

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
202237

Resolution:
☒ Yes ☐ No

TITLE:

Authorization of Public Hearings for FY2022 Budget

PRESENTATION SUMMARY:

Staff will review public hearing requirements and seek Board of Directors' (Board's) authorization to conduct public hearings on Metro's Proposed FY2022 Budget, including approval of a docket outlining proposed service changes, parking rate adjustments and Capital Improvement Program (CIP).

PURPOSE:

Request Board authorization to conduct public hearings on the proposed FY2022 Budget, proposed service changes, parking rate adjustments and FY2022-2027 CIP.

DESCRIPTION:

Identification of Parties with an interest in Metro's budget:

The following list includes Metro's top non-personnel multi-year contractors through FY2021 and to date (\$500 million) as well as the Metropolitan Washington Airports Authority (MWAA). Some vendors have contracts spanning through FY2022 as well.

- Kiewit Infrastructure Company
- Kawasaki Rail Car Inc.
- PNC Bank National Association
- SunTrust Bank
- C3M Power Systems, LLC
- Transdev Services, Inc.
- Gannett Fleming-Parsons Joint Venture II
- Mott MacDonald I&E, LLC
- New Flyer of America, Inc.
- Bank of America NA
- Wells Fargo Commercial Services
- Clerk, U.S. Court
- Motorola Solutions Inc.
- M.C. Dean, Inc.
- Mythics, Inc.
- Potomac Yard Constructors

- First Transit, Inc.
- Diamond Transportation Service, Inc.
- Dell Marketing LP
- HNTB Corporation
- Metropolitan Washington Airports Authority (MWAA)

A full list of Procurement Awards is available at:

<https://www.wmata.com/business/procurement/solicitations/index.cfm#main-content>

Metro has labor agreements with the following collective bargaining units:

- Fraternal Order of Police/Metro Transit Police Labor Committee, Inc. (FOP)
- The Office and Professional Employees International Union Local No.2, AFL-CIO (Local 2)
- Local 639, International Brotherhood of Teamsters Law Enforcement Division (Local 639)
- Local Union 689 of the Amalgamated Transit Union, AFL-CIO (Local 689)
- Local 922, International Brotherhood of Teamsters (Local 922)

Key Highlights:

- On December 4, 2020, the GM/CEO presented the Proposed FY2022 Operating Budget and FY2022-2027 CIP for Board consideration
- The proposed budget includes service and parking rate changes that require a Compact Public Hearing prior to implementation
- The proposed CIP includes Federal Transit Administration (FTA) grant funding which requires public hearings prior to utilization
- Following Board approval, Metro will hold public hearings in January/February 2021 to provide the public an opportunity to review Metro's proposed CIP and use of FTA grant funds, as well as proposed service and parking rate changes
- As part of the public hearings, staff will develop and implement an outreach program (as outlined in the Board-adopted Public Participation Plan) on the proposed operating and capital budgets that will invite public input that will be part of the public record of the hearing.
- The Board will consider the findings from the hearings and the outreach prior to adopting the FY2022 Operating Budget and FY2022-2027 CIP.

Background and History:

On December 4, 2020, the GM/CEO presented a Proposed FY2022 Operating and Capital Budgets and FY2022-2027 CIP to the Board.

The proposed operating budget assumes no additional federal funding, constrained jurisdiction subsidies and ridership projected at 34% of pre-pandemic levels resulting in an operating gap of almost half a billion dollars. To close the funding need, a significant one-time use of capital funds may be

needed as well as severe service reductions that would preserve barebones service to sustain essential travel and ensure the network is in place to serve regional recovery. The WMATA Compact - Article XIII, Section 62(a) requires a public hearing with respect to increasing fares and major service reduction.

Furthermore, the proposed FY2022-2027 CIP includes funding from various FTA programs including the Urbanized Area Formula Program (49 U.S.C. 5307, or "Section 5307"). FTA requires recipients of Section 5307 grant funding to conduct a public hearing of the funded projects; therefore, a public hearing on the proposed FY2022 capital program is required.

Additional public involvement in the planning and programming of capital funds occurs through the Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington region. The TPB holds forums for public review and comment on the Transportation Improvement Program (TIP). These forums cover not only funding, but also critical regional issues regarding air quality conformity, land use coordination, and investments to address future population and employment growth.

Discussion:

The Proposed FY2022 Budget seeks to balance Metro's need for financial sustainability while upholding its commitment as an essential transportation provider to the region. The FY2022 budget was developed with the following key priorities:

Operating Budget:

- Safe Service
- Service Equity
- Alignment of Service with Demand
- Limit Subsidy Growth

Capital Budget:

- Safety
- Security
- State of Good Repair
- Efficiency and Resiliency

Capital Improvement Program Proposals (See Attachment A):

The proposed FY2022 capital budget of \$2.8 billion and six-year capital plan of \$12.5 billion include investment in ongoing projects, prioritized system preservation and renewal projects identified in the Capital Needs Forecast and asset management and reliability plans. Over the past four years, Metro has spent \$5 billion on capital investments. Capital delivery has improved in the recent past, with Metro meeting and exceeding its performance metric of spending 95% of the Capital Budget each year. Metro's Capital Budget is

implemented across six investment categories and funding is aligned in these categories as follows:

- Bus and Paratransit
- Railcar
- Rail Systems
- Track and Structure Rehabilitation
- Stations and Passenger Facilities
- Business and Operations Support

In addition to Metro-identified priorities, several Jurisdiction-identified priorities, approved as part of Metro's reimbursable projects program, are moving forward as well. These projects include the Silver Line Metrorail extension and the Potomac Yard infill station.

FY2022 Operating Budget (See Attachment B)

WMATA's Proposed FY2022 Operating Budget totals \$1.387 billion, not including operating reimbursables. It includes a base operating budget that is within the mandated three percent subsidy growth cap plus legislatively excluded costs totaling \$42 million for health and safety mandate compliance and Silver Line Phase 2 revenue service. The total subsidy is \$1.186 billion.

Service Proposals (See Attachment C)

Due to the magnitude of the FY2022 funding gap, additional service reductions beyond those that the Board approved on November 19, 2020 for the amended FY2021 Budget, are required. Based on the need to align service with historically low ridership, while preserving service where it is needed most, the following reductions are recommended:

Metrorail

- Reducing service to approximately 20% of pre-pandemic levels
- No service on Saturday and Sunday
- Reduced Weekday Service Span of Monday – Friday 5:00 AM-9:00 PM
- 30-minute headways on all lines
- Yellow Line only to Mt. Vernon Sq., Red Line turn backs, Silver Line Ashburn to Ballston
- Closure of 19 Stations

Metrobus

- The proposed Metrobus changes for FY22 would preserve the core of the Metrobus network to support basic travel for essential purposes and transit-dependent riders, reducing service to approximately 45% of pre-pandemic levels
- Service continues 7-days per week on most lines
- Span of service varies by line ranging from 4am to after midnight

- Service will be consolidated into 41 lines of service serving the highest ridership, fully or partially covering 60 existing lines

Parking Rate Adjustments (See Attachment D)

A daily commuter parking fee of \$4.95 at all Prince George's County Metrorail Stations, except at 1.) Addison Road and Prince George's Plaza where the daily commuter parking fee is proposed to be \$4.45, and 2.) Landover where the daily commuter parking fee will remain at \$3.00. The proposed fee changes are subject to the removal of the jurisdictional parking surcharge.

The proposed service changes, parking rate adjustments, and capital program are described in detail in the summary attached to the resolution. The proposed service and parking rate changes in the summary represent the maximum changes the Board may adopt as part of the FY2022 budget.

FUNDING IMPACT:

Approval for Public Hearing only - no funding impact.	
Project Manager:	Dennis Anosike and Thomas Webster
Project Department/Office:	CFO and SPPM

TIMELINE:

Previous Actions	<p>September 2020 – FY2021 Budget Update, FY2022 Budget Outlook, and Authorization for Public Hearing on FY2021 Budget Amendment and Q3 Restoration of Metrobus Fare Collection</p> <p>October 2020 – FY2022 Budget Outlook (Revenue and Ridership)</p>
Anticipated actions after presentation	<p>January-February 2021 – Budget deliberations, public outreach, and public comment period</p> <p>March 2021 – Board adoption of the FY2022 Operating Budget and FY2022-2027 Capital Program</p> <p>April 2021 – Submit federal grant applications</p> <p>July 2021 – Fiscal Year 2022 begins</p>

RECOMMENDATION:

Board authorization to conduct Compact Public Hearings and related public participation activities on the FY2022 Operating and Capital Budgets and FY2022-2027 Capital Improvement Program as well as service and parking rate change proposals

SUBJECT: AUTHORIZATION FOR A COMPACT PUBLIC HEARING ON PROPOSED FISCAL YEAR 2022 CAPITAL BUDGET, OPERATING BUDGET, AND SERVICE REDUCTIONS, AND FOR PUBLIC COMMENT ON PARKING RATE CHANGES

2020-46

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Compact Section 62 requires the Board to hold a public hearing for major service reductions; and

WHEREAS, The Federal Transit Administration (FTA) requires that all recipients of Urbanized Area Formula Program ("Section 5307") grant funding annually develop, publish, hold a public hearing on, and submit for approval a Program of Projects that is part of the capital budget; and

WHEREAS, Enactment Clause 8 of the 2018 Virginia dedicated funding statute requires WMATA to hold a public hearing on a capital improvement plan (part of the capital budget) within the geographic limits of the Northern Virginia Transportation Commission (NVTC); and

WHEREAS, The proposed \$2.8 billion capital budget for Fiscal Year (FY) 2022, which constitutes the WMATA Program of Projects (included in Attachment A), funds critical safety investments for customers and employees as well as necessary state of good repair investments to improve the safe, reliable and effective performance of the Metro transit system; and

WHEREAS, The proposed FY2022-2027 Capital Improvement Plan (CIP) of \$12.5 billion (included in Attachment A), includes federal funding from FTA annual formula grant programs, including funding received through Section 5307; and

WHEREAS, The Board desires to obtain public comment on the proposed \$1.39 billion Operating Budget for FY 2022 (Attachment B) that includes proposals for major service reductions to Metrorail and Metrobus operations (Attachment C) and changes to parking rates (Attachment D);

NOW, THEREFORE, be it

Motioned by Mr. McMillin, seconded by Mr. Letourneau

Ayes: 6- Mr. Smedberg, Mr. Rouse, Mr. Letourneau, Mr. Marootian, Mr. Slater and Mr. McMillin

Nays: 2- Ms. Gidigbi and Mr. Goldman


RESOLVED, That in accordance with Section 62 of the WMATA Compact, the Board will conduct at least two public hearings, one of which shall be held within the geographic limits of the NVTC, to solicit public comment on WMATA's proposed FY 2022 capital budget, FY2022-2027 CIP, FY2022 operating budget, and proposed major service reductions as described in Attachments A, B, and C, respectively, to this Resolution; and be it further

RESOLVED, That public comment shall be obtained on the proposed parking rate changes as described in Attachment D; and be it further

RESOLVED, That the Board directs the General Manager and Chief Executive Officer to report on the findings of the public hearings and other outreach efforts; and be it finally

RESOLVED, That in order to ensure timely incorporation of public hearing and public participation results into the Board's deliberations on the FY 2022 proposed budgets, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
Executive Vice President and General Counsel

WMATA File Structure No.:
18.8 Public Hearings and Meetings

FY2022 Grant Applications

Overview

WMATA is committed to improving the safety, reliability, and affordability of its system by substantially improving its assets — from rail stations, tracks and traction power infrastructure to the vehicles, maintenance facilities and cooling systems — and providing a better transit experience for hundreds of thousands of customers each day.

The proposed FY2022 capital budget of \$2.8 billion and six-year capital plan of \$12.5 billion include investment in ongoing projects, prioritized system preservation and renewal needs from the Capital Needs Forecast and asset management and reliability plans. Over the past four years, Metro has spent over \$6 billion on capital investments. Capital delivery exceeded annual investment goals in FY2020 with actual capital spending of \$1.7 billion. This was 98% of the FY2020 budgeted amount and represents the fourth year that Metro has exceeded the target of 95% for capital funds invested.

Capital program publications detail the following:

- Capital Needs Forecast identifying a total of \$22.5 billion in investment needs unconstrained by cost or execution capacity.
- Capital Program Strategy outlining the vision and goals for capital investments.
- 10-Year Capital Plan projecting \$22.0 billion in investments constrained by delivery capacity for major projects. (Note: Due to delivery capacity constraint, there are potentially significant investment needs beyond the 10-year planning horizon.)
- Six-year Capital Improvement Program of \$12.5 billion and a FY2022 capital budget of \$2.8 billion with a list of priority projects and programs constrained by affordability and delivery capacity.

Major capital program investments to further improve service and customer experience include:

- **Railcar.** Major **vehicle** investments include the 7000- and 8000-series railcar acquisition programs. Major **facilities and systems** investments include the public address system, Heavy Repair and Overhaul Facility, and rehabilitation of railyards, and the railcar wash.
- **Rail Systems.** Major investments include Automatic Train Control, Traction Power state of good repair, AC power, radio infrastructure and Emergency Trip Station system replacement.
- **Track and Structures Rehabilitation.** Major investments include track rehabilitation and maintenance; tunnel remediation and water leak mitigation; and bridge and aerial structural rehabilitation.
- **Station and Passenger Facilities.** Major investments include Fire and Life Safety system improvements; station infrastructure rehabilitation, replacement, and improvements; parking garage, surface lot, canopy, and elevator rehabilitations; passenger information, lighting, and station cooling system work.
- **Bus and Paratransit.** Major **vehicle** investments include bus acquisition and rehabilitation and paratransit vehicle purchases. Major facilities investments include Northern and Bladensburg garage replacements and Montgomery and Four Mile Run garage rehabilitation; closed circuit television, shelter, stop accessibility, display signs, and terminal rehabilitation.
- **Business and Operations Support.** Major investments include office construction in DC, MD, and VA; data center replacement; enterprise IT infrastructure state of good repair; service vehicle replacement; roof rehabilitation and replacements; and environmental compliance.

The six-year plan includes reimbursable projects such as the Silver Line, the Potomac Yard infill station, and the Purple Line.

Financial Plan by Investment Category

Capital Investment Categories (\$M)	FY2022 Budget	FY2023 -FY2027 Plan	6-Year Total
Railcar	\$283	\$1,960	\$2,243
Rail Systems	\$273	\$1,300	\$1,573
Track and Structure Rehabilitation	\$346	\$1,455	\$1,801
Stations and Passenger Facilities	\$792	\$1,742	\$2,534
Bus and Paratransit	\$293	\$1,648	\$1,941
Business and Operations Support	\$543	\$1,341	\$1,884
Preventive Maintenance Transfer from Operating Budget	\$250	\$300	\$550
Total Capital Investments	\$2,780	\$9,746	\$12,526
Revenue Loss from Capital Projects	\$17	\$50	\$67
Debt Service - Dedicated Funding ¹	\$17	\$1,049	\$1,066
Total Capital Program Cost	\$2,814	10,845	13,659

Capital Program Funding Sources

Funding Sources (\$M)	FY2022 Proposed Budget	6-Year Total
Federal Grants		
Formula and Other Grants	\$340	\$1,988
PRIIA ²	\$149	\$149
Subtotal Federal Grants	\$489	\$2,137
State and Local Contribution		
District of Columbia	\$324	\$1,997
State of Maryland	\$310	\$1,900
Commonwealth of Virginia	\$292	\$1,787
Subtotal State and Local	\$926	\$5,684
Jurisdiction Reimbursable Projects	\$154	\$188
Metropolitan Washington Airports Authority	\$13	\$55
Debt and Other Fund Sources	\$1,232	\$5,595
Grand Total	\$2,814	\$13,659

1. Debt service projections are preliminary estimates
2. Does not assume reauthorization of Federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA)

Operating Budget Proposal

WMATA's Proposed FY2022 Operating Budget totals \$1.387 billion, not including operating reimbursables. It includes a base operating budget that is within the mandated three percent subsidy growth cap plus legislatively excluded costs totaling \$42 million for health and safety mandate compliance and Silver Line Phase 2 revenue service. The total subsidy is \$1.186 billion.

The proposed operating budget assumes no additional federal funding, constrained jurisdiction subsidies and ridership projected at 34% of pre-pandemic levels resulting in an operating gap of almost half a billion dollars. The proposed budget uses a significant one-time use of capital funds to preserve a barebones transit network that can sustain essential travel and support regional recovery. The table below summarizes the overall budget and the proposed changes are described in depth in the subsequent attachment.

	FY2021 Budget	FY2021	FY2022
<i>\$ and Trips in Millions</i>	Pre-Covid-19	Nov Amended Budget	Proposed Budget
Ridership	313.9	61.0	77.5
Revenue	\$823.7	\$182.6	\$200.2
Expense	\$2,070.0	\$1,840.5	\$1,386.6
Operating Deficit	\$1,246.3	\$1,657.9	\$1,186.4
CARES Act	-	\$546.3	-
Net	\$1,246.3	\$1,111.6	\$1,186.4
Subsidy	\$1,246.3	\$1,111.6	\$1,186.4

Service Proposal

Proposed Metrorail Service Changes

1. Standardize Weekday Rail Service Frequencies

Blue, Orange, Green, Yellow and Silver Line weekday headways would increase to 30 minutes all day from 12 minutes all day.

Red Line weekday headways would increase to 30 minutes all day from 6 minutes all day.

2. Implement Turnbacks on the Red Line

On weekdays, additional 30 minute service would operate between Grosvenor-Strathmore and Silver Spring only, for a combined headway of 15 minutes between these stations. Headways from Grosvenor-Strathmore to Shady Grove and Silver Spring to Glenmont remain at 30-minutes.

3. Implement Turnbacks on the Yellow Line

All Yellow Line trains operate between Huntington and Mt. Vernon Square 5-days per week, Monday through Friday.

4. Implement Turnbacks on the Silver Line

All Silver Line trains operate between Ashburn to Ballston 5-days per week, Monday through Friday.

5. Close Rail Earlier Monday Through Friday

The Metrorail system would close at 9 pm Monday through Friday instead of 11 pm.

6. Eliminate Metrorail service on Saturday and Sunday

The Metrorail system would not operate service on Saturday and Sunday on any line.

7. Close 19 Metrorail stations

Due to low ridership levels and to save resources, the following 19 Metrorail stations are proposed to be closed for FY22.

1. Smithsonian
2. Arlington Cemetery
3. Federal Center SW
4. Federal Triangle
5. Mt. Vernon Square
6. Judiciary Square
7. Archives Navy Memorial
8. Greensboro
9. Eisenhower
10. Virginia Square

11. Cleveland Park
12. Grosvenor-Strathmore
13. Cheverly
14. Clarendon
15. East Falls Church
16. College Park – UMD
17. McLean
18. Morgan Boulevard
19. Van Dorn

Proposed Metrobus Service Changes

FY22 Proposed Metrobus Consolidated Route Network Service Plan

Under this proposal, Metro could only afford to offer 45% of its pre-pandemic bus service. In order to serve as many customers as possible, three key criteria were used in developing this bus service plan:

- **Ridership Demand** - where riders are TODAY (not pre-pandemic, not where demand may build in the future)
- **Equity / Essential Travel** – as today’s ridership skews to the low income who rely on Metro for essential travel to groceries, medical appointments and daily necessities, the routes also support access to jobs in health care at hospitals and in other sectors.
- **Redundancy** – consolidating multiple bus routes on the same corridor. Also, where most efficient, taking advantage of transfer opportunities.

While this proposal was designed to serve currently essential trips in the pandemic, it is otherwise trip purpose agnostic except for changes to weekend bus service, which includes extended routes to cover absent rail service as follows:

- Red Line service on the western side of the system
- Green line service from east of the Anacostia River
- Blue/Orange/Yellow service from Virginia

Most importantly, this proposal was designed to make the best use of projected budget dollars. Metro expects public comments to inform any final decisions on the proposed routes.

Specific proposals for each Metrobus line are included in the tables by jurisdiction on the subsequent pages. The table below provides a legend which provides a brief summary of how each line is affected:

	Continues to operate at current service level
	Service is modified providing partial coverage on the line, or another line has been modified to provide a partial replacement for that line
	Service is currently operating and will no longer be served in the proposed plan
	Currently not operating and will continue to not operate
n/a	There was no service on this line pre-pandemic on this service day

FY22 Proposed Consolidated Route Network Service Plan – District of Columbia

Route	Line Name	Weekday Status	Sat/Sun Status	Description
30N	Friendship Heights-Southeast			All stops covered by 31,33 & 32,36, eliminates one-seat trips from SE to NW
30S				
31	Wisconsin Avenue			Maintain FY21 span & frequency
33				
32	Pennsylvania Avenue			Maintain FY21 span & frequency
34				
36				
37	Wisconsin Avenue Limited		n/a	Maintain no service
39	Pennsylvania Avenue Limited		n/a	Maintain no service
42	Mount Pleasant			Maintain FY21 span & frequency / eliminate Farragut Sq. to Gallery Place segment
43				
52	14th Street			Maintain FY21 span & frequency
54				
59	14th Street Limited			Eliminate line, add some additional route 54 trips, all stops covered, eliminates limited-stop service
60	Fort Totten-Petworth		n/a	Maintain no service on route 60 / Maintain FY21 span & frequency on route 64 between Ft. Totten and Petworth, eliminate service south of Petworth
64				
62	Takoma-Petworth			Eliminate entire line on weekdays (already not operating on Sat/Sun)
63				
70	Georgia Avenue-7th Street			Maintain FY21 span & frequency
74	Convention Center-Southwest Waterfront			Eliminate entire line
79	Georgia Avenue Limited			Maintain FY21 span & frequency
80	North Capitol Street			Maintain FY21 span & frequency / eliminate service between Union Sta. and Kennedy Ctr. / add service from Union Sta. to Federal Triangle to replace segment of D6
90				
90	U Street-Garfield			Maintain FY21 span & frequency

Route	Line Name	Weekday Status	Sat/Sun Status	Description
92				
96	East Capitol Street-Cardozo			Eliminate service between Tenleytown and Union Sta. / maintain FY21 span & freq. from Union Sta. to E. Capitol & MN Ave. / new alignment to replace U5, V8 and W4 segments between E. Cap. & MN Ave. and Deanwood
97			n/a	
A2	Anacostia-Congress Heights			Combine service into one alignment from Anacostia to Congress Heights via MLK, S. Capitol, Southern Ave, Wheeler Rd. and Alabama Ave. / W4 realigned to replace A2 service on 6th & MS Ave. / Some trips extended to Archives on Sat. & Sun. / Stops deeper in neighborhoods no longer served
A6				
A7			n/a	
A8				
A4	Anacostia-Fort Drum			Eliminate line, route W4 is modified to replace service between Chesapeake & MLK and DC Village, A8 still covers other stops on MLK Ave. / Service to Coast Guard HQ is eliminated, no service at W5 only stops
W5			n/a	
A9	M. L. King Jr. Avenue Limited		n/a	Maintain no service
A31	Minnesota Ave-Anacostia		n/a	Eliminate entire line
A32			n/a	
A33			n/a	
B2	Bladensburg Road-Anacostia			Eliminate service between Mt. Rainier and Bladensburg Rd. & Eastern Ave. / Eliminate service between 14th/15th & C/D Sts. NE and Anacostia Sta. / Route V2 increased to replace MN & PA Ave. to Anacostia segment / route modified to replace route D6 between 14th/15th & C/D Sts. NE and Union Sta. and replace B8,9/H6 service in Ft. Lincoln
B8	Fort Lincoln Shuttle		n/a	Maintain no service / Modified B2 replaces service in Ft. Lincoln
B9			n/a	

Route	Line Name	Weekday Status	Sat/Sun Status	Description
D1	Glover Park-Franklin Square		n/a	Maintain no service
D2	Glover Park-Dupont Circle			Eliminate entire line / Modified N6 replaces service between Dupont Circle and Benton St. & Tunlaw Rd. with new service on Tunlaw Rd. between Benton St. & NM Ave.
D4	Ivy City-Franklin Square			Eliminate entire line
D5	MacArthur Blvd-Georgetown		n/a	Maintain no service
D6	Sibley Hospital - Stadium-Armory			Eliminate entire line / Modified route N6 replaces service between Sibley Hospital and MacArthur Bl. & AZ Ave. and service between Dupont Cir. And Reservoir & 37th / Modified route 80 replaces service on E St. NW / Modified B2 replaces service between Union Sta. and C/D & 14th/15th Sts. NE
D8	Hospital Center			Eliminate entire line
D31	16th St-Tenleytown		n/a	Eliminate entire line
D32			n/a	
D33			n/a	
D34			n/a	
D51	Congress Heights-Georgetown		n/a	Eliminate entire line
E2	Ivy City-Fort Totten			Eliminate entire line (already not operating on Sat/Sun)
E4	Military Road-Crosstown			Eliminate entire line
E6	Chevy Chase		n/a	Maintain no service
G2	P Street-LeDroit Park			Eliminate entire line (already not operating on Sat/Sun)
G8	Rhode Island Avenue			Maintain FY21 span & frequency
G9	Rhode Island Ave Limited		n/a	Maintain no service
H1	Brookland-Potomac Park		n/a	Maintain no service
H2	Crosstown			Maintain FY21 span & frequency / modify H2 to operate via Columbia
H3			n/a	

Route	Line Name	Weekday Status	Sat/Sun Status	Description
H4				Rd. and Calvert St. to CT Ave. and eliminate service on Adams Mill & Harvard / modify H2 and H4 to replace L1,2 service on CT Ave. north to Western Ave. and extend H2,4 to Friendship Hts. service between CT Ave. and Tenleytown is eliminated
H6	Brookland-Fort Lincoln			Eliminate entire line, modified route B2 replaces service in Ft. Lincoln
H8	Park Road-Brookland			Eliminate entire line
H9			n/a	
K2	Takoma-Fort Totten		n/a	Eliminate entire line
L1	Connecticut Avenue		n/a	Eliminate entire line (L1 already not operating) / All L2 stops covered by either route 42,43 or modified route H2,4
L2				
M4	Nebraska Avenue		n/a	Eliminate entire line, modified route N6 replaces service south of MA Ave.
M6	Fairfax Village			Eliminate entire line (already not operating on Sat/Sun)
N2	Massachusetts Avenue		n/a	Modify route N6 to replace D2 from Dupont Circle to Tunlaw Road, serve Cathedral Hts. Via NM Ave. NE Ave. MA Ave, ID Ave. and Cathedral Ave. then replace route M4 south of NM Ave. / service east of ID Ave. and north/west of NE & MA Ave. is eliminated
N4			n/a	
N6				
P6	Anacostia-Eckington			Eliminate entire line. Route A8 extension on Sat/Sun replaces service between Anacostia and Archives
S1	16th Street-Potomac Park		n/a	Maintain no service
S2	16th Street			Reduce weekday frequency from FY21 levels, maintain FY21 span and FY21 Sat/Sun frequency
S9	16th Street Limited			
S35	Fort Dupont Shuttle		n/a	Eliminate entire line
S41	Rhode Island Ave-Carver Terrace		n/a	Eliminate entire line
U4	Sheriff Road-River Terrace			Eliminate entire line

Route	Line Name	Weekday Status	Sat/Sun Status	Description
U5	Marshall Heights			Eliminate entire line, modified route 96 replaces service on U5 alignment between MN Ave. & Ridge Rd. and TX Ave. & E St. as well as U5,6 alignment through Marshall Heights
U6				
U7	Deanwood-Minnesota Ave			Eliminate entire line
V1	Benning Heights-M St		n/a	Maintain no service
V2	Capitol Heights-Minnesota Ave			Eliminate route V4 and convert to route V2 trips. Maintain FY21 span & frequency between Capitol Heights and MN & PA Ave. Replace B2 trips with V2 trips between PA & MN Ave. and Anacostia
V4				
V7	Benning Heights-Alabama Ave		n/a	Replace route V7 with modified route W4, maintain FY21 span & frequency on Benning Road between MN Ave. and H St. SE with modified route W4, replace service on H St. and AL Ave. SE with modified route 96
V8				
W1	Shipley Terrace-Fort Drum		n/a	Eliminate entire line
W2	United Medical Center-Anacostia			Modify route W2 to operate between Anacostia Sta. and United Medical Center via existing route between Anacostia and Alabama Ave. then via Alabama Ave., Stanton Rd., MS Ave. and Southern Ave. Service between Anacostia and Washington Overlook is eliminated and service to Good Hope Marketplace and Shipley Terrace is eliminated
W3				

Route	Line Name	Weekday Status	Sat/Sun Status	Description
W4	Deanwood-Alabama Avenue			Modify route to maintain FY21 span & frequency between Benning Road & East Capitol St. and Alabama Ave. & 6th St. SE, modify northern end of route via Benning Rd. and MN Ave. to MN Ave. Sta. Modify southern end to operate via 6th St. and MS Ave. SE to replace route A2 and then route A4 from Chesapeake & MLK Ave. to DC Village
W6	Garfield-Anacostia Loop			Eliminate entire line
W8				
W45	Mt. Pleasant-		n/a	Eliminate entire line
W47	Tenleytown		n/a	
X1	Benning Road		n/a	Maintain no service
X3			n/a	
X2	Benning Road-H Street			Maintain FY21 span & frequency
X8	Maryland Avenue			
X9	Benning Rd-H St Limited		n/a	Maintain FY21 span & frequency, eliminate route segment between MN Ave. Sta. and Capitol Heights Sta.

FY22 Proposed Consolidated Route Network Service Plan - Maryland

Route	Line Name	Weekday Status	Sat/Sun Status	Description
83	College Park			Eliminate route 86, modify route 83 north of College Park Sta. to replace route C2 between College Park and Greenbelt / service to Cherry Hill is eliminated
86				
87	Laurel Express		n/a	Maintain no service
89	Laurel		n/a	Eliminate entire line
89M			n/a	
A12	Martin Luther King Jr. Hwy			Maintain FY21 span & frequency
B21	Bowie State University		n/a	Eliminate entire line
B22			n/a	
B24	Bowie-Belair		n/a	Eliminate entire line
B27	Bowie-New Carrollton		n/a	Eliminate entire line
B29	Crofton-New Carrollton		n/a	Maintain no service
B30	Greenbelt-BWI Airport Express		n/a	Maintain no service
C2	Greenbelt-Twinbrook			Eliminate route C2, modify route C4 to operate on FY21 combined C2,4 span & frequency between Prince Georges Plaza and Rockville via route C4 alignment between Prince Georges Plaza and Wheaton and route Q4 alignment between Wheaton and Rockville
C4				
C8	College Park-White Flint			Eliminate entire line (line never had Sunday service)
C11	Clinton			Eliminate entire line
C13				
C12	Hillcrest Heights			Eliminate entire line (line never had Sunday service, Saturday service currently not operating)
C14				
C21	Central Avenue		n/a	Eliminate entire line
C22			n/a	
C26			n/a	
C29		n/a		
C28	Pointer Ridge		n/a	Maintain no service
D12	Oxon Hill-Suitland			

Route	Line Name	Weekday Status	Sat/Sun Status	Description
D13			n/a	Eliminate routes D13 & D14. Modify route D12 to operate from Suitland Sta. to Oxon Hill & Livingston Rds. Then via route NH1 alignment to National Harbor. Route D12 service between Oxon Hill & Livingston Rds. And Southern Ave, Sta. is eliminated
D14				
F1	Chillum Road			Eliminate entire line
F2				
F4	New Carrollton-Silver Spring			Maintain FY21 span & frequency
F6	New Carrollton-Fort Totten		n/a	Eliminate entire line
F8	Langley Park - Cheverly			Eliminate entire line
F12	Ardwick Industrial Park Shuttle		n/a	Eliminate entire line
F13	Cheverly-Washington Business Park		n/a	Eliminate entire line
F14	Sheriff Road-Calitol Heights			Eliminate entire line (line never had Sunday service)
G12	Greenbelt-New Carrollton			Eliminate route G12, maintain FY21 span & frequency on route G14
G14				
H11	Marlow Heights-Temple Hills		n/a	Eliminate entire line
H12				
H13			n/a	
J1	Bethesda-Silver Spring		n/a	Operate J1 trips as J2 trips, Maintain FY21 span & frequency on route J2
J2				
J4	College Park-Bethesda Limited		n/a	Maintain no service
J12	Marlboro Pike			Eliminate line, modified route K12 replaces service between Capitol Heights Sta. and Silver Hill Road
K6	New Hampshire Avenue-Maryland			Maintain FY21 span & frequency
K9	New Hampshire Avenue-MD Limited		n/a	Maintain no service

Route	Line Name	Weekday Status	Sat/Sun Status	Description
K12	Forestville			Modify route to operate via existing route from Branch Ave. Sta. to Silver Hill Road, then operate via route J12 from Silver Hill Road and Capitol Heights Sta. Service between PA Ave. & Silver Hill Rd. and Suitland Sta. is eliminated
L8	Connecticut Avenue-Maryland		n/a	Eliminate entire line
NH1	National Harbor-Southern Ave			Eliminate entire line, modified route D12 replaces service between Wheeler & St. Barnabas and National Harbor
NH2	National Harbor-Alexandria			Eliminate entire line (already not operating on Sat/Sun)
P12	Eastover-Addison Road			Maintain FY21 span & frequency
P18	Oxon Hill-Fort Washington		n/a	Eliminate entire line
P19			n/a	
Q1	Veirs Mill Road			Eliminate entire line, modified route C4 replaces service on Veirs Mill Road, all remaining stops are covered by other service
Q2				
Q4				
Q5				
Q6				
R1	Riggs Road		n/a	Eliminate route R1, maintain FY21 span & frequency on route R2
R2				
R4	Queens Chapel Road			Eliminate entire line
R12	Kenilworth Avenue			Eliminate entire line (line never had Sunday service, Saturday service currently not operating)
T2	River Road		n/a	Eliminate entire line
T14	Rhode Island Avenue-New Carrollton			Eliminate entire line
T18	Annapolis Road			Maintain FY21 span & frequency
V12	District Heights-Suitland			Eliminate entire line
V14	District Heights-Seat Pleasant			Eliminate entire line
W14	Bock Road		n/a	Eliminate entire line
Y2				Maintain FY21 span & frequency

Route	Line Name	Weekday Status	Sat/Sun Status	Description
Y7	Georgia Avenue-Maryland			
Y8				
Z2	Colesville-Ashton		n/a	Eliminate entire line
Z6	Calverton-Westfarm			Eliminate entire line, modified Z8 replaces segment from Columbia Pike & Industrial Pkwy. To Broadbirch & Cherry Hill
Z7	Laurel-Old Columbia Pike Express		n/a	Eliminate entire line
Z8	Fairland			Modify route to operate existing alignment from Silver Spring to Columbia Pike & Industrial, then via route Z6 alignment to Broadbirch & Cherry Hill, then Cherry Hill to Randolph & Old Columbia Pike, then existing alignment to Greencastle. / Service between Columbia Pike & Industrial and Old Columbia Pike & Randolph is eliminated

FY22 Proposed Consolidated Route Network Service Plan - Virginia

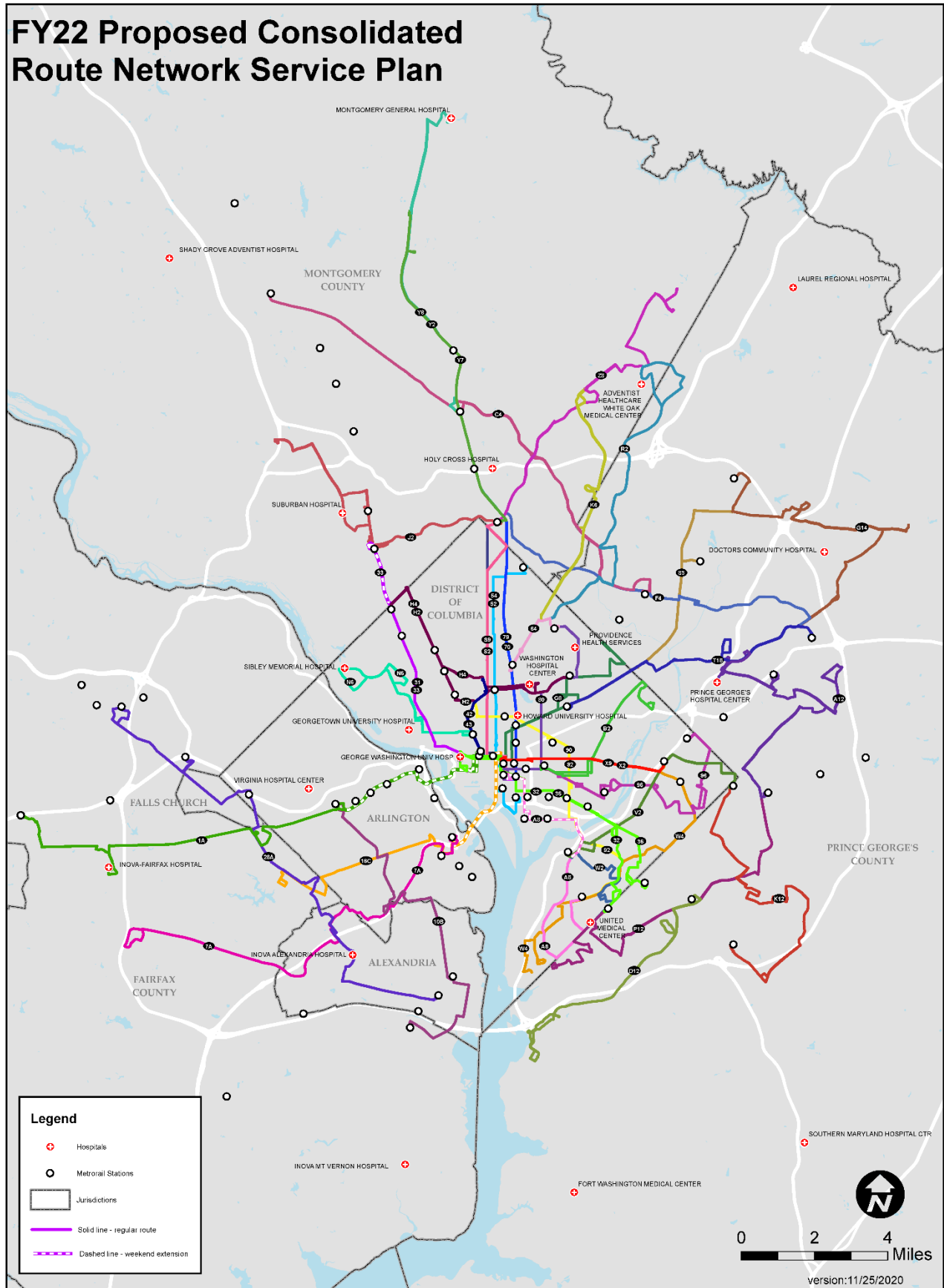
Route	Line Name	Weekday Status	Sat/Sun Status	Description
1A	Wilson Blvd-Vienna			Maintain FY21 span & Frequency. Extend Sat/Sun service to Farragut Sq. via Wilson/Clarendon, Ft. Myer Dr., US 50, I-66, E St. NW, 18th/19th Sts, K/I Sts.
1B				
1C	Fair Oaks-Fairfax Blvd			Eliminate entire line
2A	Washington Blvd-Dunn Loring			Eliminate entire line
2B	Fair Oaks-Jermantown Rd			Eliminate entire line
3A	Annandale Rd			Eliminate entire line, Fairfax Connector proposing replacement service
3T	Pimmit Hills			Maintain no service, Fairfax Connector proposing replacement service
3Y	Lee Highway-Farragut Square		n/a	Maintain no service
4A	Pershing Dr-Arlington Blvd		n/a	Eliminate entire line
4B				
5A	DC-Dulles			Eliminate entire line
7A	Lincolnia-North Fairlington			Eliminate routes 7F & 7Y, Maintain FY21 span & frequency on a modified route 7A operating from Pentagon to Southern Towers on existing alignment, then Seminary, Kenmore, N. Van Dorn and Duke St. to route 29G alignment from I-395 to Patriot & Americana Drives. DASH is proposing replacement service on Beauregard St.
7F				
7Y			n/a	
7C	Park Center-Pentagon		n/a	Maintain no service
7P			n/a	
7M	Mark Center-Pentagon		n/a	Eliminate entire line
7W	Lincolnia-Pentagon		n/a	Maintain no service
8S	Foxchase-Seminary Valley		n/a	Maintain no service
8W			n/a	
8Z			n/a	
10A	Alexandria-Pentagon			Eliminate entire line, route 10A trips replaced with modified route 10B trips between Huntington and Mt. Vernon Ave. & S. Glebe Rd. Service is eliminated between S. Glebe Rd. and Pentagon Sta.
10E			n/a	
10N				

Route	Line Name	Weekday Status	Sat/Sun Status	Description
10B	Hunting Point-Ballston			Modify route south of Washington & Franklin/Gibbon Sts. To operate via 10A alignment to Huntington Sta. Also modify route between Walter Reed & Columbia Pike and Glebe Rd. & 2nd St. S to operate via Columbia Pike and Glebe Road. Service is eliminated between Washington & Franklin/Gibbon Sts. and Hunting Point as well as between Walter Reed & Columbia Pike and Glebe Rd. and 2nd St. S
11Y	Mount Vernon Express		n/a	Maintain no service
15K	Chain Bridge Rd		n/a	Maintain no service, Fairfax Connector proposing replacement service
16A	Columbia Pike			Eliminate service on routes 16A & 16E, modify route 16C to operate from Army Navy Dr. & Eads St. via Eads, 12th/15th and Hayes St. (both directions) to Hayes & Army-Navy or eastbound from Columbia Pike & Joyce St. Also modify route between Columbia Pike & Jefferson St. to Leesburg & Columbia Pikes to operate via Jefferson and Leesburg Pike. Service on route 16C is eliminated on Columbia Pike and South Rotary Rd. between Joyce and Eads Sts., on Army-Navy Dr. between Eads and Hayes Sts. and on Columbia Pike between Jefferson St. and Leesburg Pike. On Sat/Sun, Pentagon Transit Center will not be served and service will be extended to Franklin Square from Eads St. via I-395 and 14th St. NW. All 16H stops on Columbia Pike will be served by route 16C
16C				
16E				

Route	Line Name	Weekday Status	Sat/Sun Status	Description
16G	Columbia Pike-Pentagon City			Entire line is eliminated and replaced with additional modified 16C trips (making all stops on Columbia Pike)
16H				
16L	Annandale-Skyline City-Pentagon		n/a	Maintain no service
16Y	Columbia Pike-Farragut Square		n/a	Maintain no service
17B	Kings Park-North Springfield		n/a	Eliminate entire line
17M			n/a	
17G	Kings Park Express		n/a	Eliminate entire line
17H			n/a	
17K			n/a	
17L			n/a	
18G	Orange Hunt		n/a	Maintain no service
18H			n/a	
18J			n/a	
18P	Burke Centre		n/a	Eliminate entire line
21A	Landmark-Bren Mar Park-Pentagon		n/a	Maintain no service
21D			n/a	
22A	Barcroft-South Fairlington			Eliminate entire line
22C			n/a	
22F			n/a	
23A	McLean-Crystal City			Eliminate entire line, route 23A,B trips replaced with modified route 10B trips. Service is eliminated between Tysons Corner and Ballston, between Shirlington and Mt. Vernon Ave. & Russell Rd. and between Mt. Vernon Ave. & South Glebe Rd. and Crystal City Sta.
23B				
23T				
25B	Landmark-Ballston			Eliminate entire line
26A	Annandale-East Falls Church		n/a	Maintain no service
28A	Leesburg Pike			Modify route east of INOVA Alexandria Hospital to operate via Howard, Jordan and Duke Sts. To King St. Sta. Also modify route between Seven Corners and Broad & Washington Sts. To operate via Wilson, Roosevelt, Sycamore and Washington. Service is eliminated between Alexandria Hospital and King St. Station on King St. as well as on East Broad St. between Seven Corners and Washington St.

Route	Line Name	Weekday Status	Sat/Sun Status	Description
28F	Skyline City		n/a	Maintain no service
28G			n/a	
29C	Annandale		n/a	Eliminate entire line. Modified route 7A provides replacement service between I-395 and Patriot & Americana Drives
29G			n/a	
29K	Alexandria-Fairfax			Eliminate entire line. Modified route 7A provides replacement service between Duke & Van Dorn St. and Patriot & Americana Drives
29N				
29W	Braeburn Dr-Pentagon Express		n/a	Maintain no service, Fairfax Connector proposing replacement service
38B	Ballston-Farragut Square			Eliminate entire line. Sat/Sun route 1A extension provides replacement service between Wilson Bl. & 10 St. S. and Wilson Bl. & Ft. Myer Dr.
MW1	Metroway - Potomac Yard			Eliminate entire line
NH2	National Harbor-Alexandria			Eliminate entire line
REX	Richmond Highway Express			Eliminate entire line

FY22 Proposed Consolidated Route Network Service Plan



Parking Rate Proposal

Parking Fees

A daily commuter parking fee of \$4.95 at all Prince George's County Metrorail Stations, except at 1.) Addison Road and Prince George's Plaza where the daily commuter parking fee is proposed to be \$4.45, and 2.) Landover where the daily commuter parking fee will remain at \$3.00. The proposed fee changes are subject to the removal of the jurisdictional parking surcharge.

		CURRENT Fares/Fees	FY2022 Proposed Fare Options
Parking Fees			
60	· District of Columbia	\$4.45 - \$4.95	no change
61	· Montgomery County	\$4.45 - \$5.20	no change
62	· Prince George's County	\$3.00 - \$5.20	\$3.00 - \$4.95
63	· Virginia	\$3.00 - \$4.95	no change
64	· Monthly reserved parking fee	\$45.00 - \$65.00	no change
65	· Parking meters \$1.00/60 minutes	\$1.00	no change
66	· Prince George's parking garage at New Carrollton (monthly)	\$85.00	no change
67	· Non-Metro rider parking fees	\$7.50 - \$15.00	no change
68	· Special event parking fees	up to \$25.00	no change