



**Finance and Capital Committee**

**Action Item III-A**

**June 10, 2021**

**Service and Fare Recommendations**

Washington Metropolitan Area Transit Authority

## Board Action/Information Summary

|        |             |                        |                          |
|--------|-------------|------------------------|--------------------------|
| Action | Information | MEAD Number:<br>202279 | Resolution:<br>Yes    No |
|--------|-------------|------------------------|--------------------------|

**TITLE:**

Service and Fare Recommendations

**PRESENTATION SUMMARY:**

In support of the region's pandemic recovery, staff will present recommendations for Board consideration for changes in Metrobus and Metrorail service levels that adapt to current and future customer needs and fare policy changes to advance equity and ridership.

**PURPOSE:**

To recommend for Board approval of potential service and fare changes designed to support pandemic recovery in the region.

**DESCRIPTION:**

This presentation provides information for the Board's consideration regarding potential service and fare concepts to support pandemic recovery in the region, and outlines the anticipated benefits of these service and fare concepts.

**Key Highlights:**

- The Washington area is rapidly reopening and Metro remains committed to supporting recovery in the region.
- Management has developed service and fare proposals that better meet the needs of existing riders, reflect new travel patterns and lifestyle changes, as well as attract returning and new customers.
- Staff recommends frequent all day service, offering 12 minutes or better service on six rail and 20 bus lines, and additional improvements to base service levels on other bus lines.
- Staff recommends extending rail service to midnight seven days a week, beginning this summer and until 1 am on Friday and Saturday by Fall.
- Proposed changes would serve customers for all trip purposes as the region reopens and especially benefit low-income and minority riders in the region.
- Recommended opportunities to simplify fares and support emerging travel patterns in the near-term include free rail-bus transfers, lower 7-day regional bus pass prices, \$2 rail flat fares on weekends, and improved passes.
- The FY2022 Operating Budget increases from \$2.07 billion to \$2.08 billion

excluding reimbursables, with the implementation of bus routes 16Y, 3Y, 8W, 1B, and overall rail and bus service improvements. Growth in expense and revenue reductions, from fare changes, are offset by additional federal relief funding utilization .

## **Background and History:**

### **Pandemic Recovery Plan**

Metro's pandemic recovery plan seeks to support the region's recovery, earn public trust that bus and rail travel is safe, and effectively communicate changing service and fare plans. The service restoration strategy is to (1) protect employees, (2) protect customers, and (3) stay ahead of demand. With the widespread availability of Covid-19 vaccines and increasing vaccination rates, Metro is entering the early stages of its recovery phase. This phase includes monitoring conditions and looking for opportunities to adapt service to meet evolving customer needs.

In April 2021, the Board approved the FY2022 budget which includes Metrorail service operating at 80% of pre-pandemic service and Metrobus at 85%. This includes the following approved service changes:

- o June bus service improvements
  - o 2 am service on 34 lines, seven days
  - o Peak, full day, and weekend service restorations
- o September bus service enhancements and modifications
  - o Changes as part of new DASH network in Alexandria, increasing service frequency all day
  - o Restructuring of downtown routes to improve corridor reliability by shortening some routes, realigning others, and reinvesting in the primary portions of the corridors

## **Discussion:**

The Washington area is rapidly reopening with pandemic-related capacity restrictions lifted by June and school systems fully reopening by Fall 2021. Federal relief enabled Metro to avoid severe service cuts and layoffs and is projected to support the base operating budget through FY2023 and contribute to closing an anticipated FY2024 funding gap.

This item recommends service and fare changes for Board adoption:

### **Proposed Service Changes**

#### **Metrobus:**

- Launch 12 minutes or better service on 20 lines from 7 am to 9 pm, 7 days a week.
- Offer consistent 20 minutes or better service on 16 lines between 7 am to 9 pm, 7 days a week.
- Restore or improve service on an additional 46 bus routes.

#### Metrorail:

- All 6 rail lines with improved all day and peak frequencies
  - 10 minutes or better peak
  - 12 minutes or better all day
  - 15 minutes or better late night
- Rail System Open Longer
  - Summer 2021: Extend hours to midnight, 7 days a week
  - Fall 2021: Extend hours to 1 am on Friday and Saturday; Sunday opening to match Saturday

If implemented, these changes would address a top customer priority and improve service for existing riders, increase rail and bus ridership above the levels expected if no service adjustments are made, especially benefit low-income and minority riders who are more likely to ride during off-peak periods and weekends, and support regional recovery as more riders return to school, work, and other activities in Fall 2021.

#### Proposed Fare Changes

- Implement the following Bus Transformation Project recommendations and deferred fare changes from approved FY2021 budget: Free rail-bus transfers (\$2 transfer discount), Lower Seven-Day Regional Bus Pass Price (\$12 from \$15), Regional providers in Metro passes, Rail weekend \$2 flat fares.
- Offer promotional pass pricing for thirty days beginning after Labor Day including 50% off short-term combination rail-bus passes and reducing the price of monthly passes approximately 40% (reducing the multiplier from 36 trips to 22 trips).

Metro will monitor ridership and regional trends and develop additional service and fare concepts for Board consideration and the FY2023 budget development process.

Total subsidy required to support the proposed amended budget is unchanged from the FY2022 operating budget adopted by the Board on April 22, 2022. Base subsidy state-level requirements are also unchanged, while individual locality shares have been adjusted to reflect the proposed bus service plan with the addition of Routes 16Y, 3Y, 8W, and the 1B. The allocation of legislative exclusions has been revised to reflect the updated service plan.

**FUNDING IMPACT:**

Increases to the operating expenses and reductions to revenue, due to increased bus and rail service, as well as fare changes, are offset by additional federal relief funding utilization in the proposed amended FY2022 Budget.

**TIMELINE:**

|   |  |
|---|--|
| <b>Previous Actions</b>                       | May 2020 – Covid Recovery Planning Update<br>June 2020 – Covid-19 Pandemic Recovery Plan & Budget update<br>July 2020 – Covid-19 Pandemic Recovery Plan & Budget update<br>September 2020 – Covid-19 Pandemic Recovery Plan & Budget Update<br>April 2021 – FY2022 Budget Adoption |
| <b>Anticipated actions after presentation</b> | Fall 2021 – Implementation of near-term service and fare opportunities<br>FY2022 – Development and consideration of further fare policy changes  |

**RECOMMENDATION:**

Staff recommends approving the service and fare changes for Fall implementation.

# Service and Fare Recommendations

Finance and Capital Committee  
June 10, 2021



# Purpose

Recommend Board approval of service improvements and fare changes to support pandemic recovery in the region to be implemented in Fall 2021.

# Why is this combination of service and fare changes recommended for Metro's pandemic recovery phase?

- Support regional economic and social recovery
- Encourage ridership and trip-making
- Promote system connectivity – *One Metro* – and a more integrated regional transit system
- Assist low-income riders and advance equity
- Induce non-work travel on the system and support work trips made at non-peak times



# Service | Recommendations

## Bus Service Improvements

- Launch 20 line all day, frequent network at rail frequencies
  - 20 bus lines with 12 minutes or better service, 7am to 9pm, 7 days a week
- Additional improvements
  - 16 bus lines with 20 minutes or better service, 7am to 9pm, 7 days a week
  - Service restored or improved on an additional 46 bus routes

## Rail Service Improvements

- All 6 rail lines with improved all day and peak frequencies
  - 10 minutes or better peak
  - 12 minutes or better all day
  - 15 minutes or better late night
- Rail system open longer
  - Summer 2021: Extend hours to midnight, 7 days a week
  - Fall 2021: Extend hours to 1 am on Friday and Saturday; Sunday opening to match Saturday

## Improves service for existing and new riders

- Delivers a top customer priority and supports regional recovery
- Provides ridership growth opportunity to offset slowness in returning peak commute trips
- Especially benefits low-income and minority riders

# Fares | Recommendations

- Implement Bus Transformation Project recommendations and deferred fare changes from approved FY2021 budget:
  - Free rail-bus transfers (\$2 transfer discount)
  - Lower 7-Day Regional Bus Pass Price (\$12 from \$15)
  - Regional providers in Metro passes
  - Rail weekend \$2 flat fares
- Launch 30 day win riders promotion beginning after Labor Day:
  - Discount short-term combination rail-bus passes by 50%
  - Discount the price of monthly passes approximately 40% (reducing the multiplier from 36 trips to 22 trips)

**Promotes ridership, equity, and seamless experience**

- Improved integration between rail and bus and across operators
- Improved affordability for riders
- Especially benefits low-income and minority riders

# When Customers Would See Improvements

### Summer 2021

**Approved:** June bus service improvements

- 2 am service on 34 lines, 7 days
- Peak, full day, and weekend service restorations

**Recommended:**

- Rail open until midnight, 7 days

### Labor Day / Fall 2021

**Approved:** September bus service enhancements and modifications

**Recommended:**

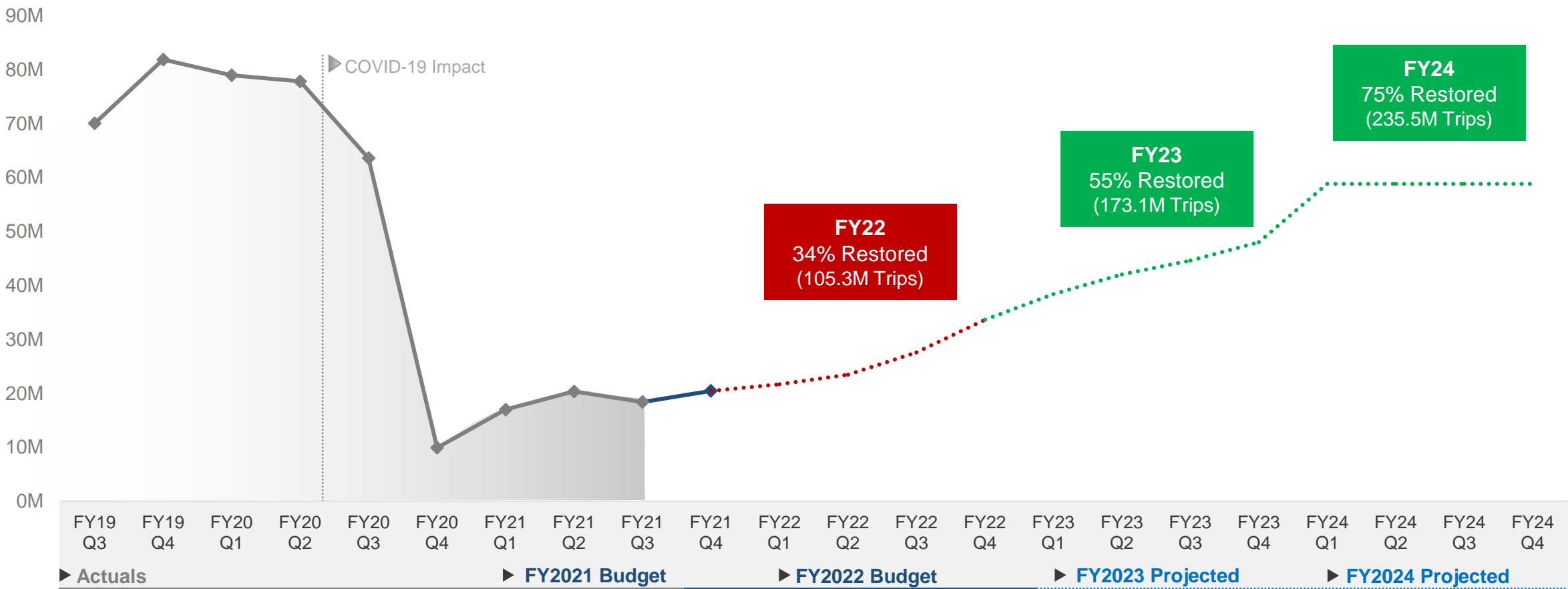
- 26 lines: All day 12 minutes or better rail-bus network
- Additional bus service improvements
  - 16 lines at 20 minutes or better
  - 46 additional routes with service restored or improved
- Additional rail service improvements\*
  - 5 to 10 minute peak rail service
  - Rail open until 1 am Friday and Saturday and improved late night frequency and weekend service
- Fare initiatives
  - Free rail-bus transfers, \$12 weekly bus pass; passes with local bus, \$2 weekend flat fares; promotional pass pricing

### 2022

**Planned:** 7 new rail stations open

- Reston Town Center
- Herndon
- Innovation Center
- Dulles Airport
- Loudoun Gateway
- Ashburn
- Potomac Yard

# Preliminary High-Level Ridership Outlook



Ridership percentages are based on preliminary high-level estimates  
Note: Amounts are rounded for presentation purposes and may not sum

| Ridership | Q1    | Q2    | Q3    | Q4    | Q1    | Q2    | Q3    | Q4    | Q1    | Q2    | Q3    | Q4    |
|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|           | 21.1M | 23.0M | 27.6M | 33.7M | 38.4M | 42.1M | 44.6M | 48.0M | 58.9M | 58.9M | 58.9M | 58.9M |



# Estimated Operating Budget Impact

\$ in Millions

## Service

|   | FY2022       |                      |                |
|---|--------------|----------------------|----------------|
|   | Revenue      | Expense <sup>3</sup> | Net            |
| Total Service from June 2 <sup>nd</sup> Proposal        | -            | \$2.0                | (\$2.0)        |
| Rail Service Span Add (Service until 1 am) <sup>1</sup> | \$0.5        | \$2.0                | (\$1.5)        |
| Bus Restoration Adds (16Y, 3Y, 1B, 8W) <sup>1,2</sup>   | \$0.1        | \$1.8                | (\$1.6)        |
| <b>Total Service</b>                                    | <b>\$0.6</b> | <b>\$5.8</b>         | <b>(\$5.1)</b> |

## Fares

|  |                |              |                 |
|--|----------------|--------------|-----------------|
| Free Rail-Bus Transfers (\$2 transfer discount) <sup>1</sup>                           | (\$4.9)        | -            | (\$4.9)         |
| 7-Day Regional Bus Pass <sup>1</sup>   | (\$0.7)        | -            | (\$0.7)         |
| Rail Weekend \$2 Flat Fare <sup>1</sup>  | (\$2.1)        | -            | (\$2.1)         |
| Promotional 30 day discount on all rail and bus combo passes beginning after Labor Day | (\$1.4)        | -            | (\$1.4)         |
| <b>Total Fares</b>   | <b>(\$9.2)</b> | <b>-</b>     | <b>(\$9.2)</b>  |
| <b>Total Impact</b>  | <b>(\$8.5)</b> | <b>\$5.8</b> | <b>(\$14.3)</b> |
| <b>ARPA Increase</b>   |                |              | <b>\$14.3</b>   |

<sup>1</sup> Denotes fare and service initiatives for 9-months in FY2022<sup>3</sup> Estimates also impact FY2023 and FY2024<sup>2</sup> Service restored to approximately 30 percent of pre-pandemic levels











# Operating Budget Preliminary Outlook Through FY2024

|                          | FY2021<br>Budget   | FY2022<br>Budget   | FY2022<br>Adjusted | FY2023<br>Projection<br>55% Restored | FY2024<br>Projection<br>75% Restored |
|--------------------------|--------------------|--------------------|--------------------|--------------------------------------|--------------------------------------|
| <i>\$ in Millions</i>    |                    |                    |                    |                                      |                                      |
| Revenue <sup>1</sup>     | \$180.6            | \$237.3            | \$228.8            | \$428.1                              | \$563.7                              |
| Expense                  | \$1,934.1          | \$2,069.9          | \$2,075.6          | \$2,211.0                            | \$2,265.0                            |
| <b>Operating Deficit</b> | <b>(\$1,753.5)</b> | <b>(\$1,832.5)</b> | <b>(\$1,846.9)</b> | <b>(\$1,782.9)</b>                   | <b>(\$1,701.3)</b>                   |
| Subsidy <sup>2</sup>     | \$1,111.6          | \$1,109.7          | \$1,109.7          | \$1,190.4                            | \$1,226.1                            |
| <b>Funding Gap</b>       | <b>(\$642.0)</b>   | <b>(\$722.9)</b>   | <b>(\$737.2)</b>   | <b>(\$592.4)</b>                     | <b>(\$475.2)</b>                     |
| Relief Funding           | \$642.0            | \$722.9            | \$737.2            | \$592.4                              | \$258.2                              |
| <b>Remaining Gap</b>     | <b>\$0.0</b>       | <b>\$0.0</b>       | <b>\$0.0</b>       | <b>\$0.0</b>                         | <b>(\$216.9)</b>                     |

<sup>1</sup> FY2023 and FY2024 revenue do not include fare initiatives proposed for FY2022

<sup>2</sup> FY2023 subsidy assumes 3 percent growth as well as legislative exclusions for SVL2 Add-Back and full year of Potomac Yard station

# Service | Long Term Options for Fall Consideration

- Continue to monitor ridership and regional trends and consider additional service changes
- With additional resources, Metro could:
  - Offer more frequent, all day service  
    - Expand high frequency bus segments to the branch line level 
      - For one-third of lines included, the highest frequency applies only to the trunk segments
    - Add additional lines to the all day high frequency network 
    - Offer high frequency for more hours of the day – e.g., starting earlier at 6 am or extending later until 10 pm  
    - Increase the frequency standard – e.g., 10 minutes  
  - Restore more pre-pandemic service  

Note: The proposal fully utilizes available operators and additional hiring would be required for further improvements

# Fares | Long Term Options for Fall Consideration

## Advance Fare Strategy and Consider Larger Changes

- Consider broader changes to fare structure and levels
- Seek customer input on priorities and options
- Staff to support Board in development and consideration of options

| Rail   | Bus          |
|--|--------------|
| Off-Peak All Day (\$2 to \$3.85)                       | \$1 Bus Fare |
| Zone Fares (e.g., DC, Inside Beltway, Outside Beltway) |              |
| Lower Min (\$2) or Max (\$6) Fare                      |              |
| Free or Cheaper Parking                                |              |
| Group/Family Passes                                    |              |
| Discounted Low Income Fare                             |              |
| Cheaper Passes and More Regional Pass Options          |              |
| Fare Capping (Daily, Weekly, Monthly)                  |              |
| MetroAccess Fare Simplification                        |              |



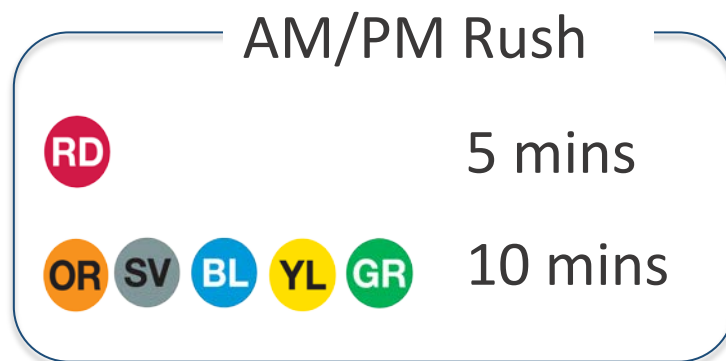
## Recommendation and Next Steps

- Approve service and fare improvements
- Staff will review impacts of service and fare changes and return to the Board with:
  - Title VI analysis of those changes proposed for permanent adoption
  - Refined analysis of financial and budget implications
- Continued development of service and fare concepts for Board consideration and FY2023 budget process
  - Staff to return in July to begin review of fare policy

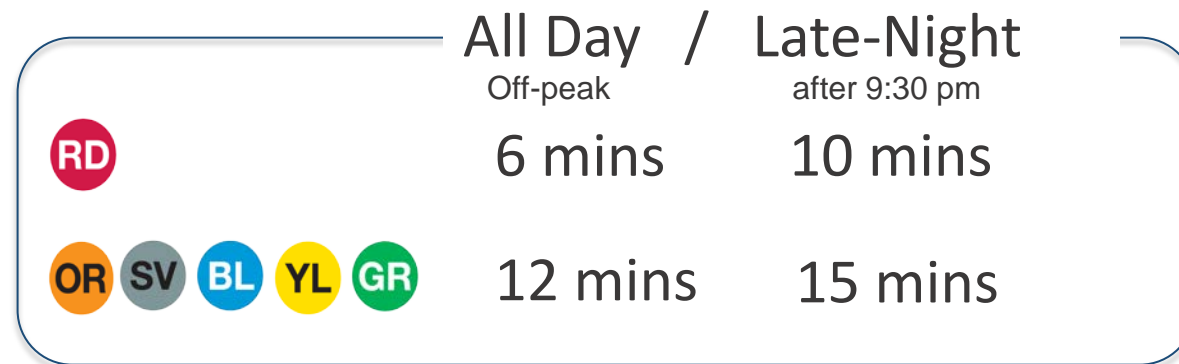


# Appendix

# Service Concept | Rail



AM/PM Rush: 6:30a-9:30a and 3p-7p



Operating Hours: Opening 5a M-F, 7a Sa-Su; Closing 12a Su-Th, 1a Fr-Sa

- Higher all day frequencies
  - Improved 6 to 12 minute weekday evening and weekend service
  - Improved later evening service with no less than 15 minute service (instead of 20 minute) on all lines at all times
- Better peak service
  - 5 to 10 minute weekday peak service to accommodate return to work and school
- 100% eight-car trains



- Expected to increase ridership ~7% systemwide above ridership recovery levels without improvements
- Especially benefits low-income and minority riders who are more likely to ride off-peak and weekends

# Service Concept Summary | Bus



Lines

12-min Network  
& Other Improvements

36  
20 at 12-min and 16 at 20-min  
*“frequent”*      *“consistent”*

Span

7 am – 9 pm  
14 hours, 7 days

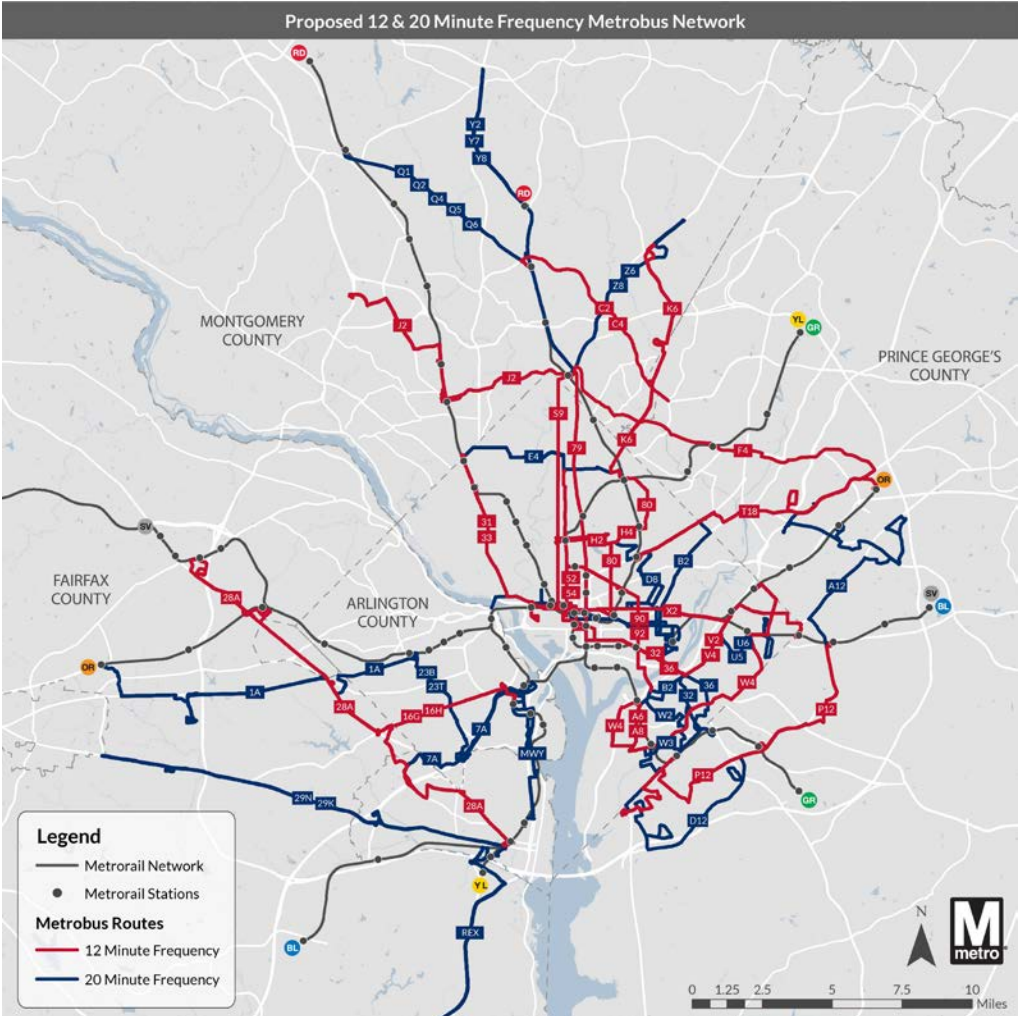
Riders Benefitting  
% of total bus riders, weekday

60%

Ridership  
estimated % growth in daily riders

✓ Benefits  
equity riders

+~8%  
on upgraded lines  
(~4% systemwide)  
above expected recovery level  
without improvements



# Frequent, All Day Service Lines

| District of Columbia | 12 / 20 Minute Network | Maryland | 12 / 20 Minute Network | Virginia    | 12 / 20 Minute Network |
|----------------------|------------------------|----------|------------------------|-------------|------------------------|
| 31,33                | 12                     | C2,C4    | 12                     | 16G,16H     | 12                     |
| 32,36                | 12                     | F4       | 12                     | 28A         | 12                     |
| 52,54                | 12                     | J2       | 12                     | 1A          | 20                     |
| 79                   | 12                     | K6       | 12                     | 7A          | 20                     |
| 80                   | 12                     | P12      | 12                     | 23A,23B,23T | 20                     |
| 90,92                | 12                     | T18      | 12                     | 29K,29N     | 20                     |
| A6,A8                | 12                     | A12      | 20                     | MWY         | 20                     |
| H2,H4                | 12                     | D12      | 20                     | REX         | 20                     |
| S9                   | 12                     | Q's      | 20                     |             |                        |
| V2,V4                | 12                     | Y2,Y7,Y8 | 20                     |             |                        |
| W4                   | 12                     | Z6,Z8    | 20                     |             |                        |
| X2                   | 12                     |          |                        |             |                        |
| B2                   | 20                     |          |                        |             |                        |
| D8                   | 20                     |          |                        |             |                        |
| E4                   | 20                     |          |                        |             |                        |
| U5,U6                | 20                     |          |                        |             |                        |
| W2,W3                | 20                     |          |                        |             |                        |

# Metrobus September 2021 Service Restoration and Changes

| Recommended Service Restoration   | District of Columbia                           | Maryland  | Virginia  |
|---|--|---|---|
| <ul style="list-style-type: none"> <li>- Resume Service</li> <li>- Add Peak Frequency</li> <li>- Add Off-Peak Frequency and Coverage</li> </ul> | 64,D6,E2,G8,H6,L2,<br>M6,N2,N6,U4,W6,<br>W8,X8 | 83,86,89M,C8,C12,<br>C14,F6,F8,F12,F13,<br>G12,G14,H12,K9,K12,<br>P18,R2,R4,R12 | 1B,1C,2B,3Y,7M,<br>8W,10A,11C,<br>16Y,17K,18J,21C,<br>22F,28F |
| Route adjustments<br>*Routes also receiving additional service/frequency  | 42*,43*,62,<br>63*,D4*,N4*                     | D13,D14   | 18G,18H   |

| Previously Approved Service Changes                         | District of Columbia | Maryland | Virginia         |
|---|----------------------|----------|------------------|
| Alexandria Transit Vision Plan Route Modifications          |                      |          | 7A,7F,7W,25B,28A |
| Shortened Route / Route Realignment                         | 42,43,63,80          |          |                  |
| Route Eliminations  | 30N,30S              |          | 7Y               |
| Routes with additional service to replace eliminated routes | 31,32,33,36          |          | 7A               |

# Proposed Metrobus Service September 2021 – Remaining Service Status

| Service Restoration Deferred  | District of Columbia                              | Maryland            | Virginia                            |
|---|---|---------------------|-------------------------------------|
| Routes Remaining Suspended  | 37,39,A9,B8,B9,D1,<br>D5,G9,H1,L1,S1,V1,<br>X1,X3 | 87,B30,J4,P19       | 4A,7C,7P,8S,10E,<br>10N,16L,17L,21D |
| Routes with Segments Remaining Unserved   | 34,97,D4,E6,N4                                    | B29,C28,H11,<br>H13 | 7Y,8Z,11Y,16C,<br>17H,18G,18H,28G   |
| Routes remaining at June 2021 peak-period frequencies – below pre-pandemic levels | 74,D2,G2,U7                                       | C11,C13,L8,T2,Z2    | 2A,4B,5A,16C,<br>22A/C              |

# Title VI Compliance

- Required for major service changes by mode (individually) and fare changes
  - Is there a disparate impact (DI) on minority populations?
  - Is there a disproportionate burden (DB) on low-income populations?
- Preliminary scan completed for service and fare changes
  - No disparate impact (DI) for minority populations for either mode
  - No disproportionate burden (DB) for low-income populations for either mode
  - No disparate impact (DI) or disproportionate burden (DB) for fare changes
- Title VI requires public outreach before adopting service or fares permanently (and approving equity analysis), which has not yet occurred.
  - Following the completion of the public outreach process, staff will prepare equity analysis that incorporates any significant changes to the proposals



# Adjusted Subsidy Allocation by Jurisdiction

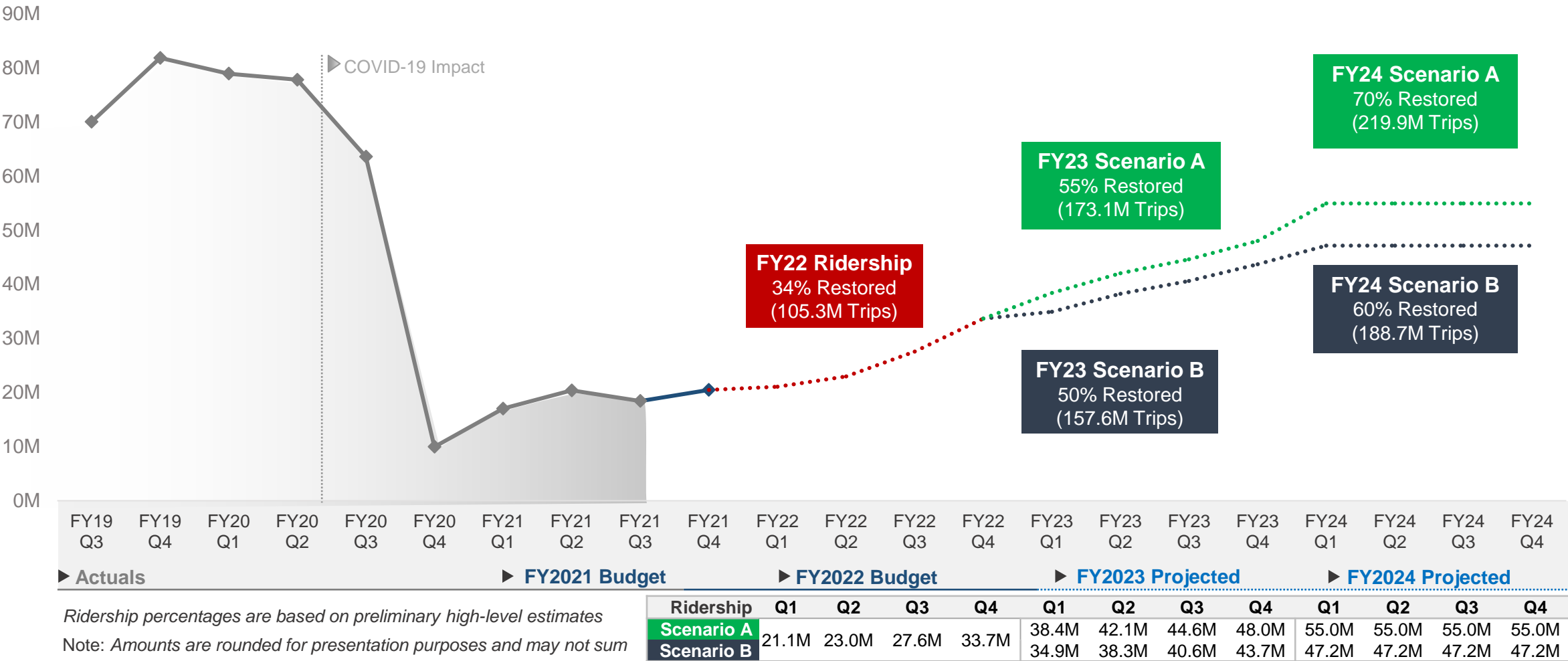
|                           | FY2021<br>Subsidy      | FY2022<br>Base Subsidy <sup>1</sup> | Change<br>%   | Legislative<br>Exclusions | Potomac<br>Yard  | FY2022<br>Total Subsidy | Total<br>Change % | Debt<br>Service     | Jurisdictional<br>Contribution |
|---------------------------|------------------------|-------------------------------------|---------------|---------------------------|------------------|-------------------------|-------------------|---------------------|--------------------------------|
| District of Columbia      | \$399,159,420          | \$396,500,188                       | (0.7%)        | \$1,933,648               | \$156,344        | \$398,590,180           | (0.1%)            | \$33,273,091        | \$431,863,271                  |
| Montgomery County         | \$183,607,050          | \$178,258,041                       | (2.9%)        | \$798,617                 | \$83,017         | \$179,139,675           | (2.4%)            | \$15,409,645        | \$194,549,321                  |
| Prince George's County    | \$240,588,518          | \$243,111,502                       | 1.0%          | \$839,897                 | \$74,515         | \$244,025,914           | 1.4%              | \$15,809,086        | \$259,834,999                  |
| <b>Maryland Subtotal</b>  | <b>\$424,195,568</b>   | <b>\$421,369,543</b>                | <b>(0.7%)</b> | <b>\$1,638,514</b>        | <b>\$157,532</b> | <b>\$423,165,589</b>    | <b>(0.2%)</b>     | <b>\$31,218,731</b> | <b>\$454,384,320</b>           |
| City of Alexandria        | \$46,090,591           | \$45,849,431                        | (0.5%)        | \$231,920                 | \$22,083         | \$46,103,434            | 0.0%              | \$1,775,511         | \$47,878,945                   |
| Arlington County          | \$77,313,237           | \$77,284,041                        | (0.0%)        | \$412,707                 | \$44,210         | \$77,740,958            | 0.6%              | \$0                 | \$77,740,958                   |
| City of Fairfax           | \$2,676,330            | \$2,733,848                         | 2.1%          | \$11,074                  | \$1,439          | \$2,746,361             | 2.6%              | \$111,494           | \$2,857,855                    |
| Fairfax County            | \$153,872,850          | \$151,338,149                       | (1.6%)        | \$695,961                 | \$76,881         | \$152,110,992           | (1.1%)            | \$5,615,212         | \$157,726,204                  |
| City of Falls Church      | \$3,137,603            | \$3,056,453                         | (2.6%)        | \$16,589                  | \$1,188          | \$3,074,231             | (2.0%)            | \$176,211           | \$3,250,442                    |
| Loudoun County            | \$5,138,519            | \$6,047,001                         | 17.7%         | \$59,586                  | \$13,989         | \$6,120,577             | 19.1%             | \$0                 | \$6,120,577                    |
| <b>Virginia Subtotal</b>  | <b>\$288,229,129</b>   | <b>\$286,308,924</b>                | <b>(0.7%)</b> | <b>\$1,427,837</b>        | <b>\$159,791</b> | <b>\$287,896,552</b>    | <b>(0.1%)</b>     | <b>\$7,678,428</b>  | <b>\$295,574,980</b>           |
| <b>Total Contribution</b> | <b>\$1,111,584,118</b> | <b>\$1,104,178,655</b>              | <b>(0.7%)</b> | <b>\$5,000,000</b>        | <b>\$473,666</b> | <b>\$1,109,652,321</b>  | <b>(0.2%)</b>     | <b>\$72,170,250</b> | <b>\$1,181,822,571</b>         |

1. In addition to deferred subsidy, FY2022 Base subsidy reduced by \$6.6M for delay of Silver Line Phase 2 and \$0.8M for Bus Route 3A to be operated by Fairfax County effective July 2021, allocation updated to reflect the addition of Routes 16Y, 3Y, 8W, 1B

# Subsidy Variance from FY2022 Approved Budget

|                             | FY2021<br>Subsidy | FY2022<br>Base Subsidy | Change %    | Legislative<br>Exclusions | Potomac<br>Yard | FY2022<br>Total Subsidy | Total<br>Change % | Debt<br>Service | Jurisdictional<br>Contribution |
|-----------------------------|-------------------|------------------------|-------------|---------------------------|-----------------|-------------------------|-------------------|-----------------|--------------------------------|
| <b>District of Columbia</b> | <b>\$0</b>        | <b>\$0</b>             | <b>0.0%</b> | <b>(\$4,639)</b>          | <b>\$0</b>      | <b>(\$4,639)</b>        | <b>(0.0%)</b>     | <b>\$0</b>      | <b>(\$4,639)</b>               |
| Montgomery County           | \$0               | \$3,840                | 0.0%        | (\$1,247)                 | \$0             | \$2,593                 | 0.0%              | \$0             | \$2,593                        |
| Prince George's County      | \$0               | (\$3,840)              | (0.0%)      | (\$1,761)                 | \$0             | (\$5,601)               | (0.0%)            | \$0             | (\$5,601)                      |
| <b>Maryland Subtotal</b>    | <b>\$0</b>        | <b>\$0</b>             | <b>0.0%</b> | <b>(\$3,008)</b>          | <b>\$0</b>      | <b>(\$3,008)</b>        | <b>(0.0%)</b>     | <b>\$0</b>      | <b>(\$3,008)</b>               |
| City of Alexandria          | \$0               | (\$150,332)            | (0.3%)      | \$272                     | \$0             | (\$150,060)             | (0.3%)            | \$0             | (\$150,060)                    |
| Arlington County            | \$0               | \$881,092              | 1.2%        | \$7,650                   | \$0             | \$888,742               | 1.2%              | \$0             | \$888,742                      |
| City of Fairfax             | \$0               | (\$11,521)             | (0.4%)      | \$0                       | \$0             | (\$11,521)              | (0.4%)            | \$0             | (\$11,521)                     |
| Fairfax County              | \$0               | (\$675,497)            | (0.4%)      | (\$239)                   | \$0             | (\$675,737)             | (0.4%)            | \$0             | (\$675,737)                    |
| City of Falls Church        | \$0               | (\$18,452)             | (0.6%)      | (\$35)                    | \$0             | (\$18,487)              | (0.6%)            | \$0             | (\$18,487)                     |
| Loudoun County              | \$0               | (\$25,290)             | (0.4%)      | \$0                       | \$0             | (\$25,290)              | (0.4%)            | \$0             | (\$25,290)                     |
| <b>Virginia Subtotal</b>    | <b>\$0</b>        | <b>\$0</b>             | <b>0.0%</b> | <b>\$7,647</b>            | <b>\$0</b>      | <b>\$7,647</b>          | <b>0.0%</b>       | <b>\$0</b>      | <b>\$7,647</b>                 |
| <b>Total Contribution</b>   | <b>\$0</b>        | <b>\$0</b>             | <b>0.0%</b> | <b>\$0</b>                | <b>\$0</b>      | <b>\$0</b>              | <b>0.0%</b>       | <b>\$0</b>      | <b>\$0</b>                     |

# Ridership Scenarios Capped in FY2024



# Operating Budget Preliminary Outlook Through FY2024

|                          | FY2021<br>Budget   | FY2022<br>Budget   | FY2022<br>Adjusted | FY2023<br>Projection<br>A - 55% Restored | FY2024<br>Projection<br>A - 70% Restored |
|--------------------------|--------------------|--------------------|--------------------|--|--|
| <i>\$ in Millions</i>    |                    |                    |                    |  |  |
| Revenue <sup>1</sup>     | \$180.6            | \$237.3            | \$228.8            | \$428.1                                  | \$530.3                                  |
| Expense                  | \$1,934.1          | \$2,069.9          | \$2,075.6          | \$2,211.0                                | \$2,265.0                                |
| <b>Operating Deficit</b> | <b>(\$1,753.5)</b> | <b>(\$1,832.5)</b> | <b>(\$1,846.9)</b> | <b>(\$1,782.9)</b>                       | <b>(\$1,734.7)</b>                       |
| Subsidy <sup>2</sup>     | \$1,111.6          | \$1,109.7          | \$1,109.7          | \$1,190.4                                | \$1,226.1                                |
| <b>Funding Gap</b>       | <b>(\$642.0)</b>   | <b>(\$722.9)</b>   | <b>(\$737.2)</b>   | <b>(\$592.4)</b>                         | <b>(\$508.6)</b>                         |
| Relief Funding           | \$642.0            | \$722.9            | \$737.2            | \$592.4                                  | \$258.2                                  |
| <b>Remaining Gap</b>     | <b>\$0.0</b>       | <b>\$0.0</b>       | <b>\$0.0</b>       | <b>\$0.0</b>                             | <b>(\$250.4)</b>                         |

<sup>1</sup> FY2023 and FY2024 revenue do not include fare initiatives proposed for FY2022

<sup>2</sup> FY2023 subsidy assumes 3 percent growth as well as legislative exclusions for SVL2 Add-Back and full year of Potomac Yard station

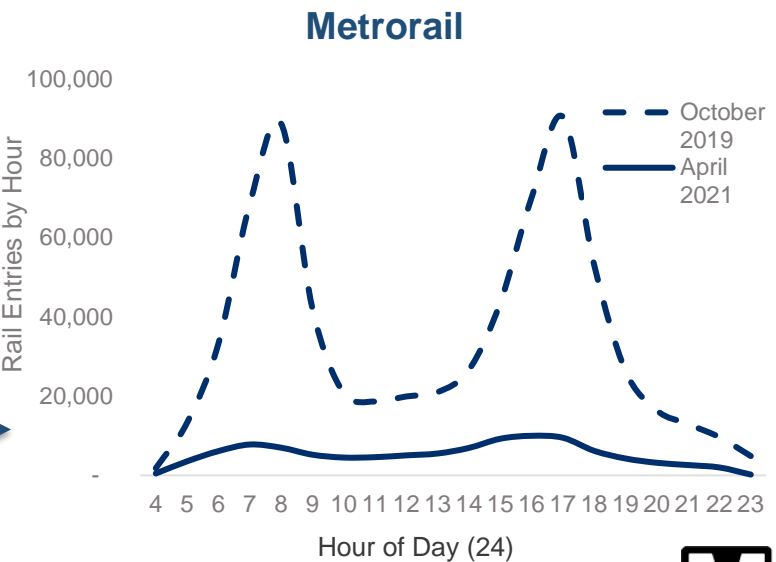
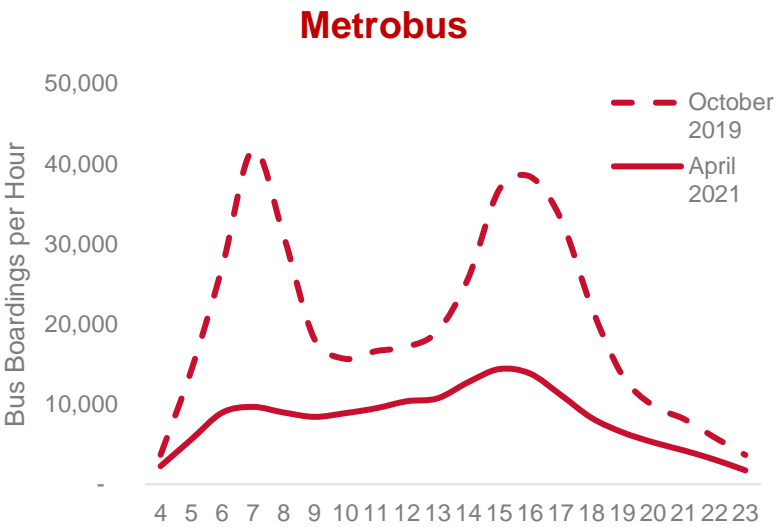
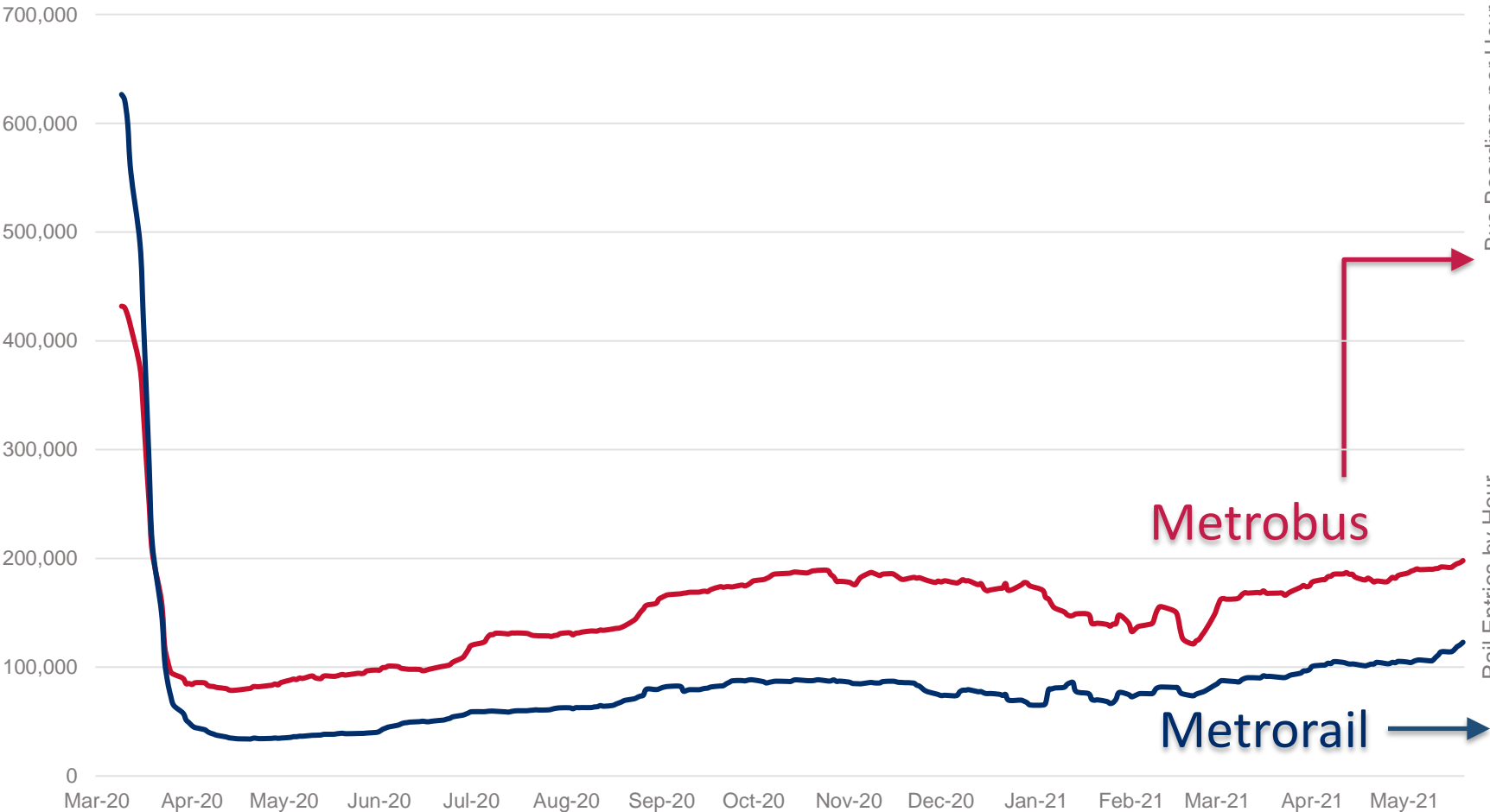
## Operating Budget Preliminary Outlook Through FY2024

|                          | FY2021<br>Budget   | FY2022<br>Budget   | FY2022<br>Adjusted | FY2023<br>Projection<br>B - 50% Restored | FY2024<br>Projection<br>B - 60% Restored |
|--------------------------|--------------------|--------------------|--------------------|--|--|
| <i>\$ in Millions</i>    |                    |                    |                    |  |  |
| Revenue <sup>1</sup>     | \$180.6            | \$237.3            | \$228.8            | \$394.7                                  | \$463.4                                  |
| Expense                  | \$1,934.1          | \$2,069.9          | \$2,075.6          | \$2,211.0                                | \$2,265.0                                |
| <b>Operating Deficit</b> | <b>(\$1,753.5)</b> | <b>(\$1,832.5)</b> | <b>(\$1,846.9)</b> | <b>(\$1,816.3)</b>                       | <b>(\$1,801.6)</b>                       |
| Subsidy <sup>2</sup>     | \$1,111.6          | \$1,109.7          | \$1,109.7          | \$1,190.4                                | \$1,226.1                                |
| <b>Funding Gap</b>       | <b>(\$642.0)</b>   | <b>(\$722.9)</b>   | <b>(\$737.2)</b>   | <b>(\$625.9)</b>                         | <b>(\$575.5)</b>                         |
| Relief Funding           | \$642.0            | \$722.9            | \$737.2            | \$625.9                                  | \$224.8                                  |
| <b>Remaining Gap</b>     | <b>\$0.0</b>       | <b>\$0.0</b>       | <b>\$0.0</b>       | <b>\$0.0</b>                             | <b>(\$350.7)</b>                         |

<sup>1</sup> FY2023 and FY2024 revenue do not include fare initiatives proposed for FY2022

<sup>2</sup> FY2023 subsidy assumes 3 percent growth as well as legislative exclusions for SVL2 Add-Back and full year of Potomac Yard station

# Bus and Rail Ridership

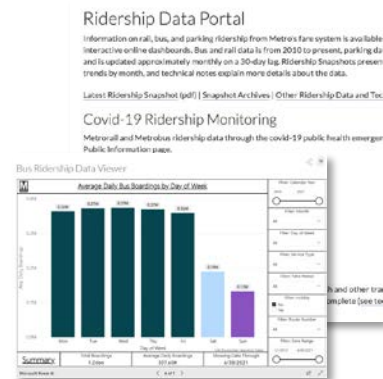


## May 2021 Ridership

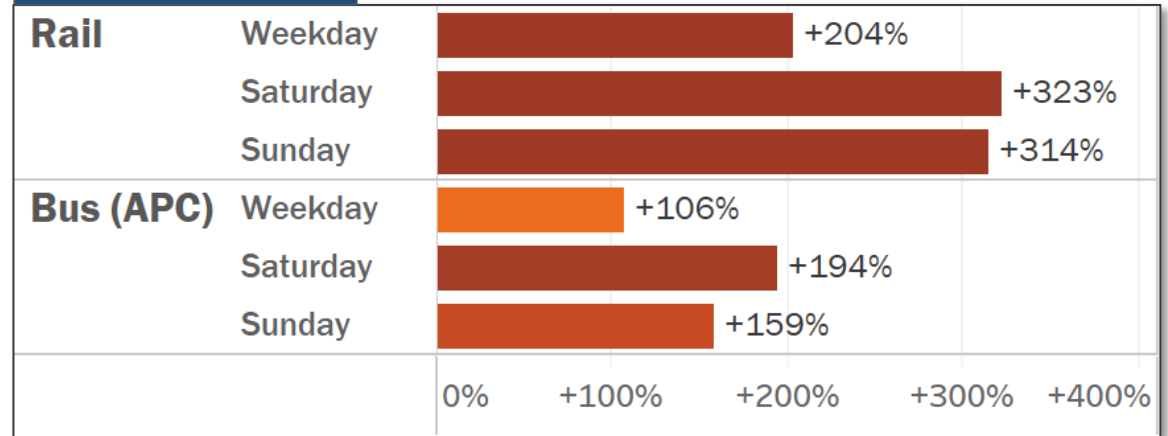
| May 2021 Averages | Weekday | Saturday | Sunday |
|-------------------|---------|----------|--------|
| Rail              | 117,000 | 85,000   | 66,000 |
| Bus (APC)         | 172,000 | 119,000  | 83,000 |
| Parking           | 3,000   |          |        |

Interact with this data on Metro's Ridership Data Portal:  
<https://www.wmata.com/initiatives/ridership-portal>

For technical information, see  
[How to Use and Interpret Metro Ridership Data](#)

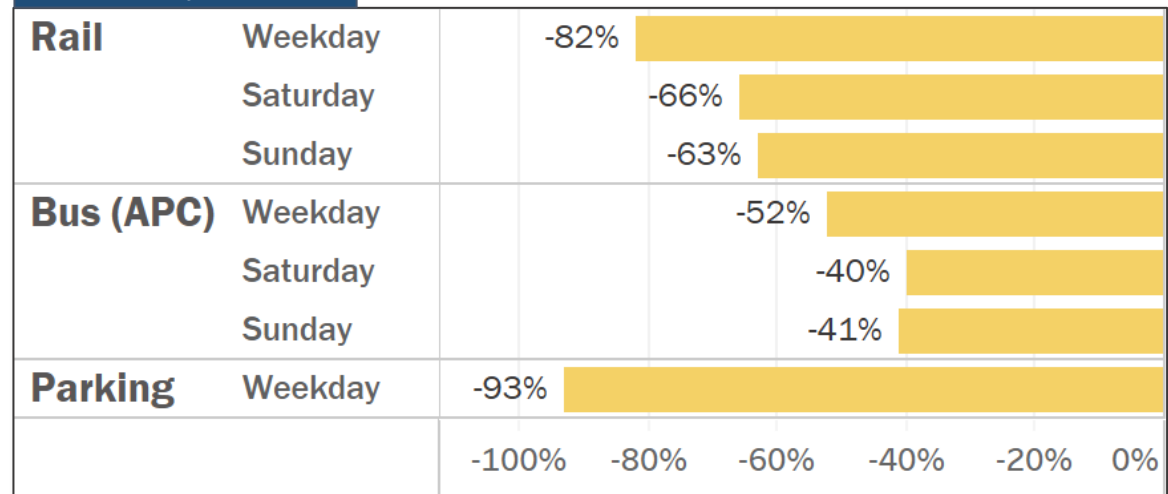


### vs. May 2020



Note: Paid parking suspended in May 2020

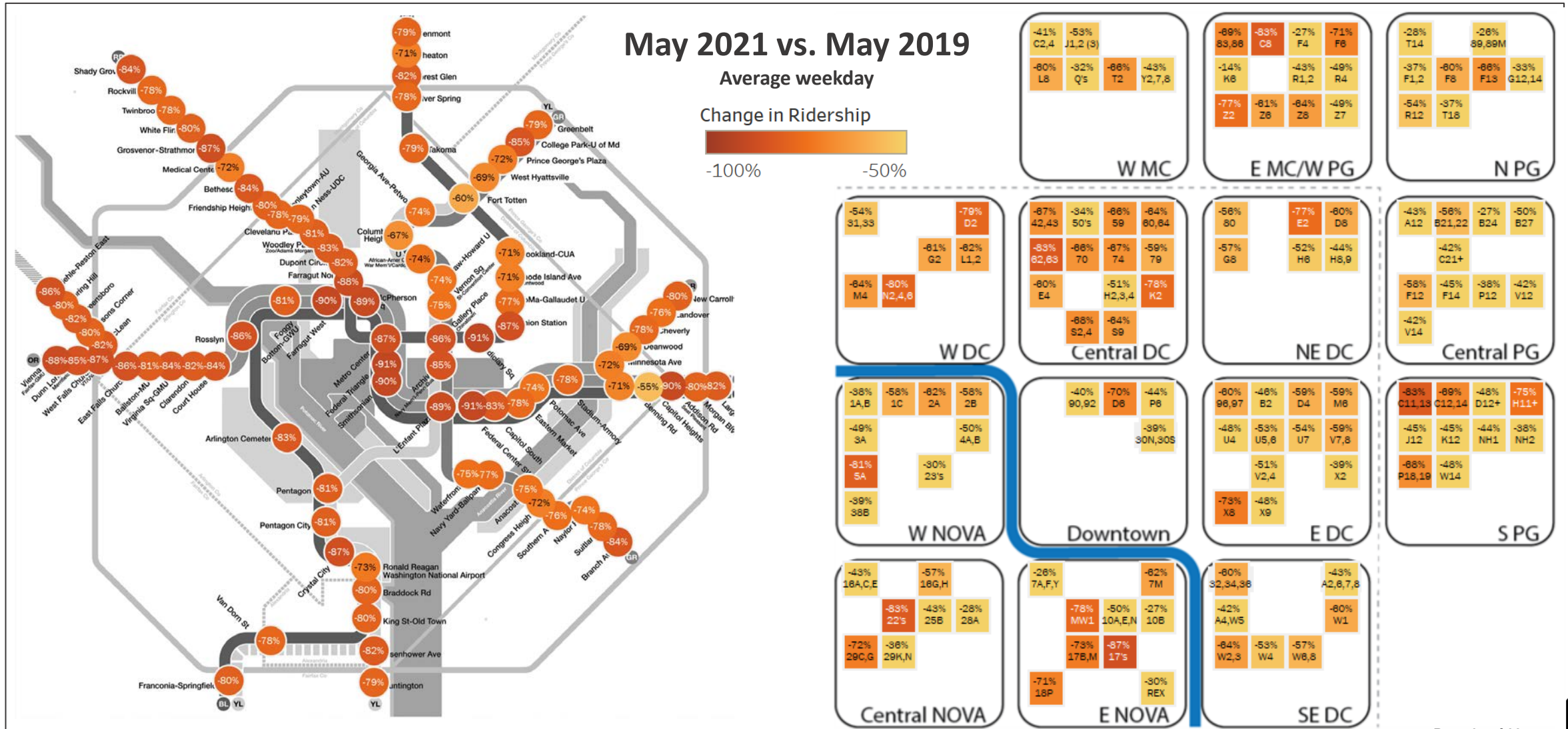
### vs. May 2019



APC = Automated Passenger Counter



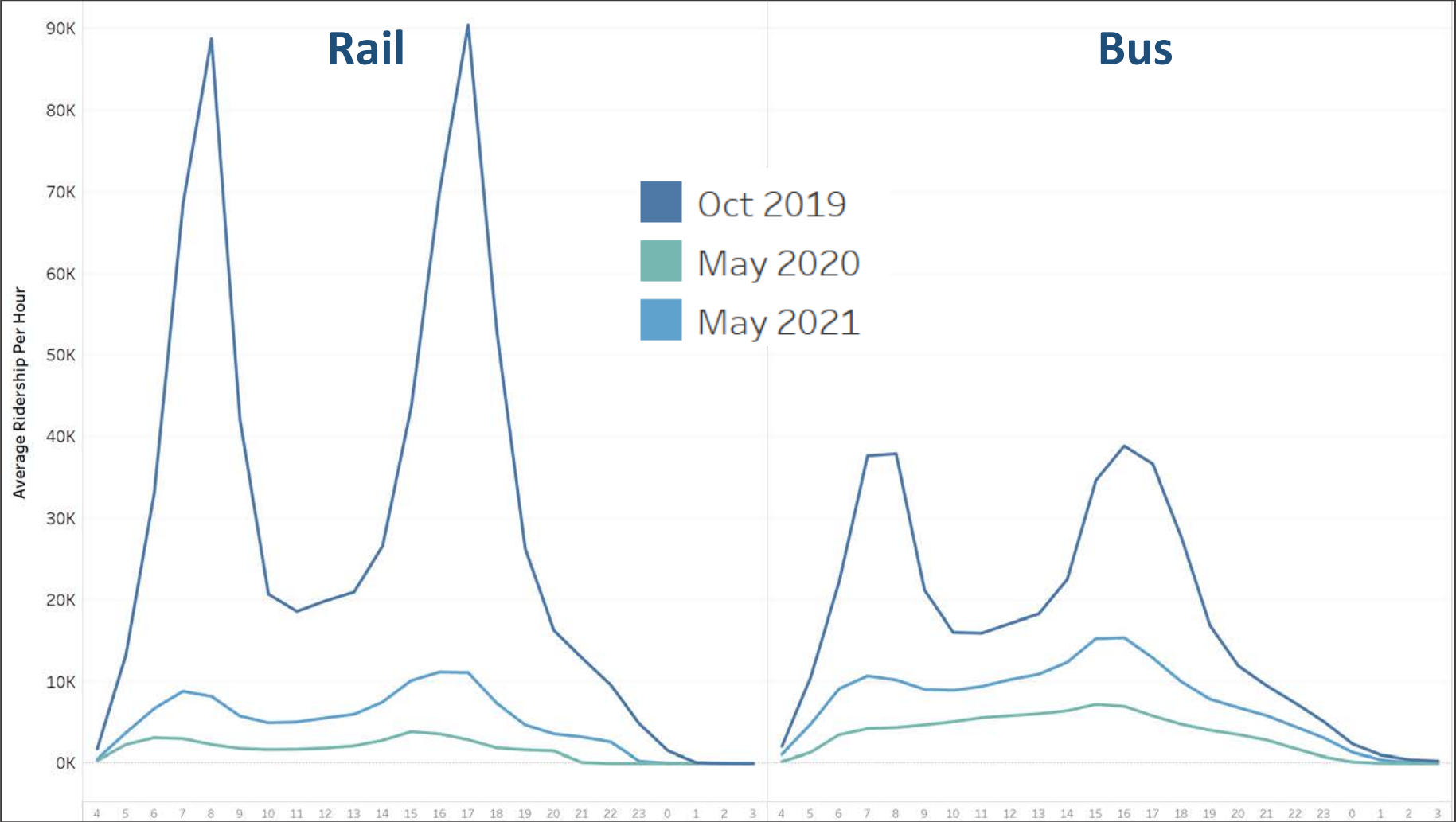
## How Ridership Has Changed by Rail Station and Bus Line





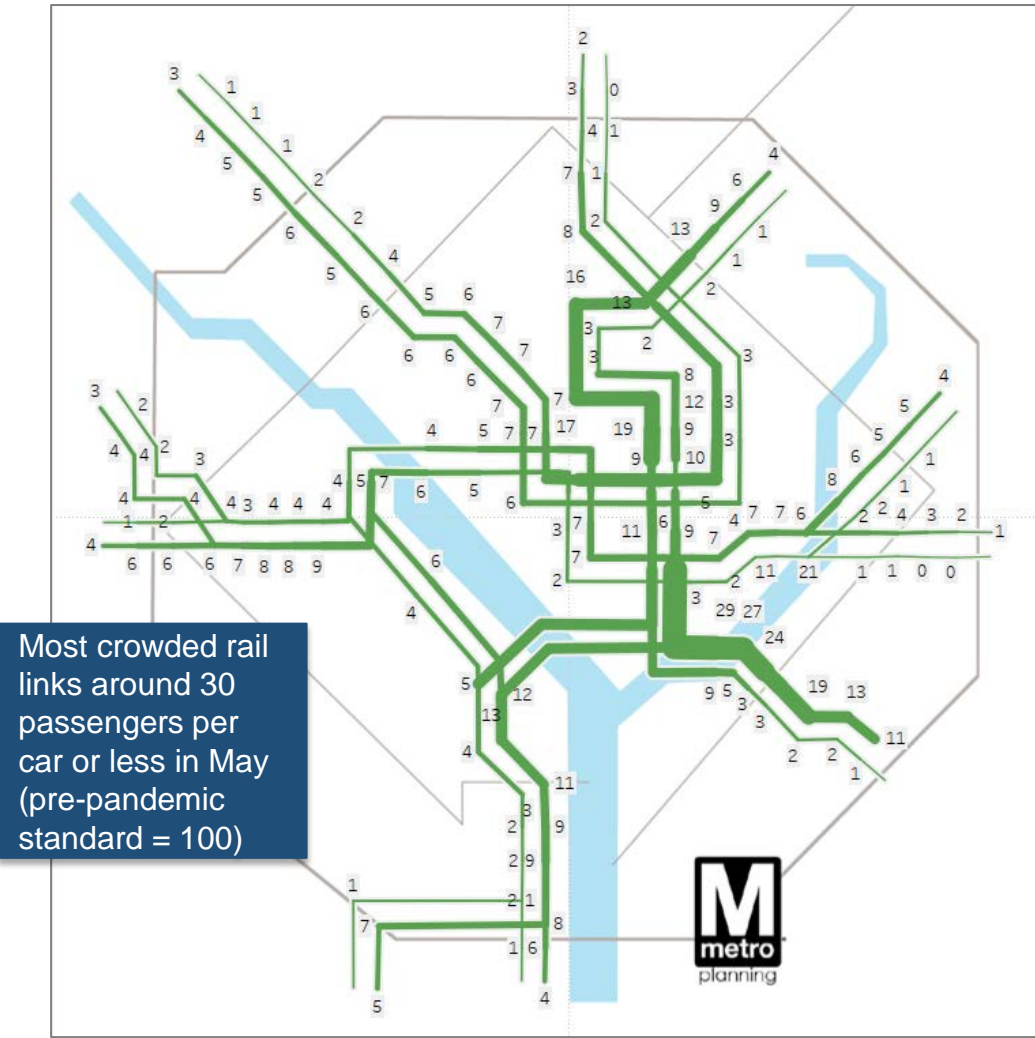
# How Ridership Has Changed by Hour of Day

**Boardings  
By Hour**  
(Avg Weekday)



# Rail and Bus Load Levels

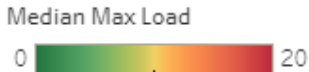
**Metrorail Loads by Link**  
Passengers per car, May 26, 2021, 7:00-8:00am



**Typical Metrobus Maximum Load**  
Passengers per bus at highest point, by hour of day, May 24-28, 2021

| Bpln S...       | Routes Per ... | ROUTE | 0  | 2 | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|-----------------|----------------|-------|----|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Central PGC     | P12            | P12   | 6  |   |    | 11 | 13 | 16 | 15 | 16 | 15 | 14 | 15 | 19 | 17 | 20 | 17 | 20 | 22 | 16 | 18 | 14 | 13 | 13 |
| Northern P..    | T18            | T18   |    |   |    | 28 | 14 | 15 | 13 | 16 | 16 | 16 | 15 | 19 | 14 | 19 | 17 | 19 | 17 | 12 | 11 | 13 | 9  | 11 |
| Eastern         | F4             | F4    |    |   |    | 31 | 19 | 17 | 16 | 14 | 14 | 16 | 17 | 16 | 16 | 19 | 17 | 17 | 17 | 18 | 14 | 12 | 13 | 11 |
| MGC/Weste..     | K6             | K6    |    |   |    | 15 | 24 | 20 | 17 | 15 | 12 | 12 | 12 | 11 | 14 | 12 | 16 | 18 | 16 | 14 | 14 | 14 | 14 | 13 |
| Western         | C2,4           | C2    |    |   |    | 3  | 12 | 12 | 12 | 13 | 13 | 15 | 12 | 15 | 16 | 17 | 17 | 14 | 14 | 13 | 11 | 8  | 9  | 6  |
| MGC             |                | C4    | 2  |   |    | 8  | 16 | 17 | 16 | 15 | 17 | 19 | 18 | 22 | 21 | 20 | 20 | 21 | 17 | 16 | 14 | 16 | 10 | 10 |
|                 | J1,2,          | J2    |    |   |    | 11 | 12 | 11 | 13 | 9  | 9  | 10 | 10 | 11 | 14 | 16 | 17 | 11 | 8  | 8  | 9  | 9  | 12 | 8  |
| Central DC      | 52,54          | 52    |    | 0 | 7  | 14 | 15 | 16 | 14 | 12 | 13 | 14 | 14 | 14 | 16 | 19 | 17 | 12 | 12 | 9  | 9  | 10 | 11 |    |
|                 |                | 54    |    |   |    | 5  | 17 | 20 | 18 | 14 | 21 | 19 | 16 | 21 | 21 | 21 | 19 | 18 | 16 | 13 | 14 | 16 |    |    |
|                 | 70             | 70    | 12 |   | 7  | 12 | 25 | 16 | 14 | 19 | 23 | 23 | 28 | 34 | 30 | 32 | 23 | 26 | 23 | 19 | 21 | 15 | 18 | 14 |
|                 | 79             | 79    |    |   |    |    | 11 | 12 | 14 | 12 | 13 | 15 | 16 | 13 | 16 | 15 | 18 | 14 | 11 | 12 | 10 |    |    |    |
|                 | E4             | E4    |    |   |    | 0  | 21 | 21 | 18 | 13 | 11 | 9  | 11 | 12 | 14 | 16 | 17 | 16 | 15 | 11 | 10 | 6  | 9  | 7  |
|                 | S2,4           | S2    | 3  | 0 | 11 | 9  | 15 | 12 | 9  | 11 | 12 | 10 | 11 | 14 | 16 | 22 | 19 | 13 | 12 | 12 | 9  | 10 | 8  | 8  |
|                 | S9             | S9    |    |   |    | 15 | 11 | 13 | 13 | 10 | 8  | 10 | 10 | 11 | 13 | 14 | 14 | 12 | 10 | 7  | 6  | 7  | 9  | 8  |
| Northeastern DC | 80             | 80    | 3  |   |    | 6  | 9  | 10 | 11 | 8  | 10 | 9  | 9  | 11 | 10 | 10 | 10 | 9  | 7  | 5  | 6  | 7  | 6  | 8  |
|                 | H8,9           | H8    |    |   |    | 6  | 9  | 13 | 11 | 9  | 9  | 12 | 12 | 11 | 16 | 15 | 13 | 13 | 12 | 7  | 9  | 12 | 8  | 8  |
| Eastern DC      | 96,97          | 96    | 7  |   |    | 9  | 9  | 10 | 12 | 11 | 10 | 17 | 15 | 17 | 20 | 20 | 21 | 20 | 14 | 15 | 12 | 12 | 11 | 12 |
|                 | B2             | B2    |    |   |    | 9  | 11 | 13 | 11 | 11 | 14 | 19 | 17 | 15 | 19 | 20 | 16 | 15 | 14 | 13 | 14 | 13 | 11 | 10 |
|                 | V2,4           | V2    |    |   |    |    | 14 | 11 | 10 | 10 | 15 | 19 | 15 | 20 | 22 | 22 | 14 | 15 | 16 | 14 | 13 | 10 | 9  | 10 |
|                 |                | V4    |    |   |    | 7  | 7  | 9  | 9  | 10 | 17 | 15 | 15 | 19 | 19 | 15 | 13 | 13 | 9  | 13 | 13 | 12 | 13 | 12 |
|                 | X2             | X2    | 8  |   |    | 9  | 13 | 15 | 14 | 19 | 17 | 20 | 21 | 19 | 23 | 21 | 20 | 18 | 16 | 13 | 14 | 17 | 10 |    |
| Southeastern DC | 32,34,36       | 32    |    |   |    | 15 | 12 | 15 | 12 | 11 | 15 | 13 | 18 | 19 | 18 | 20 | 18 | 13 | 12 | 10 | 10 | 14 | 11 | 10 |
|                 | A2,6,7,8       | A2    | 5  |   |    | 12 | 9  | 10 | 9  | 9  | 14 | 13 | 13 | 12 | 16 | 17 | 11 | 12 | 12 | 11 | 10 | 11 | 12 | 11 |
|                 |                | A6    | 0  |   | 1  | 10 | 6  | 7  | 7  | 10 | 10 | 13 | 14 | 13 | 13 | 14 | 13 | 13 | 10 | 7  | 11 | 10 | 10 | 9  |
|                 |                | A8    |    |   |    | 10 | 9  | 8  | 10 | 11 | 16 | 14 | 17 | 18 | 18 | 19 | 14 | 13 | 12 | 13 | 11 | 20 | 13 | 9  |
|                 | W4             | W4    | 13 |   |    | 10 | 9  | 10 | 12 | 14 | 17 | 19 | 20 | 20 | 25 | 23 | 12 | 15 | 12 | 13 | 16 | 17 | 14 | 14 |
| Downtown DC     | 90,92          | 90    | 6  |   |    | 8  | 14 | 13 | 14 | 13 | 18 | 18 | 18 | 17 | 16 | 16 | 18 | 13 | 13 | 12 | 12 | 10 | 12 | 12 |
|                 |                | 92    |    |   | 0  | 8  | 14 | 9  | 13 | 15 | 17 | 19 | 22 | 23 | 20 | 23 | 15 | 15 | 13 | 14 | 16 | 15 | 14 | 16 |
|                 | P6             | P6    |    |   |    | 5  | 6  | 11 | 8  | 12 | 12 | 13 | 12 | 12 | 16 | 14 | 12 | 13 | 9  | 10 | 9  | 9  | 9  | 11 |
| Western NOVA    | 1A,B           | 1A    |    |   |    | 25 | 17 | 15 | 16 | 11 | 12 | 14 | 13 | 17 | 17 | 15 | 15 | 15 | 13 | 8  | 11 | 11 | 9  |    |
|                 | 23A,B,T        | 23A   | 5  |   |    | 1  | 22 | 15 | 12 | 8  | 7  | 5  | 8  | 7  | 8  | 12 | 12 | 11 | 9  | 8  | 6  | 9  | 12 | 9  |
| Central NO..    | 28A            | 28A   | 4  |   |    | 4  | 20 | 17 | 16 | 14 | 13 | 15 | 14 | 17 | 18 | 20 | 21 | 20 | 14 | 11 | 9  | 10 | 14 | 12 |
| Eastern NO..    | REX (R99)      | REX   |    |   |    | 14 | 7  | 12 | 10 | 9  | 12 | 10 | 12 | 15 | 13 | 15 | 14 | 13 | 10 | 9  | 9  | 10 | 10 | 7  |

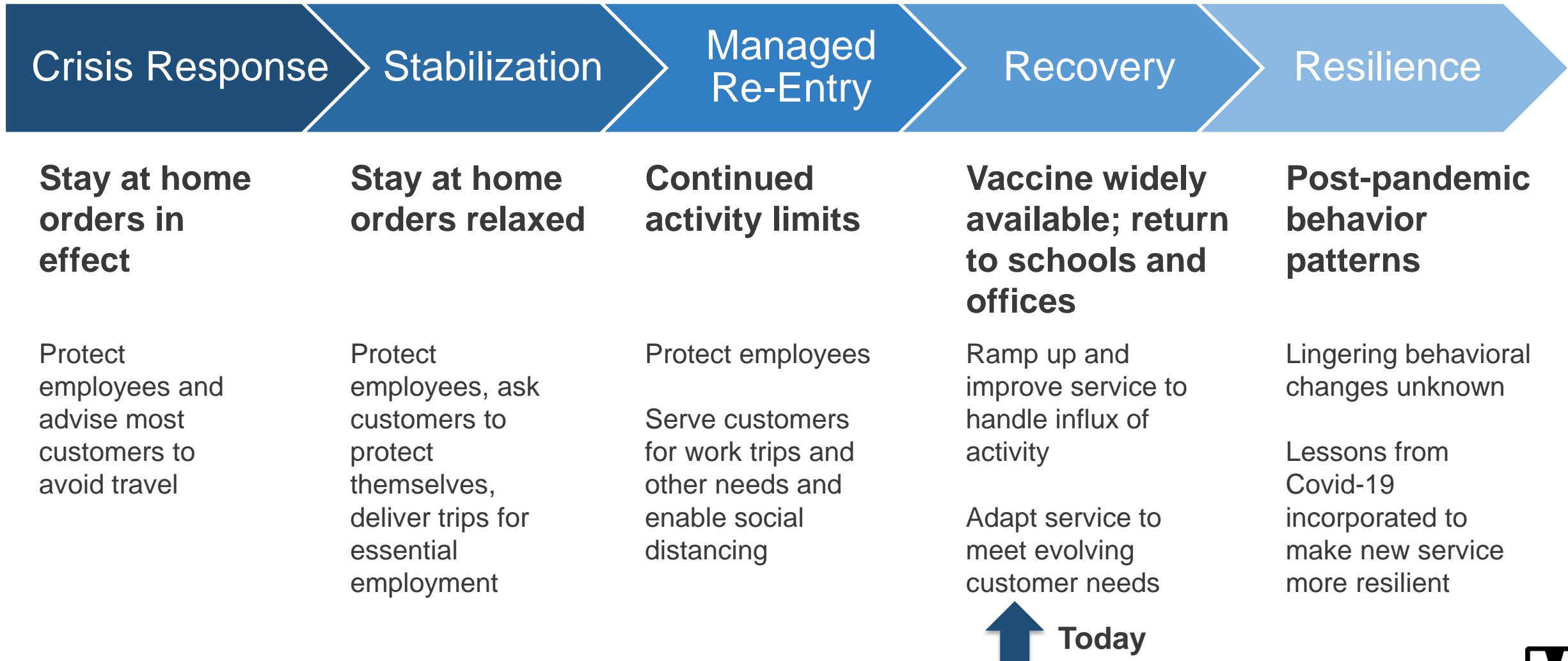
Note: Only highest-ridership bus lines are shown



Most crowded buses around 20-30 passengers per bus (pre-pandemic standard = ~40+)



# Pandemic Recovery Plan Phases



## FY2022 Approved Rail and Bus Service

### **Metrorail** *80% of pre Covid-19 service*

#### **Maintain existing service levels**

*Span:* Close 11 pm, 7 days

*Frequency:*

Weekdays: 12 min BL/OR/GR/YL/SV / 6 min RD

Weekends: 15 min BL/OR/GR/YL/SV / 12 min RD

Evenings: 20 min BL/OR/GR/YL/SV / 15 min RD

No station closures, no turnbacks

### **Metrobus** *85% of pre Covid-19 service*

#### **Implement approved service changes in June and September 2021**

Extend to 2 am on 34 lines 7 days

6 lines/restore weekday peak coverage

4 lines with full or partial restoration of all-day service

10 lines with restoration of Saturday service

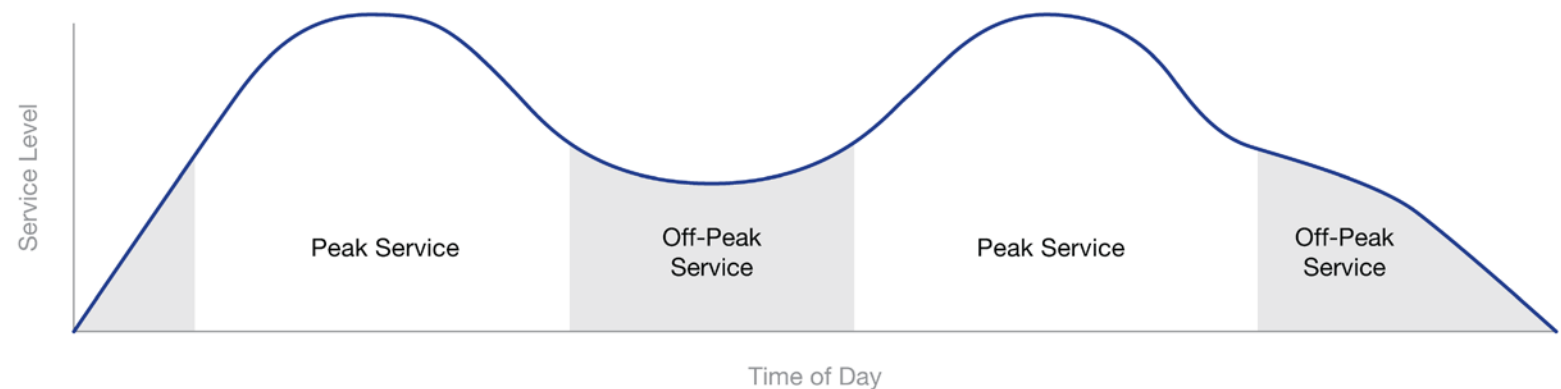
9 lines with restoration of Sunday service

Federal relief allowed Metro to avoid severe service cuts and layoffs

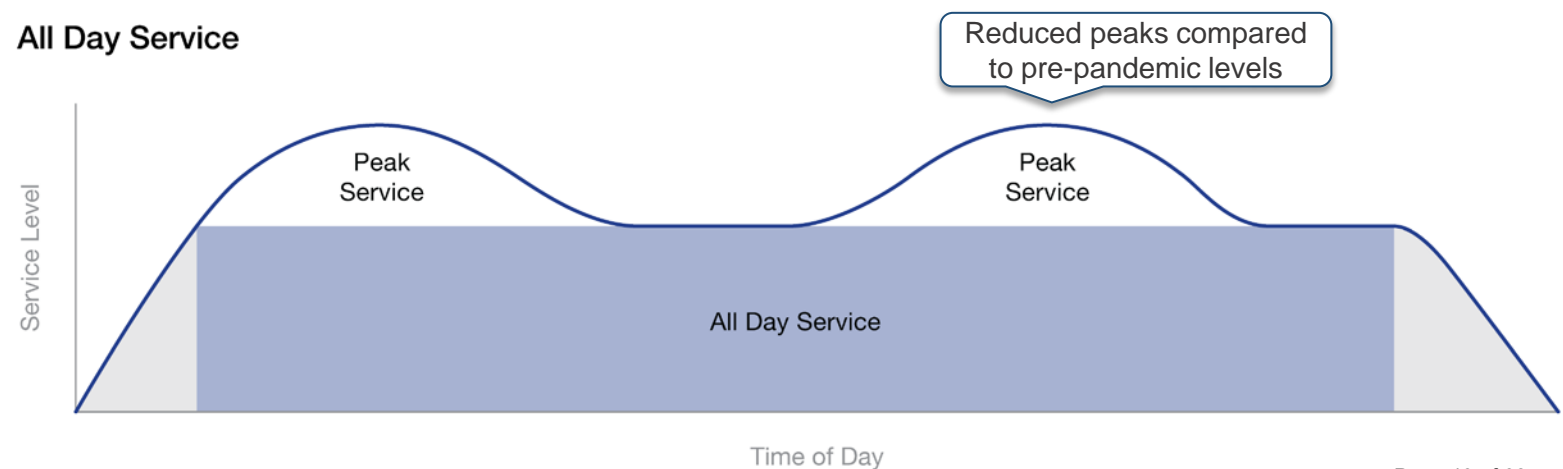
# Opportunity: More all day rail and bus service

- Consistent high frequency service offered seven days a week
- Emphasis on setting a high standard for “base” all day service levels
- Compatible with running more service to meet higher peak demand

Peak-Focused Service



All Day Service



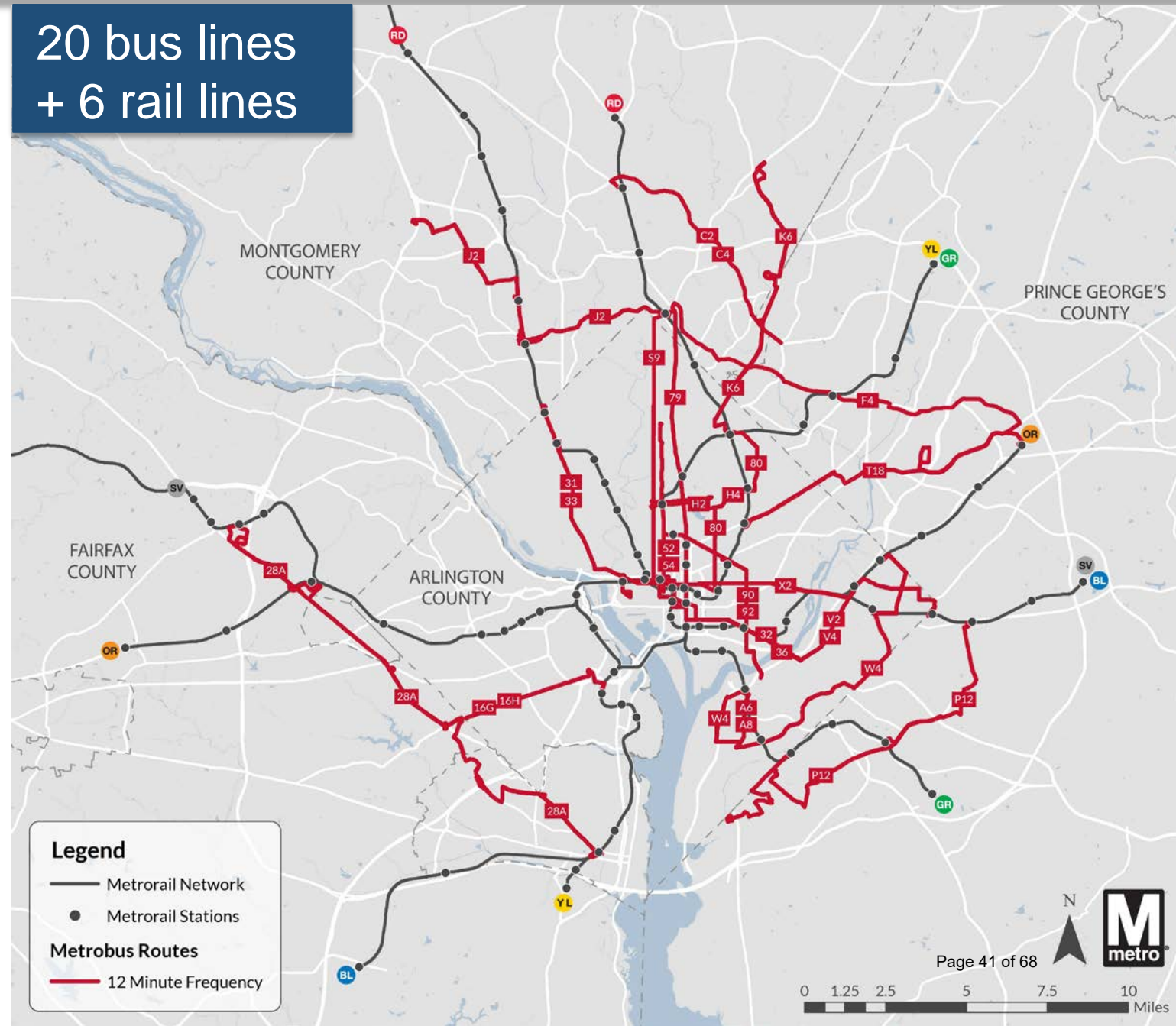


## All Day Rail-Bus Network

# Frequent Service Concept | Bus

- Launch a frequent bus network at rail frequencies on 20 lines
- 12-minute or better headway from 7a-9p, 7 days a week
- Benefits ~43% of existing bus riders

20 bus lines  
+ 6 rail lines

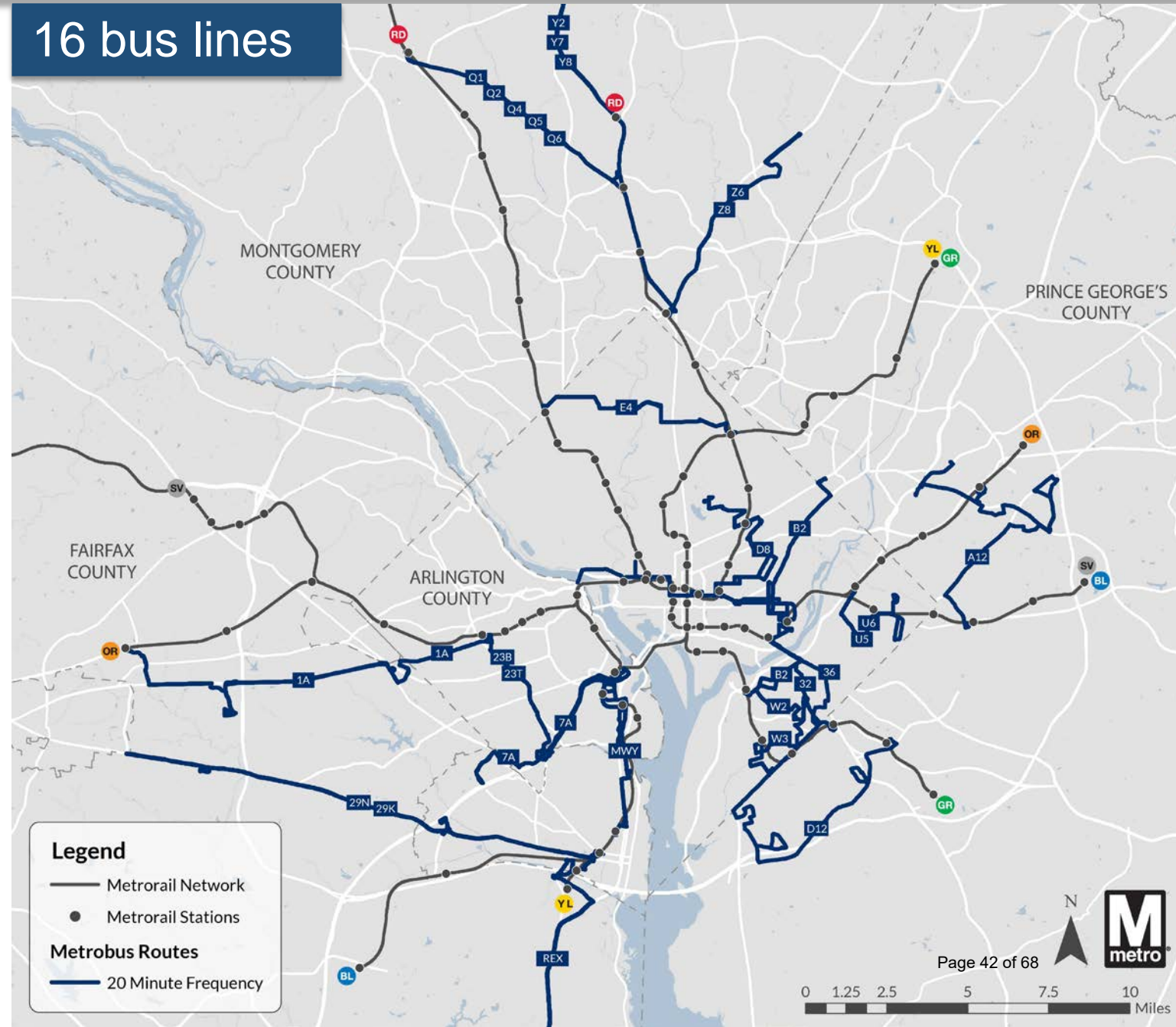


Additional All Day Improvements

# Consistent Service Concept | Bus

- Benefit a broader number of riders by improving base service with consistent frequency on an additional 16 lines
- 20-minute or better headway from 7a-9p, 7 days a week
- Benefits ~17% of riders

## 16 bus lines



# 28A Leesburg Pike (VA) Line - Example

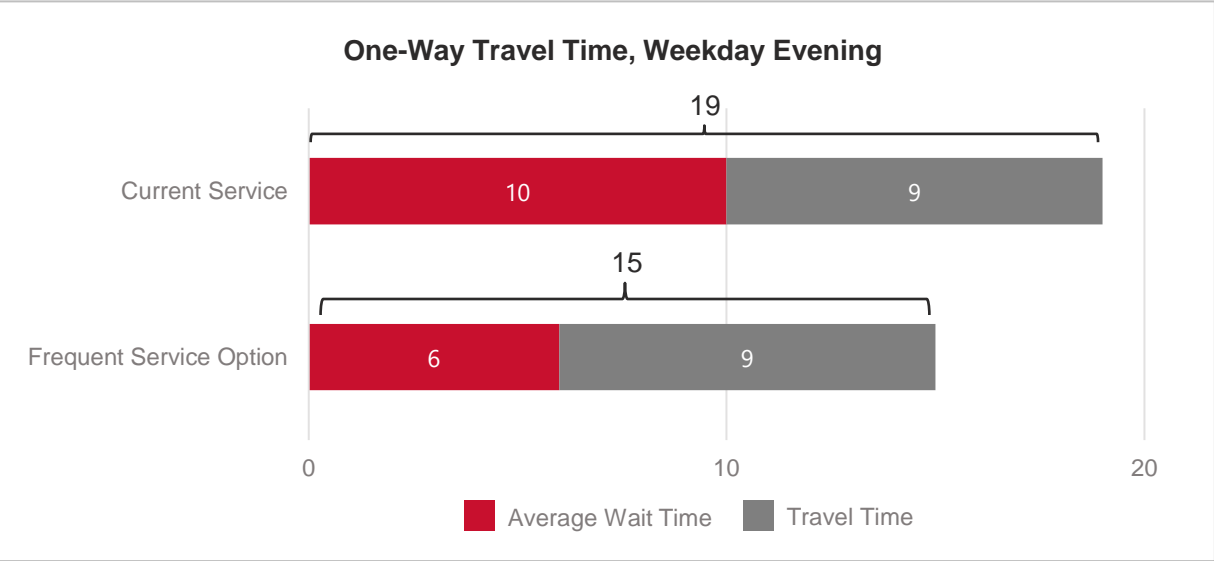
King St-Old Town to Tysons Corner; Connects to Seven Corners Transit Center and West Falls Church

Example  
28A Bus Trip

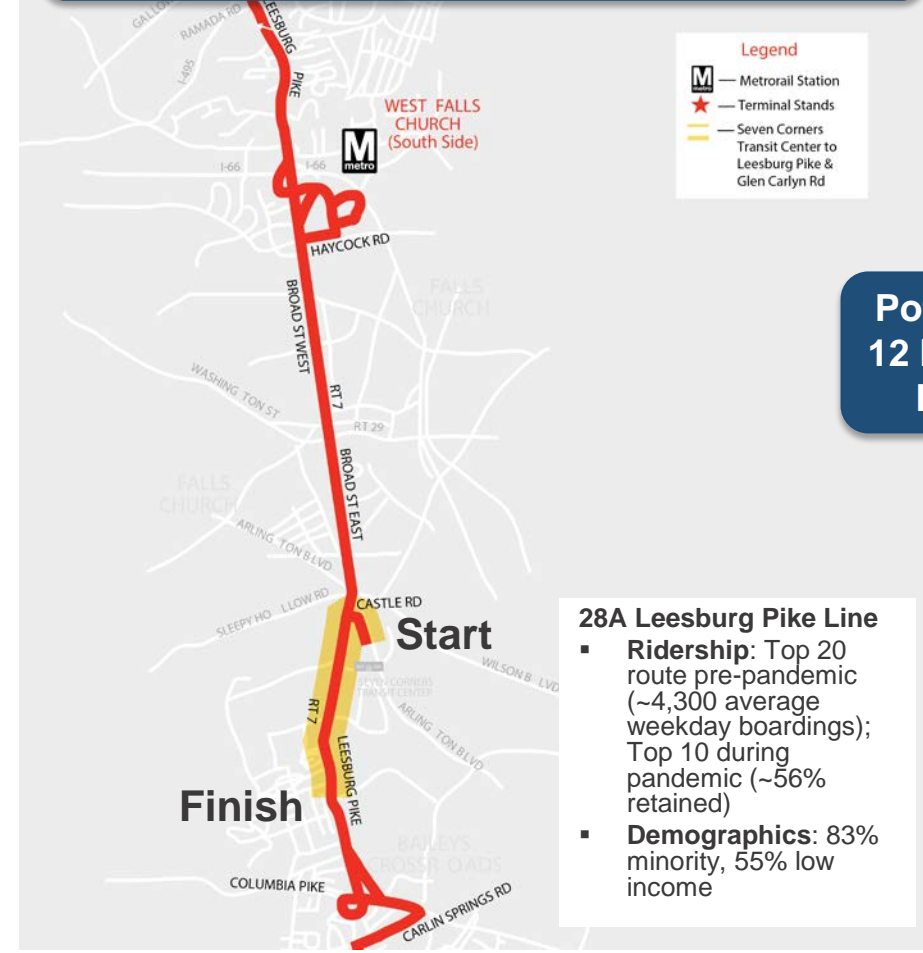
- *Origin and Destination:* Seven Corners Transit Center to Leesburg Pike & Glen Carlyn Road
- *Day and Time:* Weekday Evening

Time savings with frequency improvements

- Wait time reduced 40%
- Total trip time reduced 21%



| Headways (minutes) | Weekday | Saturday | Sunday |
|--------------------|---------|----------|--------|
|                    | 20      | 20       | 30     |



Potential  
12 Minute  
Line





# K6 New Hampshire Avenue (MD) Line - Example

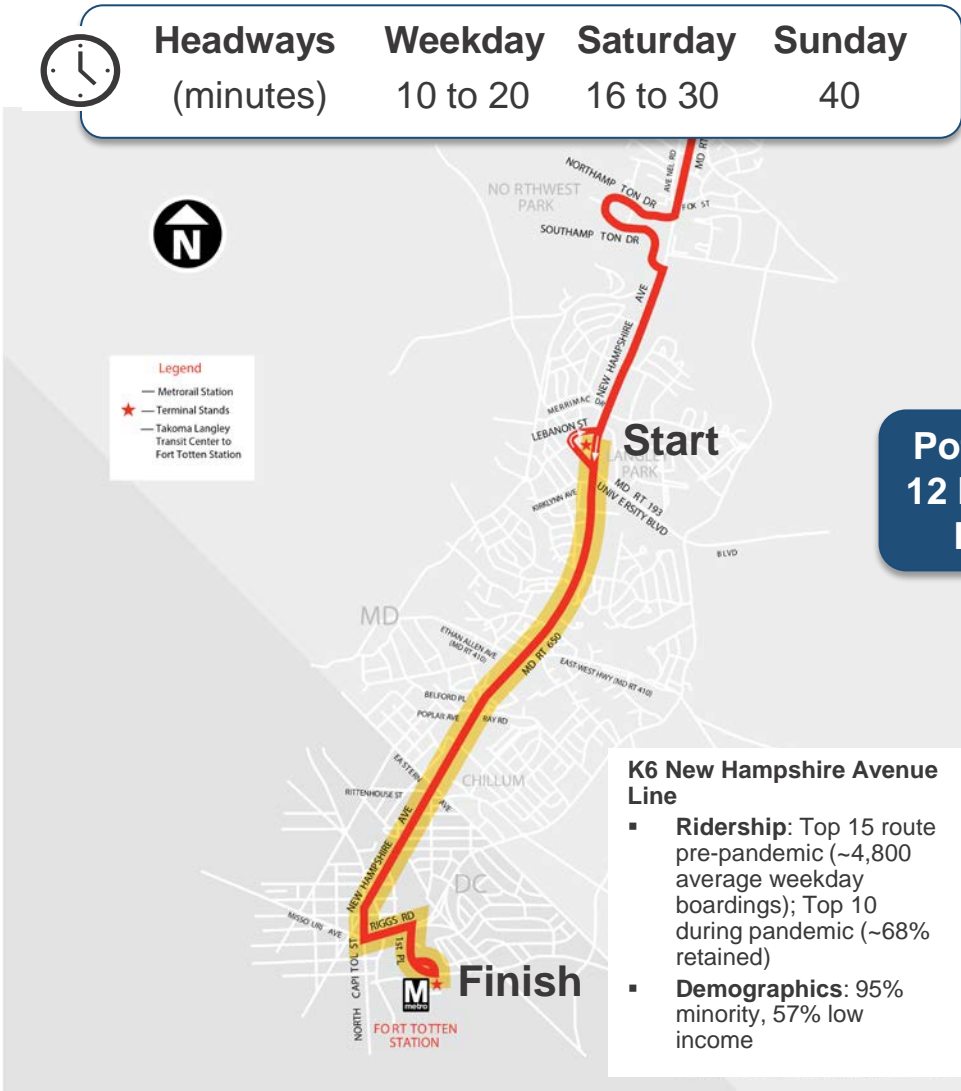
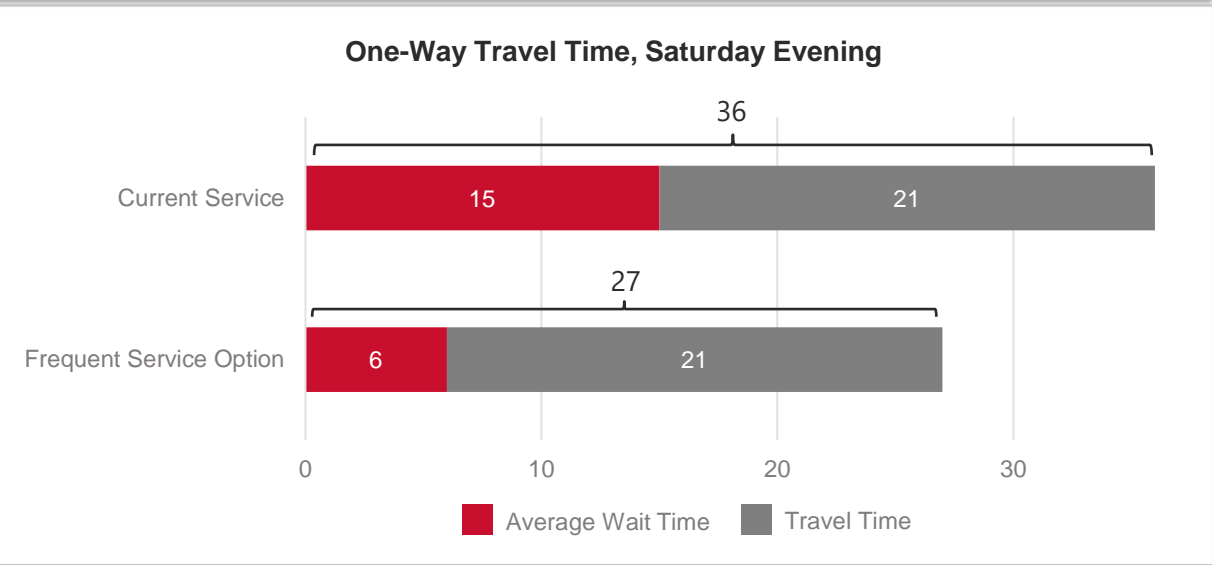
Fort Totten to White Oak; Connects to Takoma Langley  
Crossroads Transit Center and future Purple Line

Example  
**K6 Bus Trip**

- *Origin and Destination:* Takoma Langley Transit Center to Fort Totten Station
- *Day and Time:* Saturday Evening

**Changes to trip travel time with frequency improvements:**

- Wait time reduced 60%
- Total trip time reduced 25%



# W4 Deanwood-Alabama Avenue (DC) Line - Example

Deanwood to Anacostia Station; Connects to Congress Heights and Benning Road

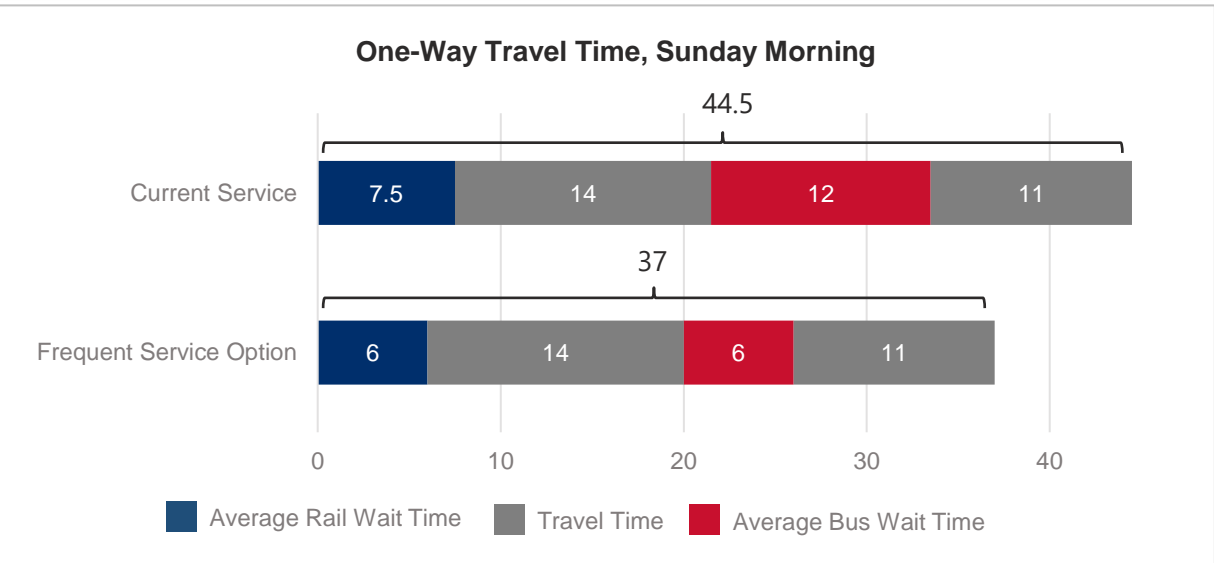
Example

**Green Line to W4 Rail to Bus Transfer**

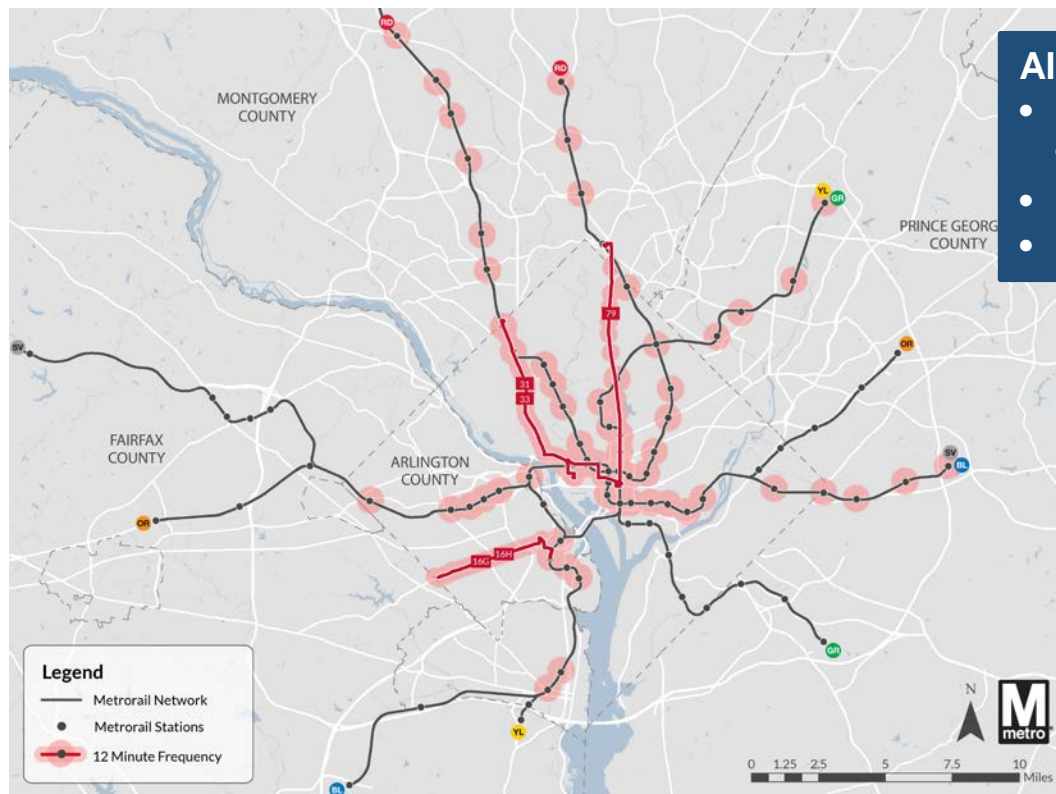
- *Origin and Destination:* Gallery Place-Chinatown to Alabama Avenue & Good Hope Road with transfer at Congress Heights
- *Day and Time:* Sunday Morning

**Time savings with frequency improvements**

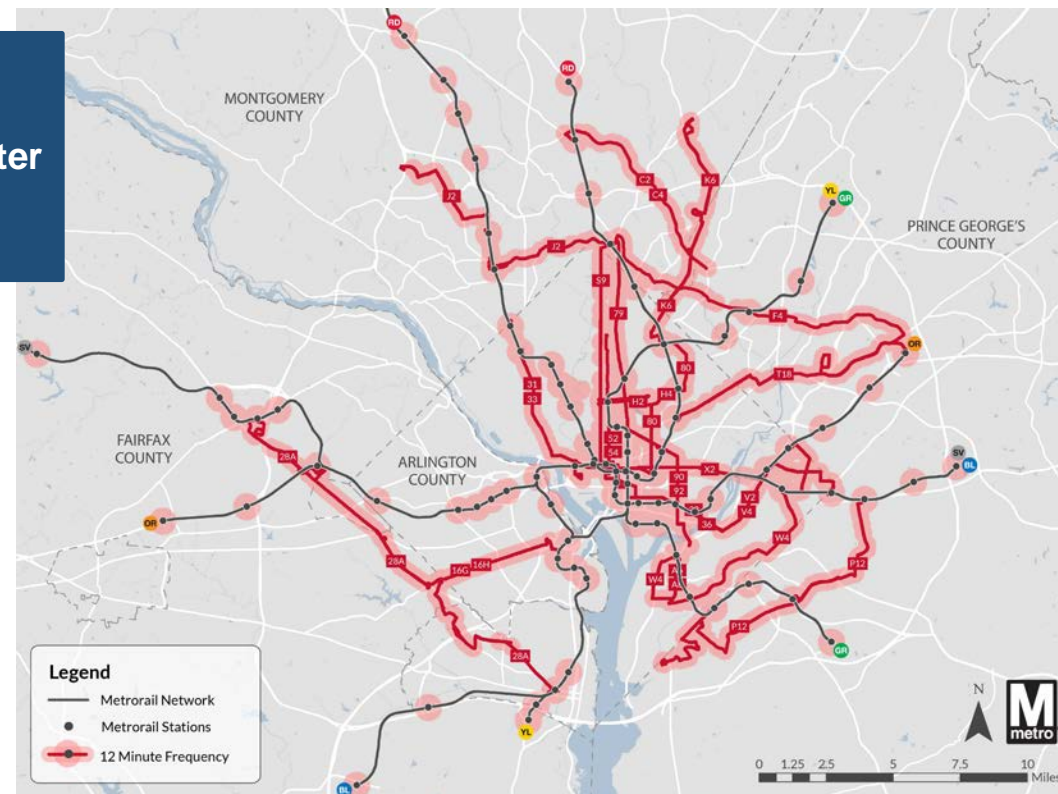
- Total rail and bus wait time reduced 38%
- Total trip time reduced 17%



## More riders would receive all day, 12 minutes or better service



**Current Service (2021)**



**All Day Service Concept**

### Bus

- 20 bus lines, up from 3, operating at 12 minutes or better all day/week
- Increases to 33% from 16% the share of bus passenger trips receiving 12 minutes or better service

### Rail

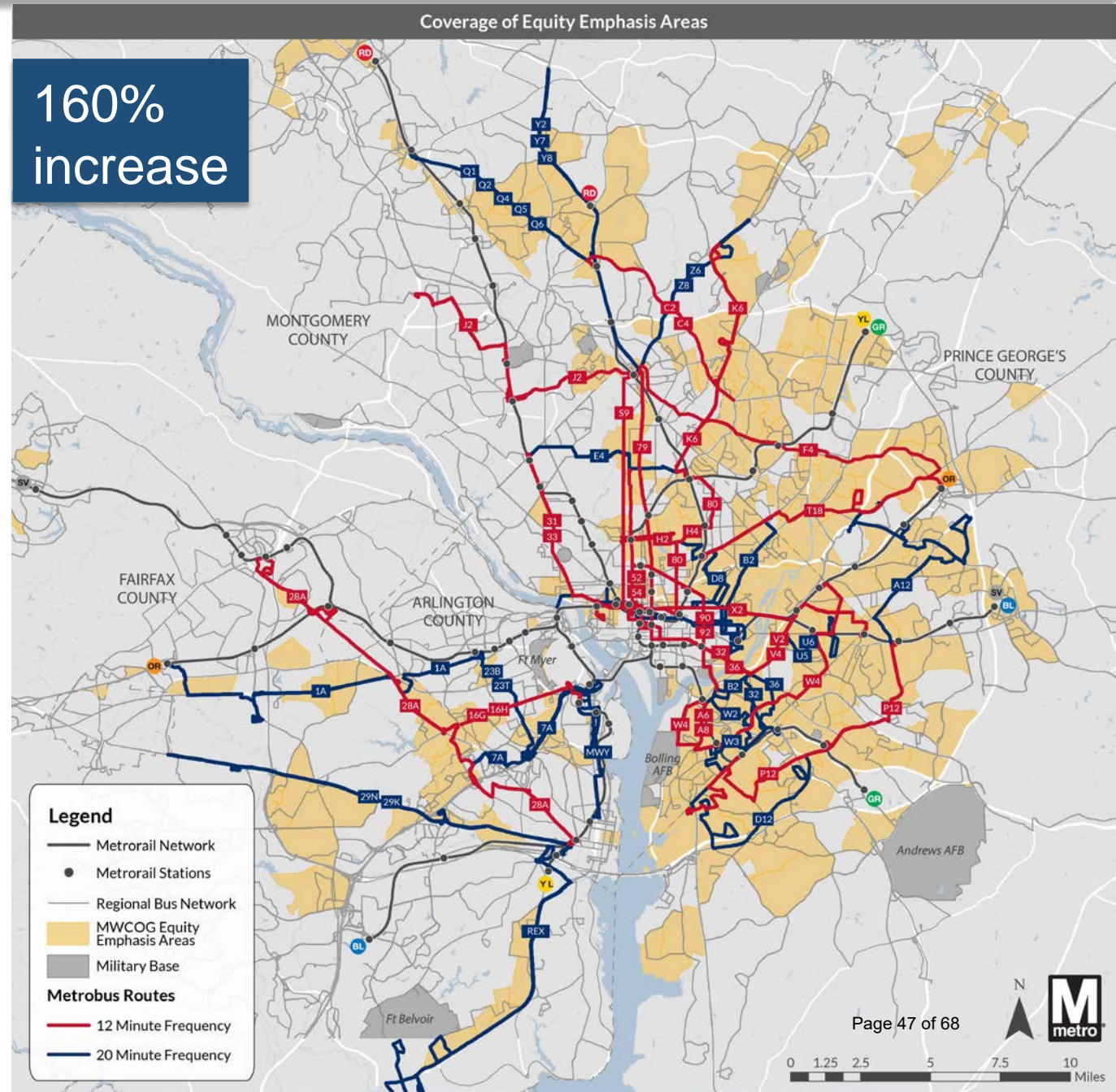
- Improves evening and weekend rail service, extending all day 12 minutes or better service to all stations
- Serves more than 95% of passenger trips at 12 minutes or better and 65% at 6 minutes or better



# Improved Service to Equity Emphasis Areas

- 45% of equity emphasis areas would be within ½ mile of a transit stop with 12-minute service
  - An increase from 17% today (160% increase)
  - 61% would be served by 20-minute or better service
- Remaining areas covered by other bus service

Equity emphasis areas are defined by the Metropolitan Washington Council of Governments as Census tracts with higher than average concentrations of low-income or minority populations.

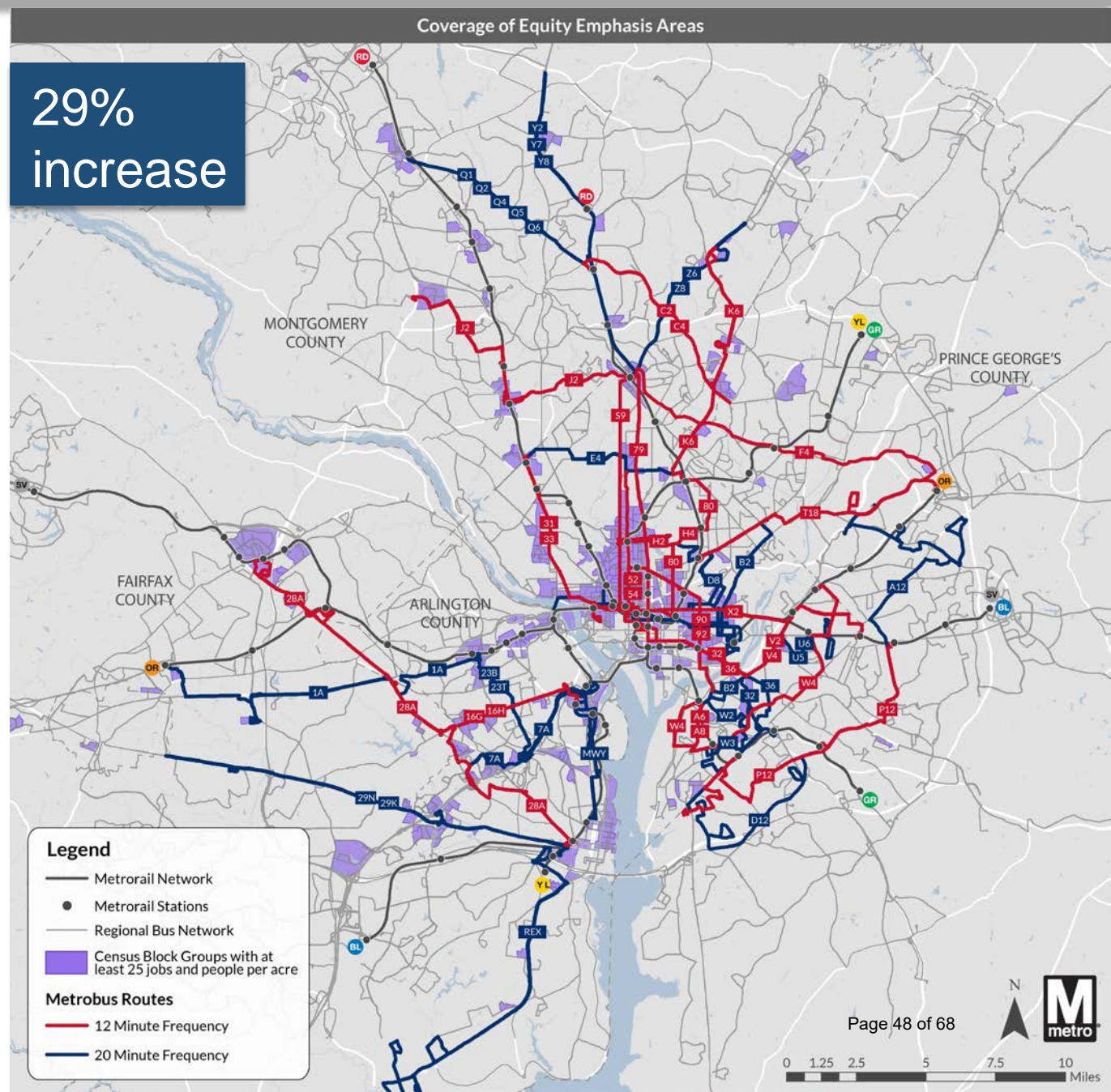




# Improved Service to High Density Areas

- 71% of high density areas would be within ½ mile of a transit stop with 12-minute service
  - An increase from 55% today (29% increase)
  - 80% would be served by 20-minute or better service
- Remaining areas covered by other bus service

High density areas are defined in the Metrobus Service Guidelines as Census blocks with at least 25 jobs or people per acre.



# Service Concept | Discussion



Of remaining 15% of pre-pandemic service hours, 10% allocated to frequency improvements

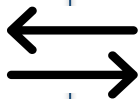
Remaining 5% reserved to restore other services



Weekdays and initial weekend improvements within pre-pandemic service levels

Additional weekend improvements aligned with Silver Line Phase 2 to avoid disparate impact (Title VI)

## Bus: Annual Service Hours Considerations



12-minute frequency  
All Day Service

200,000 annual hours to further upgrade to 10 minute frequencies on twenty bus lines



7a-9p span  
14 hours

35,000 annual hours for each hour of added span



36 lines  
1/3 trunk-only

20,000 annual hours for each additional line

Annual service hours reflect the number of hours buses are on the road inclusive of revenue, layover, and deadhead time. Pre-pandemic service totaled 4,406,097 annual hours.

# Potential Fare Policy Principles for Consideration

| Fare Principle                  | Description  |
|---------------------------------|--|
| <b>Customer-Focused</b>         | Customer-focused fare policies and systems position Metro as an attractive transportation choice |
| <b>Simple and Convenient</b>    | Simple, intuitive, and convenient fares are expected to improve market positioning               |
| <b>Equitable</b>                | Equitable fares and practices promote broad access to regional mobility                          |
| <b>Seamless</b>                 | Seamless customer experience across modes and operators promotes regional mobility               |
| <b>Built to Drive Ridership</b> | Drive ridership while balancing revenue and cost-effectiveness                                   |

WMATA Fare Strategy Working Group 2021



# Implementation Timing Considerations

## Varied Lead Times

### 3 Months

**Service Frequency** – how much service runs on an existing line

**Fare Level** – what the price is

### 6 to 12 months or longer

**Route Structure** – where the line goes

- Higher level of study, public engagement, and coordination

**Fare Structure** – how the system works

- e.g., Fare Capping, Low Income discount qualification

**Substantial Service Increases** – beyond what is readily deployable

- Large-scale hiring or investments in new vehicles or facilities

## Potential Implementation Dates

- **Labor Day 2021**  
(FY2022)
- **New Year 2022**  
(FY2022)
- **Silver Line Phase 2 Opening** (TBD)
- **Summer 2022**  
(FY2023)

Note: Minor service hours changes or spot service improvements can be implemented more quickly.

Page 51 of 68

SUBJECT: AUTHORIZATION OF TEMPORARY FARE AND SERVICE CHANGES,  
APPROVAL OF 30-DAY PROMOTIONAL PASS PRICING SCHEDULE, AND  
AMENDMENT OF FISCAL YEAR 2022 OPERATING BUDGET

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

WHEREAS, In Resolution 2021-11, the Board of Directors adopted fares and service plans for WMATA's Fiscal Year (FY) 2022; and

WHEREAS, As the region begins a pandemic recovery, staff recommends providing certain fare changes on a temporary basis to begin in or about September 2021, as shown in Attachment A; and

WHEREAS, To support regional pandemic recovery, staff recommends providing temporary additional Metrobus and Metrorail service to begin in or about September 2021, as shown in Attachments B and C, respectively; and

WHEREAS, To support regional pandemic recovery and win back riders, staff recommends providing a 30-day promotional pass pricing schedule beginning September 7, 2021, that reduces the cost of the Unlimited Combination Passes, as shown in Attachment A; and

WHEREAS, Staff will complete a Federal Transit Administration-required Title VI equity analysis on the temporary fare and service changes, excluding the 30-day promotional pass pricing schedule, and provide the Board with a report prior to the Board making the fare and service changes permanent; and

WHEREAS, The proposed fare and service changes require an amendment to the FY 2022 Operating Budget;

NOW, THEREFORE, be it

*RESOLVED*, The Board of Directors approves implementing the temporary fare and service changes in or about September 2021, as shown in Attachments A, B, and C; and be it further

*RESOLVED*, The Board of Directors approves implementing a promotional 30-day Unlimited Combination Passes pricing schedule beginning September 7, 2021, and

expiring on the 30<sup>th</sup> day unless the Board takes further action; such promotional passes are as follows:

- Half price for 1-day unlimited pass, 3-day unlimited pass, 7-day short-trip unlimited pass, and 7-day unlimited pass
- Monthly Unlimited pass shall be based on a multiple of 22 trips, rather than the existing 36 trips; and be it further

*RESOLVED*, That as a result of the temporary fares and service to begin in or about September 2021, the revenues and expenses in the Fiscal Year 2022 Operating Budget are amended as shown in Attachment D and subsidy changes are amended as shown in Attachment E; and be it further

*RESOLVED*, That in accordance with Federal Transit Administration requirements the Board of Directors authorizes staff to conduct a Title VI equity analysis, including the public participation process, on the temporary fare and service changes and provide the Board of Directors with a report on the analysis; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately to allow staff to conduct the required Title VI equity analysis on the temporary fare and service changes.

Reviewed as to form and legal sufficiency,

/s/ Patricia Y. Lee

Patricia Y. Lee

Executive Vice President and General Counsel

WMATA File Structure Nos.:  
6.6.4 Bus Route and Service Planning  
20.5 Rail Service Planning  
9.12.9 Tariff (WMATA Fare Structure)

## ATTACHMENT A: FARE CHANGES

| Metrorail Fares   | CURRENT<br>Fares/Fees | Proposed<br>Fare Options   |
|---|-----------------------|----------------------------|
| <b>Peak Fares<sup>1</sup></b>   |                       |                            |
| 1 · Boarding charge (up to 3 miles)   | \$2.25                | no change                  |
| 2 · Composite miles between 3 and 6 miles   | \$0.326               | no change                  |
| 3 · Composite miles over 6 miles  | \$0.288               | no change                  |
| 4 · Maximum peak fare   | \$6.00                | no change                  |
| 5 · Charge for senior/disabled is one-half peak fare  | \$1.10 - \$3.00       | no change                  |
| <b>Off-Peak Fares<sup>2</sup></b>   |                       |                            |
| 6 · Boarding charge (up to 3 miles)   | \$2.00                | no change                  |
| 7 · Composite miles between 3 and 6 miles   | \$0.244               | no change                  |
| 8 · Composite miles over 6 miles  | \$0.216               | no change                  |
| 9 · Maximum off-peak fare   | \$3.85                | no change                  |
| 10 · Weekend Flat Fare <sup>3</sup>   | \$2.00 - \$3.85       | \$2.00                     |
| · Weekend senior/disabled Flat Fare   | New                   | \$1.00                     |
| 11 · Charge for senior/disabled is one-half the peak fare   | \$1.10 - \$3.00       | no change                  |
| <b>Unlimited Combo Passes<sup>4</sup></b>   |                       |                            |
| 12 · Monthly unlimited passes   | varies                | no change                  |
| 13 · 1-day unlimited pass   | \$13.00               | no change                  |
| 14 · 3-day unlimited pass   | \$28.00               | no change                  |
| 15 · 7-day short-trip unlimited pass  | \$38.00               | no change                  |
| 16 · 7-day unlimited pass   | \$58.00               | no change                  |
| <b>Unlimited Combo Passes Promotion</b>   |                       |                            |
|   | varies                | 30 Day Promotion<br>varies |
| 12P · Monthly unlimited passes  | (36 trip multiple)    | (22 trip multiple)         |
| 13P · 1-day unlimited pass  | \$13.00               | \$6.50                     |
| 14P · 3-day unlimited pass  | \$28.00               | \$14.00                    |
| 15P · 7-day short-trip unlimited pass   | \$38.00               | \$19.00                    |
| 16P · 7-day unlimited pass  | \$58.00               | \$29.00                    |
| <b>Other Rail Fares</b>   |                       |                            |
| 17 · Bus-to-rail transfer utilizing SmarTrip® card  | \$0.50 discount       | \$2.00 discount            |
| 18 · Monthly TransitLink Card on MARC and VRE <sup>5</sup>  | \$114.00              | no change                  |
| 19 · Monthly TransitLink Card on MTA <sup>5</sup>   | \$176.00              | no change                  |
| 20 · Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction <sup>6</sup> | \$0.05                | no change                  |
| <b>Metrobus Fares</b>   |                       |                            |
| <b>Regular Fares</b>  |                       |                            |
| 21 · Cash boarding charge for local bus   | \$2.00                | no change                  |
| 22 · Cash boarding charge for express bus   | \$4.25                | no change                  |
| 23 · Cash boarding charge for designated airport routes   | \$7.50                | no change                  |
| 24 · SmarTrip® boarding charge for local bus  | \$2.00                | no change                  |
| 25 · SmarTrip® boarding charge for express bus  | \$4.25                | no change                  |
| 26 · SmarTrip® boarding charge for designated airport routes  | \$7.50                | no change                  |

**Senior/Disabled: One-Half Regular Fares**

|    |   |        |           |
|----|---|--------|-----------|
| 27 | · Cash boarding charge for local bus                      | \$1.00 | no change |
| 28 | · Cash boarding charge for express bus                    | \$2.10 | no change |
| 29 | · Cash boarding charge for designated airport routes      | \$3.75 | no change |
| 30 | · SmarTrip® boarding charge for local bus                 | \$1.00 | no change |
| 31 | · SmarTrip® boarding charge for express bus               | \$2.10 | no change |
| 32 | · SmarTrip® boarding charge for designated airport routes | \$3.75 | no change |

**Cash Upload to SmarTrip®**

|    |   |        |           |
|----|---|--------|-----------|
| 33 | · Surcharge for cash upload to SmarTrip® on board bus | \$0.00 | no change |
|----|---|--------|-----------|

**Bus Transfers utilizing SmarTrip® card**

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

**Bus Passes**

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

**Other Fare Media**

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

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

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

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

|    |  |                   |           |
|----|--|-------------------|-----------|
| 46 | · District of Columbia                                       | \$4.45 - \$4.95   | no change |
| 47 | · Montgomery County  | \$4.45 - \$5.20   | no change |
| 48 | · Prince George's County                                     | \$3.00 - \$4.95   | no change |
| 49 | · Virginia   | \$3.00 - \$4.95   | no change |
| 50 | · Monthly reserved parking fee                               | \$45.00 - \$65.00 | no change |
| 51 | · Parking meters \$1.00/60 minutes                           | \$1.00            | no change |
| 52 | · Prince George's parking garage at New Carrollton (monthly) | \$85.00           | no change |
| 53 | · Non-Metro rider parking fees                               | \$7.50 - \$15.00  | no change |
| 54 | · Special event parking fees                                 | up to \$25.00     | no change |

**Other Fees**

|    |                         |                   |           |
|----|-------------------------|-------------------|-----------|
| 55 | · Bicycle locker rental | \$120.00 (annual) | no change |
|----|-------------------------|-------------------|-----------|

<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.

<sup>2</sup> Off-peak fares are in effect during all other hours on weekdays and all national holidays.

<sup>3</sup> Weekend flat fares are in effect from Saturday opening until Sunday closing.

<sup>4</sup> *Unlimited Combo Passes shall be valid on Metrorail, Metrobus and Regional Bus Providers (including but not limited to ART, DC Circulator, CUE, DASH, Fairfax Connector, The Bus, and Ride On) instead of only Metrorail and Metrobus upon the implementation of and subject to WMATA entering into a revenue sharing agreement with regional providers.*

<sup>5</sup> *Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.*

<sup>6</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>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.*

#### Additional Fare Changes

1. The District of Columbia currently provides additional \$0.50 subsidy to increase the value of bus to rail transfers for passengers transferring from bus to rail on DC Bus Routes 94, A2, A4, A6, A7, A8, W1, W2, W3, W5, W6 and W8. To the extent that the \$2 bus to rail transfer is in place, the additional subsidy provided by the District of Columbia shall be suspended.

2. Notwithstanding the fare changes made in this Resolution the virtual bus-to-bus transfer between lines serving the Addison Road and Capitol Heights Metrorail stations via Metrorail at no charge with the use of a SmarTrip® card authorized in Resolution 2017-52 shall continue in effect.

## Attachment B

### September Proposed Metrobus Service

Specific changes to Metrobus routes are detailed in the tables on the following pages, collated by jurisdiction. The legend below provides a brief summary of the type of changes shown for the routes:

|  |  |
|--|--|
|  | Service is proposed to be improved from existing levels, either by restoring suspended service to pre-pandemic service levels, or by increasing service (e.g. expanding span of service, increasing frequency) |
|  | Service is modified from existing levels (e.g. restructuring the route, merging two routes, etc). Service may increase or decrease depending on location along the route.                                      |
|  | Service is currently operating and will continue to operate unchanged.   |
|  | Service is currently not operating and will continue to not operate.   |

Additionally, the column labeled “FSN” denotes routes which are included as part of the Frequent Service Network proposal (also known as the All Day Service Network or “walk up” service proposal). This column denotes those routes included in the Frequent Service Network and identifies whether they are proposed for 12 minute or 20 minute service frequencies from 7am to 9pm, seven days a week.



| September 2021 Service Plan - District of Columbia |  |     |      |     |     |  |
|--|--|-----|------|-----|-----|--|
| Route  | Line Name                              | FSN | WKDY | SAT | SUN | Summary of Changes   |
| 31   | Wisconsin Avenue                       | 12  |      |     |     | Additional weekday trips on both routes from eliminated 30N/30S trips to result in 12 minute frequency on trunk  |
| 33   |  | 12  |      |     |     |  |
| 32   | Pennsylvania Avenue                    | 12  |      |     |     | Additional weekday trips on 32/26 routes from eliminated 30N/30S trips to result in 12 minute service on trunk; Maintain no service on 34  |
| 34   |  |     |      |     |     |  |
| 36   |  | 12  |      |     |     |  |
| 37   | Wisconsin Avenue Limited               |     |      |     |     | Maintain no service  |
| 39   | Pennsylvania Avenue Limited            |     |      |     |     | Maintain no service  |
| 42   | Mount Pleasant                         |     |      |     |     | Re-structure route removing service between Farragut Square and Gallery Place; Replace with extension to Potomac Park/Kennedy Center; Add peak-period trips.                         |
| 43   |  |     |      |     |     |  |
| 52   | 14th Street                            | 12  |      |     |     | Increase frequency to result in 12 minute service on trunk   |
| 54   |  | 12  |      |     |     |  |
| 59   | 14th Street Limited                    |     |      |     |     | No change  |
| 60   | Fort Totten-Petworth                   |     |      |     |     | No change  |
| 64   | Fort Totten-Federal Triangle           |     |      |     |     | Increase frequency 7 days a week; Alternate 63/64 trips in the 11th Street corridor.   |
| 62   | Takoma-Petworth                        |     |      |     |     | Restore peak-period 63 service; Restructure route south of Petworth to match route 64; Alternate 63/64 trips in the 11th Street corridor; Increase frequency 7 days a week.          |
| 63   |  |     |      |     |     |  |
| 70   | Georgia Avenue-7th Street              |     |      |     |     | No change  |
| 74   | Convention Center-Southwest Waterfront |     |      |     |     | No change  |
| 79   | Georgia Avenue Limited                 | 12  |      |     |     | Increase frequency to 12 minutes   |
| 80   | North Capitol Street                   | 12  |      |     |     | Restructure route to terminate at McPherson Square at a 12 minute frequency  |
| 90   | U Street-Garfield                      | 12  |      |     |     | Increase frequency to result in 12 minute service on trunk   |
| 92   |  | 12  |      |     |     |  |
| 96   | East Capitol Street-Cardozo            |     |      |     |     | No change on 96; Maintain no service on 97   |
| 97   |  |     |      |     |     |  |
| A2   | Anacostia-Washington Highlands         |     |      |     |     | No change  |
| A6   | Anacostia-Livingston                   | 12  |      |     |     | Increase frequency to result in 12 minute service on trunk for A6/A8; No change on A7  |
| A7   |  |     |      |     |     |  |
| A8   |  | 12  |      |     |     |  |
| A4   | Anacostia-Fort Drum                    |     |      |     |     | No change  |
| A9   | M. L. King Jr. Avenue Limited          |     |      |     |     | Maintain no service  |
| A31  | Minnesota Ave-Anacostia                |     |      |     |     | No change  |
| A32  |  |     |      |     |     |  |
| A33  |  |     |      |     |     |  |
| B2   | Bladensburg Road-Anacostia             | 20  |      |     |     | Increase frequency to 20 minutes   |
| B8   | Fort Lincoln Shuttle                   |     |      |     |     | Maintain no service  |
| B9   |  |     |      |     |     |  |
| D1   | Glover Park-Franklin Square            |     |      |     |     | Maintain no service  |
| D2   | Glover Park-Dupont Circle              |     |      |     |     | No change  |
| D4   | Ivy City-Franklin Square               |     |      |     |     | Restore pre-pandemic service; cutback route to remove weekday service to Dupont; make the detour terminal at Franklin Square the permanent terminal, and adjust routing accordingly. |
| D5   | MacArthur Blvd-Georgetown              |     |      |     |     | Maintain no service  |
| D6   | Sibley Hospital - Stadium-Armory       |     |      |     |     | Increase service 7 days a week   |
| D8   | Hospital Center                        | 20  |      |     |     | Increase frequency to 20 minutes   |
| D31  | 16th St-Tenleytown                     |     |      |     |     | No change  |
| D32  |  |     |      |     |     |  |
| D33  |  |     |      |     |     |  |
| D34  |  |     |      |     |     |  |
| D51  | Congress Heights-Georgetown            |     |      |     |     | No change  |
| E2   | Ivy City-Fort Totten                   |     |      |     |     | Restore pre-pandemic service   |

| September 2021 Service Plan - District of Columbia |                                 |     |      |     |     |  |
|--|---------------------------------|-----|------|-----|-----|--|
| Route  | Line Name                       | FSN | WKDY | SAT | SUN | Summary of Changes   |
| E4   | Military Road-Crosstown         | 20  |      |     |     | Increase frequency to 20 minutes   |
| E6   | Chevy Chase                     |     |      |     |     | Maintain no service  |
| G2   | P Street-LeDroit Park           |     |      |     |     | No change  |
| G8   | Rhode Island Avenue             |     |      |     |     | Restore pre-pandemic service   |
| G9   | Rhode Island Ave Limited        |     |      |     |     | Maintain no service  |
| H1   | Brookland-Potomac Park          |     |      |     |     | Maintain no service  |
| H2   | Crosstown                       | 12  |      |     |     | Increase frequency to result in 12 minute service on trunk for H2/H4; No change on H3                |
| H3   |                                 |     |      |     |     |  |
| H4   |                                 | 12  |      |     |     |  |
| H6   | Brookland-Fort Lincoln          |     |      |     |     | Restore pre-pandemic service   |
| H8   | Park Road-Brookland             |     |      |     |     | No change  |
| H9   |                                 |     |      |     |     |  |
| K2   | Takoma-Fort Totten              |     |      |     |     | No change  |
| L1   | Connecticut Avenue              |     |      |     |     | Restore pre-pandemic service on L2; Convert L1 trips to L2; Maintain no service on L1                |
| L2   |                                 |     |      |     |     |  |
| M4   | Nebraska Avenue                 |     |      |     |     | No change  |
| M6   | Fairfax Village                 |     |      |     |     | Restore pre-pandemic service   |
| N2   | Massachusetts Avenue            |     |      |     |     | Restore pre-pandemic service on all routes; cutback weekday N4 to remove service to State Department |
| N4   |                                 |     |      |     |     |  |
| N6   |                                 |     |      |     |     |  |
| P6   | Anacostia-Eckington             |     |      |     |     | No change  |
| S1   | 16th Street-Potomac Park        |     |      |     |     | Maintain no service  |
| S2   | 16th Street                     |     |      |     |     | No change  |
| S9   | 16th Street Limited             | 12  |      |     |     | Increase frequency to 12 minutes   |
| S35  | Fort Dupont Shuttle             |     |      |     |     | No change  |
| S41  | Rhode Island Ave-Carver Terrace |     |      |     |     | No change  |
| U4   | Sheriff Road-River Terrace      |     |      |     |     | Restore pre-pandemic service   |
| U5   | Marshall Heights                | 20  |      |     |     | Increase frequency to result in 20 minute service on trunk   |
| U6   |                                 | 20  |      |     |     |  |
| U7   | Deanwood-Minnesota Ave          |     |      |     |     | No change  |
| V1   | Benning Heights-M St            |     |      |     |     | Maintain no service  |
| V2   | Capitol Heights-Minnesota Ave   | 12  |      |     |     | Increase frequency to result in 12 minute service on trunk   |
| V4   |                                 | 12  |      |     |     |  |
| V7   | Benning Heights-Alabama Ave     |     |      |     |     | No change  |
| V8   |                                 |     |      |     |     |  |
| W1   | Shipley Terrace-Fort Drum       |     |      |     |     | No change  |
| W2   | United Medical Center-Anacostia | 20  |      |     |     | Increase frequency to result in 20 minute service on trunk   |
| W3   |                                 | 20  |      |     |     |  |
| W4   | Deanwood-Alabama Avenue         | 12  |      |     |     | Increase frequency to 12 minutes   |
| W5   | Anacostia-Blue Plains           |     |      |     |     | No change  |
| W6   | Garfield-Anacostia Loop         |     |      |     |     | Restore pre-pandemic service on all routes   |
| W8   |                                 |     |      |     |     |  |
| W45  | Mt. Pleasant-Tenleytown         |     |      |     |     | No change  |
| W47  |                                 |     |      |     |     |  |
| X1   | Benning Road                    |     |      |     |     | No change on X3; Maintain no service on X1   |
| X3   |                                 |     |      |     |     |  |
| X2   | Benning Road-H Street           | 12  |      |     |     | Increase frequency to 12 minutes   |
| X8   | Maryland Avenue                 |     |      |     |     | Restore pre-pandemic service   |

| September 2021 Service Plan - Maryland |                                   |     |      |     |     |   |
|--|-----------------------------------|-----|------|-----|-----|---|
| Route                                  | Line Name                         | FSN | WKDY | SAT | SUN | Summary of changes  |
| 83                                     | College Park                      |     |      |     |     | Restore pre-pandemic service on all routes & replace evening 83/ trips with later span on full trips.   |
| 86                                     |                                   |     |      |     |     |   |
| 87                                     | Laurel Express                    |     |      |     |     | Maintain no service   |
| 89                                     | Laurel                            |     |      |     |     | Moderate update to running times on 89M; Maintain no service on 89  |
| 89M                                    |                                   |     |      |     |     |   |
| A12                                    | Martin Luther King Jr. Hwy        | 20  |      |     |     | Increase frequency to 20 minutes  |
| B21                                    | Bowie State University            |     |      |     |     | No change   |
| B22                                    |                                   |     |      |     |     |   |
| B24                                    | Bowie-Belair                      |     |      |     |     | No change   |
| B27                                    | Bowie-New Carrollton              |     |      |     |     | No change   |
| B29                                    | Crofton-New Carrollton            |     |      |     |     | Maintain no service   |
| B30                                    | Greenbelt-BWI Airport Express     |     |      |     |     | Maintain no service   |
| C2                                     | Greenbelt-Twinbrook               | 12  |      |     |     | Extend weekday trips ending at Randolph Rd to Twinbrook on C2; Increase frequency to result in 12 minute service on trunk   |
| C4                                     |                                   | 12  |      |     |     |   |
| C8                                     | College Park-White Flint          |     |      |     |     | Restore pre-pandemic service  |
| C11                                    | Clinton                           |     |      |     |     | No change   |
| C13                                    |                                   |     |      |     |     |   |
| C12                                    | Hillcrest Heights                 |     |      |     |     | Restore pre-pandemic weekday service  |
| C14                                    |                                   |     |      |     |     |   |
| C21                                    | Central Avenue                    |     |      |     |     | No change   |
| C22                                    |                                   |     |      |     |     |   |
| C26                                    |                                   |     |      |     |     |   |
| C29                                    |                                   |     |      |     |     |   |
| C28                                    | Pointer Ridge                     |     |      |     |     | Maintain no service   |
| D12                                    | Oxon Hill-Suitland Line           | 20  |      |     |     | Create separate line from D13/D14. Operate 20 minute frequency.   |
| D13                                    | Oxon Hill-Suitland Line           |     |      |     |     | Convert all D14 trips to the D13 routing but maintain D14 designation; re-route onto new service drive off of Kerby Hill Rd and from MD 210 to Oxon Hill Rd. Create separate line from D12. |
| D14                                    |                                   |     |      |     |     |   |
| F1                                     | Chillum Road                      |     |      |     |     | No change   |
| F2                                     |                                   |     |      |     |     |   |
| F4                                     | New Carrollton-Silver Spring      | 12  |      |     |     | Reroute alignment through Riverdale Park at 12 minute frequency   |
| F6                                     | New Carrollton-Fort Totten        |     |      |     |     | Restore pre-pandemic service  |
| F8                                     | Langley Park - Cheverly           |     |      |     |     | Restore pre-pandemic service  |
| F12                                    | Ardwick Industrial Park Shuttle   |     |      |     |     | Restore pre-pandemic service  |
| F13                                    | Cheverly-Washington Business Park |     |      |     |     | Restore pre-pandemic service  |
| F14                                    | Sheriff Road-Calitol Heights      |     |      |     |     | No change   |
| G12                                    | Greenbelt-New Carrollton          |     |      |     |     | Restore pre-pandemic service  |
| G14                                    | Greenbelt Rd-Good Luck Road       |     |      |     |     | Restore pre-pandemic service  |
| H11                                    | Marlow Heights-Temple Hills       |     |      |     |     | Improve weekday frequency but continue to run only H12 service. Restore Saturday to pre-pandemic service.   |
| H12                                    |                                   |     |      |     |     |   |
| H13                                    |                                   |     |      |     |     |   |
| J1                                     | Bethesda-Silver Spring            |     |      |     |     | Increase frequency on J2 to 12 minutes; no change to J1   |
| J2                                     |                                   | 12  |      |     |     |   |
| J4                                     | College Park-Bethesda Limited     |     |      |     |     | Maintain no service   |
| J12                                    | Marlboro Pike                     |     |      |     |     | No change   |
| K6                                     | New Hampshire Avenue-Maryland     | 12  |      |     |     | Increase frequency to 12 minutes  |
| K9                                     | New Hampshire Avenue-MD Limited   |     |      |     |     | Resume weekday K9 service   |
| K12                                    | Forestville                       |     |      |     |     | Restore pre-pandemic service  |
| L8                                     | Connecticut Avenue-Maryland       |     |      |     |     | No change   |
| NH1                                    | National Harbor-Southern Ave      |     |      |     |     | No change   |

| September 2021 Service Plan - Maryland |                                    |     |      |     |     |   |
|--|------------------------------------|-----|------|-----|-----|---|
| Route                                  | Line Name                          | FSN | WKDY | SAT | SUN | Summary of changes  |
| NH2                                    | National Harbor-Alexandria         |     |      |     |     | No change   |
| P12                                    | Eastover-Addison Road              | 12  |      |     |     | Increase frequency to 12 minutes  |
| P18                                    | Oxon Hill-Fort Washington          |     |      |     |     | Restore pre-pandemic service on P18; Maintain no service on P19                                   |
| P19                                    |                                    |     |      |     |     |   |
| Q1                                     | Veirs Mill Road                    | 20  |      |     |     | Increase frequency to result in 20 minute service on trunk; possibly simplify route designations. |
| Q2                                     |                                    | 20  |      |     |     |   |
| Q4                                     |                                    | 20  |      |     |     |   |
| Q5                                     |                                    | 20  |      |     |     |   |
| Q6                                     |                                    | 20  |      |     |     |   |
| R1                                     | Riggs Road                         |     |      |     |     | Restore pre-pandemic Saturday service   |
| R2                                     |                                    |     |      |     |     |   |
| R4                                     | Queens Chapel Road                 |     |      |     |     | Restore pre-pandemic service  |
| R12                                    | Kenilworth Avenue                  |     |      |     |     | Restore pre-pandemic service  |
| T2                                     | River Road                         |     |      |     |     | No change   |
| T14                                    | Rhode Island Avenue-New Carrollton |     |      |     |     | No change   |
| T18                                    | Annapolis Road                     | 12  |      |     |     | Increase frequency to 12 minutes  |
| V12                                    | District Heights-Suitland          |     |      |     |     | No change   |
| V14                                    | District Heights-Seat Pleasant     |     |      |     |     | No change   |
| W14                                    | Bock Road                          |     |      |     |     | No change   |
| Y2                                     | Georgia Avenue-Maryland            | 20  |      |     |     | Increase frequency to result in 20 minute service on trunk  |
| Y7                                     |                                    | 20  |      |     |     |   |
| Y8                                     |                                    | 20  |      |     |     |   |
| Z2                                     | Colesville-Ashton                  |     |      |     |     | No change   |
| Z6                                     | Calverton-Westfarm                 | 20  |      |     |     | Combine with Z8 into single line; Operate combined route to result in 20 minute frequency         |
| Z7                                     | Laurel-Old Columbia Pike Express   |     |      |     |     | No change   |
| Z8                                     | Fairland                           | 20  |      |     |     | Combine with Z6 into single line; Operate combined route to result in 20 minute frequency         |

| September 2021 Service Plan - Virginia |                                 |     |      |     |     |  |
|--|---------------------------------|-----|------|-----|-----|--|
| Route                                  | Line Name                       | FSN | WKDY | SAT | SUN | Summary of changes   |
| 1A                                     | Wilson Blvd-Vienna              | 20  |      |     |     | Increase frequency to 20 minutes on 1A; Operate weekday peak service on 1B at 25 minute frequency  |
| 1B                                     |                                 |     |      |     |     |  |
| 1C                                     | Fair Oaks-Fairfax Blvd          |     |      |     |     | Extend the span of service on weekdays   |
| 2A                                     | Washington Blvd-Dunn Loring     |     |      |     |     | No change to service   |
| 2B                                     | Fair Oaks-Jermantown Rd         |     |      |     |     | Extend the span of service on weekdays   |
| 3Y                                     | Lee Highway-Farragut Square     |     |      |     |     | Operate weekday peak service on a revised route along N Glebe Rd at 25 minute frequency            |
| 4A                                     | Pershing Dr-Arlington Blvd      |     |      |     |     | Maintain no service on 4A; No change to 4B   |
| 4B                                     |                                 |     |      |     |     |  |
| 5A                                     | DC-Dulles                       |     |      |     |     | No change  |
| 7A                                     | Lincolnia-North Fairlington     | 20  |      |     |     | Operate 7A on a new routing at 20 minute   |
| 7C                                     | Park Center-Pentagon            |     |      |     |     | Maintain no service  |
| 7P                                     |                                 |     |      |     |     |  |
| 7M                                     | Mark Center-Pentagon            |     |      |     |     | Adjust service to match non-revenue trips as needed.   |
| 8S                                     | Foxchase-Seminary Valley        |     |      |     |     | Operate weekday peak service on 8W at 24 minute frequency; Maintain no service on 8S/8Z            |
| 8W                                     |                                 |     |      |     |     |  |
| 8Z                                     |                                 |     |      |     |     |  |
| 10A                                    | Alexandria-Pentagon             |     |      |     |     | Restore 10A to pre-pandemic; Maintain no service on 10E and 10N                                    |
| 10E                                    |                                 |     |      |     |     |  |
| 10N                                    |                                 |     |      |     |     |  |
| 10B                                    | Hunting Point-Ballston          |     |      |     |     | No change  |
| 11C                                    | Mount Vernon Express            |     |      |     |     | Increase weekday frequency on 11C; Maintain no service on 11Y                                      |
| 11Y                                    |                                 |     |      |     |     |  |
| 16A                                    | Columbia Pike                   |     |      |     |     | No change  |
| 16C                                    |                                 |     |      |     |     |  |
| 16E                                    |                                 |     |      |     |     |  |
| 16G                                    | Columbia Pike-Pentagon City     | 12  |      |     |     | Increase frequency to result in 12 minute frequency on trunk                                       |
| 16H                                    |                                 | 12  |      |     |     |  |
| 16L                                    | Annandale-Skyline City-Pentagon |     |      |     |     | Maintain no service  |
| 16Y                                    | Columbia Pike-Farragut Square   |     |      |     |     | Operate weekday peak service; 20 minute frequency AM; 24 minute frequency PM                       |
| 17B                                    | Kings Park-North Springfield    |     |      |     |     | No change  |
| 17M                                    |                                 |     |      |     |     |  |
| 17G                                    | Kings Park Express              |     |      |     |     | Increase weekday frequency on 17K; No change on 17G; Maintain no service on 17L                    |
| 17K                                    |                                 |     |      |     |     |  |
| 17L                                    |                                 |     |      |     |     |  |
| 18G                                    | Orange Hunt                     |     |      |     |     | Combine 18G and 18H into a hybrid service; Adjust 18J service to match non-revenue trips as needed |
| 18H                                    |                                 |     |      |     |     |  |
| 18J                                    |                                 |     |      |     |     |  |
| 18P                                    | Burke Centre                    |     |      |     |     | No change  |
| 21A                                    | Landmark-Bren Mar Park-Pentagon |     |      |     |     | Maintain no service on all routes  |
| 21D                                    |                                 |     |      |     |     |  |
| 21C                                    | Landmark-Holmes Run Parkway     |     |      |     |     | Increase weekday frequency   |
| 22A                                    | Barcroft-South Fairlington      |     |      |     |     | Increase weekday frequency on 22F; No change on 22A; Maintain no service on 22C                    |
| 22C                                    |                                 |     |      |     |     |  |
| 22F                                    |                                 |     |      |     |     |  |
| 23A                                    | McLean-Crystal City             | 20  |      |     |     | Increase frequency to result in 20 minute service on trunk   |
| 23B                                    |                                 | 20  |      |     |     |  |
| 23T                                    |                                 | 20  |      |     |     |  |
| 25B                                    | Landmark-Ballston               |     |      |     |     | Shorten route on Weekdays and Saturdays; cutback to Southern Towers/Mark Center                    |
| 26A                                    | Annandale-East Falls Church     |     |      |     |     | No change  |
| 28A                                    | Leesburg Pike                   | 12  |      |     |     | New route alignment through Alexandria and City of Falls Church at 12 minute frequency             |
| 28F                                    | Skyline City                    |     |      |     |     | Adjust service to match non-revenue trips as needed on 28F; Maintain no service on 28G             |
| 28G                                    |                                 |     |      |     |     |  |

| September 2021 Service Plan - Virginia |                            |     |      |     |     |   |
|--|----------------------------|-----|------|-----|-----|---|
| Route                                  | Line Name                  | FSN | WKDY | SAT | SUN | Summary of changes  |
| 29G                                    | Annandale                  |     |      |     |     | No change   |
| 29K                                    | Alexandria-Fairfax         | 20  |      |     |     | Increase frequency on both routes to every 40 minutes, 7 days a week                |
| 29N                                    |                            | 20  |      |     |     |   |
| 38B                                    | Ballston-Farragut Square   |     |      |     |     | No change   |
| MW1                                    | Metroway - Potomac Yard    | 20  |      |     |     | Increase frequency to 12 minutes weekdays from 7am-7pm; 20 min frequency on Sat-Sun |
| NH2                                    | National Harbor-Alexandria |     |      |     |     | No change   |
| REX                                    | Richmond Highway Express   | 20  |      |     |     | Increase frequency to 20 minutes  |

PROPOSED

## **Service Proposal**

### **Proposed Metrorail Service Changes**

**1. Improve Late Evening frequency**

Improve Blue, Orange, Green, Yellow and Silver Line headways to 15 minutes from 20 minutes and improve Red Line headways to 10 minutes from 15 minutes.

Late evening frequencies would start at 9:30 pm and operate seven days per week.

**2. Improve Weekend Frequency**

Improve Blue, Orange, Green, Yellow and Silver Line headways to 12 minutes from 15 minutes and improve Red Line headways to 6 minutes from 12 minutes on Saturday and Sunday. The weekend frequency would operate from start of service to 9:30 pm.

**3. Standardize Weekday Off-peak Frequency**

Improve Blue, Orange, Green, Yellow and Silver Line headways to 12 minutes and improve Red line headways to 6 minutes from 5:00 am to 6:30 am and from 7:00 pm to 9:30 pm to be consistent with midday weekday service.

**4. Improve Weekday Peak Frequency**

Improve Blue, Orange, Green, Yellow and Silver line headways to 10 minutes from 12 minutes. Improve Red line headways to 5 minutes from 6 minutes

The weekday peak service improvements would operate Monday through Friday from 6:30 am to 9:30 am and from 3:00 pm to 7:00 pm.

**5. Close Rail Later Sunday Through Thursday**

The Metrorail system would operate one additional hour to midnight Sunday through Thursday.

**6. Close Rail Later Friday and Saturday**

The Metrorail system would operate two additional hours on Friday and Saturday (to 1:00 am).

**7. Start Sunday Service Earlier**

The Metrorail system would start one hour earlier at 7 am instead of 8 am on Sunday.



## Attachment D

### FY2022 OPERATING BUDGET

| <i>(Dollars in Thousands)</i>          | <b>Total<br/>with Reimb</b> | <b>Subsidized<br/>Total</b> | <b>BUS</b>       | <b>RAIL</b>        | <b>ACCESS</b>    | <b>REIMB</b>   |
|--|-----------------------------|-----------------------------|------------------|--------------------|------------------|----------------|
| <b>REVENUES</b>                        |                             |                             |                  |                    |                  |                |
| Passenger                              | \$160,347                   | \$160,347                   | \$57,004         | \$98,683           | \$4,660          | \$0            |
| Parking                                | \$11,030                    | \$11,030                    | \$0              | \$11,030           | \$0              | \$0            |
| Advertising                            | \$2,803                     | \$2,803                     | \$692            | \$2,111            | \$0              | \$0            |
| Joint Development                      | \$18,311                    | \$14,644                    | \$0              | \$14,644           | \$0              | \$3,666        |
| Fiber Optics                           | \$15,716                    | \$15,716                    | \$0              | \$15,716           | \$0              | \$0            |
| Other                                  | \$26,514                    | \$24,223                    | \$2,442          | \$21,780           | \$0              | \$2,291        |
| <b>Total Revenues</b>                  | <b>\$234,721</b>            | <b>\$228,763</b>            | <b>\$60,138</b>  | <b>\$163,965</b>   | <b>\$4,660</b>   | <b>\$5,957</b> |
| <b>EXPENSES</b>                        |                             |                             |                  |                    |                  |                |
| Personnel                              | \$1,393,731                 | \$1,389,632                 | \$540,717        | \$834,755          | \$14,161         | \$4,098        |
| Services                               | \$398,668                   | \$397,259                   | \$74,404         | \$152,544          | \$170,312        | \$1,409        |
| Materials & Supplies                   | \$110,150                   | \$109,700                   | \$40,889         | \$68,024           | \$787            | \$450          |
| Fuel (Gas/Diesel/CNG)                  | \$31,766                    | \$31,766                    | \$23,300         | \$2,728            | \$5,737          | \$0            |
| Utilities & Propulsion                 | \$87,821                    | \$87,821                    | \$11,148         | \$75,968           | \$704            | \$0            |
| Casualty & Liability                   | \$40,434                    | \$40,434                    | \$11,203         | \$28,486           | \$745            | \$0            |
| Miscellaneous                          | \$19,005                    | \$19,005                    | \$6,518          | \$11,394           | \$1,093          | \$0            |
| <b>Total Expenses</b>                  | <b>\$2,081,574</b>          | <b>\$2,075,616</b>          | <b>\$708,178</b> | <b>\$1,173,899</b> | <b>\$193,539</b> | <b>\$5,957</b> |
| <b>Gross Subsidy</b>                   | <b>\$1,846,853</b>          | <b>\$1,846,853</b>          | <b>\$648,039</b> | <b>\$1,009,934</b> | <b>\$188,879</b> | <b>\$0</b>     |
| <b>Federal Relief Funding</b>          | <b>\$737,201</b>            | <b>\$737,201</b>            | <b>\$123,235</b> | <b>\$613,965</b>   | <b>\$0</b>       | <b>\$0</b>     |
| <b>Net Subsidy</b>                     | <b>\$1,109,652</b>          | <b>\$1,109,652</b>          | <b>\$524,804</b> | <b>\$395,969</b>   | <b>\$188,879</b> | <b>\$0</b>     |
| <b>Cost Recovery Ratio<sup>1</sup></b> |                             | <b>11%</b>                  | <b>8%</b>        | <b>14%</b>         | <b>2%</b>        |                |

<sup>1</sup> Total Revenues/Total Expenses

## FY2022 SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

|                             | FY2021<br>Subsidy      | FY2022<br>Base Subsidy <sup>1</sup> | Change<br>%   | Legislative<br>Exclusions | Potomac<br>Yard  | FY2022<br>Total Subsidy | Total<br>Change % | Debt<br>Service     | Jurisdictional<br>Contribution |
|-----------------------------|------------------------|-------------------------------------|---------------|---------------------------|------------------|-------------------------|-------------------|---------------------|--------------------------------|
| <b>District of Columbia</b> | <b>\$399,159,420</b>   | <b>\$396,500,188</b>                | <b>(0.7%)</b> | <b>\$1,933,648</b>        | <b>\$156,344</b> | <b>\$398,590,180</b>    | <b>(0.1%)</b>     | <b>\$33,273,091</b> | <b>\$431,863,271</b>           |
| Montgomery County           | \$183,607,050          | \$178,258,041                       | (2.9%)        | \$798,617                 | \$83,017         | \$179,139,675           | (2.4%)            | \$15,409,645        | \$194,549,321                  |
| Prince George's County      | \$240,588,518          | \$243,111,502                       | 1.0%          | \$839,897                 | \$74,515         | \$244,025,914           | 1.4%              | \$15,809,086        | \$259,834,999                  |
| <b>Maryland Subtotal</b>    | <b>\$424,195,568</b>   | <b>\$421,369,543</b>                | <b>(0.7%)</b> | <b>\$1,638,514</b>        | <b>\$157,532</b> | <b>\$423,165,589</b>    | <b>(0.2%)</b>     | <b>\$31,218,731</b> | <b>\$454,384,320</b>           |
| City of Alexandria          | \$46,090,591           | \$45,849,431                        | (0.5%)        | \$231,920                 | \$22,083         | \$46,103,434            | 0.0%              | \$1,775,511         | \$47,878,945                   |
| Arlington County            | \$77,313,237           | \$77,284,041                        | (0.0%)        | \$412,707                 | \$44,210         | \$77,740,958            | 0.6%              | \$0                 | \$77,740,958                   |
| City of Fairfax             | \$2,676,330            | \$2,733,848                         | 2.1%          | \$11,074                  | \$1,439          | \$2,746,361             | 2.6%              | \$111,494           | \$2,857,855                    |
| Fairfax County              | \$153,872,850          | \$151,338,149                       | (1.6%)        | \$695,961                 | \$76,881         | \$152,110,992           | (1.1%)            | \$5,615,212         | \$157,726,204                  |
| City of Falls Church        | \$3,137,603            | \$3,056,453                         | (2.6%)        | \$16,589                  | \$1,188          | \$3,074,231             | (2.0%)            | \$176,211           | \$3,250,442                    |
| Loudoun County              | \$5,138,519            | \$6,047,001                         | 17.7%         | \$59,586                  | \$13,989         | \$6,120,577             | 19.1%             | \$0                 | \$6,120,577                    |
| <b>Virginia Subtotal</b>    | <b>\$288,229,129</b>   | <b>\$286,308,924</b>                | <b>(0.7%)</b> | <b>\$1,427,837</b>        | <b>\$159,791</b> | <b>\$287,896,552</b>    | <b>(0.1%)</b>     | <b>\$7,678,428</b>  | <b>\$295,574,980</b>           |
| <b>Total Contribution</b>   | <b>\$1,111,584,118</b> | <b>\$1,104,178,655</b>              | <b>(0.7%)</b> | <b>\$5,000,000</b>        | <b>\$473,666</b> | <b>\$1,109,652,321</b>  | <b>(0.2%)</b>     | <b>\$72,170,250</b> | <b>\$1,181,822,571</b>         |

1. In addition to deferred subsidy, FY2022 Base subsidy reduced by \$6.6M for delay of Silver Line Phase 2 and \$0.8M for Bus Route 3A to be operated by Fairfax County effective July 2021, allocation updated to reflect the addition of Routes 16Y, 3Y, 8W, 1B