

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201915

Resolution:
☒ Yes ☐ No

TITLE:

Public Hearing Report Bus State of Good Operations

PRESENTATION SUMMARY:

Staff will present a Title VI equity analysis and proposals for bus service changes as contained in hearing docket B17-03.

PURPOSE:

Staff is seeking approval of public hearing B17- 03 Title VI equity analysis and staff report.

DESCRIPTION:

At its July 27, 2017 meeting the Board of Directors approved a public hearing process to gather stakeholder feedback on proposed bus service realignments. Changes to bus service are needed periodically to maintain a State of Good Operations, serve new markets, trim service to make it more efficient, expand capacity where demand has grown, and implement study recommendations.

The outreach process for the bus service changes included extensive customer contact, as prescribed by the Federal Transit Administration. The FTA requires agencies to comply with Title VI by establishing a Public Participation Plan (PPP) to engage minority, low income, and Limited English Proficient (LEP) populations in the transportation planning process.

Between September 2, 2017 and October 2, 2017, staff conducted extensive public outreach to solicit input from minority, low income and limited English proficient populations (LEP), which included 66 outreach events, distribution of 8,100 fliers, completion of 12,659 surveys, 2,732 written and oral comments collected, and one public hearing. The full Public Participation report is attached.

In compliance with Title VI, Staff also performed a Service and Fare Equity Analysis, also attached, on the proposed changes to determine whether there is a disparate impact (DI) on minority or a disproportionate burden (DB) on low-income populations. The analysis determined that the proposed service and tariff changes will not have a disparate impact or disproportionate burden on minority and low-income populations.

After extensive customer outreach, impact analysis, coordination with each jurisdiction, the public hearing staff report forwards for Committee consideration a package of bus service change proposals, and one tariff change.

Items are detailed in the attached Public Hearing Staff Report.

Key Highlights:

- Changing demand requires changing bus service
- Jurisdictions are asking to fund specific improvements
- Package of public hearing service changes meets Title VI equity requirements

Background and History:

The Metrobus State of Good Operations service proposals have been presented to the public and the Board of Directors annually since 2011, except for 2016 when the proposals were incorporated into the budget process.

Continuous improvement to bus service increases ridership and farebox recovery, and insures that appropriate service is provided.

Discussion:

See full list of considered items in the Attachment

FUNDING IMPACT:

The new service change proposals would create additional and ongoing financial commitments for Metro beyond current base jurisdictional subsidy contributions. These new services would require additional operating expense budget, Metro employee headcount, jurisdictional subsidy, and the operation of additional buses during the peak period. If implemented, the FY2018 service changes would start in the third quarter and would result in approximately \$1.3 million in estimated expenses. This cost would be offset by approximately \$0.4 million in revenue, resulting in a net jurisdictional subsidy increase of \$0.9 million for FY2018. The final service proposals would require an FY2018 budget amendment to increase expenses, revenue and subsidy for services that begin during the fiscal year. New bus services that begin mid-fiscal year are typically funded by the sponsoring jurisdiction(s) in that first year before being considered for regional funding in the following fiscal year.

Full implementation of all proposed service changes would result in an additional cost of approximately \$3.4 million in FY2019. This cost would be offset with about \$0.7 million in revenue, resulting in a net jurisdictional subsidy increase of \$2.7 million.

Most of the proposed service improvements would be regional Metrobus services (funded by all jurisdictions). Of the \$2.7 million total estimated annual subsidy, the District would be responsible for \$2.0 million (75%), Maryland's share would be about \$90,000 (3%), and Virginia would fund about \$600,000 (22%).

TIMELINE:

Previous Actions	July 2017 Approval to hold public hearing on State of Good Operations service changes. September 2017 - Customer feedback gathered and analyzed to make service recommendations and complete Title VI Equity Analysis.
Anticipated actions after presentation	December 2017 to June 2018 - Changes to service implemented (subject to budget amendment and increase subsidy).

RECOMMENDATION:

Approval of public hearing B17-03 Title VI equity analysis and staff report. Further action to amend the budget (i.e. increase expense, revenue, and subsidy) is required before service changes can be implemented.

SUBJECT: APPROVAL OF SERVICE AND FARE EQUITY ANALYSIS, PUBLIC HEARING
STAFF REPORT AND BUS SERVICE ADJUSTMENTS, AND AUTHORIZATION
TO NEGOTIATE AND EXECUTE A CONGESTION MITIGATION GRANT

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

WHEREAS, Certain proposed service changes qualify as major service changes pursuant to Resolution 2013-27, requiring a public hearing and Board of Directors approval; and

WHEREAS, By Resolution 2017-35, the Board of Directors approved a public hearing process on proposed bus service changes and conducted extensive public outreach to solicit input from minority, low income and Limited English Proficient populations; and

WHEREAS, In compliance with Title VI, staff performed a Service and Fare Equity Analysis (Attachment A) on the proposed service and tariff changes and determined that there is no disparate impact on minority or disproportionate burden on low-income populations; and

WHEREAS, Staff has prepared a Staff Report (Attachment B), which the Board of Directors has considered; and

WHEREAS, Apart from the State of Good Operations process, Washington Metropolitan Area Transit Authority (WMATA) will receive a congestion mitigation grant for supplemental service on WMATA routes 18P and 21D as a transportation management plan strategy for the I-395 Express Lanes Project, now, therefore be it

RESOLVED, That the Board of Directors has considered and approves the required Service and Fare Equity Analysis (Attachment A) and the Staff Report dated October 20, 2017 (Attachment B); and be it further

RESOLVED, That the Board of Directors adopts the fare change and service adjustments indicated in Attachment C, and amends the Fiscal Year 2018 Budget to add \$1,263,462 in expenses, \$381,161 in revenue, and \$882,301 in Metrobus subsidy from the District of Columbia to implement and fully fund the service adjustments on the dates indicated in the Staff Report; and be it further

RESOLVED, That the WMATA Tariff is amended to make permanent the virtual bus-to-bus transfer between lines serving the Addison Road and Capitol Heights Metrorail stations via Metrorail at no charge with SmarTrip[®], and be it further

RESOLVED, That the General Manager/Chief Executive Officer is authorized to negotiate and execute an agreement with the Virginia Department of Rail and Public Transportation for a congestion mitigation grant for the I-395 Express Lanes Project, and be it finally

RESOLVED, That in order for the service adjustments to be effective on the dates indicated in Attachment C, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure No.:
6.6.4 Bus Route and Service Planning


M E M O R A N D U M



SUBJECT: Draft Title VI Equity Analysis – 2017
Bus State of Good Operations and
Cost Neutral Bus Service Changes

DATE: October 27, 2017

FROM: OEE0 – James T. Wynne, Jr. 

THRU: FAIR – Franklin Jones 

TO: GM/CEO – Paul J. Wiedefeld 

This memorandum describes the methodology and findings of the interim Title VI analysis of the proposed Fall 2017 Metrobus service changes and tariff change. Note that the analysis has been conducted on all major service changes *proposed* to the Finance Committee. Should the Committee recommend to the Board of Directors a service package that does not include all of the elements currently proposed, staff would need to amend the equity analysis to reflect the revised proposal.

I. Conclusion

Based on the staff analysis, it has been determined that the proposed service changes and the permanent adoption of the bus-to-bus transfer would **not** result in a disparate impact (DI) on minority populations or a disproportionate burden (DB) on low-income populations.

II. Metrobus Service Change Proposals

Changes in bus service are needed periodically to maintain reliable service, meet changing customer demand, improve efficiency, serve new markets and implement study recommendations. As part of this process, service on underutilized or redundant routes is identified and recommended for reduction, with the resulting cost savings used to provide more service on other routes.

Proposals for service changes come from many sources, including customer suggestions, jurisdictional staff, planning studies, and as a result of analysis of route performance including on-time performance, passenger utilization, farebox recovery and other data. The proposals are further shaped by an extensive public outreach process which includes input from minority, low-income and limited English proficient populations. The full Public Outreach report is attached to the Board Action/Information Summary (BAIS) for the bus service changes.

A complete list of the Metrobus service changes, which incorporates input from the local jurisdictions and the public is included in the Public Hearing Staff Report attached to the BAIS. Metro has included each major service change and the

permanent adoption of the bus-to-bus transfer, as presented to the Finance Committee, in this interim equity analysis. As stated previously, the results of the interim equity analysis are subject to change based on the final package selected for adoption.

III. Title VI Analysis

When a transit agency proposes a fare change or major service change, including additions to service, the Federal Transit Administration (FTA), in its Title VI Circular 4702.1B, requires that the transit agency conduct an equity analysis to determine whether the fare or service change will result in a DI on minority riders or a DB on low-income riders.

In conducting this interim equity analysis, Metro used the following survey and operations data to determine which populations would be affected by each proposed fare or service change:

- Metrobus Passenger Survey data (2014)
- Metrobus Farebox data (FY 2017)
- Metrobus Ridecheck data (FY 2017)
- Metrobus Automatic Passenger Counter (APC) data (FY 2017)
- Metro Trip Planner (Trapeze scheduling and fare data)

Because the proposed service changes affect bus customers, Metro calculated the impacted minority and low-income trips as a percentage of all impacted Metrobus trips. Metro then compared that percentage to the system-wide ridership profile for Metrobus (81.5 percent minority, 52.0 percent low-income) as shown in Table One.

Table One: Metrobus Ridership Bus Demographic Profile¹

	Annual Ridership (FY 2017)	% Minority Ridership	% Low Income Ridership	Annual Minority Trips	Annual Low Income Trips
Metrobus	120,858,700	81.5%	52.0%	98,454,600	62,821,800

The proposal is evaluated to determine the number of trips the service change will affect, both negatively by service reductions and positively by service increases, relative to system-wide Metrobus ridership. All changes in this analysis are considered major by the Board-adopted definition in Resolution 2013-27. The Board-adopted criteria for determining a major Metrobus service change are

¹ Based on 2014 Metrobus Passenger Survey

summarized below in Table Two:

Table Two: Major Service Change Definitions – Metrobus

Parameter	Definition
Span	Change in span of service on a line of more than one hour in a single fiscal year.
Frequency	Change in revenue miles on a line of more than 20% in a single fiscal year.
Coverage/Availability	Change in route miles on a line of 15% in a single fiscal year. Projected change of 10% of the riders on a line in a single fiscal year.

To determine whether or not the proposed service changes would result in a disparate impact on minority populations or a disproportionate burden on low-income populations, staff used Metro's Board-approved DI/DB definitions adopted in Resolution 2013-27 (see Table Three).

Table Three: DI/DB Thresholds

Total Daily Riders Impacted	Threshold for Significant Disparity
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%

Staff estimates that the major service changes in the proposed service package would adversely impact an average of 1,800 daily trips and benefit an average of 10,400 daily trips. Thus, the DI/DB threshold used for the analysis of adversely impacted trips is eight percent, while the threshold for benefiting trips is seven percent.

Adversely Impacted Trips Analysis

Actions that would negatively affect riders include: increasing headways between buses; splitting routes into segments to improve on-time performance, but requiring some riders to transfer to complete their trip; eliminating bus trips or sections of routes; and eliminating entire routes.

Table Four - Summary of Adversely Impacted Trips

	Impacted Trips	Minority Impacted Trips	Low Income Impacted Trips	Minority %	Low Income %
Adversely Impacted	481,555	385,898	226,077	80.1%	46.9%

	Minority Impacted Trips	Low Income Impacted Trips
Impacted Ratio	80.1%	46.9%
System Average	81.5%	52.0%
Difference	-1.3%	-5.0%
Threshold	8.0%	8.0%
DI/ DB	No	No

Metrobus system-wide minority ridership is 81.5 percent, and low-income ridership is 52.0 percent. As shown in Table Four, the proposed service reductions would adversely impact minority and low-income passengers at a lower rate than the system-wide Metrobus average, at 80.1 percent compared to the 81.5 percent system average for minorities and 46.9 percent compared to the 52.0 percent system average for low-income passengers. Therefore, there is no disparate impact or disproportionate burden.

Alternative Service Analysis – Route Eliminations

The most significant potential adverse impact to the customer could result from route or line eliminations. Therefore, staff conducted an analysis of alternative services available for customers to complete their trip.

The proposed service changes would discontinue three route designations: V5, 94, and 22B. However, only the V5 would qualify as a full line-elimination and reasonable transit alternatives exist for all displaced trips. For the 94, Metrobus service would be replaced by DC Circulator service along most of the corridor. The new service would have lower fares (\$1 instead of \$2) and greater frequency for most of the day. Furthermore, the Circulator route would continue past Anacostia to provide a one-seat ride to L'Enfant Plaza, Capitol Hill and Union Station. On the other side of the route, Circulator buses would continue to the Congress Heights station instead of turning around at Trenton Place; a small number of customers

at the turnaround loop would be required to walk an extra one to two blocks to reach the new service.

The 22B provides supplemental peak-hour/peak-direction-only service along part of the 22 line corridor. By discontinuing the 22B, a small portion of overall 22 riders would have less frequent service. In addition, customers using the two stops in the current 22B turnaround loop (on George Mason between Four Mile Run Drive and Columbia Pike) would be required to walk an additional one to three blocks to access service alternatives.

Benefiting Trips Analysis

The interim analysis also seeks to evaluate whether the benefits of the proposed service changes would be distributed equitably. Service changes that benefit riders include: providing service to new areas; restructuring service to shorten travel times; adding capacity on crowded routes; and expanding route network to better connect neighborhoods and activity centers.

Table Five - Summary of Benefiting Trips

	Impacted Trips	Minority Impacted Trips	Low Income Impacted Trips	Minority %	Low Income %
Benefiting Trips	2,820,225	2,399,836	1,493,065	85.1%	52.9%

	Minority Impacted Trips	Low Income Impacted Trips
Impacted Ratio	85.1%	52.9%
System Average	81.5%	52.0%
Difference	3.6%	1.0%
Threshold	-7.0%	-7.0%
DI/ DB	No	No

As shown in Table Five, the proposed service package would benefit minority riders at a rate higher than the system average (85.1 percent, compared to 81.5 percent), and benefit low-income passengers at a rate that roughly equals the system average (52.9 percent compared to 52.0 percent). Therefore, staff has determined that there is no DI/DB with respect to the distribution of benefits.

Analysis of Proposed Changes to the Tariff

The public docket also included a change to the tariff, which would be considered a fare change under Title VI. Under the proposal, bus customers who transfer between buses would be able to use Metrorail for free between Capitol Heights and Addison Road, as long as they transfer to another bus after leaving one of these two stations. These customers would benefit by a reduced fare, paying only a \$2.00 bus fare instead of a \$2.00 bus fare + a rail fare (of \$2.25 at peak or \$2.00 off-peak).

In terms of Title VI, the impact of this action qualifies as “de minimis.” Only about 10 to 20 trips make a bus to rail to bus transfer on a typical day at these two stations. This is an extremely small segment of the more than 400,000 daily trips on Metrobus made on a typical weekday. Therefore, this action does not create a DI or DB.

Furthermore, there would be no adverse impact of this action, only a benefit of a lower fare, and analysis of these trips suggests that the percentage of minority and low-income customers benefitting from this action would exceed the system averages for both minority and low-income ridership. Review of survey data shows that customers making this transfer come from routes with a high proportion of minority and low-income ridership, such as the J12 (97 percent minority, 56 percent low income) and P12 (97 percent minority, 61 percent low income).

**October 24, 2017
PUBLIC HEARING STAFF REPORT
DOCKET B17-03: Proposed Metrobus Service Changes**

Docket B17-03 was comprised of twenty nine (29) bus service component changes and one tariff proposal designed to increase the effectiveness of Metrobus by removing service with very few riders; eliminating trips or sections of route where other bus service is available; terminating select routes that do not meet performance criteria, improving service where demand warrants, and providing customers with better transfer options.

The Board of Directors approved holding a public hearing on July 27, 2017. Notices for the hearings, and information on how to submit written statements were published in the "Washington Post", "Washington Hispanic", "El Pregonero", "India This Week" and "Express India", "Korean Times", Boat People SOS online (Vietnamese populations), and "Zethiopia" (Amharic-speaking populations). Hearing materials were available in Spanish, Korean, Amharic, and Vietnamese.

Between September 2, 2017 and October 2, 2017, staff conducted extensive public outreach to solicit input from minority, low income and limited English proficient populations (LEP), which included 66 outreach events, distribution of 8,100 fliers, completion of 12,659 surveys, 2,732 written and oral comments collected, and one public hearing.

As a result of feedback received and in consideration of Title VI equity concerns twenty four of the original twenty nine bus service proposals, and the tariff proposal, are recommended for implementation as originally proposed, or as modified by customer feedback. Five proposals are removed from consideration for this change cycle.

All proposals will be considered by the Finance Committee before the final consolidated docket is voted on by the full Board of Directors.

Details on each proposal are provided below.

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<u>Route</u>	<u>Line Name</u>	<u>Proposal Presented for Public Comment</u>	<u>Potential Outcome</u>	<u>Public Reaction</u>	<u>Possible Date to Implement</u>
62, 63	Takoma-Petworth	Modify Route 63 to serve 11th Street south of Vermont Avenue instead of 13th Street NW. Convert every other Route 62 trip (off-peak) to Route 63 for non-rush hour service Takoma to Federal Triangle.	Would not implement	Favorable	n/a
64	Fort Totten-Petworth	Modify the route to serve Vermont Avenue and Florida Avenue NW, directly serving the U Street-Cardozo Metrorail station. Service along 11th Street NW between Vermont Avenue and Florida Avenue would be shifted to Vermont Avenue. Shorten every-other trip weekdays during non-rush hours, Saturdays and Sundays to operate between Fort Totten and Petworth Metrorail stations only, better aligning service levels with customer demand.	Would Modify route to serve Vermont and Florida Avenues NW, to improve safety and directly serve the U Street Metrorail station. Would not implement	Neutral Unfavorable	June 2018
94	Stanton Road	Discontinue route and replace with new DC Circulator service.	Would Implement as proposed	Neutral	June 2018

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96	East Capitol Street-Cardozo	Shorten route to end at Cathedral Commons/McLean Gardens to improve service reliability, with alternate service along Wisconsin Avenue NW between McLean Gardens and Tenleytown on Metrobus routes 30N, 30S, 31, 33 and H4.	Would not implement	Unfavorable	n/a
U5, U6	Mayfair-Marshall Heights	Shorten route to operate between Marshall Heights/Lincoln Heights and Minnesota Avenue Metrorail Station. Discontinue service to Mayfair (Hayes Street and Jay Street NE), with replacement service provided by Route U7 in Mayfair.	Would Implement as proposed	Favorable	June 2018
U7	Deanwood-Minnesota Avenue	Extend to Mayfair to replace route U5 and U6, and extend service to the Minnesota Avenue and Ridge Road SE commercial center to improve business access for the Mayfair community.	Would Implement as proposed matching the current service span to Mayfair	Favorable	June 2018
V5	Fairfax Village-L'Enfant Plaza	Discontinue route with alternate service between Fairfax Village and downtown DC on Metrobus limited-stop Route 39.	Would Implement as proposed	Neutral	June 2018

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52, 53, 54	14th Street	<u>Wharf Option #1</u> – Extend Route 52 to the DC Wharf via 12th Street and Maine Avenue SW to serve the new Wharf development. Reduce local Route 52, 53, and 54 trips in response to new MetroExtra limited-stop Route 59 service.	Would Implement as proposed	Favorable	December 2017
59	14th Street Limited MetroExtra	Add new limited-stop service along 14th Street NW.	Would Implement as proposed	Favorable	January 2018
74	Convention Center-Southwest Waterfront	<u>Wharf Option #2</u> – Extend to the DC Wharf via 7th Street and Maine Avenue SW to serve the new Wharf development and increase ridership. Extend service to 1st and V Streets SW to serve the new DC soccer stadium and increase ridership. Service along Delaware Avenue SW would be discontinued, with service available at nearby stops along 1st Street SW.	Would Extend southbound service to 7th Street and Maine Avenue SW. Would Retain service on Delaware Avenue SW and extend to 1st and V streets SW.	Neutral Service to Delaware Avenue SW retained due to feedback.	Immediately for service to 7th Street and Maine Avenue SW June 2018 for service to 1st and V streets SW

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H1	Brookland-Potomac Park	Convert to an all-day bi-directional service.	Would not -at this time. Consider alternate options as part of current Route 42 and 43 study.	Favorable	n/a
U8	Benning Heights	During rush hours, service will extend to the Congress Heights Metrorail station via Alabama Avenue SE to reduce crowding on Route W4 and provide new connections to the Benning Road and Minnesota Avenue Metrorail stations from Alabama Avenue SE.	Would Implement as proposed	Neutral	December 2017
X2	Benning Road-H Street	Reduce midday local Route X2 trips in response to new Route X9 MetroExtra limited-stop service in midday.	Would Implement as proposed	Favorable	June 2018
X9	Benning Road – H Street Limited MetroExtra	Add new weekday midday service in response to ridership demand and to improve connections between downtown and Northeast with additional limited-stop MetroExtra service along Dix Street, Burroughs Avenue, Benning Road, and H Street NE.	Would Implement as proposed	Favorable	June 2018

Maryland
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<u>Route</u>	<u>Line Name</u>	<u>Proposal Presented for Public Comment</u>	<u>Potential Outcome</u>	<u>Public Reaction</u>	<u>Possible Date to Implement</u>
B30	Greenbelt-BWI Airport Express	Arundel Mills Option – Extend service to Arundel Mills Mall via Arundel Mills Boulevard for ridership and new connections between Metrorail, Arundel Mills, and BWI Thurgood Marshall Airport. Arundel Mills and US-1 Option – Extend service to US-1 and Arundel Mills Mall via Arundel Mills Boulevard for ridership and same new connections as above.	Would Implement Arundel Mills Option as proposed with existing frequencies of service except for afternoon rush hours when service would be every 70 minutes for better on-time performance.	Favorable	June 2018
G12, G14	Greenbelt-New Carrollton	A new schedule will evenly space departures from the Greenbelt and New Carrollton Metrorail stations, discontinuing the timed transfer at Roosevelt Center in Greenbelt.	Would Implement as proposed	Favorable	June 2018
J1, J2, J3	Bethesda-Silver Spring	Extend Route J1 to operate between Silver Spring and Montgomery Mall via Medical Center Station, westbound during morning rush hours and eastbound in afternoon rush hours, without two-way service. End Route J3 designation, with alternate service on routes J1 and J2. A new Route J2 schedule will reflect trip and travel time adjustments for traffic.	Would Implement as proposed	Favorable	June 2018

Maryland
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J12	Marlboro Pike	Shorten route to end at Capitol Heights Metrorail Station instead of Addison Road Metrorail Station or decrease frequency to every 70 minutes to maintain service along the entire route length (Addison Road Metrorail Station).	Would Maintain service to and from Addison Road Metrorail Station in response to feedback; would decrease frequency to every 35 minutes during rush hours and 70 minutes at other times to improve on-time performance.	Unfavorable (shortening route to Capitol Heights Metrorail Station)	June 2018
K12	Forestville	Modify route to serve Penn Mar Shopping Center via Donnell Drive. Eliminate the stop on Command Drive at Allentown Road at Joint Base Andrews.	Would Implement as proposed	Neutral	June 2018
Y2, Y7, Y8	Georgia Avenue-MD	A new schedule will reflect trip time adjustments, with some Route Y2 and Y7 trips converted to Y8 trips in response to rider and community feedback, eliminating Y7 service to Leisure World, with alternate service available on Y8.	Would Implement as proposed	Favorable	June 2018
Blue/Silver Line Rail Transfer		Permanently implement the virtual bus-to-bus transfer pilot between lines serving the Addison Road and Capitol Heights Metrorail stations via Metrorail at no charge with SmarTrip®.	Would Implement as proposed	Favorable	Immediately

Virginia
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<u>Route</u>	<u>Line Name</u>	<u>Proposal Presented for Public Comment</u>	<u>Potential Outcome</u>	<u>Public Reaction</u>	<u>Possible Date to Implement</u>
4A, 4B	Pershing Drive-Arlington Boulevard	Eliminate midday Route 4A. Partially replace weekday midday and evening service with added trips on route 4B.	Would Replace midday and evening Route 4A trips with Route 4B trips. Would continue to operate Route 4A rush hours only.	Neutral	June 2018
7A, 7F	Lincolnia-North Fairlington	Modify service to operate via Pentagon City between the Pentagon and Shirlington. New timetables will increase the time between buses approximately five minutes to accommodate additional travel time between Pentagon and Pentagon City.	Would Implement as proposed during non-rush hour periods and weekends only, with existing frequencies.	Favorable	June 2018
10E	Hunting Point-Pentagon	Shorten the route to operate between Pentagon and Hunting Point, discontinuing service to Rosslyn due to other travel options, including improved Blue Line rush hour service frequency and ART 43.	Would Implement as proposed	Neutral	June 2018
22A, 22B	Barcroft-South Fairlington	Modify service to operate via Pentagon City between the Pentagon and Shirlington. New timetables will increase the time between buses approximately five minutes for additional travel time between Pentagon and Pentagon City. Eliminate Route 22B designation, with alternate service available on routes 22A and 22C.	Would Implement as proposed	Neutral	June 2018
29K, 29N	Alexandria-Fairfax	Extend service to Eisenhower Avenue Station in response to construction. New timetables will increase the time between buses approximately five to 10 minutes to accommodate the route extension.	Would not implement	Neutral	n/a

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Metro way	Potomac Yard	A new weekday timetable will reflect simplified service, with eight minute frequency of service between Pentagon City and the Braddock Road Metrorail Station on all trips to better match Blue and Yellow line Metrorail frequency and transfers.	Would not implement	Favorable	NA
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11Y	Mt. Vernon Express	A new schedule will reflect additional short trips added to the schedule operating between Potomac Park and City of Alexandria in response to crowding.	Would not implement	Favorable	June 2018
16A, 16B, 16J, 16P	Columbia Pike	Implement Columbia Pike improvement plan in response to recommendations in the corridor service evaluation, and Arlington County and Fairfax County Transit Development Plans.	Would consolidate routes 16J and 16P into routes 16A and 16B between Annandale and Pentagon and Culmore and Pentagon, respectively. Operate 16A and 16B limited-stop in Arlington County.	Favorable	June 2018
16G, 16H, 16K	Columbia Heights West – Pentagon City	Implement Columbia Pike improvement plan in response to recommendations in the corridor service evaluation, and Arlington County and Fairfax County Transit Development Plans.	Would retain Route 16G. Operate Route 16H bi-directional daily between Pentagon City and Skyline City. Increase 16G and 16H weekday rush hour for a combined six minute rush hour and 12 minute non-rush hour frequency of service.	Favorable	June 2018

ATTACHMENT C

		<u>District of Columbia</u>	
<u>Route</u>	<u>Line Name</u>	<u>Proposal Presented for Public Comment</u>	<u>Proposed Implementation</u>
52	14th Street	<p>Extend Route 52 to the DC Wharf via 12th Street and Maine Avenue SW to serve the new Wharf development.</p> <p>Reduce local Route 52 trips in response to new MetroExtra limited-stop Route 59 service.</p>	December 17, 2017
59	14th Street Limited MetroExtra	Add new limited-stop service along 14th Street NW.	January 8, 2018
74	Convention Center-Southwest Waterfront	Extend southbound trips to the DC Wharf via 7th Street and Maine Avenue SW.	Immediately
W-4 (U8 description)	Benning Heights	During rush hours, service will extend to the Congress Heights Metrorail station via Alabama Avenue SE to reduce crowding on Route W4 and provide new connections to the Benning Road and Minnesota Avenue Metrorail stations from Alabama Avenue SE.	December 2017