

Service and Fare Opportunities

Riders' Advisory Council
June 2, 2021



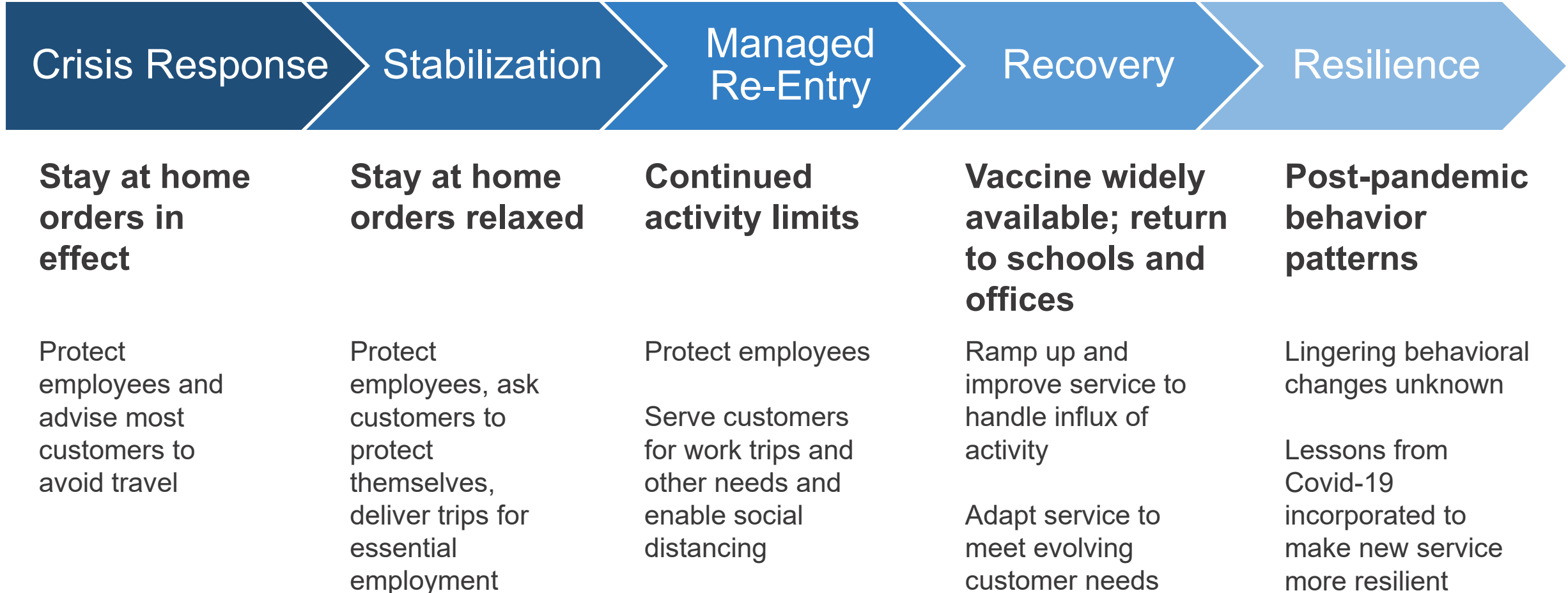
Purpose

Provide information and considerations on potential service and fare concepts for supporting pandemic recovery in the region, including changes for Fall 2021 implementation as well as longer term opportunities.



Context

Pandemic Recovery Plan Phases



The Washington area is rapidly reopening

- Capacity restrictions lifted by June
- Mask mandates lifted or narrowed – *still required on transit*
- School systems have announced full reopening in the Fall

Governor Hogan Lifts Capacity Limits on Indoor and Outdoor Venues, All Remaining Restrictions on Indoor and Outdoor Dining As of May 15

Governor Hogan Announces End of Statewide Mask Mandate

*State Adopts CDC Guidance, Fully Vaccinated Individuals May Resume Activities as Normal
State Health Officials Strongly Recommend Unvaccinated Individuals Continue to Wear Face Coverings
Order Takes Effect Along With Lifting of All Capacity Limits and Restrictions*

For Immediate Release: May 14, 2021

Contacts: Office of the Governor: Alena Yarmosky, Alena.Yarmosky@governor.virginia.gov

Governor Northam Lifts Mask Mandate to Align with CDC Guidance, Announces Virginia to End COVID-19 Mitigation Measures on May 28

Commonwealth has administered nearly 7 million vaccines, 63 percent of Virginia adults have received at least one dose

Beginning on **Friday, May 21, at 5 a.m.**, restrictions on most public and commercial activity, including capacity limits, types of activities, and time restrictions, will be lifted.

On **Friday, June 11**, nightclubs and large sports and entertainment venues will be able to resume full normal operations.

DC's updated mask guidance goes into effect **today**.

CORONAVIRUS.DC.GOV

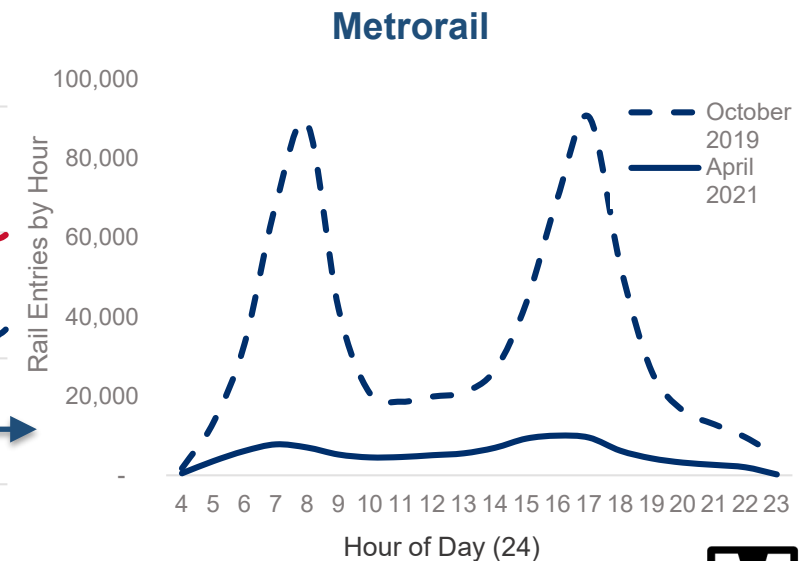
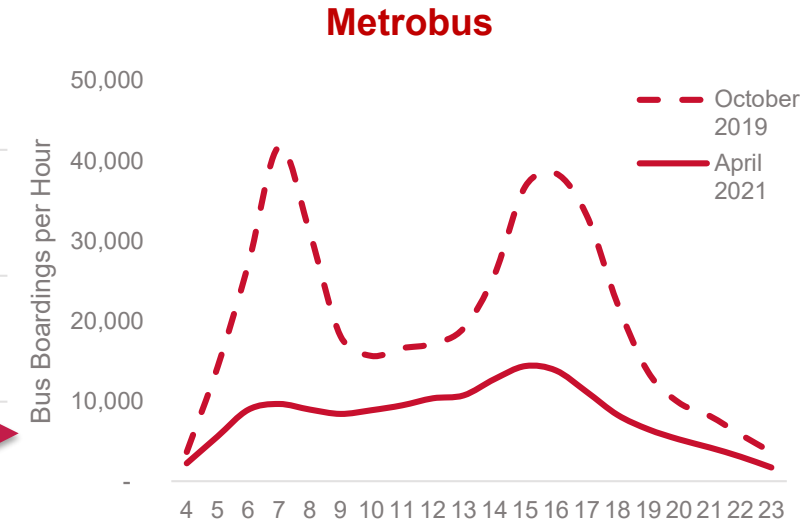
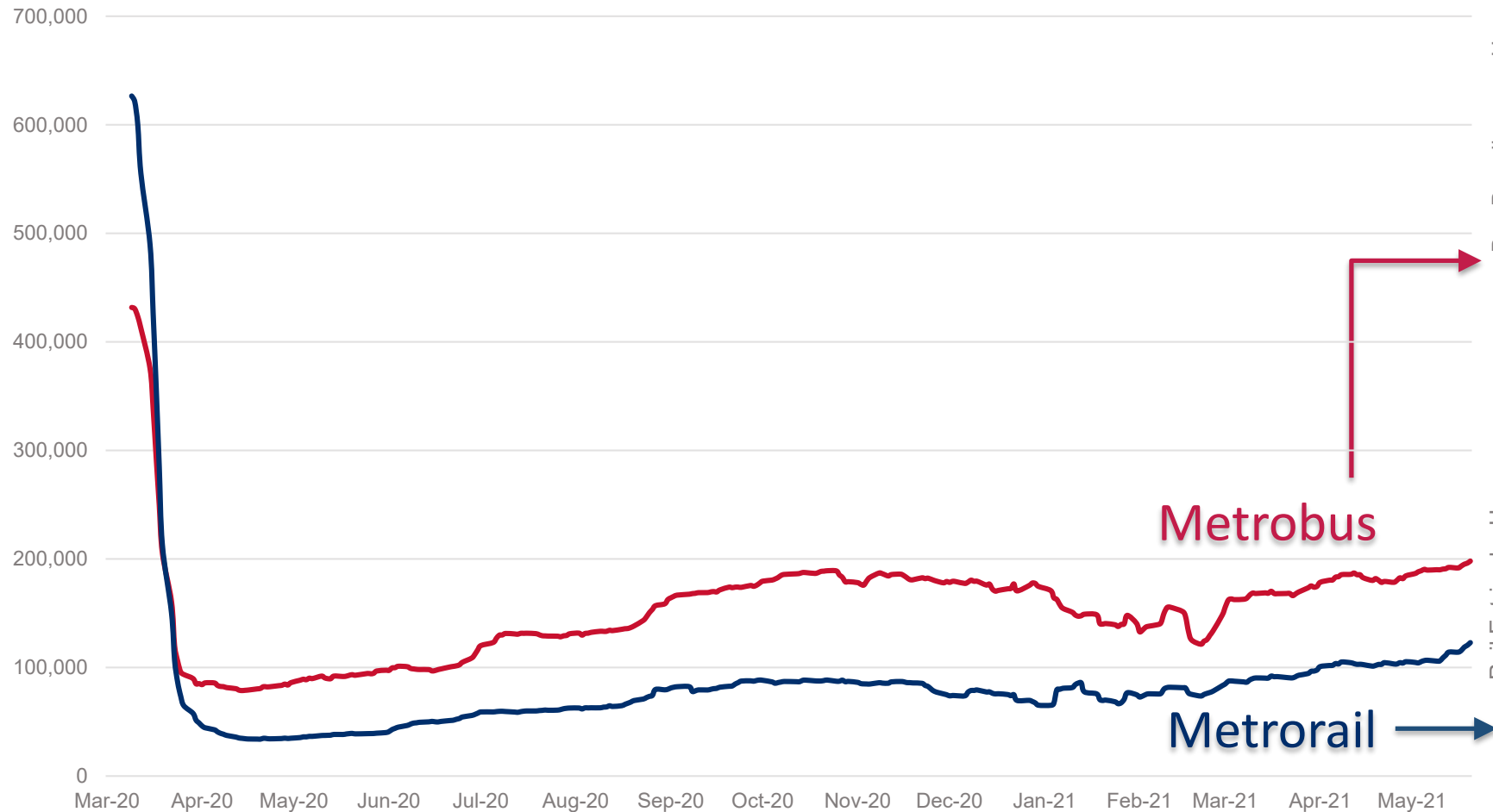


DC HEALTH
DEPARTMENT OF THE DISTRICT OF COLUMBIA

U.S. GOVERNMENT OF THE
DISTRICT OF COLUMBIA
DC MURIEL BOWSER, MAYOR

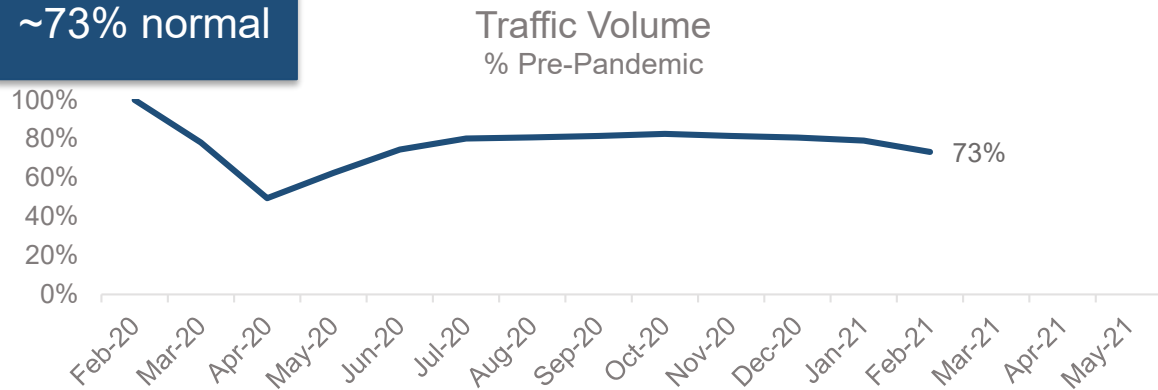


Bus and Rail Ridership



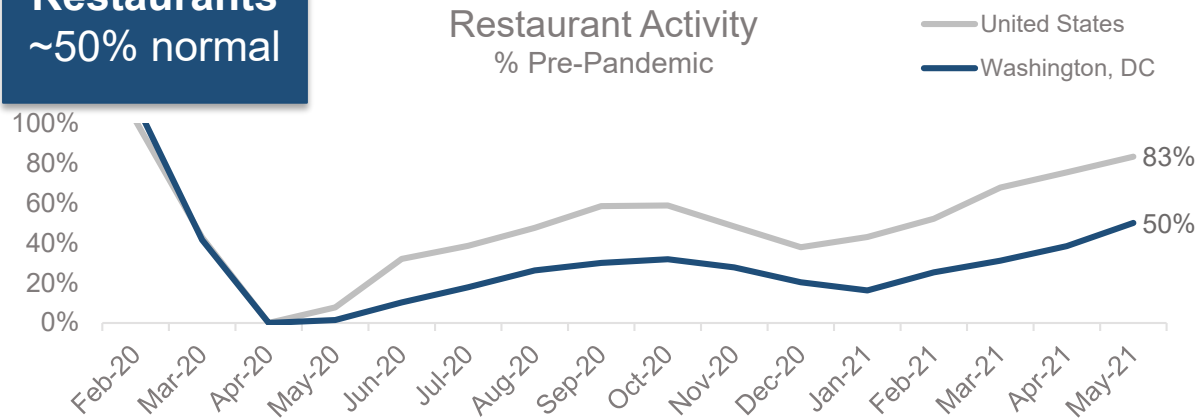
Regional activity levels vary by category

Traffic ~73% normal



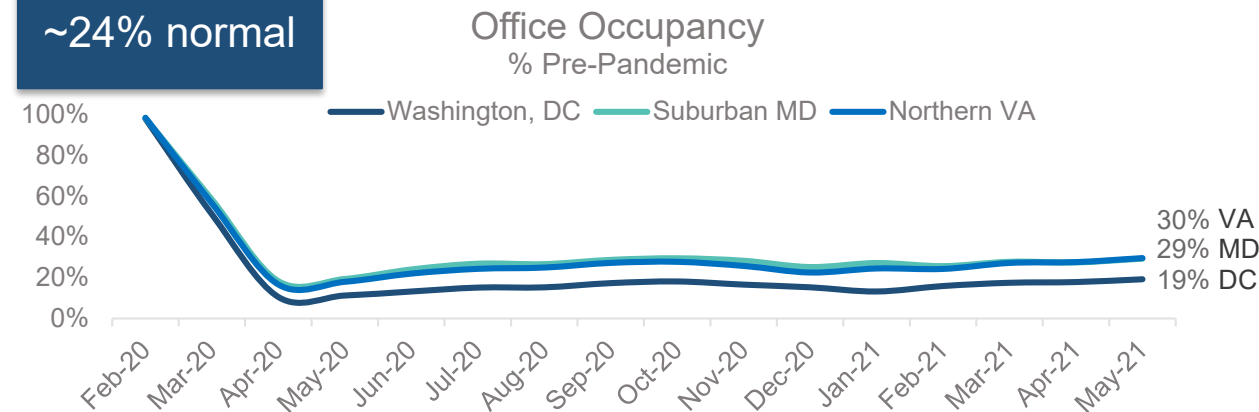
Transportation Planning Board: Metropolitan area traffic compared to equivalent 2019 month

Restaurants ~50% normal



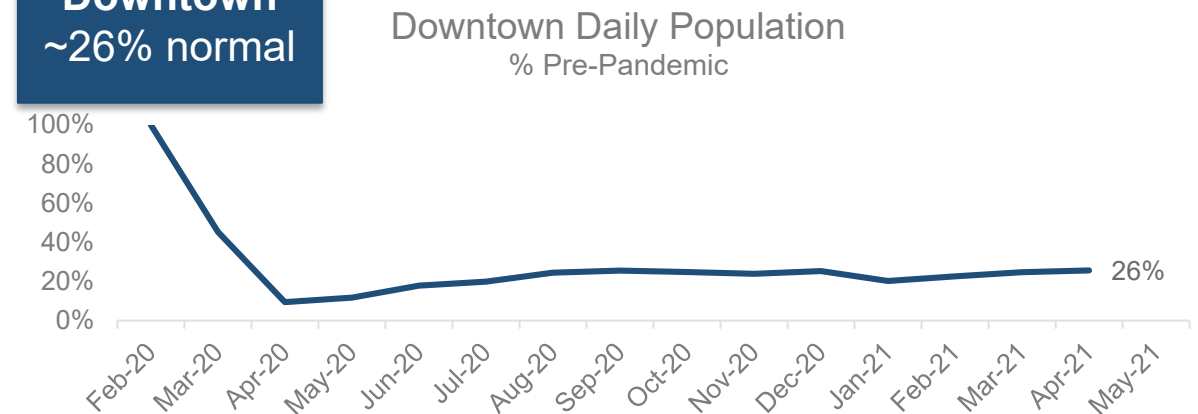
Open Table: Seated diners from online, phone, and walk-in reservations; Data through May 23, 2021

Offices ~24% normal



Kastle Systems: Cardholder activity compared to February 2020

Downtown ~26% normal



DowntownDC BID: Location-based data from Placer

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

When Customers Will See Improvements

Summer 2021

- **Approved:** June bus service improvements

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

Labor Day / Fall 2021

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

- Changes as part of new DASH network in Alexandria, increasing service frequency all day
- Restructuring of downtown routes to improve corridor reliability by shortening some routes, realigning others, and reinvesting in the primary portions of the corridors

2022

- **Planned:** 7 new rail stations open

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



Budget Outlook

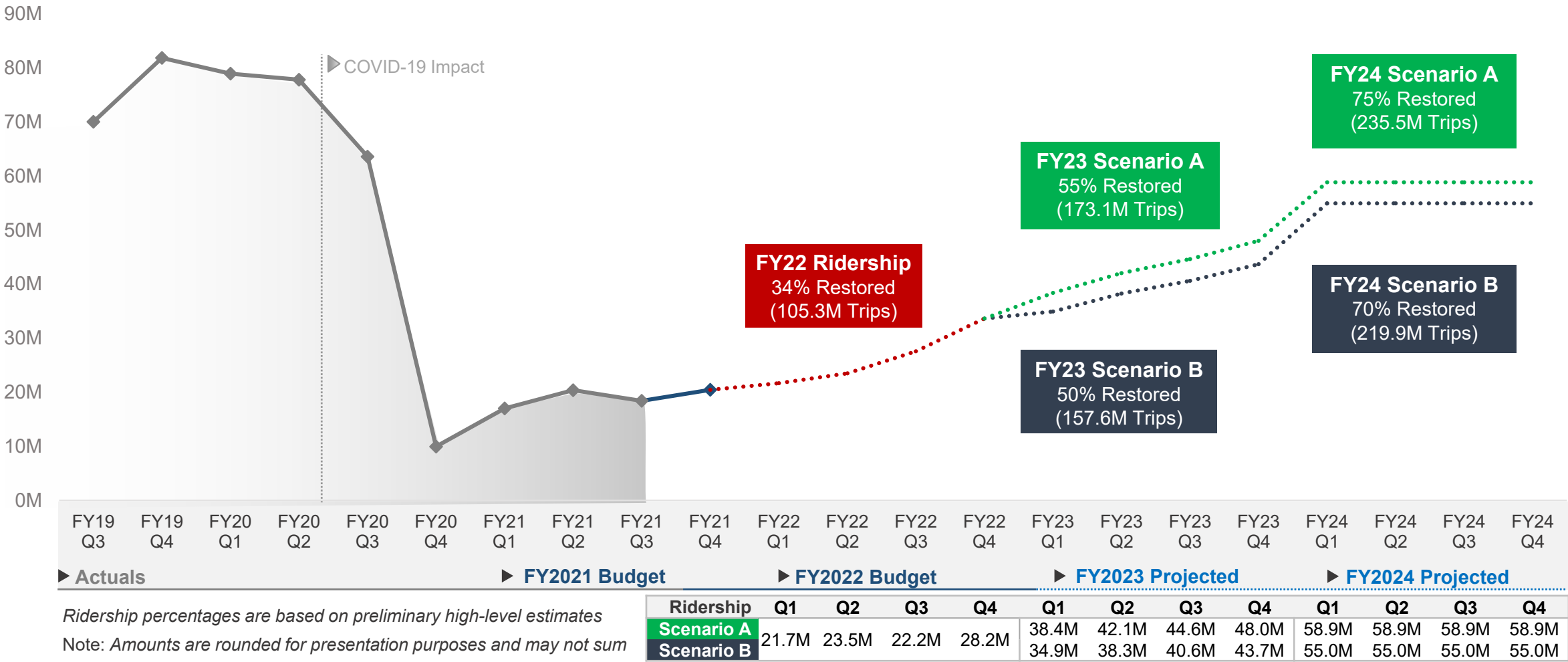
Operating Budget Outlook

- Metro's net total federal relief funding from CARES, CRRSAA, and ARPA is \$2.45 billion
- FY2022 budget adopted with reduced service levels but no layoffs to enable additional service mobilization using existing resources
- Early projection is relief funding will support base operating budget through FY2023 and contribute to closing the gap in FY2024
- Variables include pace of recovery, level of bus and rail service, ridership, fare policy changes, and jurisdictional subsidy

Federal Relief Funding FY2020-2024

	Total	FY2020	FY2021	FY2022	FY2023	FY2024	Allocated	Balance
<i>\$ in Millions</i>								
CARES Act	\$767.7	\$221.0	\$546.7	\$0.0	\$0.0	\$0.0	\$767.7	\$0.0
CRRSAA	\$625.1	\$0.0	\$95.6	\$529.4	\$0.0	\$0.0	\$625.1	\$0.0
ARPA	\$1,058.5	\$0.0	\$0.0	\$193.5	\$0.0	\$0.0	\$193.5	\$865.0
Total	\$2,451.3	\$221.0	\$642.3	\$722.9	\$0.0	\$0.0	\$1,586.3	\$865.0

Preliminary High-Level Ridership Scenarios



Operating Budget Preliminary Outlook Through FY2024

	FY2021 Budget	FY2022 Budget	FY2023 Projection A - 55% Restored	FY2024 Projection A - 75% Restored
<i>\$ in Millions</i>				
Revenue	\$180.6	\$237.3	\$428.1	\$563.7
Expense	\$1,934.1	\$2,069.9	\$2,204.4	\$2,258.4
Operating Deficit	(\$1,753.5)	(\$1,832.5)	(\$1,776.3)	(\$1,694.7)
Subsidy	\$1,111.6	\$1,109.7	\$1,190.4	\$1,226.1
Funding Gap	(\$642.0)	(\$722.9)	(\$585.9)	(\$468.6)
Relief Funding	\$642.0	\$722.9	\$585.9	\$279.1
Remaining Gap	\$0.0	\$0.0	\$0.0	(\$189.5)

Note: Amounts are rounded for presentation purposes and may not sum

¹ 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 Budget	FY2022 Budget	FY2023 Projection B - 50% Restored	FY2024 Projection B - 70% Restored
<i>\$ in Millions</i>				
Revenue	\$180.6	\$237.3	\$394.7	\$530.3
Expense	\$1,934.1	\$2,069.9	\$2,204.4	\$2,258.4
Operating Deficit	(\$1,753.5)	(\$1,832.5)	(\$1,809.8)	(\$1,728.1)
Subsidy	\$1,111.6	\$1,109.7	\$1,190.4	\$1,226.1
Funding Gap	(\$642.0)	(\$722.9)	(\$619.3)	(\$502.0)
Relief Funding	\$642.0	\$722.9	\$619.3	\$245.6
Remaining Gap	\$0.0	\$0.0	\$0.0	(\$256.4)

Note: Amounts are rounded for presentation purposes and may not sum

¹ FY2023 subsidy assumes 3 percent growth as well as legislative exclusions for SVL2 Add-Back and full year of Potomac Yard station



Service and Fare Concepts

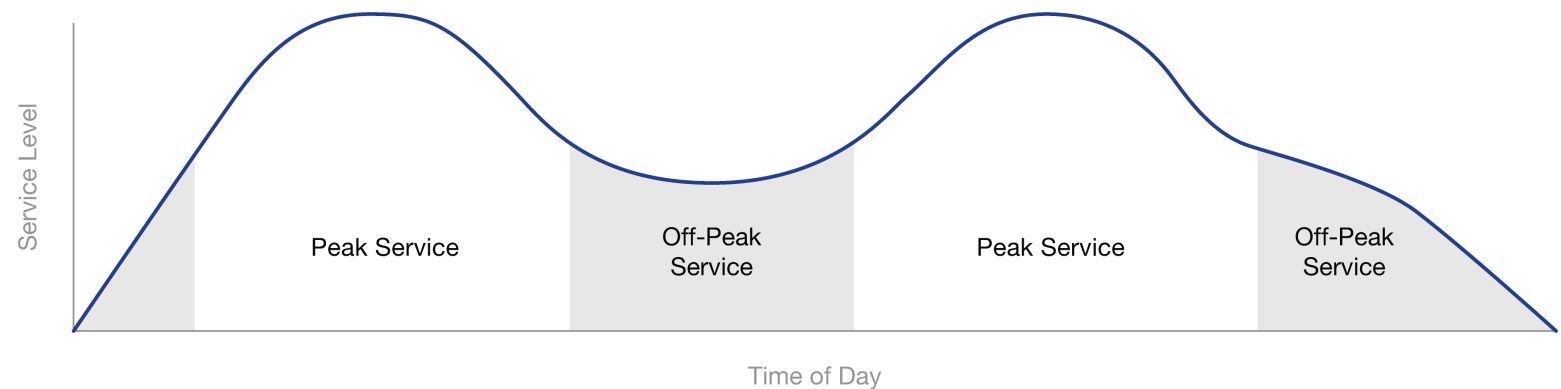
Policy Considerations

- **Service:** What level of service should Metro provide? Should service be different than pre-pandemic?
 - Continue service where it is today (approx. 80% of rail and 85% of bus) or increase to pre-pandemic service levels?
 - Run the same service as pre-pandemic or adapt to current and future customer needs?
- **Fares:** How to balance revenue, ridership, and equity goals?
 - Should Metro consider short term fare options and potential fare policy structural changes that prioritize ridership vs. revenue?
- **Subsidy:** How should federal relief funds be applied through FY2024?

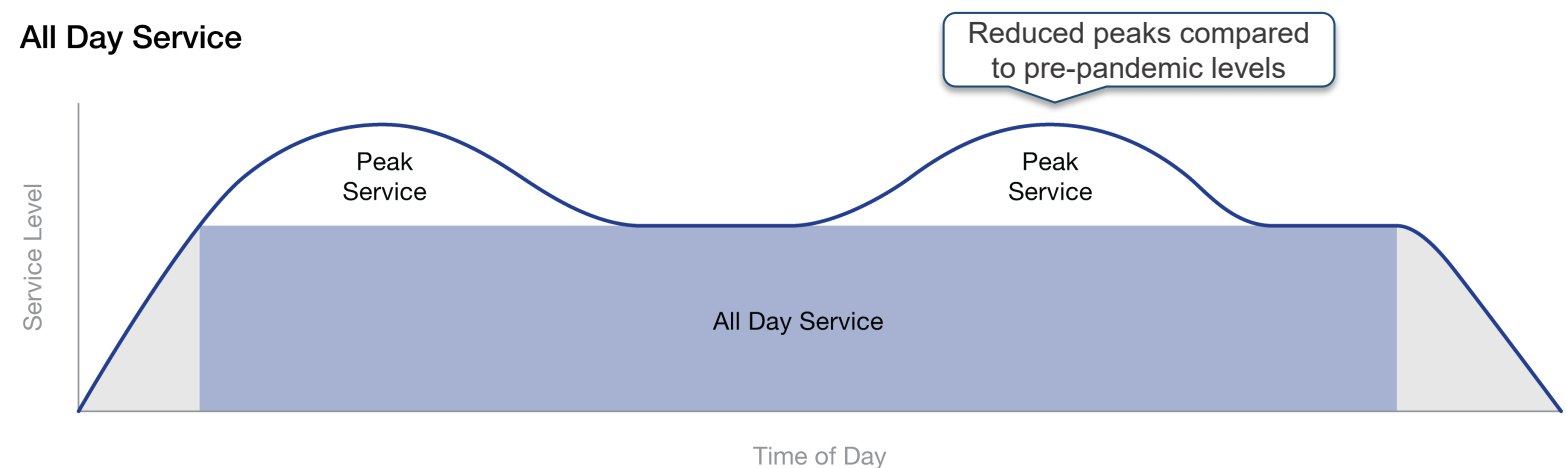
Opportunity: More all day rail and bus service

- 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



Potential Service Concepts

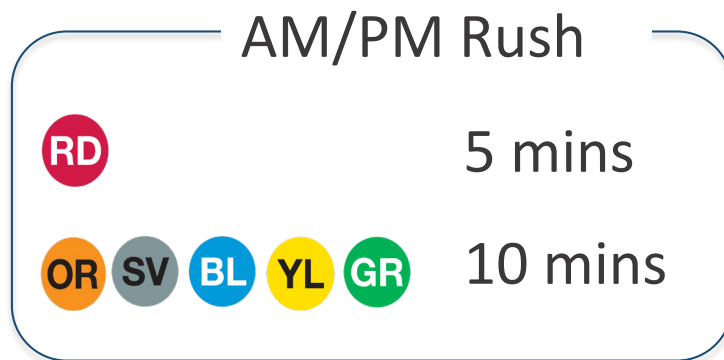
Frequent Service Concept

- Launch 26 line all day, frequent rail and bus service plan
 - All day frequent service on all 6 rail and 20 bus lines (serving nearly half of bus riders)
 - 12 minute minimum frequency between 7am to 9pm, 7 days a week
 - Additional improvements to base service levels on other bus lines
- Opportunity to serve customers for all trip purposes as the region reopens
 - Delivers what customers tell us is top priority
 - Provide some ridership growth opportunity to offset slowness in return of peak commute trips
 - Especially benefits lower-income and minority riders

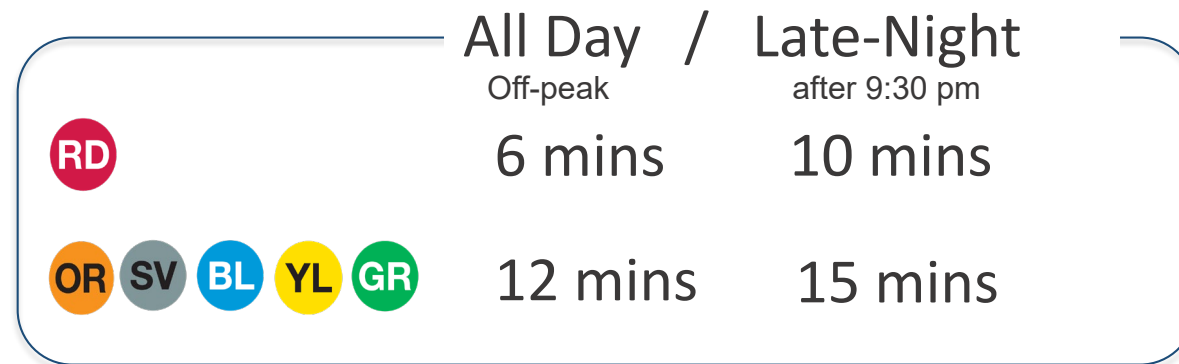
Rail Span Changes

- Summer 2021: Extend hours to midnight, 7 days a week
- Fall 2021: Extend hours to 1 am on Friday and Saturday

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

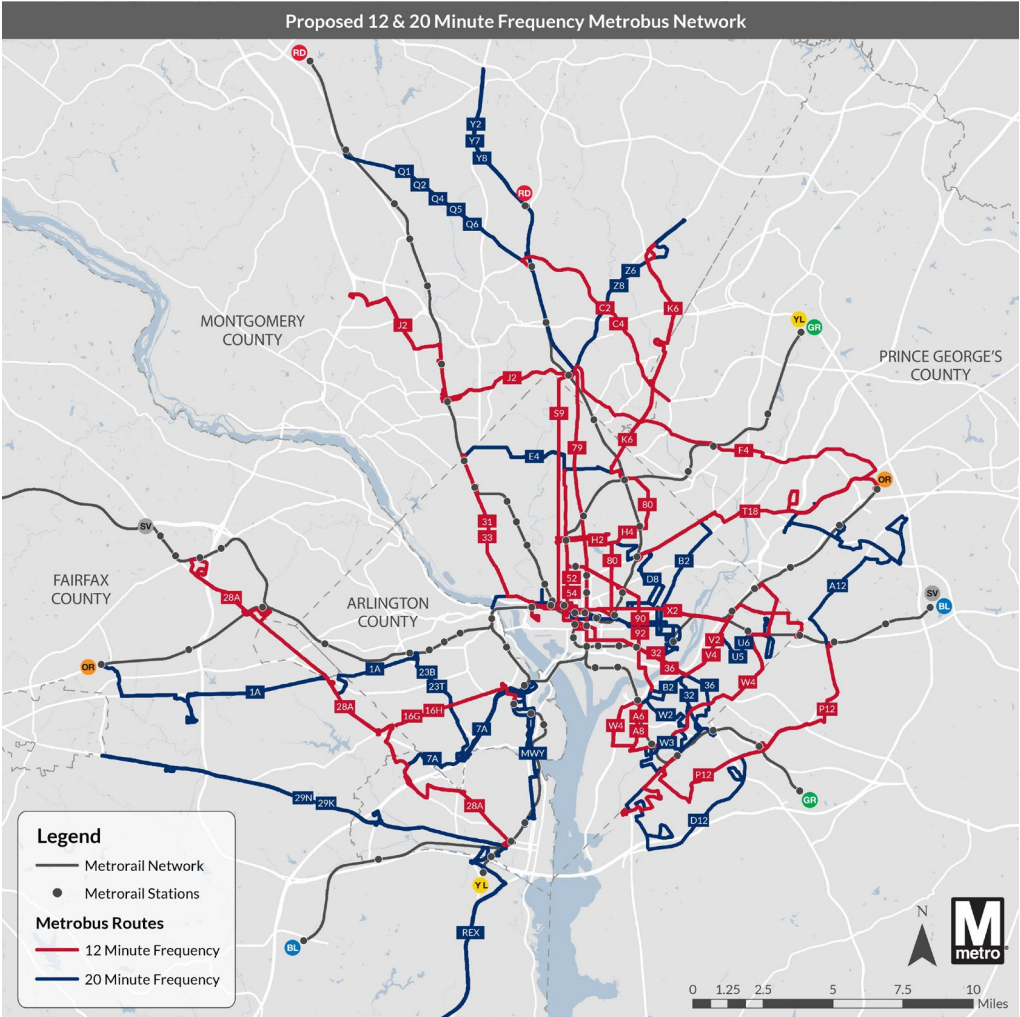
Riders Benefitting
% of total bus riders, weekday

60%

Ridership
estimated % growth in daily riders

✓ Benefits
equity riders

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



- 20 bus lines
+ 6 rail lines



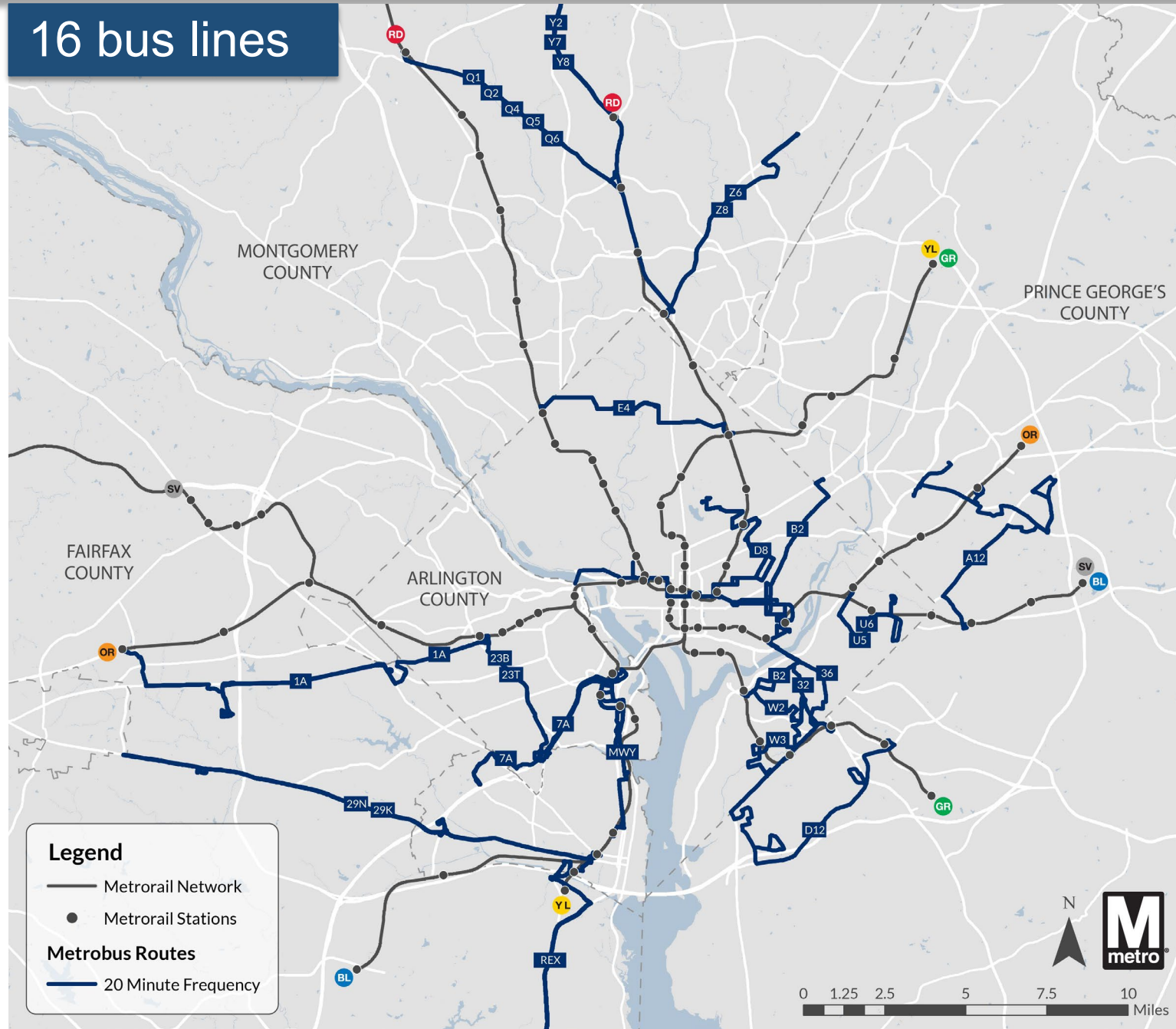
Service Concept

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

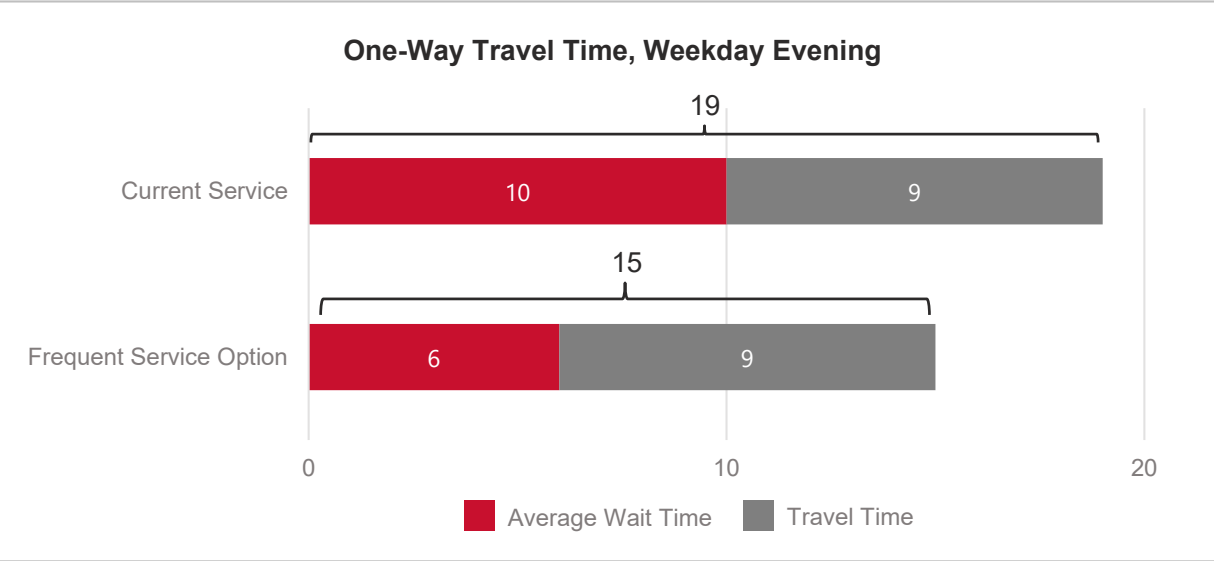
King St-Old Town to Tysons Corner; Connects to Seven Corners Transit Center and West Falls Church

Example
28A Bus Trip

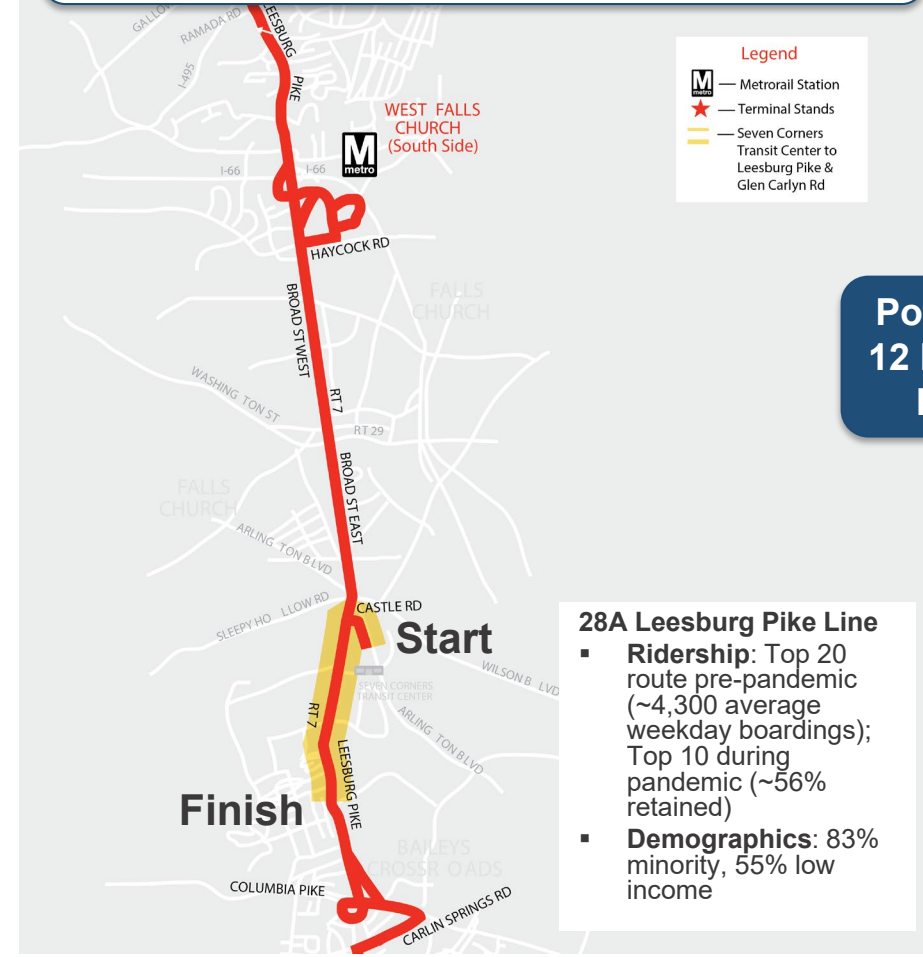
- *Origin and Destination:* Seven Corners Transit Center to Leesburg Pike & Glen Carlyn Road
- *Day and Time:* Weekday Evening

Time savings with frequency improvements

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



Headways (minutes)	Weekday	Saturday	Sunday
	20	20	30



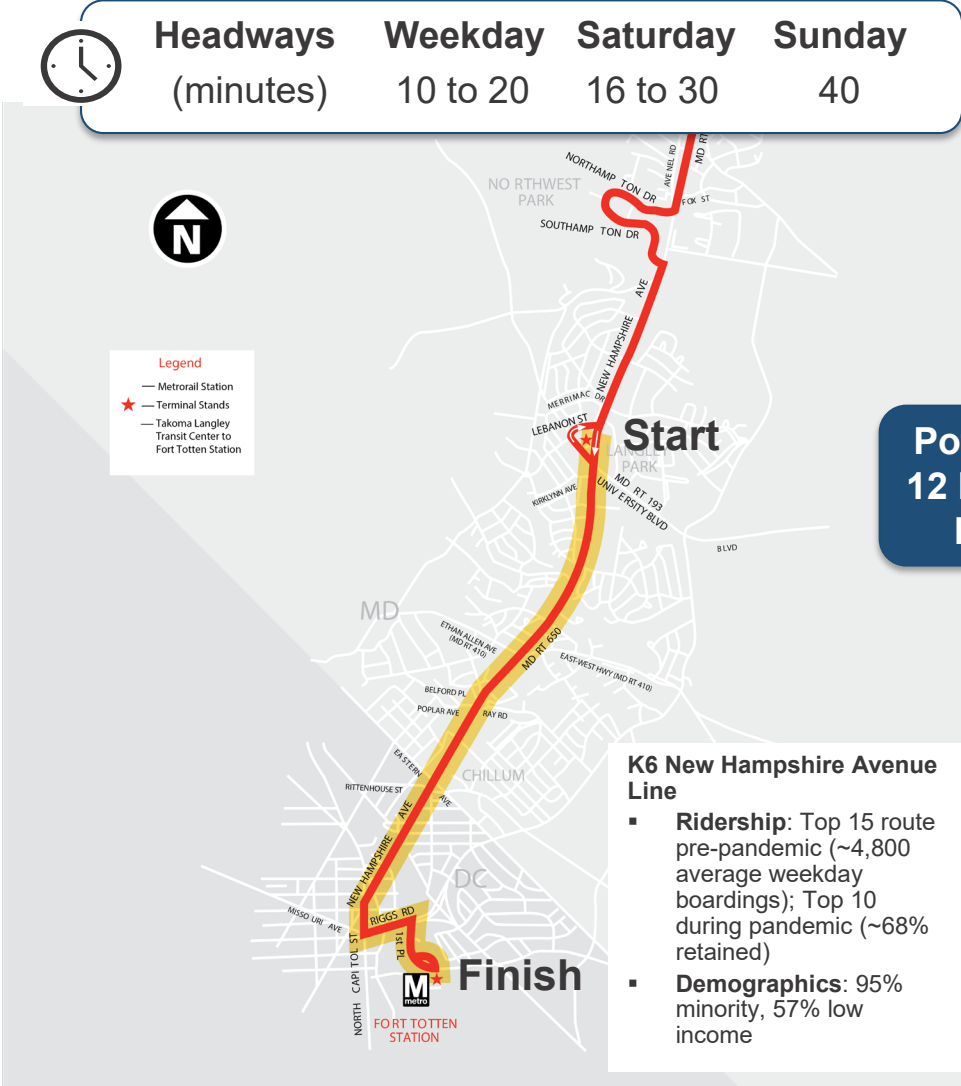
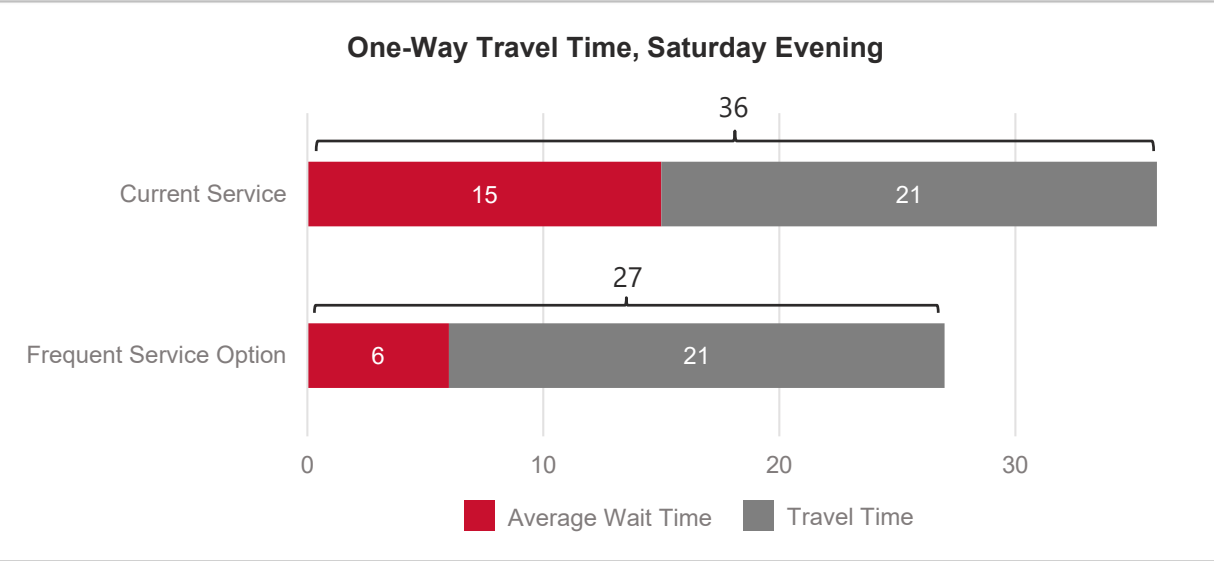
Potential
12 Minute
Line



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

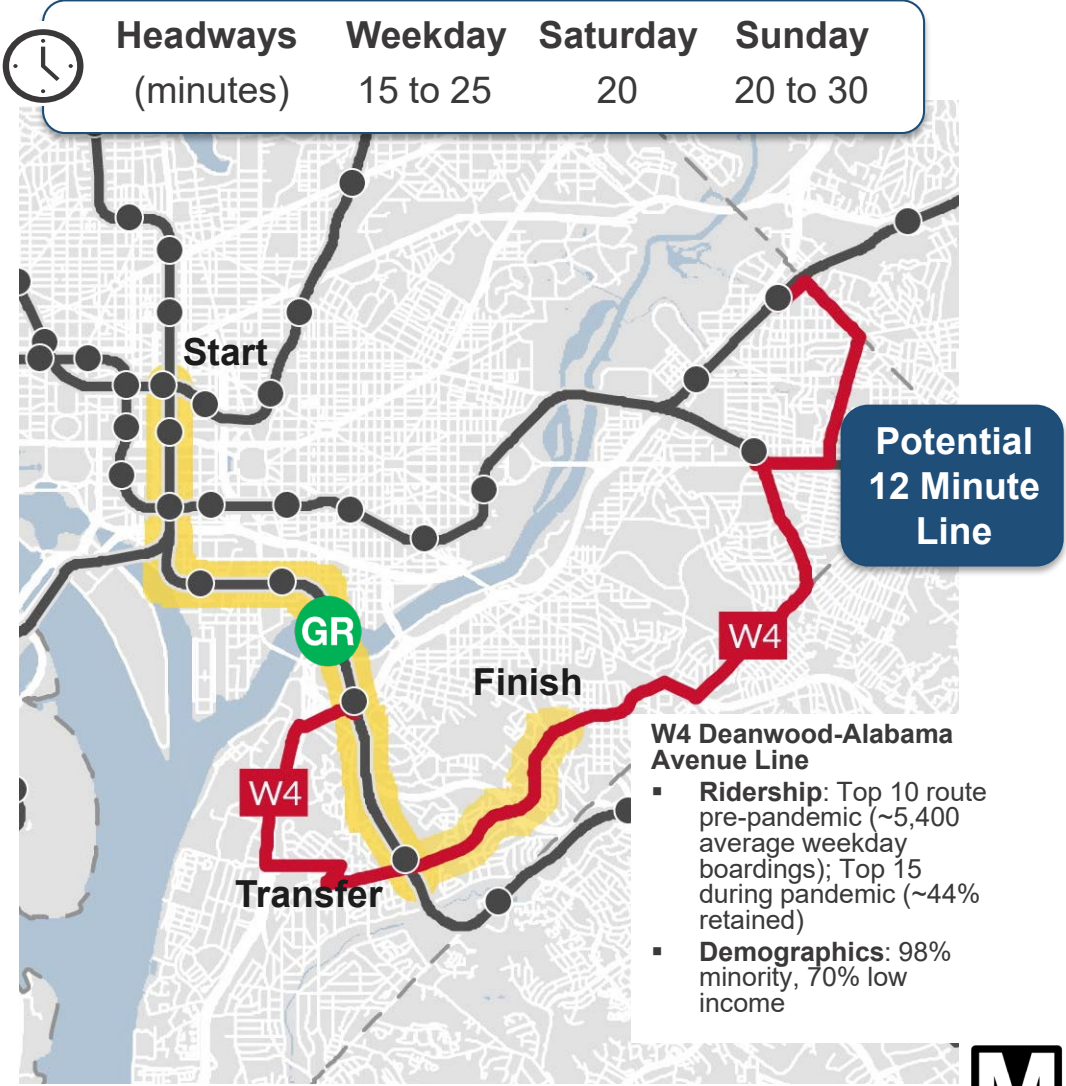
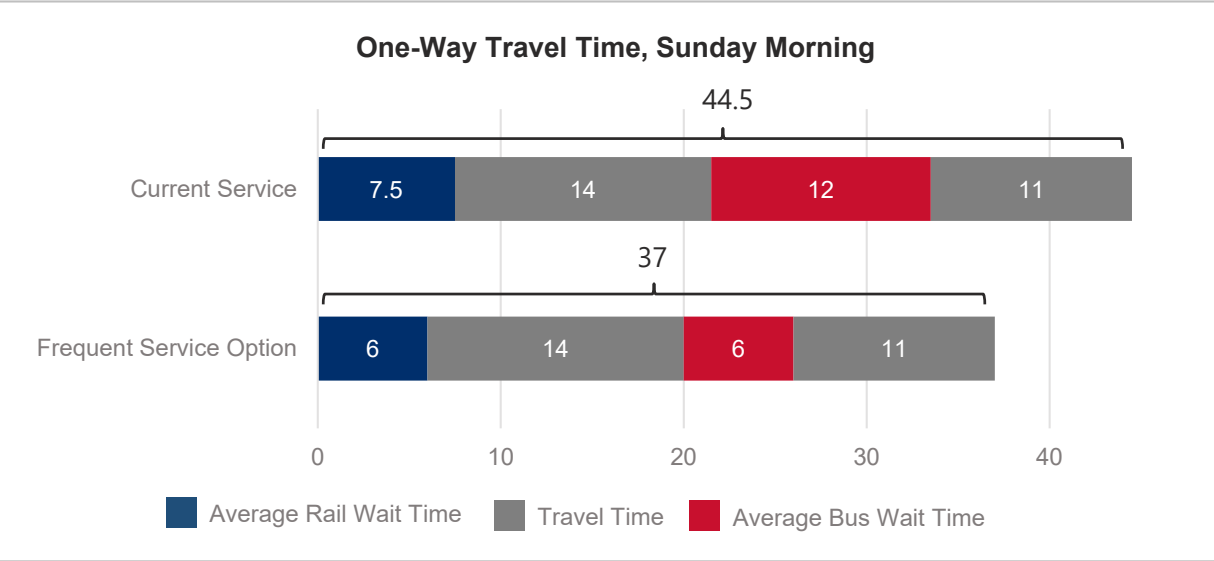
▪ *Origin and Destination:* Gallery Place-Chinatown to Alabama Avenue & Good Hope Road with transfer at Congress Heights

▪ *Day and Time:* Sunday Morning

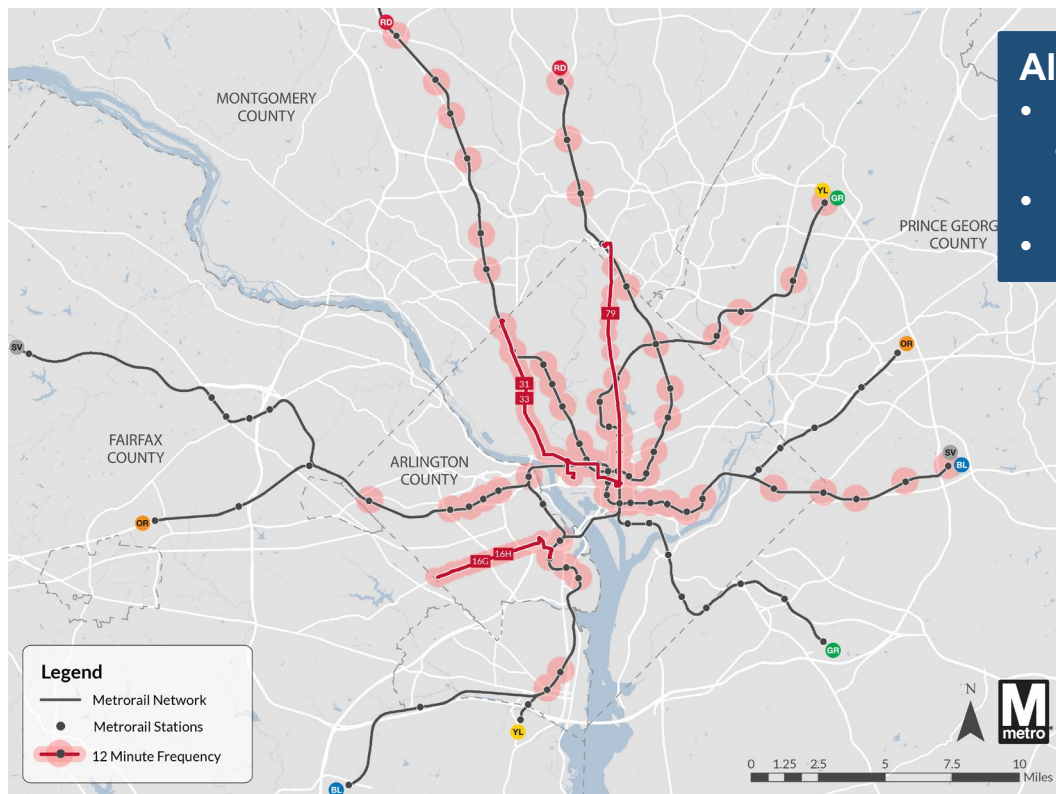
Time savings with frequency improvements

▪ Total rail and bus wait time reduced 38%

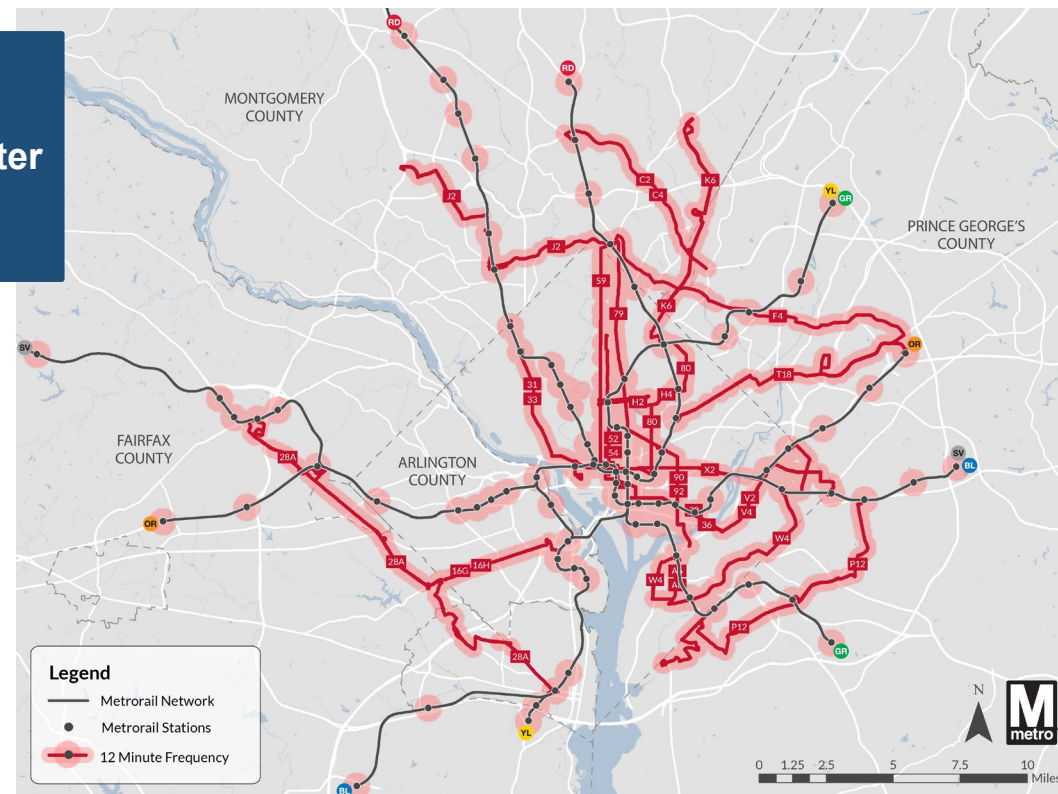
▪ Total trip time reduced 17%



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

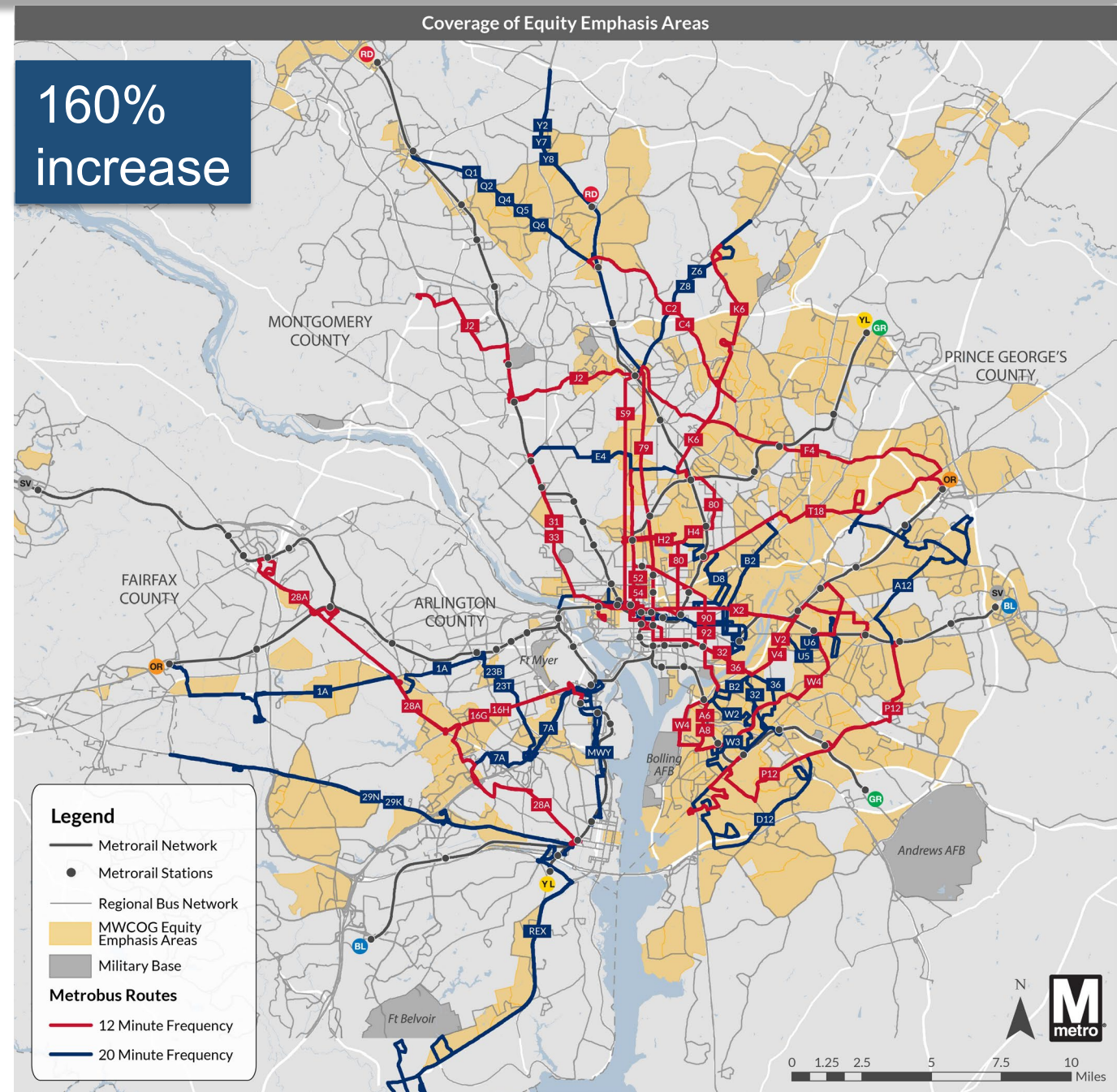
Rail

- 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

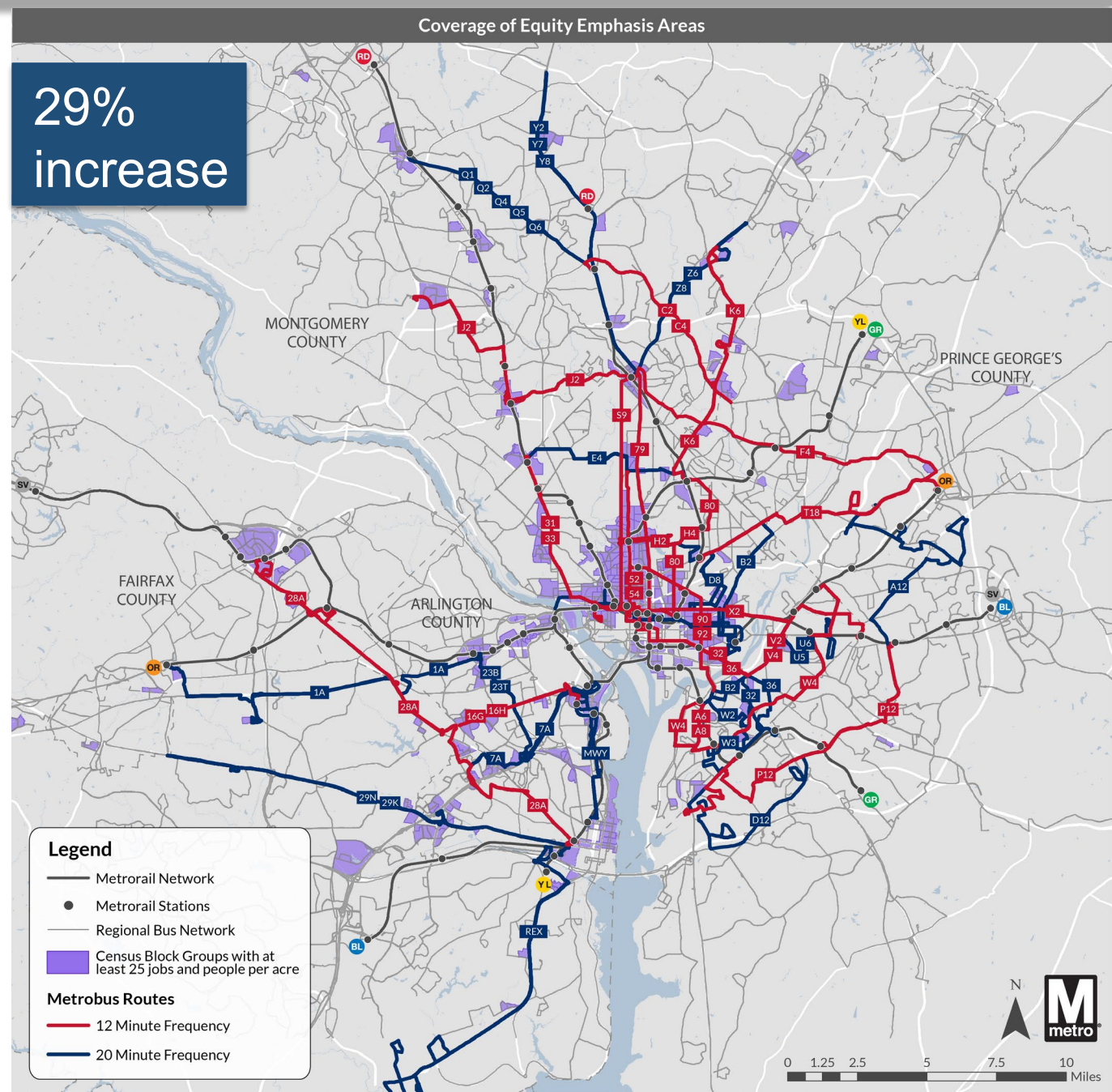
Equity emphasis areas are defined by the Metropolitan Washington Council of Governments as Census tracts with higher than average concentrations of low-income or minority populations.



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

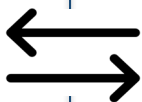
Remaining 5% reserved to restore other services



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.



Service Concept | Additional Opportunities

- With additional resources, Metro could:
 - Restore more pre-pandemic peak 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  

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

Additional Bus Service Restoration

- Allocate 5% of remaining pre-pandemic service hours for service restoration to prepare for returning ridership
 - Frequency improvements to meet anticipated demand and better serve customers
 - Additional peak service to support regional reopening
- Services with restoration remaining deferred include
 - One-seat ride services not providing unique coverage
 - Some short route segments with lower ridership pre-pandemic
 - Some peak-period only route patterns with alternatives in the area

Potential Fare Opportunities

Near Term Opportunities

- Implement deferred fare changes from approved FY2021 budget and Bus Transformation Project recommendations:
 - Rail-bus transfers (\$1 transfer discount) – *opportunity to increase to free rail-bus transfers (\$2)*
 - Lower 7-Day Regional Bus Pass Price (\$12 from \$15)
 - Regional providers in Metro passes
 - Rail weekend \$2 flat fares
- Launch a win riders promotion
 - Promotional fare offering in Fall or Winter
- Continue priority fare initiatives
 - Mobile payment
 - Low-income fare pilot

Advance Fare Strategy and Consider Larger Changes

- Begin consideration of larger fare changes and development of new fare strategy
 - 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

Potential Fare Policy Principles for Consideration

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

WMATA Fare Strategy Working Group 2021

Examples | Fare Concepts

Staff can support Board consideration of potential fare concepts

Rail	Bus
Off-Peak All Day (\$2 to \$3.85)	\$1 Bus Fare
Zone Fares (e.g., DC, Inside Beltway, Outside Beltway)	Free Rail-Bus Transfer (Full Fare Transfer Discount)
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

Win Riders | Renovated Stations

- 17 stations will have new platforms by Labor Day 2021
 - Addison Road and Arlington Cemetery reopened May 23
 - Four Green/Yellow line stations north of Fort Totten are under construction now
 - 11 other stations completed from 2019 to 2020
 - Three remaining stations to be completed in 2022
- Reconstructed platforms are safer and more accessible

Customer experience improvements

Slip-resistant tiles



Platform shelters



Information displays



Charging outlets



Win Riders | Customer Experience

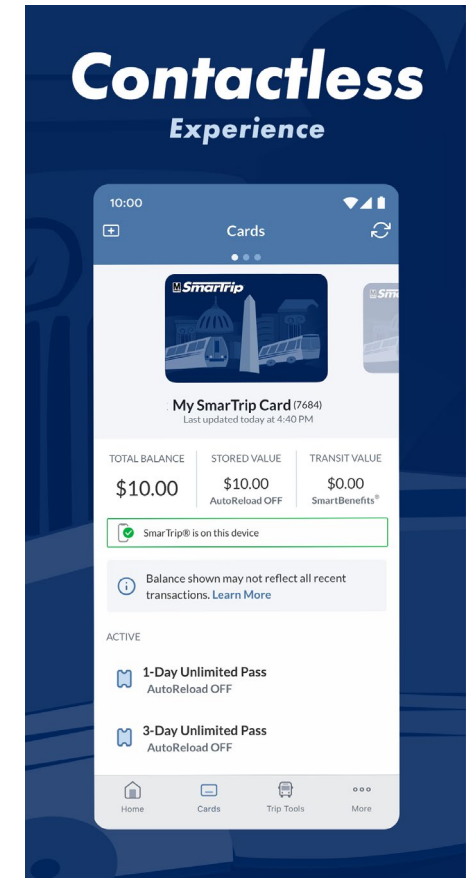
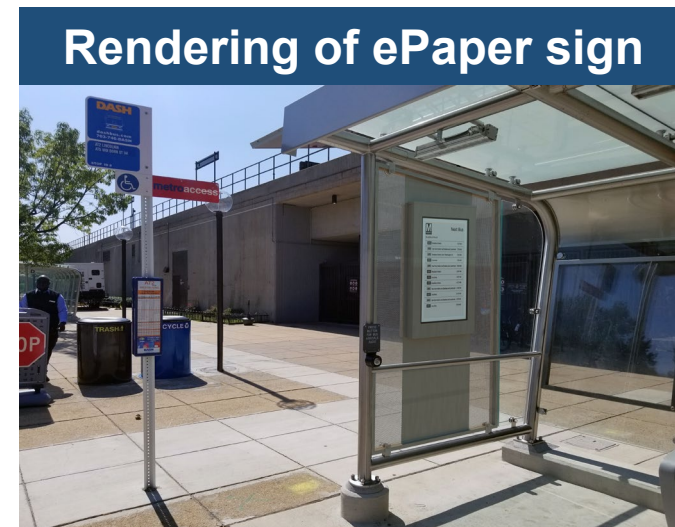
For Metrobus customers:

- ePaper pilot for better bus information at Braddock Road
- On-Board bus digital screens in two new electric buses, expected in 2022

For all customers:

- SmarTrip on iPhone and Apple Watch available now and on Android soon
- Real-time crowding info now available in open data feeds and 3rd party apps (e.g., Google Maps); Will be available on Metro website, mobile app and information displays by end of 2021

Crowding Info coming to PIDS			
LN	CAR	DESTINATION	MIN
BL	8	Largo	ARR
BL	8	Largo	12
BL	8	Largo	24
BL	8	Largo	44



SmarTrip on Android

Win Riders | Welcome Back Campaign

	We're Ready When You Are	Welcome Back
Timing	May – August 2021	August – December 2021
Key Messages	<ul style="list-style-type: none"> Continued focus on safety Introduce air filtration and digital tools 	<ul style="list-style-type: none"> Service improvements based on Board-approved items Continued focus on safety, mask requirements, air filtration, and digital tools
Target Audiences	<ul style="list-style-type: none"> Lapsed bus and rail riders across the region Business and leisure travelers 	<ul style="list-style-type: none"> Lapsed bus and rail riders across the region Business and leisure travelers Tourists (including airport travel)
Media Placements	TV, radio, digital and social media advertising	TV, radio, print, digital and social media advertising
Other Elements	Launch B2B and stakeholders toolkit	Expand B2B and stakeholders toolkit

Operating Budget Forecast Implications

- Service changes largely accomplished mobilizing existing resources
- Fare changes have lower near-term cost due to reduced ridership levels; long-term impact uncertain, dependent on ridership changes

Service and Fare Changes – Estimated Financial Forecast Impact	Pre-Pandemic (FY2020)	Current (FY2022)	
Service			
Rail Service Changes	-	\$1.4M	Expense Impact
Bus Service Changes	-	\$0.6M	
<i>Total Service</i>	-	<i>\$2.0M</i>	
Fares			
Free Rail-Bus Transfers (\$2 transfer discount)	(\$16.0M)	(\$4.9M)	Revenue Impact
Lower 7-Day Regional Bus Pass Price (\$12 from \$15)	(\$1.4M)	(\$0.7M)	
Regional providers in monthly passes	-	-	
Rail weekend \$2 flat fares	(\$11.3M)	(\$2.1M)	
<i>Total Fares</i>	<i>(\$28.7M)</i>	<i>(\$7.8M)</i>	

Note: The original adopted FY2021 budget included an increase in the rail-bus transfer discount from \$0.50 to \$1.00.

Concepts Timing

Shorter Lead Time Items

Advance development of all day service concept and near term fare opportunities – ***June decision for Fall implementation***

Longer Lead Time Items

- Analysis and consideration of broader changes to fare structure and levels for FY2023 budget
 - Seek customer input on priorities and options
 - Staff to support Board in development and consideration of options beginning Fall for FY2023 budget
- Advance bus network redesign – consultation with jurisdictional staff ongoing

Potential Implementation Dates

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

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

Potential Improvement:

- Rail open until midnight, 7 days

Labor Day / Fall 2021

Approved: September bus service enhancements and modifications

Potential Improvements:

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

2022

Planned: 7 new rail stations open

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

Potential Improvement:

- Additional weekend rail service improvements

Next Steps

- June 10 committee consideration of service and fare changes for Fall
- Consider opportunities to launch initiatives as pilots
 - Pilot allowed for 12 months under FTA Title VI circular; would allow outreach and analysis to be combined with other future activities (e.g., Silver Line Phase 2, budget)
- Continued development of concepts, analysis of financial and budget implications, and consultation with jurisdictional partners for FY2023 budget beginning Fall



Appendix

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

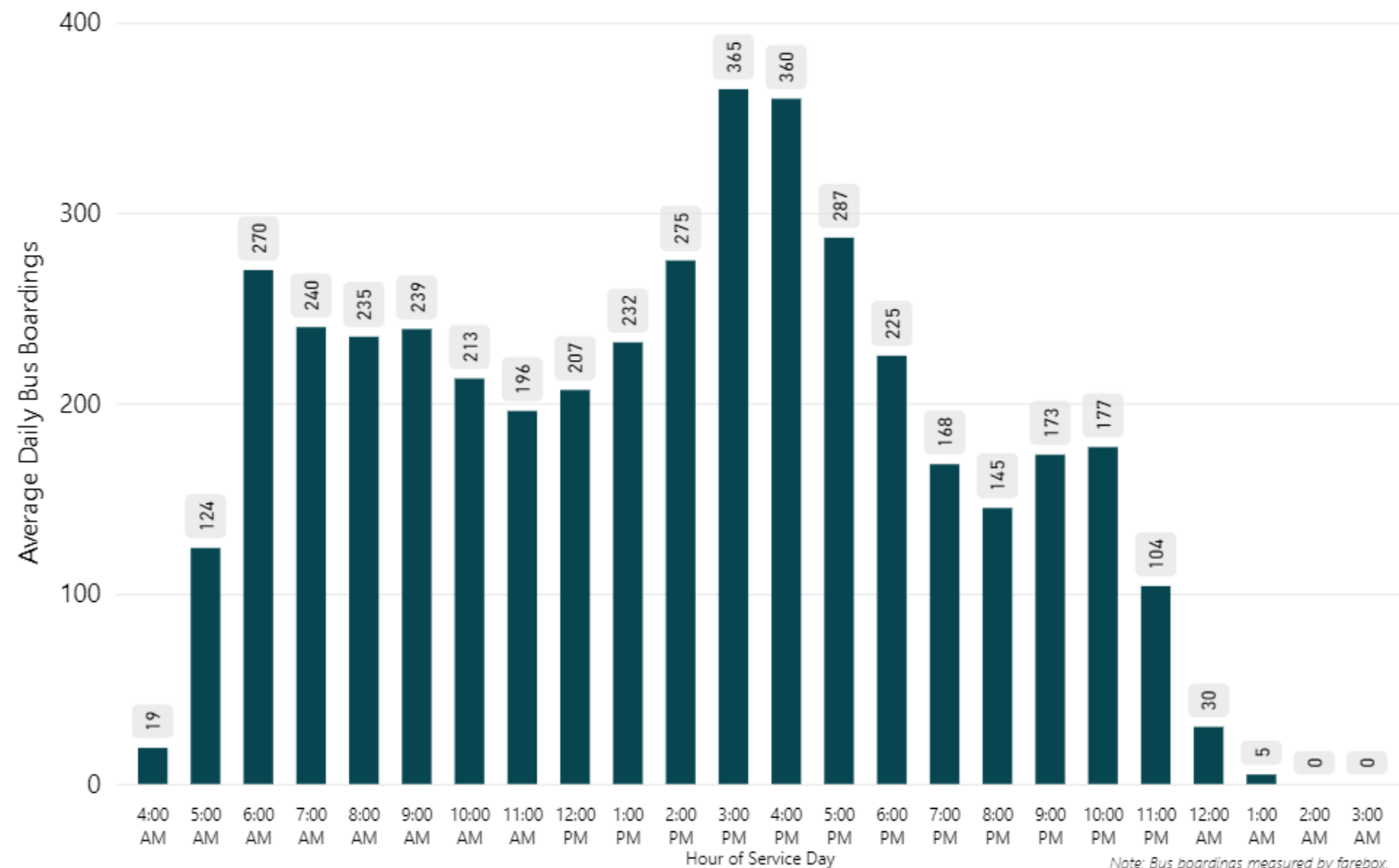
Potential Implementation Dates

- **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.

28A Leesburg Pike (VA) – Ridership Distribution

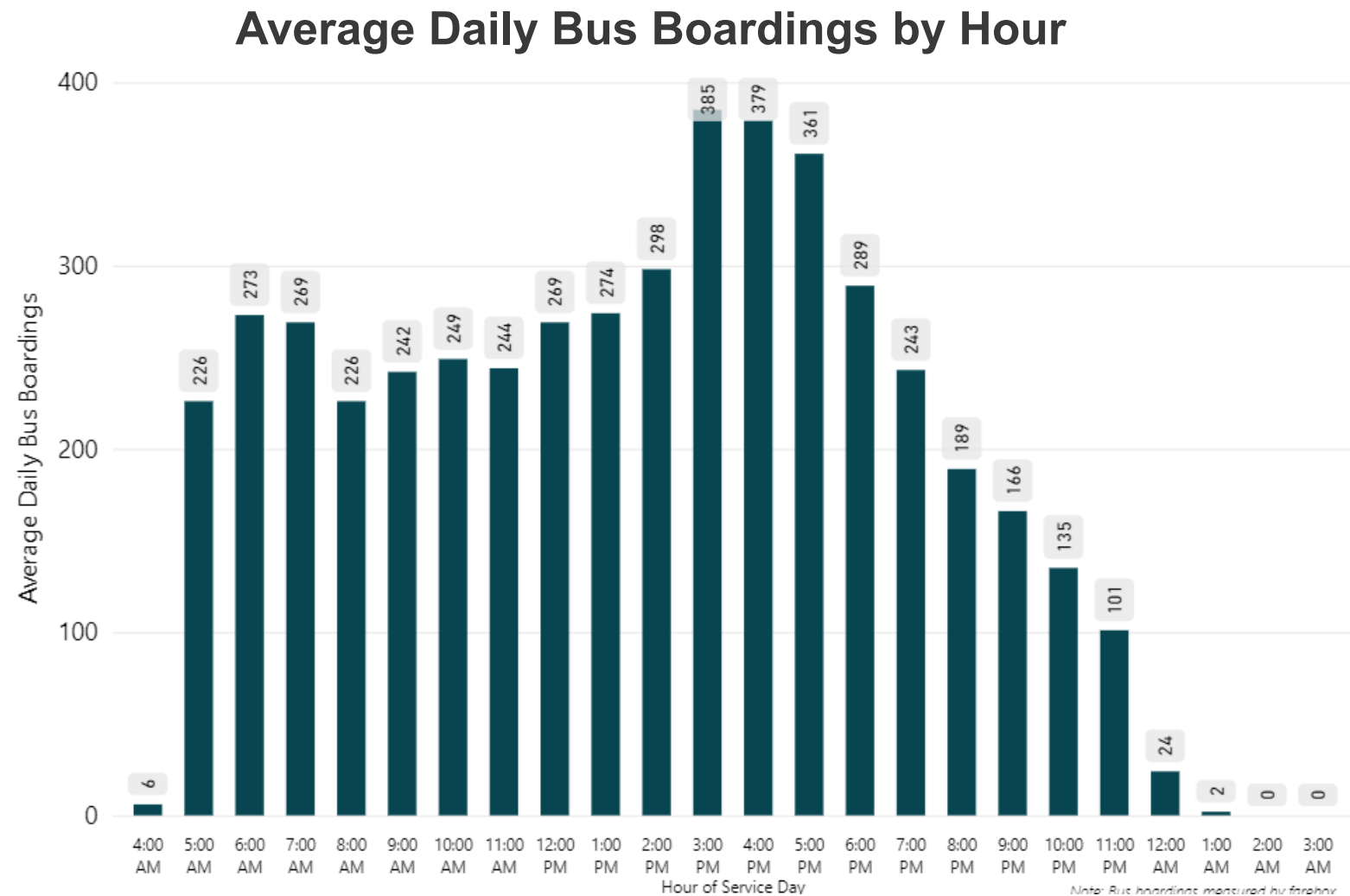
Average Daily Bus Boardings by Hour



Weekday Average; Bus Ridership Data Portal, CY2019



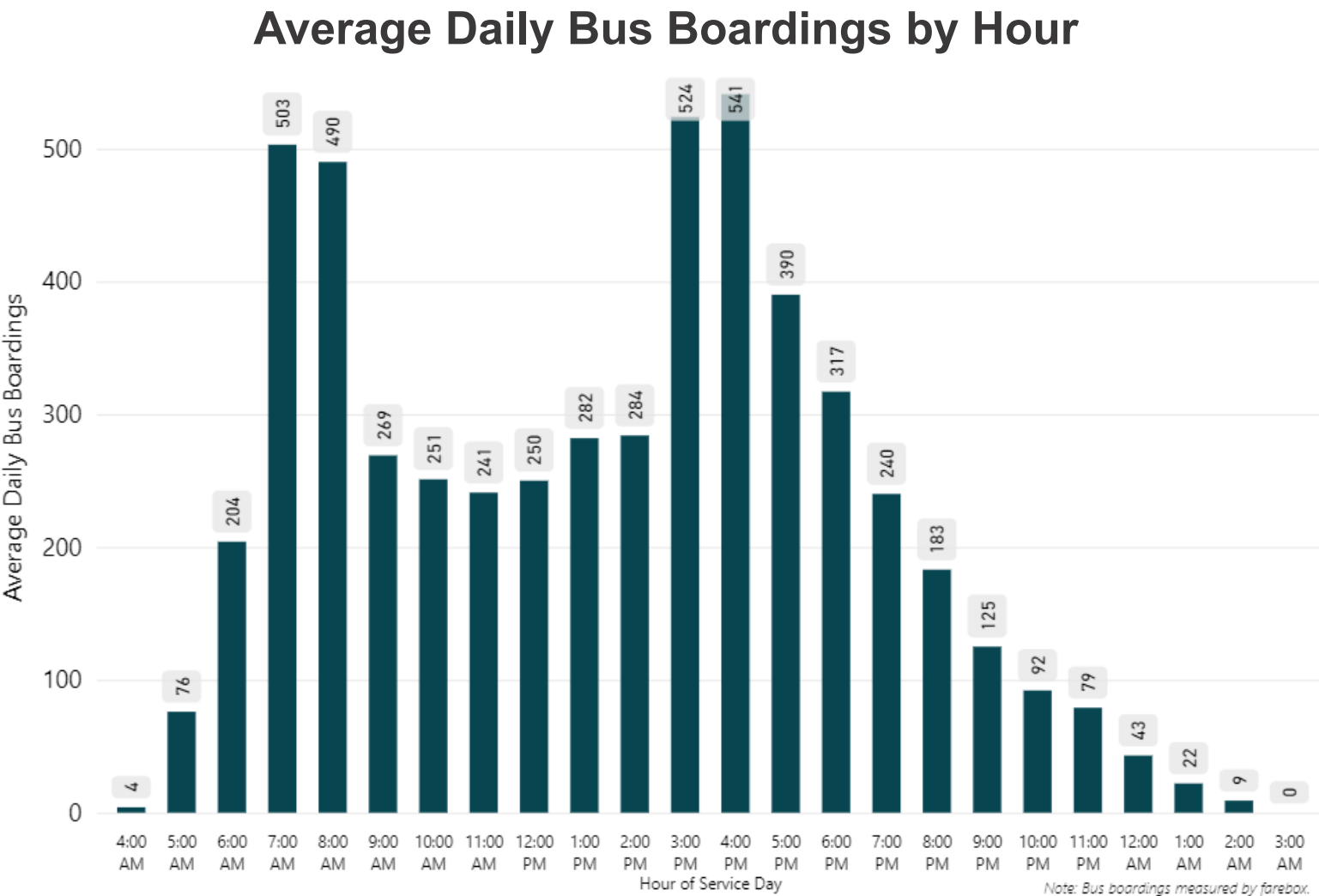
K6 New Hampshire Avenue (MD) – Ridership Distribution



Weekday Average; Bus Ridership Data Portal, CY2019



W4 Deanwood-Alabama Avenue (DC) – Ridership Distribution



Weekday Average; Bus Ridership Data Portal, CY2019



12 Minute Network | District of Columbia (12 lines)

Line	Proposed Percent Increase	Full Line or Trunk Segment	Line Benefit Score	Density Tier	Weekday Retained Riders	Sat. Retained Riders	Sun. Retained Riders	Pre-Pan Weekly Riders
31,33	0%	Trunk	43	1	32%	61%	55%	36,693
32,36	3%	Trunk	52	1	40%	50%	37%	33,453
52,54	3%	Trunk	82	1	46%	50%	46%	77,023
79	8%	Full	53	1	43%	38%	48%	42,254
80	35%	Full	53	1	37%	43%	33%	35,954
90,92	3%	Trunk	88	1	52%	51%	49%	79,326
A6,A8	3%	Trunk	62	2	47%	56%	42%	49,043
H2,H4	43%	Trunk	45	1	48%	48%	45%	30,546
S9	17%	Full	49	1	35%	67%	46%	33,320
V2,V4	21%	Trunk	59	2	43%	60%	39%	55,838
W4	56%	Full	51	2	44%	40%	38%	48,914
X2	1%	Full	74	1	48%	52%	44%	72,365

20 Minute Network | District of Columbia (5 lines)

Line	Proposed Percent Increase	Full Line or Trunk Segment	Line Benefit Score	Density Tier	Weekday Retained Riders	Sat. Retained Riders	Sun. Retained Riders	Pre-Pan Weekly Riders
B2	4%	Full	57	2	46%	60%	61%	52,464
D8	38%	Full	39	1	35%	50%	45%	24,285
E4	30%	Segment	38	2	29%	42%	38%	28,857
U5,U6	8%	Trunk	33	2	33%	41%	37%	21,212
W2,W3	68%	Segment	42	2	25%	32%	17%	22,993
<u>Other Lines Considered</u>								
D6	48%	Full	41	1	22%	36%	33%	23,503
G8	20%	Full	37	1	33%	45%	43%	22,501
L2	13%	Full	39	1	32%	28%	38%	21,935
P6	18%	Full	63	1	37%	50%	35%	26,727

12 Minute Network | Maryland (6 lines)

Line	Proposed Percent Increase	Full Line or Trunk Segment	Line Benefit Score	Density Tier	Weekday Retained Riders	Sat. Retained Riders	Sun. Retained Riders	Pre-Pan Weekly Riders
C2,C4	14%	Trunk	62	2	51%	51%	46%	57,779
F4	51%	Full	45	2	51%	56%	49%	35,987
J2	32%	Full	37	2	39%	41%	46%	27,853
K6	27%	Full	41	2	68%	57%	41%	36,339
P12	39%	Full	44	3	49%	50%	46%	39,897
T18	62%	Full	31	3	51%	57%	50%	25,231



20 Minute Network | Maryland (5 lines)

Line	Proposed Percent Increase	Full Line or Trunk Segment	Line Benefit Score	Density Tier	Weekday Retained Riders	Sat. Retained Riders	Sun. Retained Riders	Pre-Pan Weekly Riders
A12	63%	Full	26	3	46%	44%	38%	16,116
D12	54%	Full	32	3	47%	33%	37%	12,080
Q's	0%	Trunk	44	2	38%	46%	41%	40,754
Y2,Y7,Y8	5%	Trunk	46	2	49%	54%	47%	43,901
Z6,Z8	2%	Trunk	24	2	26%	20%	24%	35,398
<u>Other Lines Considered</u>								
83,86	89%	Trunk	33	3	25%	37%	44%	22,947
K12	123%	Full	23	3	32%	53%	44%	14,758
R1,R2	75%	Full	32	3	44%	53%	39%	21,692

12 Minute Network | Virginia (2 lines)

Line	Proposed Percent Increase	Full Line or Trunk Segment	Line Benefit Score	Density Tier	Weekday Retained Riders	Sat. Retained Riders	Sun. Retained Riders	Pre-Pan Weekly Riders
16G,16H	21%	Trunk	35	1	33%	49%	53%	28,690
28A	94%	Full	39	2	56%	62%	55%	31,493



20 Minute Network | Virginia (6 lines)

Line	Proposed Percent Increase	Full Line or Trunk Segment	Line Benefit Score	Density Tier	Weekday Retained Riders	Sat. Retained Riders	Sun. Retained Riders	Pre-Pan Weekly Riders
1A	9%	Full	29	2	75%	60%	61%	15,241
7A	5%	Segment	30	1	33%	43%	38%	17,823
23B,23T	7%	Trunk	33	2	52%	38%	56%	20,816
29K,29N	26%	Trunk	22	2	50%	65%	50%	14,151
MWY	0%	Full	100	1	19%	49%	52%	17,374
REX	30%	Full	24	3	62%	70%	66%	15,412
<u>Other Lines Considered</u>								
10A	52%	Full	25	1	50%	34%	56%	11,524
38B	9%	Full	31	1	15%	46%	40%	17,550

Line Summary

	12 Minute Lines	20 Minute Lines
DC	12	5
MD	6	5
VA	2	6
Total	20	16

Distribution of 12 min. Network Service Hours

	Weekday	Saturday	Sunday	Total Annual
DC	61%	61%	60%	61%
MD	29%	29%	30%	29%
VA	10%	11%	11%	10%

Distribution of 20 min. Network Service Hours

	Weekday	Saturday	Sunday	Total Annual
DC	30%	29%	29%	29%
MD	34%	36%	35%	34%
VA	37%	35%	36%	36%

Bus Operator and Vehicle Requirements

Total Scheduled Operator Assignments*

June 2021	1,861
Service with 12 & 20-Minute Concept	2,061
Pre-Pandemic	2,143

* Includes 12-minute and 20-minute service routes only – not additional service restoration;
Does not include extraboard, utility, etc.

Scheduled Vehicle Requirement**

	June 2021 Service	Service with 12 & 20-Minute Concept	Pre-Pandemic Service
Weekday Peak	952	993	1,234
Weekday MIDDAY	581	645	567
Saturday	582	666	545
Sunday	496	620	452

** Includes 12-minute and 20-minute service routes – not additional service restoration; not including spare vehicles

Figures inclusive of 12-minute and 20-minute service concept; analysis ongoing for additional bus service restoration

Metrobus September 2021 Service Adjustments

Service Restoration	District of Columbia	Maryland	Virginia
<ul style="list-style-type: none"> - Additional Peak Frequency - Additional Off-Peak Frequency and Coverage <p>*New hybrid route alignment to cover highest ridership segments</p>	42,43,63,64,D4,D6, E2,G8,H6,L2,M6,N2, N4,U4,W6,W8,X8	83,86,C8,C12, C14,F6,F8,F12, F13,G12,G14,H12, K6,K9,K12,P18,Q1, Q2,Q4,Q5,Q6,R2, R4,R12	1C,2B,7M,10A, 11C,16G,16H,17K, 18G*,18H*,21C, 22F,MW1
Approved Service Changes	District of Columbia	Maryland	Virginia
Alexandria Transit Vision Plan Route Modifications			7A,7F,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, D5,G9,H1,L1,S1,V1, X1,X3	87,B30,J4,P19	1B,3Y,4A,7C,7P,8S, 10E,16L,16Y,17L, 21D
Routes with Segments Remaining Unserved	34,97,D4,E6,N4	B29,C28,H11, H13	7Y,8W,8Z,11Y,16C, 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, 22A/C