



Notice of Public Hearing

Washington Metropolitan Area Transit Authority

Docket B17-01: Proposed FY2018 Operating Budget and

**Docket B17-02: Proposed FY2018 Capital Improvement
Program and Federal FY2017 Grant Applications**

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the two dockets noted above as follows:

Hearing No. 613
Monday, January 30, 2017
Metro Headquarters Building
600 Fifth Street NW
Washington, DC 20001

Open House 4:30 – 6:30 p.m.

Public Hearing at 5 p.m.

Speaker registration is on-site only and closes at 9 p.m.

**Please note that this date is subject to Metro's inclement weather cancellation policy.
In the event of a cancellation, Metro will post information about a new hearing on wmata.com.**

The public hearing location is wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 at least 48 hours prior to the public hearing date.

For more information please visit www.wmata.com/budget.



In accordance with Section 62 of the WMATA Compact, Metro will conduct a public hearing at the location listed in this notice. Information on the hearing will be provided in area libraries, in Metrorail stations, on Metrobus and MetroAccess vehicles, and online at www.wmata.com/budget.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to these two dockets will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

There will be no advance registration to speak. Those wishing to provide oral testimony will sign up to speak at the hearing, will be called to testify in the order they sign up, and can sign up to speak at any time prior to the close of registration at 9 p.m. Elected public officials will be allowed to provide their testimony as soon as feasible after their registration. If you will not be able to stay to provide your testimony orally when your name is called, staff will help you with multiple ways to submit your comments into the public record including the use of a digital recorder to record your oral comments.

Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING – Testimony may be submitted via a survey on Metro's operating and capital budget, found at wmata.com/budget. The survey will open by 9 a.m. on Saturday, January 14, 2017 and will close on Monday, February 6, 2017 at 9 a.m. You will be asked to respond to questions about Metro's proposed FY2018 budget. The survey will also provide the opportunity to submit freeform comments. This option is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. The survey results, along with mailed written statements and public hearing comments, will be presented to the Board and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

For a detailed description of all proposals, please visit www.wmata.com/budget, or for those who do not have access to computers or internet, note that copies of the dockets in their entirety are also available at area libraries or can be requested from Metro's Office of the Secretary by calling 202-962-2511.

The Metro Board has authorized an FY2018 budget public hearing, as required by the WMATA Compact and the Federal Transit Administration (FTA). The proposed fare adjustments, service changes, and capital program (including the proposed use of FTA and other federal grant funds) for FY2018 are described in detail in the dockets attached. For the fare increases and service changes, these proposals represent the maximum changes that the Board may adopt as part of the FY2018 budget. The Board may ultimately choose to make lesser changes, or no changes at all.

WMATA PROPOSAL FOR DOCKET B17-01: Proposed FY2018 Operating Budget

Overview

The General Manager's three priorities for Metro are safety, service reliability, and financial responsibility, with safety as the top priority. These priorities have guided the development of Metro's FY2018 proposed budget and informed every key decision. Metro must rebuild trust with both its riders and its funding jurisdictions, and this proposed budget provides the resources to achieve the priorities and continue the rebuilding effort.

Metro faces a major funding challenge in FY2018 due to both expense growth and declining ridership that is significantly reducing fare revenues. The current ridership decline is partly due to service quality and reliability as well as the SafeTrack program. However, the ridership decline is also attributable to other factors which Metro cannot control, such as growth in telecommuting, the low price of gasoline, and the expansion of alternative transportation options.

The FY2018 budget funds key safety improvements, improves train and track reliability, and enhances the customer experience. These actions are critical to reversing declining ridership and building a financially sustainable future for Metro. Balancing the FY2018 operating budget will require shared sacrifice. The budget closes the gap through a significant reduction in Metro employee headcount and other management actions; right-sizing of bus and rail service to current ridership levels; a fare increase; and an increase in the funding contribution from the local jurisdictions.

Rightsizing Rail and Bus Service

Metrorail Service Changes:

Metrorail ridership has declined substantially from its peak in FY2009, with average daily ridership down from 750,000 trips to 660,000 trips in FY2016 and even lower in FY2017 as a result of SafeTrack service interruptions. Yet Metro is operating more scheduled service now than in FY2009, given the opening of the Silver Line in July 2014 and the adoption of more robust service standards in October 2014 requiring minimum six-minute scheduled headways in the peak (three minutes in core interlined stations) at all stations except Arlington Cemetery.

Given current ridership levels, Metro can right-size its rail service and still remain within Board-approved standards for crowding as measured by average passengers per car (PPC) during the peak hour. The proposed changes to rail service are described below.

Peak: Widen weekday peak headways

The proposal increases scheduled peak period headways on the Orange, Silver, Green, Yellow, and Red Lines from six to eight minutes, and trains would operate every 2-4 minutes at stations in the system's core. Scheduled headways on the Blue Line would be reduced from twelve minutes to eight minutes, and the Rush Plus Yellow Line service would be eliminated.

Off peak: Widen headways and turn back Red Line

The proposed off-peak schedule changes recognize both the reduced ridership of recent years and also the reduced service levels that must be operated during the ongoing maintenance efforts that will be occurring during midday, evening, and weekend periods. The proposal increases midday, early evening weekday, and Saturday headways from 12 to 15 minutes. The proposal also reinstitutes the "Grosvenor turnback" during off-peak times, such that every other Red Line train to Shady Grove terminates at Grosvenor.

Altogether, the proposed rail service changes are expected to result in a net subsidy savings of approximately \$12 million, resulting from about \$20 million in reduced expenses (primarily operator labor, propulsion, and maintenance) offset by an estimated \$8 million in lower fare revenue from reduced ridership.

Proposed Rail Service Changes

1	Widen WEEKDAY peak period headways
	- Widen Orange/Green/Yellow/Silver Line weekday peak headways from 6 minutes to 8 minutes. Add Trippers on Orange/Green when necessary. Increase percentage of 8-car consists when possible.
	- Reduce Blue Line headway from 12 minutes to 8 minutes and eliminate Rush Plus Yellow Line service
	- Widen Red Line weekday peak headways from 6 to 8 minutes north of Silver Spring and Grosvenor. Widen Red Line weekday peak headways from 3 to 4 minutes at all other stations.
2	Widen WEEKDAY off-peak headway:
	- Widen weekday midday headway from 12 to 15 minutes
	- Widen weekday evening headway from 12 to 15 minutes between 6:30-9:30p.m.
3	Widen WEEKEND headway:
	- Widen Saturday headways from 12 to 15 minutes during the day (10 a.m. to 6 p.m.)

4	Reduce off peak/weekend service on the Red Line north of Grosvenor (Reinstate Red Line off-peak/weekend turnback at Grosvenor)
	- Weekday off-peak/evening turnbacks
	- Saturday and Sunday turnbacks
5	Reduce weekend and late evening/night service on the Silver Line east of Stadium-Armory station
	- Weekends – turn back Silver Line trains at Stadium-Armory station
	- Late evenings/nights – turn back Silver Line trains at Stadium-Armory station

Metrobus Service Changes

Metrobus presents a different challenge for right-sizing. Routes or lines that have low ridership can be restructured or discontinued; routes that are far away from a garage and expensive to operate (i.e., high amounts of deadhead time) can be discontinued or potentially transferred to a local service provider; and routes with high frequency that require significant numbers of buses and operators can potentially be “thinned” and operated with less frequency to reduce costs while still maintaining coverage.

The GM/CEO’s original FY2018 proposed budget included the elimination or transfer of 14 Metrobus lines that are among those in the system with the highest subsidy per passenger. In summary, a total of \$17 million in subsidy (\$19.5 million of operating costs offset by \$2.5 million of lost revenue) would be reduced by the elimination or transfer of these lines. However, at the direction of the Metro Board, the set of bus routes to be considered for service reduction or elimination has been expanded. As noted above, the docket sets out the maximum changes that may be considered, and this expansion of the docket gives the Board more flexibility in deciding how much to modify bus service and ultimately in how to balance the FY2018 budget.

If the original bus and rail service reduction proposals were adopted, ridership would be expected to decline by an estimated 5 million trips annually. Combined with the impacts of the proposed fare increases, Metro ridership would decline by a total of approximately 15 million trips. Total employee headcount (primarily bus and rail operators, mechanics, supervisors and administration) would be reduced by approximately 300 as a result of the service reductions.

Specific details of all proposed service changes are shown below. Maps and detailed descriptions of the proposed changes, grouped by jurisdiction, are shown at the end of this document.

MetroAccess Service Changes

The proposed elimination of routes 15K, 18R, 18S and B27 will impact the MetroAccess service area.

Proposed Bus Service Changes

District of Columbia Services			
<i>Route</i>	<i>Name</i>	<i>Service Type</i>	<i>Proposed Service Change(s)</i>
5A	DC-Dulles (Airport Express)	Regional	Eliminate service
37	Wisconsin Avenue Limited	Regional	Eliminate service
B8,B9, H6	Brookland-Fort Lincoln (Fort Lincoln Shuttle)	Non-Regional	Eliminate B8,9 designation to provide combined H6 route serving both Rhode Island Ave Station and Brookland Station with midday service to Colmar Manor; add service along Commodore Joshua E. Barney Dr. NE
G9	Rhode Island Avenue Limited	Non-Regional	Extend MetroExtra G9 along Eastern Avenue and Ft Lincoln Drive NE to new terminal at Ft. Lincoln Drive & 33rd Place
S2,S4	16 th Street	Regional	Reduce Route S2 and S4 service middays and Saturdays to operate 15 minute frequencies
S9	16 th Street Limited	Regional	Increase Metro Extra S9 service to include midday and Saturday service at a 15 minute frequency

Maryland Services			
B27	Bowie-New Carrollton	Non-Regional	Eliminate service
B30	Greenbelt-BWI Airport Express	Non-Regional	Eliminate service OR reduce frequency to 60 minutes and increase fare to \$9 [see fare docket]
C8	College Park-White Flint	Regional	Discontinue segment between Glenmont Station and White Flint Station
C11,C13	Clinton	Regional	Reduce peak frequency to every 20 minutes
F1,F2	Chillum Road	Regional	Reduce peak frequency to every 35 minutes
H11,H12,H13	Marlow Heights-Temple Hills	Regional	Reduce peak frequency to every 25 minutes
J1	Bethesda-Silver Spring	Regional	Eliminate service
J5	Twinbrook-Silver Spring	Non-Regional	Eliminate service
J7,J9	I-270 Express	Non-Regional	Eliminate service
P17,P18,P19	Oxon Hill-Fort Washington	Regional	Eliminate service OR restructure to terminate at Southern Avenue Station instead of Downtown DC
T2	River Road	Non-Regional	Reduce peak frequency to every 30 minutes
T14	Rhode Island Avenue-New Carrollton	Regional	Reduce peak frequency to every 30 minutes
W13,W14	Bock Road	Regional	Eliminate service OR restructure line to terminate at Southern Avenue Station instead of Downtown DC (all service converted to Route W14 trips) and option to extend to Accokeek Park & Ride
W19	Indian Head Express	Non-Regional	Eliminate service
Z7	Laurel-Burtonsville Express	Non-Regional	Eliminate route segment between Burtonsville and South Laurel OR reduce peak frequency to every 35 minutes
Z11	Greencastle-Briggs Chaney	Non-Regional	Eliminate route segment between Greencastle and Burtonsville; reduce peak frequency between Castle Blvd. and Greencastle to every 20 minutes during peak periods.

Virginia Services			
1C	Fair Oaks-Fairfax Blvd	Regional	Eliminate service
2B	Fair Oaks-Jermantown Rd	Regional	Eliminate service
2T	Tysons Corner-Dunn Loring	Regional	Eliminate service
3T	Pimmit Hills-Falls Church	Regional	Eliminate service
5A	DC-Dulles (Airport Express)	Regional	Eliminate service or retain service contingent on raising fare to \$9.75 [see fare docket]
7X	Lincolnia-Pentagon	Regional	Eliminate service
13Y	Arlington-Union Station	Regional	Eliminate service
15K,15L	Chain Bridge Road	Regional	Eliminate service
16G,16H,16K	Columbia Heights West-Pentagon City	Regional	Eliminate routes 16G and 16K and replace with Route 16H to operate seven days per week, 5am to 10pm in both directions, providing peak frequency of every 10 minutes (15 minutes midday) and discontinue Route 16G service along S. Carlin Springs Road, 8th Road S., S. Greenbrier St. 7th Road S. and S. Dinwiddie Street.
16X	Columbia Pike-Federal Triangle	Regional	Discontinue service between Pentagon Transit Center and Federal Triangle Metro via 14th Street, Independence Ave, 7th Street and Pennsylvania Ave
17A,17B,17F,17M	Kings Park	Non-Regional	Eliminate service
18P,18R,18S	Burke Centre	Non-Regional	Eliminate service
26A	Annandale-East Falls Church	Regional	Extend route 26A (or create a new Metrobus route) from East Falls Church Station to West Falls Church Station at 30 minute peak period frequency, via Washington Street and Broad Street or Great Falls Street and Haycock Road.
28X	Leesburg Pike Limited	Regional	Eliminate service
REX (R99)	Richmond Highway Express	Regional	Reduce REX midday frequency to every 40 minutes and extend to Ft Belvoir Post Exchange

Proposed Fare Adjustments

Metro's policies with respect to fare changes are laid out in Resolution 2007-47, which recommends biennial increases linked to inflation, and Resolution 2010-66, which identifies seven policy principles to guide Metro's Board in decision-making on fares. The last of those seven principles is an overarching statement about the importance of generating adequate revenue while maximizing ridership.

Metro's last broad-based fare increase occurred in July 2014 as part of the FY2015 budget. For FY2017, the Board decided against increasing fares, primarily due to ridership challenges and customer dissatisfaction with service quality and reliability. However, as part of the FY2018 proposed budget, the GM/CEO has proposed a fare and fee increase. While any increase will be unpopular with riders and is likely to result in a decline in total ridership, the necessity of generating adequate revenue must be balanced against the ridership impact.

The proposed fare adjustments are expected to generate approximately \$21 million in net additional revenue in FY2018, after accounting for a loss of approximately 10 million total trips as a result of the increase. The major proposed changes include:

- Base/local bus fare increases by \$0.25, from \$1.75 to \$2.00
- Express bus fare increases by \$0.25 to \$4.25, and Airport bus fare increase to as much as \$9.00 (for Route B30 to BWI) or \$9.75 (for Route 5A to Dulles)
- All peak rail fares increase by \$0.10, such that the peak boarding charge increases from \$2.15 to \$2.25, and the maximum fare increases from \$5.90 to \$6.00
- All off-peak rail fares increase by \$0.25, such that the peak boarding charge increases from \$1.75 to \$2.00, and the maximum fare increases from \$3.60 to \$3.85
- The base daily parking fee increases by \$0.10 at all WMATA parking facilities
- The MetroAccess (paratransit) fare structure would remain at twice the fastest comparable fixed-route fare. If the base bus fare increase from \$1.75 to \$2.00 is approved, then the minimum MetroAccess fare would also increase from \$3.50 to \$4.00. The maximum MetroAccess fare would remain at \$6.50.

In addition to these major changes, the docket also includes a number of smaller changes to simplify and improve Metro's fares:

- With the permanent adoption of the monthly SelectPass, Metro has proposed to eliminate the 28-day rail pass.
- After consultation with the District of Columbia, Metro is proposing to eliminate the 10-trip bus and 10-trip rail student products, which are no longer needed after the successful introduction of the DC Kids Ride Free Program.
- Metro is proposing to convert the current 1-day unlimited rail pass to a 1-day unlimited rail and bus pass, with the bus travel added at no additional charge.
- In order to partially offset the impact of the proposed increase in the base bus fare, Metro is considering a much smaller increase in the price of the popular 7-day unlimited bus pass – rather than increasing from \$17.50 to \$20.00 (equivalent to ten trips), the pass price would only increase to \$18.00 (equivalent to nine trips).

- Metro is also considering a proposal to allow daily parking rates at up to three facilities in each jurisdiction to increase or decrease by \$0.25 in response to higher or lower utilization. The District of Columbia has indicated that if this proposal is approved, it would decrease the daily parking fee at Anacostia station by \$0.25 and increase the daily parking fee at Minnesota Ave and Rhode Island Ave stations by \$0.25.

Proposed Fares and Fees (Maximum Potential Changes)

Metrorail Fares	CURRENT Fares/Fees	FY2018 Proposed Fare Options
Peak Fares¹		
1 • Boarding charge (up to 3 miles)	\$2.15	\$2.25
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	\$5.90	\$6.00
5 • Charge for senior/disabled is one-half peak fare	\$1.05 - \$2.95	\$1.10 - \$3.00
Off-Peak Fares²		
6 • Boarding charge (up to 3 miles)	\$1.75	\$2.00
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	\$3.60	\$3.85
10 • Charge for senior/disabled is one-half peak fare during off-peak	\$1.05 - \$2.95	\$1.10 - \$3.00
Rail Passes		
11 • One-day unlimited rail pass	\$14.50	eliminate
12 • One-day unlimited "combo" pass (rail and bus)	N/A	\$14.75
13 • One-day "convention" rail pass (bulk sales only) ³	\$10.00	no change
14 • 7-day short-trip pass for rail	\$36.00	\$38.50
15 • 7-day fast pass for rail	\$59.25	\$60.00
16 • 28-day fast pass for rail	\$237.00	eliminate
17 • Monthly SelectPass ⁴	varies	varies
Other Rail Fares		
18 • Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	no change
19 • 30-day DC SmartStudent pass & DC One card, within DC	\$33.00	\$34.00
20 • DC Student Electronic 10 Trip Rail Pass	\$10.30	eliminate
21 • Monthly TransitLink Card on MARC and VRE ⁵	\$111.00	\$114.00
22 • Monthly TransitLink Card on MTA ⁵	\$171.00	\$176.00
Metrobus Fares		
Regular Fares		
23 • Cash/SmarTrip® boarding charge for local/limited-stop bus	\$1.75	\$2.00
24 • Cash/SmarTrip® boarding charge for express bus	\$4.00	\$4.25
25 • Cash/SmarTrip® boarding charge for airport route 5A (Dulles)	\$7.00	\$9.75
26 • Cash/SmarTrip® boarding charge for airport route B30 (BWI)	\$7.00	\$9.00

Metrobus Fares (cont.)		CURRENT Fares/Fees	FY2018 Proposed Fare Options
Senior/Disabled: One-Half Regular Fares			
27	· Cash/SmarTrip® boarding charge for local/limited-stop bus	\$0.85	\$1.00
28	· Cash/SmarTrip® boarding charge for express bus	\$2.00	\$2.10
29	· Cash/SmarTrip® boarding charge for airport route 5A (Dulles)	\$3.50	\$4.85
30	· Cash/SmarTrip® boarding charge for airport route B30 (BWI)	\$3.50	\$4.50
Bus Transfers			
31	· Bus-to-bus transfers utilizing SmarTrip® card	varies	varies
32	· Rail-to-bus transfer utilizing SmarTrip® card	\$0.50 discount	no change
33	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	\$0.00	no change
34	· Transfer from regional bus partners	varies	varies
Bus Passes			
OPTION 1			
35	· 7-Day Regional Bus Pass (maintain at 10x base fare)	\$17.50	\$20.00
36	· 7-Day Regional Senior/Disabled Pass	\$8.75	\$10.00
OPTION 2			
37	· 7-Day Regional Bus Pass (reduce to 9x base fare)	\$17.50	\$18.00
38	· 7-Day Regional Senior/Disabled Pass	\$8.75	\$9.00
Other Fare Media			
39	· Package of 10 tokens, available to organizations	\$17.50	\$20.00
40	· DC student tokens - 10 trips per pack	\$8.75	\$10.00
41	· DC student pass on DC One Card - 10 trips	\$8.75	eliminate
MetroAccess Fares⁶			
42	· MetroAccess fare (within ADA 3/4 mile service corridor)	varies	varies
43	· Maximum fare	\$6.50	no change
Parking Fees⁷			
44	· District of Columbia ⁸	\$4.60	\$4.45 - \$4.95
45	· Montgomery County	\$4.35 - \$5.10	\$4.45 - \$5.20
46	· Prince George's County	\$4.60 - \$5.10	\$4.70 - \$5.20
47	· Virginia	\$4.85	\$4.95
48	· Monthly reserved parking fee	\$45.00 - \$65.00	no change
49	· Parking meters \$1.00/60 minutes	\$1.00	no change
50	· Prince George's parking garage at New Carrollton (monthly)	\$85.00	no change
51	· Non-Metro rider parking fees	\$8.60 - \$15.00	no change
52	· Voluntary demand-based pricing – raise or lower parking charge at up to three locations per Compact jurisdiction ⁸	N/A	+/- \$0.25
Other Fees			
53	· Bicycle locker rental	\$120.00 (annual)	no change
54	· Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction ⁹	\$0.05	no change

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. Peak fares are in effect from midnight until closing Friday and Saturday nights.

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

³ Discounted unlimited one-day pass for convention attendees, available through WMATA bulk sales only.

⁴ The monthly SelectPass is available at multiple price points and priced at 36 times the corresponding fare. The pass holder may take an unlimited number of trips at that fare or lower; the difference in fare must be paid for any trip with a higher fare. The purchaser may choose to add an unlimited Metrobus pass at a discounted price of \$54 per month.

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

⁶ MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip.

⁷ Parking fees consist of Metro's base fee plus jurisdiction surcharge. Monthly fee for Prince George's parking at New Carrollton is \$70 base fee plus \$15 surcharge.

⁸ Parking facilities with variable pricing would be designated per jurisdiction discretion pending Board approval. For FY2018, if variable pricing structure is approved, the District of Columbia proposes to decrease the daily parking fee at Anacostia station by \$0.25 and to increase the daily parking fee at Minnesota Ave and Rhode Island Ave stations by \$0.25. These variable price changes would be in addition to any system-wide parking fee changes that may be approved.

⁹ Rail stations with surcharge are designated per jurisdiction discretion pending Board approval.

WMATA PROPOSAL FOR DOCKET B17-02: Proposed FY2018 Capital Improvement Program and Federal FY2017 Grant Applications

WMATA intends to apply for Federal Fiscal Year 2017 grants under the *Fixing America's Surface Transportation (FAST) Act* and the *Passenger Rail Investment and Improvement Act of 2008 (PRIIA)* to support ongoing capital investments. These applications will be filed under the provisions of FAST (P.L. 114-94) and PRIIA (P.L. 110-432).

Based on preliminary information provided by the Federal Transit Administration (FTA), the Washington DC Metropolitan Region expects to receive approximately \$360 million in FTA formula funding under the FAST Act in Federal FY2017. This regional funding is distributed between WMATA, the Potomac and Rappahannock Transportation Commission (PRTC), and the Maryland Transit Administration (MTA) subject to a pre-existing agreement. WMATA estimates it will receive approximately \$310 million in federal funding, which includes a small amount of discretionary funding (e.g., resiliency grants). Additionally, WMATA estimates \$148.5 million will be available to the agency through the PRIIA program in Federal FY2017 through a funding partnership between the federal government and the District of Columbia, Maryland, and Virginia, in effect since 2009 and authorized for ten years.

In accordance with Board policy, WMATA intends to apply for these grant funds within four weeks of the Board's adoption of the capital budget. WMATA also intends to submit the final Program of Projects to the National Capital Region Transportation Planning Board (TPB) as input to the updated Transportation Improvement Program (TIP) for the Washington Metropolitan area.

WMATA FY2018 CAPITAL IMPROVEMENT PROGRAM

WMATA's proposed FY2018 Capital Improvement Program (CIP) is a \$1.25 billion capital investment plan focused on safety improvements, the rebuilding of the Metro system, and improving the effectiveness of the current rail and bus network.

The proposed FY2018 program assumes federal sources make up \$461 million of the \$1.4 billion funding plan (which includes repayment of \$150 million of short-term debt projected to be incurred in FY2017). The balance is funded with \$806 million of state and local investment (including match to federal funds, direct local contributions, and long-term debt), \$106 million from the Metropolitan Washington Airports Authority (MWAA), \$14 million for jurisdictional projects, and \$6 million of other sources.

The CIP consists of the following investment categories:

- **Railcars**, including acquisition of new vehicles, overhaul activities on existing vehicles, and construction and rehabilitation on railcar maintenance facilities;
- **Rail Systems**, including investment in propulsion (tie-breaker stations, traction power substations, power cables, and transformers) and signals and communications systems (radio systems and underground wireless infrastructure);
- **Track & Structures**, including fixed rail (running rail, switches, fasteners, crossties, etc.), structures (tunnels and bridges), and track maintenance equipment;
- **Stations & Passenger Facilities**, including platforms and other structures, vertical transportation (elevators and escalators), fare collection systems, station systems, and parking facilities;
- **Bus & Paratransit**, which includes bus acquisition, overhaul activities, bus maintenance facilities, bus passenger facilities, and replacement of paratransit vehicles; and
- **Business Support**, which includes information technology, Metro Transit Police (MTPD) investments, and other support services.

Consideration will be given to the special needs of people with disabilities and seniors in implementing projects. All projects conform to the comprehensive land use and transportation plans in the Washington Metropolitan area. No significant adverse environmental effects are anticipated as a result of these projects.

In accordance with FTA regulation 49 CFR Part 604, WMATA conducts bus subcontracting service incidental to its mass transportation services only where permitted by exceptions contained in those regulations. WMATA's subcontract operations are self-supporting with rates established to return all operational costs whether direct or indirect. Services and charges are published in the Subcontracting and Special Transit Service Tariff #17 of the Washington Metropolitan Area Transit Authority, effective March 1, 2008, as amended by Board Resolution 2008-56 adopted on November 20, 2008. Copies of the Tariff and Bus Subcontracting Cost Allocation Plan are available for public inspection from WMATA's Department of Bus Services.

Proposed FY2018 Capital Investment By Program Area

Program	Total
Railcar Acquisition	\$344
Railcar Maintenance/Overhaul	\$139
Railcar Maintenance Facilities	\$40
Railcar Investments	\$523
Propulsion	\$33
Signals & Communications	\$84
Rail Systems Investments	\$117
Fixed Rail	\$100
Structures	\$13
Track Maintenance Equipment	<\$1
Track and Structures Rehabilitation Investments	\$113
Platforms & Structures	\$88
Vertical Transportation	\$61
Fare Collection	\$20
Station Systems	\$30
Parking Facilities	\$8
Stations and Passenger Facilities Investments	\$207
Bus Acquisition	\$63
Bus Maintenance/Overhaul	\$67
Bus Maintenance Facilities	\$70
Bus Passenger Facilities/Systems	\$8
Paratransit	\$17
Bus and Paratransit Investments	\$225
IT	\$48
MTPD	\$1
Support Equipment/Services	\$16
Business Support Investments	\$65
Total Capital Program	\$1,250

FY2018 Proposed Capital Funding Sources

Source	Amount (millions)
Federal Grants	\$461
State & Local Investment and Debt	
District of Columbia	\$281
Maryland	\$278
Virginia	\$242
Metropolitan Washington Airports Authority (MWAA)	\$118
Jurisdictional Projects	\$14
Other	\$6
TOTAL	\$1,400

Note: FY2018 funding plan includes \$150 million to repay Board-approved short-term debt projected to be used in FY2017.

REFERENCE MATERIAL AVAILABLE FOR REVIEW – The proposed WMATA FY2018 Capital Improvement Program is included in the WMATA FY2018 Proposed Budget, which is available online at wmata.com/budget.

The FY2018 Proposed Budget is also available for inspection through February 6, 2017, between the hours of 9 a.m. and 4:30 p.m., Monday - Friday except holidays, at the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001.

This public notice of the public hearing and the time established for public review and comments on the Program of Projects satisfies the MAP-21 public participation requirements. The program of projects outlined in the FY2018 Proposed Budget will be the final program of projects unless modified prior to final approval by the WMATA Board of Directors.

DISTRICT OF COLUMBIA

Proposed Metrobus Service Changes

DC-DULLES LINE – ROUTE 5A

BUDGET

- Current annual subsidy: \$969,254
- Estimated annual subsidy reduction (Option 1): \$969,254
- Estimated annual subsidy reduction (Option 2): \$969,254

ROUTE / SEGMENT ELIMINATION

Option 1

- Eliminate all Route 5A service.

Option 2

- Increase the fare on this route from \$7.00 to \$9.75.

ALTERNATIVE SERVICE AVAILABLE

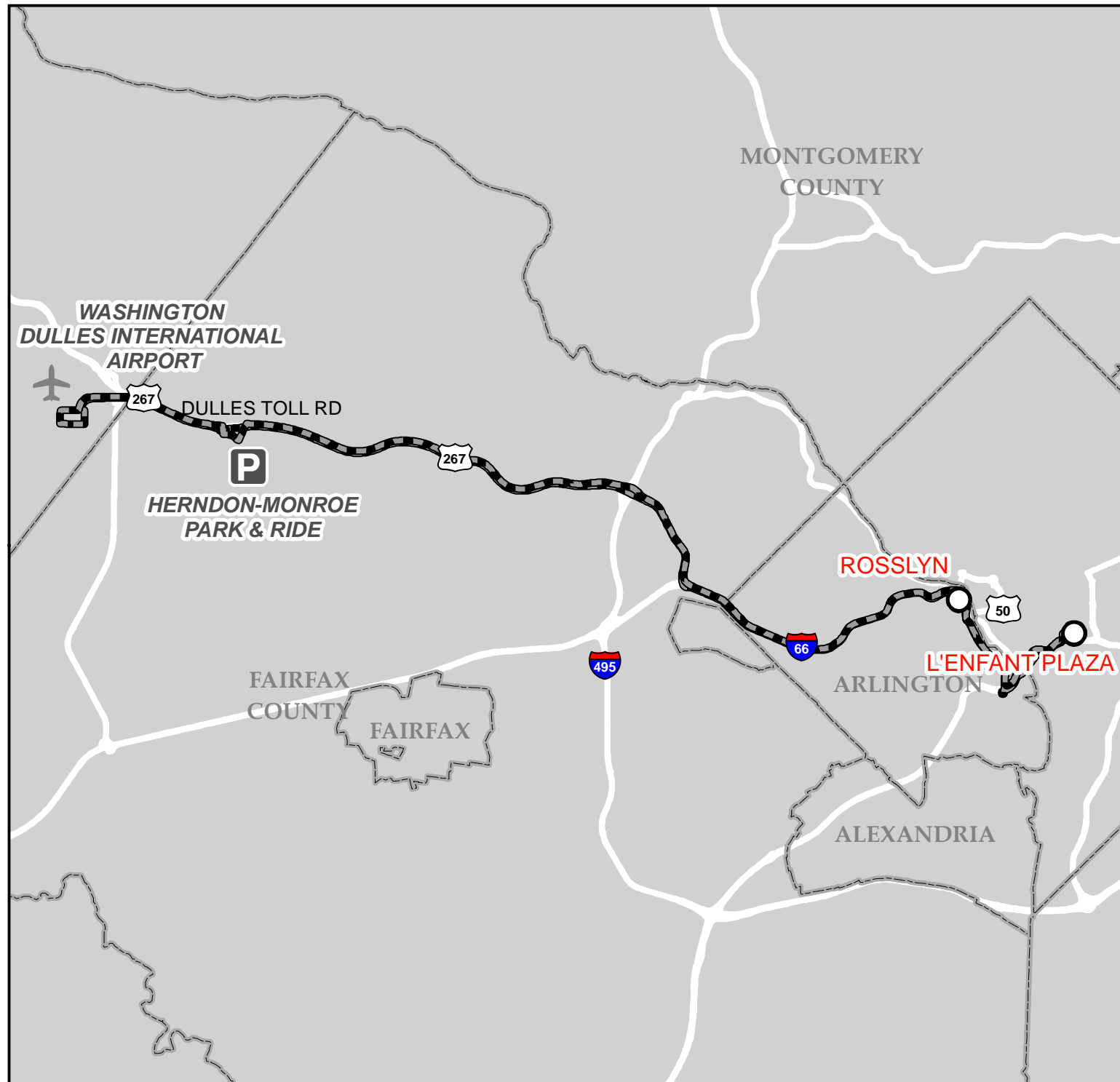
- Metrorail Silver Line and Fairfax Connector routes 981 and 983 provide alternative service from Wiehle-Reston East Metrorail Station.

REASON FOR PROPOSAL

- Reduce costs.
- Alternative services available.

PERFORMANCE MEASURES

Performance Measure	Route 5A	WMATA Guideline	Pass/Fail
Average Weekday Riders	986	432	Pass
Cost Recovery	66.09%	16.6%	Pass
Subsidy per Rider	\$3.17	\$4.81	Pass
Riders per Trip	15,9	10.7	Pass
Riders per Revenue Mile	0.5	1.3	Fail






5A

DC-Dulles Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated 5A
-  Roads



0 1.25 2.5 5 Miles

WISCONSIN AVENUE LIMITED LINE – ROUTE 37

BUDGET

- Current annual subsidy: \$680,000
- Estimated annual subsidy reduction: \$680,000

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 37 service.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus routes 30N, 30S, and 33 provide alternative service along upper Wisconsin Avenue NW between Friendship Heights and Massachusetts Avenue NW to Farragut Square, McPherson Square, and Federal Triangle.
- Metrobus Route N2 provides alternative service along upper Wisconsin Avenue NW between Friendship Heights and Nebraska Avenue NW to Dupont Circle and Farragut Square.

REASON FOR PROPOSAL

- High subsidy per rider.
- Alternative services available.

PERFORMANCE MEASURES

Performance Measure	Route 37	WMATA Guideline	Pass/Fail
Average Weekday Riders	599	432	Pass
Cost Recovery	13.7%	16.6%	Fail
Subsidy per Rider	\$7.37	\$4.81	Fail
Riders per Trip	27.2	10.7	Pass
Riders per Revenue Mile	4.1	1.3	Pass






37

Wisconsin Avenue Limited Line

Proposed Route
Elimination

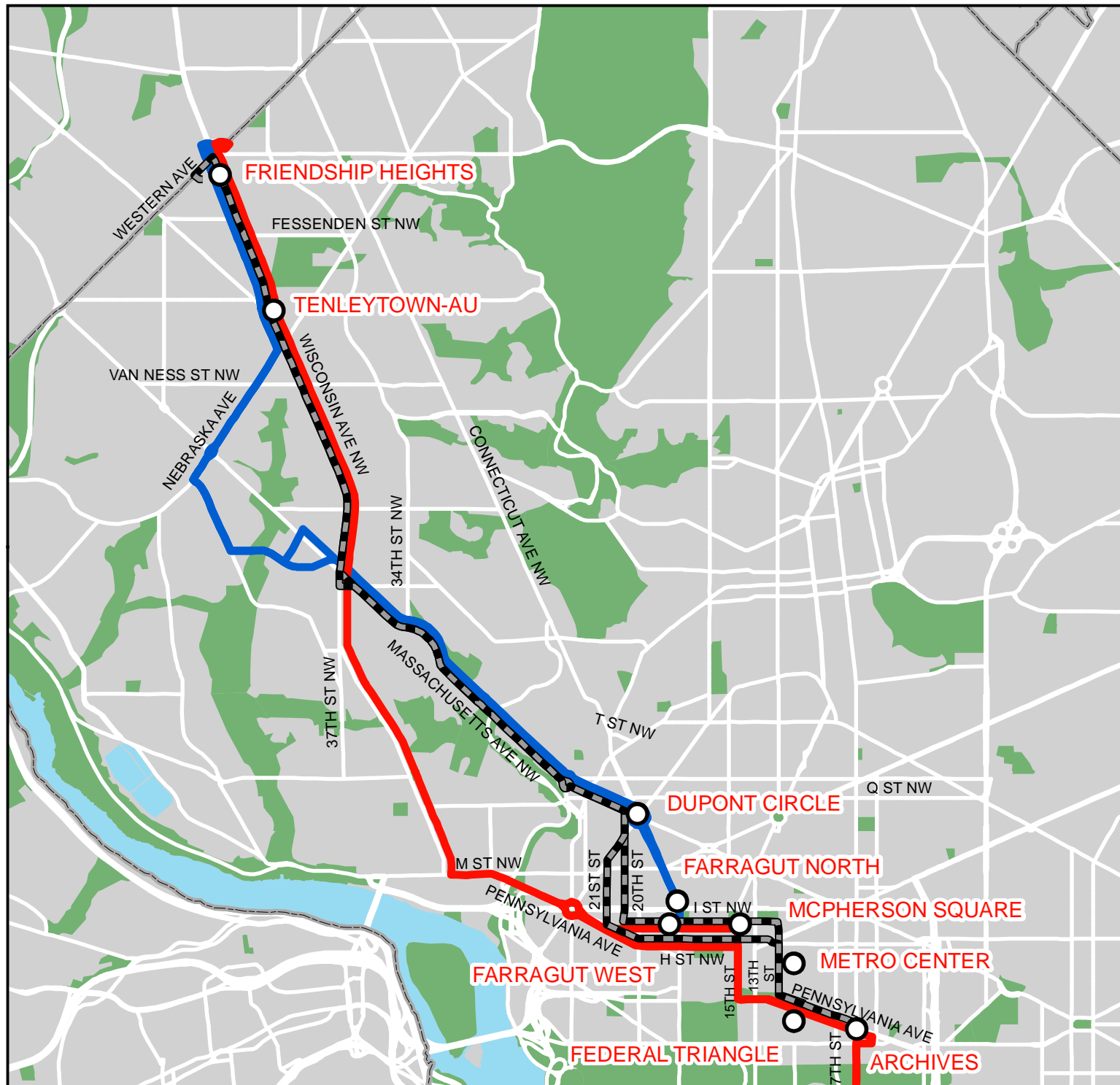
Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated 37
-  Alternative 30N, 30S service
-  Alternative N2 service
-  Roads



0 0.5 1 Miles



FORT LINCOLN SHUTTLE LINE – ROUTES B8, B9

BUDGET

- Estimated annual subsidy reduction: \$451,277

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route B8 and B9 service.

ALTERNATIVE SERVICE AVAILABLE

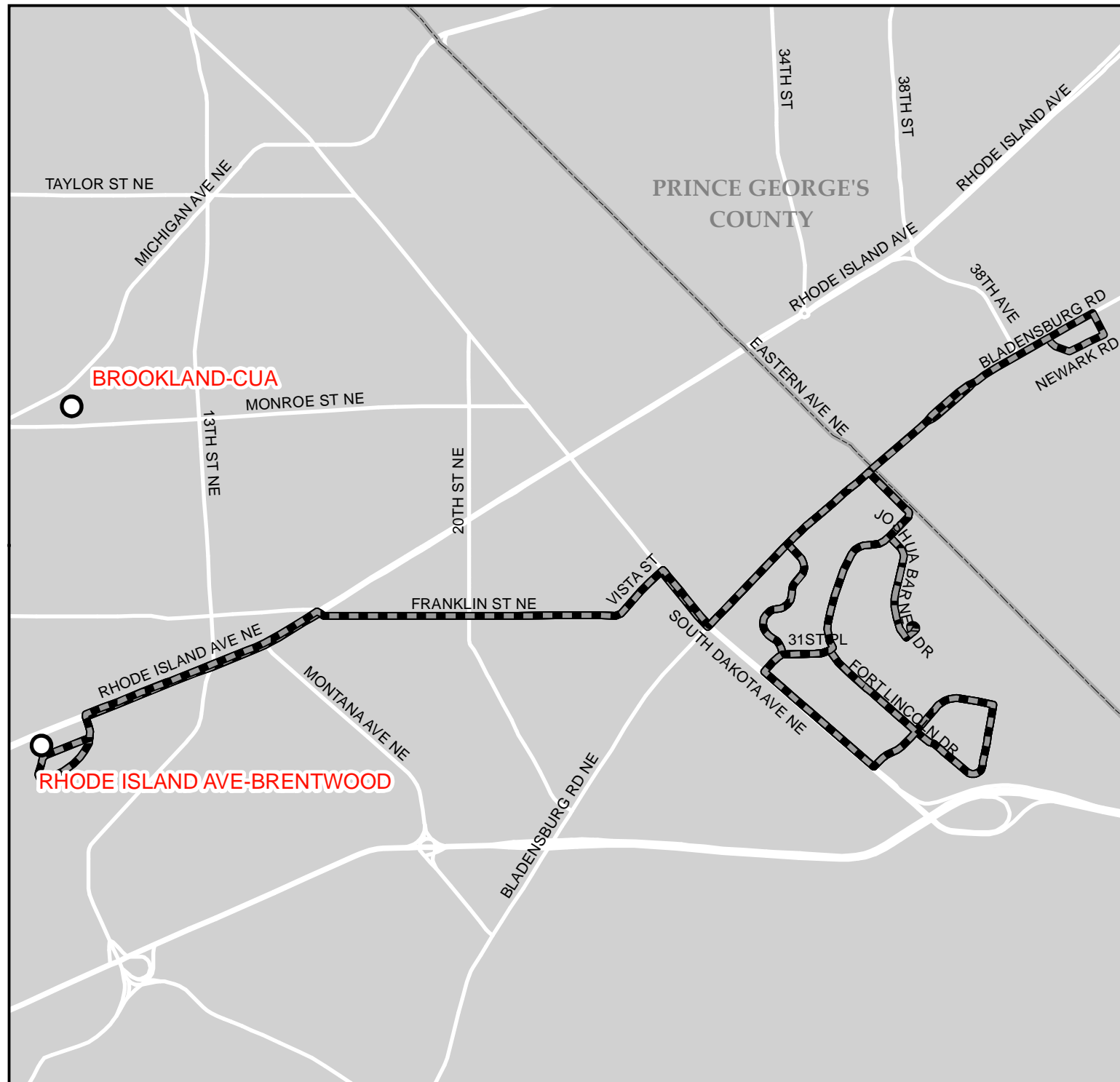
- Metrobus routes 82, 83, 86, T14, T18, and MetroExtra G9 on Rhode Island Avenue.
- Metrobus Route H6 would be restructured to serve both the Rhode Island Ave and Brookland-CUA Metrorail stations, and be extended to Colmar Manor weekday middays.

REASON FOR PROPOSAL

- High subsidy per rider.
- Alternative services available.

PERFORMANCE MEASURES

Performance Measure	Routes B8, B9	WMATA Guideline	Pass/Fail
Average Weekday Riders	525	432	Pass
Cost Recovery	25.55%	16.6%	Pass
Subsidy per Rider	\$3.41	\$4.81	Fail
Riders per Trip	9.5	10.7	Fail
Riders per Revenue Mile	2.4	1.3	Pass






B8,9

Fort Lincoln Shuttle Line

Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated B8,9
-  Roads



0 0.25 0.5 Miles

RHODE ISLAND AVENUE LIMITED LINE – ROUTE G9

(Route G9 is a new limited-stop MetroExtra service scheduled to begin March 2017.)

BUDGET

- Cost neutral.

PROPOSED EXTENSION

- Extend MetroExtra Route G9 from Rhode Island and Eastern avenues NE to Fort Lincoln (Fort Lincoln Drive & 33rd Place NE).
- Service would operate during weekday rush hours, approximately every 18-20 minutes from 6 a.m. to 9 a.m., and from 3 p.m. to 7 p.m. in both directions.
- Route G9 would serve the following proposed stops in Fort Lincoln:
 - Fort Lincoln (Fort Lincoln Drive & 33rd Place NE at Petersburg Apartments)
 - The Shops at Dakota Crossing (Lowes and Costco)
 - Fort Lincoln Drive & 31st Place NE
 - Eastern Avenue & Bladensburg Road NE

ALTERNATIVE SERVICE AVAILABLE

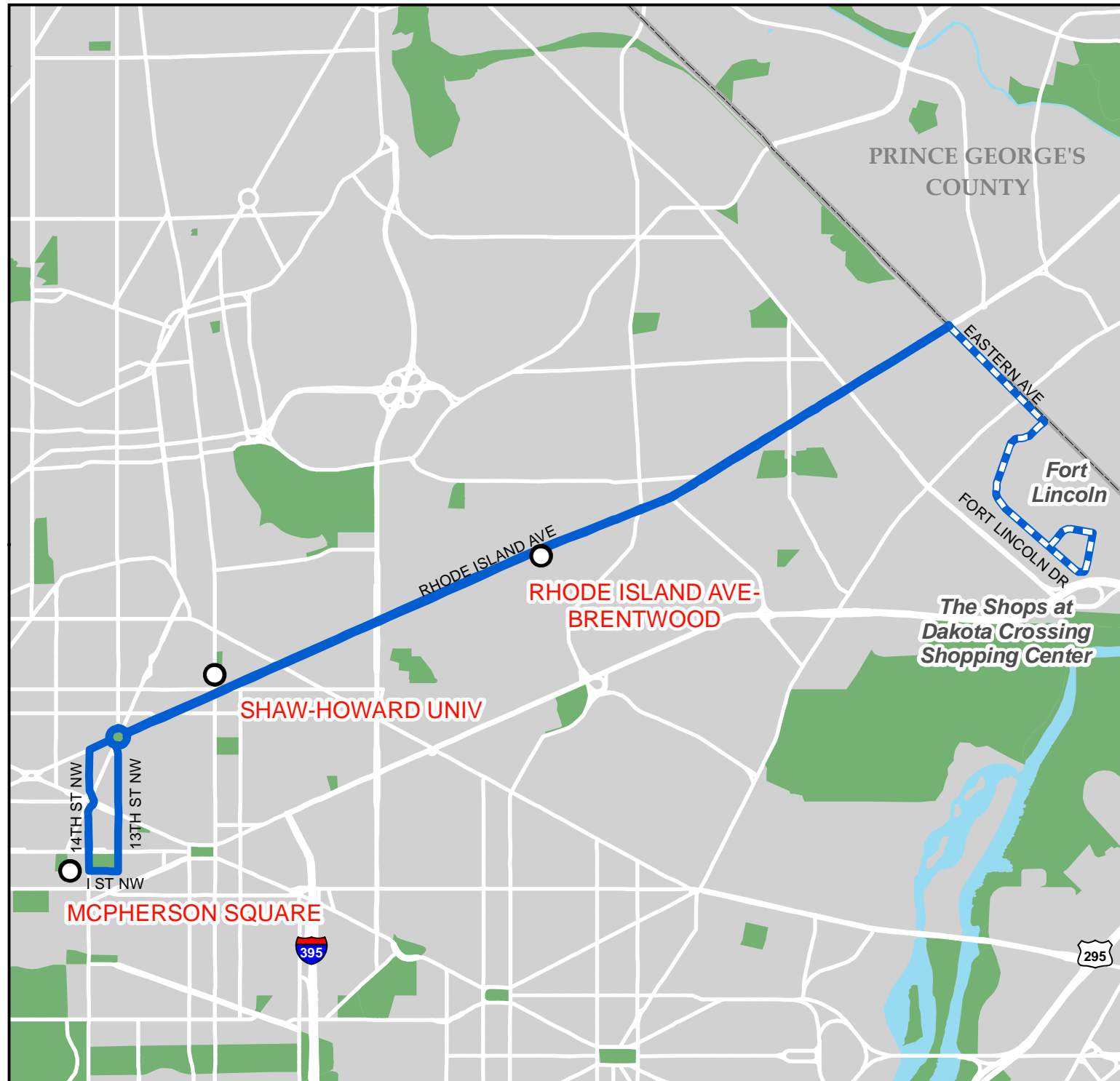
- Route G9 will provide service alternatives for Route B8 and B9 riders between Fort Lincoln and the Rhode Island Avenue corridor.

REASON FOR PROPOSAL

- Respond to ongoing dialogue with the community and District Department of Transportation (DDOT) concerning Fort Lincoln transit service, including to provide limited-stop MetroExtra service between Fort Lincoln and downtown DC.
- Respond to proposed elimination of routes B8 and B9.

PERFORMANCE MEASURES

- The extension to Fort Lincoln is estimated to add approximately 10 passengers per trip, for a total of 560 additional daily passengers (30 passengers per trip). Metrobus performance guidelines indicate there should be at least 10.7 riders per trip.







G9

Rhode Island Avenue Limited Line

Proposed Route
Extension

Propuesta de la
extensión de la ruta

Legend

-  Metrorail Stations
-  Route G9
-  Proposed G9 extension
-  Roads



0 0.2 0.4 0.8
Miles

BROOKLAND-FORT LINCOLN LINE – ROUTE H6

BUDGET

- Estimated annual subsidy reduction: \$300,000

RESTRUCTURE SERVICE

- Restructure between Fort Lincoln and the Brookland-CUA and Rhode Island Ave Metrorail stations as follows:
 - Westbound trips from Fort Lincoln would operate to Rhode Island Ave Metrorail station, then to Brookland-CUA Metrorail station along the current H6 route (14th Street, Quincy Street, Michigan Avenue).
 - Eastbound trips to Fort Lincoln would leave Brookland-CUA Metrorail station, operate along the current H6 route to 14th & Franklin Streets NE, then continue 14th Street NE, Rhode Island Avenue, serve Rhode Island Ave Metrorail station and continue to Fort Lincoln.
- Reroute in Fort Lincoln to serve Banneker Drive and the new section of Commodore Joshua Barney Drive NE.
- Extend Route H6 weekday midday service to Colmar Manor to replace Route B9. Service hours to Colmar Manor would be extended by an additional hour to 4:30 p.m.
- Frequency would be reduced to operate as follows:

	Weekday Rush Hour	Weekday Midday	Weekday Evening	Saturday	Sunday
Current	15 minutes	18 minutes	25 minutes	26 minutes	26 minutes
Proposed	15-17 minutes	30 minutes	30 minutes	30 minutes	30 minutes

ROUTE / SEGMENT ELIMINATION

- 31st Place NE between South Dakota Avenue and Banneker Drive.
- Fort Lincoln Drive NE between 31st Place and Commodore Joshua Barney Drive.
- Franklin Street NE between Rhode Island Avenue and 14th Street.

ALTERNATIVE SERVICE AVAILABLE

- All eliminated Metrobus Route B8 and B9 segments are within two blocks of the proposed Route H6 segments.

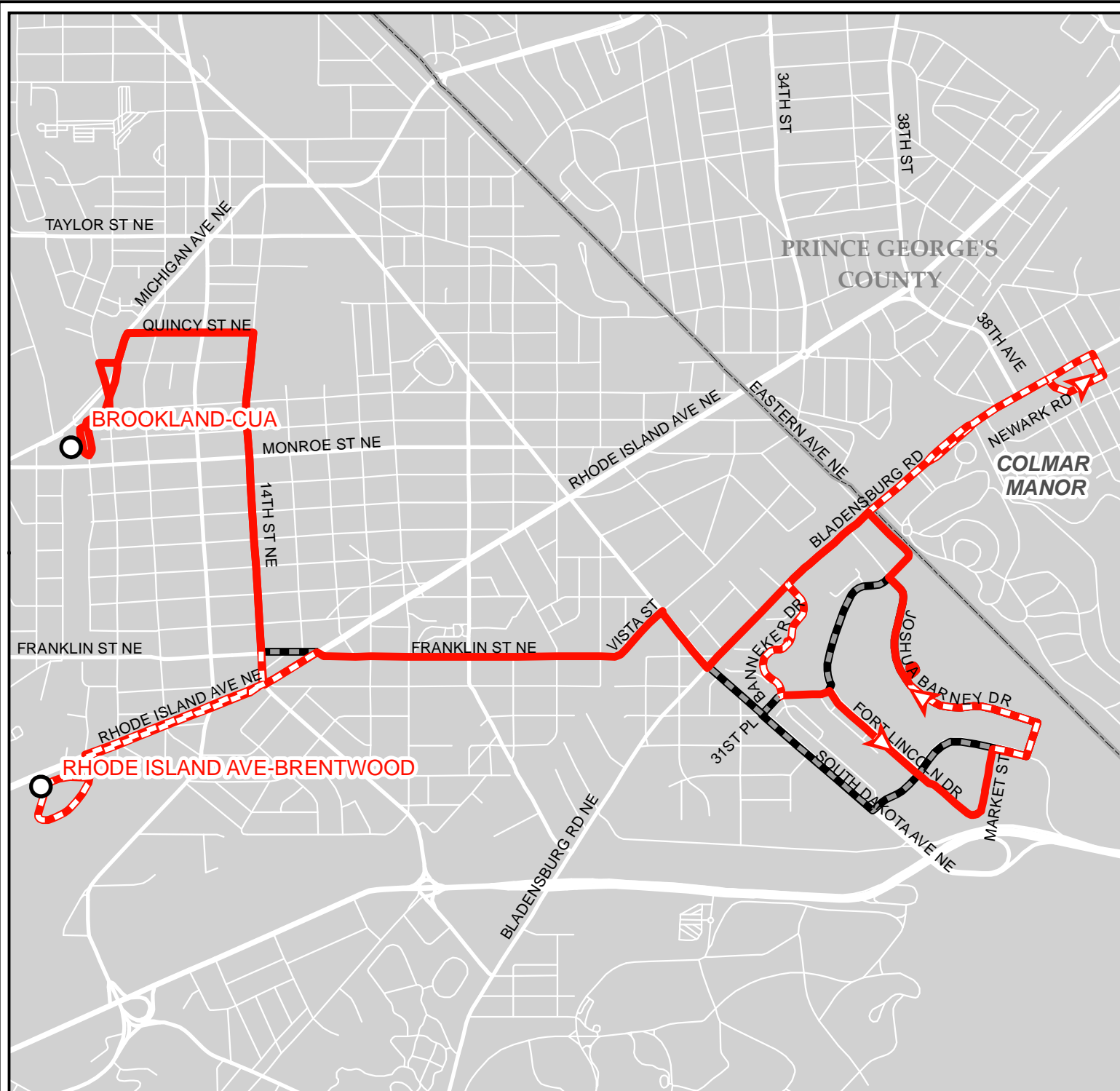
REASON FOR PROPOSAL

- Reduce costs.
- Respond to ongoing dialogue with the community and District Department of Transportation (DDOT) concerning Fort Lincoln transit service.
- Respond to proposed elimination of routes B8 and B9.

PERFORMANCE MEASURES

Performance Measure	Route H6	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,376	432	Pass
Cost Recovery	21.92%	16.6%	Pass
Subsidy per Rider	\$4.17	\$4.81	Fail
Riders per Trip	9.0	10.7	Fail
Riders per Revenue Mile	2.1	1.3	Pass

- The discontinuation of Metrobus routes B8 and B9 would add approximately 500 weekday riders to Route H6 (from 1,376 to 1,876 daily riders), increasing the weekday average per trip boardings from 9.0 to 16.3 passengers per trip. The WMATA performance standards indicate there should be at least 10.7 boardings per trip.








H6

Brookland - Fort Lincoln Line

Proposed Route Modifications

Propuesta de la modificación de la ruta

Legend

-  Metrorail Stations
-  Route H6
-  Proposed H6 Extensions
-  Proposed to be eliminated H6
-  Roads



0 0.25 0.5 Miles

16TH STREET LINE – ROUTES S2, S4 & 16TH STREET LIMITED LINE – ROUTE S9

BUDGET

- Cost-neutral 16th Street NW corridor service restructure.

RESTRUCTURE SERVICE

- Change some local Metrobus Route S2 and S4 service to limited-stop MetroExtra Route S9 service on weekdays and Saturdays.
- Add weekday midday Route S9 service with a 20 minute frequency.
- Add Saturday Route S9 service with a 20 minute frequency.
- Add northbound and southbound Route S9 stops at Alaska Avenue & Dahlia Street NW.
- Increase the frequency of Route S9 service during weekday rush hours from 7.5 minutes to 6 minutes between Silver Spring and Missouri/Colorado avenues NW, and from 7.5 minutes to 3 minutes from Missouri/Colorado avenues NW to Franklin Square.
- The tables below outline existing and proposed frequencies of service (minutes):

Existing Weekday Rush Hour				
	S2	S4	Combined S2/S4	S9
Silver Spring	15	15	7.5	7.5
Eastern / Alaska	15	n/a	7.5	7.5
16 th / Kalmia	n/a	15	15	n/a
16 th / Colorado	6	15	4	7.5
Federal Triangle	15	15	7.5	n/a

Proposed Weekday Rush Hour				
	S2	S4	Combined S2/S4	S9
Silver Spring	20	20	10	6
Eastern / Alaska	20	n/a	20	6
16 th / Kalmia	n/a	20	20	n/a
16 th / Colorado	20	20	10	3
Federal Triangle	20	20	10	n/a

Existing Weekday Midday				
	S2	S4	Combined S2/S4	S9
Silver Spring	15	15	7.5	n/a
Eastern / Alaska	15	n/a	15	n/a
16 th / Kalmia	n/a	15	15	n/a
16 th / Colorado	15	15	7.5	n/a
Federal Triangle	15	n/a	15	n/a

Proposed Weekday Midday				
	S2	S4	Combined S2/S4	S9
Silver Spring	30	30	15	15
Eastern / Alaska	30	n/a	30	15
16 th / Kalmia	n/a	30	30	n/a
16 th / Colorado	30	30	15	15
Federal Triangle	30	30	15	n/a

Existing Saturday				
	S2	S4	Combined S2/S4	S9
Silver Spring	12	12	6	n/a
Eastern / Alaska	12	n/a	12	n/a
16 th / Kalmia	n/a	12	12	n/a
16 th / Colorado	12	12	6	n/a
Federal Triangle	12	12	6	n/a

Proposed Saturday				
	S2	S4	Combined S2/S4	S9
Silver Spring	20	20	10	20
Eastern / Alaska	20	n/a	20	20
16 th / Kalmia	n/a	20	20	n/a
16 th / Colorado	20	20	10	20
Federal Triangle	20	20	10	n/a

- All Sunday Route S4 trips would be extended to Federal Triangle. Sunday Route S2 and S4 service would change from every 21 minutes to every 23 minutes, for a combined frequency of 12 minutes.
- Service on seven weekday morning rush hour trips on 14th Street NW between Decatur Street and Missouri Avenue will be eliminated due to local trips converting to Route S9 trips.

REASON FOR PROPOSAL

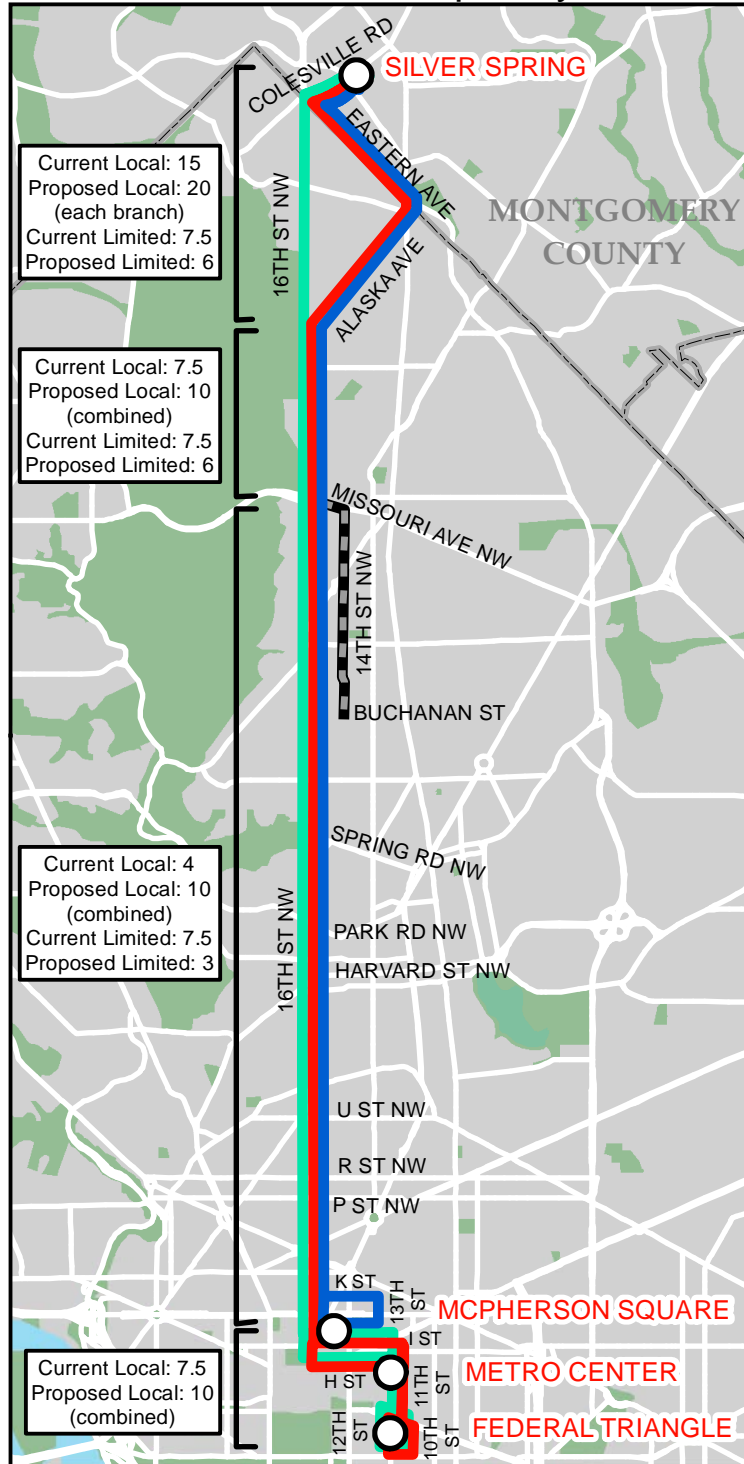
- Proposed changes were recommended by DDOT's *16th Street NW Transit Priority Planning Study (April 2016)*:
 - To better match the demand for limited-stop MetroExtra service on 16th Street;
 - To alleviate overcrowding in the corridor by increasing the number of Route S9 trips, which have a faster travel time than local Route S2 and S4 trips, allowing for a net gain in number of trips; and
 - To make 16th Street corridor service easier to understand for customers.

PERFORMANCE MEASURES

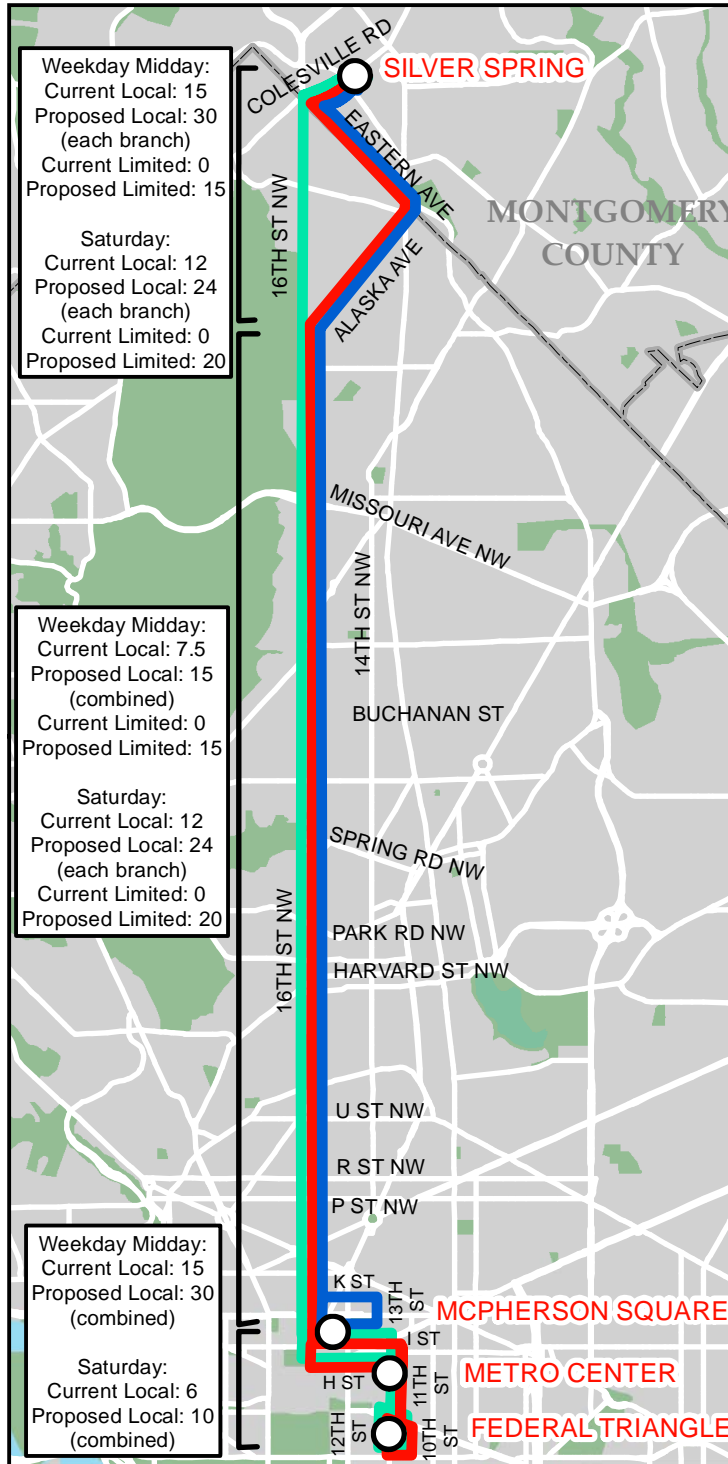
Performance Measure	Routes S2, S4	Route S9	WMATA Guideline	Pass/Fail
Average Weekday Riders	13,258	3,913	432	Pass
Cost Recovery	38.79%	39.76%	16.6%	Pass
Subsidy per Rider	\$1.85	\$1.77	\$4.81	Pass
Riders per Trip	36.9	37.0	10.7	Pass
Riders per Revenue Mile	4.8	4.8	1.3	Pass

- Current morning rush hour Route S2 trips are 90% full and Route S4 trips are 96% full, on average. Route S9 trips are 128% full, on average. WMATA service guidelines indicate that the maximum should be 120% for this service type.
- Current afternoon rush hour Route S2 trips are on average 89% full and Route S4 trips are 82% full, on average. Route S9 trips are 124% full, on average. WMATA service guidelines indicate that the maximum should be 120% for this service type.

Rush Hour Frequency



Midday and Saturday Frequency



S2, S4

16th Street Line

S9

16th Street Limited Line

Proposed Frequency Modifications

Propuesta de las modificaciones de la frecuencia del servicio

Legend

- Metrorail Stations
- Proposed to be eliminated S2
- Route S2
- Route S4
- Route S9
- Roads



0 0.5 1 Mile

MARYLAND

Proposed Metrobus Service Changes

BOWIE-NEW CARROLLTON LINE – ROUTE B27

BUDGET

- Current annual subsidy: \$341,270
- Estimated annual subsidy reduction: \$341,270

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route B27 service.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus routes B21 and B22 operate between New Carrollton Metrorail Station and Bowie State University.
- On Lanham-Severn Road east of Cipriano Road: no alternate service available.
- Old Bowie: no alternate service available.
- At Seabrook MARC Station: no alternate service available.

REASON FOR PROPOSAL

- Low ridership.
- High subsidy per rider.
- Reduce costs.

PERFORMANCE MEASURES

Performance Measure	Route B27	WMATA Guideline	Pass/Fail
Average Weekday Riders	222	432	Fail
Cost Recovery	16.12%	16.6%	Fail
Subsidy per Rider	\$6.09	\$4.81	Fail
Riders per Trip	8.6	10.7	Fail
Riders per Revenue Mile	1.0	1.3	Fail

- Approximately 30% of total ridership on Route B27 is at stops that would be abolished and not served by any service if the route were eliminated.

B27

Bowie-New Carrollton Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

No alternate transit service is available
on Lanham-Severn Road or in Old Bowie.

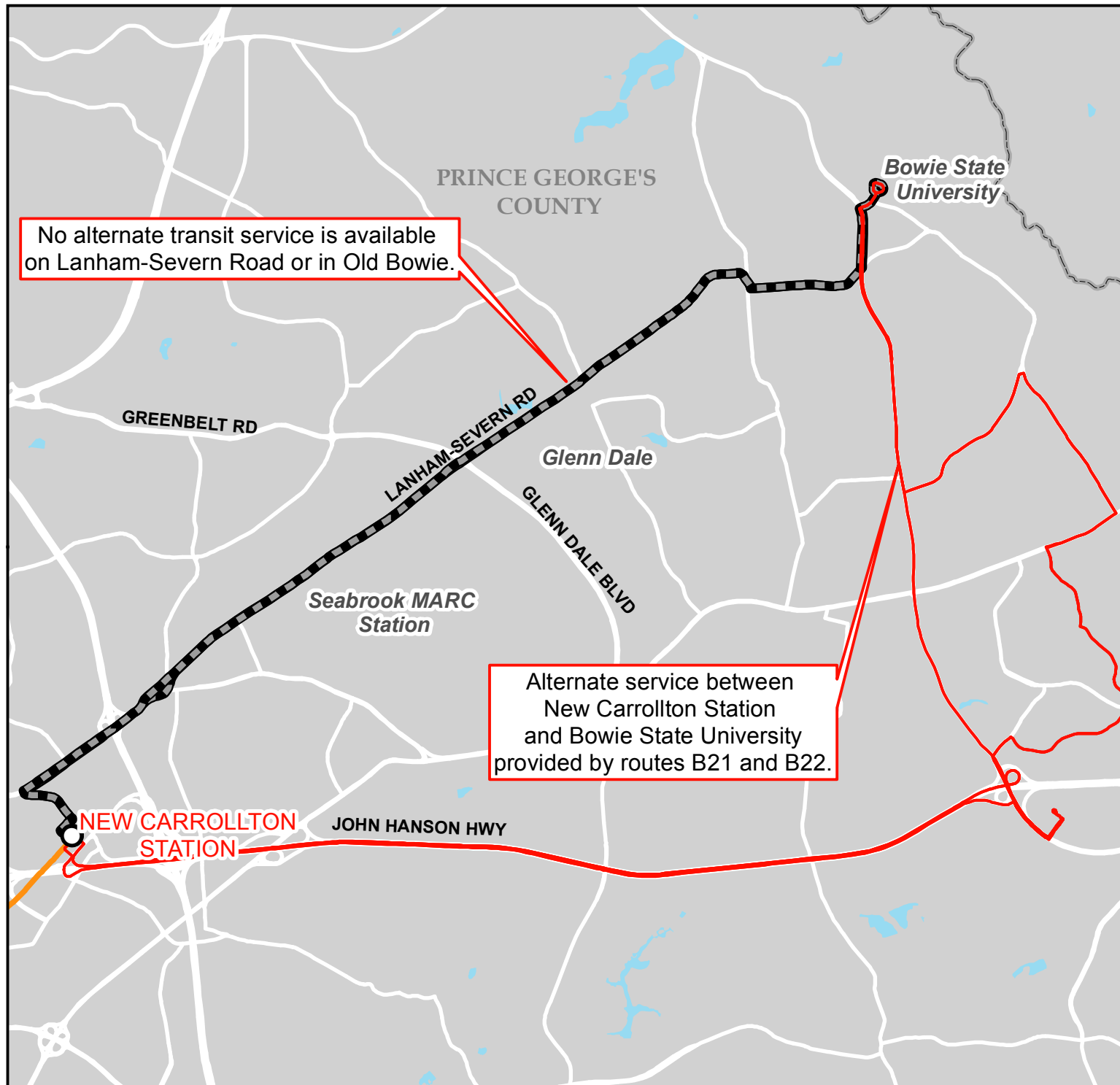
Alternate service between
New Carrollton Station
and Bowie State University
provided by routes B21 and B22.

Legend

- Metrorail Stations
- ▬ Proposed to be eliminated B27
- B21, B22
- Orange Line
- Roads



0 0.75 1.5
Miles



GREENBELT-BWI THURGOOD MARSHALL AIRPORT EXPRESS LINE – ROUTE B30

BUDGET

- Current annual subsidy: \$1,209,160
- Estimated annual subsidy reduction (Option 1): \$1,209,160
- Estimated annual subsidy reduction (Option 2): \$350,000

RESTRUCTURE SERVICE

Option 1

- Eliminate all Route B30 service.

Option 2

- Reduce frequency of service to every 60 minutes and increase fare on this route to \$9.00.

ALTERNATIVE SERVICE AVAILABLE

Option 1

- Alternate service to BWI Airport provided by MARC's Penn Line at Union Station, New Carrollton Metrorail Station, and Bowie State University.
- Service between Greenbelt Metrorail Station (current Route B30 service) and New Carrollton Metrorail Station (alternate MARC service) is provided on Metrobus routes G12 and G14.

Option 2

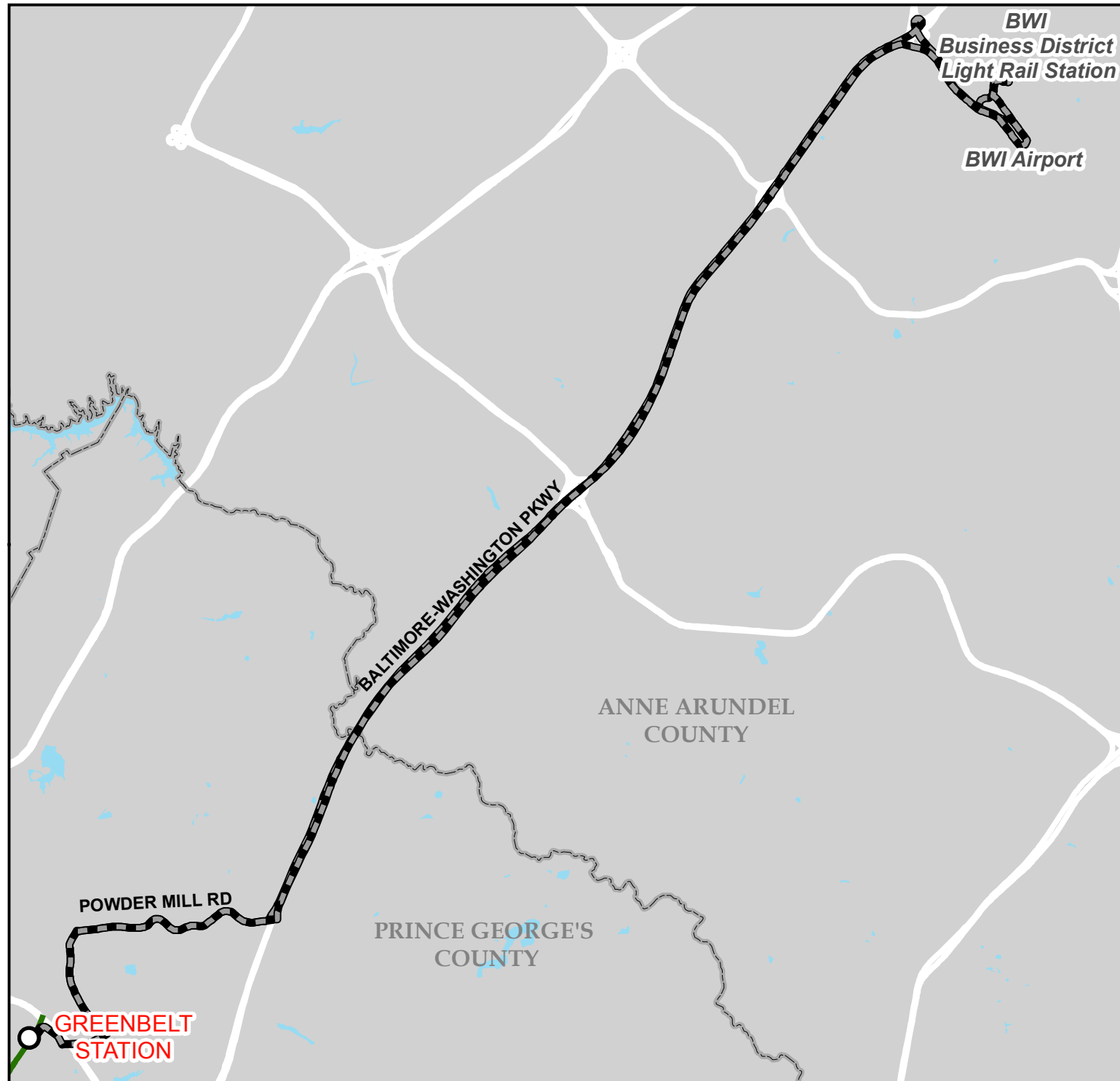
- Route B30 service is available at reduced frequency.

REASON FOR PROPOSAL

- Low ridership.
- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Route B30	WMATA Guideline	Pass/Fail
Average Weekday Riders	370	432	Fail
Cost Recovery	40.29%	16.6%	Pass
Subsidy per Rider	\$9.14	\$4.81	Fail
Riders per Trip	7.6	10.7	Fail
Riders per Revenue Mile	0.3	1.3	Fail







B30

**Greenbelt-BWI
Thurgood Marshall
Airport Express Line**

Proposed Route
Elimination or
Frequency Reduction

Propuesta de la
eliminación
o reducción de la
frecuencia

Legend

-  Metrorail Stations
-  Route B30
-  Green line
-  Roads



0 0.75 1.5 3 Miles

COLLEGE PARK-WHITE FLINT LINE – ROUTE C8

BUDGET

- Current annual subsidy: \$2,270,112
- Estimated annual subsidy reduction: \$162,000

ROUTE / SEGMENT ELIMINATION

- Eliminate Route C8 service between Glenmont and White Flint Metrorail stations.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus Route C4 along Randolph Road between Parklawn Drive and Veirs Mill Road.
- Montgomery County Ride On Route 10 along Randolph Road between Parklawn Drive and Glenmont Metrorail Station.

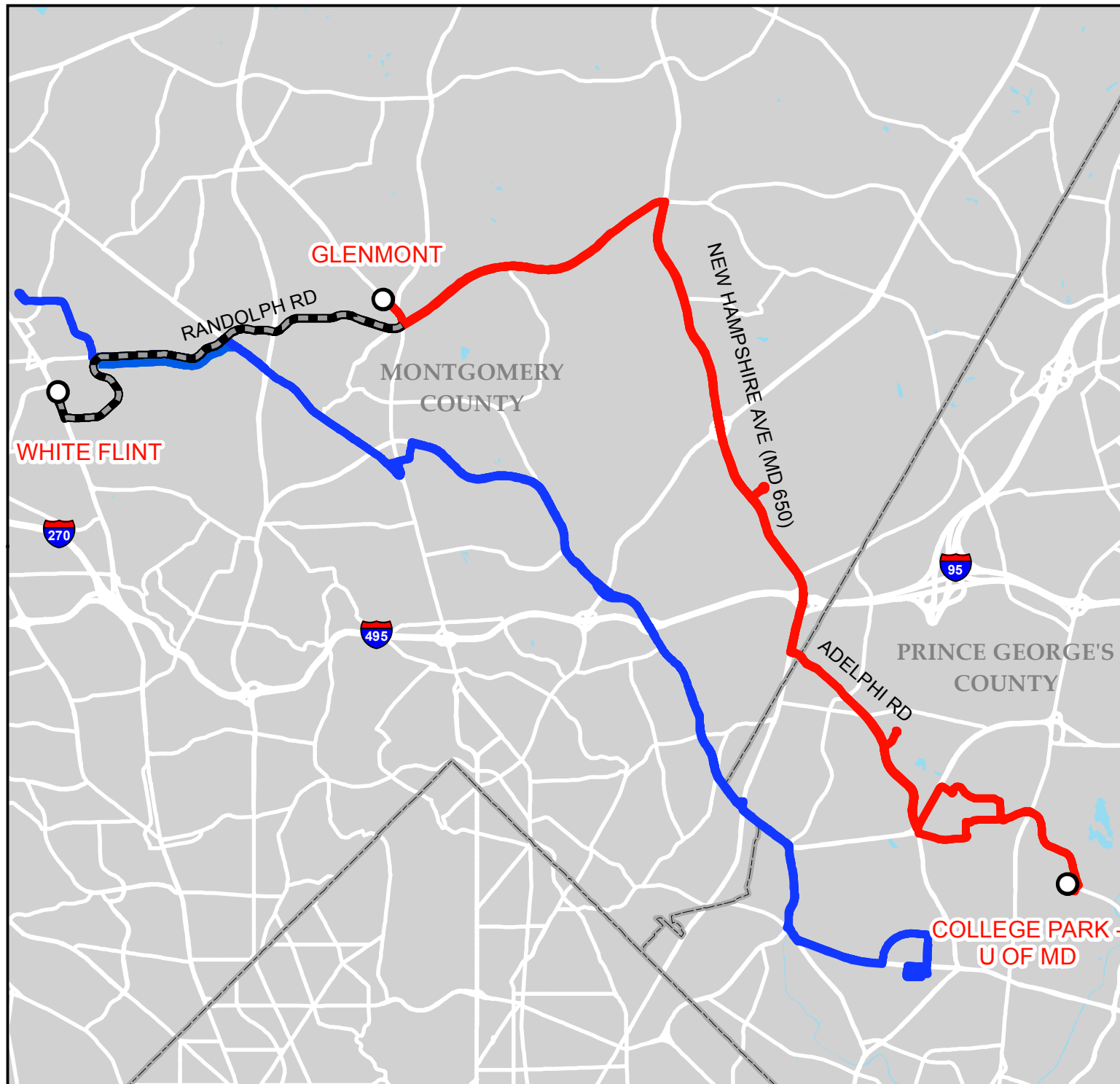
REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

Performance Measure	Route C8	WMATA Guideline	Pass/Fail
Average Weekday Riders	2,632	> 432	Pass
Cost Recovery	27.8%	>16.6%	Pass
Subsidy per Rider	\$3.03	<\$4.81	Pass
Riders per Trip	38.6	>10.7	Pass
Riders per Revenue Mile	2.2	>1.3	Pass

- Discontinued segment averages 591 eastbound weekday boardings (19.1 per trip) and 401 westbound weekday boardings (12.5 per trip) according to WMATA automatic passenger counter data, which, accounts for 44.4% of eastbound boardings and 26.6% of westbound boardings.
- Discontinued segment averages 354 eastbound Saturday boardings (9.1 per trip) and 248 westbound Saturday boardings (7.8 per trip) according to WMATA automatic passenger counter data, which, accounts for 46.2% of eastbound boardings and 29.7% of westbound boardings.








C8

College Park -
White Flint Line

Proposed Route
Modifications

Propuesta de la
modificación de la ruta

Legend

-  Metrorail
Stations
-  Proposed to be
eliminated C8
-  Unaffected C8
-  Alternative C4
Service
-  Roads



0 0.5 1 2
Miles

CLINTON LINE – ROUTES C11, C13

BUDGET

- Current annual subsidy: \$465,577
- Estimated annual subsidy reduction: \$150,000

REDUCE SERVICE FREQUENCY

- Reduce peak service frequency from one bus every 15 minutes to one bus every 20 minutes.

ALTERNATIVE SERVICE AVAILABLE

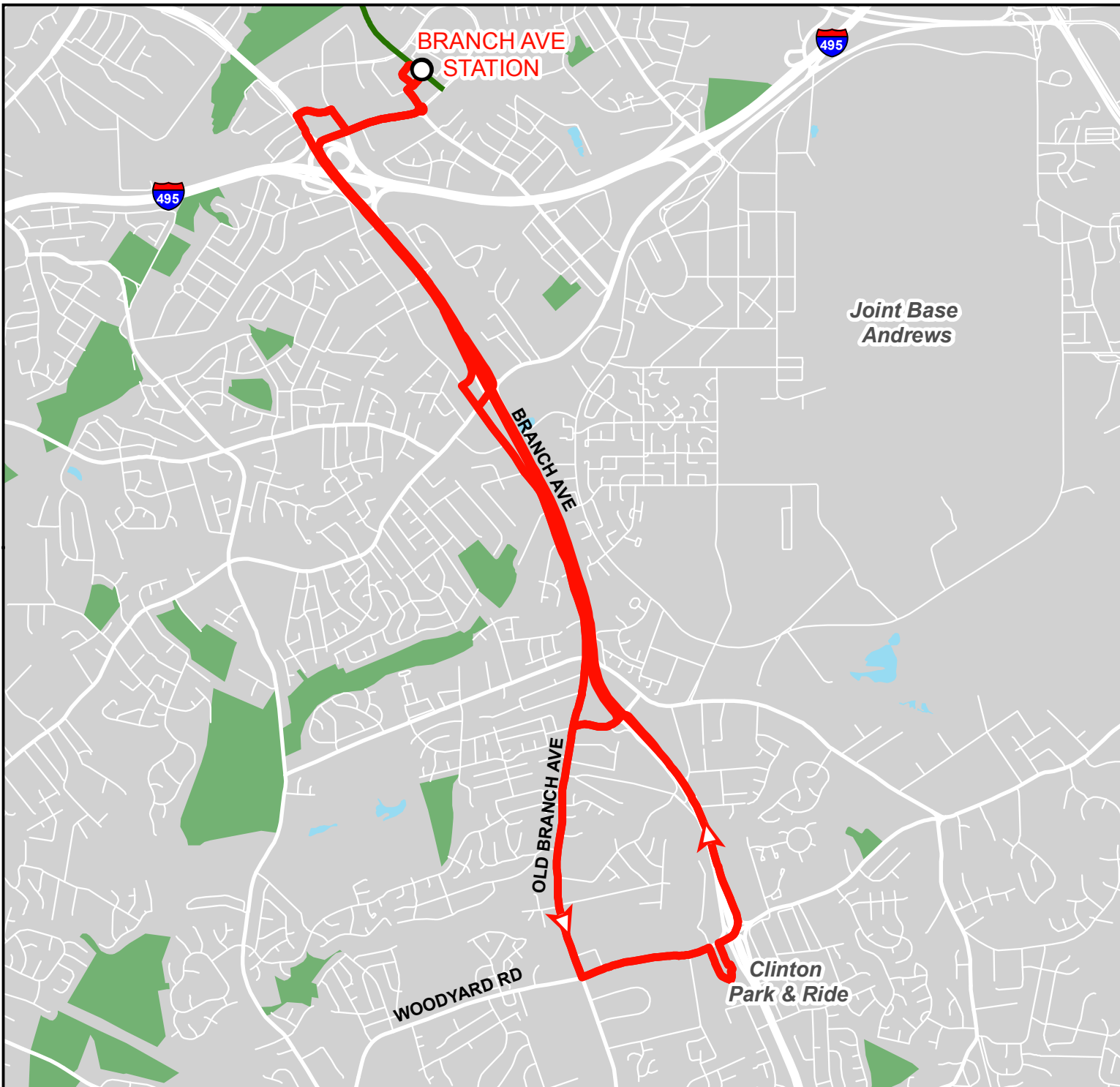
- Route C11 and C13 service will be available at reduced frequencies.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

Performance Measure	Routes C11, C13	WMATA Guideline	Pass/Fail
Average Weekday Riders	435	432	Pass
Cost Recovery	21.63%	16.6%	Pass
Subsidy per Rider	\$4.24	\$4.81	Pass
Riders per Trip	13.2	10.7	Pass
Riders per Revenue Mile	2.3	1.3	Pass



C11, C13

Clinton Line

Proposed
Frequency Reduction

Propuesta de la
reducción de la
frecuencia del servicio

Legend

-  Metrorail Stations
-  Routes C11, C13
-  Green line
-  Roads



0 0.25 0.5 1
Miles

CHILLUM ROAD LINE – ROUTES F1, F2

BUDGET

- Current annual subsidy: \$1,730,542
- Estimated annual subsidy reduction: \$150,000

REDUCE SERVICE FREQUENCY

- Reduce peak service frequency to one bus every 35 minutes.

ALTERNATIVE SERVICE AVAILABLE

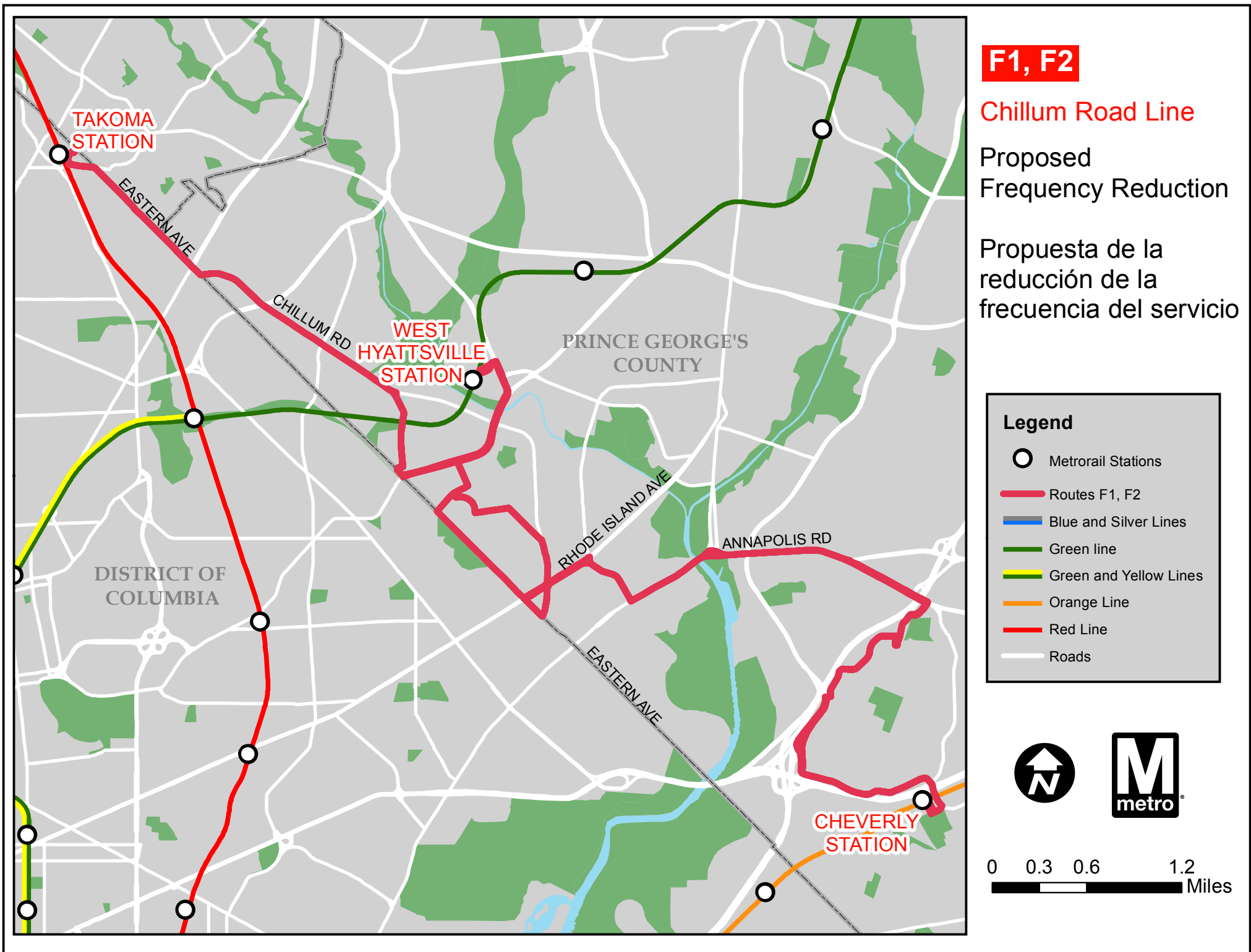
- Route F1 and F2 service will be available at reduced frequencies.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

Performance Measure	Routes F1, F2	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,826	432	Pass
Cost Recovery	27.03%	16.6%	Pass
Subsidy per Rider	\$3.16	\$4.81	Pass
Riders per Trip	31.3	10.7	Pass
Riders per Revenue Mile	2.5	1.3	Pass



MARLOW HEIGHTS-TEMPLE HILLS LINE – ROUTES H11, H12, H13

BUDGET

- Current annual subsidy: \$1,374,840
- Estimated annual subsidy reduction: \$100,000

REDUCE SERVICE FREQUENCY

- Reduce peak service frequency to one bus every 25 minutes.

ALTERNATIVE SERVICE AVAILABLE

- Route H11, H12, and H13 service will be available at reduced frequencies.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

Performance Measure	Routes H11, H12, H13	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,471	432	Pass
Cost Recovery	22.37%	16.6%	Pass
Subsidy per Rider	\$4.06	\$4.81	Pass
Riders per Trip	16.6	10.7	Pass
Riders per Revenue Mile	2.7	1.3	Pass







H11, H12, H13

Marlow Heights-Temple Hills Line

Proposed
Frequency Reduction

Propuesta de la
reducción de la
frecuencia del servicio

Legend

-  Metrorail Stations
-  Routes H11, H12, H13
-  Green line
-  Roads



0 0.3 0.6
Miles

BETHESDA-SILVER SPRING LINE – ROUTES J1, J2, J3

BUDGET

- Current annual subsidy: \$4,814,456
- Estimated annual subsidy reduction: \$267,000

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route J1 service, resulting in no service to stops along Jones Mill Road and Jones Bridge Road; and reduced service at Medical Center Metrorail Station and along East-West Highway between Jones Mill Road and Silver Spring Metrorail Station.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus routes J2 and J3 at Medical Center Metrorail Station and along East-West Highway.
- Metrobus Route L8 at Jones Bridge Road and Connecticut Avenue.
- Montgomery County Ride On Route 33 on Jones Bridge Road between Connecticut Ave and Medical Center Metrorail Station.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURE

Performance Measure	Routes J1, J2, J3	WMATA Guideline	Pass/Fail
Average Weekday Riders	6,112	> 432	Pass
Cost Recovery	31.3%	>16.6%	Pass
Subsidy per Rider	\$2.57	<\$4.81	Pass
Riders per Trip	31.0	>10.7	Pass
Riders per Revenue Mile	3.3	>1.3	Pass

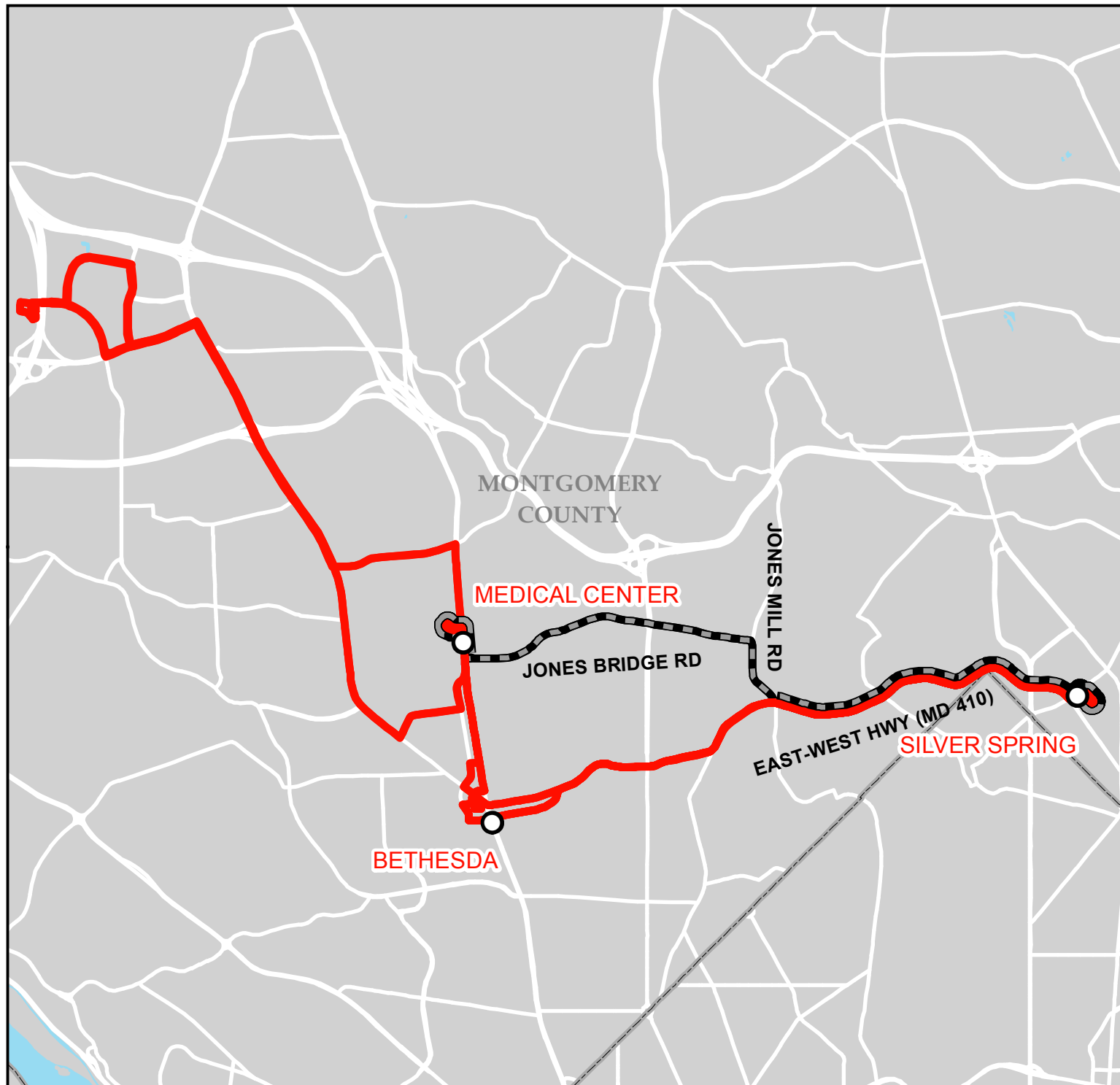
- The portion of Route J1 exclusive to Jones Mill Road and Jones Bridge Road has 3.54 boardings per revenue trip based on Automatic Passenger Counter data during the August 2016 Schedule Period (August 21-December 18), which does not meet the WMATA standard 10.7 riders per trip.

J1, J2, J3





Bethesda - Silver Spring Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta



Legend

-  Metrorail Stations
-  Unaffected J2,3
-  Proposed to be eliminated J1
-  Roads



0 0.3 0.6 1.2
Miles

TWINBROOK-SILVER SPRING LINE – ROUTE J5

BUDGET

- Current annual subsidy: \$388,362
- Estimated annual subsidy reduction: \$388,362

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route J5 service.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus Route C4 and Montgomery County Ride On Routes 10 and 44 from Twinbrook Metrorail Station and along Parklawn Drive.
- Montgomery County Ride On Route 38 along Nicholson Lane.
- Metrorail Red Line between Grosvenor-Strathmore and Silver Spring Metrorail stations.

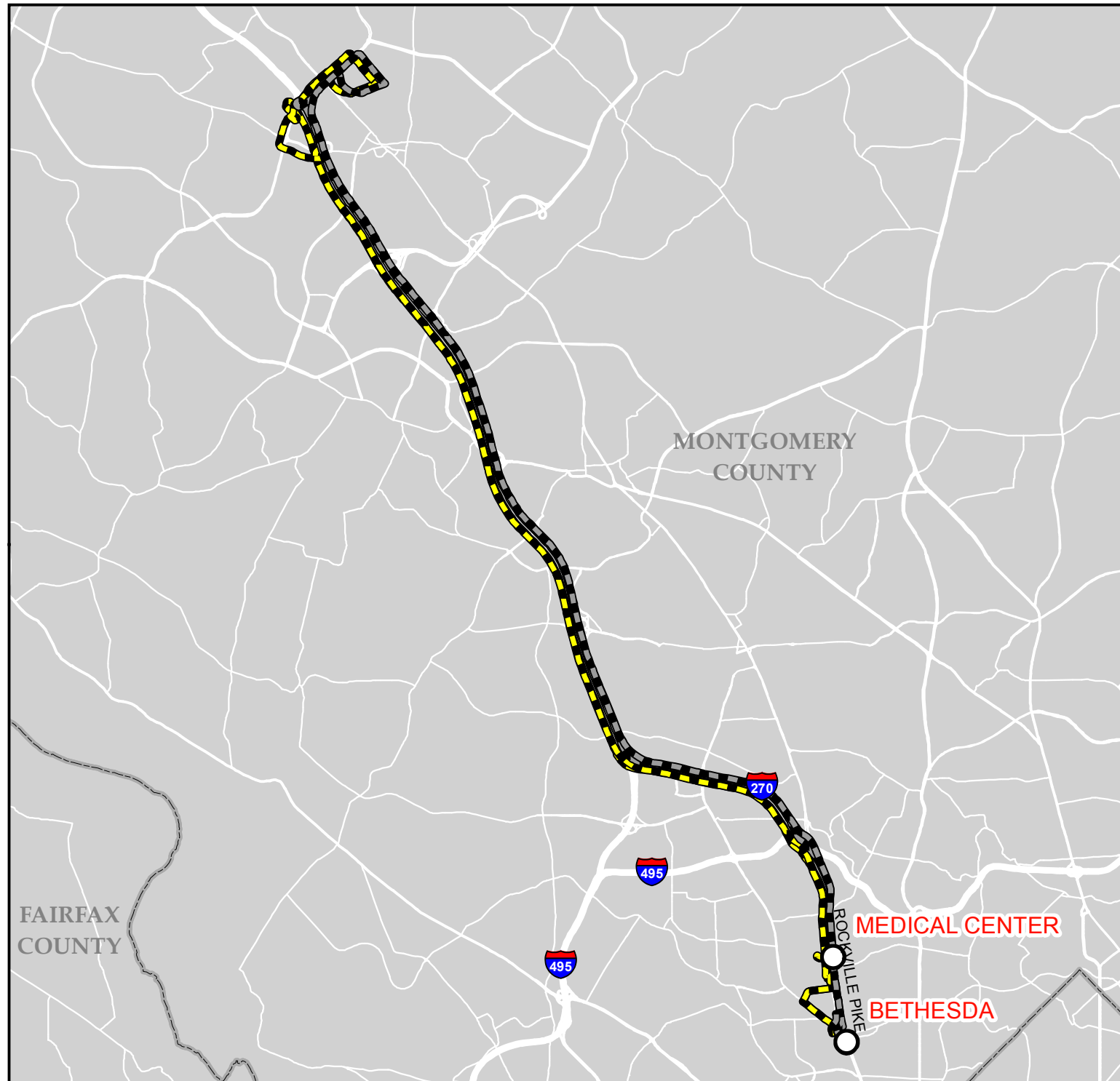
REASON FOR PROPOSAL

- Low ridership.
- High subsidy per rider.
- Alternative Metrobus, Metrorail, and Ride On services available.

PERFORMANCE MEASURES

Performance Measure	Route J5	WMATA Guideline	Pass/Fail
Average Weekday Riders	284	> 432	Fail
Cost Recovery	17.7%	>16.6%	Pass
Subsidy per Rider	\$5.43	<\$4.81	Fail
Riders per Trip	14.2	>10.7	Pass
Riders per Revenue Mile	1.4	>1.3	Pass

- Route J5 ridership decreased 27,000 (-27%) total annual passengers between FY 2015 & FY 2016. FY 2016 total ridership was 74,352 compared to FY 2015 total ridership of 101,323.







J7,9

I-270 Express Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated J7
-  Proposed to be eliminated J9
-  Roads



0 0.5 1 2
Miles

I-270 EXPRESS LINE – ROUTES J7, J9

BUDGET

- Current annual subsidy: \$412,000
- Estimated annual subsidy reduction: \$412,000

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route J7 and J9 service.

ALTERNATIVE SERVICE AVAILABLE

- Montgomery County Ride On Route 55 between Lakeforest Transit Center and Shady Grove Metrorail Station.
- Montgomery County Ride On Route 56 between MD 124 Park & Ride, Lakeforest Transit Center, and Rockville Metrorail Station.
- Montgomery County Ride On Route 61 between MD 124 Park & Ride, Lakeforest Transit Center, and Shady Grove Metrorail Station.

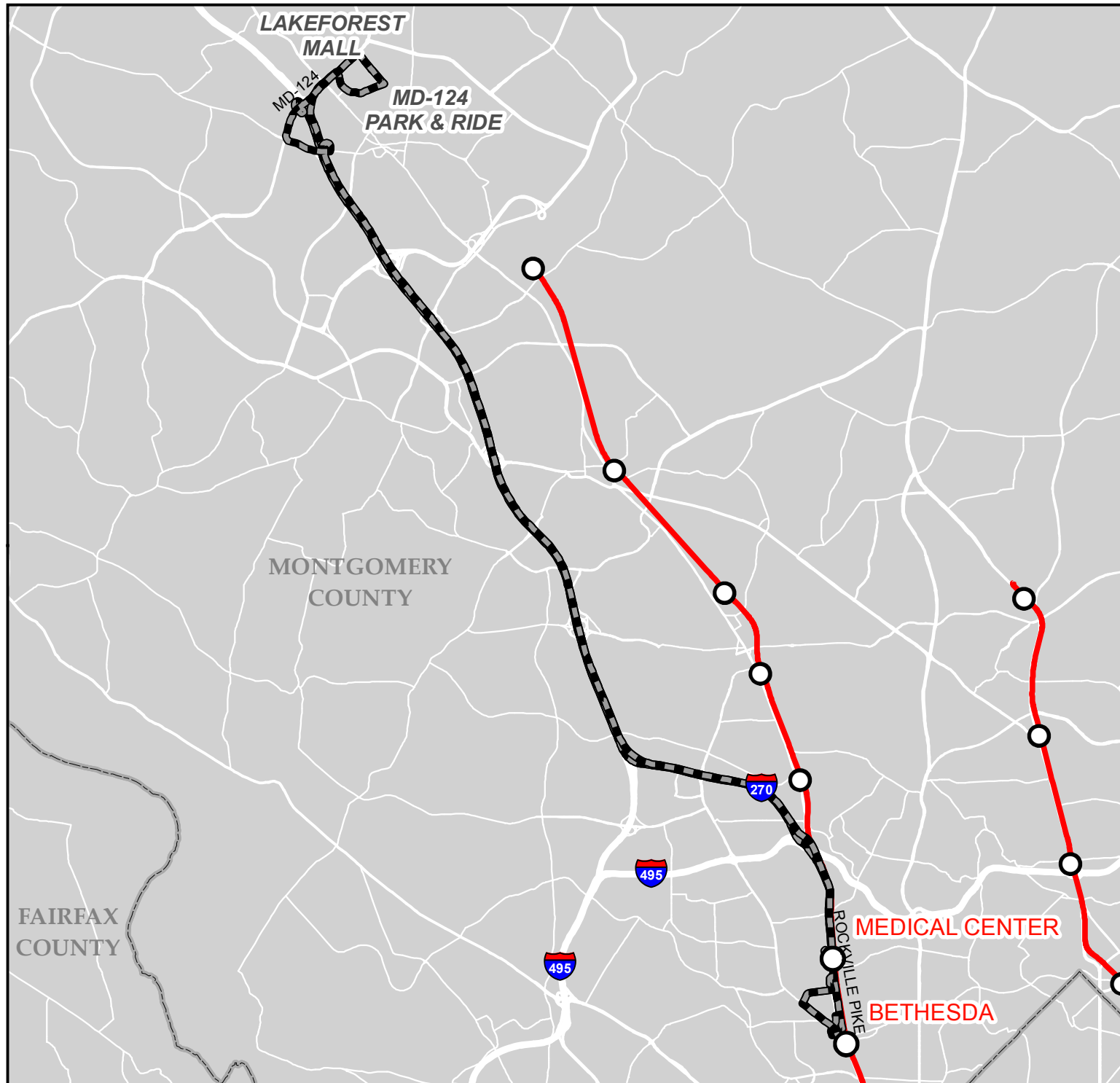
REASON FOR PROPOSAL

- Low ridership.
- High subsidy per rider.
- Alternative Metrorail and Ride On services available..

PERFORMANCE MEASURES

Performance Measure	Routes J7, J9	WMATA Guideline	Pass/Fail
Average Weekday Riders	326	> 432	Fail
Cost Recovery	26.8%	>16.6%	Pass
Subsidy per Rider	\$8.73	<\$4.81	Fail
Riders per Trip	9.9	>10.7	Fail
Riders per Revenue Mile	0.6	>1.3	Fail

- Route J7 and J9 ridership has decreased 12,300 (-13%) total annual passengers between FY 2015 & FY 2016. FY16 total ridership was 85,657 compared to FY 2015 total ridership of 97,935.






J7,9

I-270 Express Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated J7,9
-  Roads



0 0.5 1 2
Miles

OXON HILL-FORT WASHINGTON LINE – ROUTES P17, P18, P19

BUDGET

- Current annual subsidy: \$1,977,655
- Estimated annual subsidy reduction (Option 1): \$1,977,655
- Estimated annual subsidy reduction (Option 2): \$450,000

RESTRUCTURE SERVICE

Option 1

- Eliminate all Route P17, P18, and P19 service.

Option 2

- Eliminate service to downtown DC (Route P17 and P19 trips will begin and end at Southern Ave Metrorail Station).
- A local fare would be charged on the restructured service.

ALTERNATIVE SERVICE AVAILABLE

Option 1

- No alternative Metrobus service would be provided south of Oxon Hill Road & MGM National Avenue, including to Fort Foote and Fort Washington.
- Service to Southern Ave Metrorail Station is provided by Metrobus and Prince George's County TheBus at stops along portions of Indian Head Highway and Oxon Hill Road.

Option 2

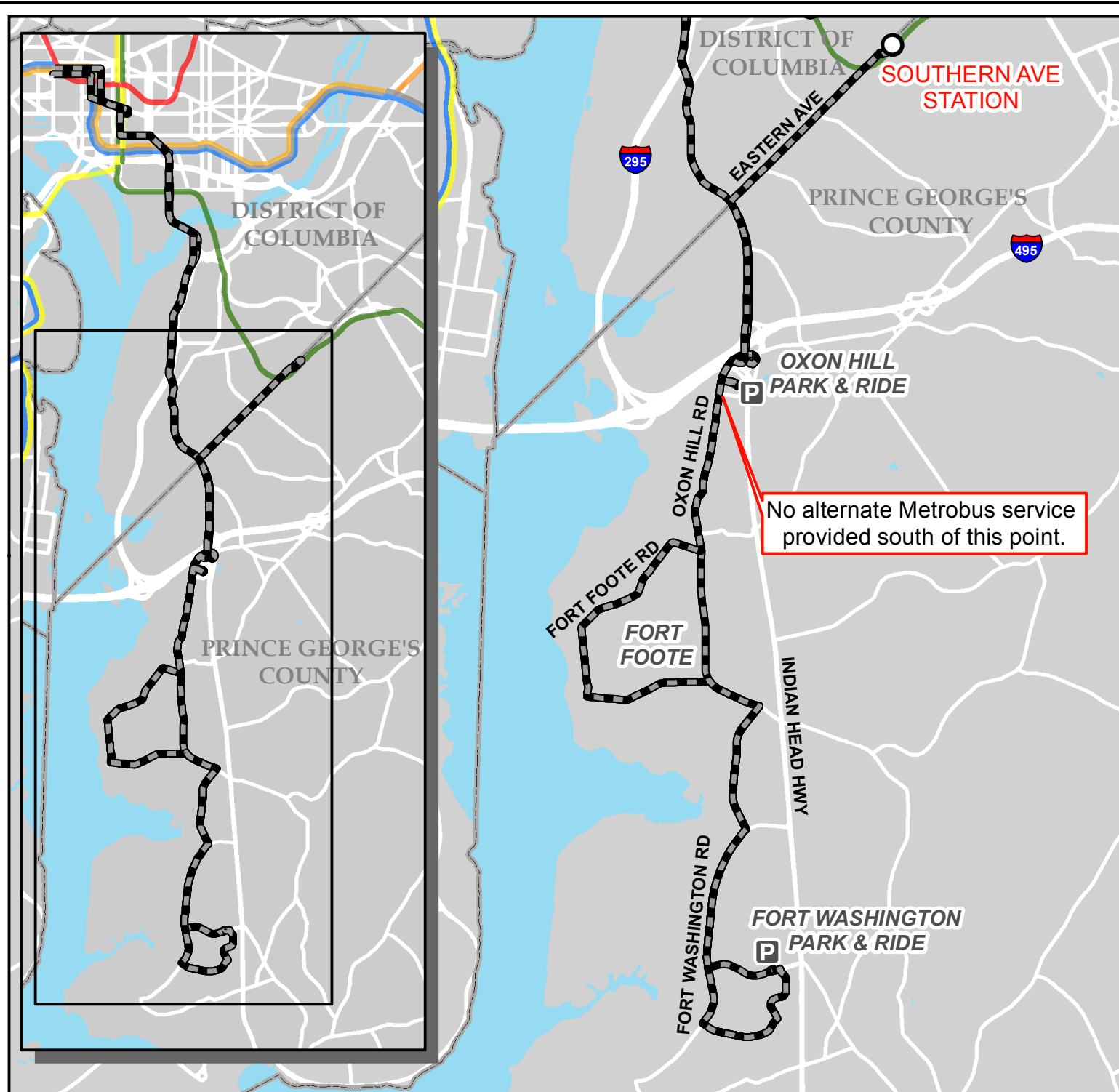
- Alternate service to downtown is provided from Southern Ave Metrorail Station.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Routes P17, P18, P19	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,167	432	Pass
Cost Recovery	32.33%	16.6%	Pass
Subsidy per Rider	\$6.68	\$4.81	Fail
Riders per Trip	21.3	10.7	Pass
Riders per Revenue Mile	1.3	1.3	Pass










P17, P18, P19

Oxon Hill-Fort Washington Line

Option 1:
Proposed Route
Elimination

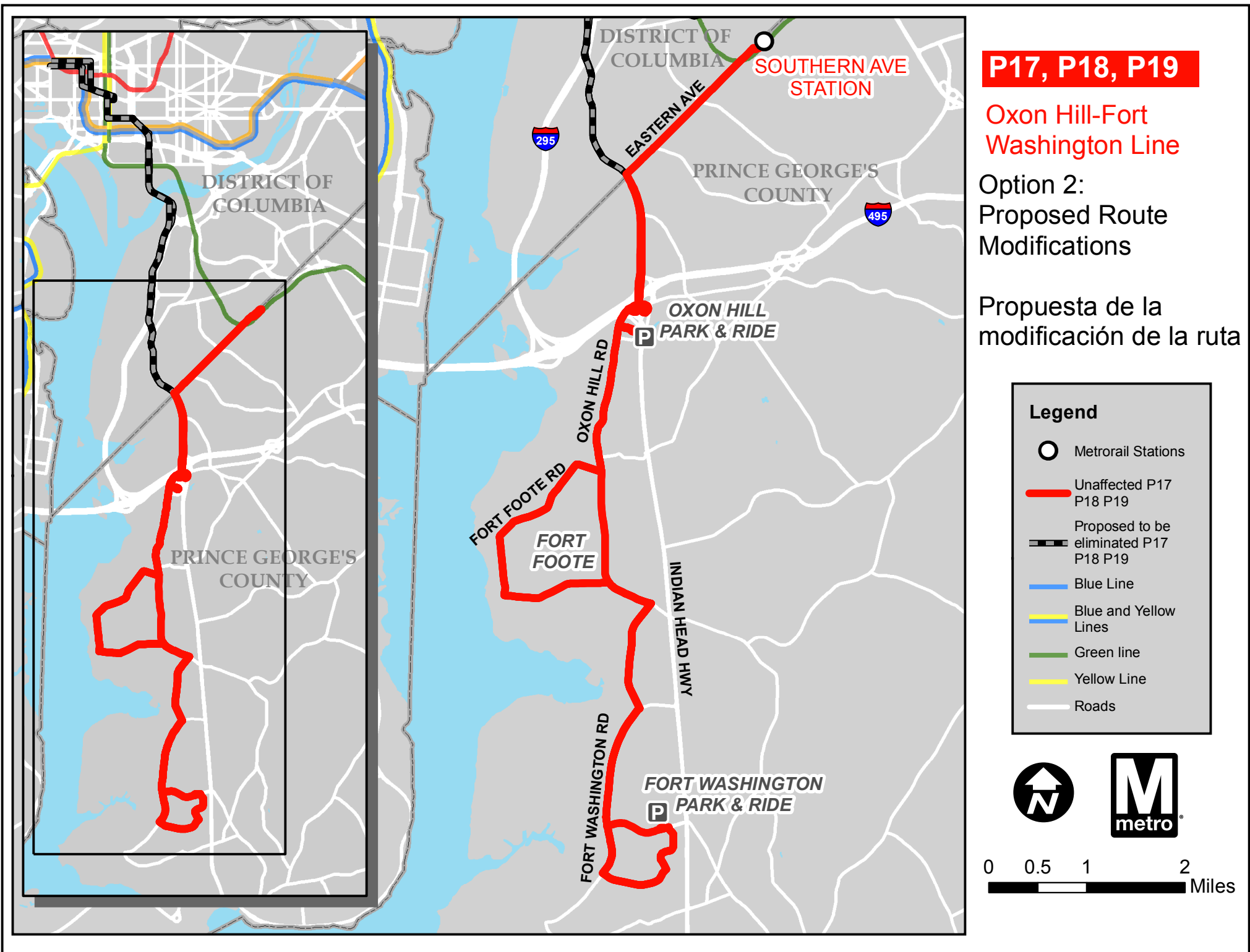
Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated P17 P18 P19
-  Blue Line
-  Blue and Yellow Lines
-  Green line
-  Yellow Line
-  Roads



0 0.5 1 2 Miles



RIVER ROAD LINE – ROUTE T2

BUDGET

- Current annual subsidy: \$1,816,209
- Estimated annual subsidy reduction: \$188,000

REDUCE SERVICE FREQUENCY

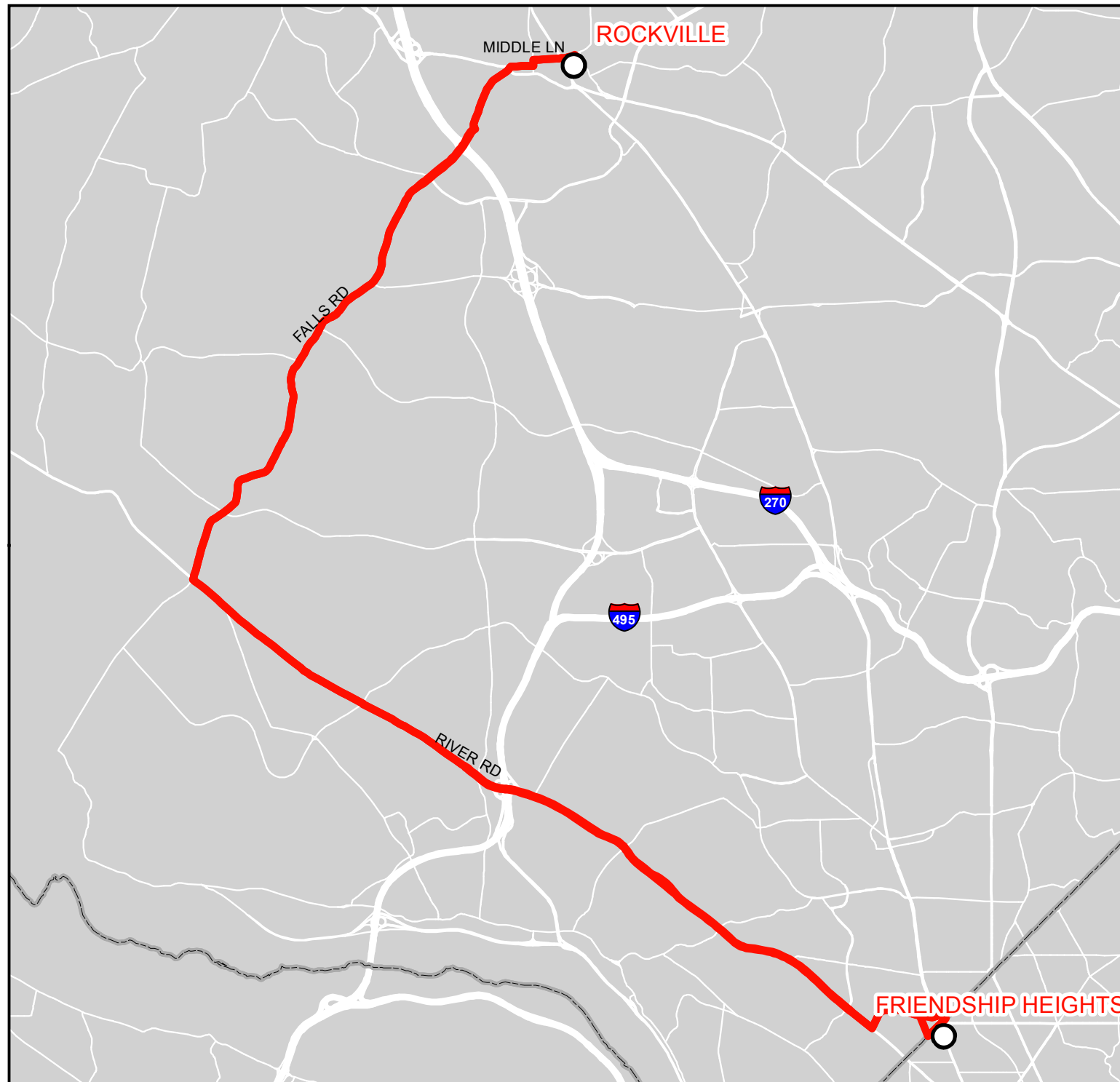
- Rush hour frequency on Route T2 will be reduced to every 30 minutes which will serve to improve reliability.

REASONS FOR CHANGE

- Reduce costs.
- Improve service reliability.

PERFORMANCE MEASURES

Performance Measure	Route T2	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,654	> 432	Pass
Cost Recovery	21.4%	>16.6%	Pass
Subsidy per Rider	\$4.30	<\$4.81	Pass
Riders per Trip	20.4	>10.7	Pass
Riders per Revenue Mile	1.4	>1.3	Pass






T2

River Road Line

Proposed Reliability Improvements

Propuesta de las mejoras para la fiabilidad del servicio

Legend

-  Metrorail Stations
-  T2
-  Roads



0 0.5 1 2 Miles

RHODE ISLAND AVENUE-NEW CARROLLTON LINE – ROUTE T14

BUDGET

- Current annual subsidy: \$1,339,502
- Estimated annual subsidy reduction: \$100,000

REDUCE SERVICE FREQUENCY

- Reduce peak service frequency to one bus every 30 minutes.

ALTERNATIVE SERVICE AVAILABLE

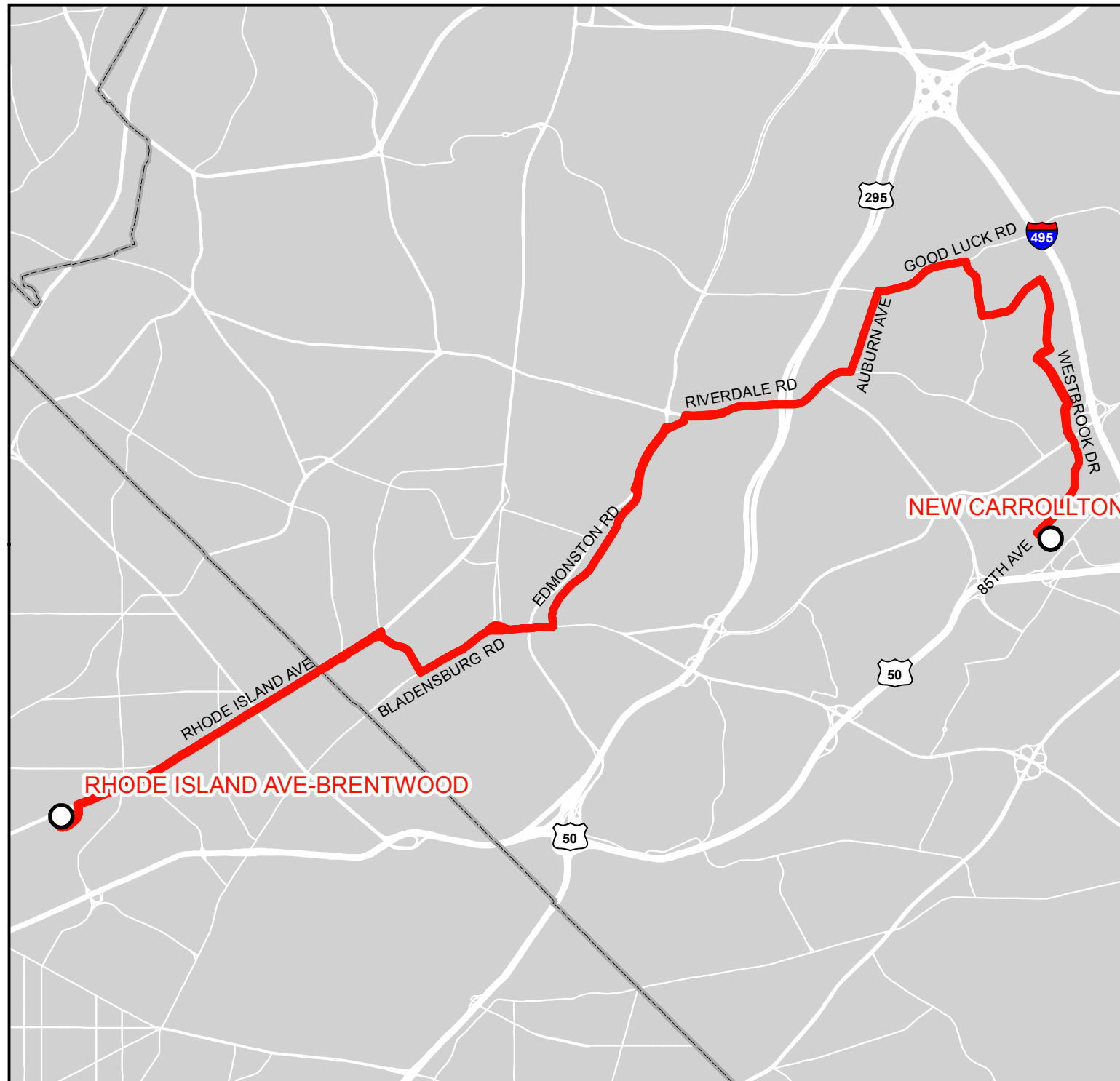
- Route T14 service will be available at a reduced frequency.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

Performance Measure	Route T14	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,949	432	Pass
Cost Recovery	33.01%	16.6%	Pass
Subsidy per Rider	\$2.37	\$4.81	Pass
Riders per Trip	32.7	10.7	Pass
Riders per Revenue Mile	3.1	1.3	Pass



T14

Rhode Island Ave- New Carrollton Line

Proposed Frequency
Reductions

Propuesta de la
reducción de la
frecuencia del servicio

Legend

○ Metrorail Stations

— T14

— Roads



0 0.75 1.5
Miles

BOCK ROAD LINE – ROUTES W13, W14

BUDGET

- Current annual subsidy: \$1,133,613
- Estimated annual subsidy reduction (Option 1): \$1,133,613
- Estimated annual subsidy reduction (Option 2): \$250,000

RESTRUCTURE SERVICE / ROUTE ELIMINATION

Option 1

- Eliminate all Route W13 and W14 service.

Option 2

- Eliminate service to downtown DC (Route W13 trips will begin and end at Southern Ave Metrorail Station).
- Option to extend some peak period trips from Fort Washington Forest to Accokeek Park & Ride Lot. (This would replace some Metrobus Route W19 service if the proposal to eliminate Route W19 service is approved. See the Route W19 docket page for more information.)
- A local fare would be charged on the restructured service.

ALTERNATIVE SERVICE AVAILABLE

Option 1

- No alternate service provided south of Bock Road & St. Barnabas Road, including to Friendly and Fort Washington Forest.
- Service to Southern Ave Metrorail Station is provided by Metrobus and Prince George's County's TheBus at stops on Indian Head Highway.

Option 2

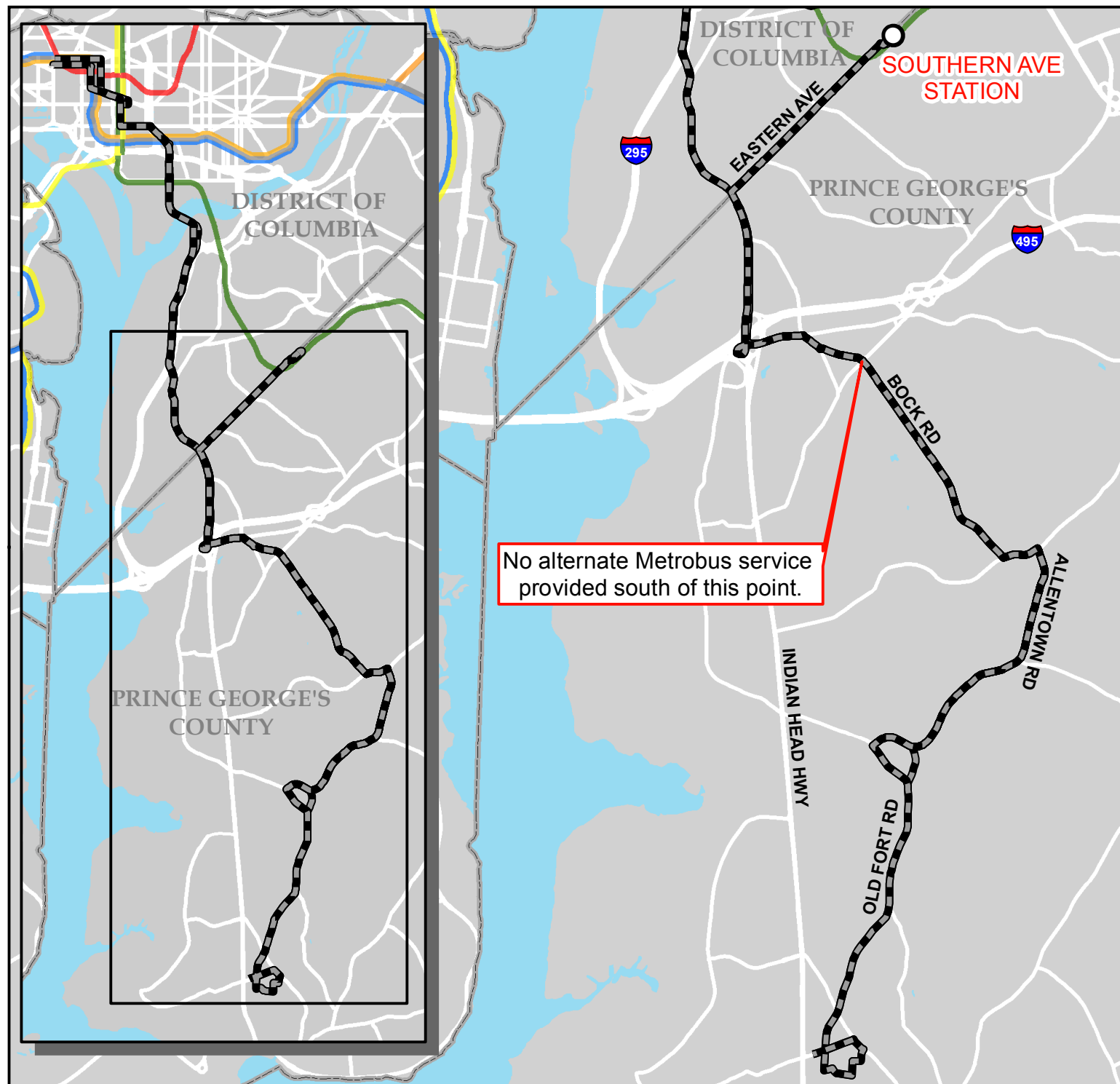
- Alternate service to downtown via Metrorail is provided at Southern Ave Metrorail Station.

REASON FOR PROPOSAL

- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Routes W13, W14	WMATA Guideline	Pass/Fail
Average Weekday Riders	658	432	Pass
Cost Recovery	32.04%	16.6%	Pass
Subsidy per Rider	\$6.77	\$4.81	Fail
Riders per Trip	19.2	10.7	Pass
Riders per Revenue Mile	1.3	1.3	Pass










W13, W14

Bock Road Line

Option 1:
Proposed Route
Elimination

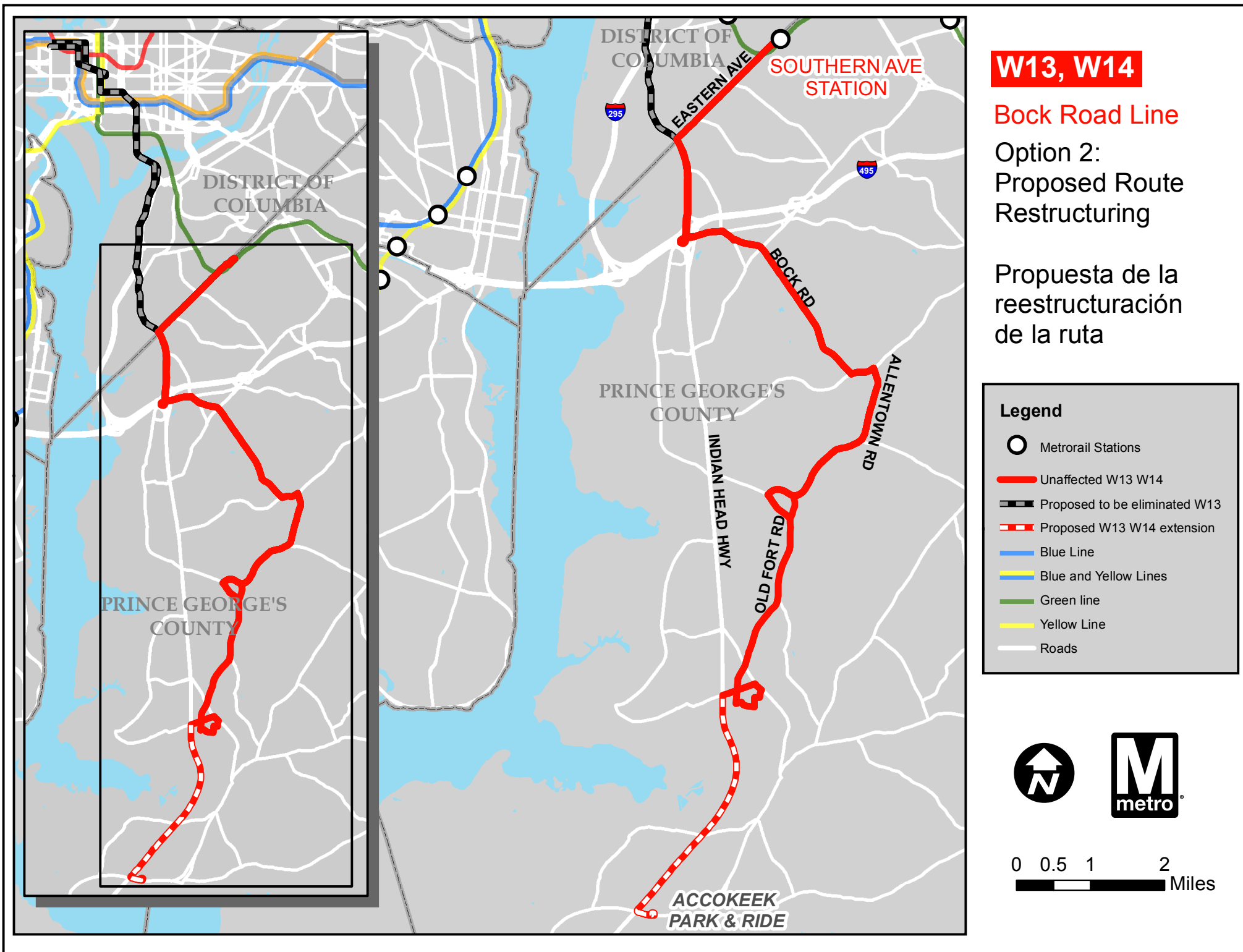
Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated routes W13, W14
-  Blue Line
-  Blue and Yellow Lines
-  Green line
-  Yellow Line
-  Roads



0 0.5 1 2 Miles



INDIAN HEAD EXPRESS LINE – ROUTE W19

BUDGET

- Current annual subsidy: \$974,110
- Estimated annual subsidy reduction (Option 1): \$974,110

ROUTE / SEGMENT ELIMINATION

Option 1

- Eliminate all Route W19 service.

Option 2

- One option for the Bock Road Line (Metrobus routes W13 and W14) is to restructure service to terminate at Southern Ave Metrorail Station on the northern end of the line and to extend some peak period trips from Fort Washington Forest to Accokeek Park & Ride. See Bock Road Line docket page for more information.

ALTERNATIVE SERVICE AVAILABLE

Option 1

- At Accokeek Park & Ride: service to downtown DC is available on MTA routes 640, 650.
- At stops on Indian Head Highway (MD 210) and Southern Avenue in Oxon Hill: local service is available on multiple Metrobus routes.
- At stops in Charles County (including Bryans Road Park & Ride and the Naval Surface Warfare Center): no alternate service is available.

Option 2

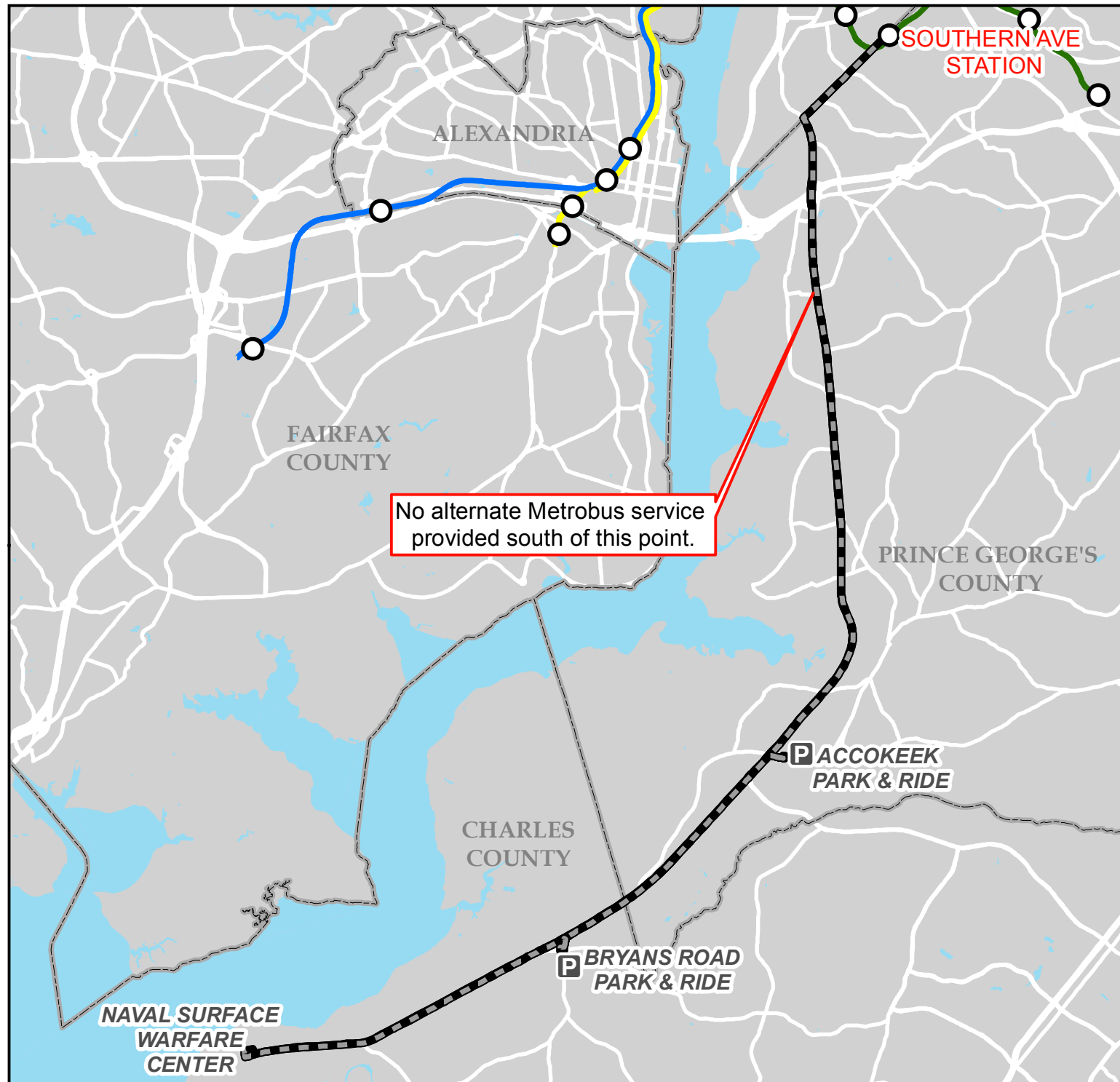
- At Accokeek Park & Ride: service to downtown DC is available on MTA routes 640 and 650; service to Southern Ave Metrorail Station is available on Metrobus Route W14.
- At stops on Indian Head Highway (MD 210) and Southern Avenue in Oxon Hill: local service is available on multiple Metrobus routes.
- At stops in Charles County (including Bryans Road Park & Ride and the Naval Surface Warfare Center): no alternate service is available.

REASON FOR PROPOSAL

- Low ridership.
- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Route W19	WMATA Guideline	Pass/Fail
Average Weekday Riders	311	432	Fail
Cost Recovery	20.54%	16.6%	Pass
Subsidy per Rider	\$12.34	\$4.81	Fail
Riders per Trip	11.4	10.7	Pass
Riders per Revenue Mile	0.5	1.3	Fail










W19

Indian Head
Express Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated W19
-  Blue Line
-  Blue and Yellow Lines
-  Green line
-  Yellow Line
-  Roads



0 0.75 1.5 3
Miles

LAUREL-BURTONSVILLE EXPRESS LINE – ROUTE Z7

BUDGET

- Current annual subsidy: \$787,707
- Estimated annual subsidy reduction (Option 1): \$218,000
- Estimated annual subsidy reduction (Option 2): \$97,000

ROUTE / SEGMENT ELIMINATION

Option 1

- Eliminate Route Z7 service between South Laurel Park & Ride and Burtonsville Crossing Park & Ride.

Option 2

- Reduce Route Z7 service frequency to operate trips every 35 minutes, eliminate three daily trips, and reduce span of service to end at 7:30 p.m.

ALTERNATIVE SERVICE AVAILABLE

Option 1

- Metrobus Routes 89 and 89M along Cherry Lane between Van Dusen Road and Baltimore Avenue (US 1).
- Metrobus Routes 87 and 89M at South Laurel Park & Ride.

Option 2

- Route Z7 service is available at a reduced frequency and span.

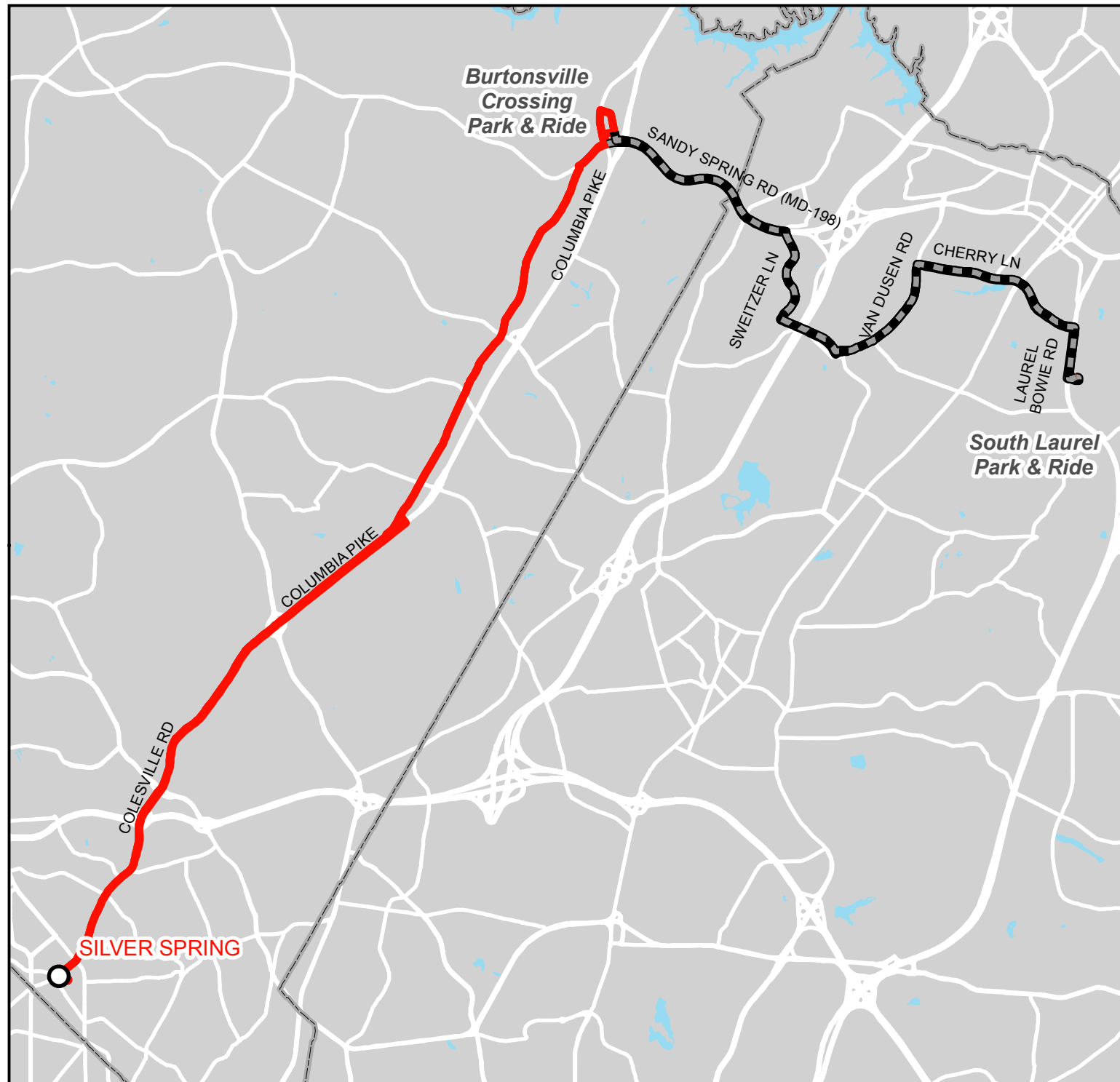
REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider

PERFORMANCE MEASURES

Performance Measure	Route Z7	WMATA Guideline	Pass/Fail
Average Weekday Riders	618	> 432	Pass
Cost Recovery	17.6%	>16.6%	Pass
Subsidy per Rider	\$5.05	<\$4.81	Fail
Riders per Trip	29.4	>10.7	Pass
Riders per Revenue Mile	0.5	>1.3	Fail

- The Option 1 segment proposed for elimination has approximately 7 boardings per trip, which does not meet the Metrobus guideline of more than 10 riders per trip.







Z7

Laurel-Burtonsville Express Line

Option 1: Proposed Route Modifications

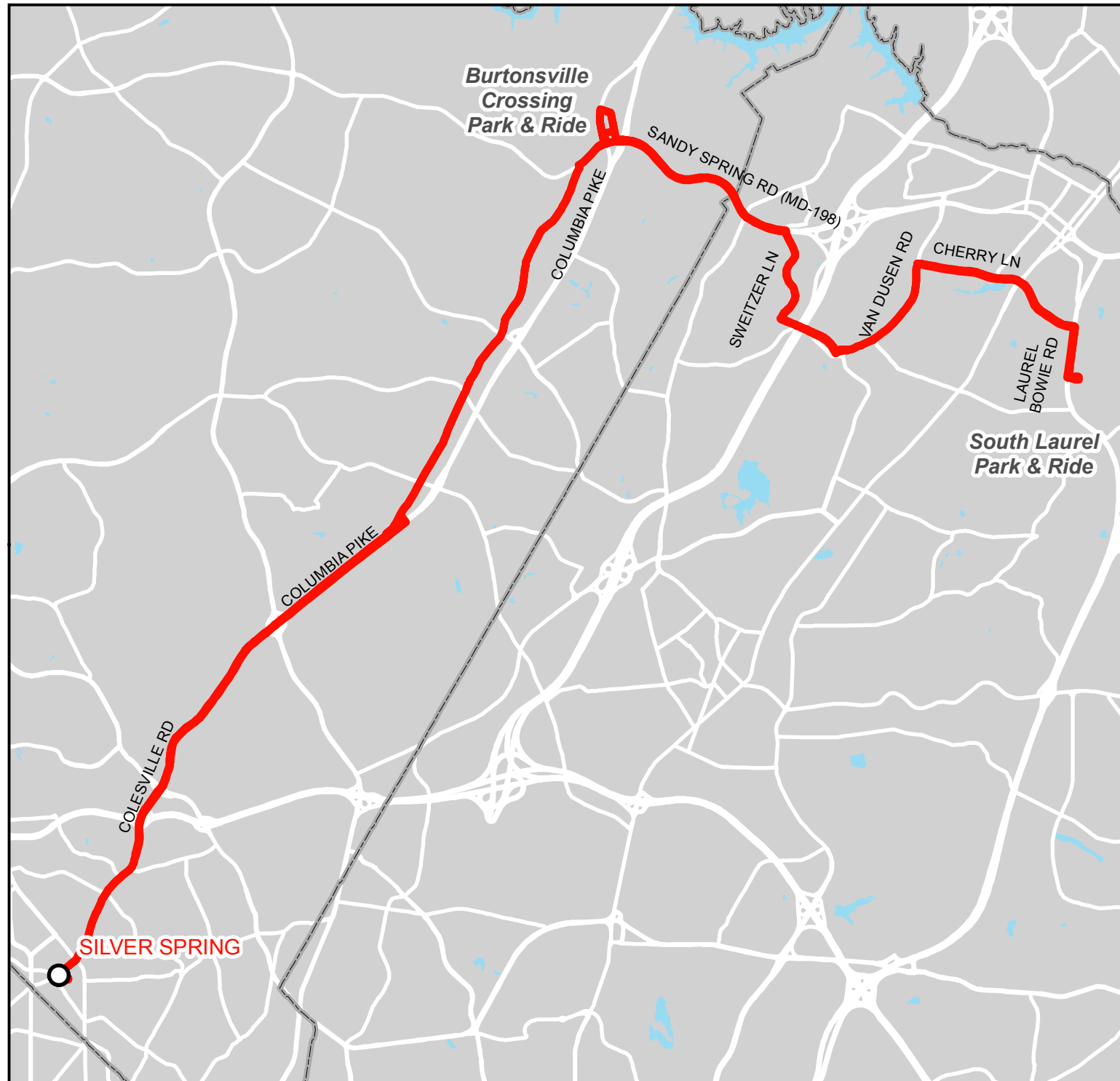
Propuesta de la modificación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated Z7
-  Unaffected Z7
-  Roads



0 0.5 1 2 Miles






Z7

Laurel-Burtonsville Express Line

Option 2: Proposed Reliability Improvements

Propuesta de las mejoras para la fiabilidad del servicio

Legend

-  Metrorail Stations
-  Z7
-  Roads



0 0.5 1 2 Miles

BURTONSVILLE-GREENCASTLE EXPRESS LINE – ROUTE Z11

BUDGET

- Current annual subsidy: \$1,079,380
- Estimated annual subsidy reduction: \$38,000

ROUTE / SEGMENT ELIMINATION

- Eliminate Route Z11 service between Burtonsville Crossing Park & Ride and Greencastle Park & Ride. Service frequency between Greencastle Park & Ride and 1400 Castle Boulevard will be reduced to operate approximately every 20 minutes.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus Route Z7 from Burtonsville Crossing Park & Ride.

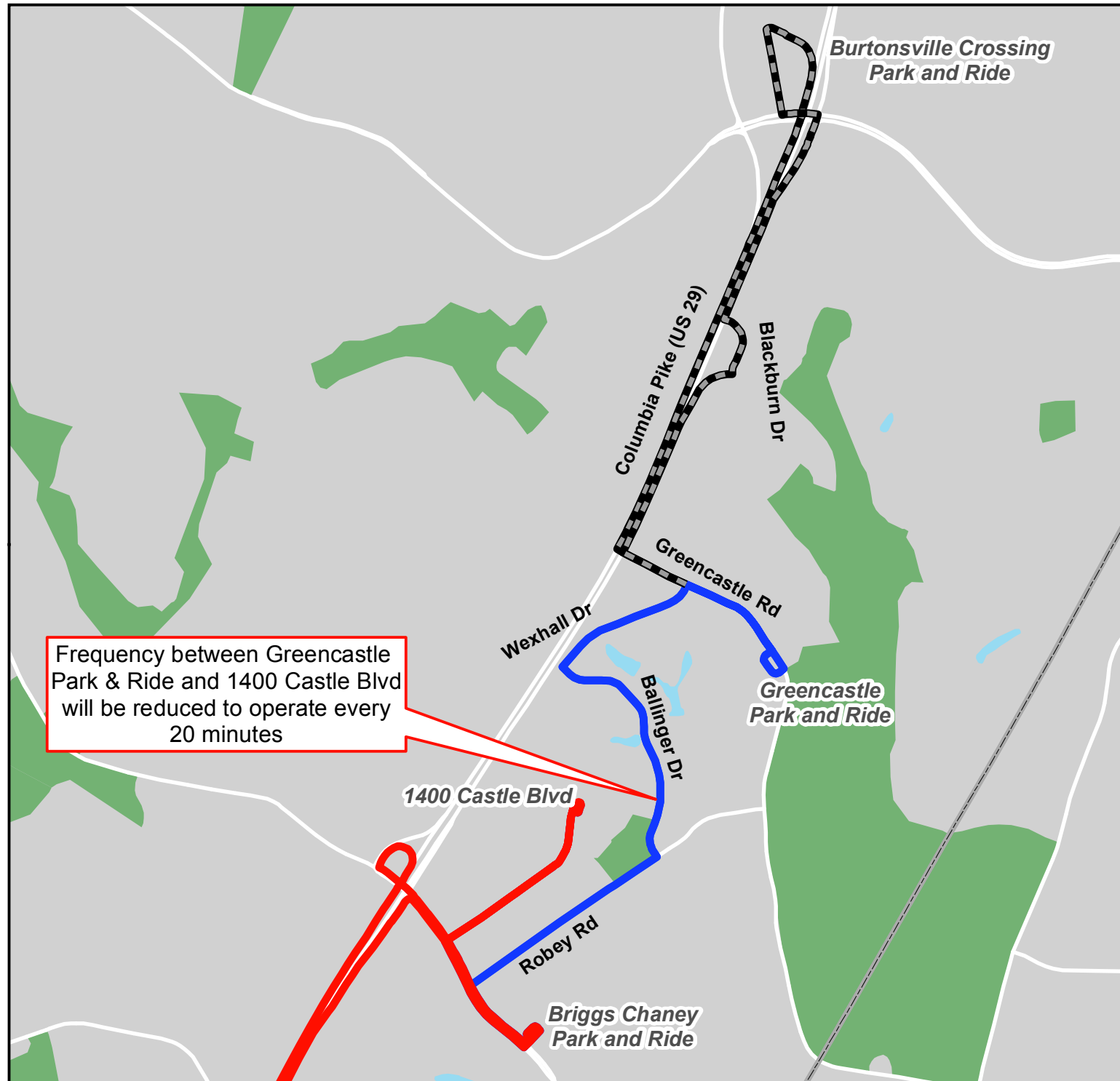
REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURE

Performance Measure	Route Z11	WMATA Guideline	Pass/Fail
Average Weekday Riders	903	> 432	Pass
Cost Recovery	19.2%	>16.6%	Pass
Subsidy per Rider	\$4.74	<\$4.81	Pass
Riders per Trip	25.8	>10.7	Pass
Riders per Revenue Mile	0.6	>1.3	Fail

- The segment of Route Z11 proposed for elimination has a total of 2 boardings northbound (0.15 per trip) and 32 boardings southbound (2.65 per trip) according to automatic passenger counter data, which are both below the WMATA standard of 10.7. The segment proposed for elimination has a total of 49 offs northbound (3.03 per trip) and 2 offs southbound (0.15) automatic passenger counter data, which are both below the WMATA standard of 10.7.
- The segment of the Route Z11 proposed for reduced frequency has a total of 18 boardings northbound (1.13 per trip) and 178 boardings southbound (9.37) automatic passenger counter data; which are both below the WMATA standard of 10.7. The segment proposed for reduced frequency has a total of 83 offs northbound (5.17 per trip) and 9 offs southbound (0.46 per trip) automatic passenger counter data, which are both below the WMATA standard of 10.7.








Z11

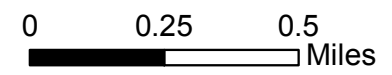
**Greencastle -
Burtonsville Express
Line**

**Proposed Route
Modifications**

**Propuesta de las
modificaciones de
la frecuencia del
servicio**

Legend

-  Metrorail Stations
-  Proposed to be eliminated Z11
-  Z11
-  Unaffected Z11
-  Roads



VIRGINIA

Proposed Metrobus Service Changes

FAIR OAKS-FAIRFAX BOULEVARD LINE – ROUTE 1C

BUDGET

- Current annual subsidy: \$2,107,000
- Estimated annual subsidy reduction: \$2,107,000

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 1C service.

ALTERNATIVE SERVICE AVAILABLE

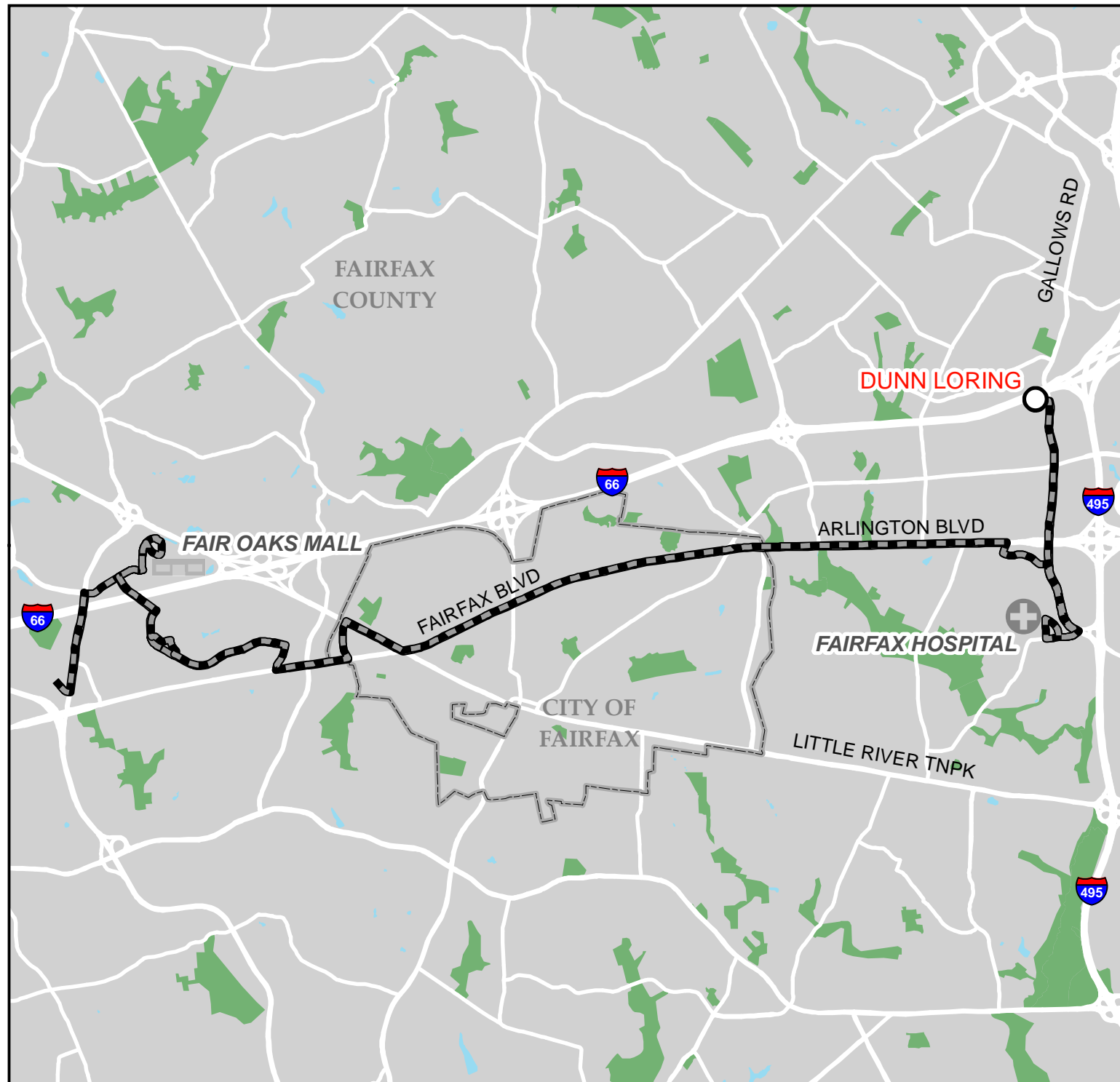
- Metrobus Route 1A provides alternative service along Arlington Boulevard (US 50) between Gallows Road and Nutley Street.
- City of Fairfax CUE provides alternative service along Arlington Boulevard (US 50) between Nutley Street and Warwick Avenue, and between Main Street (VA 236) and Jermantown Road.
- Fairfax Connector routes 605, 621, 623, and 630 provide alternative service along some portions of Government Center Parkway, Monument Drive, and Fair Lakes Parkway.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Route 1C	WMATA Guideline	Pass/Fail
Average Weekday Riders	973	432	Pass
Cost Recovery	15.12%	16.6%	Fail
Subsidy per Rider	\$6.57	\$4.81	Fail
Riders per Trip	18.5	10.7	Pass
Riders per Revenue Mile	1.3	1.3	Pass






1C

Fair Oaks- Fairfax Boulevard Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated 1C
-  Roads



0 0.75 1.5
Miles

FAIR OAKS-JERMANTOWN ROAD LINE – ROUTE 2B

BUDGET

- Current annual subsidy: \$1,668,943
- Estimated annual subsidy reduction: \$1,668,943

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 2B service.

ALTERNATIVE SERVICE AVAILABLE

- Fairfax Connector Route 466 and City of Fairfax CUE provide alternative service along portions of Blake Lane and Jermantown Road.
- Fairfax Connector routes 605, 621, 623, and 630 provide alternative service along portions of Government Center Parkway, Monument Drive, and Fair Lakes Parkway.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Route 2B	WMATA Guideline	Pass/Fail
Average Weekday Riders	916	432	Pass
Cost Recovery	15.30%	16.6%	Fail
Subsidy per Rider	\$6.48	\$4.81	Fail
Riders per Trip	18.0	10.7	Pass
Riders per Revenue Mile	1.3	1.3	Pass




2B

Fair Oaks- Jermantown Road Line

Proposed Route
Elimination

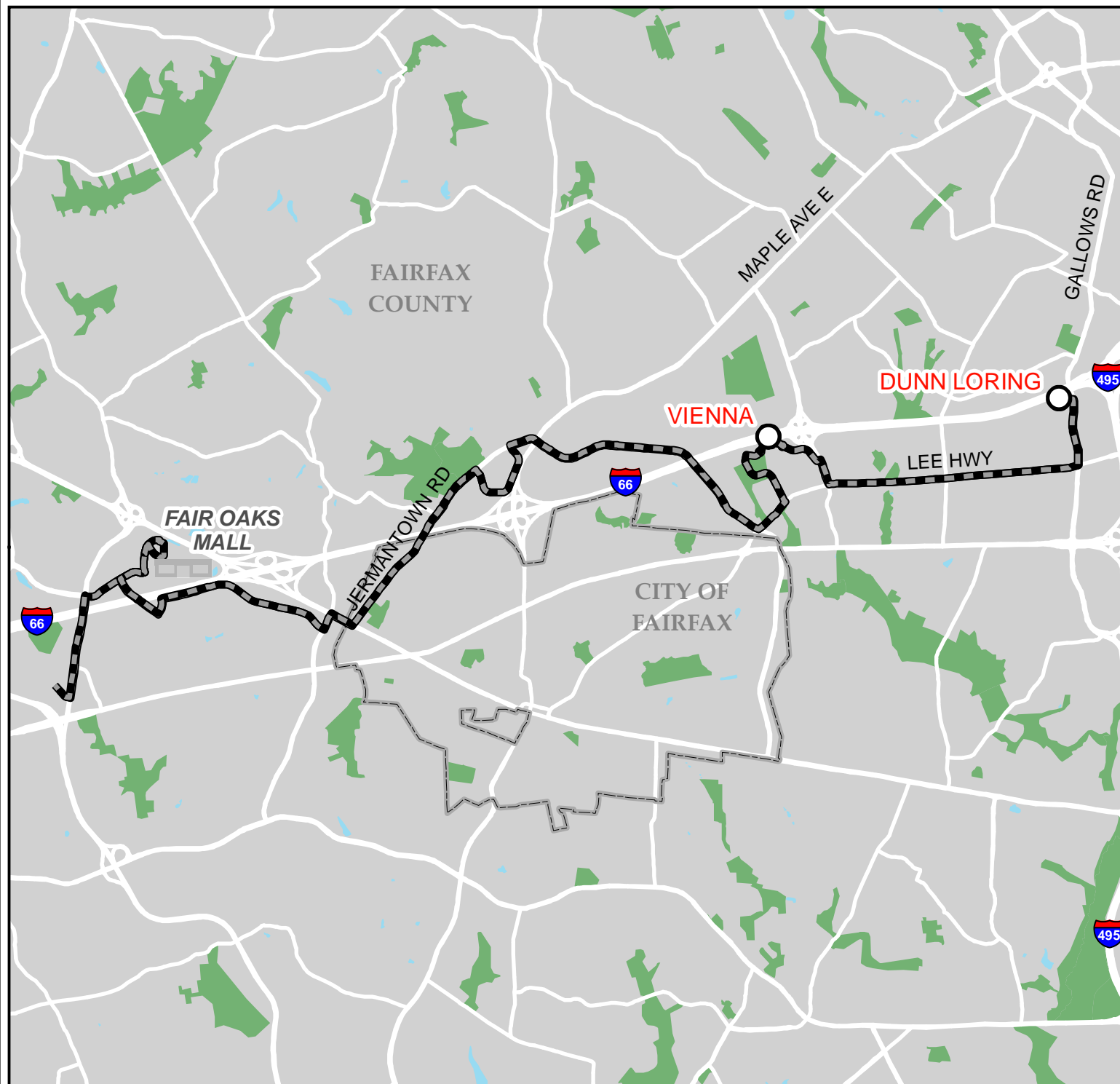
Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated 2B
-  Roads



0 0.75 1.5
Miles



TYSONS CORNER-DUNN LORING LINE – ROUTE 2T

BUDGET

- Current annual subsidy: \$1,421,585
- Estimated annual subsidy reduction: \$1,421,585

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 2T service.

ALTERNATIVE SERVICE AVAILABLE

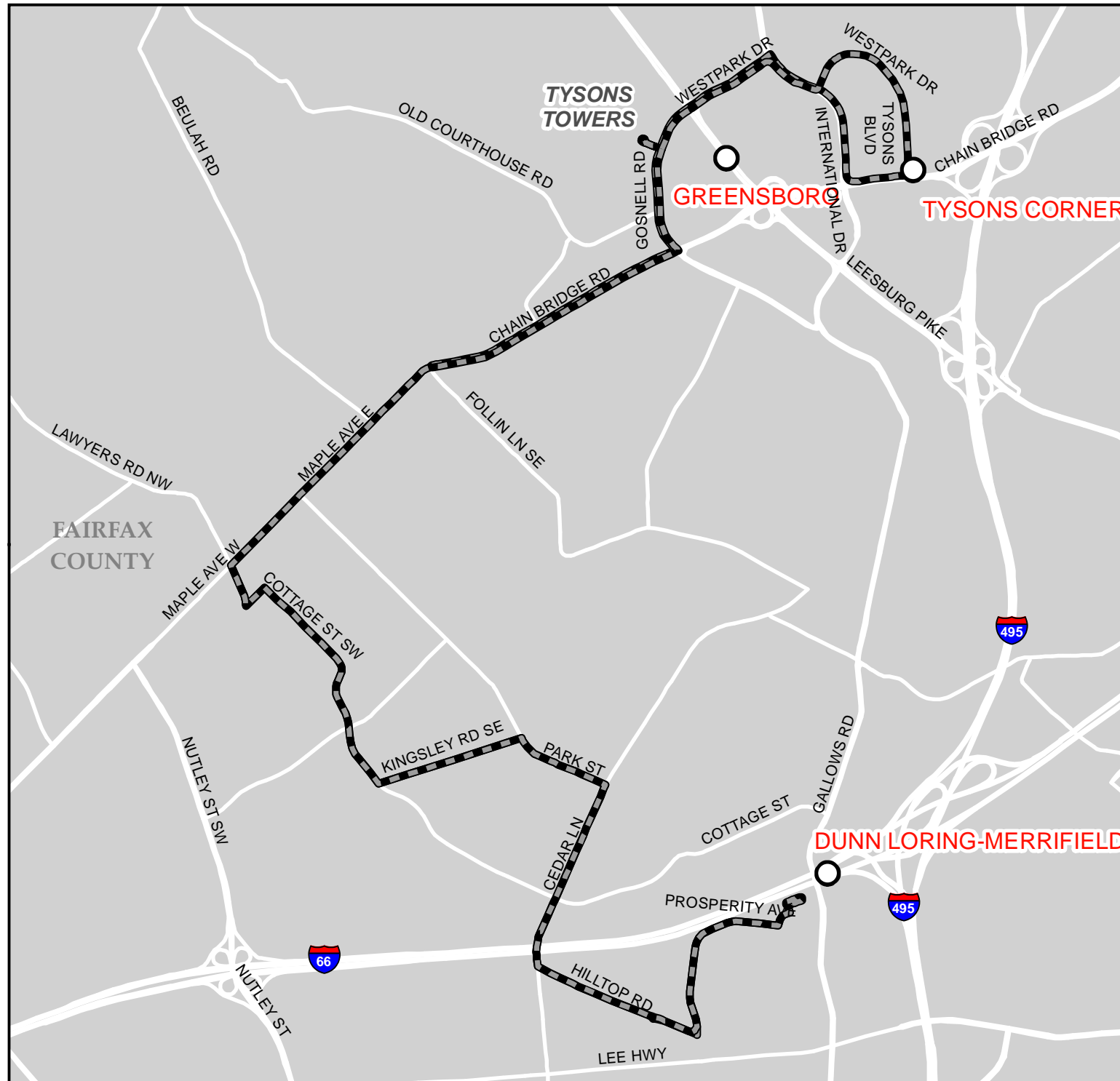
- Fairfax Connector routes 461, 462, and 463 provide alternative service in Tysons and Vienna.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Route 2T	WMATA Guideline	Pass/Fail
Average Weekday Riders	505	432	Pass
Cost Recovery	11.75%	16.6%	Fail
Subsidy per Rider	\$8.78	\$4.81	Fail
Riders per Trip	9.9	10.7	Fail
Riders per Revenue Mile	1.2	1.3	Fail






2T

Tysons Corner-Dunn Loring Line

Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated 2T
-  Roads



0 0.25 0.5 Miles

PIMMIT HILLS LINE – ROUTE 3T

BUDGET

- Current annual subsidy: \$2,165,018
- Estimated annual subsidy reduction: \$2,165,018

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 3T service.

ALTERNATIVE SERVICE AVAILABLE

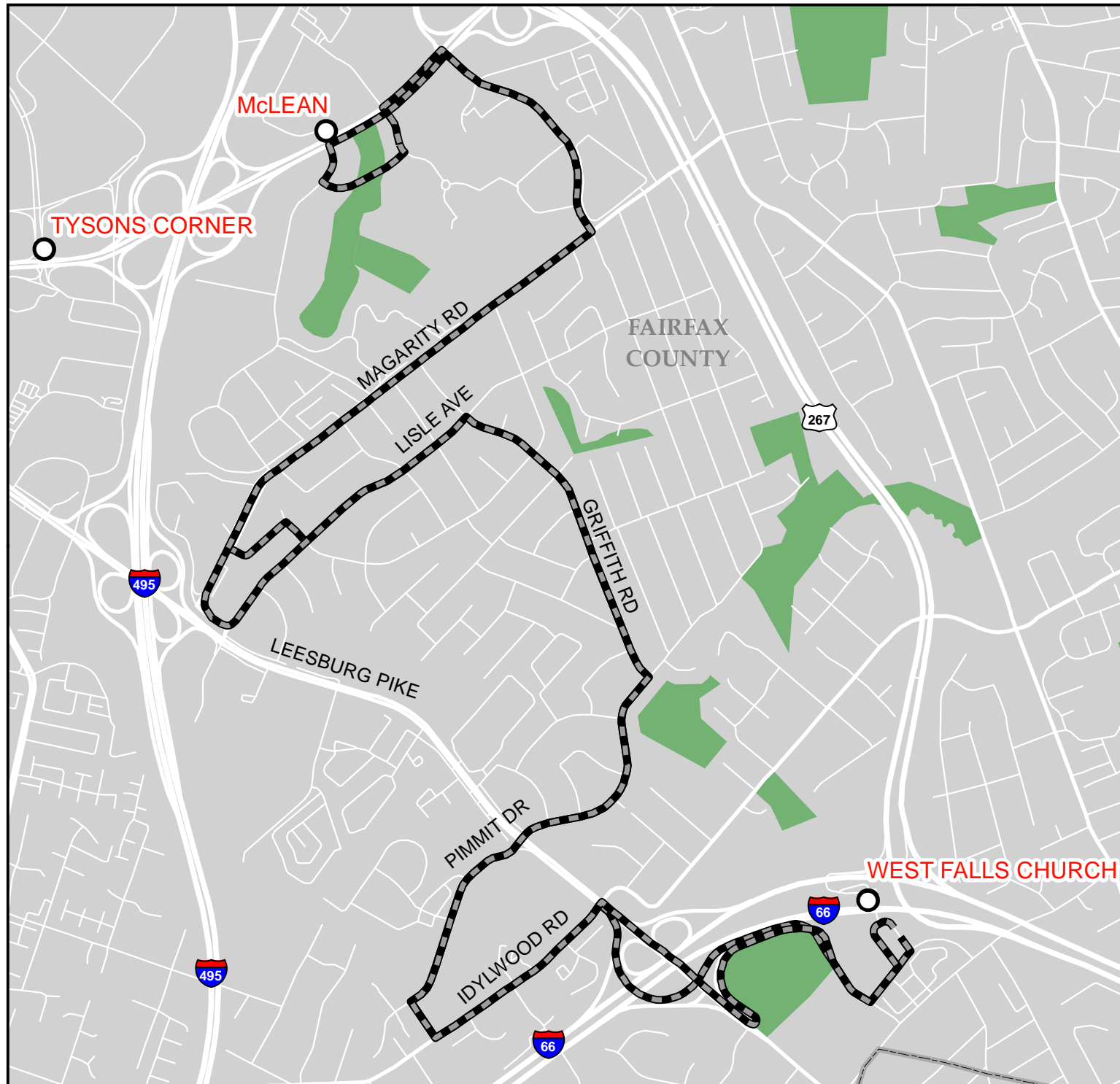
- There is no reasonable alternative service for this route.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Route 3T	WMATA Guideline	Pass/Fail
Average Weekday Riders	616	432	Pass
Cost Recovery	8.23%	16.6%	Fail
Subsidy per Rider	\$13.04	\$4.81	Fail
Riders per Trip	8.9	10.7	Fail
Riders per Revenue Mile	1.0	1.3	Fail



3T

Pimmit Hills Line

**Proposed Route
Elimination**

**Propuesta de la
eliminación de la ruta**

Legend



Metrorail Stations



Proposed to be eliminated 3T



Roads



0 0.25 0.5
Miles

DC-DULLES LINE – ROUTE 5A

BUDGET

- Current annual subsidy: \$969,254
- Estimated annual subsidy reduction (Option 1): \$969,254
- Estimated annual subsidy reduction (Option 2): \$969,254

ROUTE / SEGMENT ELIMINATION

Option 1

- Eliminate all Route 5A service.

Option 2

- Increase the fare on this route from \$7.00 to \$9.75.

ALTERNATIVE SERVICE AVAILABLE

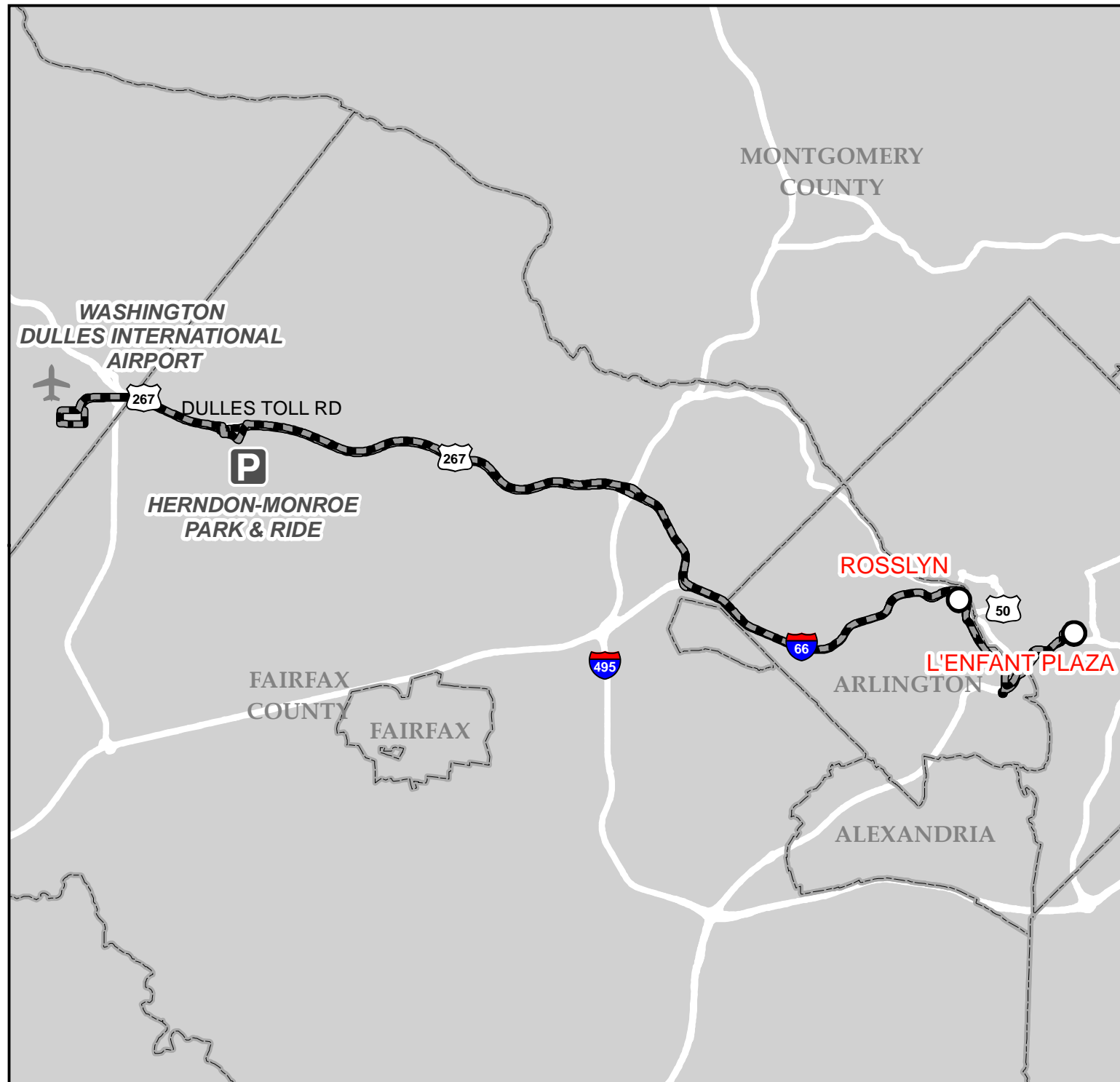
- Metrorail Silver Line and Fairfax Connector routes 981 and 983 provide alternative service from Wiehle-Reston East Metrorail Station.

REASON FOR PROPOSAL

- Reduce costs.
- Alternative services available.

PERFORMANCE MEASURES

Performance Measure	Route 5A	WMATA Guideline	Pass/Fail
Average Weekday Riders	986	432	Pass
Cost Recovery	66.09%	16.6%	Pass
Subsidy per Rider	\$3.17	\$4.81	Pass
Riders per Trip	15,9	10.7	Pass
Riders per Revenue Mile	0.5	1.3	Fail






5A

DC-Dulles Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated 5A
-  Roads



0 1.25 2.5 5 Miles

LINCOLNIA-PENTAGON LINE – ROUTE 7X

BUDGET

- Current annual subsidy: \$1,103,328
- Estimated annual subsidy reduction: \$300,000

ROUTE / SEGMENT ELIMINATION

- Eliminate Route 7X service along Chambliss and Morgan streets in Lincolnia Hills.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus Route 7W provides alternative rush hour service along North Beauregard Street near Lincolnia Hills.
- Metrobus Route 7F provides alternative off-peak service to Lincolnia Hills.

REASON FOR PROPOSAL

- Reduce costs.
- Alternative services available.

PERFORMANCE MEASURES

Performance Measure	Routes 7C, 7P, 7W, 7X	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,336	432	Pass
Cost Recovery	26.34%	16.6%	Pass
Subsidy per Rider	\$3.27	\$4.81	Pass
Riders per Trip	17.0	10.7	Pass
Riders per Revenue Mile	2.6	1.3	Pass

- Metrobus Routes 7C, 7P, 7W, and 7X are part of the Commuter Express Network.
- Ridership along unique segments for these types of routes (portions of the routes that do not overlap) should represent 15% of the overall daily ridership.
- Average daily ridership for the unique Lincolnia Hills segment of the line (Route 7X) is approximately 25 riders (1.9% of overall ridership).






7X

Lincolnia-Pentagon Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated 7X
-  Roads



0 0.25 0.5 1 Miles

ARLINGTON-UNION STATION LINE – ROUTE 13Y

BUDGET

- Current annual subsidy: \$85,582
- Estimated annual subsidy reduction: \$85,582

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 13Y service.

ALTERNATIVE SERVICE AVAILABLE

- There is no reasonable alternative service for this route.

REASON FOR PROPOSAL

- Low ridership.
- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Route 13Y	WMATA Guideline	Pass/Fail
Average Daily Riders	60	432	Fail
Cost Recovery	8.42%	16.6%	Fail
Subsidy per Rider	\$12.72	\$4.81	Fail
Riders per Trip	8.4	10.7	Fail
Riders per Revenue Mile	1.1	1.3	Fail






13Y

Arlington- Union Station Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Proposed to be eliminated 13Y
-  Roads



0 0.35 0.7
Miles

CHAIN BRIDGE ROAD LINE – ROUTES 15K, 15L

BUDGET

- Current annual subsidy: \$798,091
- Estimated annual subsidy reduction: \$798,091

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 15K and 15L service.

ALTERNATIVE SERVICE AVAILABLE

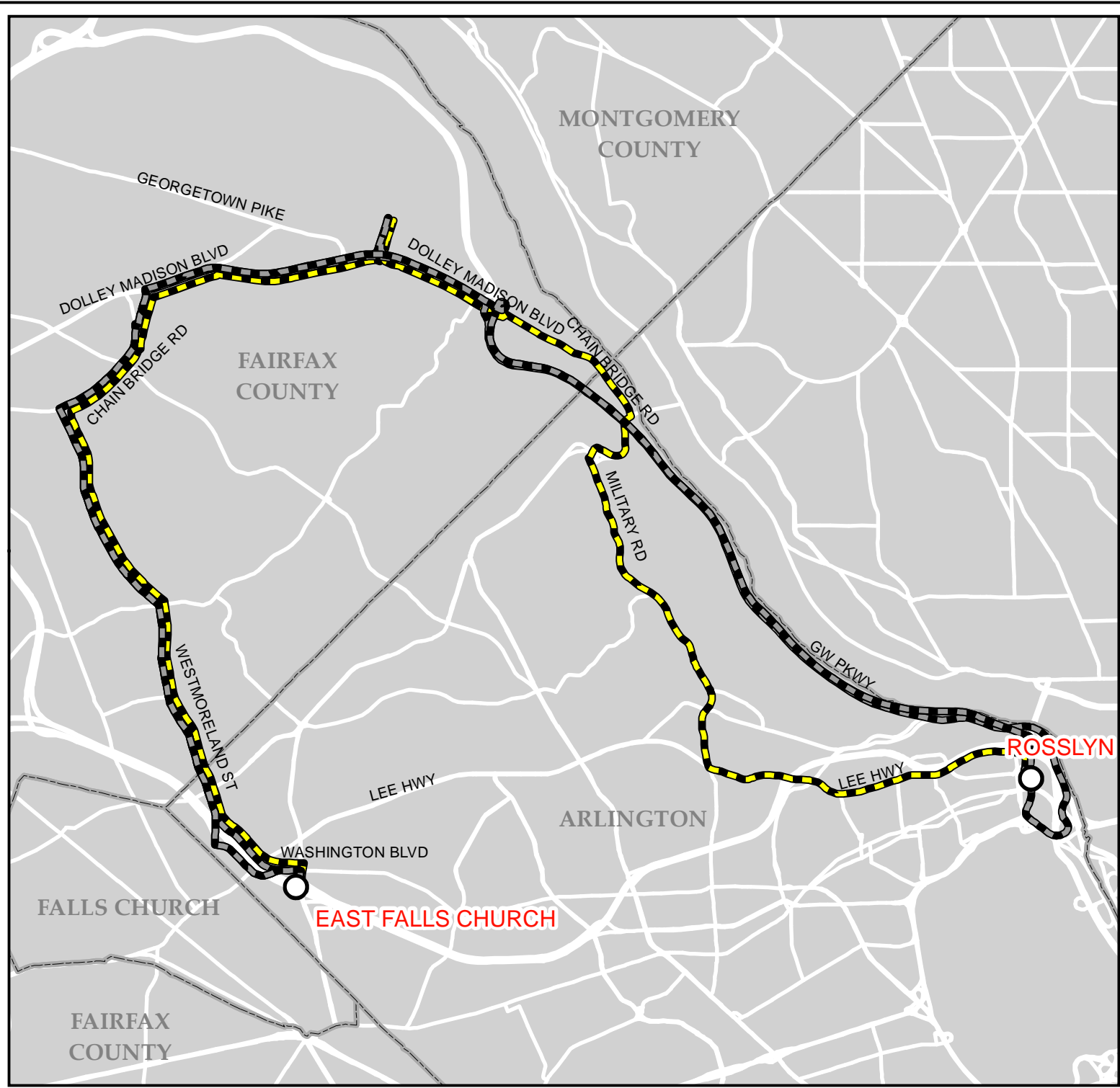
- Metrobus routes 23A and 23T and Fairfax Connector Route 721 provide alternative service along portions of routes 15K and 15L in McLean.

REASON FOR PROPOSAL

- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Routes 15K, 15L	WMATA Guideline	Pass/Fail
Average Weekday Riders	486	432	Pass
Cost Recovery	15.23%	16.6%	Fail
Subsidy per Rider	\$6.51	\$4.81	Fail
Riders per Trip	16.8	10.7	Pass
Riders per Revenue Mile	1.3	1.3	Pass







15K,L

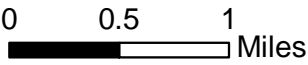
**Chain Bridge Road
Line**

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

-  Metrorail Stations
-  Route 15K
-  Route 15L
-  Roads



COLUMBIA HEIGHTS WEST-PENTAGON CITY LINE – ROUTES 16G, 16H, 16K

BUDGET

- Current annual subsidy: \$2,630,137
- Estimated annual subsidy reduction: \$250,000

ROUTE / SEGMENT ELIMINATION

- Eliminate Metrobus service along 8th Road, Greenbrier Street, 7th Road, and Dinwiddie Street.
- Eliminate Route 16G and 16K designations, replacing service with daily Route 16H two-way service.

ALTERNATIVE SERVICE AVAILABLE

- Arlington Transit (ART) routes 41 and 45 provide alternative service along 8th Road, Greenbrier Street, 7th Road, and Dinwiddie Street.

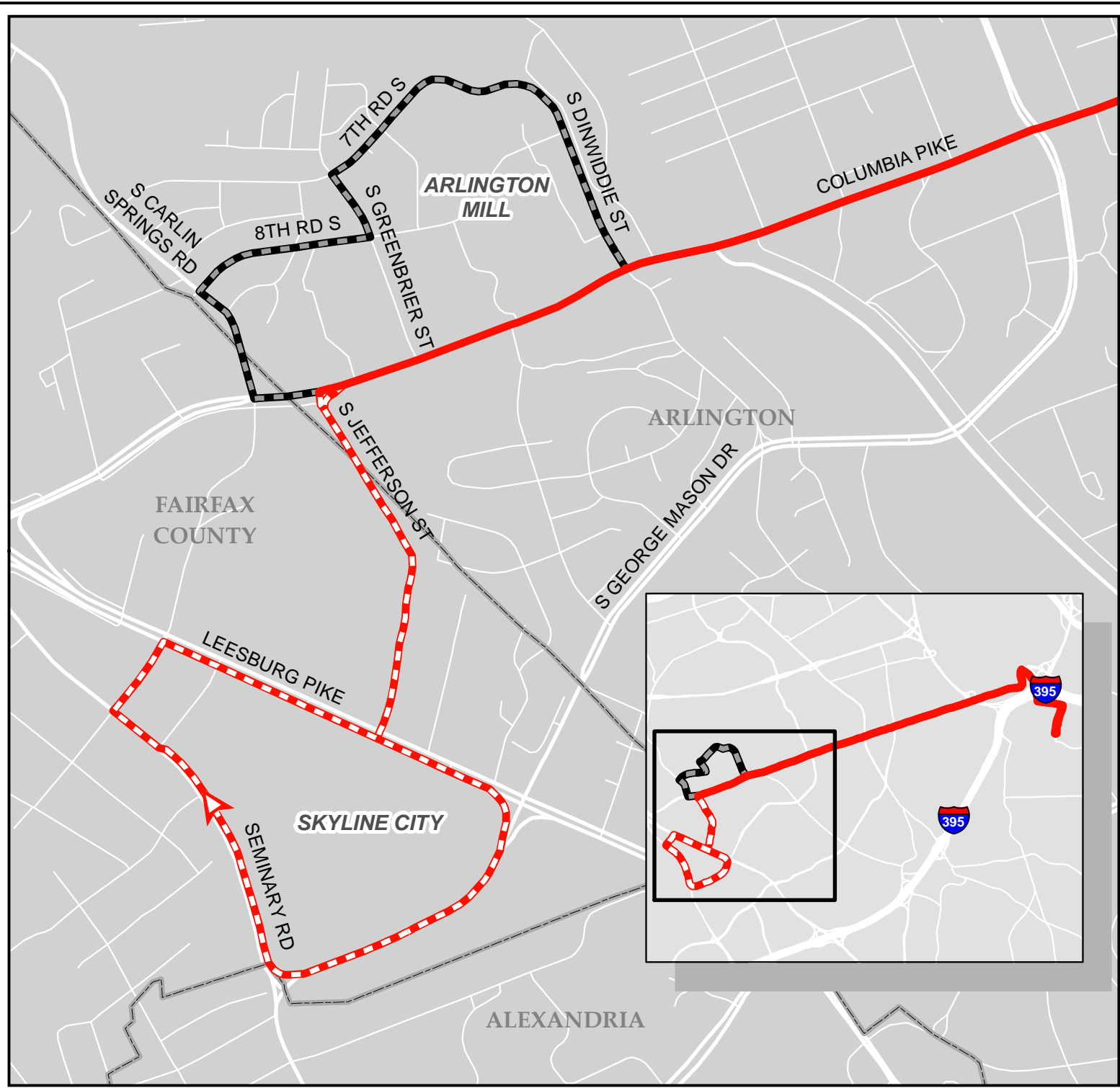
REASON FOR PROPOSAL

- Reduce costs.
- Restructure service in coordination with Arlington Transit (ART).

PERFORMANCE MEASURES

Performance Measure	Routes 16G, 16H, 16K	WMATA Guideline	Pass/Fail
Average Weekday Riders	3,695	432	Pass
Cost Recovery	34.09%	16.6%	Pass
Subsidy per Rider	\$2.26	\$4.81	Pass
Riders per Trip	19.9	10.7	Pass
Riders per Revenue Mile	4.2	1.3	Pass

- Routes 16G, 16H and 16K are a part of the Metrobus Regional Priority Corridor Network (PCN) along Columbia Pike.
- Ridership along unique segments for these types of routes should represent 25% of the overall daily ridership.
- Average daily ridership for the unique Columbia Heights West (Arlington Mill) segment of the line is approximately 388 riders (10.5% of overall ridership).



16G, H, K

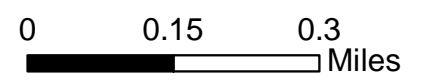
Columbia Heights
West- Pentagon
City Line

Proposed Route
Modifications

Propuesta de la
modificación de la ruta

Legend

- Unaffected 16G
- Proposed route extension
- Proposed to be eliminated
16G & 16K
- Roads



COLUMBIA PIKE-FEDERAL TRIANGLE – ROUTE 16X

BUDGET

- Current annual subsidy: \$791,501
- Estimated annual subsidy reduction: \$400,000

ROUTE / SEGMENT ELIMINATION

- Eliminate Route 16X service between the Pentagon Transit Center and Federal Triangle.

ALTERNATIVE SERVICE AVAILABLE

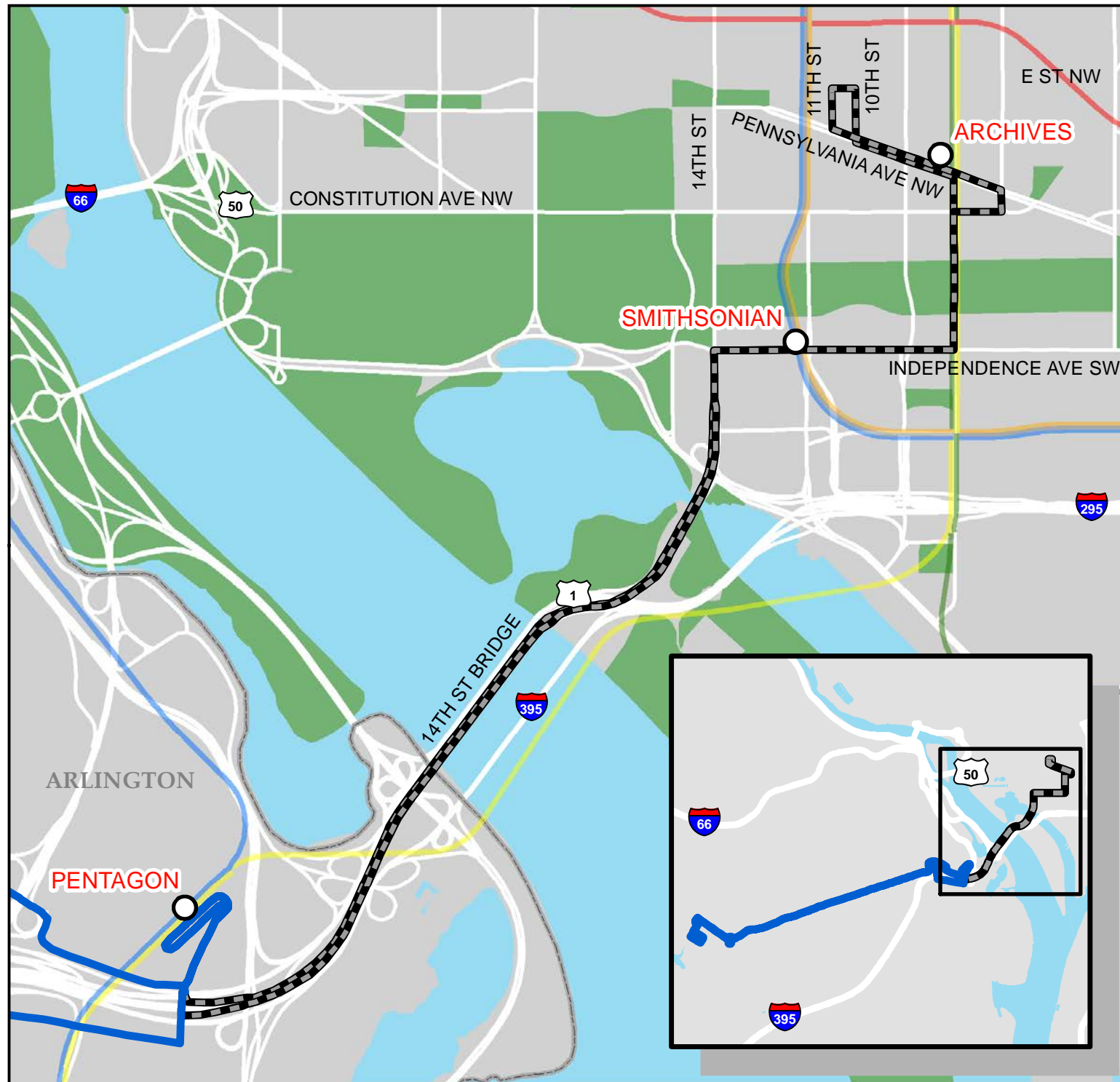
- Metrorail Blue Line and Yellow Line provide alternative service between the Pentagon and Archives, Federal Triangle, and Smithsonian and Metrorail stations in downtown DC.

REASON FOR PROPOSAL

- Reduce costs.

PERFORMANCE MEASURES

Performance Measure	Route 16X	WMATA Guideline	Pass/Fail
Average Weekday Riders	1,111	432	Pass
Cost Recovery	29.41%	16.6%	Pass
Subsidy per Rider	\$2.81	\$4.81	Pass
Riders per Trip	26.1	10.7	Pass
Riders per Revenue Mile	3.9	1.3	Pass













16X

Columbia Pike-
Federal Triangle
Limited Line

Proposal to
Shorten Route

Propuesta para
reducir la ruta

Legend

-  Metrorail Stations
-  Unaffected 16X
-  Proposed to be eliminated 16X
-  Blue Line
-  Green line
-  Orange Line
-  Red Line
-  Silver Line
-  Yellow Line
-  Roads



0 0.1 0.2 0.4
Miles

KINGS PARK LINE – ROUTES 17A, 17B, 17F, 17M

BUDGET

- Current annual subsidy: \$1,293,904
- Estimated annual subsidy reduction: \$1,293,904

ROUTE / SEGMENT DISCONTINUATION

- Eliminate all Route 17A, 17B, 17F, and 17M service.

ALTERNATIVE SERVICE AVAILABLE

- Metrobus routes 17G, 17H, 17K, 17L, and Fairfax Connector Route 306 provide alternative service to most of the affected service area.
- Braddock Road between I-395 and Little River Turnpike and along Queensberry Avenue, Heming Avenue, Leesville Boulevard, Backlick Road and Edsall Road would have no alternative service.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.
- Low ridership.

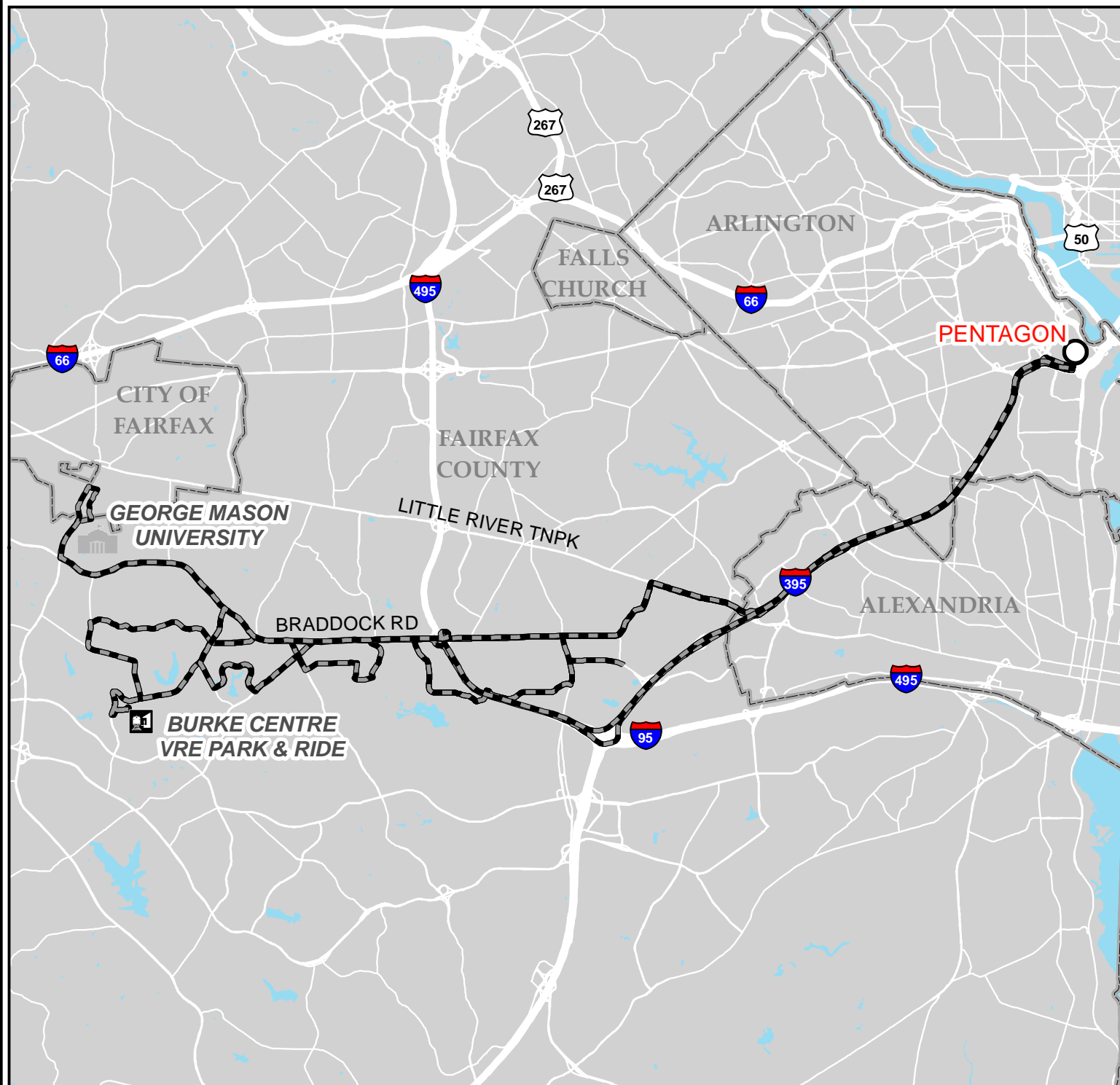
PERFORMANCE MEASURES

Performance Measure	Routes 17A, 17B, 17F, 17M	WMATA Guideline	Pass/Fail
Average Weekday Riders	417	432	Fail
Cost Recovery	20.63%	16.6%	Pass
Subsidy per Rider	\$12.27	\$4.81	Fail
Riders per Trip	9.0	10.7	Fail
Riders per Revenue Mile	0.5	1.3	Fail




17A, B, F, M
Kings Park Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta



Legend

-  Metrorail Stations
-  Proposed to be eliminated
17A, 17B, 17F, 17M
-  Roads



0 0.75 1.5 3
Miles

BURKE CENTRE LINE – ROUTES 18P, 18R, 18S

BUDGET

- Current annual subsidy: \$1,464,804
- Estimated annual subsidy reduction: \$1,464,804

ROUTE / SEGMENT DISCONTINUATION

- Eliminate all Route 18P, 18R, and 18S service.

ALTERNATIVE SERVICE AVAILABLE

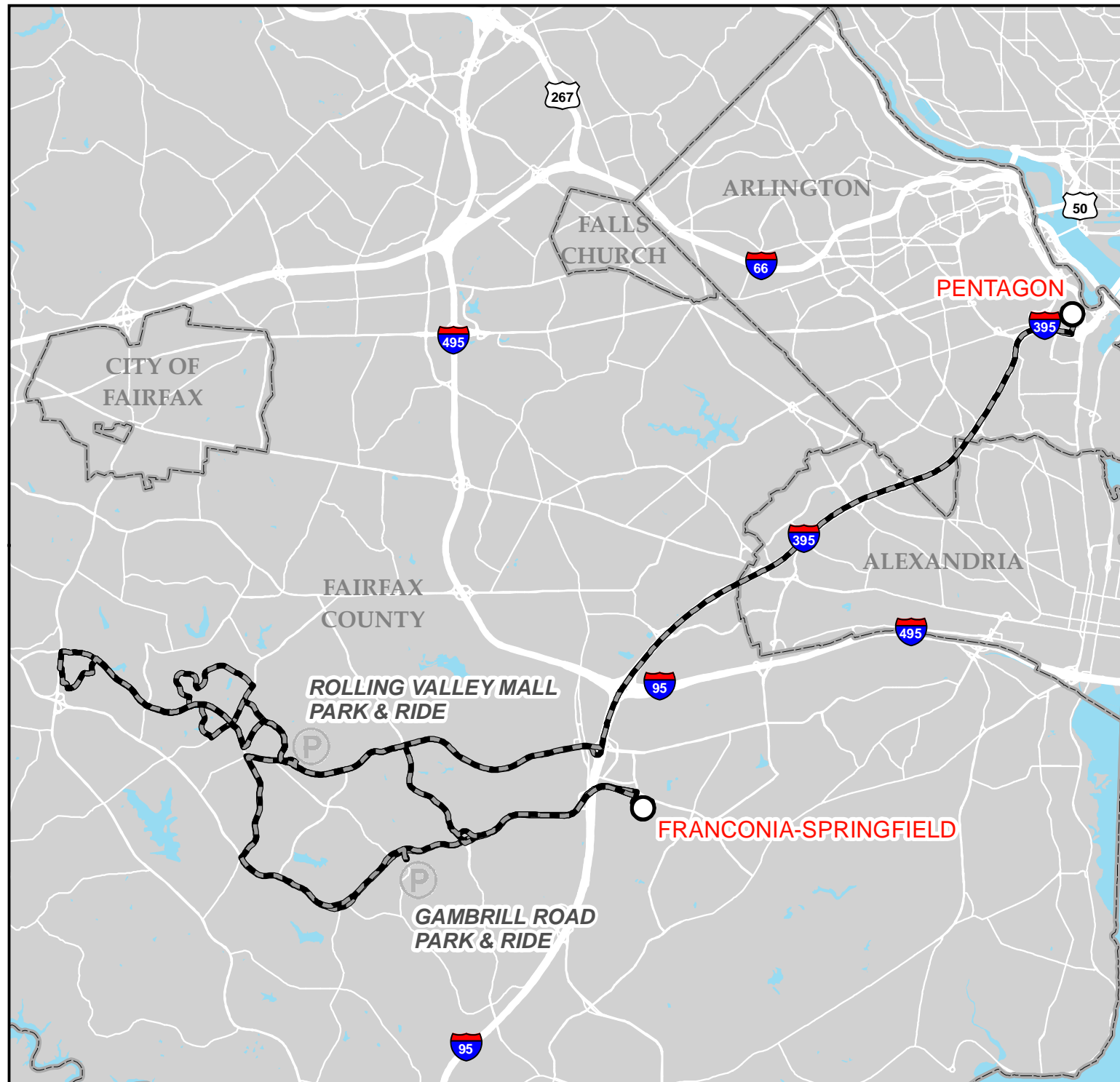
- Metrobus Routes 18G, 18H, 18J, and Fairfax Connector routes 310 and 313 provide alternative service to most of the affected areas. (*Fairfax Connector Route 313 is a new service scheduled to begin June 2017.*)
- Burke Centre Parkway between Capella Avenue and Ox Road (VA 123), Shiplett Boulevard, Capella Avenue, Burke Lake Road, Coffey Wood Road, Wards Grove Circle, Wilmington Drive, Oak Leather Drive, Burr Oak Way, Oakland Park Drive, Clara Barton Drive and Lee Chapel Road would have no alternative service.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

Performance Measure	Routes 18P, 18R, 18S	WMATA Guideline	Pass/Fail
Average Weekday Riders	676	432	Pass
Cost Recovery	27.10%	16.6%	Pass
Subsidy per Rider	\$8.58	\$4.81	Fail
Riders per Trip	11.2	10.7	Pass
Riders per Revenue Mile	0.9	1.3	Fail



18P, R, S

Burke Centre Line

Proposed Route
Elimination

Propuesta de la
eliminación de la ruta

Legend

- Metrorail Stations
- Proposed to be
eliminated
18P, 18R, 18S
- Roads



0 0.75 1.5 3
Miles

ANNANDALE-EAST FALLS CHURCH LINE – ROUTE 26A

BUDGET

- Current annual subsidy: \$800,421
- Estimated annual subsidy addition: \$525,000

PROPOSED ROUTE CHANGE

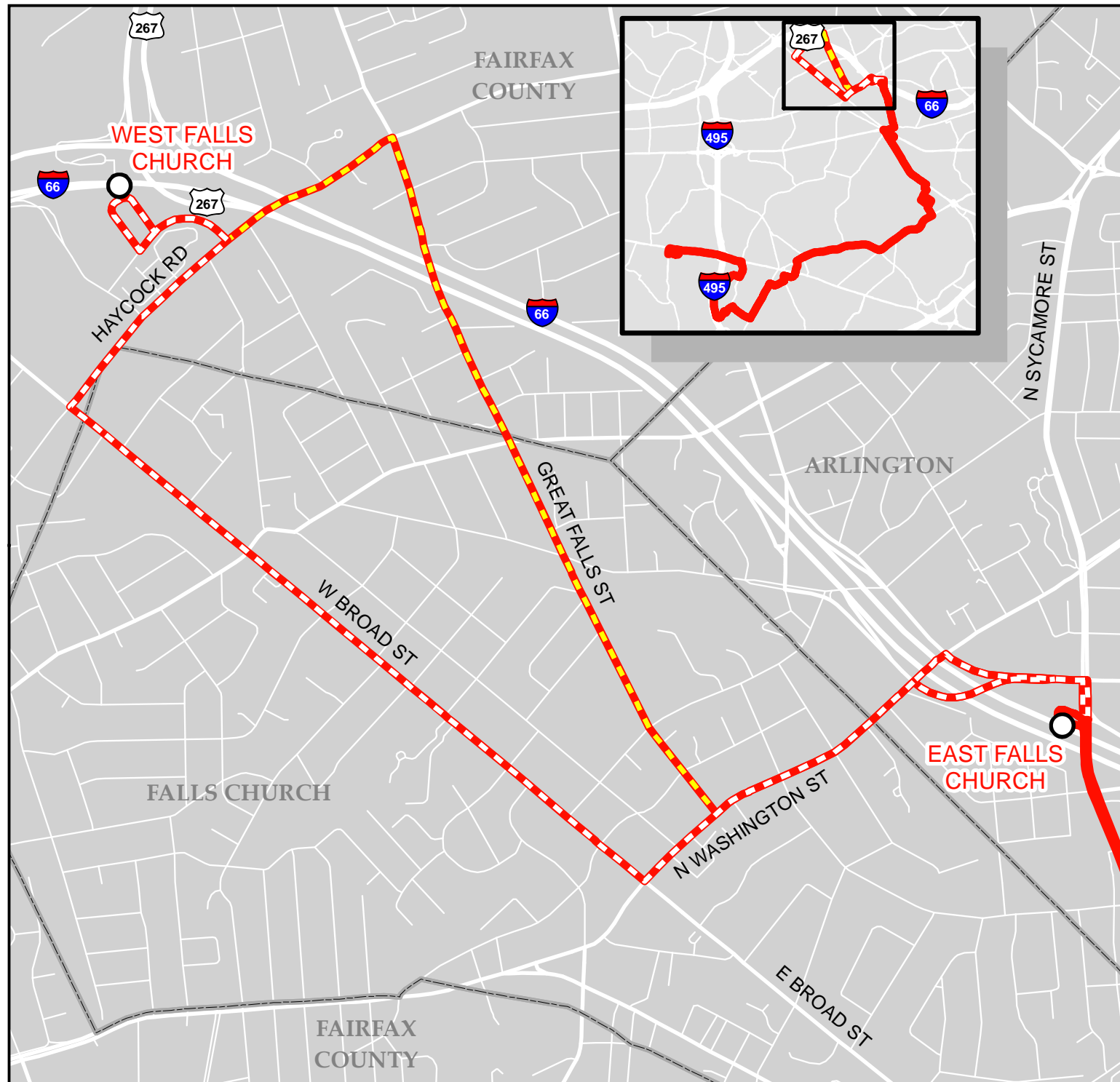
- Extend Route 26A or create a new Metrobus route to operate from East Falls Church Metrorail Station to West Falls Church Metrorail Station during rush hours.
 - Option 1: Operate via Washington Street, Broad Street, and Haycock Road.
 - Option 2: Operate via Washington Street, Great Falls Street, and Haycock Road.

REASON FOR PROPOSAL

- Respond to ongoing dialogue with City of Falls Church City Council to replace the former Metrobus Route 3T service between the East Falls Church and West Falls Church Metrorail stations which was eliminated in June 2016.

PERFORMANCE MEASURES

Performance Measure	Route 26A	WMATA Guideline	Pass/Fail
Average Weekday Riders	574	432	Pass
Cost Recovery	17.46%	16.6%	Pass
Subsidy per Rider	\$5.53	\$4.81	Fail
Riders per Trip	20.5	10.7	Pass
Riders per Revenue Mile	1.6	1.3	Pass








26A

Annandale- East Falls Church Line

Proposed Route
Modifications

Propuesta de las
modificaciones de la
frecuencia del servicio

Legend

-  Metrorail Stations
-  Unaffected 26A
-  Proposed route extension
Option 1
-  Proposed route extension
Option 2
-  Roads



0 0.1 0.2 0.4
Miles

LEESBURG PIKE LIMITED LINE – ROUTE 28X

BUDGET

- Current annual subsidy: \$836,706
- Estimated annual subsidy reduction: \$836,706

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 28X service.

ALTERNATIVE SERVICE AVAILABLE

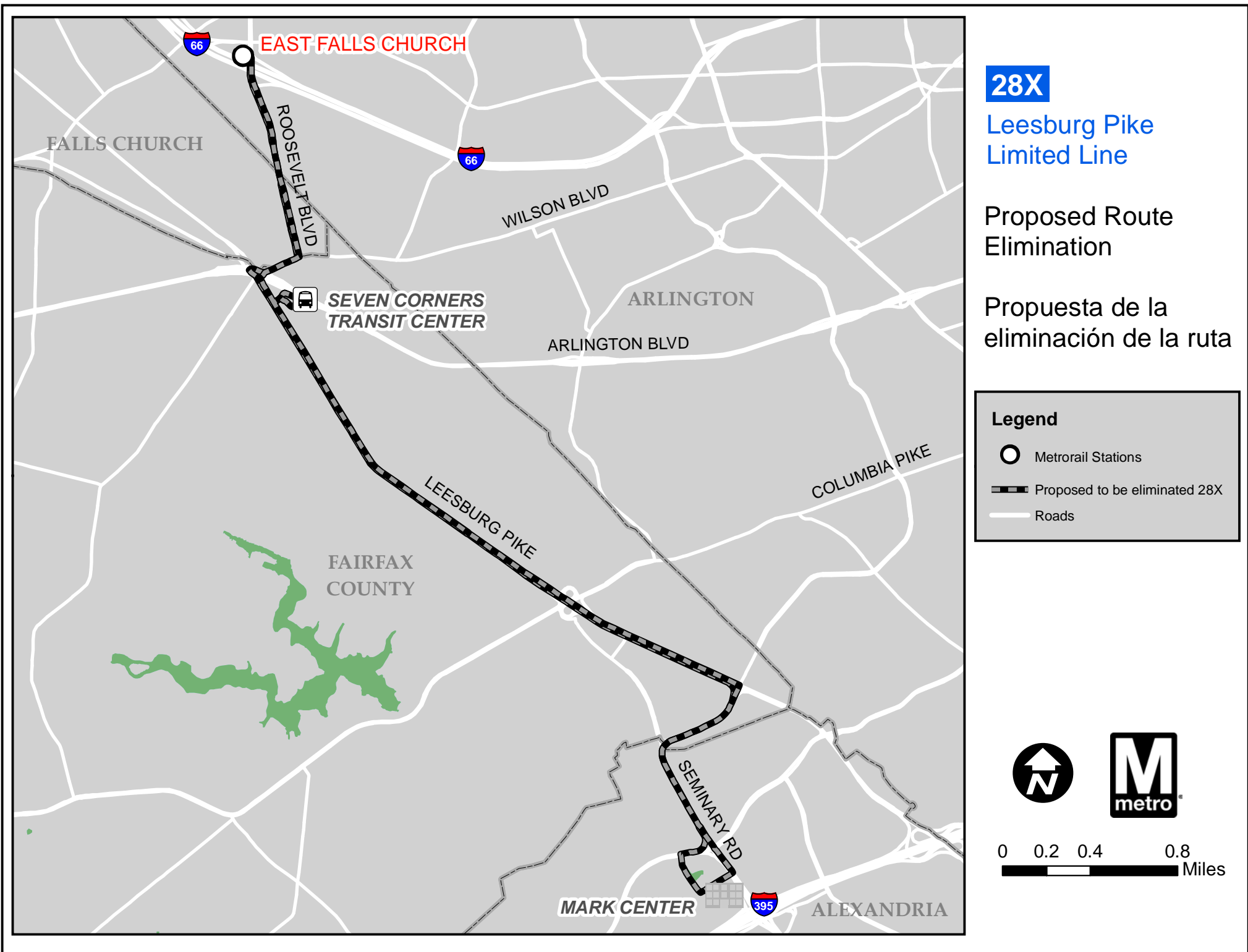
- Metrobus Route 28A provides alternative service between the Mark Center and Seven Corners Transit Center.
- Metrobus Route 26A provides alternative service between Seven Corners Transit Center and East Falls Church Metrorail Station.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.
- Low ridership.
- Alternative services available.

PERFORMANCE MEASURES

Performance Measure	Route 28X	WMATA Guideline	Pass/Fail
Average Weekday Riders	308	432	Fail
Cost Recovery	8.36%	16.6%	Fail
Subsidy per Rider	\$10.83	\$4.81	Fail
Riders per Trip	6.6	10.7	Fail
Riders per Revenue Mile	0.4	1.3	Fail



RICHMOND HIGHWAY EXPRESS LINE – ROUTE REX

BUDGET

- Current annual subsidy: \$4,015,035
- Estimated annual subsidy reduction: \$100,000

RESTRUCTURE SERVICE

- Reduce weekday midday service frequency to every 40 minutes and extend service to the Fort Belvoir Post Exchange/Commissary.

ALTERNATIVE SERVICE AVAILABLE

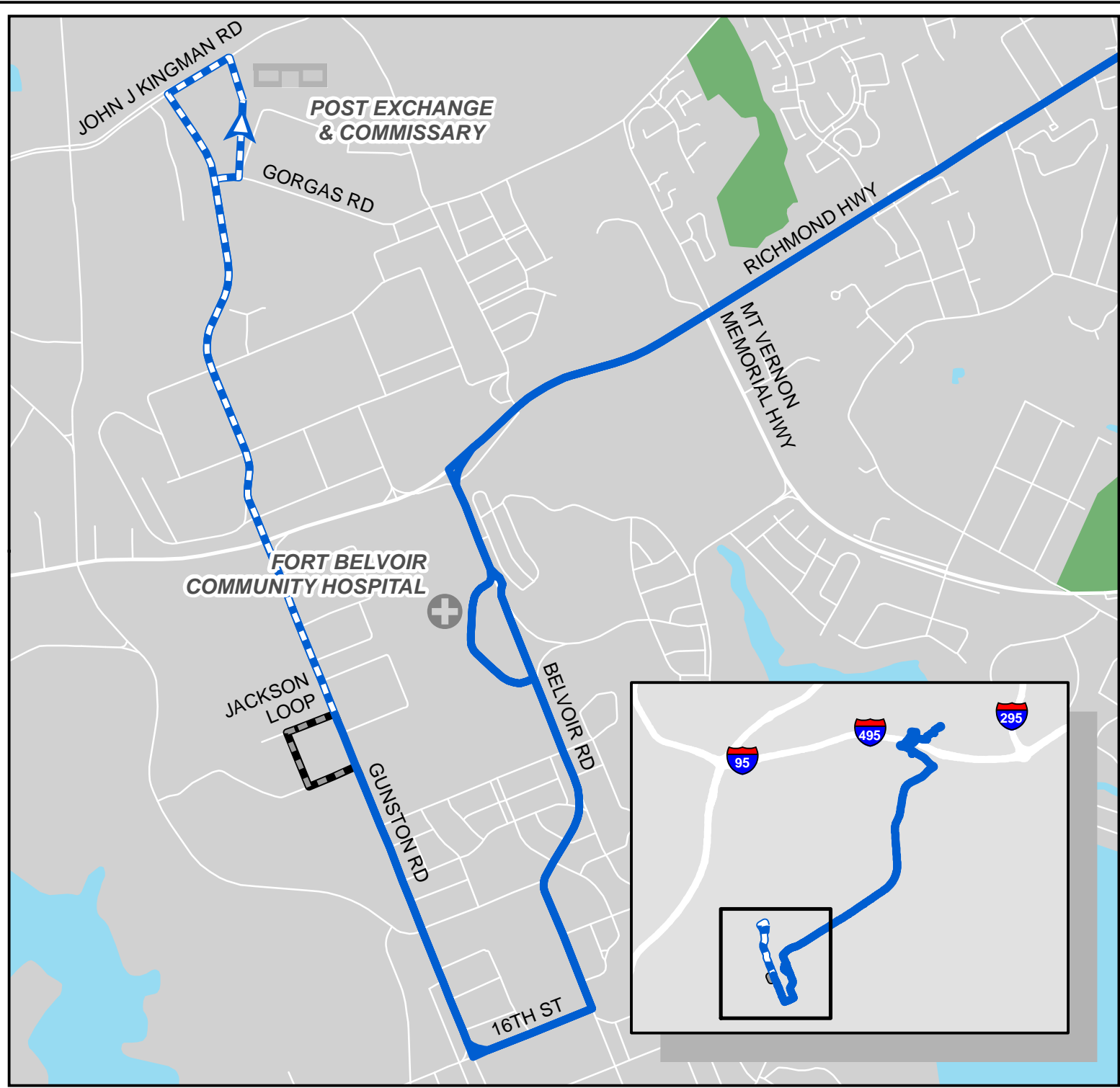
- REX service will be available at a reduced frequency during weekday middays.
- Fairfax Connector Route 171 provides alternative service along Richmond Highway.

REASON FOR PROPOSAL

- Reduce costs.
- Respond to dialogue with the Fairfax County Department of Transportation (FCDOT) to accommodate a route extension to the Fort Belvoir Post Exchange/Commissary.

PERFORMANCE MEASURES

Performance Measure	Route REX	WMATA Guideline	Pass/Fail
Average Weekday Riders	3,092	432	Pass
Cost Recovery	21.7%	16.6%	Pass
Subsidy per Rider	\$4.23	\$4.81	Pass
Riders per Trip	27.9	10.7	Pass
Riders per Revenue Mile	2.1	1.3	Pass





REX

Richmond Highway
Express

Proposed Route
Extension

Legend

- Unaffected REX
- Proposed REX extension
- Proposed to be discontinued
- Roads



00.10.20.4

Miles

Date: 12/20/2016