



**Finance and Capital Committee**

**Action Item III-A**

**January 16, 2020**

**FY2021 Operating Budget Work Session and  
Authorization for Public Hearing on Proposed  
FY2021 Operating Budget and FY2021-2026 CIP**

Washington Metropolitan Area Transit Authority

## Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:  
202134

Resolution:  
☒ Yes ☐ No

### TITLE:

Work Session and Authorization of Public Hearing

### PRESENTATION SUMMARY:

In this Work Session, staff will provide additional information on the FY2021 Proposed Operating Budget for the Committee's consideration.

In addition, staff will review public hearing requirements and seek Board of Directors' (Board's) authorization to conduct public hearings on Metro's Proposed FY2021 Budget, including approval of a docket outlining proposed service changes, fare adjustments and Capital Improvement Program (CIP).

### PURPOSE:

1. Provide the Committee an overview of the FY2021 Proposed Operating Budget, service and fare initiatives, and respond to Board and jurisdictional staff questions.
2. Request Board authorization to conduct public hearings on the proposed FY2021 Budget, proposed service changes, fare adjustments and FY2021-2026 CIP.

### DESCRIPTION:

#### Identification of Parties with an interest in Metro's FY2021 Budget

The following vendors are Metro's top non-personnel multi-year contractors through FY2019 and to date (\$500m). The vendors have contracts spanning through FY2021 as well.

- Transdev Services, Inc.
- First Transit, Inc.
- Diamond Transportation Service, Inc.
- Direct Energy Business
- Kawasaki Rail Car Inc.
- PEPCO
- DOMINION ENERGY VIRGINIA
- Washington Gas Energy Services
- UnitedHealthcare Insurance Co.
- Dell Marketing LP
- MV Transportation

- Challenger Transportation, Inc.
- Mott MacDonald I&E, LLC
- Kaiser Foundation Health Plan
- Carefirst BlueCross BlueShield
- Sonny Merryman Inc.
- LTK Engineering Services
- Giesecke & Devrient Mobile
- AECOM, USA, INC.
- Goodyear Tire & Rubber Co.

A full list of 2019 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:**

- In November 2019, the GM/CEO presented a Proposed FY2021 Operating Budget and FY2021-2026 CIP for Board consideration.
- Following that presentation, the Finance and Capital Committee is convening work sessions to review the budget in greater detail. This work session will be focused on the proposed operating budget, including the fare and service initiatives originally proposed by the GM and those requested by the Board.
- The proposed budget includes service and fare 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 February/March 2020 to provide the public an opportunity to review Metro's proposed CIP and use of FTA grant funds, as well as proposed service and fare 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 FY2021 operating budget and FY2021-2026 CIP.

## **Background and History:**

In November 2019, the GM/CEO presented a proposed FY2021 Operating Budget and FY2021-2026 CIP to the Board. The GM/CEO's recommended operating budget, inclusive of Silver Line Phase 2 support, totals \$2.09 billion. The budget includes initiatives to improve service and customer experience, grow ridership, enhance fare options, limit subsidy growth to mandated levels, and establish an extra services fund. The WMATA Compact - Article XIII, Section 62(a) - requires a public hearing with respect to increasing fares and major service reductions.

Furthermore, the proposed FY2021-2026 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 FY2021 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:**

### **I. FY2021 Operating Budget Work Session**

The GM/CEO's recommended operating budget totals \$2.09 billion and is grounded in the principles set forth in the Keeping Metro Safe, Reliable and Affordable (KMSRA) strategic plan adopted by the Board in 2019. The budget also complies with the Dedicated Funding legislation which caps annual subsidy growth at three percent. All of the fare and service initiatives originally proposed by the GM/CEO are funded within the three percent cap.

In addition, the budget funds items that are legislatively excluded from the subsidy cap. The total for legislative exclusions has been updated to reflect an anticipated start of Silver Line Phase 2 revenue operations in the fall of 2020. Funding for the mobilization and operations requires additional subsidy from the jurisdictions in FY2020 and FY2021 of \$23.6 million and \$115.1 million respectively. The total FY2021 operating subsidy, including capped subsidy and exclusions, totals \$1.28 billion.

Key policy considerations to be discussed at the operating budget work session include customer experience, service and fare initiatives originally proposed by the GM/CEO as well as those requested by the Board for consideration. Proposed service and fare changes are listed below:

## **Operating Service Proposals**

1. Better weekend Metrobus service
2. Improve MetroExtra Bus service
3. Better weekend Metrorail service
4. Restore late night Metrorail service
5. Weekday early morning Metrorail right-sizing
6. Reduce overlapping and less productive Metrobus service

## **Fare Proposals**

1. Metrorail
  - a. Peak base fare: increase of \$0.10
  - b. Simplify mileage tiers to \$0.33 per mile during peak and \$0.22 per mile during off-peak
  - c. Peak max fare: increase of \$1.00
  - d. Weekend flat fare of \$2.00
2. Metrobus
  - a. Cash fare without SmarTrip increase of \$0.25
  - b. Onboard Cash Loading: increase of \$0.25
  - c. Lower 7-Day Regional Bus Pass price from \$15.00 to \$12.00
3. Metrorail and Metrobus
  - a. Full transfer discount (\$2.00) between Metrobus and Metrorail

Other topics for discussion during the work session:

1. Metrorail
  - a. Expand all trains to maximum length of 8 cars (Board request)
  - b. Increase the peak base fare by \$0.25 and increase max fare by \$0.50 (Board request)
  - c. Weekend flat fare of \$2.50 or \$2.75 (Board request)
  - d. Surcharge to/from Dulles Airport Station (Board request)
  - e. Peak fares after midnight (Board request)
  - f. Additional short-trip rail passes (Board request)
2. Metrobus
  - a. MetroExtra fare increase of \$1.00 (Board request)

## **II. Authorization to conduct public hearings on Metro's Proposed FY2021 Budget**

The proposed service changes, fare adjustments and capital program are

described in detail in the attachments to the resolution. The proposed service and fare changes represent the maximum changes the Board may adopt as part of the FY2021 budget.

### **FY2021-2016 Capital Improvement Program**

The objectives of Metro's capital program include:

- Invest to ensure a Safe, Reliable, and Affordable system
  - Prioritize rehabilitation and replacement of assets to improve passenger and worker safety
  - Regularly evaluate asset condition for high performance to meet customer needs
  - Invest in technology to modernize how people travel
- Drive strategic transformation of the capital program
  - Active capital planning
  - Bolstering project delivery
  - Performance tracking

### **Capital Improvement Program Proposals (See Attachment A)**

The proposed FY2021 capital budget of \$1.8 billion and six-year capital plan of \$9.7 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 \$5 billion on capital investments. Capital delivery exceeded annual investment goals in FY2019 with actual capital spending of \$1.5 billion. This was 99 percent of the FY2019 budgeted amount and represents the third year that Metro has exceeded the target of 95 percent 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 \$18.0 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 \$9.7 billion and a FY2021 capital budget of \$1.8 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:

- Customer Facilities & Experience. Major investments include station systems improvements, station infrastructure upgrades, and bus station and terminal upgrades.

- Vehicles. Moving our riders with modern vehicles is an investment focus with railcar acquisition, railcar safety and reliability, as well as investments in bus and paratransit vehicle acquisition and rehabilitation.
- Infrastructure, Systems & Support Facilities. Supporting our network with activities to provide safe, reliable service includes major investments in track and structures, rail systems, bus garage replacement, and business support through office consolidation and information technology investments.

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

#### **FY2021 Operating Budget (See Attachment B)**

WMATA's proposed FY2021 operating budget totals \$2.09 billion. It includes a base operating budget that is within the mandated three percent subsidy growth cap plus \$124 million that is excluded from the cap per the legislation. The total subsidy is \$1.28 billion not including debt service.

Within the cap, the proposed budget includes service and fare proposals to:

- Further improve service and customer experience
- Enhance fare options to drive ridership
- Limit subsidy growth to mandated level
- Establish an Extra Services Fund

#### **Operating Service Proposals (See Attachment C)**

#### **Fare Proposals (See Attachment D)**

#### **Alternative Fare and Service Proposals (See Attachment E)**

The proposed fare and service changes requested by the Board are described in Attachment E. If Attachment E is adopted by the Board, the changes would amend the respective GM/CEO proposals described in Attachments C and D.

#### **FUNDING IMPACT:**

This item is for authorization to hold public hearings only. This item does not directly authorize any spending authority. Therefore, this item has no direct impact on funding.

#### **TIMELINE:**

<b>Previous Actions</b>	<p>October 2019 – Presentation to Finance and Capital Committee on FY2021 Ridership Outlook and Recent Trends</p> <p>November 2019 - Presentation to Finance and Capital</p>
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	<p>Committee of GM/CEO's Proposed FY2021 Budget</p> <p>December 2019 - Presentation to Finance and Capital Committee of FY2021 Proposed Public Hearing docket</p> <p>December 2019 - Board Work Session on Proposed FY2021 Capital Budget.</p>
<b>Anticipated actions after presentation</b>	<p>February-March 2020 – Budget deliberations, public outreach and public comment period</p> <p>April 2020 – Board adoption of the FY2021 Operating Budget and FY2021-2026 CIP</p> <p>April 2020 – Submit Federal grant applications</p> <p>July 2020 – Fiscal Year 2021 begins</p>

**RECOMMENDATION:**

Board authorization to conduct Compact Public Hearings and related public participation activities on the FY2021 Operating Budget and FY2021-2026 Capital Improvement Program as well as service and fare proposals



# **FY2021 Operating Budget Work Session and Public Hearing on Proposed FY2021 Operating Budget and FY2021-2026 CIP**

Finance and Capital Committee

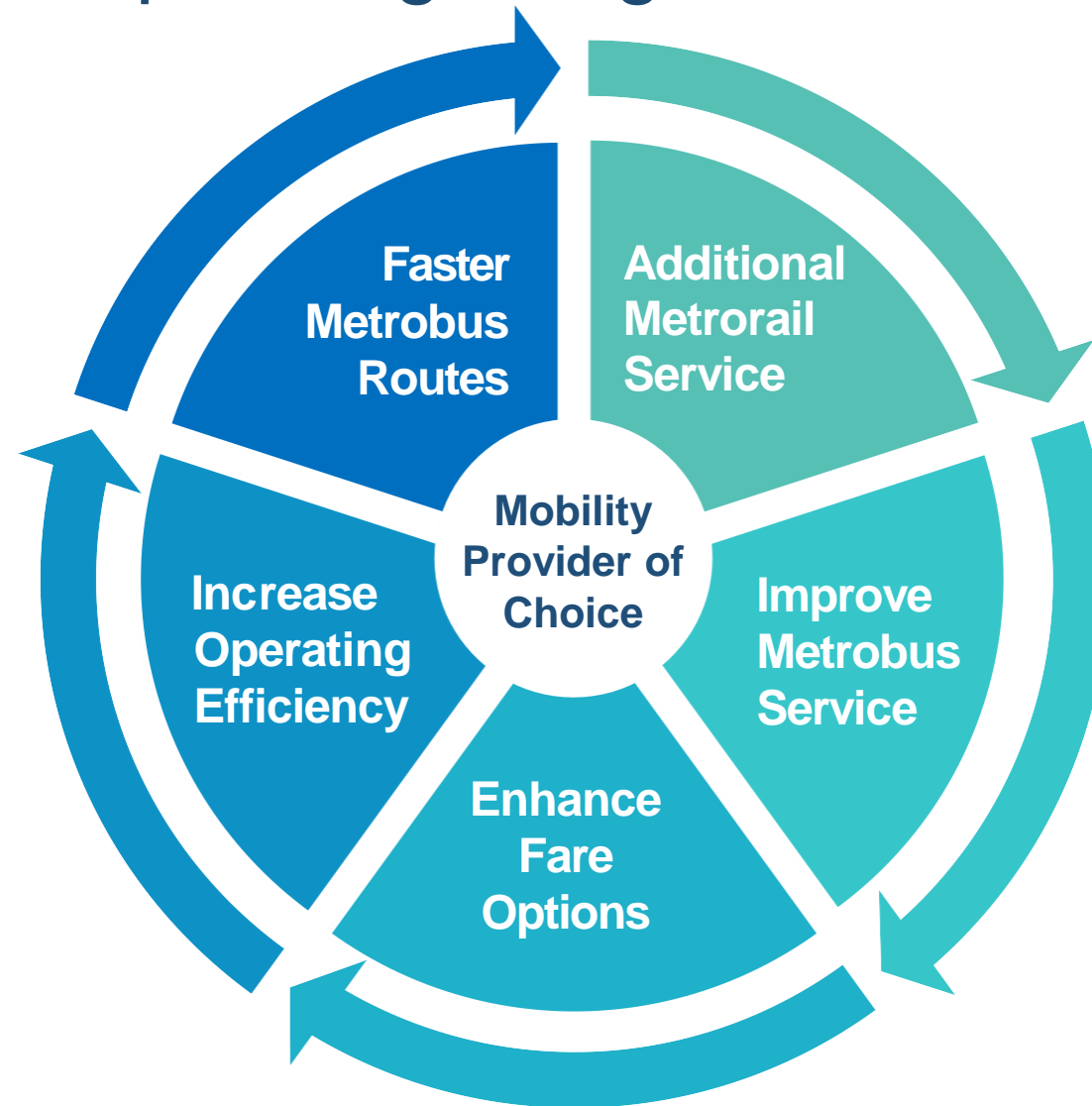
January 16, 2020



# Purpose

- Provide an overview of the FY2021 Proposed Operating Budget, service and fare initiatives, and respond to Board questions
- Request Board authorization to conduct Compact Public Hearings and related public participation activities for proposed FY2021-2026 Capital Improvement Program and FY2021 Operating Budget

# FY2021 Proposed Operating Budget Priorities



## FY2021 Revenue and Expenses

(\$ in millions)	FY2020	FY2021 <sup>1</sup>	\$ Change	% Change
<b>Expense</b>	\$1,939.9	\$1,961.2	\$21.4	1.1%
<b>Revenue</b>	\$814.4	\$802.0	(\$12.4)	(1.5%)
<b>Required Subsidy</b>	<b>\$1,125.5</b>	<b>\$1,159.3</b>	<b>\$33.8</b>	<b>3.0%</b>

1. Does not include legislative exclusions from mandated annual 3% subsidy growth cap

# FY2021 Operating Budget is Balanced within Mandated 3% Subsidy Cap

(\$ in millions)		Subsidy Impact
<b>FY2020 Capped Subsidy</b>		<b>\$1,125.5</b>
<b>FY2021 Subsidy Drivers</b>		<b>\$42.2</b>
<b>FY2021 Initiatives</b>		
Improving Service & Customer Experience	(\$15.9)	
Increasing Non-Fare Revenue	(\$11.3)	
Enhancing Fare Options	\$15.8	
Extra Services Fund	\$3.0	
<b>Subtotal</b>		<b>(\$8.4)</b>
Mandated Subsidy Growth Cap		\$33.8
<b>FY2021 Capped Subsidy</b>		<b>\$1,159.3</b>

# Improving Service and Customer Experience

Initiatives	Cost	Revenue	Subsidy	Net Trips	Per Net Trip		
					Cost	Revenue	Subsidy
Better Weekend Metrobus Service	\$3.9M	\$0.8M	\$3.1M	0.7M	\$5.27	\$1.13	\$4.14
Improve MetroExtra Service	\$3.5M	\$0.8M	\$2.6M	0.8M	\$4.37	\$1.07	\$3.30
Better Weekend Metrorail Service	\$3.6M	\$1.1M	\$2.5M	0.5M	\$7.79	\$2.47	\$5.31
Restore Late Night Metrorail Service	\$5.0M	\$1.2M	\$3.8M	0.4M	\$11.60	\$2.88	\$8.72
Improve Customer Service	\$2.5M	\$0	\$2.5M	0			
Weekday Early Morning Metrorail Right-Sizing <sup>1</sup>	(\$4.4M)	(\$0.8M)	(\$3.6M)	(0.3M)	(\$16.21)	(\$2.79)	(\$13.42)
Reduce Overlapping and Less Productive Bus Service <sup>2</sup>	(\$34.0M)	(\$7.4M)	(\$26.6M)	(4.9M)	(\$6.98)	(\$1.53)	(\$5.46)
<b>TOTAL</b>	<b>(\$19.9M)</b>	<b>(\$4.1M)</b>	<b>(\$15.9M)</b>	<b>(2.7M)</b>			

1. Efficiencies include savings from eliminating one-way AM/PM tripper trains on Green and Orange Lines, 2. Trip loss does not reflect customers who will take other Metro or regionally-operated transit services



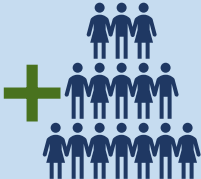
# Better Weekend Metrobus Service

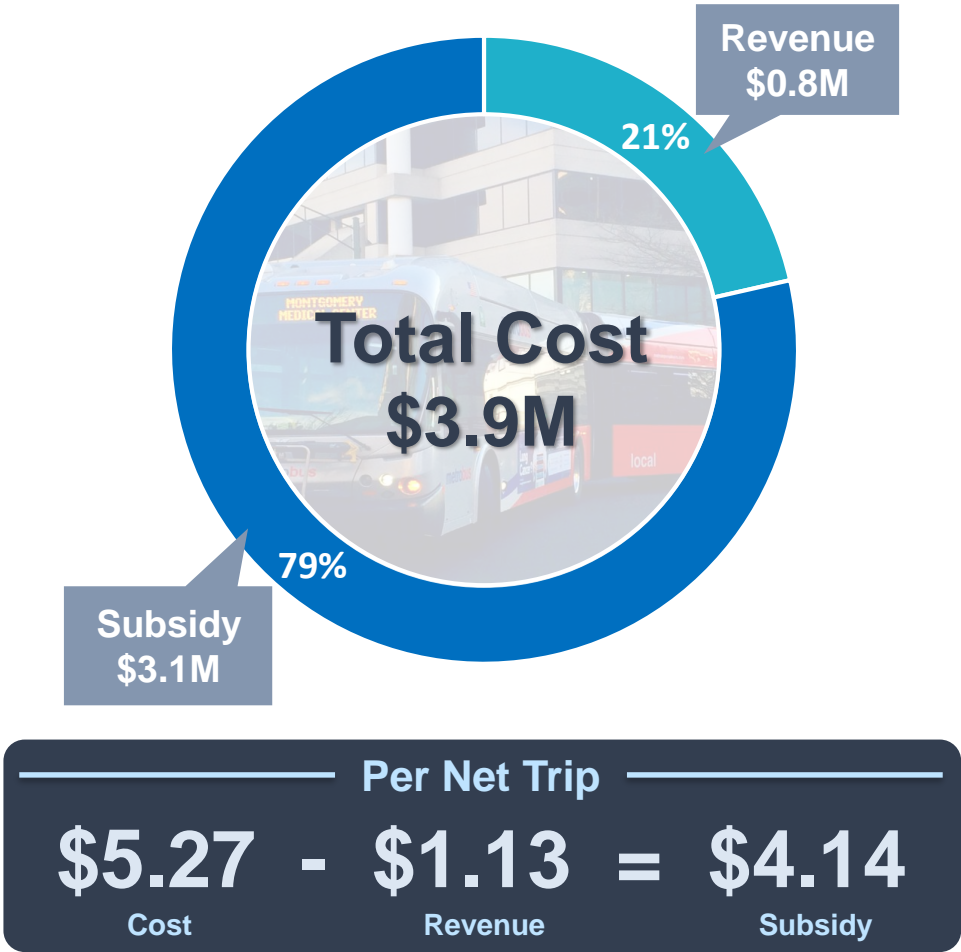
Improve weekend frequencies on routes with high potential to attract more ridership

Operate Saturday Frequency on Sunday  
7 Lines

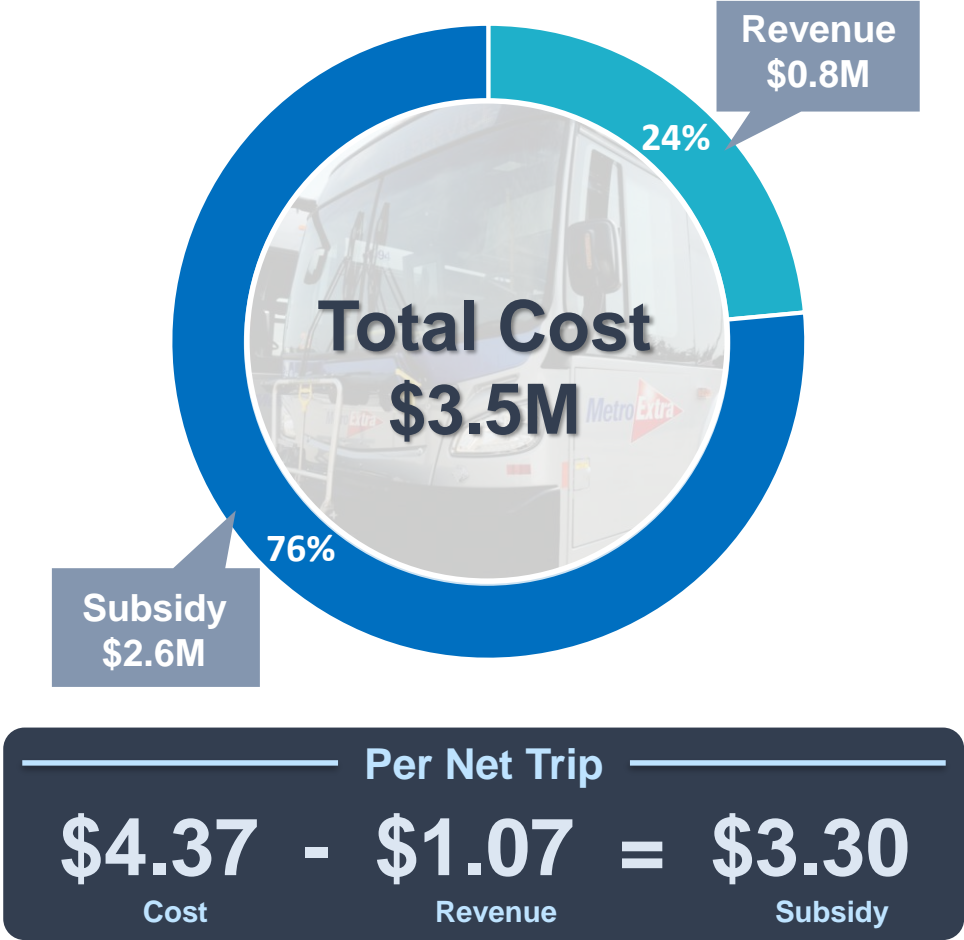
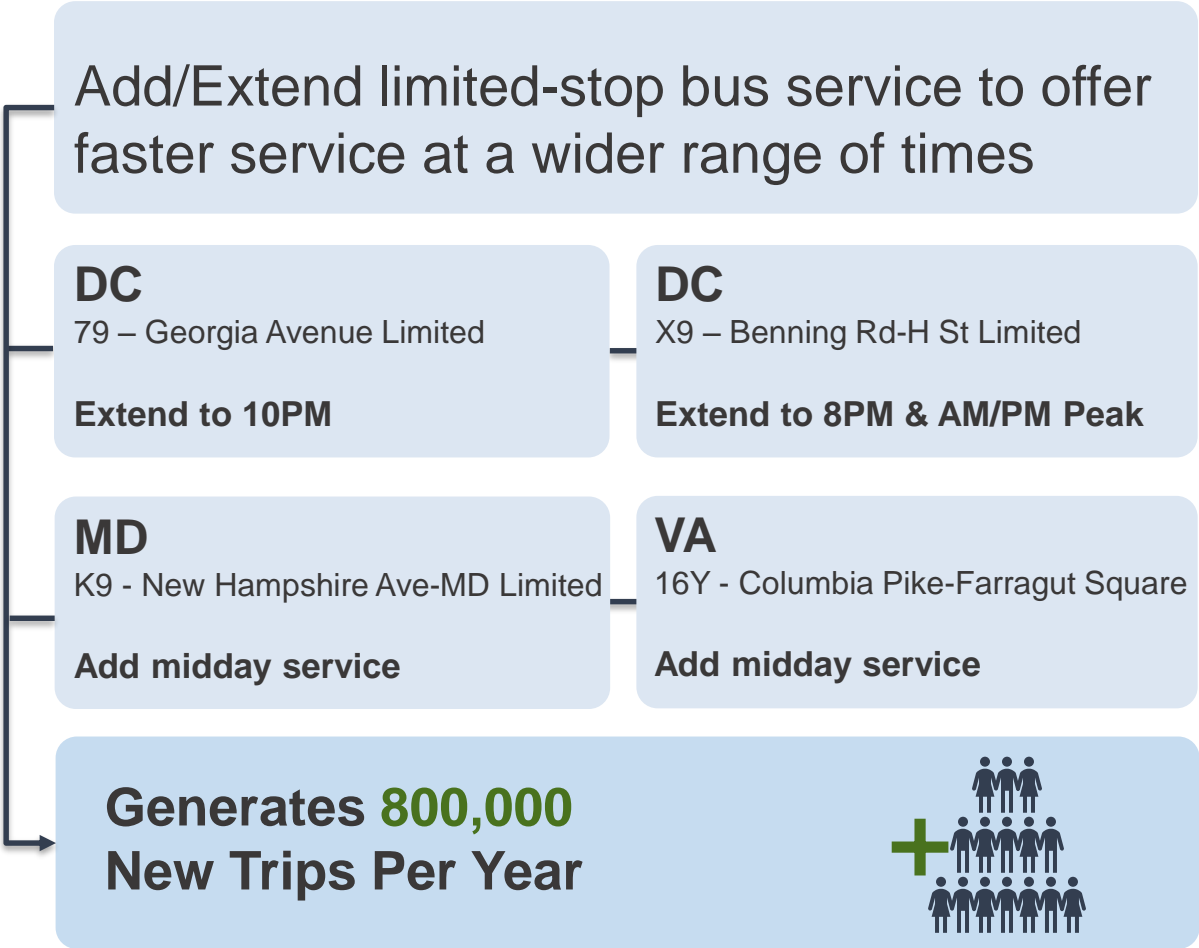
Increase Saturday and Sunday Frequency  
7 Lines

Generates **700,000**  
New Trips Per Year





# Improve MetroExtra Service





# Reduce Overlapping and Low Ridership Metrobus Service

## Evaluation Approach

Respond to changes in demand over last 3 years

Minimize negative impacts on transit dependent riders

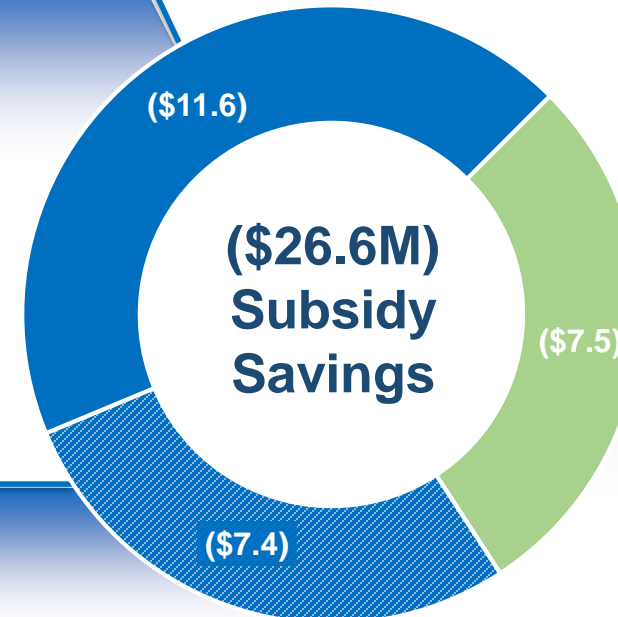
Keep commitments to jurisdictions for service plan adjustments and consistent with approved service guidelines

## Adjustments and Eliminations to Reduce Redundancy/Overlap

**19 lines** adjusted  
Impacts **3M trips/year**

## Service Elimination for Low Ridership

**10 lines** eliminated  
Impacts **1M trips/year**



## Frequency, Span and Efficiency Adjustments

**10 lines** adjusted  
Impacts **0.3M trips/year**

**7 lines** adjusted  
Impacts **0.6M trips/year**

**84 lines** adjusted  
No customer impact

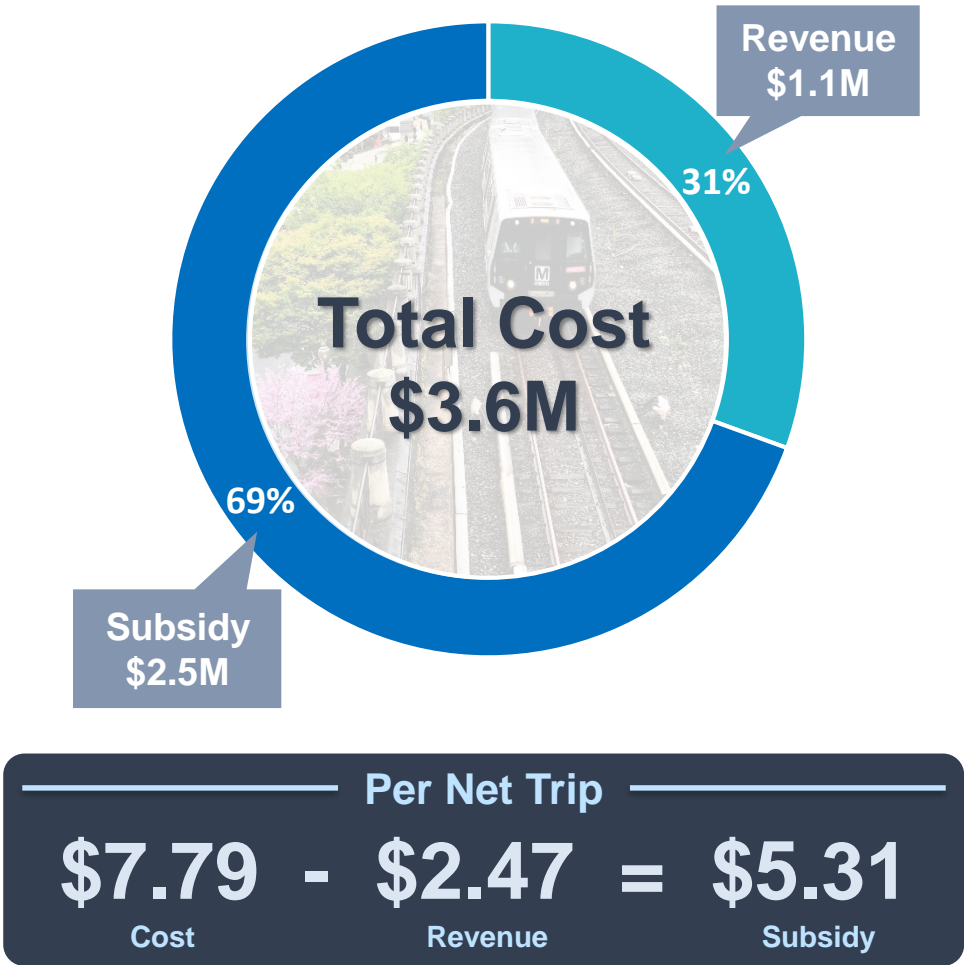
# Better Weekend Metrorail Service

Operate Saturday Headways on Sundays

Current		
	8am - 9:30pm	9:30pm - close
RD	8 mins	15 mins
OR SV YL GR BL	15 mins	20 mins

Proposed		
	8am - 9:30pm	9:30pm - close
RD	6 mins	15 mins
OR SV YL GR BL	12 mins	20 mins

Generates 500,000 New Trips Per Year



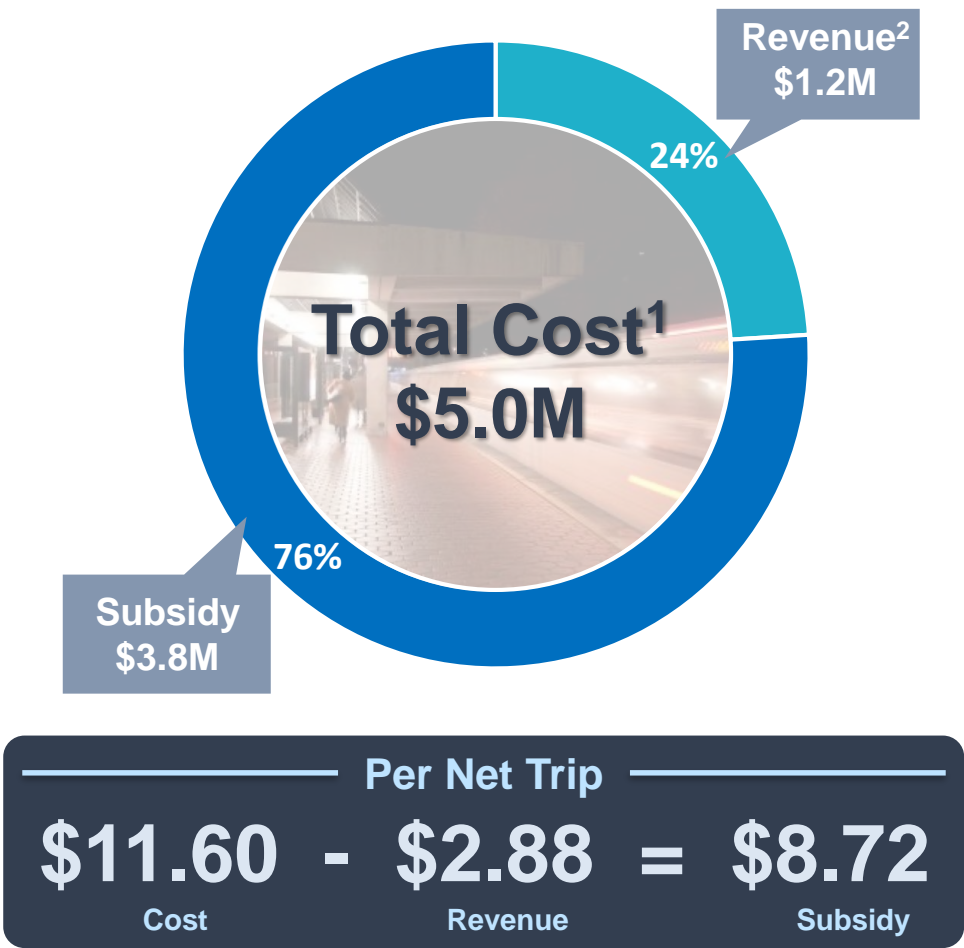
# Restore Late Night Metrorail Service

Add 4 More Hours of Service Per Week

Provides more late-night transit access with appropriate system maintenance capacity

Current	Service Hours	Proposed
5am – 11:30pm	Mon – Thu	5am – 12am
5am – 1am	Fri	5am – 2am
7am – 1am	Sat	7am – 2am
8am – 11pm	Sun	8am – 11pm

Generates 400,000 New Trips Per Year



1. Does not include any changes to Bus Lifeline Service or After-Hours Commuter Service Pilot  
2. Revenue estimate assumes off-peak fares



# Weekday Early Morning Metrorail Right-Sizing

Widen headways between 5am and 6am to match service with low-level of ridership during early weekday mornings

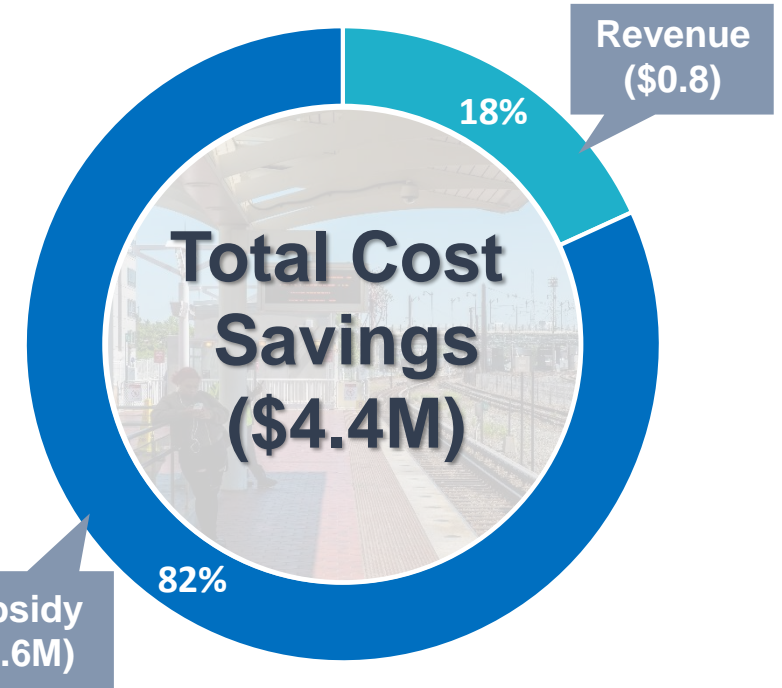
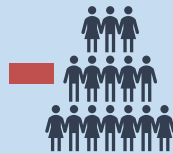
## Current

	5am – 6am	6am – 9:30am
RD	8 mins	4 mins
OR SV YL GR BL	8 mins	8 mins

## Proposed

	5am – 6am	6am – 9:30am
RD	12 mins	4 mins
OR SV YL GR BL	12 mins	8 mins

Reduction of **300,000**  
Trips Per Year



$$\begin{array}{rcl}
 \text{Per Net Trip} & & \\
 \text{(\$16.21)} & - & \text{(\$2.79)} = \text{(\$13.42)} \\
 \text{Cost} & & \text{Revenue} \quad \text{Subsidy}
 \end{array}$$

# Enhancing Fare Options to Drive Ridership

		Current	Change	Proposed	Revenue	Net Trips	Revenue per Net Trip
<b>Metrorail</b>	Peak Base Fare	\$2.25	+\$0.10	\$2.35	\$5.6M	(1.8M)	\$3.07
	Simplify Mileage Tiers <sup>1</sup>	Varies	Up to \$0.04	\$0.33	\$5.6M	(0.2M)	\$27.28
	Max Fare	\$6.00	+\$1.00	\$7.00	\$3.9M	(0.1M)	\$34.75
	Weekend Flat Fare	Varies	Up to -\$1.85	\$2.00	(\$11.3M)	1.3M	(\$8.64)
<b>Metrobus</b>	Fare without SmarTrip	\$2.00	+\$0.25	\$2.25	\$0.3M	(0.2M)	\$1.55
	Onboard Cash Loading	\$0.00	+\$0.25	\$0.25	\$0.5M	(0.4M)	\$1.35
	Lower 7-Day Pass Price	\$15.00	-\$3.00	\$12.00	(\$1.4M)	0.4M	(\$3.88)
<b>Metrorail + Metrobus</b>	Full Transfer Discount	\$0.50	+\$1.50	\$2.00	(\$19.0M)	3.0M	(\$6.33)

1. Standardizes variable Peak Mileage rate of \$0.29 - \$0.33 to \$0.33 and off-peak mileage rate of \$0.22 - \$0.24 to \$0.22

# Legislatively Excluded Operating Subsidy Requirements

Initiatives	Description	Category	Subsidy
Safety Mandate Growth	Compliance with expanded training and testing requirements <sup>1</sup>	Federal Mandate	\$1.0
Paratransit Services Growth	Cost of services not covered by base budget increase	Federal Mandate	\$7.6
Silver Line Phase 2	11.4 mile extension, 6 new stations and Rail Yard Facility <sup>2</sup>	Capital Project	\$115.1
<b>Total</b>			<b>\$123.8</b>

1. Public Transportation Agency Safety Plan (49 CFR Part 673); Public Transportation Safety Certification Training (49 CFR Part 672); Respiratory Protection, Hearing Conservation, and Respirable Silica Programs (OSHA)

2. FY2021 mobilization and operating costs based on start date in Fall 2020 (FY2021)

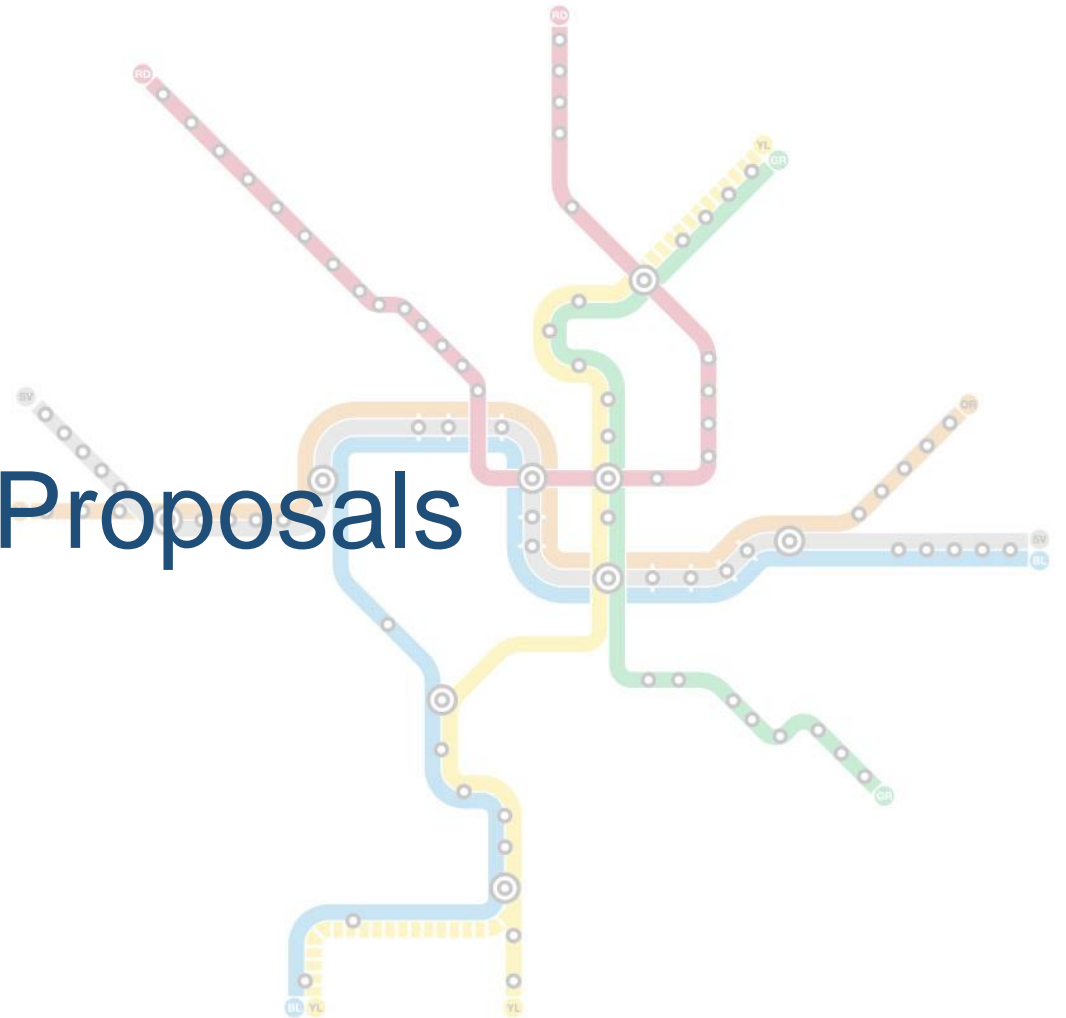
# Summary of FY2021 Subsidy Requirements

	Base Subsidy Growth			Total Subsidy Contribution			
(\$ in millions)	FY2020 Base <sup>1</sup>	FY2021 Capped	% Change	Legislative Exclusions <sup>2</sup>	FY2021 Net Subsidy	Debt Service	Jurisdictional Operating Subsidy
<b>District of Columbia</b>	<b>\$407.8</b>	<b>\$420.0</b>	<b>3.0%</b>	<b>\$40.1</b>	<b>\$460.1</b>	<b>\$33.3</b>	<b>\$493.3</b>
Montgomery County	\$189.1	\$191.0	1.0%	\$21.8	\$212.8	\$15.4	\$228.2
Prince George's County	\$242.6	\$253.7	4.6%	\$21.6	\$275.3	\$15.8	\$291.1
<b>State of Maryland</b>	<b>\$431.7</b>	<b>\$444.7</b>	<b>3.0%</b>	<b>\$43.4</b>	<b>\$488.1</b>	<b>\$31.2</b>	<b>\$519.3</b>
City of Alexandria	\$45.8	\$46.7	1.9%	\$5.5	\$52.2	\$1.8	\$54.0
Arlington County	\$78.2	\$74.7	(4.4%)	\$10.9	\$85.6	-	\$85.6
City of Fairfax	\$2.5	\$2.6	3.9%	\$0.4	\$3.0	\$0.1	\$3.1
Fairfax County	\$156.0	\$154.3	(1.1%)	\$19.8	\$174.1	\$5.6	\$179.7
City of Falls Church	\$3.4	\$3.4	(2.7%)	\$0.3	\$3.7	\$0.2	\$3.8
Loudoun County	-	\$13.0	100%	\$3.4	\$16.4	-	\$16.4
<b>Commonwealth of Virginia</b>	<b>\$286.0</b>	<b>\$294.6</b>	<b>3.0%</b>	<b>\$40.3</b>	<b>\$334.8</b>	<b>\$7.7</b>	<b>\$342.5</b>
<b>Total Contribution</b>	<b>\$1,125.5</b>	<b>\$1,159.2</b>	<b>3.0%</b>	<b>\$123.8</b>	<b>\$1,283.0</b>	<b>\$72.2</b>	<b>\$1,355.2</b>

1. Does not include one-time mobilization costs for Silver Line Phase 2

2. Total contribution for legislative exclusions includes growth for safety mandates, \$1.0M and paratransit services, \$7.6M in addition to \$115.1M to support Silver Line Phase 2

# Additional Service and Fare Proposals



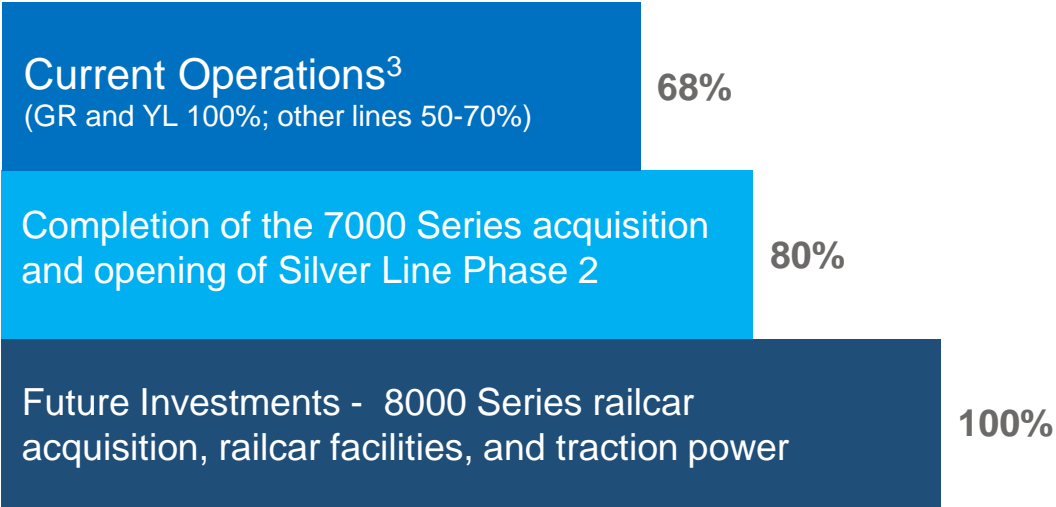


# Expand All Trains to Maximum Length of 8 Cars (MD/VA)

Metro seeks to increase the share of 8-car trains where warranted and feasible

Operation of 100% 8-car trains is currently constrained by number of cars in fleet, service patterns and existing infrastructure<sup>1</sup>

Systemwide share of 8-car trains







1. Additional cars are required due to the elimination of the Red and Yellow Line turnbacks and Silver Line Phase 2 operations; infrastructure is limited by yard storage and maintenance shop capacity; traction power will be a constraint if service frequency is increased

2. Weekdays only



# Rail Peak Base and Max Fare Options




Peak Base Fare				
Impacts All Riders: Greatest impact is to short distance riders who are price sensitive				
Current: \$2.25		Revenue	Net Trips	Revenue per Net Trip
GM Proposal				
\$2.35	 \$0.10	\$5.6M	(1.8M)	\$3.07
MD				
\$2.50	 \$0.25	\$12.7M	(4.2M)	\$3.03

Max Fare				
Impacts only long distance riders: These riders are among least price-sensitive				
Current: \$6.00		Revenue	Net Trips	Revenue per Net Trip
GM Proposal				
\$7.00	 \$1.00	\$3.9M	(0.1M)	\$34.75
MD				
\$6.50	 \$0.50	\$2.4M	(0.1M)	\$40.33




Note: Estimated amounts may not add due to rounding



## Weekend Flat Fare Options

		Revenue	Net Trips	Revenue per Net Trip	Policy analysis
GM Proposal					
<b>\$2.00</b>		(\$11.3M)	1.3M	(\$8.64)	<ul style="list-style-type: none"> <li>Price point equals the current off-peak base fare</li> <li>This fare option helps to promote Metro as the mobility provider of choice</li> </ul>
Rail Weekend Flat Fare (MD)					
<b>\$2.50</b>		(\$6.3M)	(0.9M)	(\$7.00)	<ul style="list-style-type: none"> <li>Fare increase for 51% of weekend riders who currently pay less than \$2.50</li> <li>Some trips would be more expensive than during peak periods</li> </ul>
Rail Weekend Flat Fare (MD)					
<b>\$2.75</b>		(\$4.8M)	(2.1M)	(\$2.29)	<ul style="list-style-type: none"> <li>Fare increase for 63% of weekend riders who currently pay less than \$2.75</li> <li>Some trips would be more expensive than during peak periods</li> </ul>

## Dulles Airport Station, Metrorail Late Night and MetroExtra Fare Surcharge

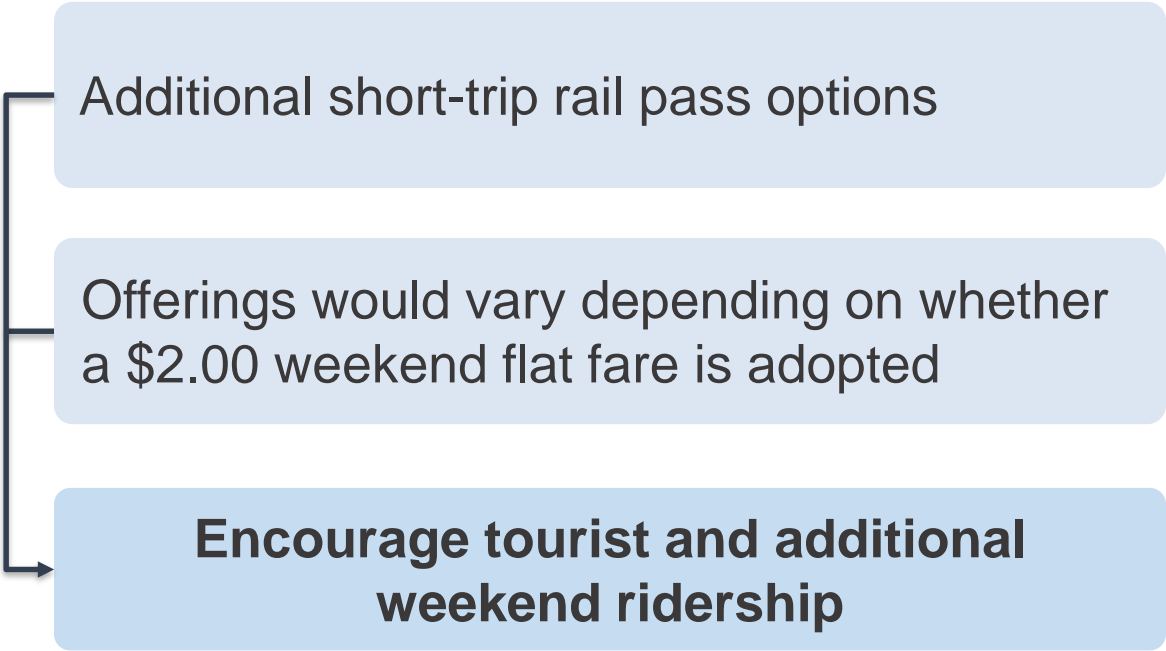
		Revenue	Net Trips <sup>2</sup>	Policy analysis
<b>Rail surcharge to/from Dulles Airport Station (MD)<sup>1</sup></b>				
<b>\$1.00</b>	 \$1.00	<b>\$1.5M</b>	-	<ul style="list-style-type: none"> <li>• No comparable charge at Ronald Reagan Washington National Airport or Union Station</li> <li>• Adds complexity to fares for visitors</li> </ul>
<b>Charge peak fares on rail after midnight (VA)</b>				
<b>Varies</b>	 Varies	<b>\$0.4M</b>	-	<ul style="list-style-type: none"> <li>• Conflicts with proposed Weekend Flat Fare on Saturdays</li> <li>• Inconsistent with goal of rebuilding off-peak ridership</li> <li>• Adds complexity to fares</li> </ul>
<b>MetroExtra Bus Fare (MD)<sup>3</sup></b>				
<b>\$3.00</b>	 \$1.00	<b>\$0.6M</b>	<b>(0.2M)</b>	<ul style="list-style-type: none"> <li>• 50% price increase; more expensive than the rail base fare</li> <li>• Price increase could push up to 1.3M trips to slower, more expensive to operate regular buses</li> </ul>

1. Revenue estimate based on 750,000 entries and 750,000 exits per year

2. First two items incur negligible ridership losses

3. Revenue less costs to operate additional regular buses

# Short-Trip Rail Passes for Visitors and Weekends (VA)



Pass Options <sup>1</sup>	1-Day	2-Day	3-Day
Weekend Passes with Flat Fare <sup>2</sup>	\$5.00	\$8.00	N/A
↑ OR ↓			
Short-Trip Passes <sup>3</sup>	\$8.00	N/A	\$18.00

Metro's current 7-Day Short Trip pass covers all trips taken during off-peak and fares up to \$3.85 during peak periods; if customers take a trip with a fare above \$3.85, the difference is paid using SmarTrip stored value.

- 1. Pass options include unlimited Metrobus trips
- 2. Proposed price points apply if the \$2.00 Weekend Flat Fare is approved by the Board; if Board approves \$2.75 Weekend Flat Fare, staff propose \$6.00 and \$10.00 price points for the respective 1- and 2-Day passes
- 3. Proposed price points are based on the current fare structure which would cover fares up to \$3.85 when peak fares are in effect



# **Public Hearing on Proposed FY2021 Operating Budget and FY2021-2026 CIP**

# Capital Investment Categories & Funding Sources

## Financial Plan by Investment Category

Capital Investment Categories (\$M)	FY2021 Budget	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	6 Year Total
Railcar	\$280	\$257	\$333	\$347	\$454	\$565	\$2,236
Rail Systems	\$165	\$131	\$163	\$153	\$147	\$132	\$891
Track and Structure Rehabilitation	\$148	\$176	\$166	\$193	\$161	\$170	\$1,014
Stations and Passenger Facilities	\$546	\$526	\$391	\$252	\$192	\$179	\$2,085
Bus and Paratransit	\$208	\$225	\$293	\$313	\$284	\$216	\$1,539
Business Support	\$475	\$550	\$218	\$236	\$243	\$227	\$1,949
<b>Total Capital Investments</b>	<b>\$1,821</b>	<b>\$1,865</b>	<b>\$1,563</b>	<b>\$1,493</b>	<b>\$1,481</b>	<b>\$1,490</b>	<b>\$9,714</b>
Revenue Loss from Capital Projects	\$23	\$24	\$25	\$25	\$26	\$27	\$149
Debt Service - Dedicated Funding	\$31	\$52	\$84	\$104	\$121	\$140	\$533
<b>Total Capital Program Cost</b>	<b>\$1,875</b>	<b>\$1,941</b>	<b>\$1,672</b>	<b>\$1,623</b>	<b>\$1,628</b>	<b>\$1,657</b>	<b>\$10,396</b>

## Capital Program Funding Sources

Funding Sources (\$M)	FY2021 Proposed Budget	FY2021-FY2026 Plan
<b>Federal Grants</b>		
Formula and Other Grants	\$352	\$2,110
PRIIA	\$149	\$149
<b>Subtotal Federal Grants</b>	<b>\$500</b>	<b>\$2,258</b>
<b>State and Local Contribution</b>		
District of Columbia	\$331	\$2,035
State of Maryland	\$305	\$1,871
Commonwealth of Virginia	\$282	\$1,727
<b>Subtotal State and Local</b>	<b>\$918</b>	<b>\$5,633</b>
<b>Jurisdiction Reimbursable Projects</b>	\$62	\$239
Metropolitan Washington Airports Authority	\$27	\$44
Debt	\$369	\$2,222
<b>Grand Total</b>	<b>\$1,875</b>	<b>\$10,396</b>

*Note: Does not assume reauthorization of Federal PRIIA*



# Improving Service and Customer Experience

Initiatives	Cost	Revenue	Subsidy	Net Trips	Per Net Trip		
					Cost	Revenue	Subsidy
Better Weekend Metrobus Service	\$3.9M	\$0.8M	\$3.1M	0.7M	\$5.27	\$1.13	\$4.14
Improve MetroExtra Service	\$3.5M	\$0.8M	\$2.6M	0.8M	\$4.37	\$1.07	\$3.30
Better Weekend Metrorail Service	\$3.6M	\$1.1M	\$2.5M	0.5M	\$7.79	\$2.47	\$5.31
Restore Late Night Metrorail Service	\$5.0M	\$1.2M	\$3.8M	0.4M	\$11.60	\$2.88	\$8.72
Improve Customer Service	\$2.5M	\$0	\$2.5M	0			
Weekday Early Morning Metrorail Right-Sizing <sup>1</sup>	(\$4.4M)	(\$0.8M)	(\$3.6M)	(0.3M)	(\$16.21)	(\$2.79)	(\$13.42)
Reduce Overlapping and Less Productive Bus Service <sup>2</sup>	(\$34.0M)	(\$7.4M)	(\$26.6M)	(4.9M)	(\$6.98)	(\$1.53)	(\$5.46)
<b>TOTAL</b>	<b>(\$19.9M)</b>	<b>(\$4.1M)</b>	<b>(\$15.9M)</b>	<b>(2.7M)</b>			

1. Efficiencies include savings from eliminating one-way AM/PM tripper trains on Green and Orange Lines, 2. Trip loss does not reflect customers who will take other Metro or regionally-operated transit services



# Enhancing Fare Options to Drive Ridership

		Current	Change	Proposed	Revenue	Net Trips	Revenue per Net Trip
<b>Metrorail</b>	Peak Base Fare	\$2.25	+\$0.10	\$2.35	\$5.6M	(1.8M)	\$3.07
	Simplify Mileage Tiers <sup>1</sup>	Varies	Up to \$0.04	\$0.33	\$5.6M	(0.2M)	\$27.28
	Max Fare	\$6.00	+\$1.00	\$7.00	\$3.9M	(0.1M)	\$34.75
	Weekend Flat Fare	Varies	Up to -\$1.85	\$2.00	(\$11.3M)	1.3M	(\$8.64)
<b>Metrobus</b>	Fare without SmarTrip	\$2.00	+\$0.25	\$2.25	\$0.3M	(0.2M)	\$1.55
	Onboard Cash Loading	\$0.00	+\$0.25	\$0.25	\$0.5M	(0.4M)	\$1.35
	Lower 7-Day Pass Price	\$15.00	-\$3.00	\$12.00	(\$1.4M)	0.4M	(\$3.88)
<b>Metrorail + Metrobus</b>	Full Transfer Discount	\$0.50	+\$1.50	\$2.00	(\$19.0M)	3.0M	(\$6.33)

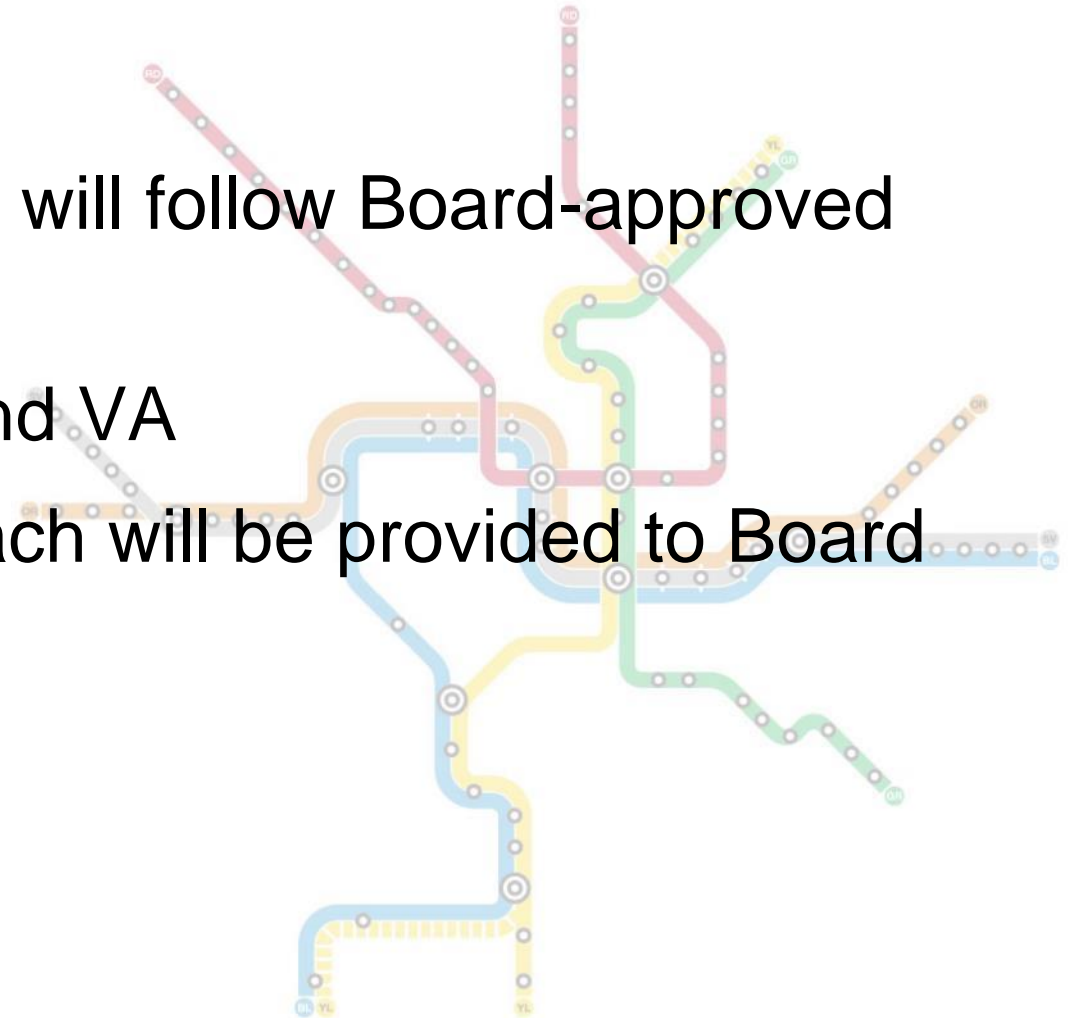
1. Standardizes variable Peak Mileage rate of \$0.29 - \$0.33 to \$0.33 and off-peak mileage rate of \$0.22 - \$0.24 to \$0.22

## Additional Scenarios Offered by Board Members

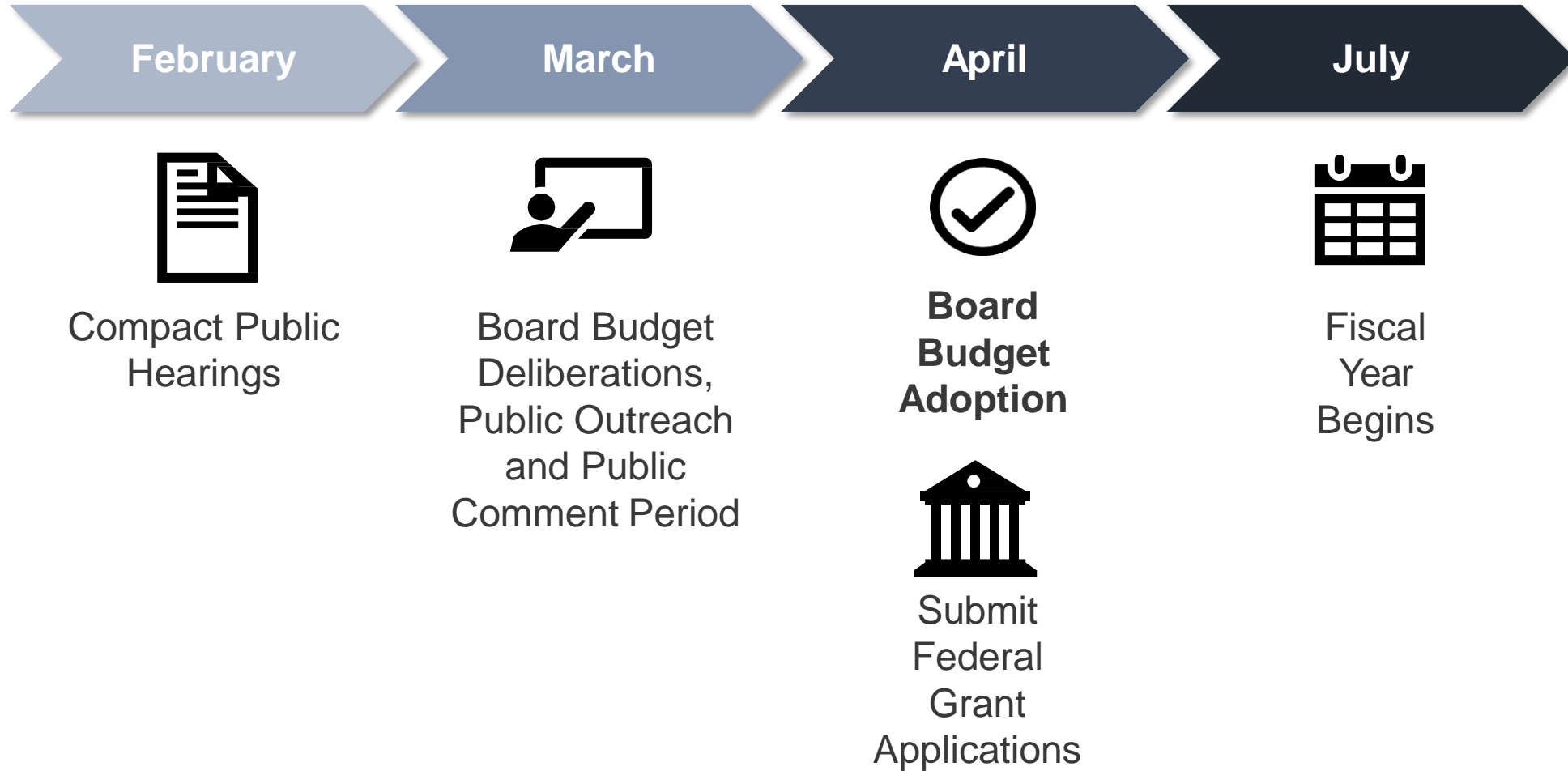
	Fares	Jurisdiction	Requires Public Hearing
<b>Metrorail</b>	Increase max fare by \$0.50 and rail peak base fare by \$0.25	MD	Yes
	\$2.50 and \$2.75 weekend flat fares	MD	Yes
	\$1.00 surcharge for trips to/from Dulles Airport Station	MD	Yes
	One-Day and Three-Day short trip passes	VA	No
	Charge peak fares after midnight	VA	Yes
<b>Metrobus</b>	Increase MetroExtra fares by \$1.00	MD	Yes
	<b>Services</b>		
<b>Metrobus</b>	Eliminate Metrobus Lifeline service if Metrorail hours are extended	MD	Yes

## Public Input

- Communications and outreach process will follow Board-approved Public Participation Plan
- Compact Public Hearings in DC, MD and VA
- Public feedback collected during outreach will be provided to Board as part of decision-making process



# Budget Timeline



# Recommendation

Authorize Compact Public Hearings and related public participation activities on the proposed FY2021 Operating Budget and FY2021-2026 Capital Improvement Program

SUBJECT: AUTHORIZATION OF PUBLIC HEARING ON PROPOSED FY 2021 CAPITAL BUDGET, OPERATING BUDGET, AND FARE AND SERVICE CHANGES

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 fare increases and major service reductions; and

WHEREAS, The Federal Transit Administration (FTA) requires all recipients of Urbanized Area Formula Program ("Section 5307") grant funding to 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 \$1.8 billion capital budget for fiscal year (FY) 2021, which constitutes the WMATA Program of Projects, as shown 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 FY 2021-2026 Capital Improvement Plan (CIP), as shown in Attachment A, includes funding from FTA annual formula grant programs, including Section 5307 grant funding; and

WHEREAS, The Board seeks public comment on the proposed operating budget (Attachment B), which includes the Metrorail and Metrobus service and fare proposals as shown on Attachments C, D and E;

NOW, THEREFORE, be it

*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 2021 capital

budget, FY 2021-2026 CIP, FY 2021 operating budget, and proposed fare and service changes as described in Attachments A, B, C, D and E to this Resolution; 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 2021 proposed budgets, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

  
\_\_\_\_\_  
Patricia Y. Lee  
General Counsel

WMATA File Structure No.:  
18.8 Public Hearings and Meetings

## Capital Improvement Program Proposals

### FY2021 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 FY2021 capital budget of \$1.8 billion and six-year capital plan of \$9.7 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 \$5 billion on capital investments. Capital delivery exceeded annual investment goals in FY2019 with actual capital spending of \$1.5 billion. This was 99% of the FY2019 budgeted amount and represents the third 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 \$18.0 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 \$9.7 billion and a FY2021 capital budget of \$1.8 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:

- **Customer Facilities & Experience.** Major investments include station systems improvements, station infrastructure upgrades, and bus station and terminal upgrades.
- **Vehicles.** Moving our riders with modern vehicles is an investment focus with railcar acquisition, railcar safety and reliability, as well as investments in bus and paratransit vehicle acquisition and rehabilitation.
- **Infrastructure, Systems & Support Facilities.** Supporting our network with activities to provide safe, reliable service includes major investments in track and structures, rail systems, bus garage replacement, and business support through office consolidation and information technology investments.

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



### Proposed FY2021 Capital Investment by Program Area

Capital Investment Categories (\$M)	FY2021 Budget	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	6 Year Total
Railcar	\$280	\$257	\$333	\$347	\$454	\$565	\$2,236
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### FY2021 Proposed Capital Funding Sources

Funding Sources (\$M)	FY2021 Proposed Budget	FY2021-FY2026 Plan
<b>Federal Grants</b>		
Formula and Other Grants	\$352	\$2,110
PRIIA	\$149	*\$149
<b>Subtotal Federal Grants</b>	<b>\$500</b>	<b>\$2,258</b>
<b>State and Local Contribution</b>		
District of Columbia	\$331	\$2,035
State of Maryland	\$305	\$1,871
Commonwealth of Virginia	\$282	\$1,727
<b>Subtotal State and Local</b>	<b>\$918</b>	<b>\$5,633</b>
Jurisdiction Reimbursable Projects	\$62	\$239
Metropolitan Washington Airports Authority	\$27	\$44
Debt	\$369	\$2,222
<b>Grand Total</b>	<b>\$1,875</b>	<b>\$10,396</b>

*\*Note: Does not assume reauthorization of Federal PRIIA*

### **Proposed FY2021 Operating Budget**

WMATA's proposed FY2021 operating budget totals \$2.09 billion. It includes a base operating budget that is within the mandated three percent subsidy growth cap plus costs that are excluded per the legislation. The total subsidy is \$1.28 billion.

Within the cap, the proposed budget includes:

- Initiatives to further improve service and the customer experience
- Increasing non-fare revenue to help minimize increase to customer fares and reductions to service levels
- Enhancing fare options to drive ridership
- Establishes an Extra Service Fund to support unplanned and unfunded events of regional significance

Above the mandated three percent subsidy growth cap, the proposed budget includes legislatively excluded initiatives which require \$124 million in jurisdictional subsidy to fund Silver Line Phase 2 mobilization and revenue service, as well as federal mandates for safety and paratransit services.

The FY2021 operating budget is summarized below:

	<b>FY2020 Budget</b>	<b>Base</b>	<b>Exclusions</b>	<b>Total</b>	<b>Change \$</b>	<b>%</b>
<b>Revenue</b>						
Passenger Revenue	\$723	\$701	\$5*	\$706	(\$18)	-2%
Other Revenue	\$91	\$101	\$0	\$101	\$10	11%
<b>Total Revenue</b>	<b>\$814</b>	<b>\$802</b>	<b>\$5*</b>	<b>\$807</b>	<b>(\$7)</b>	<b>-1%</b>
<b>Expenses</b>						
Labor and Benefits	\$1,357	\$1,386	\$87	\$1,473	\$116	9%
Non-Labor	\$583	\$575	\$42	\$617	\$34	6%
<b>Total Expenses</b>	<b>\$1,940</b>	<b>\$1,961</b>	<b>\$129</b>	<b>\$2,090</b>	<b>\$150</b>	<b>8%</b>
<b>SUBSIDY</b>	<b>\$1,125</b>	<b>\$1,159</b>	<b>\$124</b>	<b>\$1,283</b>	<b>\$158</b>	<b>14%</b>

\* Silver Line Phase 2 anticipated passenger revenue.

## Operating Service Proposals

### Proposed Metrorail Service Changes

<b>1</b>	<b>Better Weekend Metrorail Service: Operate Saturday Headways on Sundays</b>
	Reduce Orange/Silver/Yellow/Green/Blue Line Sunday Daytime headway from 15 minutes to 12 minutes
	Reduce Red Line Sunday Daytime headways from 8 minutes to 6 minutes
<b>2</b>	<b>Restore Rail Late Night Hours: Add Four Hours of Service Per Week</b>
	Trains would operate an additional four hours per week staying open 30 additional minutes Monday through Thursday (until midnight)
	One additional hour on Fridays and Saturdays (until 2:00 a.m.)
<b>3</b>	<b>Weekday Early Morning Right-sizing: Widen Weekday Headway before 6 a.m.</b>
	Increase Weekday headways on all Lines before 6:00 a.m. from 8 minutes to 12 minutes

### Proposed Metrobus Service Changes

#### *1. Better Weekend Metrobus Service*

Bus service frequency would be improved in two ways: first, Sunday frequency would improve to match current Saturday service on seven bus lines and second, Saturday and Sunday frequencies would increase on seven bus lines.

#### *2. Improve MetroExtra Service*

The proposal improves service by extending the hours on four MetroExtra routes and improving service frequency on one route.

#### *3. Efficiencies and Restructurings*

##### *A. Service Elimination for Redundancy*

The proposal reduces or eliminates routes where other transit service is available. These services include routes that operate in shorter time periods providing one-seat rides to and from corridors with high-frequency service or operate in area where local bus systems have added service that duplicates or otherwise provides an alternative to Metrobus. Most of the customers utilizing these routes will still have access to service, however they may be required to transfer to another bus or Metrorail to complete their trip.

*B. Service Elimination for Low Ridership*

The proposal eliminates service with low utilization. Customers using these services may no longer have transit options available to make their trip. In some cases, these routes serve smaller park-and-ride lots, in which case customers may use other park-and-ride lots with bus service, or Metrorail stations with available parking capacity, generally within a relatively short driving distance. In other cases, alternative transit service exists along parallel or intersecting corridors, though customers will travel farther to reach stops and make transfers to complete their trip.

*C. Service Restructuring for Efficiency and Effectiveness*

The proposal combines services to streamline routes and make service simpler, and easier to understand. This proposal creates a stronger network of services with fewer route branches and variations and better utilizes capacity.

*4. MetroAccess Service Changes*

The MetroAccess service area will not be impacted by any of the proposed Metrobus service changes or route eliminations.

The MetroAccess service area will remain as is until December 31, 2020, at which time it may change based on a review of (a) available fixed route service, (b) the availability of subsidized alternatives to the MetroAccess service, and (c) demand for paratransit service.

WMATA believes this approach allows for more efficient planning of fixed route services, while allowing the agency the opportunity to develop an array of paratransit alternatives and giving customers time to adapt to those alternatives.

## Proposed Metrobus Service Changes

Weekend Service Improvements						
<i><b>Requires Public Hearing</b></i>	<i><b>Route</b></i>	<i><b>Name</b></i>	<i><b>Day(s)</b></i>	<i><b>Proposed Service Change(s)</b></i>	<i><b>Service Type</b></i>	<i><b>Jurisdictions Served</b></i>
No	80	North Capitol Street	Sat / Sun	Increase frequency from 30 minutes to 20 minutes	Reg.	DC
No	83,86	College Park	Sat / Sun	Increase frequency from 60 minutes to 30 minutes (15 minutes in combined section)	Reg.	DC, PG
No	A12	Martin Luther King Jr. Highway	Sun	Increase frequency to match Saturday (every 45 minutes)	Reg.	PG
No	C29	Central Avenue	Sat / Sun	Increase frequency from 60 minutes to 30 minutes	Non-Reg.	PG
No	E4	Military Road-Crosstown	Sat / Sun	Increase frequency from every 24 minutes on Saturday and every 30 minutes on Sunday to every 20 minutes	Reg.	DC
No	F4	New Carrollton-Silver Spring	Sat / Sun	Increase frequency from every 24 minutes on Saturday and every 30 minutes on Sunday to every 20 minutes	Reg.	MG, PG
No	P6	Anacostia-Eckington	Sat / Sun	Increase frequency from every 35 minutes to every 20 minutes	Non-Reg.	DC
No	P12	Eastover-Addison Road	Sun	Increase frequency to match Saturday (every 20 minutes)	Reg.	DC, PG
No	S2	16 <sup>th</sup> Street	Sun	Increase frequency to match Saturday (every 20 minutes)	Reg.	DC, MG
No	S9	16 <sup>th</sup> Street Limited	Sun	Increase frequency to match Saturday (every 20 minutes)	Reg.	DC, MG
No	Y2, Y8	Georgia Avenue-MD	Sat / Sun	Increase frequency from every 24 minutes to every 20 minutes	Reg.	MG
No	7A,7F	Lincolnia-North Fairlington	Sun	Increase frequency to match Saturday (every 30 minutes)	Reg.	AR, AX
No	23B, 23T	McLean-Crystal City	Sun	Increase frequency from 60 minutes to 30 minutes (15 minutes in combined section)	Reg.	AR, AX, FX
No	28A	Leesburg Pike	Sun	Increase frequency to match Saturday (every 20 minutes)	Reg.	AX, FX

MetroExtra Improvements						
<b><i>Requires Public Hearing</i></b>	<b><i>Route</i></b>	<b><i>Name</i></b>	<b><i>Day(s)</i></b>	<b><i>Proposed Service Change(s)</i></b>	<b><i>Service Type</i></b>	<b><i>Jurisdictions Served</i></b>
No	79	Georgia Avenue Limited	Mon-Fri	Extend PM service 3 hours to 10 PM	Reg.	DC, MG
No	X9	Benning Road-H Street Limited	Mon-Fri	Add additional peak period trips. Extend PM peak period 1 hour to 7:45 PM	Reg.	DC, PG
No	K9	New Hampshire Avenue Limited	Mon-Fri	Add midday service	Reg.	DC, MG, PG
No	16Y	Columbia Pike-Farragut Square	Mon-Fri	Extend AM peak period 1 hour to 10:00 AM. Extend PM peak period 1 hour to 8:15 PM	Reg.	DC, AR

Efficiencies and Restructuring						
<b>Requires Public Hearing</b>	<b>Route</b>	<b>Name</b>	<b>Category</b>	<b>Proposed Service Change(s)</b>	<b>Service Type</b>	<b>Jurisdictions Served</b>
Yes	30N, 30S	Friendship Heights – Southeast	Redundancy	Eliminate all 30N and 30S trips. Replace all 30N and 30S slots with 31, 32, 33 and 36 trips.	Reg.	DC, PG, MG
Yes	32,34, 36	Pennsylvania Avenue	Redundancy	Eliminate all 34 trips, replace with 32 or 36 trips.	Reg.	DC, PG
Yes	37	Wisconsin Avenue Limited	Redundancy	Eliminate entire line	Reg.	DC
Yes	54	14 <sup>th</sup> Street	Efficiency	Eliminate entire route pattern; convert most 54 trips into 59 trips	Reg.	DC
No	59	14 <sup>th</sup> Street Limited	Efficiency	Complement changes to 54 by having 59 make all stops north of Colorado Avenue.	Non-Reg.	DC
No	92	U Street - Garfield	Redundancy	Eliminate short trips ending at Eastern Market.	Reg.	DC
Yes	A4, W5	Anacostia – Fort Drum	Efficiency	Eliminate entire line and combine with W4 restructure. Replace Anacostia to Coast Guard HQ service with an extension of route A8.	Reg.	DC
Yes	B8/9	Fort Lincoln Shuttle	Efficiency	Eliminate entire line	Non-Reg.	DC, PG
Yes	D1	Glover Park – Franklin Square	Redundancy	Eliminate entire line	Reg.	DC
No	D2	Glover Park – Dupont Circle	Efficiency	Combine with G2 and reduce to one route	Non-Reg.	DC
Yes	D4	Ivy City – Franklin Square	Frequency / Span	Eliminate service after 10 PM	Non-Reg.	DC
Yes	D5	MacArthur Boulevard - Georgetown	Redundancy	Eliminate entire line	Reg.	DC, MG
Yes	D6	Sibley Hospital – Stadium Armory	Frequency / Span	Eliminate certain late-night trips on weekdays and Saturday	Reg.	DC
Yes	E2	Ivy City – Fort Totten	Frequency / Span	Eliminate service after 10 PM	Reg.	DC
Yes	E6	Chevy Chase	Efficiency	Combine with M4 and reduce to one route	Non-Reg.	DC, MG
Yes	G2	P Street – LeDroit Park	Efficiency	Combine with D2 and reduce to one route	Reg.	DC

No	M4	Nebraska Avenue	Efficiency	Combine with E6 and reduce to one route	Non-Reg.	DC
Yes	V1	Benning Heights – M Street	Redundancy	Eliminate entire line	Reg.	DC
Yes	W1	Shipley Terrace – Fort Drum	Frequency / Span	Eliminate midday service	Non-Reg.	DC
Yes	W2, W3	United Medical Center-Anacostia	Efficiency	Reroute to serve South Capitol St. and Malcolm X Avenue, convert all W3 trips to W2 trips.	Non-Reg.	DC, PG
Yes	W4	Deanwood – Alabama Avenue	Efficiency	Reroute to serve Fort Drum and DC Village; eliminate segment form M.L. King and Alabama Avenues to Anacostia Station	Reg.	DC
Yes	X1, X3	Benning Road	Redundancy	Eliminate entire line	Reg.	DC
No	X2	Benning Road – H Street	Redundancy	Adding peak period trips to alleviate crowding due to eliminating X1 and X3	Reg.	DC
No	X8	Maryland Avenue	Redundancy	Extend some trips to Foggy Bottom to replace X1 service	Non-Reg.	DC
Yes	B29	Crofton-New Carrollton	Low Ridership	Eliminate entire line	Non-Reg.	PG, AA
Yes	B30	Greenbelt-BWI Airport Express	Redundancy	Eliminate entire line	Non-Reg.	PG, AA
Yes	C4	Greenbelt-Twinbrook	Frequency / Span	Reduce late-night span on weekdays	Reg.	MG, PG
Yes	C11, C13	Clinton	Low Ridership	Eliminate entire line	Reg.	PG
Yes	C28	Pointer Ridge	Low Ridership	Eliminate entire line	Non-Reg.	PG
Yes	F12	Ardwick Industrial Park Shuttle	Low Ridership	Eliminate entire line	Non-Reg.	PG
Yes	J2	Bethesda-Silver Spring	Frequency / Span	Reduce late-night span on weekdays	Reg.	MG
Yes	K6	New Hampshire Ave.-MD	Frequency / Span	Reduce late-night span on weekdays	Reg.	DC, MG, PG
Yes	L8	Connecticut Ave.-MD	Frequency / Span	Reduce early morning and evening span on weekdays	Non-Reg.	DC, MG
Yes	NH2	National Harbor-Alexandria	Redundancy	Eliminate route segment from King St.-Old Town to Huntington. Reduce frequency.	Reg.	PG, AX, FX
Yes	Q1,Q2,Q5,Q6	Veirs Mill Road	Redundancy	Eliminate route segment from Rockville to Shady Grove	Reg.	DC, MG



Yes	T2	River Road	Frequency / Span	Reduce early morning and evening span on weekdays	Non-Reg.	DC, MG
Yes	W14	Bock Road	Low Ridership	Eliminate entire line	Reg.	DC, PG
No	Y2	Georgia Ave.-MD	Frequency/Span	Reduce late-night span on weekdays	Reg.	MG
Yes	Z2	Colesville-Ashton	Redundancy	Eliminate entire line	Non-Reg.	MG
Yes	Z6	Calverton-Westfarm	Redundancy	Extend service to Greencastle to replace part of the Z8 line. Add additional frequency to replace Z8 trips. Eliminate service to Burtonsville.	Non-Reg.	MG
Yes	Z8	Fairland	Redundancy	Eliminate entire line	Reg.	MG
Yes	Z11	Burtonsville-Greencastle Express	Redundancy	Eliminate entire line	Non-Reg.	MG
Yes	3A	Annandale Road	Low Ridership	Eliminate entire line	Reg.	AR, FC, FX
Yes	3T	Pimmit Hills	Low Ridership	Eliminate entire line	Reg.	FC, FX
Yes	5A	DC-Dulles	Redundancy	Eliminate entire line due to Silver Line Extension	Reg.	DC, AR, FX
Yes	7Y	Lincolnia-North Fairlington	Redundancy	Eliminate route segment from Pentagon to Farragut Square	Reg.	DC, AR, AX
Yes	15K	Chain Bridge Road	Low Ridership	Eliminate entire line	Reg.	AR, FX
Yes	16C	Columbia Pike	Redundancy	Eliminate route segment from Pentagon to Downtown DC	Reg.	DC, AR, FX
Yes	16G, 16H	Columbia Heights West-Pentagon City	Redundancy	Eliminate route 16G trips, increase 16H frequency to 8 minutes peak and convert all 16G trips to 16H trips off-peak	Reg.	AR, FX
Yes	22A, 22C, 22F	Barcroft-South Fairlington	Redundancy	Eliminate all 22A trips, convert all 22C trips to 22F trips. This will eliminate the route segment from Wakefield and 24 <sup>th</sup> Streets to Ballston and the segment through Parkfairfax. Also, all off-peak service will be eliminated.	Reg.	AR, AX
Yes	29W	Braeburn Drive-Pentagon	Low Ridership	Eliminate entire line	Reg.	FX
Yes	S80, S91	Springfield Circulator-Metro Park Shuttle	Low Ridership	Eliminate entire line	Non-Reg.	FX
Yes	NH2	National Harbor-Alexandria	Redundancy	Eliminate route segment from King St.-Old Town to Huntington. Reduce frequency.	Reg.	PG, AX, FX

**Fare Proposal****Proposed Fares and Fees  
(Maximum Potential Changes)**

	CURRENT Fares/Fees	FY2021 Proposed Fare Options
<b>Metrorail Fares</b>		
<b>Peak Fares<sup>1</sup></b>		
1 · Boarding charge (up to 3 miles)	\$2.25	<b>\$2.35</b>
2 · Composite miles between 3 and 6 miles	\$0.326	<b>no change</b>
3 · Composite miles over 6 miles	\$0.288	<b>\$0.326</b>
4 · Maximum peak fare	\$6.00	<b>\$7.00</b>
5 · Charge for senior/disabled is one-half peak fare	\$1.10 - \$3.00	<b>\$1.15 - \$3.50</b>
<b>Off-Peak Fares<sup>2</sup></b>		
6 · Boarding charge (up to 3 miles)	\$2.00	<b>no change</b>
7 · Composite miles between 3 and 6 miles	\$0.244	<b>\$0.216</b>
8 · Composite miles over 6 miles	\$0.216	<b>no change</b>
9 · Maximum off-peak fare	\$3.85	<b>no change</b>
10 · Weekend Fare	\$2.00 - \$3.85	<b>\$2.00</b>
11 · Charge for senior/disabled is one-half the fare during off-peak	\$1.10 - \$3.00	<b>\$1.00 - \$1.90</b>
<b>Unlimited Combo Passes</b>		
12 · Monthly unlimited passes <sup>3</sup>	varies	<b>no change</b>
13 · 1-day unlimited pass	\$13.00	<b>no change</b>
14 · 3-day unlimited pass	\$28.00	<b>no change</b>
15 · 7-day short-trip unlimited pass	\$38.00	<b>no change</b>
16 · 7-day unlimited pass	\$58.00	<b>no change</b>
<b>Other Rail Fares</b>		
17 · Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	<b>\$2.00 discount</b>
18 · Monthly TransitLink Card on MARC and VRE <sup>4</sup>	\$114.00	<b>no change</b>
19 · Monthly TransitLink Card on MTA <sup>4</sup>	\$176.00	<b>no change</b>
20 · Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction <sup>5</sup>	\$0.05	<b>no change</b>
<b>Metrobus Fares</b>		
<b>Regular Fares</b>		
21 · Cash boarding charge for local/limited-stop bus	\$2.00	<b>\$2.25</b>
22 · Cash boarding charge for express bus	\$4.25	<b>\$4.50</b>
23 · Cash boarding charge for designated airport routes	\$7.50	<b>\$7.75</b>
24 · SmarTrip® boarding charge for local/limited-stop bus	\$2.00	<b>no change</b>
25 · SmarTrip® boarding charge for express bus	\$4.25	<b>no change</b>
26 · SmarTrip® boarding charge for designated airport routes	\$7.50	<b>no change</b>
<b>Senior/Disabled: One-Half Regular Fares</b>		
27 · Cash boarding charge for local/limited-stop bus <sup>6</sup>	\$1.00	<b>\$1.25</b>
28 · Cash boarding charge for express bus <sup>6</sup>	\$2.10	<b>\$2.35</b>
29 · Cash boarding charge for designated airport routes <sup>6</sup>	\$3.75	<b>\$4.00</b>
30 · SmarTrip® boarding charge for local/limited-stop bus	\$1.00	<b>no change</b>

31	· SmarTrip® boarding charge for express bus	\$2.10	<b>no change</b>
32	· SmarTrip® boarding charge for designated airport routes	\$3.75	<b>no change</b>

#### **Cash Upload to SmarTrip®**

33	· Surcharge for cash upload to SmarTrip® on board bus <sup>6</sup>	\$0.00	<b>\$0.25</b>
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#### **Bus Transfers utilizing SmarTrip® card**

34	· Local/limited-stop to local/limited-stop	free	<b>no change</b>
35	· Local/limited-stop to express bus	\$0.50 discount	<b>\$2.00 discount</b>
36	· Local/limited-stop to designated airport	\$0.50 discount	<b>\$2.00 discount</b>
37	· Rail-to-bus transfer	\$0.50 discount	<b>\$2.00 discount</b>
38	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	free	<b>no change</b>
39	· Transfer from regional bus partners	varies	<b>varies</b>

#### **Bus Passes**

40	· 7-Day Regional Bus Pass	\$15.00	<b>\$12.00</b>
41	· 7-Day Regional Senior/Disabled Bus Pass	\$7.50	<b>\$6.00</b>

#### **Other Fare Media**

42	· Package of 10 tokens, available to organizations	\$20.00	<b>no change</b>
43	· DC student tokens - 10 trips per pack	\$10.00	<b>no change</b>

#### **MetroAccess Fares<sup>7</sup>**

44	· MetroAccess fare (within ADA 3/4-mile service corridor)	varies	<b>varies</b>
45	· Maximum fare	\$6.50	<b>no change</b>

#### **Parking Fees<sup>8</sup>**

46	· District of Columbia	\$4.45 - \$4.95	<b>no change</b>
47	· Montgomery County	\$4.45 - \$5.20	<b>no change</b>
48	· Prince George's County	\$3.00 - \$5.20	<b>no change</b>
49	· Virginia	\$3.00 - \$4.95	<b>no change</b>
50	· Monthly reserved parking fee	\$45.00 - \$65.00	<b>no change</b>
51	· Parking meters \$1.00/60 minutes	\$1.00	<b>no change</b>
52	· Prince George's parking garage at New Carrollton (monthly)	\$85.00	<b>no change</b>
53	· Non-Metro rider parking fees	\$8.70 - \$8.95	<b>no change</b>
55	· Special event parking fees	\$15.00 - \$25.00	<b>no change</b>

#### **Other Fees**

56	· Bicycle locker rental	\$120.00 (annual)	<b>no change</b>
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<sup>1</sup> Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays. Customers are charged based on entry time at their origin station.

<sup>2</sup> Off-peak fares are in effect during all other hours on weekdays and all national holidays. From Saturday opening through Sunday close, weekend fare applies.

<sup>3</sup> The Monthly Unlimited Pass, as originally approved in Resolution 2015-67 and updated to include both rail and bus for FY2020, charges customers a monthly rate equal to 36 times a customers self-selected price point for a one-way peak-period rail trip. Customers purchasing the Monthly Unlimited Pass will continue to pay a monthly rate equal to 36 times their self-selected one-way peak rail trip, but this trip cost shall be based on FY2020 peak period rail trip pricing. For trips that exceed the distance included in the self-selected monthly rate, the difference in fare shall be charged at the FY2021 approved fare rates. Said promotional pricing shall remain in effect until otherwise stated.

<sup>4</sup> Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.

<sup>5</sup> A \$0.05 surcharge on entry and exit at up to two stations in each jurisdiction in the Compact Transit Zone to fund station-specific capital improvements to Metro facilities at the station(s) where the surcharge is levied may be imposed with further Board approval.

<sup>6</sup> A standard \$0.25 surcharge is applied to all trips paid with cash and cash uploads on-board Metrobuses, including for riders qualifying for senior & disabled fares.

<sup>7</sup> MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip.

<sup>8</sup> Parking fees consist of Metro's base fee plus jurisdiction surcharge, if any.

PROPOSED

### Alternative Fare and Service Proposals

#### I. Alternative Metrobus Service Changes

Elimination of Bus Lifeline Service as shown on the table.

Metro increased late night bus service in June 2017 to mitigate impacts from closing the Metrorail system at an earlier hour. With the FY 2021 proposed increase to late night hours in the Metrorail system, Bus Lifeline Service as listed will be eliminated, if the proposed Metrorail late night hours are adopted.

Bus Lifeline Service Adjustment						
<i>Public Hearing</i>	<i>Route</i>	<i>Name</i>	<i>Day(s)</i>	<i>Proposed Service Change(s)</i>	<i>Service Type</i>	<i>Jurisdiction Served</i>
No	30N, 30S	Friendship Heights-Southeast	Weekday Sat / Sun	Eliminate the last trip each direction on Route 30N weekday, Saturday and Sunday and the last trip each direction on Route 30S on weekdays and Saturdays	Reg.	DC, PG
Yes	80	North Capitol Street	Fri / Sat / Sun	Eliminate the last 2 trips each direction	Reg.	DC
No	96	East Capitol Street-Cardoza	Fri / Sat	Eliminate the last westbound trip on Fridays and the last eastbound trip on Fridays and Saturdays. The remaining last trip on Saturdays will terminate at U & 14 <sup>th</sup> Sts. NW	Reg.	DC, PG
Yes	G8	Rhode Island Avenue	Fri / Sat	Eliminate all trips operating to/from Rhode Island Avenue Station	Reg.	DC, PG
No	H4	Crosstown	Fri / Sat / Sun	Eliminate the last trip each direction	Reg.	DC
Yes	P6	Anacostia-Eckington	Weekday Sat / Sun	Eliminate service between 2 am and 4 am	Non-Reg.	DC
No	W4	Deanwood – Alabama Avenue	Weekday Sat / Sun	Eliminate the last northbound trip on weekdays, Saturday and Sunday. Eliminate the last southbound trip on Saturday and Sunday.	Reg.	DC
No	2A	Washington Blvd.-Dunn Loring	Fri / Sat	Eliminate the last trip each direction	Reg.	AR, FC, FX
Yes	10A, 10N	Alexandria-Pentagon	Fri / Sat / Sun	Eliminate the last 10A trip each direction. Eliminate the entire Route 10N.	Reg.	AR, AX
Yes	16E	Columbia Pike	Sun	Eliminate AM service between Pentagon and Franklin Square	Reg.	DC, AR, FX

## II. Alternative Fare Changes

1. Attachment D titled, "Fare Proposal" is amended as follows:

- a. The FY 2021 Proposed Fare Options for Metrorail Fares line number 1, "Boarding charge (up to 3 miles)" is changed from \$2.35 to \$2.50
- b. End note number 1 related to "Peak Fares" is amended and restated as follows:

Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays. Peak fares are in effect from 12 midnight until closing on all Fridays and Saturdays. Customers are charged based on entry time at their origin station.

- c. The FY 2021 Proposed Fare Options for Metrorail Fares line number 10, "Weekend Fare" is changed from \$2.00 to \$2.75

2. Attachment D, add new line numbers for the creation of new fare products that promote weekend ridership and renumber the remaining line items accordingly Staff will determine rate, mode and travel distance for these products for public input.

- a. 1-day Short-trip pass;
- b. 3-day Short-trip pass

Applicable if Board approves weekend fare:

- c. 1-day Weekend pass
- d. 2-day Weekend pass

3. Add a new line item for rail surcharge and renumber the remaining line items accordingly.

- a. Dulles Station Surcharge on Entries and Exits of \$1.00  
(surcharge not applicable with passes)

4. Add new line items for MetroExtra bus as follows and renumber the remaining line items accordingly.

Regular Fare

- |   |        |
|---|--------|
| a. Cash boarding charge for MetroExtra bus      | \$3.25 |
| b. SmarTrip® boarding charge for MetroExtra bus | \$3.00 |

Senior/Disabled Fare

- |   |        |
|---|--------|
| c. Cash boarding charge for MetroExtra bus      | \$1.75 |
| d. SmarTrip® boarding charge for MetroExtra bus | \$1.50 |