



Notice of Public Hearing

Washington Metropolitan Area Transit Authority

Docket B16-03: Restriction of Metrorail Operating Hours

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the docket mentioned above as follows:

Hearing No. 611
Thursday, October 20, 2016
Metro Headquarters
600 5th Street, NW
Washington, DC 20001

Open House from 12:00 p.m. to 9:00 p.m.
Public Hearing from 12:30 p.m. to 10 p.m.

In the event of a cancellation, Metro will post information about the new hearing on wmata.com.

The locations for all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 at least 48 hours prior to the public hearing date.

For more information please visit www.wmata.com/hours.



In accordance with Section 62 of the WMATA Compact, Metro will conduct a public hearing at the location listed in this notice. Information on the hearing will be provided in area libraries, in Metrorail stations, on Metrobus and MetroAccess vehicles, and online at www.wmata.com/hours.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to the docket will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

There will be no advance registration to speak. Those wishing to provide oral testimony will sign up to speak at the hearing, and will be called to testify in the order they sign up. Elected public officials will be allowed the opportunity to provide their testimony as soon as feasible after their registration. Because of the extended duration of this hearing and the uncertainty of when attendees will arrive, there can be no assurances that all those wishing to testify at the hearing will be heard before the closing time of the hearing. However, should you be concerned that you will not be able to provide your testimony orally before the cutoff at 10:00 p.m., there will be staff on hand to help you with multiple ways to submit your comments into the public record including the use of a digital recorder to record your oral comments.

Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

HOW TO SUBMIT WRITTEN STATEMENTS – Written statements and exhibits must be received by 5 p.m. on Tuesday, October 25, 2016, by the Office of the Secretary and may be emailed to writtentestimony@wmata.com. They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Please reference "OPERATING HOURS" in the subject line of your submission. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

SURVEY – Additionally, if you wish to participate in a survey on Metro's operating hours proposals, please go to wmata.com/hours. The survey will open by 9 a.m. on Saturday, October 1, 2016 and will close on Tuesday, October 25, 2016 at 5 p.m. You will be asked to respond to questions about Metro's proposed changes to the Metrorail operating hours, as well as some demographic questions. This option is in addition to your ability to speak at a public hearing or to submit a written statement. The survey results, including those taken on paper given to WMATA staff at events, will be presented to the Board and will be part of the official public hearing record along with written statements and public hearing comments..

BACKGROUND – Metro is currently undertaking the SafeTrack maintenance program to restore the Metrorail system to a state of good repair. Once the program is completed, maintaining the system will require more time on the tracks to conduct preventive maintenance work, quality control, and inspections when trains aren't running. This is in line with recommendations from federal safety oversight agencies, including the Federal Transit Administration (FTA) and National Transportation Safety Board (NTSB), which have stated that Metro needs more track access for critical safety work.

Historically, Metro has much less time to work on the tracks today than it did when the system was smaller and in a better state of repair. Before SafeTrack started in June 2016, Metro was closed for just 33 hours each week, providing little time for maintenance and inspections. In 1998, when the Metrorail system had 12 fewer stations and trains operated with just two to four rail cars, there were 44 hours per week for maintenance. That's 25% less track time for a system that's considerably larger today.

Metro uses time when the tracks are out of service to conduct maintenance, inspection and quality control work, as well as capital improvement work to replace or rehabilitate parts of the system. Prior to SafeTrack, all of these efforts were conducted in the overnight hours and during weekend single tracking and shutdowns, but the limited time available led to a backlog of both routine maintenance efforts and safety critical improvements.

Metro is now developing improved maintenance and inspection programs that will be put in place when SafeTrack ends next year. Increasing track access by 20 percent will be critical to this new effort. The new programs will strengthen preventive maintenance for tracks, switches, interlockings and traction power cables. The new preventive maintenance programs will be carried out across the system during overnight hours when trains are not operating, so that capital programs can be conducted during weekend shutdowns and single tracking events that are scheduled on a weekly basis in specific locations.

PROPOSALS – Four scenarios for adjusting Metrorail's operating hours have been developed for the public's consideration. The four scenarios increase the amount of track access by 20 percent each week. This would allow for extended work periods needed to maintain the tracks and signals; mitigate water intrusion; maintain lighting, fans, and other life-safety systems; test and inspect; and conduct training and emergency preparedness activities – all of which require time for tracks to be out of service.

Each scenario was designed to provide an additional eight hours of track maintenance time each week, while minimizing the number of riders impacted and the overall reduction in annual ridership. Metrorail ridership trends were examined to assist in the development of these scenarios and to determine where Metrobus service is needed when the rail system is closed for an additional eight hours per week.

The specific proposals are as follows:

	Pre-SafeTrack Hours	Scenario A (also referred to as Proposal 1)	Scenario B (also referred to as Proposal 2)	Scenario C (also referred to as Proposal 3)	Scenario D (also referred to as Proposal 4)
Mon-Thu	5am-midnight	5am-midnight	5am-11:30pm	5am-11:30pm	5am-midnight
Fri	5am-3am	5am-midnight	5am-midnight	5am-1am	5am-3am
Sat	7am-3am	7am-midnight	7am-midnight	7am-1am	9am-3am
Sun	7am-midnight	7am-10pm	7am-11:30pm	8am-11pm	noon-11pm

Scenario A provides service 5am to midnight Mon-Fri, 7am to midnight on Sat, and 7am to 10pm on Sun. Scenario B provides service 5am to 11:30pm Mon-Thu, 5am to midnight on Fri, 7am to midnight on Sat, and 7am to 11:30pm on Sun. Scenario C provides service 5am to 11:30pm Mon-Thu, 5am to 1am on Fri, 7am to 1am on Sat, and 8am to 11pm on Sun. Scenario D provides service 5am to midnight Mon-Thu, 5am to 3am on Fri, 9am to 3am on Sat, and noon to 11pm on Sun.

Changes to the Metrorail span of service require public outreach, FTA Title VI impact analysis and consideration of alternatives, as well as a public hearing, followed by Board approval.

In order to provide the Board with bus service alternatives in consideration for reducing the Metrorail hours of operation, supplemental bus service proposals will be included for public review and comment as part of the public hearing docket. Bus service proposals include a demand-based Comprehensive Network Access supplemental service option serving rail stations and corridors throughout the region, as well as a full rail replacement service shuttle network option which virtually replicates rail service.

Comprehensive Network Access Bus Service

- Provides regional access to maintain connections to business and activity centers;
- Re-establishes connections throughout a regional bus network
- Enhances convenience, capacity, and service along high ridership rail and bus corridors, in addition to other rail corridors and stations:
 - Red Line corridor: between Fort Totten, Gallery Place-Chinatown, and White Flint
 - Green/Yellow Line corridor: between Fort Totten and Anacostia/Reagan National Airport
 - Orange/Silver Line corridor: between Metro Center and Ballston
- Adds trips on high ridership corridors where rail customers have shifted to Metrobus since Friday and Saturday Midnight closures commenced in June 2016
- Complements and facilitates transfers to bus service at Franconia-Springfield, Shady Grove, and Virginia Square provided by Fairfax Connector, Ride On, and Arlington Transit, respectively
- Approximately 30 new Metrobus operators would be required to operate roughly 80 buses (buses available within the existing Metrobus fleet) for this scenario
- Service recommendations were informed by the April 2016 Metrobus Late Night Service Study, developed with jurisdictional and public input

Full Rail System Replacement Bus Service

- Replacement of the rail system with Metrobus shuttle service
- Service would be provided to all stations, including those with little to no passenger demand during affected hours of service
- Requires significant personnel, fleet, maintenance, and operational support resources

Comprehensive Network Access and Full Rail System Replacement proposal service span and frequency will be determined based on approved changes to the Metrorail hours of service as included in the proposals, or a combination thereof, in response to ridership variations within the scenario spans being considered.

The Comprehensive Network Access Metrobus service proposal was developed to focus service on high ridership corridors and maintain connections to regional business and

activity centers with a focus on a key downtown hub in the District of Columbia. Development of the network was informed by the April 2016 Metrobus Late Night Service Study which reviewed ridership and service between 11 p.m. and 4 a.m., and was developed with input from jurisdictional stakeholders, late night bus customers, and the public.

Based on rider surveys conducted for the Metrobus Late Night Service Study, the most common reasons for late night commuting were work (27 percent), recreation/entertainment/sightseeing (25 percent), and personal trips (20 percent). The overwhelming majority of low-income respondents (95 percent) were making work-related trips, while trips purpose for minority respondents was relatively similar to the overall results. By far, the most common destination for late night riders surveyed was home (88 percent), followed by work (4 percent).

The late night study assumed the availability of rail service until 3 a.m. on the weekends and Midnight other nights. As a result, revisions to the comprehensive bus network (additional connections, frequency increases, etc...) were made to account for the June 2016 elimination of weekend service beyond Midnight, and additional proposed reductions in late night or weekend early morning rail service.

Currently, more bus service is available during weekend morning time periods included in the Metrorail service reduction proposal than during late nights. However, to accommodate existing bus customers and additional rail customers, weekend morning service would need to be enhanced to provide a sufficient level of capacity on the comprehensive network. For perspective on bus ridership during late night and weekend morning periods, the late night bus network transports approximately 5,000 passengers -- 50 percent fewer riders when compared to weekend mornings.

A majority of late night and weekend early morning rail customers affected by the proposed reduction in rail hours of operation could be accommodated by the comprehensive bus network:

Comprehensive Network Access Bus Service Rail Passenger Accommodation		
Reduced Rail Hours of Operation	Approximate Rail Trips Accommodated (1)	Approximate Rail Trips Not Accommodated (1)
Late Night	72%	28%
- Good Substitute (2)	32%	
- Possible Substitute (3)	40%	
Weekend Morning	68%	32%
- Good Substitute (2)	31%	
- Possible Substitute (3)	37%	

(1) The percentage of rail trips Accommodated and Not Accommodated by the proposed bus network is similar for the span of late night and weekend morning periods analyzed for the proposed reduction in rail hours of operation. Ridership analysis is shown for an average of Friday/Saturday at Midnight, Friday/Saturday at 1 a.m., Sundays at 10 p.m., and Sundays at 11 p.m.; and an average of Sundays at 10 a.m. and 11 a.m.

(2) Good Substitute: bus trip is possible with no transfer, or one transfer with a travel time increase of less than 50 percent (compared to rail travel time).

(3) Possible Substitute: bus trip is possible with two transfers, or one transfer with a travel time increase of more than 50 percent (compared to rail travel time).

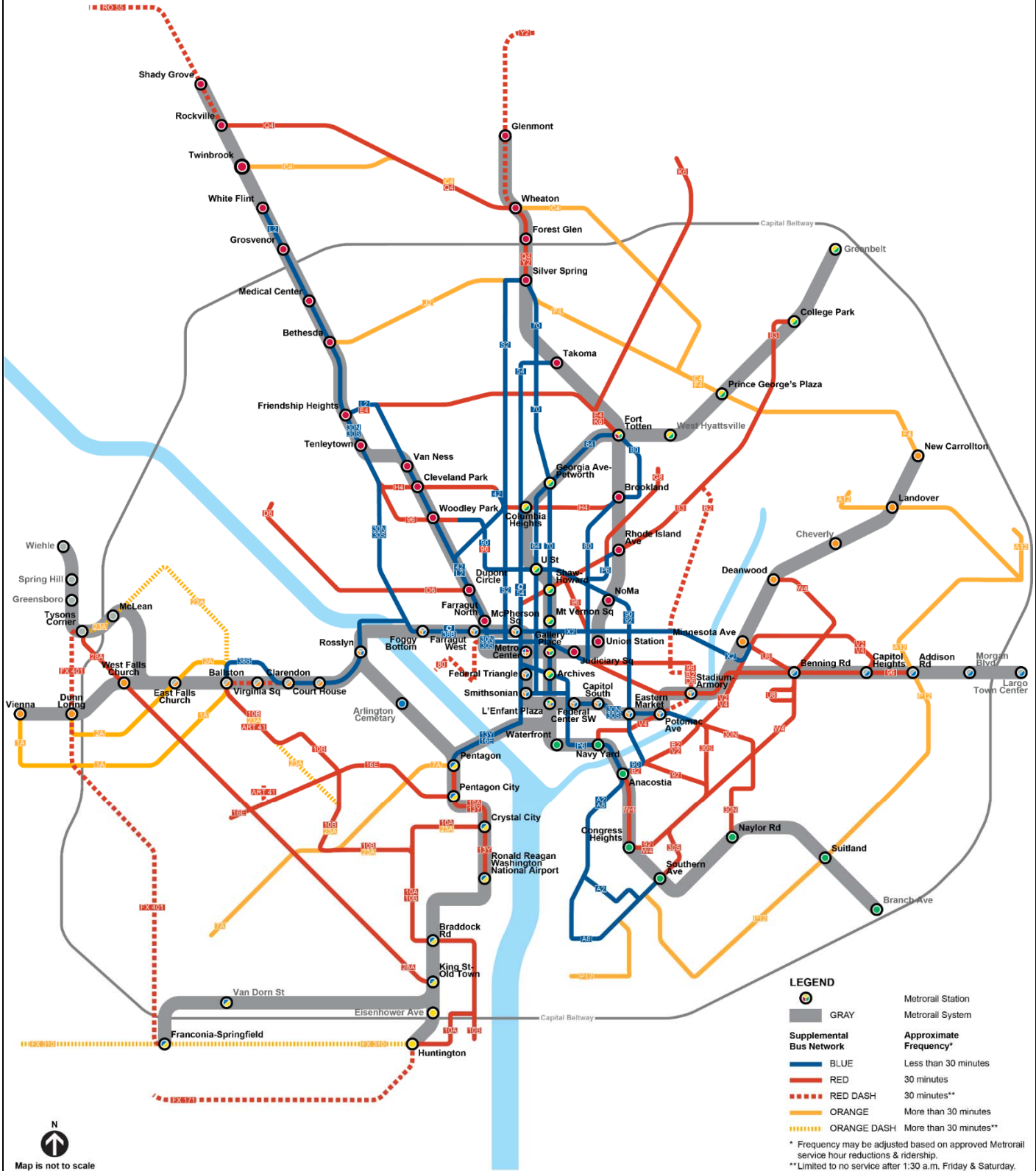
Public feedback received during the public hearing and public participation processes will further inform staff of supplemental bus service needs to minimize rail customer transfers and travel time to the extent feasible.

Comprehensive Network Access Bus Service Improvements				
	Corridor Name	Metrobus Route	Metro-rail Lines Served	Proposed Change*
DC	Alabama Avenue	W4	Blue, Green, Orange, Silver	Extend hours of service and improve frequency
	Anacostia-Congress Heights-Eckington	A2, A8, P6	Green, Red, Yellow	Extend hours of service and improve frequency
	Connecticut Avenue-Mount Pleasant	42	Blue, Orange, Red, Silver	Extend hours of service and improve frequency
	Connecticut Avenue	L2	Red	Extend hours of service and improve frequency; extend to upper Rockville Pike via Friendship Heights
	Crosstown-Military Road	E4	Green, Red, Yellow	Extend hours of service
	Crosstown-Brookland-Mount Pleasant	H4	Green, Red, Yellow	Extend hours of service
	East Capitol Street-Cardozo	96	Blue, Green, Red, Silver, Yellow	Extend hours of service; extend to Addison Road-Seat Pleasant Station
	H Street-Benning Road-Minnesota Avenue	V4, X2	Green, Orange, Red, Yellow	Extend hours of service and improve frequency
	Mid-City (7 th Street/Georgia Avenue/16 th Street-Silver Spring)	70, S2	Green, Red, Yellow	Extend hours of service and improve frequency
	Mid-City (11 th Street-Fort Totten)	64	Green, Red, Yellow	Extend hours of service and improve frequency
	Mid-City (14 th Street-Takoma)	54	Green, Red, Yellow	Extend hours of service and improve frequency
	North Capitol Street-Fort Totten	80	Blue, Green, Orange, Red, Silver, Yellow	Extend hours of service and improve frequency
	Pennsylvania Avenue-Wisconsin Avenue	30N, 30S	Blue, Green, Orange, Red, Silver, Yellow	Extend hours of service and improve frequency
	Rhode Island Avenue-Mount Rainier	82, 83	Red	Extend hours of service and improve frequency; extend to downtown DC and College Park
	Rhode Island Avenue	G8	Green, Red, Yellow	Extend hours of service and improve frequency
U Street-Garfield	90, 92	Green, Red, Yellow	Extend hours of service and improve frequency	
MD	East-West Highway	F4, J2	Green, Red	Extend hours of service
	Eastover-Addison Road-Central Avenue-ML King Highway	A12, P12	Blue, Green, Silver	Extend hours of service
	Georgia Avenue-Viers Mill Road	Q4	Red	Extend hours of service
	Twinbrook-University Blvd	C4	Green, Red	Extend hours of service
	New Hampshire Avenue	K6	Green, Red, Yellow	Extend hours of service

Comprehensive Network Access Bus Service Improvements				
	Corridor Name	Metrobus Route	Metrorail Lines Served	Proposed Change*
	Rhode Island Avenue-College Park	83	Green, Red, Yellow	Extend hours of service; extend to downtown DC and College Park
	Rockville Pike-Wisconsin Avenue	L2	Red	Extend hours of service and improve frequency; extend to upper Rockville Pike via Friendship Heights
VA	Ballston-Farragut Square	38B	Blue, Orange, Silver	Extend hours of service and improve frequency
	Ballston-Wilson Blvd-Washington Blvd	1A, 2A	Orange, Silver	Extend hours of service
	Ballston-Tysons-Crystal City	23A	Blue, Orange, Silver	Extend hours of service
	Pentagon-Ballston-Mount Vernon Avenue	10A, 10B	Blue, Orange, Silver, Yellow	Extend hours of service
	Pentagon-DC-Columbia Pike	16E	Blue, Yellow	Extend hours of service; extend to Franklin Square via 14 th Street Bridge
	Pentagon-DC-Reagan National Airport	13Y	Blue, Yellow	Extend hours of service and improve frequency; serve downtown DC to facilitate bus transfers
	Leesburg Pike	28A	Blue, Orange, Silver, Yellow	Extend hours of service

** Frequency and first or last trip times will reflect approved reductions in the Metrorail service span and customer demand.*

Comprehensive Network Access Bus Service Improvements



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 Map is not to scale