



Advisory Neighborhood Commission 2A

“Serving the Foggy Bottom and West End communities of Washington, D.C.”

September 26, 2017

The Honorable Jack Evans
Chairman, Board of Directors
Washington Metropolitan Area Transit Authority
600 Fifth Street NW
Washington, DC 20001
JEvans@dccouncil.us

RE: Introducing Enhanced H1 Metrobus Service for FY 2018

Dear Chairman Evans,

At its regular meeting on September 19, 2017, Advisory Neighborhood Commission 2A (“ANC 2A” or “Commission”) considered the above-referenced matter. With six of eight commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously (**6-0-0**), after a motion made by Commissioner Kennedy and seconded by Commissioner Coder, to adopt the following resolution:

WHEREAS, the Washington Metropolitan Area Transit Authority (“WMATA”) has scheduled a public hearing on September 26, 2017 in order to take public comment regarding a number of suggested bus service changes, including service enhancements to the H1 Metrobus route,

WHEREAS, the proposed enhancements result from a Metrobus line study undertaken by WMATA and the District Department of Transportation (“DDOT”) in 2013,

WHEREAS, the H1 Metrobus currently runs between Potomac Park (Foggy Bottom) and the Brookland-CUA Metro station during morning and evening rush hours in the peak direction (i.e., toward Potomac Park in the AM rush and toward Brookland in the PM rush)¹,

WHEREAS, the service enhancement recommended in 2013² would “convert the current H1 service into an all-day, bi-directional service” (p. 7 of PDF) consisting of the following service elements:

1. The addition of northbound AM peak trips running at a 15-minute headway (6AM to 9 AM). The current AM peak southbound trips would

¹ “Timetable, H1: Brookland-Potomac Park Line.” Washington Metropolitan Area Transit Authority. Retrieved 7/11/17 at: <https://www.wmata.com/schedules/timetables/upload/h1.pdf>.

² “Service Evaluation Study, Final Recommendations: Metrobus Routes H1, H2, 3, 4; H8, 9.” Washington Metropolitan Area Transit Authority and District Department of Transportation, October 2013. Retrieved 7/11/17 at: <http://www.metrobus-studies.com/H%20Lines/H%20Lines,%20Final%20Recommendations.pdf>.



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be modified such that there is a consistent 15-minute headway in both directions throughout the AM peak.

2. Midday (9AM to 3 PM) bi-directional service running every 30 minutes.
3. The addition of southbound PM peak trips running at a 15-minute headway (3 PM to 7 PM). The current PM peak northbound service would also be modified to run every 15 minutes throughout the PM peak.
4. Evening (7 PM to 10 PM) bi-directional service running every 30 minutes.

WHEREAS, a full-time, weekday line along this corridor would fill a gap in existing transit service between the Foggy Bottom and Dupont Circle neighborhoods – both of which are densely-populated employment centers adjacent to the western portion of the Central Business District and are home to nationally and regionally significant cultural and educational amenities,

WHEREAS, this line would also provide a direct connection where none currently exists between Foggy Bottom and the densely-populated Columbia Heights neighborhood, which has evolved into a major retail destination for area residents within the past ten years,

WHEREAS, full-time service on this line would enable our residents – particularly seniors and those with chronic medical conditions – to access medical services provided in or adjacent to the campus of Washington Hospital Center, which is ill-served by existing transit connections from the neighborhood but which would be served directly from this line,

WHEREAS, according to figures from a March 2013 H Line Productivity Report³, the current H1 service is by far the most productive of this line series, as measured in the following distinctions:

- Highest Cost Recovery from Fares (37.19%, more than 2.5 times the WMATA standard and over 7% greater than the next-highest mark – for Saturday H2/H3/H4 trips) (p. 33 of PDF)
- Most Boardings Per Trip (43.9, more than 4.5 times the WMATA standard and 14.8 boardings more than the next-highest mark – for weekday H2/H3/H4 trips) (p. 33 of PDF)
- Lowest Subsidy per Passenger (\$2.03, nearly one-third of the WMATA standard and \$0.19 lower than the next-closest mark – for Saturday H2/H3/H4 trips) (p. 34 of PDF)
- Most Boardings per Revenue Mile (6.9, nearly seven times the WMATA standard and 2.4 greater than the next-closest mark – for weekday H8/H9 trips) (p. 34 of PDF)

³ “Metrobus Service Evaluation Study, Transit Service Assessment: Metrobus Routes H1; H2, 3, 4; H8, 9.” Washington Metropolitan Area Transit Authority. October 2013. Retrieved 7/11/17 from: <http://www.metrobus-studies.com/H%20Lines/H%20Lines,%20TM1,%20Transit%20Service%20Assessment.pdf>



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WHEREAS, implementing this recommendation fulfills two of the four broader recommendations from the 2013 study, including to “provide a direct, all day, two-way connection to downtown Washington from the H Lines’ service area.” and

WHEREAS, the public hearing docket proposal costs out weekday midday service as a \$620,000 annual expenditure, and two-way service during rush hours as a \$221,000 annual expenditure.

THEREFORE, BE IT RESOLVED that ANC 2A encourages WMATA to adopt both two-way rush-hour service and weekday midday service on this route as envisioned in the 2013 study – effective in June 2018 – on the basis of the route’s exceptional productivity and the other factors articulated previously.

Commissioner Patrick Kennedy (2A01@anc.dc.gov) is the Commission’s representative in this matter and is authorized to deliver testimony in furtherance of the position stated in this resolution.

ON BEHALF OF THE COMMISSION.

Sincerely,

Patrick Kennedy
Chairperson

CC: Jim Hamre, Metrobus Planning, Scheduling and Customer Facilities, WMATA
Regina Sullivan, Office of Government Relations and Policy, WMATA
Ann Chisholm, Office of Government Relations and Policy, WMATA
Steve Strauss, Progressive Transportation Services Administration, DDOT
Raka Choudhury, Citywide Transportation Planner, DDOT
Jacob Kohn, General Counsel, Councilmember Jack Evans’ Office