certain people are not eligible.

17 So I would like to make my comment
18 that as far as you increasing fares, it is not
19 going to help none of the consumers at all. And
20 so that is my concern.

21 So I just want to make that go for the
22 record that is going to help -- it is not going

1 to help the community. It is going to be a back
2 trickledown effect. Thank you.

3 MR. EVANS: Rachel Dubin, followed by
4 Jacob Jansen.

5 MS. DUBIN: I'll speak from here.
6 Okay, good evening, Chairman Evans, and members
7 of the WMATA Board.

8 My name is Rachel Dubin. I am a
9 resident of Ward 2 and have lived here for 19
10 years. I work in Virginia. I am here to urge
11 you to retain the D.C. version of the 16X bus.
12 I, along with many others in D.C., take this bus
13 to and from the Pentagon every workday and then I
14 take it further in and then take the 7M.

15 I, myself, have been riding this bus
16 route and its predecessor, the 13AB and 7Y since
17 2002. The 16X is a valuable bus route that
18 receives the passing grade on every single run of
19 your metrics, averaging over a thousand weekday
20 riders and have 26.1 riders per stop and 3.9
21 riders per mile while far surpassing the WMATA
22 guidelines.

1 Yet the cost is nearly 30 percent of
2 cuts and requires the provider subsidy of only
3 \$2.81, which is half of the WMATA guidelines. As
4 we consider giving for cutting the service
5 between the Federal Triangle and the Pentagon
6 cutting costs but really the cost recovery from
7 the 16X is far greater than MATA's guideline and
8 has a much lower provider subsidy and a higher
9 number of weekday riders. Therefore, it is cost-
10 effective to run.

11 I depend on this bus to get me to and
12 from work every day. It is so much more
13 convenient and reliable than most are aware. It
14 gets dark underground. I have been stuck
15 underground. It is really scary for me, as a
16 deaf person, who depends on other people to help
17 with auditory information.

18 My 16X is always on time, morning and
19 evening, and it is relaxing and enjoyable. You
20 can't say that about Metrorail, where I am stuck
21 like a sardine. I'm crushed in passenger room
22 and I am afraid the thing will break down.

1 No I have been in tears over this
2 proposal. The bus drivers have seen me board the
3 bus in tears. So, please retain this route.
4 Thank you very much.

5 MR. EVANS: Okay, thank you.

6 Our next witness is Jacob Jansen,
7 followed by Justin Lini.

8 MR. JANSEN: Hi, I would like to start
9 by advocating for more town hall meetings in the
10 various neighborhoods that are served by these
11 proposed changes. I mean it is exciting to be
12 able to see the highest levels of Metro
13 management here but it just makes it a marathon
14 session for a lot of us.

15 I'm here to advocate that the Metro
16 keep the 5A bus service out to Dulles Airport at
17 current fare levels or lower. If the bus were
18 eliminated, I would have to get another job. I
19 would have to give up a job that I love or I
20 would have to buy a car and buying a car would
21 mean having to move because there is no way that
22 my wife and I can afford the expenses of a car

1 and also pay the ridiculous rent that is there in
2 Rosslyn. Is Christian Dorsey here?

3 Anyway, some of you already have the
4 details of my situation in an email and I
5 apologize for being a broken record but the
6 proposed alternatives to eliminating the 5A don't
7 run early enough for me to get to my shift that
8 starts at 6:30 a.m.

9 Since we moved to Rosslyn in 2013,
10 this is the third time that the 5A has been
11 proposed for elimination. The last time they
12 proposed to eliminate it, after the ax was
13 already in the air, they decided to do a
14 ridership survey. The ridership survey showed
15 that there are actually a lot of people from
16 Maryland that take the 5A bus to Dulles but it
17 also showed that there is a lot of people from
18 the District that take the B30 bus. And I have
19 this wild-eyed conspiracy theory that maybe if
20 the District would pitch in for the B30 bus, then
21 maybe my bus would not always be on the chopping
22 block.

1 I spoke with Mark Schofield. He is
2 telling me that the 5A has a better cost recovery
3 than most routes in the system. I think that is
4 under threat, if you raise the fare. I think
5 that there is going to be a lot of people that
6 find other options and you are going to end up
7 having more money coming from fewer people and
8 revenue is going to stay flat. On top of that,
9 I-66 is going to get more clogged because more
10 people are going to drive.

11 If you do raise the fare on the 5A,
12 you should make it an even dollar amount because
13 people coming from out of town never have change
14 and there should be a SmarTrip vending machine at
15 the main terminal at Dulles Airport.

16 Thank you.

17 MR. EVANS: Justin Lini, an ANC
18 Commissioner from Paradise and Parkside, followed
19 by Linda Wood.

20 MR. LINI: Good evening, Councilmember
21 Evans and Board members. Thank you so much for
22 this opportunity.

1 I would like to reiterate the
2 resolution that my Commission passed in November,
3 reiterating that the Board and Management should
4 pursue its strategy of targeting its repairs more
5 narrowly for late night service to avoid
6 disruptions, shutdowns, especially in evening for
7 communities like mine, which is a minority
8 community. A lot of people who work service
9 jobs, it disrupts their ability to get to work.
10 It disrupts their abilities to provide for their
11 families.

12 Second, the bus proposals that are in
13 this budget are insufficient. We really, really
14 need to be looking at how we can expand bus
15 service to augment the metro lines, especially if
16 there is going to be work done on them. A night
17 owl system, for example, would do much more to
18 support and maintain your ridership than what is
19 being proposed right now.

20 I would also like to draw the Board's
21 attention to an article that was published in
22 Greater Greater Washington recently by Mr.

1 Fabricio Rodriguez. I think it really speaks to
2 a lot of these issue which both impact my
3 community in Ward 7 but also a lot of the
4 suburban communities that are on the chopping
5 block for bus routes. And the article states
6 currently WMATA is proposing cutting Metro bus
7 lines in Prince George's County, Montgomery
8 County, as well as parts of Northern Virginia.
9 That is 30 bus lines altogether. The vast
10 majority of the riders on these lines are black,
11 Latino, and middle or low-income riders, much
12 like my residents. These cuts worsen the pain
13 from late night service cuts to Metro. And the
14 article notes that many of these service workers
15 have already lost jobs or have had hardship
16 imposed on them.

17 So it is not my neighborhood that is
18 threatened by this round of cuts to bus service.
19 We are impacted by the cuts to late night service
20 but it is the same issues with equity that I was
21 here to testify about in October.

22 So, I encourage the Board to read this

1 article. And it concludes if we allow WMATA to
2 pull back service, it will lead to a more
3 segregated and unequal region. Over time, these
4 cuts to public transit will hurt the entire
5 region and people of every race.

6 So, I encourage the Board to act in
7 the best interest, the equity of all people in
8 the region. Thank you.

9 MR. EVANS: The next witness is Linda
10 Wood, followed by Brian Dolan.

11 Welcome, Ms. Wood.

12 MS. WOOD: I have been riding the
13 buses P17, 19 and on occasion the 18 since 2006
14 from Swan Creek Road to downtown Washington, D.C.
15 and stops in-between traveling to work. There is
16 no weekend transport supporting the suburban
17 community, including the Prince George's County
18 TheBus. I recall standing during my transport,
19 as the buses were filled morning and evening.
20 Bus schedule delays are continual as this route
21 has endured many long-term delays due to
22 construction projects: the over and under pass

1 by the baseball stadium, the Interstate 695
2 construction delays, the South Capitol Street
3 trolley line to nowhere, the National Harbor
4 overpass construction, the National Harbor
5 construction, the multiple circles of roundabout
6 substitutes for traffic lights on Oxon Hill Road,
7 the National Harbor MGM Road widening, the
8 reconfiguration construction of the Oxon Hill
9 Park and Ride, the outbound and upcoming South
10 Capitol Street widening project, the overpass on
11 Indian Head Highway, the upcoming replacement of
12 the Frederick Douglas Bridge, and it goes on and
13 on.

14 Board members, other than the number
15 of daily riders, has anyone presented a
16 comparative study of the impact of the continuous
17 construction has had on the disproportionate
18 decline of ridership? On the day of the
19 earthquake, bus after loaded bus passed me at the
20 Independence bus stop. Passengers were jammed
21 into the buses because of the fear of the
22 aftershocks that were coming underground.

1 Coworkers rode with me on the bus from downtown
2 D.C. to my car at the Swan Creek Park and Ride.
3 I drove them to their vehicles in New Carrollton
4 and Largo.

5 Riding the Metrorails and experiencing
6 the rowdy, rude, loud, disruptive, and
7 disrespectful young people is not part of an
8 environment I readily choose to put myself in.
9 It is my understanding that these youths do not
10 contribute to their transport. Why am I facing
11 the loss of the option of the ride to and from
12 work on a commuter bus when the District of
13 Columbia youth ride free?

14 In spite of all the issues associated
15 with this mass transportation, I ride the 17 and
16 P19 into town. All of us who do not like going
17 underground, being underground, or riding
18 underground should be able to go to work without
19 fear of being trapped by an earthquake or hurt by
20 nonpaying students with reprehensible behavior.

21 There is a line item on my property
22 tax supporting the public transportation system.

1 This infrastructure is not free and a community
2 effort the public transportation system. When I
3 write my property tax check, I want to feel good
4 that some of my tax dollars go to help me and not
5 only to subsidize everyone else and everything
6 else.

7 Instead of raising fares and cutting
8 routes, why not issue tickets and fine those who
9 eat and drink within the transit system and also
10 charge fees for students who have been evicted in
11 the past? Board members, I implore you to leave
12 the 17, 18 and 19 in place.

13 MR. EVANS: Okay. Brian Dolan,
14 followed by Olson Richardson. Welcome.

15 MR. DOLAN: Hello. Good evening to
16 everybody.

17 MR. EVANS: Pull that mike up. Pull
18 the mike up.

19 MR. DOLAN: Sorry I wasn't speaking
20 loud enough. Now I think I am good to go.

21 So I am sitting here tonight to talk
22 about the 16X and I just wrote a few discussion

1 points down as to why I love having that bus and
2 why I would like for it to stick around.

3 First and foremost, I moved to the
4 area I live in now because it is a one-block walk
5 away from the 16X and I work two blocks from
6 Archives. So having the 16X take me from pretty
7 much my house all the way down to Archives is
8 tremendously helpful for me. So seeing it go
9 would be a major inconvenience for me.

10 Second, the only bus that goes from
11 where I live into D.C. that could get me to work
12 is that 16X. So by removing it, I wouldn't have
13 that option anymore.

14 And also the alternatives to the 16X
15 are somewhat costly because the options that you
16 have, once that goes away, is you have to catch
17 the Metro at either Pentagon or Pentagon City.
18 And by doing either of those options, for me, it
19 is about a total of \$4 extra per day that I would
20 have to use in order to use the Metrorail.

21 And I looked in the packet and I saw
22 that there are average weekday riders of 1,111

1 riders. Just doing the quick math, since it
2 would be about \$80 a month more for me, \$4 extra
3 a day at about 20 workdays per month, it would
4 probably be about \$80 for me, per month more,
5 with over 1,000 riders, about \$80,000 more a
6 month, which over the course of the year would be
7 about \$1 million.

8 So I just think that taking that bus
9 away from the people on the Pike would cost a lot
10 more money for a lot of extra people.

11 And then the only other point that I
12 wanted to make is that there are currently a lot
13 of other buses available that go from the Pike to
14 Pentagon and Pentagon City. I think there are
15 about eight of them. So I think having the
16 option of having a bus from VA to D.C. is a great
17 one and one that really would hurt to be taken
18 away.

19 So I appreciate you all letting me
20 speak and have a great evening.

21 MR. EVANS: Olson Richardson, followed
22 by Leonard Craig.

1 Welcome.

2 MR. RICHARDSON: First off, thanks for
3 letting me speak. And second of all, I wrote
4 this like five seconds ago. So, I apologize in
5 advance.

6 So I speak to you as a man regarding
7 the Z7 bus service to South Laurel Park and Ride.
8 It is one of the few buses that makes its way to
9 Mayfair Drive and down to Silver Spring and it
10 eliminates the need for the use of Metrorail
11 altogether and Uber and Lyft, et cetera.

12 My mornings usually start at 4:00 a.m.
13 and I am pretty sure that most people here, they
14 have really early starts to their morning as
15 well. It is one of the few buses that allows for
16 smooth transitions to Silver Spring so that one
17 can get to buses like the J1, the J3, the J2, et
18 cetera. So as much as I would love to give an
19 extra cup of money to service the rail system for
20 the future and so on and so forth, I don't really
21 see it changing anything when you are still going
22 to hear stuff about issues on the Red Line

1 causing it to stop and halt altogether because of
2 an issue on the Green Line that quote, unquote
3 been resolved but not.

4 So before we think of the Capital
5 Improvement Program and what it can do for our
6 future, think about present and what we can do to
7 affect it currently.

8 I've not been taking the Z7 for long
9 but I'm sure it doesn't affect the budget that
10 much, considering that it barely runs anyway. In
11 fact, it is like one of the few buses that even
12 has a curfew. It doesn't even run on the
13 weekends. So in short, please leave the Z7 be
14 because I depend on it and a lot of people in my
15 area, they depend on it as well. Thank you.

16 MR. EVANS: Okay, Mr. Leonard Craig,
17 followed by George Clark.

18 Mr. Craig. Mr. Leonard Craig.

19 Anybody Mr. Leonard Craig? No? Okay.

20 Mr. George Clark. Mr. Clark, anybody?
21 Okay.

22 MR. CLARK: Good evening. My name is

1 George Clark. I am with the Tri-County Council
2 for Southern Maryland and I am here on behalf of
3 the W19.

4 A lot of you all may not be familiar
5 with Southern Maryland. We do not have Light
6 Rail like the other counties here around Metro.
7 Seventy percent of our residents work out the
8 county. They all work here in the District. And
9 on that western side of the County in Charles,
10 the W19 is the only commuter transportation bus
11 that we have.

12 I know that it is funded, sub-funded
13 through a budget line item to Metro by MDOT,
14 taxpayers by Maryland, and I just want to say I
15 am here to support the mayor and please do not
16 take away that W19.

17 We have a Norwegian company that just
18 signed with the base at Indian Head to build some
19 rocket motors. It is going to create over 130
20 new jobs, high-tech jobs, and it is going to
21 bring residents from outside the Metro area. How
22 do we get them to Indian Head? We get by the

1 Metro Southern Line on the W19. Thank you.

2 MR. EVANS: Okay, Ms. Julia Abrahams,
3 followed by Nicky Piers.

4 Welcome.

5 MS. ABRAHAMS: Hello. So I have never
6 been to one of these forums before. And when I
7 got here, the people at the registration desk
8 said did I really want to speak. And I didn't
9 really know if it I did or not but I just sort of
10 assumed that everybody here would be focused on
11 Metrorail and I said to the people at the check-
12 in desk, well, I am a bus rider and if nobody in
13 front of me says anything about the bus, I will
14 just raise my hand and say well don't forget
15 about us bus riders. So clearly, I didn't know
16 who everybody was coming in to speak here.

17 I want to say I, too, care about the
18 bus system. In particular, I go back and forth
19 between Fairfax County and Dupont Circle. And I
20 understand that the Arlington bus planning people
21 have proposed a bus, 1Y that would go between
22 Fairfax Hospital along Route 50 into Rosslyn and

1 then across the bridge into Georgetown and that
2 Fairfax is presently looking for the funds to pay
3 for the Fairfax part of that plan. And I am just
4 here to raise my hand and say I would love that
5 bus. I would use it on a regular basis and it
6 would be perfect for me.

7 Right now, I have a two-hour trip
8 between the either 1A or 1B into the Orange Line
9 in Ballston and then I take the Orange Line in
10 Ballston into Farragut West and then I walk up
11 the street. Each direction is two hours,
12 allowing for time to make the connections. So,
13 the 1Y would be perfect for me.

14 Thank you.

15 MR. EVANS: Nicky Pires, followed by
16 Quincey Jones.

17 Nicky Pires.

18 MS. PIRES: Hello. My name is Nicky
19 Pires and I am with the Tri-County Council for
20 Southern Maryland. I am representing Charles
21 County and asking you to not eliminate the W19,
22 in expression to what exactly Mayor Paulin and

1 George Clark have previously said. I do want to
2 mention that the western side of Charles County
3 is seriously lacking in medical services, in
4 addition to all of Southern Maryland. And that
5 is the one way, the one way gateway into Prince
6 George's and into the District for additional
7 healthcare for specialized healthcare. And it
8 would be a further detriment to our citizens to
9 eliminate the W19.

10 Thank you.

11 MR. EVANS: Quincey Jones, followed by
12 Ann Mladinov.

13 MR. JONES: My name is Quincey Jones.
14 I am an Executive Board Member of Local 689 and
15 Assistance Business Agent. I also was a bus
16 operator for 12 years and I have 17 years of
17 service.

18 First I want to thank you all for
19 allowing us to speak and you all listen.

20 I want to share with this Board how
21 disappointed I am. I have found that Metro is at
22 a state of disrepair, that the best ideas are not

1 being brought forward. When I came to this
2 company 17 years ago, I knew that the work that I
3 was doing here was not just to bring people to
4 and from work and home. It was a lot much more
5 than that. I was making people's lives better.

6 I also sat at all three of the town
7 hall meetings we had this past month and I didn't
8 seen near one of you all there but one Board
9 person. That was Mr. Malcolm Augustine. I want
10 to take this moment from behalf of the people,
11 the disappointed people, and the people that come
12 to these town hall meetings to thank you
13 personally.

14 The fact that this Board wasn't there
15 to listen to the people exactly what was wrong
16 with this budget, it is completely -- it
17 completely ignores what the people believe in.
18 You ignore them.

19 If you had been at these town hall
20 meetings, you would have heard the riders say
21 time and time again they believe that the General
22 Manager had a lack of empathy for them and their

1 needs. You would have heard them say that they
2 appreciate the service we, as workers, provide
3 and that they want to have all the resources that
4 we need to succeed.

5 You also would have heard them say
6 that your priorities are off and instead of
7 figuring out how to cut services, you should be
8 focused on things like building customer
9 confidence in the service.

10 Our riders have lost confidence in
11 Metro because this Board has not done what it
12 needs to make Metro great. We don't get this
13 system back to good by wasting money, running
14 commercials, and paying media companies millions
15 of dollars to present Metro as something that it
16 isn't.

17 I am proud to work for Metro. I want
18 our customers to enjoy their experience every
19 time they board a train or bus. Leaving people
20 in the cold standing at bus stops at times,
21 overcrowding buses and trains, jacking up fares,
22 is not how to build. The experience is not safe.

1 If you want to get Metro back to good,
2 listen to the workers and riders. I appreciate
3 you all listening. Thank you.

4 MR. EVANS: Ann Mladinov, followed by
5 Christine Anderson.

6 MS. MLADINOV: Thank you Councilmember
7 Evans, and Board. My name is Ann Mladinov. I am
8 a transportation planner and economist and I also
9 represent ANC 3B01, North Glover Park/Cathedral
10 Heights.

11 I recognize that WMATA faces very
12 tough budget challenges. It is a reality check.
13 It is also a reality in my area that we depend on
14 Metrobus services. We do have Metrorail services
15 and we rely on good bus service network. It
16 operates as a system and I want to emphasize the
17 system and the economic planning issues.

18 I'm talking specifically about the
19 proposal to eliminate bus route 37, which runs
20 through Ward 2 and Ward 3. It starts at
21 Friendship Heights and runs south Wisconsin
22 Avenue to Massachusetts and then down to Dupont

1 Circle, Farragut, and Archives. These are
2 important residential areas and employment
3 centers. It runs one way inbound in the morning
4 rush and outbound in the afternoon and it runs on
5 weekdays only.

6 If you look at page 20 of the bus
7 docket, the docket for today, you will see that
8 it has some fabulous performance measures. It
9 takes 599 riders, on average, per weekday, 27
10 average passengers per bus. It comes very close
11 to full cost recovery.

12 Where it falls down is the subsidy per
13 trip and that is probably largely related to the
14 fact that the bus has to return empty to the
15 starting point.

16 This bus is a limited stop bus. It is
17 very fast. It is efficient. It is convenient,
18 well-used but is only one way and it charges only
19 a regular fare.

20 My area does not have any Metro extra
21 buses. There are none in Ward 3. This bus is
22 often referred to as an express but it is not.

1 It only charges regular fare.

2 Please talk to the bus planners about
3 how vital this bus is in our system. It was
4 added as part of the 30 restructuring. It takes
5 599 people off already crowded buses on the 30S,
6 the 30N, the 33 and the N buses. If all of those
7 people are turned out onto the street and they
8 try to get on the 30 buses or the N buses, they
9 will not be able to fit. They will be turning to
10 private cars, to Uber. Do you want 600 more
11 people downtown?

12 Please talk to me. Talk to Mary Cheh.
13 Talk to the bus planners. This is an important
14 issue for my area.

15 MR. EVANS: Christine Anderson,
16 followed by Jackie Jeter.

17 Christine Anderson. Okay.

18 MS. ANDERSON: Good evening. I'm also
19 here to talk about the W19. First and foremost,
20 there is no lack in ridership. I mean you are
21 talking about Metro, you want Metro to be the
22 best, then you have got to give your constituents

1 to be the best. There has been days when we
2 stayed and waited for buses down there. We don't
3 get no ride, no driver, and it be cold and
4 raining.

5 Another thing I want to talk about,
6 some of our riders that is the only
7 transportation I have to and from work through
8 the D.C. area, the D.C. Metro area.

9 My main concerns is we veterans down
10 there. The only way they can get down to the VA
11 Hospital is they have to take the W19. They
12 served us. It is only fair that we serve them.

13 MR. EVANS: The next witness is Jackie
14 Jeter, followed by Francine White. Ms. Jeter is
15 the head of Local 689. Welcome. President.

16 MS. JETER: My name is Jackie Jeter
17 and I am the President of the Amalgamated Transit
18 Union Local 689 and we also say welcome to Metro.
19 I represent the faces affected by the action that
20 you all are taking.

21 On behalf of the membership of Local
22 689, which represents rail and bus operators,

1 maintenance and clerical workers at WMATA, I
2 would like to thank you for the opportunity to
3 speak to you this evening.

4 I would be remiss if I did not express
5 how extremely disappointed it is that the Board
6 has decided that only one public hearing, when
7 the changes that -- to have one public hearing
8 when the changes you are proposing are also
9 consequential to millions of people throughout
10 the region.

11 For the last month, the members in the
12 leadership of Local 689, along with our coalition
13 of Metro labor unions, including OPEIU Local 2,
14 IBT Local 922 and 639 have traveled the region to
15 hold town hall meetings with riders and the
16 community in Prince George's County, Montgomery
17 County, and Northern Virginia so that we could
18 hear from them about this budget and how it
19 impacts them.

20 Everyone on this Board was invited to
21 attend the three town hall meetings we conducted
22 and only one Board member, Malcolm Augustine,

1 accepted our invitation. In fact, his
2 participation in our Prince George's County town
3 hall was extremely well-received. He respected
4 our opinion enough to come and hear us.

5 But don't worry, even though you were
6 inclined to ignore our invitation, we have put
7 together a people's agenda for Metro that
8 outlines some of the concerns that we heard
9 throughout the month from the people who are
10 affected by the budget cuts that you are talking
11 about tonight.

12 In the last month, Local 689 has
13 spoken to riders at our town hall, riders on the
14 buses and trains, and almost all of the 8,500
15 members of Local 689. Consequently, we heard
16 from riders that this region needs more service,
17 not less.

18 They shared with us that the Board
19 should be working to listen and empathize with
20 the plight of the riding public, who stand to
21 lose transportation to their jobs and schools.
22 Preference is given to the wealthier, as we just

1 heard and gentrifying communities needs to stop.

2 The jobs that we do to make this
3 system function is so much more than just
4 operating and maintaining buses and trains. Our
5 service makes it possible for children to get to
6 school, parents getting to work to provide for
7 their families, mothers and fathers to buy
8 groceries and clothes for their children, and
9 people to get access to parts of the region that
10 will help them advance in their lives and their
11 economic situation.

12 Public transit does more than
13 transport. We empower people to make their lives
14 better.

15 I stand before you today and literally
16 hearing from thousands of people affected by the
17 budget and we say no to the budget cuts. And we
18 would appreciate it if you heard us.

19 MR. EVANS: Okay, our next witness is
20 Francine White, followed by Khemise Walton.

21 Francine White. All right.

22 MS. WHITE: Good evening, everyone.

1 MR. EVANS: Good evening.

2 MS. WHITE: I am here representing the
3 National Harbor Chapter of the National
4 Federation of the Blind but I have also been a
5 rider with MetroAccess since 2005.

6 And I am very very concerned because
7 just -- I am almost overwhelmed right now because
8 of the discussions that I have heard, the
9 comments that I have heard. And I know that the
10 people who have come before me, they have given
11 you very strong arguments about why this budget
12 needs to be looked at and looked at very, very
13 carefully.

14 And one thing about it is that anytime
15 you are entering into a budget process, as you
16 all well know, it needs to be looked at
17 objectively. But one thing also is that when you
18 are dealing with an operational budget with the
19 magnitude of WMATA's budget, you are dealing with
20 the lives of a lot of the people because it is an
21 integrated budget. It is an integral budget with
22 individuals lives. We are dependent upon you all

1 in terms of going to work, in terms of going to
2 our doctors' appointments, hospitals, our
3 children going to schools and so forth and it is
4 a very, very serious matter.

5 So when you all make your final
6 decision in terms of what is being cut, what is
7 being saved, what line items are going to be
8 shifted and so forth, when you are at that final
9 table, please have an empathetic voice and an
10 empathetic ear because this is very, very
11 important and it is long-reaching. It is long-
12 impacting upon all of us.

13 And I had some additional comments but
14 I think that basically states what I have to say
15 in terms of just be very careful about what you
16 are doing because it is long-reaching.

17 MR. EVANS: Okay, thank you. Khemise
18 Walton, followed by Beryl Neumann.

19 MS. WALTON: Hi. My name is Khemise
20 Walton and I live in Burtonsville. I am here to
21 ask you all to re-think cutting out the Z11 and
22 restructuring, I guess, the Z7. I think what I

1 looked at was a proposal to cut out the
2 Burtonsville, Greencastle portion of the Z11.

3 In Burtonsville, we don't have any
4 public transportation as it is. I am a
5 government worker. I work for NIH. When they
6 did the BRAC reorganization or widening of the
7 roads, they pushed for government workers to
8 actually ride Metro. Then if you cut out Metro
9 in my area, I would either have to walk a mile to
10 another bus stop or drive to work.

11 I think that you all need to rethink
12 your budget cuts. And as everyone said, if you
13 cut workers, your safety is going to -- there is
14 going to be a safety issue and ridership issue.

15 I think that you all should rethink
16 everything.

17 MR. EVANS: Beryl Neumann, followed by
18 Susan Haggins.

19 MS. NEUMANN: I'm Beryl Neumann.
20 Thank you for the opportunity to speak today at
21 this hearing.

22 I am a wheelchair user who cannot

1 drive. And my chair, as far as I know, does not
2 fit into an Uber or usually the wheelchair taxi
3 experiences I have had have not been good. And
4 so I rely very heavily on fixed route
5 transportation.

6 I do have MetroAccess privileges but,
7 as an active disabled worker and someone who
8 likes to be a part of the economic life of the
9 metropolitan area, I don't want to spend like 5
10 hours riding on MetroAccess getting to and from.

11 So I am very dismayed by the proposed
12 service cuts across the board for the Metrobus
13 and also Metrorail because even though my current
14 line isn't that drastically affected at this
15 point, I never know if I am going to have to
16 relocate within the area, my job will relocate or
17 something like that. And trying to board a
18 crowded Metro train or having to wait a long,
19 long time for a bus when you are sitting still in
20 the very cold weather and it is raining is not a
21 pleasant experience.

22 So I would hope that this Board would

1 look at other ways to raise the money it needs
2 because I echo the sentiment I think of Linda
3 Wood earlier, where she talked about I want to
4 have options besides being underground on the
5 Metrorail.

6 And for me, when the elevators are
7 out, I have to try and catch a bus I may have
8 never ridden before, maybe won't ride again. But
9 please consider the impact of the cuts on people
10 like me who have no other choice. There is no
11 friend of mine that has a wheelchair accessible
12 vehicle either.

13 Also the other thing is I have always
14 heard that MetroAccess rides are the most
15 expensive service to provide within the WMATA
16 system. So if everything gets cut and service is
17 very unreliable, then you are going to force me
18 onto that MetroAccess service and really limit my
19 opportunities for economic participation in the
20 area. Thank you.

21 MR. EVANS: Susan Haggins, followed by
22 Tim Callie.

1 Susan Haggins? No Susan Haggins?

2 Okay, Tim Callie. Tim Callie.

3 MR. CALLIS: Hello, my name is Tim
4 Callis. I am a brand new resident to the D.C.
5 Metro area, literally by two weeks. I found out
6 that this meeting was going on yesterday because
7 the building I moved into slid a piece of paper
8 under my door that said that the bus that picks
9 up directly outside my building, part of the
10 reason I purchased in the area, is going to be
11 canceled.

12 This matters a lot because I bought a
13 place specifically because my wife is basically
14 disabled. She has great trouble walking. She
15 has great trouble moving. We wanted something
16 that gave her the ability when she could that she
17 could go walk down and get a bus and go
18 somewhere.

19 I don't know whether she will be able
20 to do this or not any longer, if you guys wipe
21 out her bus. Had I known this was coming, I
22 would have bought somewhere else.

1 We moved to a place specifically so
2 that she would have that opportunity. She
3 specifically wants to be able to go somewhere and
4 do something.

5 Now here, fortunately, you guys across
6 the way told me that there is the Access program
7 that allows some amount of things to do that.
8 One of the things that I was very surprised by
9 was that she can get a card that will allow her
10 free rides on the train or the bus, if she can
11 make it to whatever the nearest one is. I'm not
12 sure why she needs a free ride if she can get
13 there. Because if she can actually make the
14 journey to get to the bus, then she can pay for
15 the bus. That's not a problem.

16 Not only that, but I would get one
17 also to help her out. So then I would get a free
18 ride on the bus or the train in addition to her,
19 if she could make it there.

20 You guys are concerned about budgetary
21 cuts, that is a huge amount of money, I would
22 think. And I don't know why I need a free ride

1 to take my wife somewhere because she can't make
2 it.

3 What I would encourage is to look at
4 things like that. Someone else has already said
5 that this is a ripe for abuse thing and I'm not
6 surprised. I don't know why you need a free ride
7 if you can make it to the place that is giving
8 you the bus opportunity for transportation.

9 We wanted a place that she had the
10 ability to do something. We moved to the metro
11 area specifically she wants to be able to leave
12 her home and go grocery shopping. This is a
13 luxury for her now that she is looking forward
14 to. And on the second week of living in this
15 area, we find out that her bus may be
16 disappearing. We could have just stayed where we
17 were out in the middle of the sticks, where there
18 is no such thing as public transportation.

19 I have a car. I can drive wherever I
20 want. That is not the issue. That is what I am
21 trying to do.

22 And I would encourage you guys to look

1 into the buses and the transportation that are
2 already there and find ways to make them viable.
3 Find ways to keep them. People rely on them.
4 Sometimes people even buy based on them.

5 Thank you.

6 MR. EVANS: Okay our next witness is
7 Amelia Agcaoili, followed by Gregory Mathis.

8 Amelia? No? She had to catch her
9 bus? Is that what somebody said? Oh, well.

10 All right, Gregory Mathis. Okay.

11 MR. MATHIS: Good afternoon, Mr.
12 Chairman, and thank you for your longtime service
13 to the area. My name is Gregory Mathis. I am in
14 Fort Washington Forest and with the Fort
15 Washington Forest Neighborhood Association.

16 I get on the bus at the beginning of
17 the W13. Sometimes I ride on the P buses, P17,
18 P18. I prefer the status quo but I would like to
19 give you some options. But first of all, I would
20 like to echo what Linda Mercer, the bus driver,
21 has spoken about.

22 Many, many of the W13 drivers are

1 safe, professional, and courteous. In my
2 analysis, first of all, your report indicates
3 that sometimes only 19 or as little as 10 persons
4 ride this bus. That is certainly not true. As
5 Ms. Mercer can testify, we often are standing
6 room only. Those of us who are Marines or from
7 other places will stand up.

8 Now, my analysis, sir: 80 percent of
9 the riders on the W13 and the P buses get off
10 north of the Mall. And as I said, we need to
11 understand some alternatives if you have to make
12 cuts. An alternative I would like to suggest is
13 that instead of stopping at the Southern Avenue
14 Station, where there are no facilities, instead,
15 stop at the Eisenhower Facility. The time
16 between the Beltway and going to Southern Avenue
17 and the Beltway and Eisenhower are about the same
18 but at Eisenhower, it is also a direct route for
19 most of the people going from north of the Mall
20 who need to go to their jobs.

21 Eisenhower as the advantage of public
22 restrooms, of food and drink, a move house,

1 things that could add revenue to Virginia, if
2 they had to supplement some of the ridership.

3 Eisenhower also has better access for
4 those who are handicapped because Southern Avenue
5 is often very, very full and it would be
6 difficult for people with wheelchairs or canes to
7 get on at Southern Avenue because of the great
8 ridership.

9 Again, Mr. Chairman, I thank you for
10 your longtime service. I submit that, number
11 one, some of your data is not correct; and number
12 two, we have had fantastic drivers; and number
13 three, I submit Eisenhower Avenue as an
14 alternative to Southern Avenue.

15 Thank you for your consideration.

16 MR. EVANS: Okay, thank you.

17 Andrew Jenkins, followed by Michael
18 Deminico, if I pronounced that right.

19 Andrew Jenkins? No? Oh, here. Okay.

20 MR. JENKINS: I ride the bus in
21 Burtonsville. If you cut that bus, I ain't going
22 to be able to get nowhere. We only got one bus,

1 the Z6. You know what we call it? We call it
2 the Zoo Line because there is anything and
3 everything happening on that line and you are not
4 doing nothing to stop it. You are just sitting
5 in your office looking pretty, collecting your
6 paycheck.

7 Come out with me. I will show you
8 what happens on the bus. I rode on the bus where
9 I have sat on the safety seat so I can get on the
10 bus. I ride on the bus every night with my
11 crutches and people don't offer me a seat. I
12 told them I had a disability. They said I got to
13 wait. But yet you offer people with disabilities
14 ride first when you are on the bus. Why not here
15 at this meeting right now? That sucks.

16 Let me tell you what else sucks, not
17 having money to ride the bus because you got
18 three kids you are supporting that aren't even
19 yours but you are the best man to do it and
20 having to ask every night or every morning can I
21 get a ride. Can I get a ride? And having to
22 worry about the undercover transit saying come

1 talk with me and explaining your situation to
2 them.

3 Or I got one more for you. When I was
4 working across the street from the Medical
5 Center, sleeping outside the station every night
6 so I could be to work at 5:00 one time because
7 you don't have enough buses on the J2 to take me
8 there and get me there by work on 5:00. I took
9 the last bus, slept for an hour, woke up and went
10 to work at 4:00 in the morning.

11 I also have had my grandmother that
12 has Alzheimer's Senior SmarTrip card stolen from
13 me by your transit officers and they told me
14 personally, to my face, that I was cutting rates.
15 I said prove it. They couldn't prove it because
16 they don't have any data of me cutting anything.
17 I was just adding money to my grandmother's card.
18 Now she can't ride the metro because she don't
19 have a card. And she can't get down to the
20 Jackson Grant Building or any other building that
21 you offer like Metro Center to go get her a new
22 Senior SmarTrip card because she don't remember

1 where it is.

2 The Z6 is terrible. I see some of the
3 drivers that have driven me on the Z6 for years.
4 We deal with all kinds of things -- fights,
5 disagreements, people not having fare all the
6 time, people just bluntly just going past people
7 saying to hell with Metro. They don't care about
8 me so why should I care about them? Because you
9 don't care about us. That is why you are doing
10 all these budget cuts and all this.

11 Why don't you come spend some time
12 with the public for 48 hours and see what we
13 really go through and then maybe you will
14 understand us a little bit better because I
15 didn't see any of you all at that meeting in
16 Rockville. I was there. I still don't see the
17 General Manager of Metro right here right now.
18 Why is he not here?

19 MR. EVANS: He's right there.

20 MR. JENKINS: Oh, well he decided to
21 show up. Good for you.

22 MR. EVANS: He was here --

1 MR. JENKINS: He didn't show up in
2 Rockville. You want to chauffeur me every day to
3 where I got to go around with my three kids?
4 Come join me, brother. I will take you on the
5 real part of the streets.

6 I have slept at Silver Springs Station
7 because the bus doesn't run late enough. I was
8 out there last year in the ice storm with all
9 these drivers who are unsafe, sleeping at the
10 station on the bus for transit to tell me I got
11 to get off. I said I am not getting off this
12 bus; throw me off the bus.

13 MR. EVANS: Okay, thank you, Mr.
14 Jenkins.

15 Okay our next witness is Michael
16 Deminico, if I have that correct, followed by
17 Brenda Thomas.

18 MR. DEMINICO: That's correct.

19 Good evening, everyone. My name is
20 Michael Deminico. I am a citizen of College
21 Park, Maryland. And since moving there about a
22 year and a half ago, I have used B30 multiple

1 times and the bus is usually mostly full or
2 standing capacity when I have used it.

3 The B30 is one of the reasons I moved
4 there and a lot of College Park and Greenbelt
5 residents and, of course, residents of the D.C.
6 and Virginia area use it. And I think it would
7 be a great shame to eliminate it because it would
8 represent Metro's inability to provide service to
9 key areas of business and transportation in this
10 area. And it is one of the reasons I moved to
11 College Park was because of that bus route.

12 I also have a couple of friends who
13 use the J1 bus route and, while I don't use that
14 personally, my friends have asked me to ask you
15 to not eliminate that as well.

16 I also want to talk about this
17 elimination of Rush Plus and right spacing of
18 increasing it from six to eight minutes in the
19 Green Lines and Red Lines because to me if a
20 train is not running, if it is taking longer to
21 do its job, what that means to me is that it is
22 less reliable. And when a train is less

1 reliable, I am less willing to give it the trust
2 it needs -- less willing to give it the funds it
3 needs when on the weekend it used to be every --
4 when I first moved here about ten years ago, it
5 used to be every about eight to ten minutes. Now
6 it is 18 to 20, if it is a good day.

7 I don't use the Metro on the weekends
8 anymore unless I have to because I know it is not
9 going to be there for me. And I can see a future
10 where you change from six minutes to eight
11 minutes, and then it goes from eight to ten, and
12 then ten to twelve, and then eventually, you just
13 don't consider it an option and then you start
14 taking taxis or Ubering, or just driving there.

15 And you know I have relied on the
16 Metro for over a decade and I don't want to see
17 it fail but I think if you keep cutting service,
18 if you keep cutting bus routes, you are telling
19 the people of this region don't trust us because
20 we are going to fail and that is not right. This
21 is an institution of this area and it is
22 something that should remain something of an

1 institution.

2 Thank you.

3 MR. EVANS: Okay, Brenda Thomas,
4 followed by Chauniece Jones.

5 MS. THOMAS: Good evening.

6 MR. EVANS: Good evening.

7 MS. THOMAS: My name is Brenda Thomas.

8 I am the Recording Secretary of Local 689.

9 Next year I will have 40 years with
10 WMATA, which means I have been here longer than
11 any of you on the Board. In this time I have
12 seen this system grow and the communities we
13 serve grow with it. The types of cuts in this
14 reality check budget are the most ridiculous and
15 backwards ideas I have ever heard in these 40
16 years.

17 We have communities and business
18 thriving in places that used to look like farm
19 country because of WMATA. And you look around
20 D.C. and surrounding jurisdictions, they can't
21 build apartments, homes, and offices fast enough.
22 And here we are at a hearing today to discuss how

1 much less Metro wants to bring to the table.

2 Metro is not to make a profit. Metro
3 is to serve the public and that is exactly what
4 the members of Local 689 do every day.

5 I encourage this Board to join us in
6 recognizing that we are the public servant and
7 our responsibility is to the people we serve.
8 The jurisdictions will have to come up with a way
9 to adequately fund this system so that we can
10 stop deferring maintenance and put more buses and
11 trains in service.

12 I know there is a better way and it is
13 up to you, as a Board, to have the courage to do
14 it.

15 You see what is going on around the
16 world? Let's not make the same mistakes. As you
17 see that we have the rallies going on. That is
18 one way and there is going to be many more in the
19 D.C. area and that will make up your budget
20 profit.

21 Make Metro a safe, clean system for
22 the public. I thank you for listening to me

1 today. I look forward to you going back to the
2 drawing board to fix the mess that you all are
3 about to create.

4 MR. EVANS: Chauniece Jones, followed
5 by George Spitalsky.

6 MS. JONES: Good evening. My name is
7 Chauniece Jones. I am with Project Retail, an
8 organization that is full of retail and food
9 industry workers, as well as supporters.

10 And I am here because we want to know
11 that if Metro is supposed to be about opening
12 doors and open opportunities, how can you tell
13 the working class people and the low-income
14 people that eliminating track service is going to
15 benefit them, eliminating routes, as well as
16 increasing the wait time, as well as increasing
17 fares, on top of cutting 1,000 positions?
18 Instead, you should increase the hours for 24-
19 hour service, which will create more job
20 opportunities.

21 Why can't we just make it one flat
22 rate? New York has done it. Chicago has done

1 it. On top of that, Atlanta has done it. Now,
2 why can't D.C. one flat rate when we have more
3 ridership than Chicago and Atlanta?

4 Also, us having one flat rate, I
5 guarantee an increase of ridership, if that is
6 what your concern is.

7 Just keep in mind also, like I said,
8 D.C. does have more ridership than Chicago and
9 Atlanta. Like let's just let that sit out there
10 for you all to listen to that.

11 So we just want to say stop making
12 increases where you don't make improvements. We
13 have new trains. That's fine but, at the end of
14 the day, it is still on an old track system and
15 you still have us like waiting hours for trains
16 to come and that is making us late for work. You
17 all don't have to worry about that when you get
18 in your nice little BMWs, your Beamers, your
19 Audis, whatever you drive. You don't have to
20 worry about that. We do.

21 So we are done with your apologies.
22 They don't mean anything to us. They are not

1 helping us. We demand and we require changes.
2 That is what we are ready for. At the end of the
3 day, if that is what you are supposed to be
4 doing, you are supposed to have open
5 opportunities, then you need to make the changes
6 that the working class people demand. Because we
7 are the people who ride Metro. We are the people
8 who solely rely on Metro not you.

9 We are sick of your apologize because,
10 again, they don't mean anything. They are not
11 helping us with our jobs. They are not helping
12 us put food on our tables. So if you can't do
13 that, then you need to step off the chair and
14 move for somebody that can make these changes
15 happen.

16 Thank you.

17 MR. EVANS: Okay our next witness is
18 George Spitalsky, followed by Sharon Granville.

19 MR. SPITALSKY: Good evening,
20 everyone. I want to thank everyone who is
21 attending this very important meeting to let
22 members of the Metro Board and the General

1 Management to know how we, as citizens and
2 taxpayers of this region, have supported you
3 constantly. We support you through taxes we pay
4 through wages, through real estate taxes. We
5 support you in your fare boxes, your fare card
6 machines.

7 I am a resident of College Park, who
8 retired from Metro in June of 2015, after 44
9 years serving the public here in the District of
10 Columbia, Montgomery County, and Prince George's
11 County.

12 Since I live in College Park, the B30
13 bus from Greenbelt is the mode of transportation
14 I use with my family when we decide to fly out of
15 town.

16 I ride the B30. My wife and my kids,
17 they ride the B30. They pay a fare. I, through
18 my employment with Metro, I get free
19 transportation. I earned that for 44 years of
20 loyal service to you, the community.

21 I am a member of 689 ATU. One thing
22 about the B30 and the 5A that you do not offer to

1 your passengers in Maryland or Virginia is the
2 option of paying their bus fare generally at one
3 of the airports, either Dulles or BWI to pay
4 their fare with a debit or credit card. I have
5 watched passengers attempt to use our fare card
6 machines, trying to get dollar bills to go in the
7 fare box. The out-of-towners are not used to our
8 system. If a fare box had the possibility of
9 accepting debit and credit cards, this would
10 speed the boarding and would make it more
11 convenient for everyone outside of Metro, going
12 through the expense of putting fare card machines
13 at these airports or having a vendor sell them.

14 Cutting service on bus lines and rail
15 lines, this will affect young employees who have
16 started their careers at Metro. What does this
17 do to the morale of employees? Would you
18 encourage young men and women come to Metro when
19 they hear that you are downsizing the system?

20 Thank you for your time. Thank you
21 for your appearance today. I thank you.

22 MR. EVANS: Okay, our next witness

1 Sharon Granville, followed by Raymond Jackson.

2 MS. GRANVILLE: Good evening. My name
3 is Shannon Granville. I'm an Arlington resident
4 and I am very happy to see the number of people
5 who have come out in support of the 16X. I will
6 join my voice to that.

7 I am speaking from the perspective of
8 somebody who has used the 16X quite frequently
9 and has actually seen it as a necessary
10 redundancy, in the engineering term, to safety on
11 Metro specifically because during the L'Enfant
12 Plaza fire and during the Metro shutdown, I had
13 to help direct other Metrorail customers onto the
14 16X, people who said to me, I didn't know this
15 bus existed. And that is the thing that I keep
16 hearing all the time from people -- I didn't know
17 this bus existed. And that speaks to me of just
18 well poor marketing for one thing but also the
19 fact that Metrorail itself doesn't really
20 understand that cross-Potomac service is
21 something that is actually much more needed than
22 people think.

1 The 16Y, which I have also taken, also
2 runs down Columbia Pike, is always standing room
3 only; standing room only from Virginia, standing
4 room only back into the District and out of the
5 District. And the 38B, much the same way. The
6 proposed 1Y, which I believe was mentioned
7 earlier, I am sure will be standing room only the
8 same way.

9 And so I have to say that consider
10 redundancy from a safety standpoint, from a
11 passenger service standpoint, and just generally
12 from a standpoint of wanting to make sure that
13 this city and its public transportation system
14 does not become more of an international
15 laughingstock than we already are at this point.

16 Thank you.

17 MR. EVANS: Okay, Raymond Jackson,
18 followed by Anthony Wilson.

19 MR. JACKSON: Good evening.

20 MR. EVANS: Good evening.

21 MR. JACKSON: My name is Raymond
22 Jackson. I'm the Second Vice President of ATU

1 Local 689.

2 I came here tonight and I have had
3 this speech all prepared but after listening to
4 my president and my coworkers and my colleagues
5 and even Ms. Mercer, there is no sense in keep
6 saying the same things that they have already
7 said. You are fooling this public, the riders of
8 Washington Metropolitan Area Transit Authority.
9 They have spoken. You all are not listening.

10 We come here to this hearing, this one
11 hearing. Had you been at the town hall meetings
12 we was holding, you would have heard these
13 people, these riders speak. This one here, and
14 this is a joke -- let's be real about it. And
15 then you come with a budget proposal that
16 probably took you two years to prepare but you
17 showed it to us in seven minutes. Are you
18 serious? I mean you talk about a realistic
19 budget, a reality budget. You presented it to us
20 in seven minutes. How realistic was that and
21 then you touched on your 1,000 employees who are
22 getting ready to lay off but you have been

1 speaking to us about safety for the last three
2 months.

3 You don't cut 1,000 positions on a
4 workforce that Ms. Mercer just told you she's
5 tried. If you heard what I heard, she is tired.
6 But you are going to cut 1,000 positions on a
7 workforce that is already stretched to ask them
8 to do even more. There is your safety.

9 So I would say to you, and Mr.
10 Augustine who I like to refer to as Saint
11 Augustine, thanks for coming out. You took a
12 beating but you stood there like a man and you
13 took that beating. So again, I thank you for
14 coming and hearing what we had to say, what the
15 riders again had to say.

16 And to you Board members, go back and
17 tell the people who appointed you to this Board
18 you don't have to hear us now but you will hear
19 us at that next election, I promise you.

20 MR. EVANS: Okay. Our next witness
21 Anthony Wilson followed by Leroy Morgan.

22 MR. WILSON: Good evening.

1 MR. EVANS: Good evening.

2 MR. WILSON: My name is Anthony
3 Wilson. And thank you, Mr. Chairman, Board
4 members. Mr. Wiedefeld, I'm glad you're here. I
5 definitely have a question for you.

6 But I'm a W13 rider. I live in Fort
7 Washington, Maryland. I ride the W13; the W14
8 during the day if I have to leave work early
9 because I work here in downtown D.C. And I'm
10 here, you know, just to urge you all not to cut
11 that line. That's the only source of
12 transportation that we have in the area that I
13 live, in the Friendly area of Fort Washington,
14 Maryland. It only runs during the day during the
15 week. No weekend service. In fact, I just
16 missed my last bus and now I got to get on your
17 rail to try to get to Branch Avenue to find some
18 other way to get home.

19 But, you know, we don't have any
20 service out there at all, and it's limited
21 service. It's called limited stop service. But
22 I think between Friendly and Farragut West where

1 the end of the line is it's a grand total of
2 seven stops that this bus misses, but I'm paying
3 a express fare. But now you want to get rid of
4 the service and take me to the Southern Avenue
5 station. And I don't want to ride the train. A
6 lot of the people that ride the bus with me --
7 well, I've been riding this bus since 1990 and
8 it's my only source of transportation to get
9 downtown. And I don't want to ride the train.

10 And I don't understand -- my question
11 to you, sir, is why would you want to inject more
12 people to ride the subway that's already -- it's
13 already a broken system and you're trying to fix
14 it, so -- that you want to put me on. And I'm
15 not comfortable with that and I prefer to keep my
16 bus service as it is. Of course, you could
17 eliminate some of the stops that we stop at to
18 make it truly express, but aside -- you know,
19 that aside, just keep our bus service intact as
20 it is because that's the only source of
21 transportation we have.

22 We can't rely on the PG County local

1 bus. You know, that's going to take us to a
2 subway station. And again, we don't want to ride
3 the train. We want to try to keep the limited
4 service that we have. And if you eliminate this
5 service, then where does that leave people like
6 me? A lot of people, they don't even have cars.
7 That's the only source of transportation. So
8 it's a lifeline, you know, and if you cut that
9 off, then what are those people to do? Then more
10 people going to lose jobs, you know.

11 And it's going to be a hardship on
12 people like me because I don't want to ride to
13 the subway, pay -- I don't want to ride the train
14 first, but then I don't want to have to turn
15 around and pay to ride the train. Then I got to
16 turn around and pay to park. And then you going
17 to go up on parking rates as well. So it's
18 better for me to just ride the bus, you know?
19 It's less cars on the street if you leave it like
20 it is. Some people are not going to go to the
21 subway. They are going to start to drive.
22 There's going to be more congestion on the roads.

1 But, so again, I'm just urging you if
2 you would consider not cutting that service along
3 with the P17, P18 and P19 service, because
4 they're on the other side of Fort Washington.
5 That's the only services that we have out there.

6 Thank you for your time and I hope you
7 consider what I say heavily.

8 (Applause.)

9 MR. EVANS: Okay. Our next witness is
10 Leroy Morgan followed by Kaitlin Sneff-Nuckles.

11 PARTICIPANT: (Off microphone.)

12 MR. EVANS: I'm sorry?

13 PARTICIPANT: Leroy Wilson

14 MR. EVANS: Did I skip Anthony Wilson?
15 Did I skip somebody? Anthony Wilson?

16 PARTICIPANT: Leroy Wilson

17 MR. EVANS: Oh, Leroy Morgan? No?

18 PARTICIPANT: Wilson.

19 MR. EVANS: Oh, okay. It says Leroy
20 Morgan on my list. So is Leroy here, Morgan or
21 Wilson? No?

22 Okay. Caitlin Sneff-Nuckles? No?

1 Brooks Allen? Okay.

2 MR. ALLEN: Good evening. So I'm a
3 resident of Fairfax County and a proud and loyal
4 rider of Metro and Metrobus, but I think like
5 many of us tonight that loyalty has been sorely
6 tested in the past couple of years. We riders
7 have endured many things. We've endured fires,
8 derailments. We've also endured SafeTrack, which
9 is necessary and we're glad that it's happening,
10 but it's also extremely painful.

11 And so with this most recent round of
12 -- or this most recent proposal about cutting the
13 budget for many of us the fear is that it's just
14 -- it's a bridge too far. We're already sort of
15 on the ropes and the risk here is that you're
16 going to be pushing a lot of folks out of the
17 system entirely.

18 And, you know, I want to make a brief
19 shout out about the bus system and speak to the
20 importance of bus connections. For me, I take
21 the 15K bus, as do many, and, you know, it's a
22 vital link to getting us to the Metro stations

1 that can take us by rail to the District where a
2 lot of us work. So for many folks it's not just
3 getting you from point A to point B. It's also
4 getting you to the rail stations themselves,
5 which gives you access to the ability to use that
6 as your commute and not drive your car.

7 So the 15K has been a lifeline for a
8 lot of folks. The bus driver is fantastic.
9 She's one of the most courteous, professional,
10 efficient people I've encountered and the thought
11 that she might in fact lose her job because of
12 the closure of the line fills me with sadness, to
13 be frank.

14 And I would just say the concern that
15 was mentioned by the gentleman who proposed the
16 budget about the decline in ridership generating
17 a revenue shortfall which in turn is prompting
18 everyone to take a hard look at what kind of cuts
19 can be made, my fear is that it could become a
20 vicious cycle where declines in ridership prompts
21 service cuts, which then in themselves will
22 prompt further declines in ridership and so on

1 and so on. And that's something I think a lot of
2 us would like to -- very much like to avoid.

3 If anything, I would say that we do
4 need to look at enhancing service. This has been
5 mentioned several times. But when buses only
6 come once every 30, 45 or 60 minutes, that really
7 is going to make people think twice. If they
8 miss that bus connection, they're waiting there
9 for 45 minutes to an hour. That imposes a real
10 hardship and it makes people think do I want to
11 stay in the system?

12 So I would encourage -- in conclusion
13 I would encourage the Board to explore as many
14 alternative options as they can and particularly
15 not pare back the bus system, much less the 15K
16 that I use on a regular basis. So with that, Mr.
17 Chairman, I thank you for your time.

18 MR. EVANS: Okay. Thank you.

19 (Applause.)

20 MR. EVANS: Lynette Booker followed by
21 Putta Kishan.

22 MS. BOOKER: Good evening. My name is

1 Lynette Booker. I'm a native Washingtonian.
2 I've ridden the bus and the subway for at least
3 40 years. I currently ride the P17 and the 19.
4 I have great concern about you cutting any
5 service, but especially the services there
6 because that's all we have to come into the city.

7 I have a problem with the bus drivers
8 feeling threatened because they can get to their
9 destination earlier, but they say we can't be
10 early because we'll get written up. If there's
11 not a lot of traffic, let them drive and do what
12 they need to do.

13 (Applause.)

14 MS. BOOKER: Also the bus drivers
15 shouldn't be threatened about their jobs because
16 of the management funds saying that if we cut
17 something, we may be the first to leave. That's
18 not fair to the bus drivers.

19 The subway stations where there's high
20 traffic with students, the Brookland area, the
21 Rhode Island Avenue station, they need at least
22 two attendants because I see the children

1 skipping over the gates because they're helping
2 somebody at the kiosk. The children these days
3 are just ruthless. They have no respect for
4 adults. They need help. There should be more
5 police presence on the subways and the bus,
6 especially the G8, because that crosses
7 everything.

8 Also, I think the drivers should be
9 communicated with when there are events downtown
10 such as at the White House and different areas.
11 Sometimes they don't know that they're going to
12 be delayed and we're standing out there waiting.
13 And sometimes three buses will come at the same
14 time because they have all been detoured and
15 they're not -- they don't know that they're going
16 to get detoured until they actually get on the
17 bus and drive. And we're standing on 17th Street
18 and they're coming from I Street. So we're
19 running around the corner like we're in the
20 movies trying to say wait for us. That's not
21 fair to the drivers.

22 Also, I'm not sure why the parking lot

1 fares keep going up and the same amount of
2 spaces.

3 So, Metro, I would say please be
4 considerate as far as cutting the routes, as far
5 as cutting out employees' work. Just like you
6 all have families, they have families as well.

7 (Applause.)

8 MR. EVANS: Okay. Putta Kishan
9 followed by Nathaniel Martin.

10 Mr. Kishan, are you here somewhere?

11 No?

12 Nathaniel Martin? Okay.

13 MR. MARTIN: Good evening, Board.

14 MR. EVANS: Good evening.

15 MR. MARTIN: This is my first time for
16 one of these meetings, and, Mr. Evans, I heard
17 you in your opening remarks stating that all the
18 advertisements that was out about the meeting. I
19 didn't see any of that. The only reason I knew
20 about the meeting was a customer told me two
21 weeks ago. Other than that I wouldn't be here.

22 So I keep it brief. I'm also a P17

1 and P19 rider. As other people have said before,
2 it's our only way of transportation. So please
3 think long and hard about keeping that route.

4 As you know, we have the Harbor, we
5 have the MGM. So it's hard to say that ridership
6 is low. We have other avenues and other venues
7 that could support those routes as well.

8 As you know, or you may not know, 210
9 is under renovation as well. So I personally
10 would like to see a light rail that will stretch
11 from downtown all the way down to Accokeek,
12 Maryland. It would catch all the ridership,
13 because 210 is expecting at least 25,000 more
14 vehicles on the road.

15 So don't think of the glass being half
16 empty. Think of it half full. Come up with some
17 ideas of how to make profit versus cut profits.
18 That doesn't make sense.

19 So try and give us positive feedback. Don't
20 always give us negative feedback, because that's
21 a dissent. You get positive results when you do
22 that. This is my experience.

1 So as people have said before, the
2 route itself, the fare is high. It's almost \$5
3 to ride the bus. And what I would like to see
4 personally is be more consistent of our drivers.
5 I shouldn't have to see three different drivers
6 in one week plus pay the high fare and tell the
7 driver what -- how to drive around. That's not
8 fair to us. So be considerate. Be considerate.
9 So we'd like to see more consistency.

10 So thank you, guys. And like I said,
11 just give us something to work with. We'll
12 support you, but don't just always beat us up
13 because that's not going to be positive. It's
14 not going to be good for anybody that's involved.
15 Okay? Thank you very much.

16 (Applause.)

17 MR. EVANS: All right. Our next
18 witness, Sandra Faulk followed by Margaret
19 Conomos. Sandra Faulk? No?

20 PARTICIPANT: She's coming.

21 MR. EVANS: Oh, she's coming? Okay.
22 Great.

1 Welcome, Ms. Faulk.

2 MS. FAULK: Hello. I am a client of
3 MetroAccess and I am opposed to any increase to
4 the clients of MetroAccess. That's -- thank you.

5 MR. EVANS: Okay. Thank you.

6 (Applause.)

7 MR. EVANS: Okay. Margaret Conomos?

8 No? Okay.

9 Malcolm Horton? Malcolm Horton? Yes,
10 okay.

11 MR. HORTON: Good evening.

12 MR. EVANS: Good evening.

13 MR. HORTON: I'm here to speak in
14 favor of not eliminating the W13, the W14, the
15 P18 and the P19. They have been bus routes I've
16 been taking for over a decade and they have
17 afforded me the opportunity to go to summer
18 programs, find jobs and even get to a lot of my
19 high school classes.

20 Now today I take the W13 and the W14
21 to attend my classes at Howard University and I
22 take the P17 and the P18 to help my dad run our

1 small family business within the Fort Washington
2 area.

3 Every morning I take that bus to
4 class, and the bus is usually almost filled to
5 capacity. And if everyone else riding these
6 buses are in a similar situation to mine,
7 eliminating these buses means there will be an
8 inability to accomplish their everyday
9 activities, which essentially for me means I
10 can't go to class and I can't get to my job.
11 I ask you not to eliminate these services so your
12 public services can help us progress and not
13 digress.

14 This is the first public hearing I've
15 ever attended and I'm happy to be able to tell my
16 friends and family that speaking up at these
17 hearings can actually make a difference because
18 your voice of reason is actually heard and can
19 make a change. Thank you very much.

20 (Applause.)

21 MR. EVANS: Okay. Next witness is
22 Matthew Cunningham-Cook followed by Yvette

1 Gibson.

2 Okay. Matthew? Okay. No? Matthew
3 Cunningham-Cook? No? Yvette -- oh, here he
4 comes. Okay. With the baby. Over here.

5 MR. CUNNINGHAM-COOK: So my name is
6 Matthew Cunningham-Cook. I live in Colmar Manor,
7 Maryland. I ride the T14 or the T18 every day to
8 see this little guy, going back and forth. And
9 there's a few specific points that I'd like to
10 make.

11 So I think the first thing that's
12 important to discuss is that you're talking about
13 -- so I have the opportunity to ask General
14 Manager Wiedefeld about this. So the general
15 manager can't identify the average cost of the
16 bus route that you're proposed cutting. So that
17 level of ignorance is kind of disappointing to
18 me. I work as a financial analyst for a labor
19 union and that's the type of information that I
20 would always have before going to a public
21 hearing.

22 And so at the same time the top 50

1 salaries bottom out at \$170,000 a year. So
2 there's 50 people at WMATA who make over \$170,000
3 a year. And while you're talking about
4 eliminating collectively bargained clerical
5 positions who are members of OPEIU, you're not
6 actually looking -- there have been no concrete
7 proposals from WMATA to eliminate any of the
8 incredibly highly paid positions.

9 And so for somebody like me who makes
10 \$60,000 a year and then is also a taxpayer, to me
11 it's pretty enraging that the general manager is
12 interested in creating massive cutbacks but has
13 made no commitment whatsoever to eliminate
14 administrative overhead or to cut his own
15 outsized salary. Three hundred and ninety-five
16 dollars a year is -- he is not worth it. He is
17 not worth it. He's not worth the money.

18 So I think -- so, yes. And I just --
19 the types of cuts that are being proposed, I
20 think it's worth saying it's a one-sided class
21 war with the DC DMV business elite and the people
22 on the other side. And the general manager is a

1 lieutenant colonel in that class war against
2 working class and low-income people in D.C.

3 So I think that the -- another really
4 crucial point is that Councilman Evans has an
5 additional \$60,000 a year job working for Manatt,
6 Phelps & Phillips, which is one of the largest
7 lobbying firms in the country and has actually
8 been -- was implicated in a massive securities
9 fraud -- not you, councilman, but the firm was
10 implicated in a massive securities fraud scam,
11 the State of New York. Attorney General Andrew
12 Cuomo forced it to comply with a code of conduct.

13 So for me that means that the GA --
14 that the Council must -- that the Board must
15 immediately request that the GAO audit all
16 conflicts of interest at WMATA. Thank you.

17 (Applause.)

18 MR. EVANS: All right. There you have
19 it.

20 Okay. Our next witness is Yvette
21 Gibson. Hold on. Yvette Gibson followed by
22 Derrick Mallard.

1 Yvette? Here we go.

2 MS. GIBSON: Good evening. Thank you
3 for the opportunity to speak on behalf of the B27
4 line. I was very distressed to hear that the
5 line was being considered for cuts. That's the
6 only line that extends from Bowie State
7 University to New Carrollton. And I was a little
8 distressed that -- I got a copy of your report,
9 and when you look at the diagram that's here, it
10 says on there from almost the very beginning of
11 the line to the end no alternate transit service
12 is available. So how do you consider cutting a
13 line that is going to service people going to
14 work, going to school, saying on your report
15 there's no alternative, and then you decide to
16 cut it? I really don't understand that.

17 Many a days -- and you talk about
18 revenue. Many a days I get on the bus and the
19 fare box is not working. That's a whole lot of
20 money going down the drain. So many times --

21 (Applause.)

22 MS. GIBSON: -- that I've seen that.

1 So you need to really look at your equipment,
2 because if the equipment that's collecting the
3 money is not working, then where do you think
4 you're going to get the money? And I wondered if
5 that was done purposely so that --

6 (Applause.)

7 MS. GIBSON: -- it could look like the
8 ridership was low so that you could have
9 justification for cutting that line.

10 So I'm here to say leave the line
11 alone, please, and find some other way. Fix the
12 boxes so you can get some more money from our
13 line. Thank you.

14 (Applause.)

15 MR. EVANS: Okay. Our next witness
16 Derrick Mallard followed by George Bogart.

17 Derrick Mallard, welcome.

18 MR. MALLARD: Good evening, everyone.

19 MR. EVANS: Yes.

20 MR. MALLARD: I am Derrick Mallard.
21 I am the assistant business agent for Local 689.
22 I'm also a bus operator out of Montgomery

1 Division.

2 I've been employed with Metro for
3 about 20 years now and I feel like I could speak
4 for Montgomery County. I've been working out
5 there -- for that 20 I've been working out there
6 for at least 18 of those years, and 18 of those
7 years I never seen such dramatic cuts of I've
8 seen before.

9 I know the Board is here. I know you
10 recognize numbers, but the people who ride these
11 buses are not numbers. They're individuals.
12 They're taxpayers. They're people seeking
13 education and using our system to better their
14 selves to get to school, get to work. And when
15 you talk about eliminating bus routes where --
16 such as Burtonsville where there really is no
17 service at all, those people have to get to work.
18 How you expect taxpayers -- taxpayers to get to
19 work to pay the taxes that basically pay these
20 salaries?

21 And I kind of just -- I'm a kind -- a
22 little bit feel disrespected that we as taxpayers

1 have to come here and beg for a service that we
2 paid for. I feel a little disrespected right now
3 and I feel everybody does feel how I feel.

4 But I'm also prone to say that it's
5 kind of funny that instead of investing in
6 transportation we'll invest our money in MGM or
7 we'll invest the money into the new Marriott
8 Metro that's -- the Marriott that's going to be
9 built and that's coming in Bethesda station.
10 From my understanding there's \$65 million in tax
11 revenue that will be received in Maryland. Let's
12 invest it in transit. Transit is jobs. Transit
13 creates jobs. Transit gets people to their jobs.

14 Listen to the people. Don't listen to
15 those numbers. Don't look at those numbers.
16 Look at everybody that came here today. They
17 came here for a purpose, because they're fed up
18 and they're tired, such as myself. Thank you.

19 (Applause.)

20 MR. EVANS: Next witness is George
21 Bogart followed by David McPherson.

22 Okay. George Bogart, anywhere? He's

1 gone? Okay.

2 David McPherson? Okay. Followed by
3 James Zipadelli.

4 MR. MCPHERSON: Good evening, Board.

5 MR. EVANS: Good evening.

6 MR. MCPHERSON: My name is David
7 McPherson. I'm a resident of Fort Washington,
8 Maryland. I'm here to support all these comments
9 you've heard about W13, P17, P18, P19.

10 I am a transportation planner by
11 training. I work downtown D.C. And when I heard
12 that you were talking about eliminating P19 and
13 P18 or reducing the services, as a transportation
14 planner I was trying to figure out whose idea was
15 that? Because if you know what's going on on the
16 210 corridor -- I heard some of the earlier
17 people talking about all the additional
18 transportation infrastructure that's being put
19 in. We're getting ready to get a flyover ramp
20 over Kirby Road. You've got all the traffic
21 coming up from 228, from Charles County.

22 How in the world can anybody with an

1 understanding of transportation issues and
2 transportation planning be talking about cutting
3 or eliminating a service that's basically the
4 vital lifeline of that corridor? You have no
5 other alternative. Maybe you want us to go back
6 to the State of Maryland and ask the Maryland
7 transportation side to put more buses, commuter
8 buses -- because if that's what you're talking
9 about doing, maybe we'll have to go back to do
10 that.

11 But to me the whole idea of cutting
12 the service when you have no alternative -- as a
13 transportation planner, to me is brain dead. It
14 just makes no sense to me. It just makes no
15 sense to me.

16 As a transportation planner I've heard
17 a lot of comments about Metro being compared to
18 BART out on the West Coast. Good line. Good
19 service. I spent a lot of time in California, so
20 I know how well it runs. One of the things that
21 BART has that you don't have is more dedicated
22 funding from local governments and other

1 infrastructure. My thinking is is that Metro
2 needs to spend more time trying to get local
3 governments and elected officials to help you
4 with your budget services as opposed to cutting
5 and impacting the service that you're trying to
6 serve.

7 If you cut P18 and P19, lot of
8 communities like where I live, people can afford
9 to drive. I guarantee you if I have to get back
10 in my car to come downtown, you're not going to
11 get me back. A lot of other people will find
12 other ways to go. Thank you.

13 (Applause.)

14 MR. EVANS: Okay. James Zipadelli
15 followed by Clifford Blair.

16 MR. ZIPADELLI: Good evening, Mr.
17 Chairman.

18 MR. EVANS: Good evening.

19 MR. ZIPADELLI: And good evening,
20 Metro Board members.

21 I live in the District and I live in
22 Northeast, and I'm here today to advocate on

1 behalf of the B30 bus from Greenbelt to BWI
2 Airport. I am not able to drive and so I'm
3 transit-dependent. I rely on the B30 shuttle
4 basically to fly back and forth to see family in
5 friends in Connecticut.

6 The elimination of the service means
7 that it would cost me an average of \$90 each way
8 from Greenbelt to BWI and it would cost me an
9 additional \$5 to get from Greenbelt to where I
10 currently live in Northeast. So if I took the
11 B30 shuttle a half a dozen times a year, well, 9
12 times 6 is 54. So I think this is an unnecessary
13 burden and that you should expect me to pay an
14 additional \$540 per year if you eliminate the B30
15 shuttle.

16 I understand that Metro has a budget
17 shortfall. I'm willing to pay an extra dollar or
18 two in order to keep the service running, but
19 this is a vital service for myself and millions
20 of other people in the region.

21 And just one additional point. One of
22 the Metrobus drivers talked about the bus -- one

1 of the bus lines; maybe it was the 4000, being a
2 potential fire hazard. I think it's fairly
3 reasonable to expect that neither you nor anybody
4 else here would want to go on a bus that is a
5 potential fire hazard. And if there is a line
6 that is a fire hazard, it should be taken off the
7 streets and replaced with something that is not
8 so that people can get to their jobs or their
9 schools or flights or anywhere else that they
10 would like to go.

11 I appreciate you giving me the
12 opportunity to speak at this hearing. I wish you
13 will as you make some very difficult decisions.
14 Thank you.

15 (Applause.)

16 MR. EVANS: Clifford Blair followed by
17 Jeremiah Montague.

18 Clifford Blair? Clifford Blair? No?
19 Jeremiah Montague? Jeremiah Montague?

20 Yes.

21 MR. MONTAGUE: Good evening.

22 MR. EVANS: Good evening.

1 MR. MONTAGUE: Chairman Evans, General
2 Manager Wiedefeld. I'm here actually to speak
3 for residents in Ward 5 in Woodridge and
4 Brookland, and for Fort Lincoln. Affected are
5 the G8, which is terribly stressed and
6 overcrowded, the G9, which is supposed to come on
7 line in March, but not as regular service. It's
8 coming on as premium service. As with the
9 elimination of the B8 and the B9, there's been a
10 suggestion that the G9 be extended over to where
11 the new Costco is. Okay? But again, only in AM
12 rush, only in PM rush. Doesn't address the daily
13 things.

14 The G9 also addresses a structural
15 issue that was built into Metro back in 1976.
16 When the turnbacks occurred, the original
17 turnbacks occurred when Rhode Island Avenue
18 station opened, all the 80 buses and whatever
19 turned back because that was the way Metro did
20 stuff to decrease the length of time the buses in
21 -- and trip time.

22 But anyway, eliminating the B8 and the

1 B9 is not really acceptable, however, because it
2 provides an important contact between food and
3 economic centers that people depend on, people in
4 wheelchairs, people who have special needs,
5 whatever, who use the bus on a regular basis.

6 But if the H6 is enhanced with the losses that
7 you intend to take away from the B9, it might be
8 workable.

9 The issue with the H6 enhancement is
10 that you introduce two additional choke points,
11 one at 12th and Rhode Island Avenue. And then
12 there's another routing, which is over on South
13 Dakota. The H6 is notoriously late. It either
14 is late or it never shows. And then you have the
15 little 3 -- what, 30-foot buses. When they show
16 up, you may -- if you miss the bus, there's
17 another 20 minutes, 25 -- could be an hour wait.
18 One night I remember we waited an hour and 20
19 minutes for a bus. When we talked to the
20 supervisor, the supervisor said one should be --
21 yes, when he showed up, three buses showed up at
22 the same. It's not acceptable.

1 The last thing, I had once promised
2 myself I wouldn't come back in this building
3 until I was sitting on that side of the table. I
4 used to work here in the Department of Bus
5 Service a long time ago, so I know how this
6 budget process works. I know how the fare boxes
7 work. The fare boxes are under-reporting the
8 ridership and you're relying on faulty numbers.
9 Okay? So we need to redo the process.

10 MR. EVANS: Okay. Thank you, Mr.
11 Montague.

12 (Applause.)

13 MR. EVANS: Okay. Our next witness is
14 Serrita Hill followed by Denise Rush.

15 Do we have Serrita Hill? No?

16 All right. Denise Rush? Denise Rush?
17 No?

18 MS. RUSH: Thank you.

19 MR. EVANS: Oh, yes. I'm sorry. Oh,
20 there you go.

21 MS. RUSH: Hi.

22 MR. EVANS: Right there. Very good.

1 MS. RUSH: My name is Denise Rush and
2 I'm vice chair of the Advisory Accessibility
3 Committee and vice chair of Metro Access
4 Subcommittee. I'm speaking for the public that I
5 represent today.

6 They're on fixed incomes and I know we
7 have to increase the fare probably, but could you
8 change how you charge for MetroAccess? Consider
9 another way to get the fare. The max is 6.50.
10 Most of the people who will be affected are in
11 the middle. They're going to go up. Those
12 people are on fixed incomes with one check
13 coming. They have to decide do I go to dialysis?
14 Do I get medicine? Do I eat? Do I keep a roof
15 over my head? If the members of the Board had to
16 live on one pay check under \$1,000 a month, you
17 all would have a problem.

18 I work and I'm blessed that I have a
19 job. There are more of them that don't have a
20 job. They're living on one pay check. Have some
21 compassion. Walk in their shoes and refigure how
22 you're going to increase the fare for

1 MetroAccess. Calculate the calculation
2 different. Have some compassion for those who
3 are not as blessed as you. Thank you.

4 MR. EVANS: Okay. Thank you very
5 much.

6 (Applause.)

7 MR. EVANS: Our next witness is Ed Der
8 followed by Michael Golash.

9 Ed D-E-R? No? Okay. Michael -- oh,
10 here's -- let me see who this is.

11 MR. DER: Hi, my name's Ed Der and I
12 just want to start off by saying that bus lines
13 provide a service that rail can't, so they're not
14 the same and don't equate bus to rail. Leave the
15 bus line alone.

16 Cutting service or eliminating lines
17 is not the answer, because right now what I see
18 is a vicious cycle. And management has seemed to
19 look at -- any time you listen to bean counters
20 and they say revenue is down, ridership is down,
21 so we cut or eliminate. It's not rocket science.
22 As you cut lines or eliminate service, ridership

1 goes down. But that's what I see already.

2 I'm speaking for all bus lines,
3 specifically the J line. For example, I heard
4 that J9 and 7 is on the chopping block. That
5 line provides service to people that live far out
6 from Shady Grove such as Germantown and Upper
7 Montgomery County, Gaithersburg. So that's a
8 important route.

9 I've ridden that from probably --
10 what, it's been running for almost eight years.
11 Originally it was like 11 to 12 lines. It's cut
12 down to six and seven lines. And lot of people
13 has probably abandoned that line because it runs
14 every half an hour. If you have to get to work,
15 waiting half an hour for a limited service bus is
16 already stretching it. So common sense would
17 tell you that's why ridership's gone down.

18 And I'll ask the Board, you give me a
19 logical reason why J9 or 7 should be eliminated.
20 Can anyone answer that question?

21 (No audible response.)

22 MS. RUSH: All right. The second

1 thing is management need to stop this vicious
2 cycle. Number two, stop relying on bean counters
3 or fake ridership numbers. And I see the problem
4 is not the lack of ridership on revenue, but
5 maybe the Board members and management. Thank
6 you.

7 (Applause.)

8 MR. EVANS: Okay. Our next witness is
9 Michael Golash followed by Anthony Mitchell.

10 MR. GOLASH: I know what I say is
11 going to sound like a broken record, but I'm
12 going to say it anyway. I'm opposed to the
13 raising of the fares. I'm opposed to the cuts in
14 service. I'm opposed to the reduction of hours.

15 Basically I realize Metro has a
16 financial problem, but it's a self-inflicted
17 wound by the people that own the transit system.
18 The Metro system generates a tremendous amount of
19 wealth for this region. Look around any subway
20 station: Tysons Corner, Gallery Place, the Navy
21 Yard in particular. Someone is making a
22 tremendous amount of money off the services we

1 provide. And until we decide that we're going to
2 try to recapture some of that wealth and put it
3 back into this system to operate it effectively,
4 safely and to pay the workforce a decent salary
5 with good benefits, we're never going to be able
6 to solve this problem.

7 I know some of you sit on the
8 legislative bodies of the regional governments.
9 Jack sits with the D.C. Council. I'm sure people
10 have contacts with the governor of Maryland, with
11 the governor of Virginia. Unless we can get
12 these political bodies to put up more money by
13 taxing some of these beneficiaries of the transit
14 system, we are not going to be able to provide
15 safe and reliable service.

16 We've been talking about these issues
17 for over 20 years. Every year I come to the
18 budget hearings. They say pretty much the same
19 year. And every year nothing gets done. That's
20 a sign of incompetence on the part of the
21 leadership, the political leadership. I mean, we
22 realize, we certainly realized after the

1 accidents in 2009 -- which we warned Metro about
2 for years when I was president of this union, but
3 they paid no attention.

4 We're headed for another disaster.
5 We're in a death spiral. But we can correct it
6 by going after the money. Stop coming after the
7 people that can barely afford it, the minimum
8 wage workers, the disabled. Stop coming after
9 the wage and benefit packages that create and
10 provide this service and create this value.
11 We've got to go after the people that have the
12 money.

13 Jack, you should call your friends Ted
14 Lerner, Ted Leonsis, Doug Jemal. Tell them to
15 put a little more money in the kitty. We'll
16 solve this problem for the vast majority of
17 people in this region. So I mean, you've heard
18 this before, but you never respond to it.

19 Paul, get on his case. I mean,
20 seriously. Thank you very much.

21 (Applause.)

22 MR. EVANS: Okay. Anthony Mitchell

1 followed by Austin Boroshok.

2 Anthony Mitchell? Anthony Mitchell?

3 No?

4 All right. Austin Boroshok? No?

5 Marquitta Winston? Marquitta Winston?

6 No?

7 Who's this? Oh, come on. Sorry.

8 MR. BOROSHOK: Good evening --

9 MR. EVANS: Welcome.

10 MR. BOROSHOK: -- to the Chairman and
11 Board. Thank you for taking the time to hear
12 from the public tonight. My name is Austin
13 Boroshok and I'm a citizen of Montgomery County,
14 previously of Hartford and PG County.

15 Tonight I'd like to echo the concerns
16 of several previous witnesses and express my own
17 dismay regarding the proposal to eliminate the J1
18 bus from Silver Spring to Bethesda.

19 As you all know, Silver Spring is the
20 fourth most populated center in the State of
21 Maryland, and I can honestly tell you that bus is
22 packed every single morning and afternoon that I

1 use it. This bus serves a very important route.
2 We all know Bethesda is a hugely populated area
3 and a large employment hub for all of WMATA
4 customers: civilians who work downtown, NIH, like
5 myself, our beloved military personnel and Armed
6 Forces servicemen and women who work at Walter
7 Reed and the needless teachers and students to
8 use the buses to attend the schools nearby.

9 The suggested alternatives for
10 removing the J1 are not viable, realistic or
11 ideal options for any of us riders. The J2 and
12 J3 buses are already completely packed. There's
13 no way we can take all the riders from J1 and
14 just shove them onto the other two.

15 And also you had the nerve to list
16 using the Red Line as an alternative, which is
17 honestly laughable. That would more than triple
18 my commute time, more than double my commute
19 cost, not to mention the fact that the rail is
20 nowhere near as reliable as the bus. Maybe we'll
21 consider that option when you finally finish the
22 Purple Line, but we all know how that goes.

1 And as one citizen stated earlier,
2 sometimes redundancies are helpful and often
3 essential. I'm sure these concerns can be echoed
4 for dozens of other citizens and bus routes that
5 are up for elimination. And I know that I speak
6 for many of the regular WMATA bus users when I
7 say that your low ridership, which is your
8 supposedly fundamental issue in your budget, is
9 directly worsened by your proposals here today.

10 Your strategy unfortunately undermines
11 your attempts to rectify your decreased revenue.
12 Reducing and eliminating service isn't going to
13 increase ridership, period. It will do just
14 that: reduce ridership and reduce revenues for
15 repairs and expansion. By reducing and
16 eliminating all of your services you yourselves
17 are giving us a reason to stop using them in the
18 first place.

19 Like some other speakers before me I
20 moved to my current apartment because of its
21 proximity to the J1. It gets me to and from work
22 every single day so that I don't have to wait an

1 hour to an hour-and-a-fifteen minutes on the
2 Metro. Many of the riders like me are going to
3 be forced to use their own cars to keep their
4 time, cost -- their commute time and cost down,
5 which will then put more drivers on the road,
6 which we all know we don't want anymore drivers
7 on the road in this area. And it's also just
8 going to pollute the environment.

9 Lastly, this town hall meeting is a
10 wonderful step forward, but it would be much more
11 meaningful if these were held more frequently and
12 around multiple areas in the DMV area. That way
13 we all don't have to sit through this long
14 meeting where probably half of you aren't taking
15 notes or we're getting bored and we're all saying
16 the same things.

17 So lastly, I just want to say you're
18 only having one meeting to talk about this when
19 you took all the time to have this huge budget.
20 It's clear that you guys face a large problem,
21 but we're not one person. We're not -- we don't
22 all face the same problems. So I just want you

1 guys to know it's evident that the wants and the
2 needs of the public are no longer congruent with
3 the unhelpful and ineffective proposals in this
4 budget. So I just urge you to take what you've
5 heard tonight and reflect that with your budget.
6 Thank you very much.

7 (Appause.)

8 MR. EVANS: Okay. Marquitta Winston
9 followed by Dwayne Roberts.

10 MS. WINSTON: Good evening.

11 MR. EVANS: Good evening.

12 MS. WINSTON: I'm going to be brief.
13 I'm standing before you because I was told that
14 my bus, the C11, C13, the wait time would be
15 extended. However, the time that it takes when
16 you have when the bus starts at 4:00 in the
17 afternoon and it ends running at 7:20, that
18 doesn't change. So then you have more people
19 that are standing at the bus stop waiting, and
20 especially now when it's cold and it can get
21 dreary and you're having to wait longer for a bus
22 that at times is very crowded -- I mean, standing

1 still -- like standing capacity crowded, I think
2 you guys need to reconsider extending these
3 times.

4 And then the other thing that I have,
5 the other issue I have is increasing the fares.
6 I have a long commute and my commute is about
7 almost two hours and I spend about \$14.30 a day.
8 And that's excluding the days when I have to stay
9 late at work and I have to add another \$5.10 just
10 so I can get out of the parking garage at Branch
11 Avenue. So you're talking about almost \$20 a day
12 in some cases for me to get to and from where I
13 need to go. And you're talking about increasing
14 the fares.

15 My thing is I already work and have a
16 limited budget every month. And you increase the
17 fares, that eats into my budget, things that I
18 have to pay for and things that I have to now
19 rearrange or not pay so that I can get to and
20 from work and keep my job.

21 So the two things that I'm telling you
22 now is think about when you talk about extending

1 these wait times for some of these buses or
2 eliminating some of these bus routes. Think
3 about that and how it impacts the individuals,
4 people like me. But then also think about these
5 fare increases that you're talking about and how
6 that's going to impact our wallets, our bottom
7 lines.

8 I really want you guys to think about
9 that. And I want you guys to be innovative.
10 There are untapped resources that you guys can go
11 to and utilize. And I want you guys to look at
12 those instead of tapping into our pockets that
13 are already dry, bleeding dry. All right? Thank
14 you.

15 MR. EVANS: Thank you.

16 (Applause.)

17 MR. EVANS: Dwayne Roberts followed by
18 Kay Peffley.

19 Dwayne Roberts? Dwayne Roberts?
20 Okay.

21 Kay Peffley? Okay.

22 MS. PEFFLEY: Thank you very much for

1 the opportunity to speak. I'm here in support of
2 the continued use of the B27.

3 When I looked at the proposals, it
4 seems that most of them are counterproductive
5 because they do not serve to increase ridership,
6 which is -- should be our ultimate goal. Indeed,
7 getting rid of the B27 would serve to limit lower
8 ridership because I believe that most of the
9 people that use the B27 ultimately use it in
10 order to get to other Metro services. That's
11 predominantly what I do when I go to the New
12 Carrollton station on the B27.

13 The B27, when I speak to the fellow
14 riders, they want more time. There's only four
15 buses that run in the morning and it stops at
16 8:17 and does not pick up again until after 3:00
17 p.m. So we're looking for more use of the B27
18 line.

19 B27 runs predominantly on Lanham
20 Severn Road. For pedestrians you need to cross
21 on/off ramps to 495/95 seven times if you were to
22 walk from the east to the east to get to New

1 Carrollton. There are few sidewalks. There are
2 very few lights. There are next to no shelters
3 or benches. It is very scary. It's almost
4 impossible in inclement weather. And for my
5 boyfriend who has visual and physical
6 disabilities it's impossible for him to use. So
7 this limits his ability to get to New Carrollton
8 and all the options that are open there.

9 The B27 also serves the Seabrook MARC
10 station. And here's an area where I think you
11 could work outside of the box to increase
12 ridership. I moved to this area like another
13 speaker did because of my disabled boyfriend and
14 the service on the Seabrook Line. Thirty trains
15 run from Seabrook -- on the Penn Line thirty
16 trains run to New Carrollton every weekend. Not
17 a single one of them stops at Seabrook.

18 I believe that you could very easily
19 work with Mr. McCurdy and PG County Delegate
20 Alonzo Washington's office in order to get access
21 to unlock all the transportation options that New
22 Carrollton offer to this community. But that

1 still does not serve all of the people that need
2 this service and Lanham Severn Road.

3 The alternative to use the B21 and the
4 B22 only addresses the end points of Bowie and
5 New Carrollton. It predominantly runs on Route
6 50, which also is not pedestrian-friendly, and
7 it's not a viable option at all for the community
8 that lives where the majority of these stations
9 are served.

10 I've been a user of Metro since 1989.
11 I've lived at Shady Grove on King Street, Adams
12 Morgan. I got family in Ballston. I play
13 softball in Vienna. I use the Metro heavily, but
14 I need it for my daily commute with the B27.
15 Thank you.

16 (Applause.)

17 MR. EVANS: Okay. Thank you.

18 Okay. Our next witness is Eric Starin
19 followed by Rebecca Gold.

20 Eric Starin?

21 MR. STARIN: Good evening, Board
22 members.

1 MR. EVANS: Good evening.

2 MR. STARIN: My name is Eric Starin.
3 I'm the chief steward of Local 2 at WMATA. I've
4 been a Metro employee -- this is my 20th year and
5 I've been a software engineer in IT all that
6 time. And I want to address something that I
7 haven't heard yet discussed tonight.

8 Many people have accepted at face
9 value the budget gap that's been talked about.
10 And there's one area that I haven't seen
11 addressed at all in the budget or any place else
12 as at Metro, and that's the expense, the extra
13 expense of contracting out work.

14 There's a pretense that it saves
15 money, that it's done to cut expenses. That's a
16 pretense. That's nonsense. I can tell you from
17 the contracts that I've personally seen that we
18 probably spend more money just in staff time
19 administering and reworking those contracts and
20 following those contracts than it would cost us,
21 at least in IT, to actually do the work
22 ourselves.

1 There's another -- that's vending,
2 contracting out in terms of buying vendors to do
3 a project.

4 There's another form of contracting
5 out at Metro that's quite common, especially in
6 IT, but maybe in other areas too perhaps, and
7 that's buying services of people who are
8 essentially Metro employees but are contractors
9 rather than direct employees, even though they
10 function as contractors -- function as employees.

11 My own group is at least half
12 contractors. They're as good or as bad as the
13 employees. You know, they're -- some are good;
14 some are bad; some are great, just like
15 employees. But they cost more. They cost Metro
16 a lot more. And at the same time they make less
17 usually than the Metro employees do. And this
18 really makes no sense to me whatever. It's not a
19 budget -- you want to deal with the budget, deal
20 with that. Thank you.

21 MR. EVANS: Okay. Thank you.

22 (Applause.)

1 MR. EVANS: Rebecca Gold followed by
2 David Snyder.

3 Rebecca Gold? Okay. Welcome.

4 MS. GOLD: Good evening and thank you
5 for your time. My name is Rebecca Gold and I'm
6 here to speak -- to ask you to keep the bus line
7 J5 running.

8 This bus line serves the Twinbrook/
9 Silver Spring area. This bus is crucial for me
10 and all of my fellow riders to get to work.
11 There are no other buses that take the same
12 route. The sign does propose alternatives such
13 as the 46 and the J2, but those do not cover the
14 same route at all.

15 Ending the J5 would be a hardship for
16 many people because we all depend on that for
17 work. Some of these people don't have cars. A
18 lot of these people have moved into the area just
19 so they could take the J5. They have accepted
20 jobs just so they could take the J5.

21 Ridership has gradually increased.
22 I've ridden that bus line for a couple of years

1 and me and my fellow riders have seen an increase
2 in ridership.

3 It is very crucial to commuting from
4 all of Rockville to Silver Spring. There is also
5 a lot of new development going up. New
6 condominiums, new town homes. And they have it
7 advertised at Grosvenor Metro station move in
8 here and then there's a benefit of the Metro
9 station. Many people moved to where -- to the
10 Grosvenor Metro station area just to be able to
11 take the J5.

12 It is definitely a crucial means of
13 transportation and I hope that you do consider
14 the importance of the J5 and that you do keep the
15 J5 running. Thank you very much for your time
16 and I do appreciate the wonderful drivers we've
17 had over the years and the quality service they
18 have provided.

19 (Applause.)

20 MR. EVANS: Thank you. David Snyder
21 from the Falls Church City Council. Welcome,
22 councilman.

1 MR. SNYDER: Good evening. Maybe you
2 haven't heard it too much tonight, but I want to
3 say thank you to each and every member of the
4 Board, to management and to each and every
5 employee of the Metro system.

6 You know, a weekend or so ago we
7 learned that Metro, which we all know is
8 important to each of us on a daily basis -- but
9 we learned it's important for democracy as it
10 transported people on all sides of the issues and
11 allowed them to express their most precious
12 rights. So thank you very much for the service
13 that was provided on those days and what you do
14 each and every day.

15 I'm a regular rider of Metro. For me
16 the two most important things are safety and
17 reliability. That is, knowing in advance when
18 the buses are going to arrive and when the subway
19 trains are going to arrive. As a member of Falls
20 Church City Council we have been a Metro compact
21 jurisdiction from the beginning and we're strong
22 supporters, but it's important that we be able to

1 show the value proposition to our citizens. We
2 don't have Metro stations in our jurisdiction and
3 bus service has been cut.

4 So I urge you to take a look at
5 working with us as I provide more detailed
6 information in the future about making sure that
7 I can make a value proposition to the taxpayers
8 in my jurisdiction.

9 So No. 1, safety and reliability. And
10 it's much appreciated how hard you all have been
11 working on that. Please keep it up.

12 Secondly, as a representative of a
13 jurisdiction it remains important to me to be
14 able to explain to my public why it's worthwhile
15 to continue to subsidize Metro.

16 And finally, development. There are
17 huge development opportunities. One of them is
18 at West Falls Church Metro station where Metro
19 can get huge value in the future and also assist
20 the economic development of the surrounding
21 jurisdictions.

22 So I really want to end where I began

1 with a big thank you. You have a tough job, a
2 difficult job and a job that's taking a lot of
3 time, but you're working really hard at it and I
4 can already see the improvements. Thank you very
5 much.

6 MR. EVANS: Okay. Thank you very
7 much.

8 (Applause.)

9 MR. EVANS: Our next witness is Pierre
10 Pelmont followed by Lorraine Silva.

11 MR. PELMONT: Pierre Pelmont. Good
12 evening. I've been a MetroAccess van user since
13 2012, but I'd like to be able to use Metrorail
14 and the bus system. I learned through my doctor
15 of a travel program and the nurse practitioner
16 called and tried to get me enrolled. That didn't
17 happen. So I sent a couple of emails.

18 The first one I sent was in October of
19 2016, October 19th. I addressed it to
20 traveltraining@wmata.com. No response. Again
21 last month I sent a second email as a follow up
22 to whom it may concern on January 24th. No

1 response.

2 I just spoke with Frank Ross, who is
3 with the program, and he said he checked with the
4 records and that according to the records my
5 emails were never received. So I think that
6 WMATA needs to be more responsive in this regard.
7 When emails are sent, I think they should be
8 responded to. I also included a telephone
9 number, but there was no response by phone.

10 I'm hoping that next week I will be
11 scheduled for the Metro training. And I wish the
12 program success, but I think that more people
13 should know about it. And then when people do
14 apply to be enrolled, that Metro should follow
15 through. Thank you very much.

16 MR. EVANS: Okay. Thank you very
17 much.

18 (Applause.)

19 MR. EVANS: Our next witness is
20 Lorraine Silva followed by Jean Moorman.

21 Lorraine Silva?

22 MS. SILVA: Good evening. My name is

1 Lorraine Silva and I'm a resident of Arlington
2 County and I'm here to talk about the 16X, the
3 proposed changes on the 16X. Seems to me -- if
4 something I learned when I was a little girl and
5 then I was told if something works, you don't
6 change it. But here we have the 16X, that it not
7 only passes all the WMATA's criteria; it excels.
8 It more than doubles, almost triples in some of
9 the criteria, and they want to mess with it.
10 Seems to me that if something is making money to
11 you, why do you want to change it?

12 You want to make people take
13 Metrorail. The people that are taking the 16X, a
14 lot of them -- because I know a lot of them
15 personally. A lot of them are taking them as an
16 alternative because when the -- all this surges
17 started, this became their option to making it to
18 work on time. They rather be stuck on a bridge
19 or in traffic than being stuck on the train. It
20 is even -- the traffic is more reliable than
21 being stuck in the Metrorail. So I'm here to
22 advocate for not making any changes to the 16X.

1 Also, the 5A -- or from my perspective
2 any transportation for the airports; that means
3 also the B30, shouldn't be eliminated. You may
4 have alternatives where the alternatives is
5 taking Metrorail. When you have a family of four
6 with two bags each luggage, get those people in
7 those crowded trains -- because you're also
8 cutting service on the trains. So those trains
9 are going to be full of luggage as opposed to
10 people. So think of those two things.

11 I could talk to -- about a whole lot
12 of other things, but those two are the ones that
13 seem to me are easiest to deal with. Thank you.

14 MR. EVANS: Okay. Thank you very
15 much.

16 (Applause.)

17 MR. EVANS: Our next witness is Jean
18 Moorman followed by Erin Schumacher.

19 MS. MOORMAN: Good evening, ladies and
20 gentlemen.

21 CHAIRMAN EVANS: Good evening.

22 MS. MOORMAN: My name is Jean Moorman,

1 and I ride the W13, and there have been times --
2 occasions on my days off that -- that I would
3 also ride the W14.

4 I moved to Fort Washington a little
5 over ten years ago from D.C., and as a longtime
6 D.C. resident, I have -- I am a person who has
7 been used to being able to go anywhere I wanted
8 any time I wanted for as long as I wanted. I
9 can't do that here. I mean, I can't do that when
10 I live in Fort Washington.

11 It is bad enough that the W13 is not
12 in service on the weekend, and neither is the
13 W14, and that the W13 cuts off at about 7 o'clock
14 in the evening, and for that reason, I am going
15 to have to take a cab home tonight. The W14 only
16 runs every hour, and then on top of that, I come
17 to find out you want to get rid of it, period.

18 Without the W13 or the W14, I would
19 have to walk a mile all the way up to St.
20 Barnabas up Bock Road from Grange Hall Court or
21 Henson Valley Way. That is not fair. The
22 cutoffs that you already have on the W13 and the

1 W14, including the non-weekend service, that is
2 not fair either, and if you take it away
3 altogether, I can't go to work.

4 I am tired of that. I want a regular
5 bus. And the claims that have been made that the
6 ridership is marginal? That is not true. I
7 don't understand what you're comparing it to.

8 Now just a mile over is the W13 -- I
9 mean, not W, D13 and D14, and they have service
10 24 hours a day, 7 days a week. Just a mile over,
11 and there is no cutoff for them. If you can do
12 that for them, you can do the same for us on the
13 premise that they have adequate ridership. I am
14 tired. I want fair service. Thank you.

15 (Applause.)

16 CHAIRMAN EVANS: All right. Thank
17 you. Erin Schumacher, followed by Karyn
18 Belyayeva.

19 MS. SCHUMACHER: Good evening. I want
20 to say --

21 CHAIRMAN EVANS: Good evening.

22 MS. SCHUMACHER: -- first of all, I am

1 ridiculously impressed with how many people have
2 come out tonight and how many people are staying
3 for hours. It is just amazing.

4 I was a long-term rider at one point
5 on the 4A and the 4B. I depended on Metro, I
6 supported Metro to get anywhere I needed to
7 between Arlington and D.C. Now I have moved to
8 Virginia, and I am on the 2T line, and I am not
9 within walking distance of the Metro, but the 2T
10 and the 2B are both proposed for cuts, and they
11 have left -- when you look at the replacements,
12 they have left a vacuum of non-service around the
13 Hilltop and the Cedar areas and 29 within a
14 certain radius, and the nearest bus stop when I
15 looked at it is at least a mile along roads which
16 have inconsistent sidewalks.

17 And if you can't provide the service,
18 can you coordinate with Fairfax County so that
19 there are no residents, no citizens left without
20 service? Aside from the inconvenience of the
21 distance, it is unsafe in inclement weather. It
22 is unsafe at night. It is unsafe because there's

1 no sidewalks. I can't understand specifically or
2 speak to the intricacies of the maintenance or
3 the costs that you're trying to deliberate about,
4 but I don't understand how I can get from one end
5 of Manhattan to the other via bus or subway for
6 under \$3. That doesn't seem to make sense to me,
7 and that you can't solve this crisis without
8 cutting service to the people.

9 The riders are the ones who supported
10 WMATA during all the surges. We went to the
11 buses, we teleworked, we found alternatives, we
12 took off because you asked us to. The buses are
13 a crucial part of us getting around, getting to
14 work, getting home. The loyal WMATA riders are
15 the reason that the system exists. It is the
16 people who depend on public transit who need it
17 the most because they can't afford any other way
18 to get to work. They are also trying to resolve
19 the congestion in this region because the last
20 thing we need are more people on the roads, more
21 people trying to drive in, and that is for the
22 lucky people who could even afford it if it was

1 available. Thank you.

2 CHAIRMAN EVANS: Okay. Thank you very
3 much.

4 (Applause.)

5 CHAIRMAN EVANS: Our next witness is
6 Nicole Miller, followed by Laura Koschny.

7 MS. MILLER: Hello. Thank you. I am
8 a resident of Fairfax County. I have been here
9 for -- I have been in Northern Virginia since
10 1997, and I have been an avid Metro rider, but
11 things have changed, and I have had to take
12 MetroAccess.

13 And it has been very tough, and I am
14 hoping that my physical limitations will get
15 better and I will be able to ride the Metro
16 again, but right now, I have been -- been
17 experiencing severe service difficulties with
18 MetroAccess, to the point where I would really
19 like to get to my Fairfax County Board of
20 Supervisors and let them know that they probably
21 shouldn't be giving Metro any more money, and
22 they should be funding alternative methods of

1 transportation, because this system -- well,
2 especially MetroAccess has been a total fail.

3 And I know that with your derailments
4 and needing to do SafeTrack and everything,
5 people -- you are having ridership deficits, but
6 you are not really doing much to make people want
7 to use the system. In fact, you are basically
8 kind of making an enemy of your customers, and it
9 is really unfortunate. And I am going to be
10 begging my county supervisors to look for other
11 means of getting us to and from work in D.C.

12 Thank you.

13 CHAIRMAN EVANS: Okay. Thank you.

14 (Applause.)

15 CHAIRMAN EVANS: Karyn Belyayeva,
16 followed by Laura Koschny.

17 MS. BELYAYEVA: Good evening. My name
18 is Katya. I have lived in the D.C. Metro Area
19 for over 20 years, in Montgomery County, in
20 Northwest D.C., in Northern Virginia, in
21 Arlington County, and I think it is fair to say I
22 have had a lot of experience on the Metro. I

1 take both the buses and the rail too, and I have
2 never owned a car. I just don't have the money
3 to afford it, so basically, I am dependent on the
4 Metro to get to work, to see my family, to see my
5 friends, to -- pretty much just to survive, to
6 get anywhere.

7 And the -- the lines I am most
8 concerned about are actually a few: the J1, I
9 live in Silver Spring, so that one impacts me
10 most directly, but also the J5 and the C8. Now I
11 know that these are very different lines.
12 Possibly from your perspective, the J5, that's an
13 express line. But as somebody mentioned here
14 before, there is no one line that covers the same
15 exact path, because that one takes the I-270, and
16 it is express, and it goes to Wiehle Road Parkway
17 through Parklawn.

18 And the other two routes, the C8 and
19 the J1, they are passing, according to your
20 standards. What these three lines have in common
21 is that they connect the eastern part of
22 Montgomery County, such as Silver Spring, to

1 parts of the county further out west, and they
2 don't require riders to go through D.C. Going
3 through D.C., like as someone suggested to take
4 an alternative route, would add an additional 45,
5 even 50, 60 minutes, and that is -- that is on a
6 good day, not counting on the track work that
7 happens.

8 I think having that redundancy is very
9 critical if we want to have a means of getting
10 around. Otherwise, we are kind of back to zero.
11 Additionally, I have friends who are in College
12 Park, and they take the B30, but these three
13 lines concern me the most, and I think we can do
14 a lot to fund them if we lobby our local
15 representatives.

16 I think this area has grown a lot in
17 the past 20 years. The median income is \$55,000,
18 \$60,000, and I think by taxing that and by
19 getting that money through taxes and through
20 local politicians to gain pledges to fund the
21 Metro, I think we can not just be back to good,
22 but doing a little better. Thank you very much.

1 CHAIRMAN EVANS: Okay. Thank you.

2 (Applause.)

3 CHAIRMAN EVANS: Laura Koschny,
4 followed by Barbara Hermanson.

5 MS. KOSCHNY: Good evening, everyone.

6 My name is Laura Koschny --

7 CHAIRMAN EVANS: Koschny.

8 MS. KOSCHNY: -- and I am very pleased
9 to be able to speak to you all today.

10 I wish to voice my support -- oh, I
11 have been a rider both of the rail and the buses
12 ever since their inception. I was riding the
13 buses before they were even Metro, when they were
14 just various bus lines, and I have been riding
15 Metro for as long as we have had a metro. Thank
16 you for Metro and for the buses. I know it is
17 very difficult to run them like we all would like
18 to see them run. It's a very complicated and
19 difficult job, and I know you are trying your
20 very very best, and thank you for that.

21 But I am here though to voice my
22 support for the 16G and 16X lines. I walk from

1 my home across Carlin Springs Road to 8th Road to
2 catch the 16G. It is very convenient. I don't
3 have to go down that big hill to go down to
4 Columbia Pike. I am very very arthritic. I am
5 set to have a double hip replacement. I -- the
6 16G is very useful. A lot of people ride it. It
7 gives service to the people in the community.
8 Please, please do not eliminate the 16G. It is
9 very important to us.

10 As far as the 16X goes, it really is
11 vital. The very first time I ever rode the 16X
12 was the day when Metro totally, totally, totally
13 shut down, and it was very sudden, and what bus
14 to take? There weren't any buses to take to
15 Virginia -- from Virginia into D.C. The 16X was
16 the only one. It always has a great ridership,
17 but the ridership during that day was really
18 tremendous. In fact, it shut it down. Too many
19 people wanted to ride.

20 The 16X bus I get on Columbia -- on
21 Culmore, and I ride it all the way to Smithsonian
22 Metro Station. It is a wonderful bus. It is

1 very useful, and it is important to have
2 redundancy because, although we all love the
3 Metrorail, it breaks down, and even after it is
4 fixed, it is going to break down again and again.
5 We need the redundancy.

6 And at the Pentagon, there is always
7 a long line of people who could go from Pentagon
8 using Metro to Federal Triangle, but yet they
9 always seem to wait for the 16X bus. Now why
10 would they wait for the 16X bus when they could
11 go on with Metro? No doubt they understand the
12 importance of the bus and the pleasantness and
13 the fact that the bus doesn't break down. I have
14 never had the bus break down.

15 CHAIRMAN EVANS: Okay.

16 MS. KOSCHNY: So please --

17 CHAIRMAN EVANS: Thank you very much.

18 MS. KOSCHNY: -- keep 16X and 16G.

19 Thank you.

20 CHAIRMAN EVANS: Okay. Thank you very
21 much.

22 (Applause.)

1 CHAIRMAN EVANS: Barbara Hermanson,
2 followed by Carroll Carter. Barbara Hermanson?
3 No? Okay. Carroll Carter? Carroll Carter, yes?
4 Okay.

5 MR. CARTER: Good evening Mr. Chairman
6 and Board and General Manager. Thank you on
7 behalf of all of us for taking this time to
8 listen and to engage. This is a real testimony
9 to the process, and we are grateful for it.

10 As a resident of Ward 3 and a regular
11 user of the L1 bus and the Red Line, I am here to
12 say that the service is excellent. I am grateful
13 for it. But if it wasn't there, I would be -- it
14 would be a real loss. I love the bus. I love
15 the subway, and from a family of transit people,
16 my father founded and edited Mass Transit
17 Magazine and was the founder of International
18 Mass Transit Association, and so this has been in
19 our family for generations. We are also lifelong
20 Washingtonians, and so my comments will be brief,
21 but they are directed at the protection and the
22 expansion and the improvement of our city.

1 I am also here as the Senior Vice
2 President of SyncPark, the world's leading
3 technology for the most energy-efficient, cost-
4 effective, and space-saving environmentally
5 friendly technology for the automated parking of
6 cars, and tonight, you have heard tonight so many
7 requests for not cutting service, for not cutting
8 budgets, and instead, expanding the service, and
9 that is a great problem to have.

10 People are saying they want the
11 service. Now it is our job and your job to
12 figure out how to pay for it, and here are some
13 ideas, and this is a revenue generator for you.

14 You have also actually heard pleas for
15 re-imagining the way that WMATA can leverage its
16 franchise to capture its piece of the enormous
17 wealth creation that its services provide.
18 Everybody sees the developments. Everybody sees
19 the chains moving in. Everybody sees the
20 apartments and the rents that are being paid, so
21 how can we capture that as part of our system?

22 This is a request to consider a

1 specific requirement for the reissue of the
2 outstanding some 60,000 parking-space RFP that
3 was issued by WMATA about a month ago, two months
4 ago, and a plea for working with developers,
5 parking operators, retail chains, and the others,
6 numerous, numerous others, that benefit from that
7 development. So we will submit our formal
8 request for you in writing, but these comments
9 are about revenue creation and the ability for
10 the capital city of the most powerful nation in
11 the history of the world to lead by example, and
12 that is what we need to do.

13 We need to use new markets tax
14 credits. We need to use the \$1 trillion
15 transportation infrastructure bill and prevent
16 the onslaught of cars. I would like to go into
17 more detail, but thank you very much for
18 listening, and we hope to enter into a real
19 serious dialogue with you going forward. Thank
20 you.

21 (Applause.)

22 CHAIRMAN EVANS: All right. Thank

1 you.

2 The next witness is Jonathan Cohn,
3 followed by Douglas Ikee -- or Ike.

4 MR. COHN: Good evening. My name is
5 Jonathan Cohn. I am a blind resident of the
6 Merrifield area, where I have lived for the last
7 20 years, and have been an active user of the 2B
8 and the 1C buses. The 1C has been wonderful for
9 getting -- well, both buses are wonderful for
10 being able to get from the Merrifield area from
11 just outside the Beltway to the Fair Oaks Mall
12 shopping centers, to Metro stations, and I am
13 saddened to see that they are probably going to
14 be eliminated and that I will have to move from
15 being a proud Metrobus user to using MetroAccess
16 in order to continue using the services that I
17 use around the area.

18 I want to thank Metro for its
19 wonderful services, and I -- I hope that we get
20 past this and find solutions to our issues.

21 Thank you very much.

22 CHAIRMAN EVANS: Okay. Thank you very

1 much.

2 (Applause.)

3 CHAIRMAN EVANS: Douglas Ike, followed
4 by Ramona Mamedova. Douglas, are you here
5 somewhere?

6 (No audible response.)

7 CHAIRMAN EVANS: No? Okay. Ramona?

8 (No audible response.)

9 CHAIRMAN EVANS: No? Oh dear.
10 Timothy Downing, Timothy Downing?

11 (No audible response.)

12 CHAIRMAN EVANS: Victoria Tyson? All
13 right, welcome. Penelope Williams is next.

14 MS. TYSON: Good evening, and thanks
15 for this opportunity. I am not actually coming
16 to -- well, actually, I am coming here to make
17 sure that all of you are aware of the rumbling
18 and shaking of the homes throughout the District,
19 not just in the Petworth area that has been
20 published in the Washington Post, but also in
21 Michigan Park.

22 The Green and Yellow Line runs under

1 my home from Fort Totten to West Hyattsville
2 Station. I have lived in Michigan Park now for
3 26 years and have never heard or felt the Metro.
4 Since mid-August, my house shakes every time the
5 Metro passes under my home. Rumbling and shaking
6 coincided with the introduction of the 7000
7 series trains, and I recently became aware at an
8 ANC meeting on January 9th that you all plan to
9 discontinue use of the 1000 and 4000 series
10 trains, which I have never felt or heard.

11 This has been going on now in Michigan
12 Park since mid-August, or over six months, and
13 eight months in Petworth. I have been attending
14 ANC meetings. I have contacted all of the
15 councilmen. I am working with Councilman
16 Councilman Brandon Todd and Kenyan McDuffie's
17 office and Ann Chisholm from WMATA has been
18 present at some of these meetings.

19 In addition, Councilman Evans, I
20 called your office and was told that you couldn't
21 help me because I don't live in Ward 2. I
22 certainly hope that was a mistake.

1 By the end of February, the latest is
2 that third-party engineers will be chosen to
3 conduct an analysis to determine the cause of the
4 shaking and rumbling. However, it seems pretty
5 clear to me as well as the residents in Petworth
6 that the cause of the rumbling and shaking is the
7 7000 series trains.

8 Please, please revise the Back2Good
9 initiative to include the environment of the
10 homes that you have invaded. I am afraid of
11 structural damage. I work from home twice a
12 week. The rumbling and shaking is unnerving. I
13 hear metal scraping. My neighbors couldn't be
14 here tonight, but it is really a concern. I even
15 contacted my insurance company to see if I should
16 get an addendum or a rider to increase my
17 coverage in the case of structural damage, and I
18 was told that they wouldn't pay for it.

19 So at this point, I am begging,
20 pleading, please reconsider retiring the 1000 and
21 4000 series trains, and, you know, something has
22 to be done. We shouldn't -- I shouldn't have to

1 live with ooooooh every -- every few minutes. At
2 rush hour, it is unnerving, and as I said, it has
3 been going on over six months in my house, over
4 eight months in Petworth. Please help us. Thank
5 you.

6 CHAIRMAN EVANS: Okay. Thank you.

7 (Applause.)

8 CHAIRMAN EVANS: Penelope Williams,
9 followed by Garret Mitchell.

10 MS. WILLIAMS: Good evening. First
11 time attending a Board meeting. I almost didn't
12 get here to one because the flyers were not put
13 out. I called customer service because I got a
14 proposal at the Pentagon City Station because
15 that's where I get off every day, and they said
16 well we don't know if they're going to put them
17 -- I ride the Green Line in from Branch Avenue,
18 so there might have more people here if they had
19 known about it.

20 But I am here to represent routes C11
21 and C13, which comes to the Clinton area park and
22 ride. We need that bus. We heard that they may

1 even discontinue the parking, and we would have
2 to then drive to Branch to pay parking and get to
3 our jobs, but we would like to keep that line and
4 also keep it going every 15 minutes like it is
5 doing now.

6 We thank you for trying to do the fast
7 track. That is helping. I have asthma, so I see
8 a lot of the old trains look like they are still
9 dirty, rugs are filthy, look like some of the
10 vents and things are not being cleaned, so if we
11 can kind of work on that, and if you'll just keep
12 the C13 and the C11 like it is and not cut our
13 station? Thank you.

14 CHAIRMAN EVANS: All right. Thank
15 you.

16 (Applause.)

17 CHAIRMAN EVANS: Garret Mitchell,
18 followed by Mignette Humphrey. Garret Mitchell?
19 Garret Mitchell?

20 (No audible response.)

21 CHAIRMAN EVANS: No? Mignette
22 Humphrey? Mignette Humphrey? Yes? Okay.

1 MS. HUMPHREY: Good evening, everyone.
2 My name is Mignette Humphrey. It is my belief
3 that the D.C. Metro transportation system should
4 mainly be funded by the federal government,
5 state, and Metro -- the state government, and
6 Metro business operations: 30 percent by federal
7 government, 30 percent by state and local
8 government, and the remaining 40 percent by Metro
9 business operations.

10 The 40 percent by Metro is already --
11 it already consists of public citizens'
12 contributions in the form of rail and bus fares
13 and parking fees, plus all the funding generated
14 by tourists 365 days of the year and Leap Year.
15 I do not believe citizens should have to bear a
16 bigger burden in the form of increased fares or
17 service cuts.

18 Careful consideration should be given
19 to the needs of the people who depend on bus and
20 rail service as their only means of
21 transportation. They are without options. Be
22 mindful of those citizens who are of low income

1 and on fixed income, such as SSIC recipients and
2 those who receive Social Security benefits.

3 It concerns me when, on any particular
4 day and time, because the rail -- rail and bus
5 rate increases and service cuts, the people who
6 are in need of these services will not be able to
7 get to where they have to have a need to be:
8 work, school, hospital, court appearances, et
9 cetera. I am opposed to any fare increases or
10 reduced services along with parking increases.
11 Thank you for this opportunity to speak.

12 CHAIRMAN EVANS: Thank you very much.

13 (Applause.)

14 CHAIRMAN EVANS: The next witness is
15 Paul Semelfort, followed by Mustafa Satti.

16 MR. SEMELFORT: Good evening,
17 everyone, Metro Board members and Mr. Wiedefeld.
18 My name is Paul Semelfort, and I am a member of
19 the Accessibility Advisory Committee speaking as
20 an individual tonight with this proposal.

21 I wanted to raise the -- the idea of
22 raising the fares while at the same time

1 significantly reducing services presents a
2 barrier to people with -- people with
3 disabilities attempting to live independent and
4 productive lives. Closing the subway system
5 prior to midnight daily while at the same time
6 reducing services on some bus lines while
7 eliminating others are likely to jeopardize the
8 lives and livelihoods of people with disabilities
9 and low and moderate incomes.

10 These are individuals who cannot
11 afford to take taxis or transportation networking
12 company rides as an alternative to the lost bus
13 and rail service, and already find it difficult
14 to keep up with the living expenses due to their
15 modest incomes. Seniors and people with
16 disabilities on fixed incomes are in an even more
17 precarious situation.

18 Many people with disabilities ride
19 MetroAccess, but many others ride fixed route.
20 Those riding fixed route endure long waits,
21 frequently up to an hour to nearly an hour and
22 one half on weekends, and rain, snow, frigid

1 temperatures, and the heat of the summer to get
2 to work, to do personal errands and conduct
3 life's activities. Reducing rail and bus service
4 will have a devastating effect on their lives and
5 could cost them their jobs and their livelihoods.

6 Going to the topic, MetroAccess fares
7 will be impacted by twice the amount that bus and
8 rail rides are in the increase. The MetroAccess
9 fare calculation could be modified to make the
10 share of the burden more equal to those who are
11 bus or rail riders by -- we give several choices
12 and options -- either changing the multiplier to
13 less than two times the amount; change the
14 calculation to two times the bus; reducing the
15 maximum fare to \$6.50; or providing multi-ride
16 passes similar to those available for bus and
17 rail.

18 Let's see. Just give me one second.
19 So most of us would accept fare increases if
20 services are adequate to be able to conduct their
21 lives, but the proposed cuts make that
22 impossible. It should be remembered that many

1 people with disabilities, seniors and people with
2 low and moderate incomes, do not have options.

3 Thank you.

4 CHAIRMAN EVANS: Okay. Thank you very
5 much.

6 (Applause.)

7 CHAIRMAN EVANS: Mustafa Satti, and
8 then Amber Woods. Mustafa Satti?

9 (No audible response.)

10 CHAIRMAN EVANS: No? Okay. Amber
11 Woods, Amber Woods?

12 (No audible response.)

13 CHAIRMAN EVANS: Peter Espenschied, if
14 I have that right? Is he here? Peter? Oh, here
15 you go, yes.

16 (Pause.)

17 MR. ESPENSCHIED: I am Peter
18 Espenschied. I live in Deanwood in Northeast. I
19 have been involved with transportation study and
20 planning for much of my life, having started that
21 in graduate school.

22 Cutting back service means -- excuse

1 me -- as a means to improvement in service cannot
2 succeed. Ignoring viable practical ideas for
3 operating the system adds insult to injury. The
4 bad ideas that are being implemented in the
5 course of these plans, what has already been
6 implemented and what is planned, are driving away
7 patrons, giving them incentives to find workable
8 alternative means of travel.

9 As Metrorail's patronage is steadily
10 diminishing, it should be obvious to the Board
11 and to the management that the expectation that
12 all or most of the patrons that have fled the
13 system will later return, this is a pipe dream.
14 Shipping away the service is an assault on the
15 community as well as on the riders.

16 Last October, and again tonight, you
17 have heard abundant testimony that is telling you
18 what you need to pay attention to. Anyone who
19 rides the transit system in other major cities,
20 as I do, knows that Metrorail is now primitive,
21 unreliable, and generally more expensive compared
22 with other systems. Excuse me. The most clear,

1 easy-to-see example of this is the comparison
2 with Baltimore, which is much less expensive,
3 more reliable, and puts Metrorail to shame.

4 The testimony you received has given
5 you, with minor variations, a clear, practical
6 plan for enabling Metrorail to recover from a
7 generation of bad planning and incompetent
8 management without reducing service and without
9 losing patronage and revenue. This approach has
10 been referred to as the Philadelphia Plan since
11 Philadelphia and several other cities with
12 variations provides a nearby working model of how
13 to do repair and maintenance without disrupting
14 service and diverting patronage.

15 The core of this plan is the -- is the
16 provision of night owl service, not by extending
17 the hours of existing bus lines, but by instead
18 now installing bus lines that operate from point
19 to point along each rail line, giving each
20 station --

21 CHAIRMAN EVANS: Peter, I am going to
22 have to stop you because you're out of --

1 MR. ESPENSCHIED: I have only --

2 CHAIRMAN EVANS: -- time here.

3 MR. ESPENSCHIED: -- one more

4 sentence.

5 CHAIRMAN EVANS: All right. One more

6 sentence. We've got a lot of people waiting.

7 MR. ESPENSCHIED: In each station
8 service, the bus operates when the rail line is
9 closed, mainly -- mainly evening or night, when
10 bus capacity is adequate to substitute for the
11 closed rail service.

12 CHAIRMAN EVANS: Okay.

13 MR. ESPENSCHIED: Please pay
14 attention. The system needs a different approach
15 from what you're doing.

16 CHAIRMAN EVANS: All right. Thank you
17 very much.

18 (Applause.)

19 CHAIRMAN EVANS: All right. Our next
20 witness is Ana Ginyovszky. Ana Ginyovszky,
21 followed by Sietse Goffard.

22 MS. GINYOVSZKY: Hi.

1 CHAIRMAN EVANS: Hi, welcome.

2 MS. GINYOVSKY: Hi, yes, my name is
3 Ana. I live and work in D.C., and this year, I
4 have myself and some friends and colleagues, I
5 ride the Red Line every day to work, and I find
6 that it is, you know, reducing the -- the service
7 five, six minutes going to be horrible every day.
8 I mean, SafeTrack, you know, sometimes it was bad
9 because six minutes or so, you know, it gets the
10 train really crowded, and then having to wait
11 another six minutes one time as well, I know it
12 was really packed, they had to offload, and then
13 once again, six minutes, you know, especially
14 8:00 to 9:30, 7:30 to 9:30, it's like I just find
15 it's super critical because, I mean, it gets
16 really packed.

17 And, I mean, we just can't say, you
18 know, just get used to it, you know, I mean -- I
19 mean, you know? And then the more -- you know,
20 the more crowded and unpleasant, then the
21 ridership as well goes down. Some people have
22 heard, you know, when it gets so crowded, they

1 are thinking, you know, of not riding it anymore.
2 And, you know, there are certain times. I know
3 rush hour is from 5:00 in the morning until 9:30,
4 but especially, you know, I think 7:30, 8:00 to
5 at least 9:30, you know, it can get really
6 packed, you know?

7 Just every six minutes, I don't think
8 that is feasible. I mean, it gets really
9 unpleasant, the commute. I myself would prefer
10 ten cents more, but, you know, because, you know,
11 sometimes it may break down, and then again six
12 minutes.

13 I don't find bad the idea if you -- I
14 mean, one time, I mean, like on the way, Silver
15 Spring, Glenmont, you can put as well Grosvenor
16 and Shady Grove, yes, that is also an option, but
17 really like every -- every six minutes, like I
18 have seen the proposal, you know, it's going to
19 be really unpleasant every ride, you know, back
20 and forth.

21 And again, if that is going to be
22 unpleasant in the time, then, I mean, the

1 ridership is also going to go down because we
2 don't -- so I find it, you know, again, you know,
3 especially 7:30, 8:00, 9:30, you know, they get
4 really really packed, and so just, you know, on
5 behalf of my friends, yes, just begging you
6 please do not wait until six minutes all the
7 time, you know. We will prefer 10 cents
8 increase, but not -- .

9 CHAIRMAN EVANS: Okay. Thank you.

10 MS. GINYOVSKY: Okay. All right.

11 CHAIRMAN EVANS: Sietse Goffard

12 please?

13 MR. GOFFARD: All right. Good
14 evening, everyone. Thank you. My name is Sietse
15 Goffard. I am a resident of Washington, D.C. and
16 a daily Metro rider. I also serve as the Budget
17 and Finance Chair on the Riders Advisory Council,
18 but today, I am here strictly in a personal
19 capacity and do not speak on behalf of the entire
20 council.

21 I understand that WMATA's budget
22 crisis requires all stakeholders to chip in more,

1 and I really thank WMATA for the opportunity for
2 us to comment publicly. I know you're all
3 genuinely working really hard to try to come up
4 with solutions that work for everybody, but
5 frankly, I will say that I am troubled by some of
6 the proposals on the table.

7 One that comes to mind is reducing
8 rush hour service, and, you know, I think it is
9 not only unwise for WMATA's plans to rebuild
10 long-term ridership, but I think it is also
11 unsafe. It will contribute to even more
12 crowding, and I know many of you probably ride
13 the Metro on a daily basis. Even with eight-car
14 trains, it is already many times horrendously
15 packed, to the fact that you can't even board the
16 train.

17 By cutting train frequency, WMATA's
18 proposals will mean squeezing 33 percent more
19 people onto each metro car at rush hour, an
20 astoundingly unrealistic notion, and really
21 certainly not my idea of getting back to good.
22 Again, I understand, you know, more eight-car

1 trains may help alleviate that problem
2 eventually, but even on lines that have eight-car
3 trains, we already see this problem, and so I
4 just don't think this is the wisest long-term
5 solution, so I urge WMATA to spare rush hour
6 service reductions from next year's budgets.

7 I would also like to voice particular
8 concern with the proposal to eliminate the 5A bus
9 route to Dulles Airport. 5A is an especially
10 critical bus route, one that serves travelers and
11 airport workers alike. I personally fly to or
12 from Dulles frequently for work or personal
13 reasons, and I almost always rely on the 5A bus
14 to get me there. It is convenient, quick,
15 reasonably priced, and certainly a lot cheaper
16 than the outrageous \$70 taxi fares that most
17 people can't pay.

18 Far from being the only rider, every
19 time I have ridden the 5A bus to and from Dulles,
20 it has actually been packed with travelers and
21 airport workers alike, and indeed, your own
22 statistics reveal that on an average workday, 986

1 people ride the 5A bus, which is double WMATA's
2 own minimum threshold.

3 So WMATA's brochure claims that the
4 Silver Line as the Washington Flyer serve as
5 alternatives, but in reality, as has been voiced
6 before, those options are actually severely
7 inadequate. Not only are they more costly, but a
8 single trip to or from Dulles actually takes
9 about 45 minutes extra and involves increased
10 transfers and waiting. I have timed it out
11 before. So gutting the 5A bus would really make
12 catching flights at Dulles overwhelmingly
13 difficult, and more importantly, would devastate
14 scores of airport workers who really rely on
15 public transit every day.

16 In the strongest of terms, I implore
17 WMATA to put the needs of its riders first and
18 continue running this crucial 5A bus route, along
19 with many others, at their current frequency. I
20 know you have a real choice. I know you're
21 fighting for us, but I really please urge you,
22 from the bottom of my heart, to put riders first

1 and do everything you can to, you know, get other
2 jurisdictions and the federal government to try
3 to chip in more money. You know, we have a real
4 choice here, and I please, please request you to
5 take a strong stand and really fight for the
6 people in our communities. Thank you.

7 (Applause.)

8 CHAIRMAN EVANS: Okay. Thank you.
9 Osama Iqab, Osama Iqab? All right. Welcome to
10 Metro.

11 MR. IQAB: Good evening.

12 CHAIRMAN EVANS: Good evening.

13 MR. IQAB: Thank you for your time.
14 My name is Osama Iqab.

15 I would like to preface this by saying
16 that there are a lot of people here right now who
17 probably deserve their route more than I do.
18 That being said, I take the Burke Centre lines,
19 which are 18P, 18R, 18S, and 17A, which is even a
20 Burke Centre line, and I depend on each one of
21 those routes due to the fact that I work pretty
22 late hours.

1 What alarmed me the most was that the
2 18P on average is about 90 percent capacity, both
3 in the early morning and late at night, and I
4 even went as far as taking a really awkward photo
5 at the very back of the bus just so that you guys
6 could see, if you would like to look at the photo
7 of how active the bus really is at that late of
8 an hour. And so just as a larger scope, I am
9 just wondering how many other routes are just
10 like this which are being proposed for
11 elimination.

12 And that is something you guys should
13 really take into consideration, just the fact
14 that we are having bus routes that are being
15 eliminated or proposed for elimination when their
16 capacity is almost at 100 percent. I would more
17 than love to live in D.C., but my family needs my
18 support at the moment. They are getting older,
19 and they really need my presence, and so if you
20 get rid of those routes, you are literally
21 getting rid of a major transportation mode for me
22 to get to work and to get home. Thank you.

1 CHAIRMAN EVANS: Okay. Thank you.

2 (Applause.)

3 CHAIRMAN EVANS: All right. David
4 Snyder, followed by David Kaplan. David is gone?
5 Oh, I already got him. I am sorry. All right,
6 David Kaplan?

7 MR. KAPLAN: Good evening. My name is
8 David Kaplan. I am a resident of Alexandria, and
9 I wanted to come tonight to stand in solidarity
10 with so many riders who have told personal
11 stories about why they depend on Metro and the
12 mobility that it provides.

13 I am transit-dependent as well. I
14 have lived here for 13 years, and, you know, I
15 have a disability that prevents me from being
16 able to drive, and I have never really had a need
17 or a regret for that because Metro, DASH, ART
18 have been there for me, but it has been very
19 painful over the last few years, and I thank all
20 of you who are here and committed, everybody in
21 this room who is working to try to get Metro back
22 on track. And Mr. Wiedefeld, we have not met

1 yet, but thank you, thank you for your candor and
2 what you're doing in that regard.

3 You know, but there -- as we come to
4 this budget, there has got to be some light at
5 the end of the tunnel. We have SafeTrack, we
6 endure it, we make changes as people have talked
7 about, and I have spent a lot of time
8 teleworking, adjusting my schedule, and kind of
9 negotiating, moving around meetings so I can be
10 at work on time, but as we look at this budget
11 and I see we've got fare increases and we have
12 service cuts, that looks a lot like a death
13 spiral to me, and I am very concerned that we're
14 not going to get back on track unless we truly
15 get all the jurisdictions, all the stakeholders
16 in the room to acknowledge, you know, the
17 economic benefits that Metro has bought and say
18 we're going to meet this so that we don't make
19 the riders sacrifice more than they already have.

20 And as people have testified to
21 tonight, they have already sacrificed greatly. I
22 recognize this budget would have been worse if

1 the jurisdictions had not agreed to meet the
2 General Manager's subsidy request, and I know
3 next year, Virginia has already said we can't
4 pony up this much money, so this may just be the
5 tip of the iceberg, and I just say we've got to
6 have a reset. We've got to figure out a way to
7 do this.

8 I don't have those solutions for you,
9 other than us saying that Metro is a priority as
10 we go back and we look at schools. In my
11 jurisdiction, we're looking at sewers, and we say
12 we have to pay because we have no choice.

13 I did read a WTOP article that
14 concerned me a bit. It said that WMATA was
15 planning to spend about 25 percent of its
16 marketing budget next year on trying to
17 incentivize riders to come back, but I would tell
18 you the most powerful marketing tool you have is
19 word of mouth of those who are already riding,
20 and I would suggest that if you're going to go
21 ahead with these proposals, that we not try to
22 incentivize people to come back to Metro. We

1 instead, you know, acknowledge that hey, we're
2 going to be -- it's going to be tough for a while
3 because we can't really have great service and
4 say we're doing these two things.

5 I would support a modest fare
6 increase, if that is what it takes to get Metro
7 back. That would be my preferred alternative
8 because service cuts truly, truly hurt people and
9 leave folks with no choice, even when they do
10 want to pay more, but we shouldn't do both.

11 I also very briefly, before my time is
12 up, want to suggest, as you look at real estate
13 redevelopment opportunities, we have two WMATA
14 properties in Alexandria, the Royal Street Bus
15 Yard, which there has been no action on for
16 several years, and we have excess space at
17 Braddock Road Metro Station.

18 I know there were RFPs and there were
19 discussions about what to do about that. We need
20 to get that moving because we need to get those
21 properties symmetric and have some revenue and go
22 forward. Thank you so much.

1 CHAIRMAN EVANS: Okay. Thank you.

2 (Applause.)

3 CHAIRMAN EVANS: Serena Mayer followed
4 by Jay Louis.

5 MS. MAYER: Good evening. Thank you
6 very much for the opportunity to speak tonight.

7 My name is Serena Mayer --

8 CHAIRMAN EVANS: Can you somehow get
9 a microphone?

10 MS. MAYER: Whoops. My name is Serena
11 Mayer. I utilize the Red Line every day and
12 generally enter the system at Wheaton, north of
13 the Silver Spring Station. I am expressing my
14 opposition to the fare hike on Metro riders as
15 well as the proposed changes to the Red Line.

16 Some years ago, after a number of
17 previous fare increases, Metro implemented a peak
18 of the peak pricing, when it raised its fares
19 over 10 percent across the board. That is when I
20 realized that Metro was actually targeting those
21 who commute to work to bear the brunt of the fare
22 increase and increased revenues, and then it

1 became crystal clear to me.

2 You see, not all commuters are equal.
3 A large percentage of daily commuters are federal
4 employees who receive a monthly transit allowance
5 over and above their salary. At the time of the
6 double-digit increase in fares, two different
7 federal employees, one a friend and one a total
8 stranger, both told me that they don't even feel
9 the increase. They simply get their monthly
10 travel subsidy in addition to their salary. The
11 total stranger even exclaimed I don't know what I
12 would do if I didn't work for the federal
13 government!

14 Well, I know what she would do. You
15 see, I do not work for the federal government, so
16 what she would do is exactly what I do daily. I
17 would pay my fare, and through my taxes, I would
18 subsidize her fare as well.

19 Federal employees are not sensitive to
20 increases in fares, so increasing fares might
21 seem to be a relatively painless way to increase
22 revenues, but those who work in the private

1 sector are painfully sensitive to price
2 increases. Essentially, raising the fares on
3 commuters is simply another way to infuse WMATA
4 with federal funding, if not directly from the
5 government, then through federal workers who
6 receive their travel subsidies through taxes
7 which others pay.

8 Between parking and Metro fares, I pay
9 \$15 a day -- parenthetically that is \$300 a month
10 -- just to commute to work, where my earnings are
11 taxed so that a close friend who has my identical
12 commute but who works for the federal government
13 only pays \$6 a day for parking since her Metro
14 pass is free.

15 I understand that your goal is a
16 shared sacrifice among the riders, federal, and
17 state funding sources, as well as Metro itself.
18 I feel I have and continue to sacrifice enough
19 for the privilege of using Metro.

20 As an aside, as I mentioned, I enter
21 the system north of Silver Spring. Because of
22 your turnback at Silver Spring, I must wait twice

1 as long for a train in either direction, and on
2 my way home, I often stand outside in Silver
3 Spring in the freezing cold or sweltering heat.
4 Now you propose to further reduce service by
5 making -- widening headway, increasing wait times
6 for stations north of Silver Spring.

7 Yet despite the reduced service, I am
8 still charged more than riders who do not have to
9 travel past Silver Spring since my station is a
10 further distance. I would like to suggest that
11 the Forest Glen, Wheaton, and Glenmont stations
12 be capped at the same cost as the Silver Spring
13 to compensate for the significantly reduced
14 service.

15 Finally, I understand that you would
16 like to utilize some of the savings for outreach
17 to encourage more people to use the Metro system.
18 With all due respect, increasing fares and
19 reducing service seems counterintuitive if you
20 would like to see ridership grow. Make your
21 system efficient, safe, pleasant, and affordable,
22 and riders will return. As for me, with an

1 increase in fare and reduction in service, I plan
2 to look into the cost for monthly parking near my
3 office.

4 (Applause.)

5 CHAIRMAN EVANS: Okay. Thank you.

6 And our last witness is Jay Louis. Mr. Louis?

7 MR. LOUIS: Good evening.

8 CHAIRMAN EVANS: Good evening.

9 MR. LOUIS: I am someone who I would
10 describe as an advocate for public
11 transportation. Looking at Metro's 2018 budget
12 plan, it calls for continued ridership losses,
13 which would be the expected outcome of raising
14 fares and reducing service.

15 I guess what comes to mind when I
16 think about it is if Metro is really taking
17 thorough consideration as to various initiatives
18 that could be implemented to actually attract
19 people to the system and to stem the ridership
20 losses and just overall soften the blow of the
21 combined fare increases, reduced service, and
22 ongoing SafeTrack.

1 One thing that comes to mind for me is
2 the fact that we pay the highest intermodal
3 transfer fees in the nation, more or less, and
4 that is for any operator of transit who runs both
5 subway and bus. I know that the 2018 budget
6 proposal includes a combined bus and rail day
7 pass, and I was just wondering if that is being
8 considered for extension to monthly passholders
9 as well as weekly passholders.

10 The 2017 budget did include this
11 measure. It was never implemented, and I was
12 just wondering where that stands right now as a
13 possible way to get people to come back to the
14 system. Thank you.

15 CHAIRMAN EVANS: Okay. Thank you very
16 much.

17 (Applause.)

18 CHAIRMAN EVANS: All right. I want to
19 take this opportunity, first of all, to thank my
20 fellow Board members who are here and spent four
21 hours listening to testimony. Thank you very
22 much. I want to thank our General Manager, Paul

1 Wiedefeld, who was here the entire time as well.
2 Thank you for coming. And mostly, I want to
3 thank all of you who came out to testify today.

4 I know that it was a long evening, but
5 the entire evening was taken up, and I really
6 can't tell you on behalf of the Board how much I
7 appreciate our riders, our residents throughout
8 the region who came here tonight, and through the
9 meetings that were mentioned, the three meetings
10 that took place out in the region over the last
11 several months as well.

12 All of this information we will take
13 under advisement as we move forward. The General
14 Manager will be submitting a revised budget to
15 the Board in the next days and weeks ahead, and
16 then we will make a final decision on what action
17 to take. These are difficult times for Metro.
18 Money is tight. It would be wonderful if the
19 federal government would contribute to -- further
20 contribute to our operating budget and our
21 capital budget. It would be wonderful if we had
22 all the money we needed, but we don't, so these

1 will be difficult decisions we have to make as we
2 go forward.

3 But again, I want to take this
4 opportunity to thank all of you. This really
5 means a lot to me, and I am sure it means a lot
6 to members of my Board and the General Manager,
7 and finally let me thank the staff of Metro, the
8 staff who works every day for Metro, and the
9 staff working here tonight who made this meeting
10 possible. And I know I speak on behalf of the
11 Board again, we have said this several times at
12 our last meeting, thank you all for the wonderful
13 job you did on Friday and Saturday of a week and
14 a half ago. Metro really put its best foot
15 forward. It shows we are a great transit system,
16 and we just have a little more we have to do to
17 continue that.

18 So with that, thank you, and the
19 meeting is adjourned.

20 (Whereupon, the meeting went off the
21 record at 9:03 p.m.)

22

1 MR. BLAIR: My name is Clifford Blair.
2 I'm a resident of Fairfax County in the Falls
3 Church area. I have some comments on the bus,
4 proposed cuts to the bus lines which I think
5 would be generally applicable to all of the
6 proposed cuts.

7 When we moved to this area, we purchased
8 our home specifically because of its proximity to
9 the 15K bus line so that we could commute by mass
10 transit to the District and we could be a one-car
11 household. In the time that we have lived there,
12 bus service has already been reduced by 50
13 percent when the 24 line was cut a couple of
14 years ago. And if the 15 line, 15K were also to
15 be cut then it would no longer be possible to
16 commute downtown by mass transit, and that would
17 put a lot of additional cars on the road, it
18 would cause additional congestion, additional
19 pollution, and additional expense for commuting
20 families. Fortunately, our family could afford
21 that, but I know that there are many that could
22 not.

1 Specifically, with reference to the 15K,
2 I see in the proposed materials that it meets all
3 of the standards for ridership, and that comports
4 with my personal experience, but it seems to have
5 a high subsidy. Because there is a high
6 ridership, I can only surmise that the high
7 subsidy comes from the design of the bus line,
8 which is really counterintuitive. It's a very
9 long route that runs all the way from Rosslyn to
10 CIA to McLean and back down to East Falls Church,
11 and I think if it were to be designed in a better
12 way, a shorter route with less delays, then there
13 would continue to be high ridership and less need
14 for a subsidy. And I would encourage you not to
15 cut the 15K line. Thank you.

16 (Whereupon, the foregoing matter went
17 off the record.)

18 MR. BOBO: Alexis Bobo, Executive Board,
19 Shop Steward for Plant Maintenance. Part of the
20 issue is you're looking about making cuts. No
21 one has looked into maintenance. Maintenance has
22 over-waste, managements need to be looked into.

1 You hire construction workers from contractors to
2 come in, you pay them and want to pay them more
3 than you pay your current employees when, quite
4 often, employees have to go back and re-do or fix
5 or make alterations on different things or a lot
6 of repairs that you have construction workers or
7 contractors coming into the property to do.

8 Look at your student ridership. Go
9 spend one day at a subway rail and watch them
10 walk past the gate when they have a free fare.
11 Even with a free fare, they're not willing to do
12 what their responsibility is to do.

13 Construction. You look at trying to
14 make more money when over 30 years, I have 32
15 years of service, in over 32 years, you've got
16 more buildings built over top of subway stations.
17 Make some of those folks pay for the buildings
18 they allow for their people to be able to ride
19 the subway at a reduced and not having to go and
20 use their cars in order to get to the system.

21 Talk to people, not management, who
22 actually live and work the system. The system is

1 not being properly run by people who have never
2 lived or worked in the system. To hire someone
3 from an outside source to come in and change
4 things here will never work. Talk to your union
5 employees.

6 You fund a trolley system that goes
7 nowhere. Where is that money? Waste.

8 Thank you. Alexis Bobo.

9 (Whereupon, the foregoing matter went
10 off the record.)

11 MR. SATTI: My name is Mustafa Satti.
12 I'm from Burtonsville. My main concern is the
13 Z11. Please do not eliminate the stops between
14 Greencastle and Burtonsville. If you do so, I
15 have to walk 20 minute every day and every night
16 just to get to my home. The nearest stop is 20
17 minute. Please do not eliminate this.

18 Not to mention, there is no safe
19 sidewalk along the Columbia Pike, Route 29. Your
20 solution is to take the Z7. Again, I have to
21 walk the 20 minute. It's the same distance, the
22 same amount. It's the same everything exactly.

1 Z6 is an option, but it takes more than
2 60 minute. Can you believe it? More than one
3 hour just from Silver Spring to get to my home.

4 Just please keep these stops in place so
5 I don't have to suffer. If that's okay with you
6 for me to walk 20 minute every day and every
7 night, you can go ahead and eliminate. But if
8 that's not okay, I would urge you to stop them.

9 Thank you so much, and I wish you the
10 best of luck.

11 (Whereupon, the foregoing matter went
12 off the record.)

13 STAFF: Your name?

14 MS. WOODS: Amber Woods.

15 STAFF: Your city you're from?

16 MS. WOODS: Fort Washington, Maryland.

17 STAFF: State your comment.

18 MS. WOODS: Yes. I am here to report
19 that on May 20th, 2014, there was a bus study
20 conducted by the Metro budget proposal for the
21 current bus. One of them was the W13, and there
22 are other various buses on that study. One of

1 the counterintuitive ideas that they had versus
2 tonight's idea was to increase services instead
3 of decreasing, increasing weekend fares and also
4 services for nighttime shifts because the last
5 bus in our area runs around 6:00 p.m. out of
6 D.C., leaving customers stranded, especially if
7 they cannot drive. Some people are lucky enough
8 to go from Metro and use their vehicles to ride
9 the rest of the way home. It's a horrible harsh
10 reality that gas will be going up this year. In
11 my area currently, there are more housing
12 developments being increased. 210 is a disaster
13 already. People have to leave four to three
14 hours to leave to get to work on time in the
15 mornings just to fight school buses, as well as
16 regular commuters coming out of Waldorf.

17 So please hear this warning that we need
18 to increase services and make Metro better and
19 not these budget cuts. And then also we have an
20 aging population where people will not be able to
21 drive that will also be MetroAccess users pretty
22 soon. And without the W13 or any buses in our

1 area, we will not have these citizens, especially
2 our elders, who have worked so hard for us will
3 be disserved.

4 Please, hear this warning. Thank you.

5 (Whereupon, the foregoing matter went
6 off the record.)

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C E R T I F I C A T E

This is to certify that the foregoing transcript


In the matter of: Public Hearing

Before: WMATA Metro Board of Directors

Date: 01-30-17

Place: Washington, DC

was duly recorded and accurately transcribed under my direction; further, that said transcript is a true and accurate record of the proceedings.



Court Reporter

NEAL R. GROSS

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