

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

☒ Action ☐ Information

MEAD Number:  
202240

Resolution:  
☒ Yes ☐ No

**TITLE:**

FY2022 Operating Budget Proposal

**PRESENTATION SUMMARY:**

Staff will provide updated information on the FY2022 Proposed Operating Budget for the Committee's consideration, and seek approval of a revised docket for the FY2022 budget public hearings.

**PURPOSE:**

Provide the Committee a revised FY2022 Proposed Operating Budget, including funding and service levels that take into account additional federal funding, and seek approval of a revised docket for the FY2022 budget public hearings.

**DESCRIPTION:**

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

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

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

- HNTB Corporation
- Metropolitan Washington Airports Authority (MWAA)

A full list of Procurement Awards is available at:

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

Metro has labor agreements with the following collective bargaining units:

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

### **Key Highlights:**

- As an update to the December 4, 2020 GM/CEO's proposed FY2022 budget, Metro anticipates receiving approximately \$610 million from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 of which \$514.5 million is projected to be available for utilization in the FY2022 operating budget
- The additional federal funding is insufficient to fully fund the FY2022 Budget gap
- To lessen the impact to our riders, jurisdictional partners, and employees, the GM proposes maintaining the FY2021 service levels into the first half of FY2022, taking additional Management actions of up to \$58 million, maintaining our investment in capital programs, and recommends only taking additional service reduction measures in the second half of the year
- A revised list of service changes are recommended for inclusion in the public input process for the FY2022 Budget to close the revised funding gap

### **Background and History:**

In September, staff previewed an early outlook for the FY2022 operating budget as part of the Board's deliberation on additional reductions needed in FY2021 to address Covid-19 impacts and balance Metro's budget.

The effects of the pandemic are expected to continue to impact the region through FY2022 as Metro, like other transit operators, expects a lengthy recovery before ridership and revenue return to pre-Covid levels.

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 passed by Congress and signed by the President in December 2020 includes an estimated \$610 million of emergency funding for Metro. Staff proposes to use \$95.6 million to close the funding gap in the FY2021 budget and the remaining \$514.5 million to partially close the gap anticipated for FY2022.

### **Discussion:**

The GM/CEO recommends revising the FY2022 budget proposal to utilize the additional federal funding to support the regional economy, incentivize ridership growth, and limit

the impact to our jurisdictional partners by taking the following actions:

- Maintain FY2021 service levels for the first six months of FY2022 to serve the region's recovery
- Forgo 3% subsidy growth in FY2022, only \$42M of above base for exclusions
- Take Management Actions to achieve \$58.4 million in savings including seeking CBA wage and pay for performance deferrals
- No additional (beyond \$60M) transfer of operating costs to capital program for preventive maintenance in order to preserve borrowing capacity and protect the capital program
- Assumes Silver Line Phase 2 revenue service begins in July 2021
- Include an estimated \$20M to mitigate Silver Line Phase 2 service equity impacts
- Enact service reductions in the last six months of the year, effective by January 2022, to achieve the resulting \$171.4M funding gap

After management actions, the remaining budget gap will require additional funding or service cuts and layoffs estimated beginning January 2022. To achieve the necessary savings, staff have developed a reduced but still significant list of proposed service changes to go into effect from January 2022 through June 2022. These changes are described below and would modify the service changes originally authorized by the Board on December 10, 2020 for public hearing.

#### **Proposed Rail Service:**

The FY2022 Proposed Budget originally recommended reducing Metrorail service to 20% of pre-pandemic levels beginning on July 1, 2021. With the additional federal funding, management now recommends maintaining the 80 percent of pre-pandemic Metrorail service until January 2022, after which Metrorail service would be reduced to 30 percent of pre-pandemic service for the last six months of FY2022 to close the remaining funding gap.

Specific reductions that would take effect in January 2022 include:

- Reduced service span 5:00 AM-9:00 PM seven days per week
- 30-minute headways on Blue/Orange/Green/Yellow/Silver and 15-minute on Red
- Yellow Line and Red Line Turnbacks
- Closure of 22 Stations

The previous proposals that would have eliminated weekend Metrorail service and turned Silver Line trains back at Ballston-MU are no longer recommended.

These reductions result in net savings of \$69.4 million for six months.

#### **Proposed Bus Service:**

Previously, the FY2022 Proposed Budget included reducing Metrobus service to 45 percent of pre-pandemic levels beginning on July 1, 2021. With the additional federal funding, management now recommends maintaining the approximately 75-80 percent of pre-pandemic Metrobus service until January 2022, after which Metrobus service would be reduced to 50 percent of pre-pandemic service for the last six months of FY2022 to close the remaining funding gap.

Specific reductions that would take effect in January 2022 include:

- Consolidating the Metrobus system into 45 lines of service that would serve the highest ridership, fully or partially covering 64 existing lines

These reductions result in net savings of \$102 million for six months.

This updated proposed budget would maximize the amount of time Metro can maintain the current service levels, providing predictability for riders while closing the funding gap projected in the second half of FY2022. If additional funding or ridership and revenue materialize to support the continuation of increased service levels past December 2021, the proposed reductions, would be revisited to provide the maximum amount of service possible, while maintaining a balanced FY2022 budget.

#### **FUNDING IMPACT:**

No funding impact, approval to revise information presented in public hearings only.

#### **TIMELINE:**

<b>Previous Actions</b>	September 2020 – FY2022 ridership and revenue outlook  December 2020 – GM/CEO presented his, and Board authorized public hearings on, the Proposed FY2022 Operating Budget and FY2022-2027 Capital Improvement Program
<b>Anticipated actions after presentation</b>	January - March 2021 – Budget deliberations, public outreach and public comment period  April 2021 – Planned Board adoption of the FY2022 Operating Budget and FY2022-2027 CIP  April 2021 – Submit Federal grant applications  July 2021 – Fiscal Year 2022 begins

#### **RECOMMENDATION:**

Approval of revised list of proposed service changes for public hearing.

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

**2021-02**

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

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

WHEREAS, On December 10, 2020 (Resolution 2020-46) the Board authorized a public hearing for the proposed fiscal year (FY) 2022 Capital Budget, Operating Budget and service reductions approved on that date; and

WHEREAS, In light of the additional funding to Metro from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 which became law on December 27, 2020, the Board wishes to adopt a different FY 2022 Capital Budget, Operating Budget and service reductions; and

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

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

WHEREAS, The proposed \$2.6 billion Capital Budget for FY 2022, which constitutes the WMATA Program of Projects (included in Attachment A), funds critical safety investments for customers and employees as well as necessary state of good repair investments to improve the safe, reliable and effective performance of the Metro transit system; and

WHEREAS, The proposed \$12.3 billion Capital Improvement Plan for FY 2022-2027 (included in Attachment A), includes federal funding from FTA annual formula grant programs, including Section 5307 funding; and

**Motioned by Mr. McMillin, seconded by Mr. Slater**

**Ayes: 8- Mr. Smedberg, Ms. Gidigbi-Jenkins, Mr. Goldman, Mr. Rouse, Mr. Letourneau, Mr. Marootian, Mr. Slater and Mr. McMillin**

WHEREAS, The Board desires to obtain public comment on the proposed \$1.90 billion Operating Budget for FY 2022 (Attachment B) that includes proposals for major service reductions to Metrorail and Metrobus operations (Attachment C) and changes to parking rates (Attachment D);

NOW, THEREFORE, be it

*RESOLVED*, That Resolution 2020-46 is rescinded in its entirety; and be it further

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

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

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

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

Reviewed as to form and legal sufficiency,

  
\_\_\_\_\_  
Patricia Y. Lee  
Executive Vice President and General Counsel

WMATA File Structure No.:  
18.8 Public Hearings and Meetings

## FY2022 Grant Applications

### Overview

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

The proposed FY2022 capital budget of \$2.6 billion and six-year capital plan of \$12.3 billion include investment in ongoing projects, prioritized system preservation and renewal needs from the Capital Needs Forecast and asset management and reliability plans. Over the past four years, Metro has spent over \$6 billion on capital investments. Capital delivery exceeded annual investment goals in FY2020 with actual capital spending of \$1.7 billion. This was 98% of the FY2020 budgeted amount and represents the fourth year that Metro has exceeded the target of 95% for capital funds invested.

Capital program publications detail the following:

- Capital Needs Forecast identifying a total of \$22.5 billion in investment needs unconstrained by cost or execution capacity.
- Capital Program Strategy outlining the vision and goals for capital investments.
- 10-Year Capital Plan projecting \$22.0 billion in investments constrained by delivery capacity for major projects. (Note: Due to delivery capacity constraint, there are potentially significant investment needs beyond the 10-year planning horizon.)
- Six-year Capital Improvement Program of \$12.3 billion and a FY2022 capital budget of \$2.6 billion with a list of priority projects and programs constrained by affordability and delivery capacity.

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

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

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

### Financial Plan by Investment Category

Capital Investment Categories (\$M)	FY2022 Budget	FY2023 -FY2027 Plan	6-Year Total
Railcar	\$342	\$2,253	\$2,595
Rail Systems	\$273	\$1,318	\$1,591
Track and Structure Rehabilitation	\$343	\$1,455	\$1,798
Stations and Passenger Facilities	\$792	\$1,726	\$2,518
Bus and Paratransit	\$294	\$1,653	\$1,947
Business and Operations Support	\$546	\$1,341	\$1,887
<b>Total Capital Investments</b>	<b>\$2,591</b>	<b>\$9,745</b>	<b>\$12,336</b>
Revenue Loss from Capital Projects	\$17	\$50	\$67
Debt Service - Dedicated Funding <sup>1</sup>	\$0	\$1,306	\$1,306
<b>Total Capital Program Cost</b>	<b>\$2,608</b>	<b>\$11,101</b>	<b>\$13,709</b>

### Capital Program Funding Sources

Funding Sources (\$M)	FY2022 Proposed Budget	6-Year Total
<b>Federal Grants</b>		
Formula and Other Grants	\$337	\$1,981
PRIIA <sup>2</sup>	\$149	\$149
<b>Subtotal Federal Grants</b>	<b>\$486</b>	<b>\$2,130</b>
<b>State and Local Contribution<sup>3</sup></b>		
District of Columbia	\$327	\$1,998
State of Maryland	\$311	\$1,907
Commonwealth of Virginia	\$288	\$1,780
<b>Subtotal State and Local</b>	<b>\$926</b>	<b>\$5,685</b>
Jurisdiction Reimbursable Projects	\$157	\$191
Metropolitan Washington Airports Authority	\$13	\$55
Debt and Other Fund Sources	\$1,027	\$5,649
<b>Grand Total</b>	<b>\$2,608</b>	<b>\$13,709</b>

1. Debt service projections are preliminary estimates.
2. Does not assume reauthorization of Federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA).
3. As is required by the Draft CFA, the Operating Subsidy formula splits, weighted by the mix of approved CIP projects and programs will determine the final alignment of Allocated Contributions by Contributing Jurisdiction.
4. Numbers may not sum due to rounding.



### Operating Budget Proposal

WMATA's Proposed FY2022 Operating Budget totals \$1.89 billion, not including operating reimbursables and debt service. It includes a base operating budget at \$1.112 billion plus legislatively excluded costs totaling \$42 million for health and safety mandate compliance and Silver Line Phase 2 revenue service. The total subsidy is \$1.153 billion.

The proposed operating budget includes utilizing an additional \$514.5 million of federal funding, constrained jurisdiction subsidies and ridership projected at 34% of pre-pandemic levels resulting in an operating gap of almost \$210 million. The proposed budget assumes that during the second half of the fiscal year the proposed service reductions would need to take place to balance the FY2022 budget. The table below summarizes the overall budget and the proposed changes are described in depth in the subsequent attachment.

	<b>FY2021 Budget</b>	<b>FY2021</b>	<b>FY2022</b>
<i>\$ and Trips in Millions</i>	<b>Pre-Covid-19</b>	<b>Nov Amended Budget<sup>1</sup></b>	<b>Proposed Budget</b>
Ridership	313.9	61.0	77.5
Revenue	\$823.7	\$182.6	\$222.0
Expense	\$2,070.0	\$1,840.5	\$1,889.5 <sup>2</sup>
<b>Operating Deficit</b>	<b>\$1,246.3</b>	<b>\$1,657.9</b>	<b>\$1,667.5</b>
CARES Act	-	\$546.3	-
Relief Act	-	-	\$514.5
<b>Net</b>	<b>\$1,246.3</b>	<b>\$1,111.6</b>	<b>\$1,153.1</b>
Subsidy	\$1,246.3	\$1,111.6	\$1,153.1

1. FY2021 may be updated pending Board consideration of proposed FY2021 budget amendment

2. Excludes operating reimbursables. With operating reimbursables, total expense is \$1.90 billion

## **Service Proposal**

### **Proposed FY2022 Metrorail Service Changes – Effective January 2022**

Under this proposal, Metrorail would operate the February 2021 service levels (approximately 80 percent of pre-pandemic levels) for the first six months (July – December 2021) of FY2022, and then would need to reduce service to approximately 30 percent of pre-pandemic levels beginning January – June 2022 to achieve a balanced budget.

#### **1. Standardize Weekday Rail Service Frequencies**

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

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

#### **2. Standardize Weekend Rail Service Frequencies**

Blue, Orange, Green, Yellow and Silver Line weekend headways would increase to 30 minutes all day from 15 minutes all day.

Red Line weekend headways would increase to 30 minutes all day from 12 minutes all day.

#### **3. Implement Turnbacks on the Red Line**

Additional 30-minute service would operate between Grosvenor-Strathmore and Silver Spring only, for a combined headway of 15 minutes on the Red Line between these stations, 7-days per week, Monday through Sunday. Headways from Grosvenor-Strathmore to Shady Grove and Silver Spring to Glenmont remain at 30-minutes. If Grosvenor-Strathmore is closed, the last station to transfer to a train to continue to Shady Grove would be Medical Center.

#### **4. Implement Turnbacks on the Yellow Line**

All Yellow Line trains operate between Huntington and Mt Vernon Sq 7-days per week, Monday through Sunday. If Mt Vernon Sq is closed, the last station to transfer to a train continuing to Greenbelt would be Gallery Place.

#### **5. Close Rail Earlier Monday Through Sunday**

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

#### **6. Close 22 Metrorail stations**

Due to low ridership levels and to save resources, the following 22 Metrorail stations are proposed to be closed to customers for FY22.

1. Smithsonian
2. Arlington Cemetery
3. Federal Center SW
4. Federal Triangle

5. Mt Vernon Sq
6. Judiciary Sq
7. Archives
8. Greensboro
9. Eisenhower Ave
10. Virginia Sq-GMU
11. Cleveland Park
12. Grosvenor-Strathmore
13. Cheverly
14. Clarendon
15. East Falls Church
16. College Park-U of Md
17. McLean
18. Morgan Blvd
19. Van Dorn St
20. Reston Town Center
21. Innovation Center
22. Loudon Gateway

## Proposed Metrobus Service Changes

### FY2022 Proposed Metrobus Consolidated Route Network Service Plan Effective January 2022

Under this proposal, Metro could only afford to continue current levels of Metrobus service (approximately 80-85 percent of pre-pandemic levels) for the first six months (July – December 2021) of FY2022, and then would need to reduce service to 50 percent of pre-pandemic levels from January – June 2022. In order to serve as many customers as possible, three key criteria were used in developing this reduced bus service plan for the second half of FY2022:

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

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

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

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

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

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

## FY2022 Proposed Service Plans – District of Columbia

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Proposal for 2nd half FY22		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Description
30N	Friendship Heights-Southeast			All stops covered by 31,33 & 32,36, eliminates one-seat trips from SE to NW			eliminate
30S							
31	Wisconsin Avenue			Maintain FY21 span & frequency, add service until 2 am 7-day-a-week on route 33			Maintain
33							
32	Pennsylvania Avenue			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Maintain
34							
36							
37	Wisconsin Avenue Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maintain
39	Pennsylvania Avenue Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maintain
42	Mount Pleasant			Maintain FY21 span & frequency / eliminate Farragut Sq. to Gallery Place segment			Maintain / eliminate segment
43							
52	14th Street			Maintain FY21 span & frequency, add service until 2 am 7-day-a-week on route 52 with Takoma extension			Maintain
54							
59	14th Street Limited		n/a	Maintain FY21 span & frequency		n/a	Eliminate 54 trip limited
60	Fort Totten-Petworth		n/a	Restore service on route 60. Maintain FY21 span & frequency on route 64		n/a	Maintain / Maintain route Petworth
64							
62	Takoma-Petworth			Operate all route 63 trips as route 62 trips, eliminate route 63. Maintain FY21 span & frequency on weekdays, restore weekend route 62 service			Eliminate (already)
63							
70	Georgia Avenue-7th Street			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Maintain

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Proposal for 2nd half FY22		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Description
74	Convention Center-Southwest Waterfront			Maintain FY21 span & frequency			Eliminate
79	Georgia Avenue Limited			Maintain FY21 span & frequency			Maintain
80	North Capitol Street			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week / eliminate service between McPherson Sq. and Kennedy Center			Maintain, eliminate and K Union segments
90	U Street-Garfield			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route 92			Maintain
92							
96	East Capitol Street-Cardozo			Maintain FY21 span & frequency			Eliminate and U Street-Garfield Ave. / and V Street-MN Ave.
97			n/a			n/a	
A2	Anacostia-Congress Heights			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on routes A6 and A8			Combine Anacostia S. Capitol and A6 and A8 replace New service min. from Livingstone
A6							
A7			n/a			n/a	
A8							
A4	Anacostia-Fort Drum			Maintain FY21 span & frequency			Eliminate, replace MLK and other Coast service
W5			n/a			n/a	
A9	M. L. King Jr. Avenue Limited		n/a	Maintain no service		n/a	Maintain
A31	Minnesota Ave-Anacostia		n/a	Maintain FY21 span & frequency		n/a	Eliminate
A32			n/a			n/a	
A33			n/a			n/a	
B2	Bladensburg Road-Anacostia			Maintain FY21 span & frequency			Eliminate and B2 Eliminate



Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Descr
							C/D&S V2 inc to Anz replac C/D&S B8,9/1
B8	Fort Lincoln Shuttle		n/a	Maintain no service		n/a	Maint:
B9			n/a			n/a	replac
D1	Glover Park-Franklin Square		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maint:
D2	Glover Park-Dupont Circle			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service			Elimin replac and B service St. & I
D4	Ivy City-Franklin Square			Maintain FY21 span & frequency			Elimin
D5	MacArthur Blvd-Georgetown		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maint:
D6	Sibley Hospital - Stadium-Armory			Maintain FY21 span & frequency			Elimin replac and M betwe 37th / on E & servic 14th/a
D8	Hospital Center			Maintain FY21 span & frequency			Elimin
D31	16th St-Tenleytown		n/a	Maintain FY21 span & frequency		n/a	Elimin
D32			n/a			n/a	
D33			n/a			n/a	
D34			n/a			n/a	
D51	Congress Heights-Georgetown		n/a	Maintain FY21 span & frequency		n/a	Elimin
E2	Ivy City-Fort Totten			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service			Maint: weekr servic

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Descr
E4	Military Road-Crosstown			Maintain FY21 span & frequency			Maint
E6	Chevy Chase		n/a	Extend route M4 to Knollwood, restore full route when ridership warrants restoration		n/a	Maint
G2	P Street-LeDroit Park			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service			Elimin opera
G8	Rhode Island Avenue			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Maint
G9	Rhode Island Ave Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maint
H1	Brookland-Potomac Park		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maint
H2	Crosstown			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route H4			Maint; modify and C service modify; service Ave. & service Tenle
H3			n/a			n/a	
H4							
H6	Brookland-Fort Lincoln			Maintain FY21 span & frequency			Elimin replac
H8	Park Road-Brookland			Maintain FY21 span & frequency			Elimin
H9			n/a			n/a	
K2	Takoma-Fort Totten		n/a	Maintain FY21 span & frequency		n/a	Elimin
L1	Connecticut Avenue		n/a	Maintain FY21 span & frequency on route L2 / Add service until 2 am 7 days-a-week on route L2 / Continue suspension on route L1 until crowding on adjacent services warrants restoration		n/a	Elimin opera either
L2							
M4	Nebraska Avenue		n/a	Maintain FY21 span & frequency, extend service from Pinehurst Circle		n/a	Elimin replac



Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo:		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Desci
				to Knollwood until ridership warrants restoration of route E6			
M6	Fairfax Village			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service			Elimin opera
N2	Massachusetts Avenue		n/a	Maintain FY21 span & frequency.		n/a	Modifi Dupor
N4			n/a			n/a	Cathe Ave, I
N6							replac servic NE&
P6	Anacostia-Eckington			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week between Anacostia and Archives			Elimin
S1	16th Street-Potomac Park		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maint:
S2	16th Street			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route S2			Reduc levels
S9	16th Street Limited						Sat/Si
S35	Fort Dupont Shuttle		n/a	Maintain FY21 span & frequency		n/a	Elimin
S41	Rhode Island Ave-Carver Terrace		n/a	Maintain FY21 span & frequency		n/a	Elimin
U4	Sheriff Road-River Terrace			Maintain FY21 span & frequency			Elimin
U5	Marshall Heights			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route U5			Elimin replac
U6							betwe Ave. & throug
U7	Deanwood-Minnesota Ave			Maintain FY21 span & frequency			Opera betwe Dean exten:
V1	Benning Heights-M St		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maint:

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo:		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Descr
V2	Capitol Heights-Minnesota Ave			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Elimin
V4							V2 trip freque MN & trips b Anacc
V7	Benning Heights-Alabama Ave		n/a	Maintain FY21 span & frequency		n/a	Repla
V8							W4, n Benni St. SE servic modifi
W1	Shipley Terrace-Fort Drum		n/a	Maintain FY21 span & frequency		n/a	Elimin
W2	United Medical Center-Anacostia			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week between Anacostia Sta. and Alabama Ave. & Irving St. only			Modifi
W3							Anacc Cente Anacc Alaba and S Anacc elimin Marke elimin
W4	Deanwood-Alabama Avenue			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Modifi freque East C St. SE Benni Sta. 1 6th St A2 an & ML
W6	Garfield-Anacostia Loop			Maintain FY21 span & frequency			Elimin
W8							
W45	Mt. Pleasant-Tenleytown		n/a	Maintain FY21 span & frequency		n/a	Elimin
W47			n/a			n/a	
X1	Benning Road		n/a			n/a	Maint:

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo:		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Desci
X3			n/a	Maintain route X3 school hour trips. Continue suspension of remaining trips until crowding on adjacent services warrants restoration		n/a	
X2	Benning Road-H Street			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Maint:
X8	Maryland Avenue			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service			Elimin
X9	Benning Rd-H St Limited		n/a	Maintain FY21 span & frequency		n/a	Maint: elimin Ave. \$

## FY2022 Proposed Service Plans – Maryland

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Proposal for 2nd half FY22		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Description
83	College Park			Maintain FY21 span & frequency			Elimin of Coll between service
86							
87	Laurel Express		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maintain
89	Laurel		n/a	Maintain FY21 span & frequency		n/a	Elimin
89M			n/a			n/a	
A12	Martin Luther King Jr. Hwy			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Maintain
B21	Bowie State University		n/a	Maintain FY21 span & frequency		n/a	Elimin
B22			n/a			n/a	
B24	Bowie-Belair		n/a	Maintain FY21 span & frequency		n/a	Elimin
B27	Bowie-New Carrollton		n/a	Maintain FY21 span & frequency		n/a	Elimin
B29	Crofton-New Carrollton		n/a	Eliminate entire line. Extend route C26 to Bowie Gateway Center and Bowie Park-and-Ride. Eliminate service to Crofton		n/a	Maintain
B30	Greenbelt-BWI Airport Express		n/a	Maintain no service		n/a	Maintain
C2	Greenbelt-Twinbrook			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route C4			Elimin operat frequ Plaza alignm Plaza alignm Rockv
C4							
C8	College Park-White Flint			Maintain FY21 span & frequency			Maintain
C11	Clinton			Maintain FY21 span & frequency			Elimin
C13							
C12	Hillcrest Heights						



Rte	Line Name	Revised Proposal for 1st half FY22			Revised Proposal for 2nd half FY22		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Description
C14				Maintain FY21 span & frequency on weekdays, restore Saturday service			Eliminate Sunday service
C21	Central Avenue		n/a	Maintain FY21 span & frequency, extend route C26 to Bowie Park-and-Ride via Bowie Gateway Center to partially replace service on routes B29 & C28		n/a	Maintain
C22			n/a			n/a	
C26			n/a			n/a	
C29		n/a			n/a		
C28	Pointer Ridge		n/a	Eliminate entire line, extend route C26 to Bowie Park-and-Ride to partially replace service		n/a	Maintain
D12	Oxon Hill-Suitland			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route D12			Eliminate route I to Oxon Hill
D13			n/a			n/a	Route I to Oxon Hill
D14							Livingston is eliminated
F1	Chillum Road			Maintain FY21 span & frequency			Eliminate
F2							
F4	New Carrollton-Silver Spring			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Maintain
F6	New Carrollton-Fort Totten		n/a	Maintain FY21 span & frequency		n/a	Eliminate
F8	Langley Park - Cheverly			Maintain FY21 span & frequency			Eliminate
F12	Ardwick Industrial Park Shuttle		n/a	Maintain FY21 span & frequency		n/a	Eliminate
F13	Cheverly-Washington Business Park		n/a	Maintain FY21 span & frequency		n/a	Eliminate
F14	Sheriff Road-Capitol Heights			Maintain FY21 span & frequency			Maintain
G12	Greenbelt-New Carrollton			Maintain FY21 span & frequency			Eliminate
G14							& frequency
H11	Marlow Heights-Temple Hills		n/a	Maintain FY21 span & frequency		n/a	Eliminate
H12							
H13			n/a			n/a	
J1	Bethesda-Silver Spring		n/a	Operate J1 trips as J2 trips, Maintain FY21 span & frequency on		n/a	Operate
J2							

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Proposal for 2nd half FY22		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Description
				route J2, add service until 2 am 7 days-a-week			
	College Park-Bethesda Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maintain
J12	Marlboro Pike			Maintain FY21 span & frequency			Eliminate replacement Station at
K6	New Hampshire Avenue-Maryland			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week / Revert to pre-pandemic schedule when route K9 is restored			Maintain
K9	New Hampshire Avenue-MD Limited		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Maintain
K12	Forestville			Maintain FY21 span & frequency			Modify from E then on Road between Suitlar
L8	Connecticut Avenue-Maryland		n/a	Maintain FY21 span & frequency		n/a	Eliminate
NH1	National Harbor-Southern Ave			Maintain FY21 span & frequency			Eliminate replacement Barna
NH2	National Harbor-Alexandria			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service			Eliminate operation
P12	Eastover-Addison Road			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Maintain
P18	Oxon Hill-Fort Washington		n/a	Maintain FY21 span & frequency		n/a	Eliminate
P19			n/a			n/a	
Q1	Veirs Mill Road			Maintain FY21 span & frequency			Eliminate replacement repair service
Q2							
Q5							
Q6							
R1	Riggs Road		n/a	Maintain FY21 span & frequency		n/a	

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo:		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Descr
R2							Elimin & freq
R4	Queens Chapel Road			Maintain FY21 span & frequency			Elimin
R12	Kenilworth Avenue			Maintain FY21 span & frequency on weekdays, restore Saturday service			Elimin Sunda curren
T2	River Road		n/a	Maintain FY21 span & frequency		n/a	Elimin
T14	Rhode Island Avenue-New Carrollton			Maintain FY21 span & frequency on weekdays & Saturdays, restore Sunday service			Mainta Sunda
T18	Annapolis Road			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Mainta
V12	District Heights-Suitland			Maintain FY21 span & frequency			Elimin
V14	District Heights-Seat Pleasant			Maintain FY21 span & frequency on weekdays, restore Sunday service			Elimin
W14	Bock Road		n/a	Maintain FY21 span & frequency		n/a	Elimin
Y2	Georgia Avenue-Maryland			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route Y2			Mainta
Y7							
Y8							
Z2	Colesville-Ashton		n/a	Maintain FY21 span & frequency		n/a	Elimin
Z6	Calverton-Westfarm			Maintain FY21 span & frequency			Elimin replac Indust Hill
Z7	Laurel-Old Columbia Pike Express		n/a	Maintain FY21 span & frequency		n/a	Elimin
Z8	Fairland			Maintain FY21 span & frequency add service until 2 am 7 days-a-week			Modify alignrr Pike & alignrr then C Colurr Green Colurr Colurr



## FY2022 Proposed Service Plans – Virginia

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Des
1A	Wilson Blvd-Vienna			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Mair
1B							
1C	Fair Oaks-Fairfax Blvd			Maintain FY21 span & frequency			Elim
2A	Washington Blvd-Dunn Loring			Maintain FY21 span & frequency			Mair
2B	Fair Oaks-Jermantown Rd			Maintain FY21 span & frequency			Elim
3A	Annandale Rd			Eliminate entire line, Fairfax Connector proposing replacement service			Elim prop
3T	Pimmit Hills			Maintain no service, Fairfax Connector proposing replacement service			Mair prop
3Y	Lee Highway-Farragut Square		n/a	Maintain no service		n/a	Mair
4A	Pershing Dr-Arlington Blvd		n/a	Maintain FY21 span & frequency on route 4B. Continue suspension on route 4A until crowding on adjacent services warrants restoration		n/a	Elim
4B							
5A	DC-Dulles			Eliminate entire line (when Silver Line Phase II opens)			Elim
7A	Lincolnia-North Fairlington			Eliminate routes 7F & 7Y, Maintain FY21 span & frequency on a modified route 7A operating from Pentagon to Southern Towers on existing alignment, then Seminary, Kenmore, N. Van Dorn, Holmes Run, Ripley, Duke, Reynolds, Edsall, Pickett S. Van Dorn to Van Dorn Street Sta. DASH is proposing replacement service on Beauregard St. (Alex Transit Vision Plan Recommendation) / Add service until 2 am 7 days-a-week			Elim FY2 route Sou align N. V Duke Dorr prop Bea Plan
7F							
7Y			n/a			n/a	
7C	Park Center-Pentagon		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Mair
7P			n/a			n/a	



Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Des
7M	Mark Center-Pentagon		n/a	Maintain FY21 span & frequency		n/a	Elim
7W	Lincolnia-Pentagon		n/a	Maintain no service, DASH proposing replacement service		n/a	Mair
8S	Foxchase-Seminary Valley		n/a	Partially replace route 8Z service with new route 21C between Duke & Pickett Sts. & Pentagon Sta. / Restore regular route 8W and 8Z service when ridership warrants		n/a	Mair
8W			n/a			n/a	
8Z			n/a			n/a	
10A	Alexandria-Pentagon			Eliminate route 10N / Maintain FY21 span & frequency on route 10A / Continue suspension on route 10E until crowding on adjacent services warrants restoration / Add service until 2 am 7 days-a-week			Elim repl: betw Ave. elim Pen
10E			n/a			n/a	
10N							
10B	Hunting Point-Ballston			Maintain FY21 span & frequency			Mod Frar 10A mod Colu St. S Glet betw Frar as w Colu St. S
11Y	Mount Vernon Express		n/a	Restore service with modified route 11C between Mt. Vernon and Braddock Road Sta., restore full service to downtown DC when crowding on adjacent services warrants. Temporarily charge regular fare until service is restored to downtown DC		n/a	Mair
15K	Chain Bridge Rd		n/a	Maintain no service, Fairfax Connector proposing replacement service		n/a	Mair prop

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Des
16A	Columbia Pike			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route 16E			Elim mod Nav: 12th direc east
16C							Joyc Colu Lee: viaa Sen Colu betw Arm Hay: betw Pike willa
16E							
16G	Columbia Pike-Pentagon City			Maintain FY21 span & frequency			Entir with (mal
16H							
16L	Annandale-Skyline City-Pentagon		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Mair
16Y	Columbia Pike-Farragut Square		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Mair
17B	Kings Park-North Springfield		n/a	Maintain FY21 span & frequency		n/a	Elim
17M			n/a			n/a	
17G	Kings Park Express		n/a	Maintain FY21 span & frequency on routes 17G and 17H. Extend route 17H from Gainsborough & Commonwealth to the Twinbrook Dr. terminal on the route 17K alignment. Continue suspension on route 17L until crowding on adjacent services warrants restoration		n/a	Elim
17H			n/a			n/a	
17K			n/a			n/a	
17L			n/a			n/a	
18G	Orange Hunt		n/a	Restore service on route 18J /		n/a	Mair
18H			n/a	Continue suspension on routes 18G		n/a	

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Des
18J			n/a	and 18H until crowding on adjacent services warrants restoration		n/a	
18P	Burke Centre		n/a	Maintain FY21 span & frequency		n/a	Elim
21A	Landmark-Bren Mar Park-Pentagon		n/a	Partially replace route 21A service with new route 21C between Stevenson & Walker and Reynolds & Duke, then operate via route 8Z alignment between Duke & Pickett and Pentagon Sta.		n/a	Mair
21D			n/a			n/a	
22A	Barcroft-South Fairlington			Maintain FY21 span & frequency/ Extend route 22F from Beauregard & Filmore to Skyline City via route 28G alignment until ridership warrants restoration of route 28G			Elim
22C			n/a			n/a	
22F			n/a			n/a	
23A	McLean-Crystal City			Restore weekday service on routes 23B and 23T. / Maintain FY21 span & frequency and Saturdays and Sundays. / Add service until 2 am 7 days-a-week on route 23B			Elim 23B 10B betw betw Ave Verr Crys
23B							
23T							
25B	Landmark-Ballston			Modify route to operate between Ballston & Southern Towers only, 28A and 7A realignments replace some service south of Southern Towers (Alex Vision Plan Recommendations)			Elim
26A	Annandale-East Falls Church		n/a	Restore service		n/a	Mair
28A	Leesburg Pike			Modify route east of INOVA Alexandria Hospital to operate via Howard, Jordan and Duke Sts. To King St. Sta. Also modify route between Seven Corners and Broad & Washington Sts. To operate via Wilson, Roosevelt, Sycamore and Washington. Service is eliminated between Alexandria Hospital and King St. Station on King St. as well as on East Broad St. between Seven			Mod Hos and mod and oper Syc elim Hos St. a

Rte	Line Name	Revised Proposal for 1st half FY22			Revised Propo		
		Weekday Status	Sat/Sun Status	Description	Weekday Status	Sat/Sun Status	Des
				Corners and Washington St. / Add service until 2 am 7 days-a-week			betw Was
28F	Skyline City		n/a	Restore route 28F service / Continue suspension on route 28G until ridership warrants restoration (route 22F is extended to Skyline City to partially replace route 28G)		n/a	Mair
28G			n/a			n/a	
29C	Annandale		n/a	Continue suspension until crowding on adjacent services warrants restoration		n/a	Elim
29G			n/a			n/a	
29K	Alexandria-Fairfax			Maintain FY21 span & frequency			Mair
29N							
29W	Braeburn Dr-Pentagon Express		n/a	Maintain no service, Fairfax Connector proposing replacement service		n/a	Mair prop
38B	Ballston-Farragut Square			Maintain FY21 span & frequency, add service until 2 am 7 days-a-week			Elim
MW1	Metroway - Potomac Yard			Maintain FY21 span & freq. weekdays, 30 min. freq. Sat. & Sun.			Elim
NH2	National Harbor-Alexandria			Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service			Elim
REX	Richmond Highway Express			Maintain FY21 span & frequency			Elim

**Parking Rate Proposal****Parking Fees**

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

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