

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action	Information	MEAD Number: 202279	Resolution: Yes No
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TITLE:

Service and Fare Recommendations

PRESENTATION SUMMARY:

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

PURPOSE:

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

DESCRIPTION:

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

Key Highlights:

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

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

Background and History:

Pandemic Recovery Plan

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

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

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

Discussion:

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

This item recommends service and fare changes for Board adoption:

Proposed Service Changes

Metrobus:

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

Metrorail:

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

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

Proposed Fare Changes

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

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

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

FUNDING IMPACT:

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

TIMELINE:

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

RECOMMENDATION:

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

PRESENTED AND ADOPTED: June 10, 2021

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

2021-22

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

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

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

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

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

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

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

NOW, THEREFORE, be it

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

Motioned by Mr. McMillin, seconded by Mr. Letourneau

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

RESOLVED, The Board of Directors approves implementing a promotional 30-day Unlimited Combination Passes pricing schedule beginning September 7, 2021, and expiring on the 30th day unless the Board takes further action; such promotional passes are as follows:

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

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

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

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

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
Executive Vice President and General Counsel

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

ATTACHMENT A: FARE CHANGES

Metrorail Fares	CURRENT Fares/Fees	Proposed Fare Options
Peak Fares¹		
1 · Boarding charge (up to 3 miles)	\$2.25	no change
2 · Composite miles between 3 and 6 miles	\$0.326	no change
3 · Composite miles over 6 miles	\$0.288	no change
4 · Maximum peak fare	\$6.00	no change
5 · Charge for senior/disabled is one-half peak fare	\$1.10 - \$3.00	no change
Off-Peak Fares²		
6 · Boarding charge (up to 3 miles)	\$2.00	no change
7 · Composite miles between 3 and 6 miles	\$0.244	no change
8 · Composite miles over 6 miles	\$0.216	no change
9 · Maximum off-peak fare	\$3.85	no change
10 · Weekend Flat Fare ³	\$2.00 - \$3.85	\$2.00
· Weekend senior/disabled Flat Fare	New	\$1.00
11 · Charge for senior/disabled is one-half the peak fare	\$1.10 - \$3.00	no change
Unlimited Combo Passes⁴		
12 · Monthly unlimited passes	varies	no change
13 · 1-day unlimited pass	\$13.00	no change
14 · 3-day unlimited pass	\$28.00	no change
15 · 7-day short-trip unlimited pass	\$38.00	no change
16 · 7-day unlimited pass	\$58.00	no change
Unlimited Combo Passes Promotion		
	varies	30 Day Promotion varies
12P · Monthly unlimited passes	(36 trip multiple)	(22 trip multiple)
13P · 1-day unlimited pass	\$13.00	\$6.50
14P · 3-day unlimited pass	\$28.00	\$14.00
15P · 7-day short-trip unlimited pass	\$38.00	\$19.00
16P · 7-day unlimited pass	\$58.00	\$29.00
Other Rail Fares		
17 · Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	\$2.00 discount
18 · Monthly TransitLink Card on MARC and VRE ⁵	\$114.00	no change
19 · Monthly TransitLink Card on MTA ⁵	\$176.00	no change
20 · Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction ⁶	\$0.05	no change
Metrobus Fares		
Regular Fares		
21 · Cash boarding charge for local bus	\$2.00	no change
22 · Cash boarding charge for express bus	\$4.25	no change
23 · Cash boarding charge for designated airport routes	\$7.50	no change
24 · SmarTrip® boarding charge for local bus	\$2.00	no change
25 · SmarTrip® boarding charge for express bus	\$4.25	no change
26 · SmarTrip® boarding charge for designated airport routes	\$7.50	no change

Senior/Disabled: One-Half Regular Fares

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

Cash Upload to SmarTrip®

33	· Surcharge for cash upload to SmarTrip® on board bus	\$0.00	no change
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Bus Transfers utilizing SmarTrip® card

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

Bus Passes

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

Other Fare Media

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

MetroAccess Fares⁷

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

Parking Fees⁸

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

Other Fees

55	· Bicycle locker rental	\$120.00 (annual)	no change
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¹ Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays.

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

³ Weekend flat fares are in effect from Saturday opening until Sunday closing.

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

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

⁶ *A \$0.05 surcharge on entry and exit at up to two stations in each jurisdiction in the Compact Transit Zone to fund station-specific capital improvements to Metro facilities at the station(s) where the surcharge is levied may be imposed with further Board approval.*

⁷ *MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip.*

⁸ *Parking fees consist of Metro's base fee plus jurisdiction surcharge, if any.*

Additional Fare Changes

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

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

Attachment B September Proposed Metrobus Service

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

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

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

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

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

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

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

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

September 2021 Service Plan - Virginia

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

Service Proposal

Proposed Metrorail Service Changes

1. Improve Late Evening frequency

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

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

2. Improve Weekend Frequency

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

3. Standardize Weekday Off-peak Frequency

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

4. Improve Weekday Peak Frequency

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

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

5. Close Rail Later Sunday Through Thursday

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

6. Close Rail Later Friday and Saturday

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

7. Start Sunday Service Earlier

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

Attachment D

FY2022 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	Total with Reimb	Subsidized Total	BUS	RAIL	ACCESS	REIMB
REVENUES						
Passenger	\$160,347	\$160,347	\$57,004	\$98,683	\$4,660	\$0
Parking	\$11,030	\$11,030	\$0	\$11,030	\$0	\$0
Advertising	\$2,803	\$2,803	\$692	\$2,111	\$0	\$0
Joint Development	\$18,311	\$14,644	\$0	\$14,644	\$0	\$3,666
Fiber Optics	\$15,716	\$15,716	\$0	\$15,716	\$0	\$0
Other	\$26,514	\$24,223	\$2,442	\$21,780	\$0	\$2,291
Total Revenues	\$234,721	\$228,763	\$60,138	\$163,965	\$4,660	\$5,957
EXPENSES						
Personnel	\$1,393,731	\$1,389,632	\$540,717	\$834,755	\$14,161	\$4,098
Services	\$398,668	\$397,259	\$74,404	\$152,544	\$170,312	\$1,409
Materials & Supplies	\$110,150	\$109,700	\$40,889	\$68,024	\$787	\$450
Fuel (Gas/Diesel/CNG)	\$31,766	\$31,766	\$23,300	\$2,728	\$5,737	\$0
Utilities & Propulsion	\$87,821	\$87,821	\$11,148	\$75,968	\$704	\$0
Casualty & Liability	\$40,434	\$40,434	\$11,203	\$28,486	\$745	\$0
Miscellaneous	\$19,005	\$19,005	\$6,518	\$11,394	\$1,093	\$0
Total Expenses	\$2,081,574	\$2,075,616	\$708,178	\$1,173,899	\$193,539	\$5,957
Gross Subsidy	\$1,846,853	\$1,846,853	\$648,039	\$1,009,934	\$188,879	\$0
Federal Relief Funding	\$737,201	\$737,201	\$123,235	\$613,965	\$0	\$0
Net Subsidy	\$1,109,652	\$1,109,652	\$524,804	\$395,969	\$188,879	\$0
Cost Recovery Ratio¹		11%	8%	14%	2%	

¹ Total Revenues/Total Expenses

Attachment E

FY2022 SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	FY2021 Subsidy	FY2022 Base Subsidy¹	Change %	Legislative Exclusions	Potomac Yard	FY2022 Total Subsidy	Total Change %	Debt Service	Jurisdictional Contribution
District of Columbia	\$399,159,420	\$396,500,188	(0.7%)	\$1,933,648	\$156,344	\$398,590,180	(0.1%)	\$33,273,091	\$431,863,271
Montgomery County	\$183,607,050	\$178,258,041	(2.9%)	\$798,617	\$83,017	\$179,139,675	(2.4%)	\$15,409,645	\$194,549,321
Prince George's County	\$240,588,518	\$243,111,502	1.0%	\$839,897	\$74,515	\$244,025,914	1.4%	\$15,809,086	\$259,834,999
Maryland Subtotal	\$424,195,568	\$421,369,543	(0.7%)	\$1,638,514	\$157,532	\$423,165,589	(0.2%)	\$31,218,731	\$454,384,320
City of Alexandria	\$46,090,591	\$45,849,431	(0.5%)	\$231,920	\$22,083	\$46,103,434	0.0%	\$1,775,511	\$47,878,945
Arlington County	\$77,313,237	\$77,284,041	(0.0%)	\$412,707	\$44,210	\$77,740,958	0.6%	\$0	\$77,740,958
City of Fairfax	\$2,676,330	\$2,733,848	2.1%	\$11,074	\$1,439	\$2,746,361	2.6%	\$111,494	\$2,857,855
Fairfax County	\$153,872,850	\$151,338,149	(1.6%)	\$695,961	\$76,881	\$152,110,992	(1.1%)	\$5,615,212	\$157,726,204
City of Falls Church	\$3,137,603	\$3,056,453	(2.6%)	\$16,589	\$1,188	\$3,074,231	(2.0%)	\$176,211	\$3,250,442
Loudoun County	\$5,138,519	\$6,047,001	17.7%	\$59,586	\$13,989	\$6,120,577	19.1%	\$0	\$6,120,577
Virginia Subtotal	\$288,229,129	\$286,308,924	(0.7%)	\$1,427,837	\$159,791	\$287,896,552	(0.1%)	\$7,678,428	\$295,574,980
Total Contribution	\$1,111,584,118	\$1,104,178,655	(0.7%)	\$5,000,000	\$473,666	\$1,109,652,321	(0.2%)	\$72,170,250	\$1,181,822,571

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