



Board Document

OVERVIEW			
PRESENTATION NAME	Authorization to Implement Enhanced A25 and New A29 Metrobus Service, Amend the Operating Reimbursable Budget, and Adoption of An Amended Title VI Report For 2025 Better Bus Network Service Changes	DOCUMENT NO.	300054
ACTION OR INFORMATION	Action		
STRATEGIC TRANSFORMATION PLAN GOAL	Regional opportunity and partnership; Financial Stewardship and Resource Management;		
RESOLUTION	Yes		
EXECUTIVE OWNER			
EXECUTIVE TEAM OWNER	Olumide, Yetunde;		
ORGANIZATION	Finance		
DOCUMENT INITIATOR	Cheryl L. Bridges		
OTHER INFORMATION			
COMMITTEE	Board Meeting (Consent)	COMMITTEE DATE	9/25/2025
PURPOSE/KEY HIGHLIGHTS	Request Board authorization to implement enhanced bus service on Route A25, providing improved peak-period service between Landmark and Seminary Valley and the Pentagon, and to establish a new peak-only bus service on Route A29, connecting Van Dorn Street Station to Downtown, Washington, D.C. These services are fully funded through the Northern Virginia Transportation Commission's (NVTC) Commuter Choice Program.		



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	<p>As a service increase, a Title VI analysis is required per FTA regulations. This action will increase the FY2026 Operating Reimbursable Budget by \$939,070 to cover approximately six months of these services.</p>
DISCUSSION	<p>The proposed enhanced service on Route A25 and the new service on Route A29 are funded through a grant from the Northern Virginia Transportation Commission's (NVTC) Commuter Choice Program for Fiscal Years 2026 and 2027. This program invests toll revenues from the I-395/95 Express Lanes into transit projects that expand travel options, improve mobility, and increase passenger throughput in the corridor. These projects were selected by NVTC through its competitive process and approved by the Commonwealth Transportation Board (CTB) on June 24, 2025, reflecting a coordinated effort to improve transit access and reliability for Northern Virginia commuters.</p> <p>The Route A25 project supports enhanced peak-period, peak-direction service between the Landmark Transit Center in Alexandria and the Pentagon. With this funding, Metro will increase service to operate at 15-minute intervals, improving the convenience and reliability of this connection for riders traveling from Landmark and Seminary Valley to the Pentagon. This enhancement is projected to increase person throughput by 78 persons during the inbound AM peak period.</p> <p>The Route A29 project establishes a new weekday peak-only service between Van Dorn Street, Beauregard Street, Mark Center, Southern Towers, and Shirlington to Metro Center Station in Downtown Washington. This new connection offers a direct option for commuters in West Alexandria and South Arlington to access Downtown Washington without transferring at the Pentagon. The service will operate every 24 minutes during the morning and evening peak periods and is projected to increase person throughput by 267 persons during the inbound AM peak period.</p> <p>Both projects include performance measurement and reporting requirements. WMATA will collect and report morning peak-period and daily ridership data to NVTC annually each July, based on data collected over a two-week period in March or April. Service implementation is anticipated to occur in December 2025, following incorporation of these funds into the operating reimbursable project budget. These projects represent WMATA's ongoing collaboration with regional partners to improve mobility options in Northern Virginia and are aligned with WMATA's commitment to effective</p>



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	<p>resource management, improved travel reliability, and expanded customer travel choices.</p> <p>Both routes A25 and A29 were included in the public outreach conducted for the 2025 Better Bus Network and have positive support from the public. However, due to funding constraints, the A29 route was not included, and a lesser amount of service was included for route A25.</p> <p>Staff recommends updating the previously approved Title VI Report for Better Bus Network to include these two new services. The revised Title VI analysis shows no potential disparate treatment.</p>
INTERESTED PARTIES	Northern Virginia Transportation Commission (NVTC).
RECOMMENDATION/NEXT STEPS	Request Board approval to implement enhanced bus service on Route A25 and to launch new peak-period service on Route A29, increase the operating reimbursable project budget, and amend the Title VI report to include this service.
FUNDING IMPACT	The Commuter Choice Program through the Annual Transit Investment Funds awarded \$741,040 in funding for the Route A25 enhancement and \$2,357,200 funding for the new Route A29 service representing approximately 24 months of service. These funds are fully grant-funded and incorporated into the Operating Reimbursable Project Budget with \$939,070 aligned to Fiscal Year 2026.

PRESENTED AND ADOPTED: September 25, 2025

SUBJECT: AUTHORIZATION TO IMPLEMENT ENHANCED A25 AND NEW A29 METROBUS SERVICE, AMEND THE OPERATING REIMBURSABLE BUDGET AND ADOPT AN AMENDED TITLE VI REPORT

2025-26

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

WHEREAS, The Northern Virginia Transportation Commission ("NVTC") manages the Commuter Choice competitive grant program (the "Grant Program") for transit and multimodal programs funded by toll revenues from the I-66 and I-395/95 expressway corridors in Northern Virginia; and

WHEREAS, The Board of Directors approved WMATA's application to the NVTC for a Commuter Choice grant for 24 months of funding for new service on route A29, a weekday peak-hour, peak-direction route from Van Dort Street station in Alexandria to Metro Center station in Washington DC as the priority request for funding as required by the Grant Program; and

WHEREAS, That the Board of Directors also approved WMATA's application to the NVTC for a Commuter Choice grant for 24 months of funding for increased service on route A25, which is peak-only express service to Seminary Valley, North Van Dorn Street, Menokin Drive, and South Fairlington connecting to the Pentagon; and

WHEREAS the Title VI Report (Attachment A) shows that the proposed changes to the A25 and the new service offered as the A29 do not result in a disparate impact on minority populations or a disproportionate burden on low-income populations; and

WHEREAS, The NVTC awarded Commuter Choice grants to WMATA for 24 months of funding for new service on the A29 in the amount of \$2,357,200 and for increased service on the A25 in the amount of \$741,040;

NOW, THEREFORE BE IT

RESOLVED, That the Board of Directors delegates to the General Manager and CEO authority to determine the start date of the new services funded by the Commuter Choice grants; and be it further

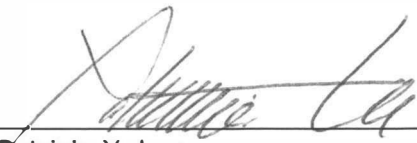
**Motioned by Ms. Santos, seconded by Mr. Smedberg
Ayes: 6- Ms. Santos, Mr. Smedberg, Mr. McAndrew, Dr. Hadden Loh, Mr. Alcorn and Ms. Jarvis**

RESOLVED, That the Fiscal Year 2026 Reimbursable Operating Budget is increased in the amount of \$939,070 to be funded by the Commuter Choice Grant Awards; and be it further

RESOLVED, That the Board adopts the Amended Title VI Report (Attachment A); and be it finally

RESOLVED, That to ensure staff's ability to include these new services in service plans and operator schedules before the December 2025 service pick, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

A handwritten signature in black ink, appearing to read "Patricia Y. Lee", is written over a horizontal line.

Patricia Y. Lee
Executive Vice President, Chief Legal Officer
and General Counsel

WMATA File Structure No.:
4.4.1 Grant Agreements

Attachment A
Title VI Analysis – Bus Network Redesign
Including Additional Service on Metrobus Route A25 and Establishing a New
Route A29

I. Overview

The Federal Transit Administration requires a Title VI analysis for major service and fare changes. The Board of Directors approved the 2025 Better Bus Network on November 21, 2024, including the associated Title VI Report for these service changes (Res. 2024-32). Both routes A25 and A29 were included in the public outreach conducted for the 2025 Better Bus Network and have positive support from the public. However, due to funding constraints, the service was not included in the 2025 Better Bus Network approved in November.

Approximately one month later at the December 12, 2024 Board of Directors Meeting, the Board granted approval for staff to apply for and accept funding for a Northern Virginia Transportation Commission (NVTC) Commuter Choice grant. In June of 2025, NVTC awarded funding to Metro for a new service, now known as, Metrobus Route A29 and to increase frequency on Metrobus Route A25.

Staff recommends updating the previously approved Title VI Report for Better Bus Network to include this service. The results shown in this Report are similar to those found in the previous Title VI Report, and the revised analysis shows no potential disparate impact on minority populations and no disproportionate burden on low-income populations.

II. Title VI Analysis

The Federal Transit Administration (FTA) requires that transit agencies conduct an analysis of major service and fare changes. The purpose of the analysis is to determine whether the adverse effects of proposed major service changes or fare changes are disproportionately borne by minority or low-income customers, and alternatively, whether the positive benefits of proposed major service changes or fare changes are disproportionately received by non-minority and non-low-income customers. Such a finding is known as a disparate impact (DI) to minority customers or a disproportionate burden (DB) to low-income customers.

A. Data Sources and Methods

In Board Resolution 2023-39, adopted in December 2023, Metro's Board of Directors approved the approach used to analyze the service changes associated with the Network Redesign as part of the Authority's Title VI Program Update. Instead of looking at

difference in treatment using an impacted customers method, the analysis looks at the change in service levels for minority and low-income residents of each Census Block Group. Service analyses are conducted separately for service reductions and service increases.

The cumulative number of impacted minority and low-income residents is calculated as a percentage of all impacted residents and compared to the service area average. The difference in these percentages is then compared to the corresponding disparate impact and disproportionate burden thresholds to determine if there is a potential disparate impact or disproportionate burden. There is a potential DI or DB if the percentage of minority or low-income residents impacted by the changes exceeds the service area percentage of minority/low-income residents by more than the applicable threshold percentage shown below. The threshold is determined by the total number of residents impacted.

Table One: DI/DB Thresholds

Total Residents 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%

B. Results

Bus Service Increases

Using US Census data, Metro staff calculated the percentage of minority and low-income residents benefiting from the revised proposal (which includes both the 2025 Network and the grant-funded A25/A29 service). In accordance with Metro’s Title VI Program, staff then compared those percentages to the service area for Metrobus (65.7 percent minority; 22.4 percent low-income). The proposal can benefit a *lower* percentage of minority or low-income residents up to the threshold before there is a finding of potential DI or DB.

Table Two: DI/DB Test, Metrobus Service Increases

	Minority Impacted Residents	Low-Income Impacted Residents
Impacted Ratio	64.59%	21.46%
Service Area	65.72%	22.43%
Difference	-0.97%	-1.13%
Threshold	-5.00%	-5.00%
DI or DB	No	No

As shown in Table Two, the revised proposal benefits a somewhat lower proportion of minority and low-income residents than the service area average; however, this difference is below the corresponding DI/DB thresholds. Therefore, there is not a DI for minority or DB for low-income residents.

Bus Service Reductions

To implement the beneficial changes of the new Network, some service on some routes had to be reduced; therefore, some residents were negatively impacted. Even though the changes on the A25 and A29 would be increasing service relative to the approved Network, they may also be preventing some residents from experiencing a service reduction and therefore change the outcome of the analysis.

Table Three: DI/DB Test, Metrobus Service Reductions

	Minority Impacted Residents	Low-Income Impacted Residents
Impacted Ratio	70.53%	19.46%
Service Area	65.72%	22.43%
Difference	4.81%	-2.96%
Threshold	5.00%	5.00%
DI or DB	No	No

As shown in Table Three, the revised proposal does not result in a disparate impact to minority populations or a disproportionate burden to low-income populations. The percentages of impacted minority and low-income residents are similar to that found in the original analysis and remain below the corresponding disparate impact and disproportionate burden thresholds.