

M E M O R A N D U M

March 10, 2020

TO: Transportation, Infrastructure, Energy & Environment (TIEE) Committee
Prince George's County Council

Transportation & Environment (T&E) Committee
Montgomery County Council

FROM: J. Kenneth Battle, Jr., Director, TIEE Committee, Prince George's County Council
Keith Levchenko, Senior Legislative Analyst, Montgomery County Council

SUBJECT: **Agenda Item #1:** Briefing: Possible Impacts of the I-270 and I-495 Road Widening P3 Project on WSSCWATER Infrastructure

Agenda Item #2: Discussion: Washington Metropolitan Area Transit Authority Proposed Fiscal Year 2021 Operating Budget and Related Service and Fare Proposals

Agenda Item #1

TIEE and T&E Committee Chairs Taveras and Hucker requested a joint meeting to receive a briefing from Washington Suburban Sanitary Commission (WSSCWATER) staff on the potential infrastructure impacts on WSSCWATER from the I-270 and I-495 Road Widening P3 Project. A slide presentation prepared by WSSCWATER staff on this issue is attached on ©1-17. Based on MDOT's SHA Alternative 10 (the option SHA has identified with the greatest limit of disturbance), WSSCWATER estimates infrastructure costs ranging from \$1.3 billion (100 percent open cut construction) to \$2.0 billion (100 percent drilling and tunneling) not including overhead costs. How these costs would be shared between WSSC, SHA, and a third-party under P3 program is unclear at this time.

Agenda Item #2

WMATA is preparing its FY21 Operating and Capital Budgets and expects to finalize them in April. The two counties have submitted their recommendations on these budgets, which were due by March 9; they are on ©18-23. Also attached (on ©24-26) is a letter to WMATA Chairman Smedberg signed by all Montgomery County Councilmembers and numerous State Senators and Delegates from Montgomery County opposing Metrobus service reductions in Montgomery County. Excerpts from WMATA's public hearing docket, including the General Manager's fare proposals and his recommended Metrobus service changes in Maryland and on those District of Columbia routes that directly affect either Montgomery or Prince George's Counties are also attached beginning on (©27).

attachments



WSSC WATER

DELIVERING THE ESSENTIAL

I-495/I-270 P3 Project

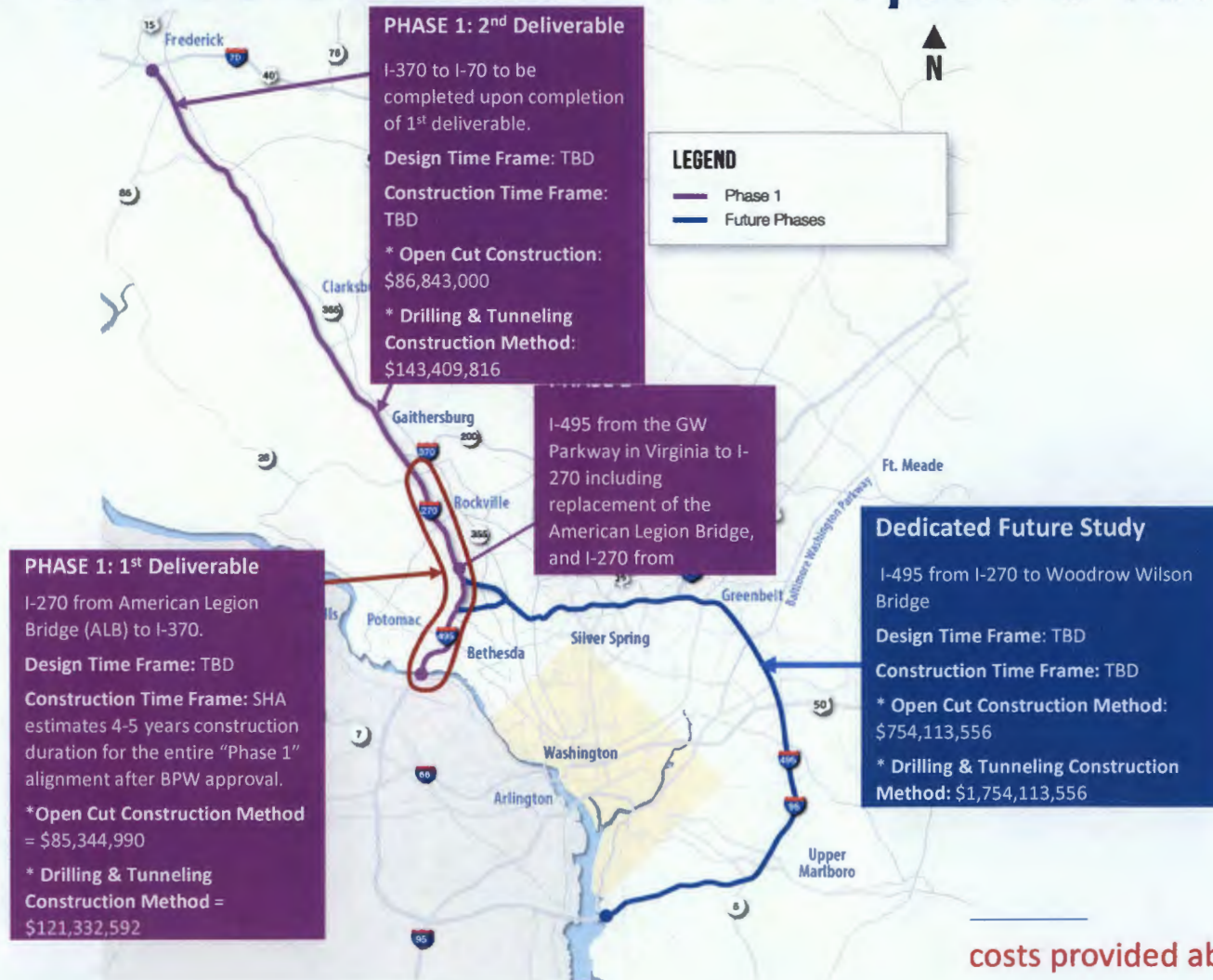
March 12, 2020

Agenda

- MDOT SHA I-495/I-270 P3 Project Overview
- Existing Memorandum of Understanding (MOU)
- MDOT SHA I-495/I-270 P 3 Project Alternative Alignments
- Impact to WSSC Water Assets Overall Cost Impact
- Estimated Cost per Proposed Project Phase
- ICC Comparison Data
- Comparison between I-495/I-270 and ICC Project
- Debt Service



MDOT SHA I-495/I-270 P3 Project Overview



MDOT SHA I-495/I-270 P3 Project Overview

- MDOT SHA Phase I Current Deliverable Schedule
 - February 7, 2020 – Request for Qualifications
 - June 2020 – Short-listed Phase I Developers notified
 - July 2020 – Request for Proposal for Phase I
 - March 2021 – Selection of Proposer
 - May 2021 – Seek approval from Maryland Board of Public Works on Phase I P3 Agreement
- National Environmental Policy Act (NEPA) Study
 - The I-495/I-270 Managed Lanes Study is in the final phase of preparing a Draft Environmental Impact Statement (DEIS) due to be completed by **Summer 2020**.
 - The I-270 from I-370 to I-70 Study is in the Pre-NEPA phase. This phase is anticipated to be completed in summer/fall of 2020 and move to the next phase which is the NEPA Study. The DEIS for this Study is scheduled to be completed in **Fall 2021**.

Existing MOU Agreement

- The existing Memorandum of Understanding (MOU) is between MDOT State Highway Administration (SHA) (formerly the State Roads Commission) and WSSC Water.
- Agreement was executed January 1, 1958
- Cost sharing is based on **prior rights** claim
 - **Prior rights** refers to which agency first occupied an easement. Under the MOU, the agency holding prior rights is not responsible for the relocation costs of the WSSC Water's infrastructure resulting from MDOT SHA's roadway improvements.
- An Addendum may be required to include:
 - **P3 Program** – current agreement between MDOT SHA & WSSC Water does not address third party involvement in MDOT SHA projects.
 - **Size of Transmission Main Piping** – WSSC Water Pipeline Design Manual (Design Regulation) addresses pipe sizes up to 54-inch diameter. Project impacts pipes sizes up to 96-inch diameter.
 - **Cost Sharing** – MDOT SHA February 7, 2020 RFQ frequently asked questions advises prospective Developers that “the overall P3 Program will be delivered at no net cost to the State”.

MDOT SHA I-495/I-270 P3 Project Alternative Alignments

- Six (6) alternatives were retained for detailed study (ARDS) which are:
 - ARDS 1 – No Build
 - ARDS 8 – 2-Lane, ETL on I-495 and one ETL and one Lane HOV managed lane on I-270
 - ARDS 9 – 2-Lane, HOT managed lanes on both I-495 and I-270
 - ARDS 10 – 2-Lane, ETL managed lanes on I-495; I-270 and one HOV lane on I-270
 - ARDS 13B – 2-Lane HOT managed lanes on I-495; HOT managed reversible lane on I-270
 - ARDS 13C – 2-Lane, ETL managed on I-495; ETL managed reversible lane and one HOV lane on I-270
- MDOT SHA identified ARDS 10 as the alternative with the greatest limit of disturbance.

Impact to WSSC Water Assets

Overall Cost Estimate

- MDOT SHA indicated their estimated relocation cost for WSSC Water assets to be \$900,000,000.
- MDOT SHA cost excludes relocation of the Bi-county Tunnel.
- MDOT SHA advised they utilized open cut construction method with developing their estimate.
- MDOT SHA has not provided a listing of WSSC Water impacts to compare pipe segments and length of potential impacts.
- MDOT SHA has not provided information necessary to evaluate and determine impacts from proposed storm drain, bridge abutment, bridge piers, structural footings, off-road equipment (loading exceeding the H/20 load minimum) and other utility companies' relocations.

Impact to WSSC Water Assets

Overall Cost Estimate

Potential Cost Impacts (Estimate)

- This cost estimate was prepared utilizing MDOT SHA alternative alignment 10 (ARDS 10) since this alignment has the widest limit of disturbance and the greatest impact to WSSC Water infrastructure.
- WSSC Water's cost estimation assumes all WSSC Water assets within the proposed limit of disturbance are impacted by the project improvements and will need to be relocated.
- Two separate methods of construction were utilized in development of the cost analysis. Each method assumes 100% cost based on the method of construction estimated.
 - Open-Cut Construction Method
 - Drilling & Tunneling Construction Method



Impact to WSSC Water Assets

Overall Cost Estimate

WSSC Water / MDOT SHA Cost Comparison based on MDOT SHA Alternative 10

Agency Estimate	100% Drilling and Tunneling Estimated Cost	100% Open-Cut Estimated Cost	Bi-County Tunnel Estimated Relocation Cost	Drilling and Tunneling Estimated Cost Without Bi-County Tunnel	Open-Cut Estimated Cost Without Bi-County Tunnel
WSSC Water	\$2,039,070,852	\$1,310,594,746	\$280,526,600	\$1,758,544,252	\$1,030,068,146
MDOT SHA	\$900,000,000	\$900,000,000	\$0	\$900,000,000	\$900,000,000
Cost Differences	\$1,139,070,852	\$410,594,746	\$280,526,600	\$858,544,252	\$130,068,146

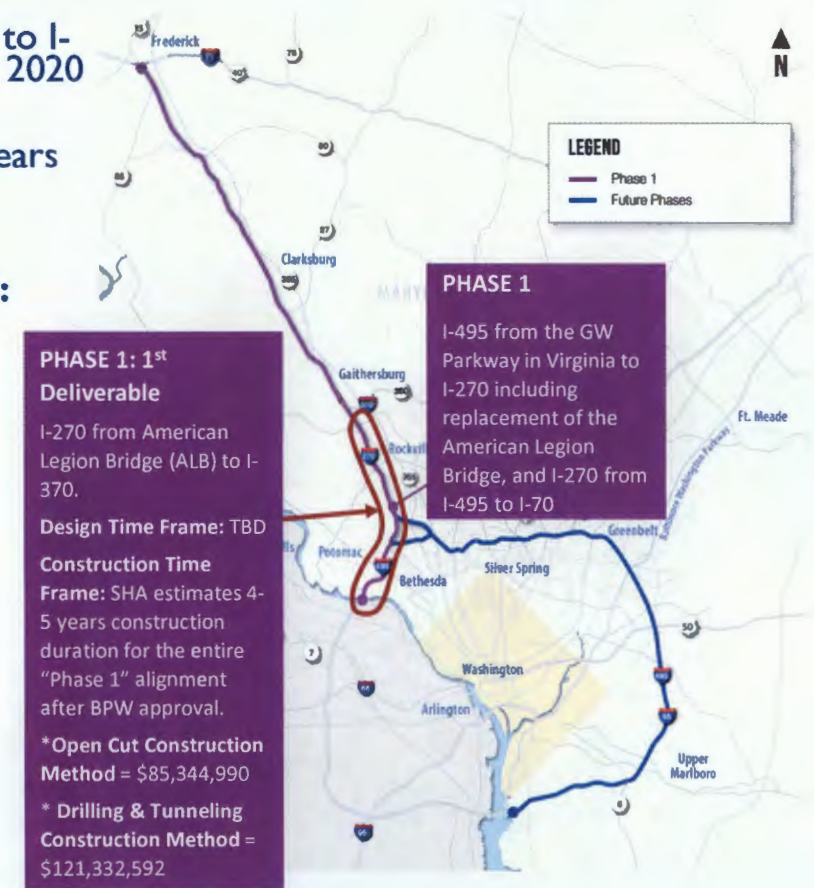
- Estimated costs **DO NOT INCLUDE** consideration of prior rights claim, which is currently unknown.
- Estimated costs **DO NOT INCLUDE** WSSC Water overhead or resources such as existing/additional staffing needs for project design and construction. For budgeting purposes an additional 10% may be added to the costs above to estimate WSSC Water overhead.
- Costs above were estimated utilizing one method of construction, either Drilling/Tunneling or Open Cut construction method and **DO NOT INCLUDE** added cost of living (2%) adjustments over the life of the project. MDOT SHA contractor may utilize a combination of both methods in the execution of the project construction.



Estimated Cost per Proposed Project Phase

Phase I: 1st Deliverable – I-270 from I-495 American Legion Bridge to I-370. (As modified per Maryland Board of Public Works [BPW] January 2020 Decision):

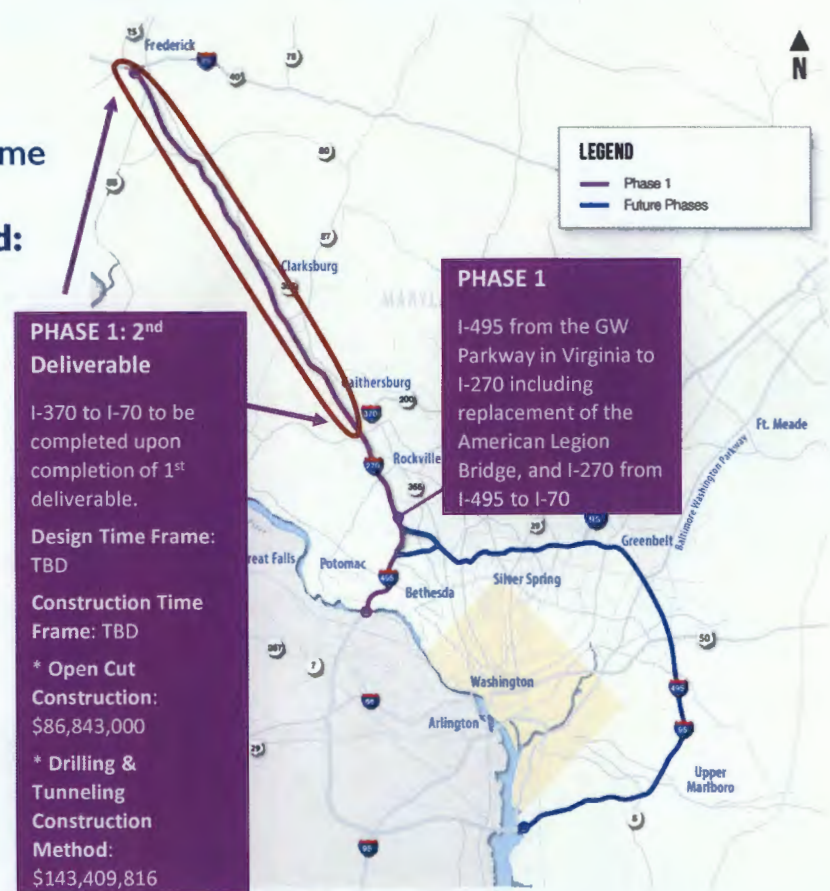
- **Construction Start Time: TBD** – MDOT SHA Estimates 4-5 years construction duration after BPW approval.
- **WSSC Water Estimated Cost Before Prior Rights Applied:**
 - Open Cut Construction Method = \$85,344,990
 - Drilling & Tunneling Construction Method = \$121,332,592
- **Phase I: 1st Deliverable Impacted Assets**
 - Linear Feet of potential pipe impacted
 - 16,132 LF (3.1 miles) of water mains
 - 1,792 LF (0.4 miles) 10-12-inch mains
 - 14,340 LF (2.7 miles) 16-96-inch mains
 - 15,230 LF (2.9 miles) of sewer mains
 - 4,916 LF (0.9 miles) 6-12-inch mains
 - 10314 LF (2.0 Miles) 15-36-inch mains



Estimated Cost per Proposed Project Phase

Phase I: 2nd Deliverable I-270 from I 370 to I-70
(Undergoing separate Environmental Review and anticipated to be delivered after Phase I 1st Deliverable).

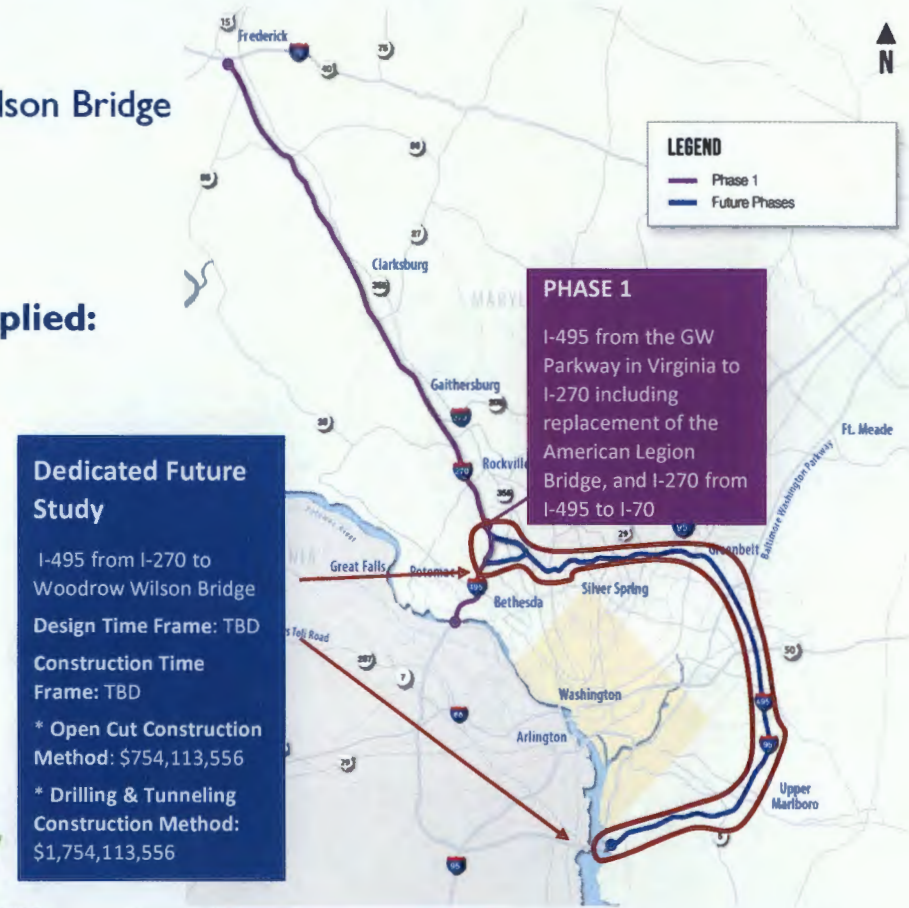
- **Construction Start Time:** See slide 9 for construction time frame
- **WSSC Water Estimated Cost Before Prior Rights Applied:**
 - Open Cut Construction Method = \$86,843,000
 - Drilling & Tunneling Construction Method = \$143,409,816
- **Phase I: 2nd Deliverable Impacted Assets**
 - Linear Feet of potential pipe impacted
 - 32,222 LF (6.1 miles) of water mains
 - 2,300 LF (0.4 miles) 12-inch mains
 - 29,922 LF (5.7 miles) 16 – 66-inch mains
 - 13,664 LF (2.6 miles) of sewer mains
 - 7,885 LF (1.5 miles) 8 – 12-inch mains
 - 5,779 LF (1.1 miles) 15 – 36-inch mains



Estimated Cost per Proposed Project Phase

Dedicated Future Study - I-495 from I-270 to Woodrow Wilson Bridge
(per Maryland BPW January 2020 Decision):

- **Construction Start Time: TBD**
- **WSSC Water Estimated Cost Before Prior Rights Applied:**
 - Open Cut Construction Method = \$754,113,556
 - Drilling & Tunneling Construction Method = \$1,754,113,556
- **Dedicated Future Study: Impacted Assets**
 - Linear Feet of potential pipe impacted
 - 280,076 LF (53.1 miles)



ICC Comparison Data

- Key differences with ICC Construction versus I-495-I270 P3 Project Construction
 - Construction on the ICC was performed per Open Cut Construction Method utilizing Design-Build project delivery method.
 - The Project was a new road alignment consisting of **new roadway construction through undeveloped land.**
- Overall Estimated Relocation Cost = \$12,314,769
- Final Invoiced Cost to WSSC Water = \$6,433,415
- Average Prior Rights Cost Responsibility to WSSC Water = 52%
- Linear Feet pipe impacted:
 - 7,638 LF (1.4 miles) of sewer main
 - 6,556 LF (1.2 miles) 6 – 12 inch mains
 - 1,082 LF (0.2 miles) 15 – 18 inch mains
 - 17,547 LF (3.3 miles) of water mains
 - 7,605 LF (1.4 miles) 4 – 12 inch mains
 - 9,942 LF (1.9 miles) 16 – 66 inch mains



Comparison Between I-495/I-270 and ICC Project

Project	CONSTRUCTION METHOD			Mileage
	Drilling/Tunneling Method	Open Cut Method	Linear Footage	
I-495/I-270 P3 Project Estimated	\$2,039,070,852	1,310,594,746	369,964	70.1
ICC Project Actuals * (Total Cost of Construction)		\$12,314,769	25,185	4.8

*Note: Actual WSSC Water costs per MDOT SHA invoice for ICC construction after application of prior rights (52%) was **\$6,433,415**

Debt Service

The cumulative rate impact to customers funding \$1.8B in new debt with interest is 277.3%

Fiscal Year #	Debt Service Impact	Rate Impact	Fiscal Year #	Debt Service Impact	Rate Impact
1	\$4,005,144	0.6%	21	\$61,515,431	9.5%
2	\$10,510,287	1.6%	22	\$60,348,764	9.3%
3	\$17,015,431	2.6%	23	\$59,182,097	9.1%
4	\$25,348,764	3.9%	24	\$58,015,431	8.9%
5	\$33,515,431	5.2%	25	\$56,848,764	8.7%
6	\$41,515,431	6.4%	26	\$55,682,097	8.6%
7	\$49,348,764	7.6%	27	\$54,515,431	8.4%
8	\$57,015,431	8.8%	28	\$53,348,764	8.2%
9	\$64,515,431	9.9%	29	\$52,182,097	8.0%
10	\$71,848,764	11.1%	30	\$51,015,431	7.8%
11	\$73,182,097	11.3%	31	\$43,343,620	6.7%
12	\$72,015,431	11.1%	32	\$35,671,810	5.5%
13	\$70,848,764	10.9%	33	\$28,000,000	4.3%
14	\$69,682,097	10.7%	34	\$23,500,000	3.6%
15	\$68,515,431	10.5%	35	\$19,166,667	2.9%
16	\$67,348,764	10.4%	36	\$15,000,000	2.3%
17	\$66,182,097	10.2%	37	\$11,000,000	1.7%
18	\$65,015,431	10.0%	38	\$7,166,667	1.1%
19	\$63,848,764	9.8%	39	\$3,500,000	0.5%
20	\$62,682,097	9.6%			
TOTAL			\$1,802,962,916	277.3%	

Debt service schedule assumes:

- 50% of construction costs of “Alternative 10.”
- \$100 million in new debt issue each fiscal year for 10 years at 5% interest.
- \$100 million is approximately 25% of the current planned debt issued each year.
- Growth in total debt outstanding will impact “AAA” credit rating.
- Impact does not include additional work years or resources needed to manage project.



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Customer Bill Impact

Example: A customer would pay a total of \$2,252.63 due to the added debt service at 165 MGD consumption level.

Fiscal Year #	Cumulative Rate Impact	\$ Impact on Customer Bill	Total Annual Customer Bill	Fiscal Year #	Cumulative Rate Impact	\$ Impact on Customer Bill	Total Annual Customer Bill
1	0.6%	\$5.00	\$817.36	21	9.5%	\$76.86	\$889.22
2	1.6%	\$13.13	\$825.49	22	9.3%	\$75.40	\$887.76
3	2.6%	\$21.26	\$833.62	23	9.1%	\$73.94	\$886.30
4	3.9%	\$31.67	\$844.03	24	8.9%	\$72.48	\$884.84
5	5.2%	\$41.87	\$854.23	25	8.7%	\$71.03	\$883.39
6	6.4%	\$51.87	\$864.23	26	8.6%	\$69.57	\$881.93
7	7.6%	\$61.66	\$874.02	27	8.4%	\$68.11	\$880.47
8	8.8%	\$71.24	\$883.60	28	8.2%	\$66.65	\$879.01
9	9.9%	\$80.61	\$892.97	29	8.0%	\$65.20	\$877.56
10	11.1%	\$89.77	\$902.13	30	7.8%	\$63.74	\$876.10
11	11.3%	\$91.43	\$903.79	31	6.7%	\$54.15	\$866.51
12	11.1%	\$89.98	\$902.34	32	5.5%	\$44.57	\$856.93
13	10.9%	\$88.52	\$900.88	33	4.3%	\$34.98	\$847.34
14	10.7%	\$87.06	\$899.42	34	3.6%	\$29.36	\$841.72
15	10.5%	\$85.60	\$897.96	35	2.9%	\$23.95	\$836.31
16	10.4%	\$84.15	\$896.51	36	2.3%	\$18.74	\$831.10
17	10.2%	\$82.69	\$895.05	37	1.7%	\$13.74	\$826.10
18	10.0%	\$81.23	\$893.59	38	1.1%	\$8.95	\$821.31
19	9.8%	\$79.77	\$892.13	39	0.5%	\$4.37	\$816.73
20	9.6%	\$78.32	\$890.68				
TOTAL					277.3%	\$2,252.63	

Customer bill assumes:

- 3/4" residential meter with 165 gallons per day (or 60,225 gallons/year) .
- Water and sewer consumption charges only. Ready-to-serve charges are not included.



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PRINCE GEORGE'S COUNTY GOVERNMENT
Office of the County Executive

Angela D. Alsobrooks
County Executive

March 2, 2020

Mr. Paul Smedberg, Chairman
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, District of Columbia 20001

Re: Washington Metropolitan Area Transit Authority Proposed Fiscal Year 2021 Operating Budget and Related Service and Fare Proposals – Docket Number B20-02.

Dear Mr. Smedberg:

Prince George's County appreciates the Washington Metropolitan Area Transit Authority (WMATA) Board's commitment to restoring trust in the system and improving safety and reliability on the entire regional transit network. As you are aware, Prince George's County residents rely upon WMATA for work and daily travel needs to Washington, DC and other regional activity centers. Data shows Metrorail attracts approximately 53,000 passengers and Metrobus approximately 70,000 passengers daily among stations and bus lines based in Prince George's County.

A review of your Proposed Fiscal Year 2021 Operating Budget and Related Service and Fair Proposals indicates that you are recommending new Metrorail and Metrobus initiatives starting on July 1, 2020, involving proposed fare changes, both service enhancements and reductions/eliminations as part of the upcoming FY 2021 budget. In reviewing WMATA's initiatives, we found items that we can support and other proposals that we find are deeply troubling, and that frankly speaking, compromise mobility options for our County residents.

Restoration of Late-Night Service – We support the gradual restoration of late-night service as proposed while providing a sufficient adequate preventative maintenance program consistent with our February 2019 letter.

Free Transfers between Metrobus and Metrorail and Discount – We support the proposed free transfers that were a top recommendation from the Bus Transformation Project and one of the requested bus improvements on the system. However, we suggest reducing or phasing the rail to bus discount – local bus operators have concerns about absorbing the additional costs or discounts (because local bus operators will not get a credit).

Improved Weekend Service for Metrobus and Metrorail – While we generally support improved weekend service for both Metrobus and Metrorail services, it should not be at the expense of and create significant gaps in the County's Metrobus system.

Maximum Peak Fare Increase – While we understand the potential need for an increase in Metrorail fares, we highlight a concern and equity issues in that outer jurisdiction users will be asked to pay the higher peak fare than those users in the core of the system. We suggest that WMATA staff evaluate the implementation of a flat fare for Metrorail service.

County Metrobus Service Elimination – We strongly object to the elimination of the Prince George's County proposed Metrobus routes because they adversely impact our resident's ability to travel in and outside of the County. We request that the Board defer a final decision about eliminating the following Metrobus routes in the County:

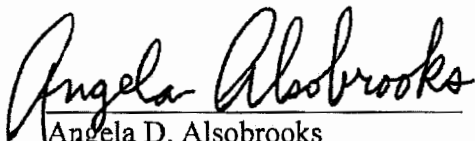
1. Route B29 – New Carrollton to Crofton via Bowie
2. Route B30 – Greenbelt – BWI Thurgood Marshall Airport
3. Routes C11/C13 – Clinton Line
4. Route C28 – Pointer Ridge Line
5. Route F12 – Ardwick Industrial Park Shuttle
6. Route W14 – Bock Road Line

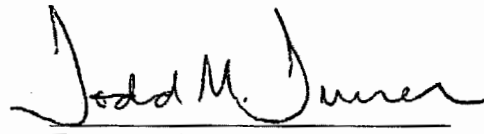
The elimination of these proposed routes will adversely impact many of our transit-dependent residents who connect with the nearest Metrorail station to access jobs, medical appointments, and daily errands. While we recognize that ridership statistics are part of your due diligence in maximizing limited resources, we urge WMATA to work collaboratively with the Compact Jurisdictions to evaluate Metrobus service as the next step in its implementation of the regional Bus Transformation Project.

At a minimum, WMATA staff should evaluate bus lines with low productivity and determine which segments require adjustments to match demand or to meet new travel patterns. Cutting service now will circumvent this process and eliminate our opportunity to determine how certain Metrobus lines can better serve our communities. This is a great opportunity for WMATA to work with the County and community to find win-win solutions in providing better bus service to meet the needs of the patrons.

We know the importance of WMATA to the everyday lives of our residents because it links them with services and employment. Accordingly, we stand ready to work with WMATA on improving and enhancing service patterns rather than reducing or cutting them.

Sincerely,


Angela D. Alsobrooks
County Executive


Todd M. Turner
County Council Chair

cc: The Honorable Larry Hogan, Governor, State of Maryland
Mr. Gregory Slater, Secretary, Maryland Department of Transportation
Mr. Paul Wiedefeld, General Manager, WMATA
Members, Washington Suburban Transit Commission
Members, Prince George's County Council



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

February 28, 2020

Mr. Paul J. Wiedefeld
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Dear Mr. Wiedefeld:

Montgomery County appreciates the opportunity to comment on the WMATA Public Hearing Docket B20-01, Proposed FY2021-2026 Capital Improvement Program and Docket B20-02, Proposed FY2021 Operating Budget and Related Service and Fare Proposals.

Montgomery County supports the capital program strategy outlined in the 10 Year Capital Needs Forecast and the six-year Capital Improvement Program. This level of capital investment projecting \$18 billion over 10 years is possible because of the region's commitment to WMATA and the continued support from our Congressional Delegation to ensure that the federal PRIIA funding continues.

Montgomery County is funding and constructing numerous improvements that benefit WMATA and its customers including the new Bethesda South Entrance that connects the Red Line to the Purple Line with street access, the new Medical Center Crossing project that provides direct connections to the Medical Center Station under Rockville Pike and improves emergency egress conditions for the station, enhancements to the Wheaton Station, and connection of US 29 FLASH service to the Silver Spring Station. In addition, Montgomery County Capital Improvements Program includes construction of a new underground passageway to improve access to the Forest Glen Station. Given the major investment by the County in numerous WMATA facilities and the substantial capital investments by WMATA planned elsewhere in the region, we encourage WMATA to include design and construction of the northern entrance to the White Flint Station in its capital program. A feasibility study was recently completed for this project and it will enhance station access and improve the value of WMATA's land holdings in White Flint. We also encourage WMATA to address a long-term solution to the Red Line water leakage and to continue its bus operating division study for eastern Montgomery County by advancing engineering for a new eastern Montgomery County bus maintenance facility.

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

The proposed FY21 Operating Budget represents a major shift in direction for the agency and Montgomery County has serious concerns with the proposals. The FY21 operating budget is only the second budget with the 3% subsidy containment cap and the first one in several years with fare increases, rail service enhancement and bus service adjustments required to remain within the 3% subsidy cap. We believe that the proposed expansion of rail service, coupled with significant reductions in bus service is inequitable and creates a hardship for residents that use transit.

Additionally, Montgomery County was not consulted as the bus service and fare/pass proposals in the public hearing docket were developed. Traditionally, to improve clarity for transit customers, we have matched WMATA's fare policy as closely as possible. However, Montgomery County is unlikely implement elements of the current fare proposals. First, we believe that the cash fare surcharge is potentially discriminatory, would likely be viewed as a violation of Title VI, is not customer friendly, and would deter ridership. With this basis, we cannot support this concept.

The free bus/rail transfer will reduce commuting costs for many, and we support this as a longer-term objective. However, it has a very high cost in terms of lost revenue for Metrobus and Montgomery County. It would be unfortunate if Metrobus advances this proposal unilaterally because it will create customer confusion and inequity. In Montgomery County, Metrobus carries only one-third of the bus riders and the Metrobus service is concentrated in limited areas. Implementation of this concept in this manner is wholly inconsistent with the objectives of WMATA's Bus Transformation Strategy. Alternatively, we encourage WMATA to work with its partner agencies this year to develop a proposal for this program that can be uniformly implemented and incorporated into other agencies' budgets. Implementing it now, in an uncoordinated way, will reinforce negative opinions about the regional bus system.

The proposed Metrobus service changes include a wide variety of options from minor service span and frequency adjustments, significant service expansions, and many route eliminations. The County can support regular ongoing review of bus service frequencies, span of service and coverage and improvements for state of good repair objectives. We do strongly object however, to complete bus route elimination that leaves portions of the route without bus service. Route eliminations leaving portions of the county without transit service includes the Colesville-Ashton Z2 and the Macarthur Boulevard - Georgetown Line D5. Eliminating the Z2 will affect about 60% of the current riders with either no bus service or requiring multiple transfers and longer rides. The D5 will affect about 340 riders with riders along Macarthur Boulevard, Sangamore Road and Massachusetts Avenue losing direct bus service to Downtown DC.


The County remains concerned over the elimination of the Z8 and Z11 right after we start our US29 Flash service in May 2020. The baseline Z service along US 29 is complementary to the Flash service. The extension of the Z6 service to Greencastle Park and Ride can mitigate some of the impacts of the elimination of the Z8 service.

Below is a summary of the County's position on the FY21 operating budget:

- **Reduce the maximum rail fare increase to \$0.25 to be consistent with other rail fare increases.**
- **Convene a working group to develop a regional plan for the bus to rail discount phased in over time and accounted for in all agencies budgets.**
- **Eliminate the bus cash fare penalty of \$0.25 and the add value to SmarTrip penalty of \$0.25.**
- **Implement a flat weekend rail rate but raise the rate to the base bus fare for short trips and \$2.50 for longer trips to reduce the subsidy.**
- **Restore the Z2 service and the D5 to serve an area of the county that would be without bus service if these services are eliminated.**
- **Retain the K9 MetroExtra midday service improvement and eliminate the Q line service between Rockville and Shady Grove Metrorail stations. Ride On has sufficient service to cover the truncation of the Q line service at Rockville.**

Montgomery County strongly supports the WMATA emphasis on improving service and the customer experience and bringing the bus and rail system to a state of good repair. Many of the new proposed budget initiatives will improve service and customer experience, but several initiatives have the potential to undo the good work of the last several years. WMATA should not penalize the bus system to expand the rail system service hours and we should not leave communities without basic bus service.

Sincerely,



Christopher R. Conklin
Director
Montgomery County Department of Transportation



MONTGOMERY COUNTY
ROCKVILLE, MARYLAND

February 18, 2020

Paul Smedberg
Chairman
Washington Metropolitan Area Transit Authority
600 5th Street NW
Washington, D.C. 20001

Chairman Smedberg:

Thank you for your commitment towards making WMATA a world class transit system, including your efforts to prioritize safe and secure service. As the WMATA board considers the proposed FY 2021 operating budget, prioritization must be focused on maintaining frequent and reliable service. We ask that WMATA reconsider its plans, as outlined in the budget proposal, for Metrobus service reductions in Montgomery County.

The Metrobus routes currently recommended for service reductions, including the Q, J, L and Z bus lines, provide transportation for many of our most transit-dependent residents. Service reductions will disproportionately affect students commuting to Montgomery College, seniors running daily errands and service workers accessing jobs. Roughly 65,000 Montgomery riders use Metrobus on a daily basis, and for many these bus routes are their only source of transportation; more than half of Metrobus riders earn less than \$30,000 per year and do not have access to a car. As noted by a 2015 Harvard University study, access to transportation is the leading indicator of economic mobility and transit is crucial to linking residents with services and employment.

Montgomery County is home to communities with the highest transit usage in the state of Maryland. It is because of our high demand and strong support for public transit that we strongly encourage WMATA to focus on improving and enhancing our current service patterns rather than reducing them. Cutting Metrobus service for Montgomery County would be counter to our regional goals of reducing traffic congestion and greenhouse gas emissions. We ask WMATA to enhance, not reduce, bus service in Montgomery County.

Sincerely,

Evan Glass, Councilmember, At-Large

Sidney Katz, President, Councilmember, District 3

Tom Hucker, Vice President, Councilmember, District 5

Gabe Albornoz, Councilmember, At-Large

Craig Rice, Councilmember, District 2

Hans Riemer, Councilmember, At-Large

Nancy Navarro, Councilmember, District 4

Will Jawando, Councilmember, At-Large

Andrew Friedson, Councilmember, District 1

Senator Craig Zucker, Chair, Montgomery County Delegation, District 14

Senator Susan Lee, Majority Whip, District 16

Senator Cheryl Kagan, District 17

Senator Jeff Waldstreicher, District 18

Senator Ben Kramer, District 19

Senator Will Smith, Chair, Judicial Proceedings Committee, District 20

Senator Nancy King, Majority Leader, District 39

Delegate Pam Queen, District 14

Delegate Kathleen Dumais, Vice Chair, Economic Matters Committee, District 15

Delegate Lily Qi, District 15

Delegate Marc Korman, Chair, Montgomery County Delegation, District 16

Delegate Sara Love, District 16

Delegate Julie Palakovich Carr, District 17

Delegate Jim Gilchrist, District 17

Delegate Kumar Barve, Chair, Environment and Transportation Committee, District 17

Delegate Emily Shetty, District 18

Delegate Jared Solomon, District 18

Delegate Al Carr, Vice Chair, Montgomery County Delegation, District 18

Delegate Vaughn Stewart, District 19

Delegate Bonnie Cullison, Deputy Speaker Pro Tem, District 19

Delegate Lorig Charkoudian, District 20

Delegate Jheanelle Whilkins, Parliamentarian, District 20

Delegate David Moon, District 20

Delegate Lesley Lopez, District 39

Delegate Gabriel Acevero, District 39

Delegate Kirill Reznik, Parliamentarian, District 39

CC: General Manager Wiedefeld

WMATA Board of Directors



Notice of Public Hearing
Washington Metropolitan Area Transit Authority

Docket B20-01: Proposed FY2021-2026 Capital Improvement Program

Docket B20-02: Proposed FY2021 Operating Budget and Related Service and Fare Proposals

Purpose

Notice is hereby given that public hearings will be held by the Washington Metropolitan Area Transit Authority on the dockets mentioned above as follows:

Hearing No. 628
Monday, February 24, 2020
Hilton Arlington
950 N. Stafford Street, Arlington, VA 22203
Open House at 6:00 p.m. – Public Hearing at 6:30 p.m.

Hearing No. 629
Tuesday, February 25, 2020
Metro Points Hotel
8500 Annapolis Road
New Carrollton, MD 20784
Open House at 6:00 p.m. – Public Hearing at 6:30 p.m.

Hearing No. 630
Wednesday, February 26, 2020
Metro Headquarters Building
600 5th Street, NW
Washington, DC 20001
Open House at 4:00 p.m. – Public Hearing at 4:30 p.m.

Please note that these dates are subject to each facility's cancellation policy. In the event of a cancellation, Metro will post information about the new hearings on wmata.com

Speaker registration at each hearing is on-site only and closes at the close of the hearing or 9 p.m., whichever comes first.

Please note that these dates are subject to WMATA's inclement weather cancellation policy.

In the event of a cancellation, WMATA will post information about a new hearing on wmata.com.

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

The locations for all Metro public hearings are wheelchair accessible. Any individual who requires special assistance or additional accommodation to participate in public hearings, or requires these materials in an alternate format, should contact the Office of the Secretary 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 as soon as possible prior to the public hearing date.

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

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to this docket will be afforded the opportunity to present their views, 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 the hearing or 9 p.m., whichever comes first. 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 to submit your comments into the public record.

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 about this proposal may be submitted online via a survey at wmata.com/budget. The survey will open by 9 a.m. on Saturday, February 8, 2020 and will close at 5 p.m. on Monday, March 2, 2020. The survey will also provide the opportunity to submit freeform comments. This 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 Board Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street NW, Washington, DC 20001. All comments must be received by 5 p.m. on Monday, March 2, 2020 to be included in the public record.

The comments received by the Office of the Board Secretary, along with the survey results 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.

Copies of the docket in its entirety can be requested from Metro's Office of the Board Secretary by calling (202) 962-2511 or may also be reviewed in an area available for inspection during normal business hours at Metro's Headquarters at 600 Fifth Street, NW, Washington, DC 20001. Please call (202) 962-2511 in advance to schedule an appointment.

The WMATA Board of Directors has authorized the FY2021 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 FY2021 are described in detail in the attached dockets. For the service and fare changes, these proposals represent the maximum changes that the Board may adopt as part of the FY2021 budget. The Board may ultimately choose to authorize lesser changes, or no changes at all.

PROPOSAL FOR DOCKET B20-01: Proposed FY2021 Capital Improvement Program and Federal FY2020 Grant Applications

Overview

The proposed FY2021 capital budget of \$1.8 billion and six-year capital plan of \$9.7 billion include investment in ongoing projects, prioritized system preservation and renewal needs from the Capital Needs Forecast and asset management and reliability plans. Over the past four years, Metro has spent \$5 billion on capital investments. Capital delivery exceeded annual investment goals in FY2019 with actual capital spending of \$1.5 billion. This was 99% of the FY2019 budgeted amount and represents the third year that Metro has exceeded the target of 95% for capital funds invested.

Capital program publications detail the following:

- Capital Needs Forecast identifying a total of \$22.5 billion in investment needs unconstrained by cost or execution capacity.

- Capital Program Strategy outlining the vision and goals for capital investments.
- 10-Year Capital Plan projecting \$18.0 billion in investments constrained by delivery capacity for major projects. (Note: Due to delivery capacity constraint, there are potentially significant investment needs beyond the 10-year planning horizon.)
- Six-year Capital Improvement Program of \$9.7 billion and a FY2021 capital budget of \$1.8 billion with a list of priority projects and programs constrained by affordability and delivery capacity.

Major capital program investments to further improve service and customer experience include:

- **Customer Facilities & Experience.** Major investments include station systems improvements, station infrastructure upgrades, and bus station and terminal upgrades.
- **Vehicles.** Moving our riders with modern vehicles is an investment focus with railcar acquisition, railcar safety and reliability, as well as investments in bus and paratransit vehicle acquisition and rehabilitation.
- **Infrastructure, Systems & Support Facilities.** Supporting our network with activities to provide safe, reliable service includes major investments in track and structures, rail systems, bus garage replacement, and business support through office consolidation and information technology investments.

The six-year plan includes reimbursable projects such as the Silver Line, the Potomac Yard infill station, and the Purple Line.

Proposed FY2021 Capital Investment by Program Area

Capital Investment Categories (\$M)	FY2021 Budget	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	6 Year Total
Railcar	\$280	\$257	\$333	\$347	\$454	\$565	\$2,236
Rail Systems	\$165	\$131	\$163	\$153	\$147	\$132	\$891
Track and Structure Rehabilitation	\$148	\$176	\$166	\$193	\$161	\$170	\$1,014
Stations and Passenger Facilities	\$546	\$526	\$391	\$252	\$192	\$179	\$2,085
Bus and Paratransit	\$208	\$225	\$293	\$313	\$284	\$216	\$1,539
Business Support	\$475	\$550	\$218	\$236	\$243	\$227	\$1,949
Total Capital Investments	\$1,821	\$1,865	\$1,563	\$1,493	\$1,481	\$1,490	\$9,714
Revenue Loss from Capital Projects	\$23	\$24	\$25	\$25	\$26	\$27	\$149
Debt Service - Dedicated Funding	\$31	\$52	\$84	\$104	\$121	\$140	\$533
Total Capital Program Cost	\$1,875	\$1,941	\$1,672	\$1,623	\$1,628	\$1,657	\$10,396

FY2021 Proposed Capital Funding Sources

Funding Sources (\$M)	FY2021 Proposed Budget	FY2021- FY2026 Plan
Federal Grants		
Formula and Other Grants	\$352	\$2,110
PRIIA	\$149	*\$149
Subtotal Federal Grants	\$500	\$2,258
State and Local Contribution		
District of Columbia	\$331	\$2,035
State of Maryland	\$305	\$1,871
Commonwealth of Virginia	\$282	\$1,727
Subtotal State and Local	\$918	\$5,633
Jurisdiction Reimbursable Projects		
Metropolitan Washington Airports Authority	\$62	\$239
Debt	\$27	\$44
	\$369	\$2,222
Grand Total	\$1,875	\$10,396

**Note: Does not assume reauthorization of Federal PRIIA*

Federal Support for the Capital Improvement Plan (CIP)

The proposed FY2021-2026 CIP includes funding from various Federal Transit Administration (FTA) programs including the Urbanized Area Formula Program (49 U.S.C. 5307, or "Section 5307"). FTA requires that recipients of Section 5307 grant funding annually conduct a public hearing of the grant funded projects, therefore a public hearing on the proposed FY2021 capital program is required.

WMATA intends to apply for Federal Fiscal Year 2020 grants under the Fixing America's Surface Transportation (FAST) Act and the Further Consolidated Appropriations Act, 2020 (H.R. 1865) 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).

The FTA apportions funds to the Washington DC Metropolitan Region under the FAST Act, and 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. In Federal FY2019, the region was apportioned \$382 million and under the agreement WMATA received approximately 86 percent of the total FTA formula funding for the region. The FTA has not yet announced the regional apportionment for Federal FY2020, but if funding remains consistent with the prior year WMATA's share will be approximately \$328 million. With the addition of \$4 million in federal funding from the Northern Virginia Transportation Authority (NVTA), planned federal grant support totals \$332 million.

Additionally, WMATA estimates \$148.5 million will be available to the agency through a direct federal grant, provided under the Further Consolidated Appropriations Act for Federal FY 2020 (Public Law No: 116-94). This extends for Federal FY 2020 the funding partnership between the federal government and the District of Columbia, Maryland, and Virginia, which has been in effect since 2009, and provides critical resources to WMATA for safety improvements, railcar purchases, and other important state of good repair investments.

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, which is currently scheduled for April 2020. 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. Additional public involvement in the planning and programming of capital funds occurs through the TPB, the designated Metropolitan Planning Organization (MPO) for the Washington region. The TPB holds forums for public review and comment on the TIP. These forums cover not only funding, but also critical regional issues regarding air quality conformity, land use coordination, and investments to address future population and employment growth.

PROPOSAL FOR DOCKET B20-02: Proposed FY2021 Operating Budget and Related Service and Fare Proposals

Overview

WMATA's proposed FY2021 operating budget totals \$2.09 billion. It includes a base operating budget that is within the mandated three percent subsidy growth cap plus costs that are excluded per the legislation. The total subsidy is \$1.28 billion.

Within the cap, the proposed budget includes:

- Initiatives to further improve service and the customer experience
- Increasing non-fare revenue to help minimize increase to customer fares and reductions to service levels
- Enhancing fare options to drive ridership
- Establishes an Extra Services Fund to support unplanned and unfunded events of regional significance

Above the mandated three percent subsidy growth cap, the proposed budget includes legislatively excluded initiatives which require \$124 million in jurisdictional subsidy to fund Silver Line Phase 2 mobilization and revenue service, as well as federal mandates for safety and paratransit services.

The FY2021 operating budget is summarized in the table on the next page:

	FY2020 Budget	Base	Exclusions	Total	Change	
					\$	%
Revenue						
Passenger Revenue	\$723	\$701	\$5 ^A	\$706	(\$18)	-2%
Other Revenue	\$91	\$101	\$0	\$101	\$10	11%
Total Revenue	\$814	\$802	\$5^A	\$807	(\$7)	-1%
Expenses						
Labor and Benefits	\$1,357	\$1,386	\$87	\$1,473	\$116	9%
Non-Labor	\$583	\$575	\$42	\$617	\$34	6%
Total Expenses	\$1,940	\$1,961	\$129	\$2,090	\$150	8%
SUBSIDY	\$1,125	\$1,159	\$124	\$1,283	\$158	14%

^A Silver Line Phase 2 anticipated passenger revenue.

SERVICE PROPOSALS FOR PUBLIC INPUT AND CONSIDERATION

The FY2021 proposed budget adds Metrorail late night hours to keep Metro open later and increases the frequency of trains on Sundays. The proposal also makes targeted improvements to weekday and weekend service on Metrobus to grow ridership, improve customer experience, and strengthen Metro to better serve the region. To balance the budget, the proposals include service reductions and consolidations for efficiency and effectiveness. Proposed service reductions were selected to minimize customer impact, eliminating service only where there was very low ridership or service was redundant.

Additional service proposals include eliminating late night Bus Lifeline service if Metrorail late night hours are expanded. Specific Metrorail and Metrobus service changes include:

Proposed Metrorail Service Changes

1 Better Weekend Metrorail Service: Operate Saturday Headways on Sundays

Reduce Orange/Silver/Yellow/Green/Blue Line Sunday daytime headway from 15 minutes to 12 minutes. Reduce Red Line Sunday daytime headways from 8 minutes to 6 minutes.

2 Restore Rail Late Night Hours: Add Four Hours of Service Per Week

Trains would operate an additional four hours per week; staying open 30 additional minutes Monday through Thursday (until midnight) and one additional hour on Fridays and Saturdays (until 2:00 a.m.).

3 Weekday Early Morning Right-sizing: Widen Weekday Headway before 6 a.m.

Increase Weekday headways on all Lines before 6:00 a.m. from 8 minutes to 12 minutes.

Proposed Metrobus Service Changes

1. Better Weekend Metrobus Service

Bus service frequency would be improved in two ways: first, Sunday frequency would improve to match current Saturday service on seven bus lines and second, Saturday and Sunday frequencies would increase on seven bus lines.

2. Improve MetroExtra Service

The proposal improves service by extending the hours on four MetroExtra routes and improving service frequency on one route.

3. Efficiencies and Restructurings

A. Service Adjustments and Eliminations for Redundancy

The proposal reduces or eliminates routes where other transit service is available and, in some cases, adds service to supplement remaining routes. Route reductions or eliminations may require customers to transfer to another bus or Metrorail to complete their trip.

B. Service Elimination for Low Ridership

The proposal eliminates service with low utilization. In some cases, customers may no longer have transit options available to make their trip. Customers may have the option to use park-and-ride lots with bus service, or Metrorail stations with available parking capacity, generally within a relatively short driving distance. In other cases, alternative transit service exists along parallel or intersecting corridors, though customers will travel farther to reach stops and make transfers to complete their trip.

C. Service Restructuring for Efficiency and Effectiveness

The proposal combines services to streamline routes and make service simpler, and easier to understand. This proposal creates a stronger network of services with fewer route branches and variations and better utilizes capacity.

4. Elimination of Bus Lifeline Service

Metro increased late night bus service in June 2017 to mitigate impacts from closing the Metrorail system at an earlier hour. With the FY2021 proposed increase to late night hours in the Metrorail system, Bus Lifeline Service as listed may be eliminated if the proposed Metrorail late night hours are adopted.

5. MetroAccess Service Changes

The MetroAccess service area will not be impacted by any of the proposed Metrobus service changes or route eliminations and remain as is until December 31, 2020, at which time it may change based on a review of (a) available fixed route service, (b) the availability of subsidized alternatives to the MetroAccess service, and (c) demand for paratransit service.

Proposed Metrobus Service Changes

Weekend Service Improvements				
Route	Name	Day(s)	Proposed Service Change(s)	Jurisdictions Served
80	North Capitol Street	Sat / Sun	Increase frequency from 30 minutes to 20 minutes	DC
83,86	College Park	Sat / Sun	Increase frequency from 60 minutes to 30 minutes (15 minutes in combined section)	DC, PG
A12	Martin Luther King Jr. Highway	Sun	Increase frequency to match Saturday (every 45 minutes)	PG
C29	Central Avenue	Sat / Sun	Increase frequency from 60 minutes to 30 minutes	PG
E4	Military Road-Crosstown	Sat / Sun	Increase frequency from every 24 minutes on Saturday and every 30 minutes on Sunday to every 20 minutes	DC
F4	New Carrollton-Silver Spring	Sat / Sun	Increase frequency from every 24 minutes on Saturday and every 30 minutes on Sunday to every 20 minutes	MG, PG
P6	Anacostia-Eckington	Sat / Sun	Increase frequency from every 35 minutes to every 20 minutes	DC
P12	Eastover-Addison Road	Sun	Increase frequency to match Saturday (every 20 minutes)	DC, PG
S2	16 th Street	Sun	Increase frequency to match Saturday (every 20 minutes)	DC, MG
S9	16 th Street Limited	Sun	Increase frequency to match Saturday (every 20 minutes)	DC, MG
Y2, Y8	Georgia Avenue-MD	Sat / Sun	Increase frequency from every 24 minutes to every 20 minutes	MG
7A,7F	Lincolnia-North Fairlington	Sun	Increase frequency to match Saturday (every 30 minutes)	AR, AX
23B, 23T	McLean-Crystal City	Sun	Increase frequency from 60 minutes to 30 minutes (15 minutes in combined section)	AR, AX, FX
28A	Leesburg Pike	Sun	Increase frequency to match Saturday (every 20 minutes)	AX, FX

MetroExtra Improvements				
Route	Name	Day(s)	Proposed Service Change(s)	Jurisdictions Served
79	Georgia Avenue Limited	Mon-Fri	Extend PM service 3 hours to 10 PM	DC, MG
X9	Benning Road-H Street Limited	Mon-Fri	Add additional peak period trips. Extend PM peak period 1 hour to 7:45 PM	DC, PG
K9	New Hampshire Avenue Limited	Mon-Fri	Add midday service	DC, MG, PG
16Y	Columbia Pike-Farragut Square	Mon-Fri	Extend AM peak period 1 hour to 10:00 AM. Extend PM peak period 1 hour to 8:15 PM	DC, AR

Efficiencies and Restructuring

Route	Name	Category	Proposed Service Change(s)	Jurisdictions Served
30N, 30S	Friendship Heights – Southeast	Redundancy	Eliminate all 30N and 30S trips. Replace all 30N and 30S slots with 31, 32, 33 and 36 trips.	DC, PG, MG
32,34, 36	Pennsylvania Avenue	Redundancy	Eliminate all 34 trips, replace with 32 or 36 trips.	DC, PG
37	Wisconsin Avenue Limited	Redundancy	Eliminate entire line	DC
54	14 th Street	Efficiency	Eliminate entire route pattern; convert most 54 trips into 59 trips	DC
59	14 th Street Limited	Efficiency	Complement changes to 54 by having 59 make all stops north of Colorado Avenue.	DC
92	U Street - Garfield	Redundancy	Eliminate short trips ending at Eastern Market.	DC
A4, W5	Anacostia – Fort Drum	Efficiency	Eliminate entire line and combine with W4 restructure. Replace Anacostia to Coast Guard HQ service with an extension of route A8.	DC
B8/9	Fort Lincoln Shuttle	Efficiency	Eliminate entire line	DC, PG
D1	Glover Park – Franklin Square	Redundancy	Eliminate entire line	DC
D2	Glover Park – Dupont Circle	Efficiency	Combine with G2 and reduce to one route	DC
D4	Ivy City – Franklin Square	Frequency / Span	Eliminate service after 10 PM	DC
D5	MacArthur Boulevard - Georgetown	Redundancy	Eliminate entire line	DC, MG
D6	Sibley Hospital – Stadium Armory	Frequency / Span	Eliminate certain late-night trips on weekdays and Saturday	DC
E2	Ivy City – Fort Totten	Frequency / Span	Eliminate service after 10 PM	DC
E6	Chevy Chase	Efficiency	Combine with M4 and reduce to one route	DC, MG
G2	P Street – LeDroit Park	Efficiency	Combine with D2 and reduce to one route	DC
M4	Nebraska Avenue	Efficiency	Combine with E6 and reduce to one route	DC
V1	Benning Heights – M Street	Redundancy	Eliminate entire line	DC
W1	Shipley Terrace – Fort Drum	Frequency / Span	Eliminate midday service	DC
W2, W3	United Medical Center- Anacostia	Efficiency	Reroute to serve South Capitol St. and Malcolm X Avenue, convert all W3 trips to W2 trips.	DC, PG

W4	Deanwood – Alabama Avenue	Efficiency	Reroute to serve Fort Drum and DC Village; eliminate segment from M.L. King and Alabama Avenues to Anacostia Station	DC
X1, X3	Benning Road	Redundancy	Eliminate entire line	DC
X2	Benning Road – H Street	Redundancy	Adding peak period trips to alleviate crowding due to eliminating X1 and X3	DC
X8	Maryland Avenue	Redundancy	Extend some trips to Foggy Bottom to replace X1 service	DC
B29	Crofton-New Carrollton	Low Ridership	Eliminate entire line	PG, AA
B30	Greenbelt-BWI Airport Express	Redundancy	Eliminate entire line	PG, AA
C4	Greenbelt-Twinbrook	Frequency / Span	Reduce late-night span on weekdays	MG, PG
C11, C13	Clinton	Low Ridership	Eliminate entire line	PG
C28	Pointer Ridge	Low Ridership	Eliminate entire line	PG
F12	Ardwick Industrial Park Shuttle	Low Ridership	Eliminate entire line	PG
J2	Bethesda-Silver Spring	Frequency / Span	Reduce late-night span on weekdays	MG
K6	New Hampshire Ave.-MD	Frequency / Span	Reduce late-night span on weekdays	DC, MG, PG
L8	Connecticut Ave.-MD	Frequency / Span	Reduce early morning and evening span on weekdays	DC, MG
NH2	National Harbor-Alexandria	Redundancy	Eliminate route segment from King St.-Old Town to Huntington. Reduce frequency.	PG, AX, FX
Q1,Q2,Q5,Q6	Veirs Mill Road	Redundancy	Eliminate route segment from Rockville to Shady Grove	DC, MG
T2	River Road	Frequency / Span	Reduce early morning and evening span on weekdays	DC, MG
W14	Bock Road	Low Ridership	Eliminate entire line	DC, PG
Y2	Georgia Ave.-MD	Frequency/Span	Reduce late-night span on weekdays	MG
Z2	Colesville-Ashton	Redundancy	Eliminate entire line	MG
Z6	Calverton-Westfarm	Redundancy	Extend service to Greencastle to replace part of the Z8 line. Add additional frequency to replace Z8 trips. Eliminate service to Burtonsville.	MG
Z8	Fairland	Redundancy	Eliminate entire line	MG
Z11	Burtonsville-Greencastle Express	Redundancy	Eliminate entire line	MG
3A	Annandale Road	Low Ridership	Eliminate entire line	AR, FC, FX
3T	Pimmit Hills	Low Ridership	Eliminate entire line	FC, FX
5A	DC-Dulles	Redundancy	Eliminate entire line due to Silver Line Extension	DC, AR, FX

7Y	Lincolnia-North Fairlington	Redundancy	Eliminate route segment from Pentagon to Farragut Square	DC, AR, AX
15K	Chain Bridge Road	Low Ridership	Eliminate entire line	AR, FX
16C	Columbia Pike	Redundancy	Eliminate route segment from Pentagon to Downtown DC	DC, AR, FX
16G, 16H	Columbia Heights West-Pentagon City	Redundancy	Eliminate route 16G trips, increase 16H frequency to 8 minutes peak and convert all 16G trips to 16H trips off-peak	AR, FX
22A, 22C, 22F	Barcroft-South Fairlington	Redundancy	Eliminate all 22A trips, convert all 22C trips to 22F trips. This will eliminate the route segment from Wakefield and 24 th Streets to Ballston and the segment through Parkfairfax. Also, all off-peak service will be eliminated.	AR, AX
29W	Braeburn Drive- Pentagon	Low Ridership	Eliminate entire line	FX
S80, S91	Springfield Circulator- Metro Park Shuttle	Low Ridership	Eliminate entire line	FX

Bus Lifeline Service Adjustment				
Route	Name	Day(s)	Proposed Service Change(s)	Jurisdiction Served
30N, 30S	Friendship Heights-Southeast	Weekday Sat / Sun	Eliminate the last trip each direction on Route 30N weekday, Saturday and Sunday and the last trip each direction on Route 30S on weekdays and Saturdays	DC, PG
80	North Capitol Street	Fri / Sat / Sun	Eliminate the last 2 trips each direction	DC
96	East Capitol Street-Cardoza	Fri / Sat	Eliminate the last westbound trip on Fridays and the last eastbound trip on Fridays and Saturdays. The remaining last trip on Saturdays will terminate at U & 14 th Sts. NW	DC, PG
G8	Rhode Island Avenue	Fri / Sat	Eliminate all trips operating to/from Rhode Island Avenue Station	DC, PG
H4	Crosstown	Fri / Sat / Sun	Eliminate the last trip each direction	DC
P6	Anacostia-Eckington	Weekday Sat / Sun	Eliminate service between 2 am and 4 am	DC
W4	Deanwood – Alabama Avenue	Weekday Sat / Sun	Eliminate the last northbound trip on weekdays, Saturday and Sunday. Eliminate the last southbound trip on Saturday and Sunday.	DC
2A	Washington Blvd.-Dunn Loring	Fri / Sat	Eliminate the last trip each direction	AR, FC, FX
10A, 10N	Alexandria-Pentagon	Fri / Sat / Sun	Eliminate the last 10A trip each direction. Eliminate the entire Route 10N.	AR, AX
16E	Columbia Pike	Sun	Eliminate AM service between Pentagon and Franklin Square	DC, AR, FX

FARE PROPOSALS FOR PUBLIC INPUT AND CONSIDERATION

Overview

Metro's policies, with respect to fares, are contained in Resolution 2007-47, which recommends biennial adjustments 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 stresses the importance of revenue adequacy and ridership maximization.

Metro last raised fares in July 2017 as part of the FY2018 budget. The GM/CEO has proposed several fare changes in FY2021 to promote better bus and rail integration, additional fare simplification, and ridership growth.

To promote customer adoption of passes and operating efficiency, no increases are proposed to pass prices. In addition, MetroAccess (paratransit) fares would remain at twice the fastest comparable fixed-route fare, with the maximum MetroAccess fare remaining at \$6.50.

The proposed changes include both fare reductions and increases to improve Metro's fare competitiveness, grow ridership and encourage purchases of pass products and simplify fares.

Specific fare adjustments include:

Fares

Metrorail

- Raise base peak fares by \$0.25 from \$2.25 to \$2.50 (Not applicable with passes, Monthly Unlimited Pass to be calculated using FY 2020 fare rates)
- Eliminate tiered mileage charges
 - During peak period charge a flat \$0.326 per mile after 3.0 miles
 - During off-peak period charge a flat \$0.216 per mile after 3.0 miles
- Raise maximum peak fare \$1.00 from \$6.00 to \$7.00
- Raise maximum Senior/Disabled peak fare \$.50 from \$3.00 to \$3.50
- Reduce maximum Senior/Disabled off-peak fare from \$3.00 to \$1.90
- Implement a \$2.75 weekend flat fare on Metrorail
- Implement a \$1.35 Senior/Disabled weekend flat fare on Metrorail
- Charge peak fares after midnight
- Create new pass products:
 - 1-day Short-trip pass at a price of \$8.00
 - 3-day Short-trip pass at a price of \$18.00
 - 1-day Senior/Disabled Short-trip pass at a price of \$4.00
 - 3-day Senior/Disabled Short-trip pass at a price of \$9.00
 - or
 - 1-day Weekend pass at a price of \$6.00
 - 2-day Weekend pass at a price of \$10.00

- 1-day Senior/Disabled Weekend pass at a price of \$3.00
- 2-day Senior/Disabled Weekend pass at a price of \$5.00
- Implement Rail Surcharge of \$1.00 and apply at Dulles Station entries and exits (Not applicable with passes)

Metrobus

- Increase MetroExtra fare by \$1.00
- Increase Senior/Disabled MetroExtra fare by \$.50
- Create a \$0.25 surcharge for cash transactions on Metrobus, including senior/disabled cash transactions
 - Regular fare without SmarTrip would be \$2.25
 - Senior/Disabled Regular fare without SmarTrip® would be \$1.25
 - Express bus fare without SmarTrip® would be \$4.50
 - Senior/Disabled Express bus fares without SmarTrip® would be \$2.35
 - Airport Express route fare without SmarTrip® would be \$7.75
 - Senior/Disabled Airport Express route fare without SmarTrip® would be \$4.00
 - On-board cash loading to SmarTrip® would be subject to \$0.25 surcharge
- Reduce the price of the 7-Day Regional Bus Pass from \$15 to \$12
- Reduce the Senior/Disabled 7-Day Regional Bus Pass from \$7.50 to \$6.00
- Increase the transfer discount utilizing SmarTrip® between rail and bus systems from \$0.50 to \$2.00, equal to the base fare on Metrobus regular routes

Parking Fee

- A general parking fee increase for FY2021 is not being proposed

Fare Proposal

Proposed Fares and Fees (Maximum Potential Changes)

	CURRENT Fares/Fees	FY2021 Proposed Fare Options
Metrorail Fares		
Peak Fares¹		
1 · Boarding charge (up to 3 miles)	\$2.25	\$2.50
2 · Composite miles between 3 and 6 miles	\$0.326	no change
3 · Composite miles over 6 miles	\$0.288	\$0.326
4 · Maximum peak fare	\$6.00	\$7.00
5 · Charge for senior/disabled is one-half peak fare	\$1.10 - \$3.00	\$1.25 - \$3.50
Off-Peak Fares²		
6 · Boarding charge (up to 3 miles)	\$2.00	no change
7 · Composite miles between 3 and 6 miles	\$0.244	\$0.216
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	\$2.75
11 · Charge for senior/disabled is one-half the fare during off-peak	\$1.10 - \$3.00	\$1.00 - \$1.90
Unlimited Combo Passes		
12 · Monthly unlimited passes ⁴	varies	no change
13 · 1-day unlimited pass	\$13.00	no change
14 · 3-day unlimited pass	\$28.00	no change
15 · 1-day short-trip unlimited pass		\$8.00
16 · 3-day short-trip unlimited pass		\$18.00
17 · 1-day Weekend pass ³ (if Weekend Fare is adopted)		\$6.00
18 · 2-day Weekend pass ³ (if Weekend Fare is adopted)		\$10.00
19 · 7-day short-trip unlimited pass	\$38.00	no change
20 · 7-day unlimited pass	\$58.00	no change
Other Rail Fares		
21 · Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	\$2.00 discount
22 · Monthly TransitLink Card on MARC and VRE ⁵	\$114.00	no change
23 · Monthly TransitLink Card on MTA ⁵	\$176.00	no change
24 · Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction ⁶	\$0.05	no change
25 · Dulles Station Surcharge on Entries and Exits ⁷		\$1.00
Metrobus Fares		
Regular Fares		
26 · Cash boarding charge for local bus ⁸	\$2.00	\$2.25
27 · Cash boarding charge for MetroExtra ⁸	\$2.00	\$3.25
28 · Cash boarding charge for express bus ⁸	\$4.25	\$4.50
29 · Cash boarding charge for designated airport routes ⁸	\$7.50	\$7.75
30 · SmarTrip® boarding charge for local bus	\$2.00	no change
31 · SmarTrip® boarding charge for MetroExtra	\$2.00	\$3.00
32 · SmarTrip® boarding charge for express bus	\$4.25	no change
33 · SmarTrip® boarding charge for designated airport routes	\$7.50	no change

Senior/Disabled: One-Half Regular Fares

34	· Cash boarding charge for local bus ⁸	\$1.00	\$1.25
35	· Cash boarding charge for MetroExtra ⁸	\$1.00	\$1.75
36	· Cash boarding charge for express bus ⁸	\$2.10	\$2.35
37	· Cash boarding charge for designated airport routes ⁸	\$3.75	\$4.00
38	· SmarTrip® boarding charge for local bus	\$1.00	no change
39	· SmarTrip® boarding charge for MetroExtra	\$1.00	\$1.50
40	· SmarTrip® boarding charge for express bus	\$2.10	no change
41	· SmarTrip® boarding charge for designated airport routes	\$3.75	no change

Cash Upload to SmarTrip®

42	· Surcharge for cash upload to SmarTrip® on board bus ⁸	\$0.00	\$0.25
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Bus Transfers utilizing SmarTrip® card

43	· Local to local bus	free	no change
44	· Local to MetroExtra	free	\$2.00 discount
45	· Local to express bus	\$2.00 discount	no change
46	· Local to designated airport routes	\$2.00 discount	no change
47	· MetroExtra to local bus	free	no change
48	· MetroExtra to MetroExtra	free	no change
49	· MetroExtra to express bus	\$2.00 discount	\$3.00 discount
50	· MetroExtra to designated airport routes	\$2.00 discount	\$3.00 discount
51	· Rail-to-bus transfer	\$0.50 discount	\$2.00 discount
52	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	free	no change
53	· Transfer from regional bus partners	varies	varies

Bus Passes

54	· 7-Day Regional Bus Pass	\$15.00	\$12.00
55	· 7-Day Regional Senior/Disabled Bus Pass	\$7.50	\$6.00

Other Fare Media

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

MetroAccess Fares⁹

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

Parking Fees¹⁰

60	· District of Columbia	\$4.45 - \$4.95	no change
61	· Montgomery County	\$4.45 - \$5.20	no change
62	· Prince George's County	\$3.00 - \$5.20	no change
63	· Virginia	\$3.00 - \$4.95	no change
64	· Monthly reserved parking fee	\$45.00 - \$65.00	no change
65	· Parking meters \$1.00/60 minutes	\$1.00	no change
66	· Prince George's parking garage at New Carrollton (monthly)	\$85.00	no change
67	· Non-Metro rider parking fees	\$7.50 - \$15.00	no change
68	· Special event parking fees	up to \$25.00	no change

Other Fees

69 · 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. PROPOSED: Peak fares are in effect from 12 midnight until closing. Customers are charged based on entry time at their origin station.

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

³ PROPOSED: Weekend flat fares are in effect from Saturday opening until 11:59 pm and from Sunday opening until closing.

⁴ The Monthly Unlimited Pass, as originally approved in Resolution 2015-67 and updated to include both rail and bus for FY2020, charges customers a monthly rate equal to 36 times a customers self-selected price point for a one-way peak-period rail trip. Customers purchasing the Monthly Unlimited Pass will continue to pay a monthly rate equal to 36 times the self-selected one-way peak rail trip, but this trip cost shall be based on FY2020 peak period rail trip pricing. For trips that exceed the distance included in the self-selected monthly rate, the difference in fare shall be charged at the FY2021 approved fare rates. Said promotional pricing shall remain in effect until otherwise stated.

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 Rail Surcharge not applicable with use of pass

⁸ A standard \$0.25 surcharge is applied to all trips paid with cash and cash uploads on-board Metrobuses, including for riders qualifying for senior & disabled fares.

⁹ MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip.

¹⁰ Parking fees consist of Metro's base fee plus jurisdiction surcharge, if any.

REFERENCE MATERIAL AVAILABLE FOR REVIEW – The proposed WMATA FY 2021-2026 Capital Improvement Program is included in the WMATA FY2021 Proposed Budget, which is available online at wmata.com.

The FY2021 Proposed Budget is also available for inspection through March 2, 2020, 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 public participation requirements. The program of projects outlined in the FY2021 Proposed Budget will be the final program of projects unless modified prior to final approval by the WMATA Board of Directors.

MARYLAND

Proposed Metrobus Service Changes

CROFTON-NEW CARROLLTON LINE – ROUTE B29

BUDGET

- \$ 175,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate entire line

ROUTE/SEGMENT ELIMINATION

- All Route B29 service would be eliminated

ALTERNATIVE SERVICE

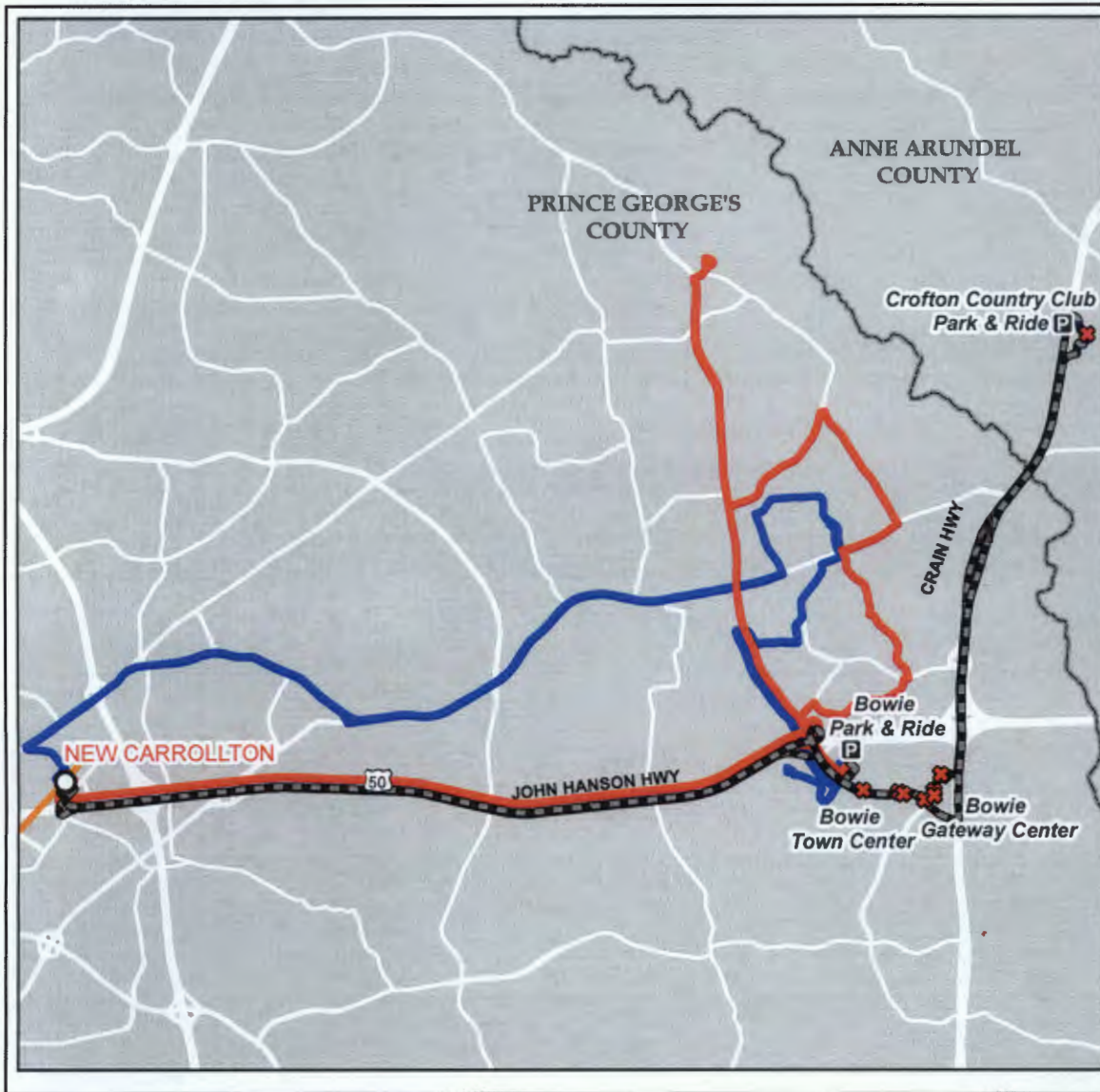
- Service between New Carrollton Metrorail Station and Bowie Park and Ride is provided by routes B21, B22, and B24
- No alternate service east of Northview Drive – Bowie Town Center, Bowie Gateway Center, and Crofton Country Club Park and Ride would no longer have service

REASON FOR CHANGE

- Service to Crofton is outside Metro's compact zone
- Service between New Carrollton Metrorail Station and Bowie Park and Ride is available on other routes

PERFORMANCE MEASURES

- Average of 208 riders per weekday, 134 riders per day (64%) would no longer have access to any service.
- Average of 10.4 riders per trip



B29
Bowie-Crofton
Line
Proposed Route
Elimination

Legend

- Eliminated B29 stops with no other bus service
- Metrorail Stations
- Proposed to be eliminated B29
- B21, B22
- B24
- Orange Line
- Jurisdictions

0 0.5 1 2 Miles

49

GREENBELT-BWI THURGOOD MARSHALL AIRPORT EXPRESS LINE – ROUTE B30

BUDGET

- \$ 681,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate entire line

ROUTE/SEGMENT ELIMINATION

- All service between Greenbelt Metrorail Station and BWI Light Rail Station would be eliminated. This includes service to BWI Airport and Arundel Mills Mall.

ALTERNATIVE SERVICE

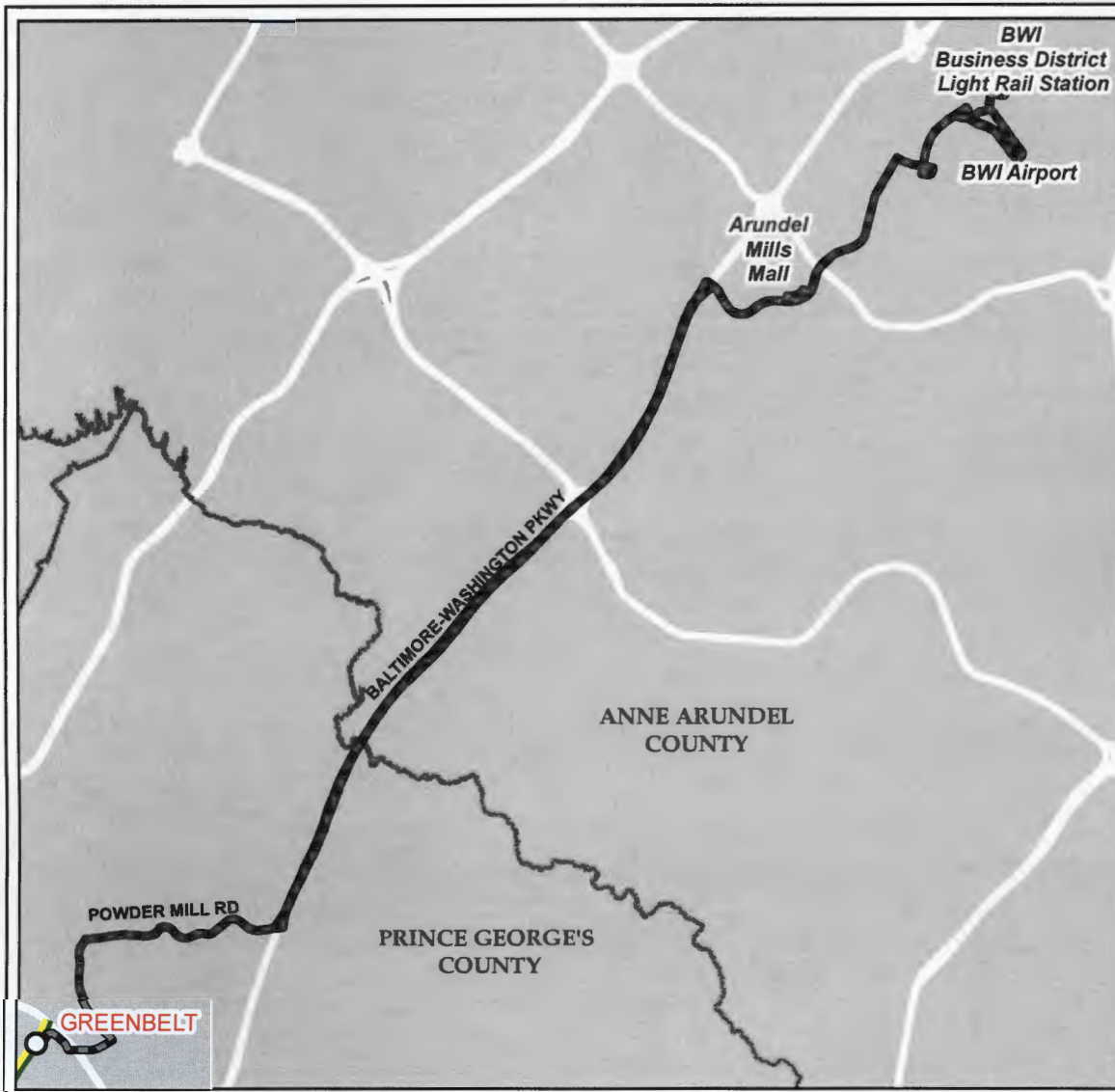
- MARC Penn Line service is available between BWI Airport and Union Station via New Carrollton
- MTA Route 201 connects Arundel Mills Mall and BWI Airport
- RTA Route 501 connects Arundel Mills Mall and BWI Airport
- RTA Route 502 connects Arundel Mills Mall and Laurel (with Metrobus and RTA connections to Greenbelt Metrorail Station)

REASON FOR CHANGE

- Route B30 ridership has dropped since weekend MARC Penn Line service began in December 2013
- Ridership continued to drop when weekend Route B30 service was eliminated and weekday frequency was reduced in June 2017
- Ridership did not improve when service was added to Arundel Mills Mall in June 2018
- Alternate service is available for most riders

PERFORMANCE MEASURES

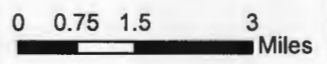
- Average of 264 riders per day
- Average of 9.4 riders per trip



B30
**Greenbelt-BWI
 Thurgood Marshall
 Airport Express Line**
**Proposed Route
 Elimination**

Legend

- Metrorail Stations
- Proposed to be eliminated B30
- Green and Yellow Lines
- Roads



GREENBELT-TWINBROOK LINE – ROUTE C4

BUDGET

- \$ 40,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate the 12:51 a.m. eastbound trip from Twinbrook Station on weekdays
- Eliminate the 12:40 a.m. westbound trip from Prince George's Plaza Station on weekdays

ALTERNATIVE SERVICE

- None

REASON FOR CHANGE

- Ridership on these trips is low.

PERFORMANCE MEASURES

- Average daily ridership on these late-night trips:
 - Eastbound:
 - 12:51 a.m.: 9 passengers
 - Westbound:
 - 12:40 a.m.: 6 passengers

CLINTON LINE – ROUTES C11, C13

BUDGET

- \$ 262,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate entire line

ROUTE/SEGMENT ELIMINATION

- All Route C11 and C13 service would be eliminated

ALTERNATIVE SERVICE

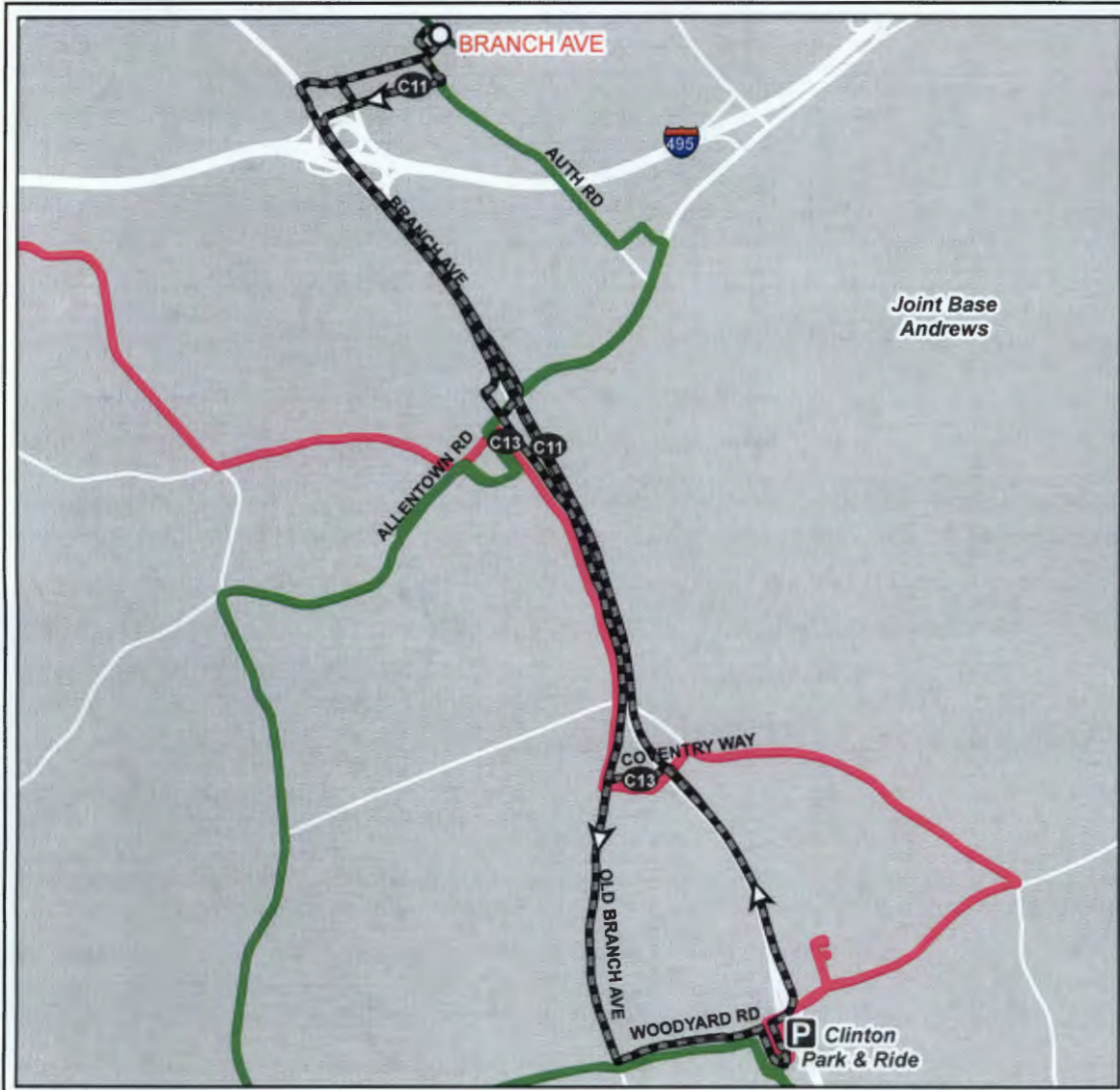
- TheBus Route 30 provides alternate service between Branch Avenue Metrorail Station and Clinton Park and Ride Lot
- TheBus Route 32 provides alternate service between the Green Line (at Naylor Road Metrorail Station) and Clinton Park and Ride Lot
- Few bus-to-bus transfers at Branch Ave Metrorail Station – most riders transfer to Metrorail

REASON FOR CHANGE

- Alternate service available

PERFORMANCE MEASURES

- Average of 379 riders per day
- Average of 12.6 riders per trip

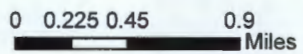


C11, C13

Clinton Line
Proposed Route
Elimination

Legend

- Metrorail Stations
- Proposed to be eliminated C11 and C13
- TheBus 30
- TheBus 32
- Green line
- Jurisdictions



54

POINTER RIDGE LINE – ROUTE C28

BUDGET

- \$ 574,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate entire line

ROUTE/SEGMENT ELIMINATION

- All Route C28 service would be eliminated

ALTERNATIVE SERVICE

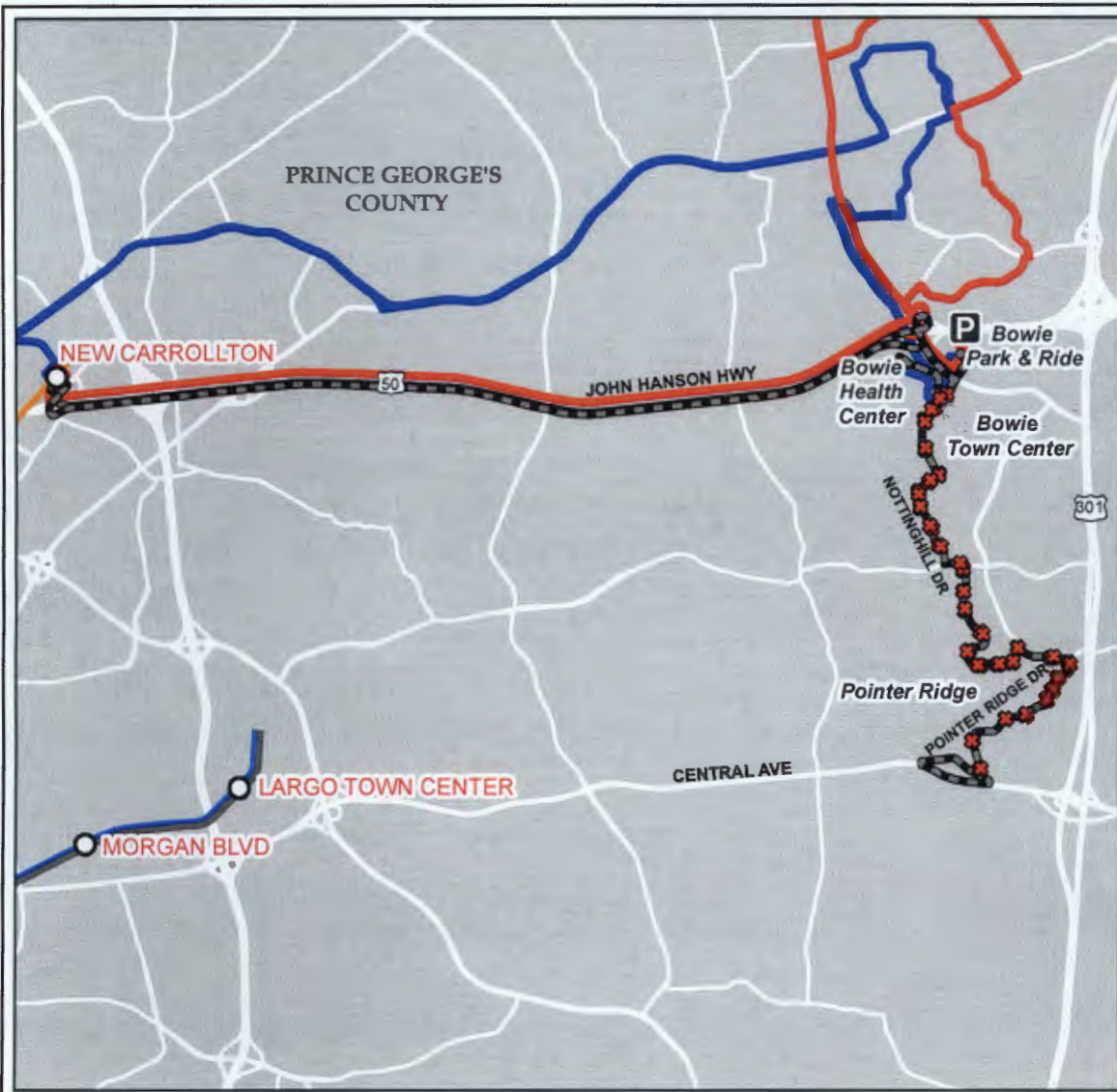
- Service between New Carrollton Metrorail Station and Bowie Park and Ride is provided by routes B21, B22, and B24

REASON FOR CHANGE

- Service between New Carrollton Metrorail Station and Bowie Park and Ride is available on other routes

PERFORMANCE MEASURES

- Average of 424 riders per weekday, 187 riders per day (44%) would no longer have access to any service.
- Average of 13.7 riders per weekday trip

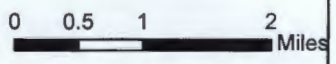


C28

Pointer Ridge Line
Proposed Route Elimination

Legend

- Eliminated C28 trips with no other bus service
- Metrorail Stations
- Proposed to be eliminated route C28
- B21, B22
- B24
- Blue and Silver Lines
- Orange Line
- Jurisdictions



ARDWICK INDUSTRIAL PARK SHUTTLE LINE – ROUTE F12

BUDGET

- \$ 672,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate entire line

ROUTE/SEGMENT ELIMINATION

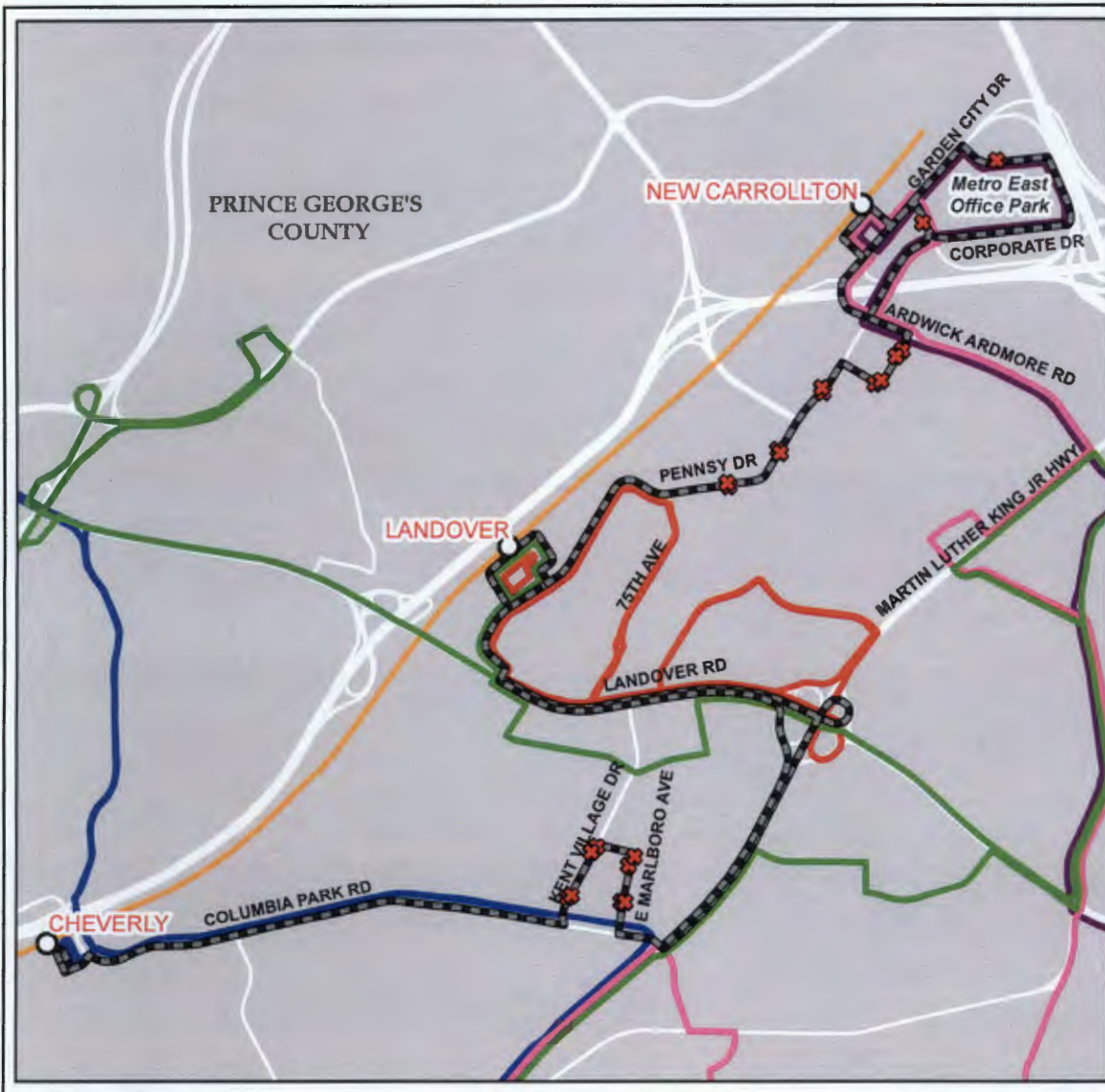
- All Route F12 service between Cheverly Metrorail Station and New Carrollton Metrorail Station is eliminated

ALTERNATIVE SERVICE

- Service to Metro East Office Park is available on TheBus Route 21
- Service on Ardwick Ardmore Road is available on Route F14 and TheBus Route 21
- Service on Pennsy Drive south of 75th Avenue is available on TheBus Route 27
- Service on Old Landover Road and Landover Road is available on Route A12 and TheBus Route 27
- Service on Martin Luther King, Jr. Highway is available on Route A12
- Service on Columbia Park Road is available on TheBus Route 18

REASON FOR CHANGE

- Average of 410 riders per weekday, 146 riders per day (36%) would no longer have access to any service.
- Average of 10.3 riders per weekday trip



F12
Ardwick Industrial Park Shuttle Line
Proposed Route Elimination

Legend

- Eliminated F12 stops with no other bus service
- Metrorail Stations
- Proposed to be eliminated F12
- A12
- F14
- TheBus 18
- TheBus 21
- TheBus 27
- Orange Line

0 0.15 0.3 0.6 Miles

58

BETHESDA-SILVER SPRING LINE – ROUTE J2

BUDGET

- \$ 42,000 DECREASE in subsidy

PROPOSED CHANGE

- All westbound trips leaving Silver Spring Transit Center after 11:35 p.m. would be eliminated on weekdays, including the two Friday-only trips departing at 1:35 a.m. and 2:35 a.m.
- All eastbound trips leaving Westfield Montgomery Mall after 11:30 p.m. would be eliminated on weekdays, including the Friday-only trip departing at 2:08 a.m.

ALTERNATIVE SERVICE

- None

REASON FOR CHANGE

- Ridership on these late-night trips is low

PERFORMANCE MEASURES

- Average daily ridership on these late-night trips:
 - Westbound:
 - 12:05 a.m.: 8 passengers
 - 12:35 a.m.: 6 passengers
 - 1:35 a.m.: 6 passengers
 - 2:35 a.m.: 3 passengers
 - Eastbound:
 - 11:50 p.m.: 9 passengers
 - 12:20 a.m.: 7 passengers
 - 12:50 a.m.: 7 passengers
 - 2:08 a.m.: 3 passengers

NEW HAMPSHIRE AVENUE-MARYLAND LINE – ROUTE K6

BUDGET

- \$ 34,000 DECREASE in subsidy

PROPOSED CHANGE

- All southbound trips leaving White Oak after 10:56 p.m. would be eliminated on weekdays
- Eliminate the 1:20 a.m. northbound trip on weekdays

ALTERNATIVE SERVICE

- Ride On routes 16 (Silver Spring – Takoma) and 20 (Silver Spring - Hillandale)

REASON FOR CHANGE

- Ridership on these late-night trips is low

PERFORMANCE MEASURES

- Average daily ridership on these late-night trips:
 - Northbound:
 - 1:20 a.m.: 5 passengers
 - Southbound:
 - 11:20 p.m.: 7 passengers
 - 11:40 p.m.: 5 passengers
 - 12:10 a.m.: 6 passengers
 - 12:40 a.m.: 5 passengers

CONNECTICUT AVE - MARYLAND LINE – ROUTE L8

BUDGET

- \$ 67,000 DECREASE in subsidy

PROPOSED CHANGE

- All northbound trips to Aspen Hill before 6:35 a.m. would be eliminated on weekdays
- All southbound trips from Aspen Hill after 7:53 p.m. would be eliminated on weekdays

ALTERNATIVE SERVICE

- Ride On Routes: 1 (Silver Spring-Friendship Heights), 33 (Glenmont-Medical Center), 34 (Aspen Hill-Friendship Heights), 41 (Aspen Hill-Glenmont)
- Connecticut Avenue would not have any bus service between Veirs Mill Road and University Boulevard and East-West Highway and Knowles Avenue during the times trips are eliminated

REASON FOR CHANGE

- Ridership on these early morning and evening trips is low.

PERFORMANCE MEASURES

- Average daily ridership (totaling 2% of total riders,) on these early morning and evening trips:
 - Northbound:
 - 5:40 a.m.: 7 passengers
 - 5:55 a.m.: 5 passengers
 - 6:15 a.m.: 9 passengers
 - Southbound:
 - 8:23 p.m.: 6 passengers
 - 8:53 p.m.: 6 passengers
 - 9:23 p.m.: 5 passengers
 - 9:53 p.m.: 5 passengers
 - 10:23 p.m.: 6 passengers

NATIONAL HARBOR-ALEXANDIRA LINE – ROUTE NH2

BUDGET

- \$691,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate the route segment between the King Street-Old Town and Huntington Metrorail stations
- Reduce frequency from 30 minutes to 40 minutes all day weekday, Saturday, and Sunday
- Eliminate post-midnight trips

ROUTE/SEGMENT ELIMINATION

- Service between the King Street-Old Town and Huntington Metrorail stations would be eliminated
- Only the stop at Huntington Metrorail Station would be eliminated

ALTERNATIVE SERVICE

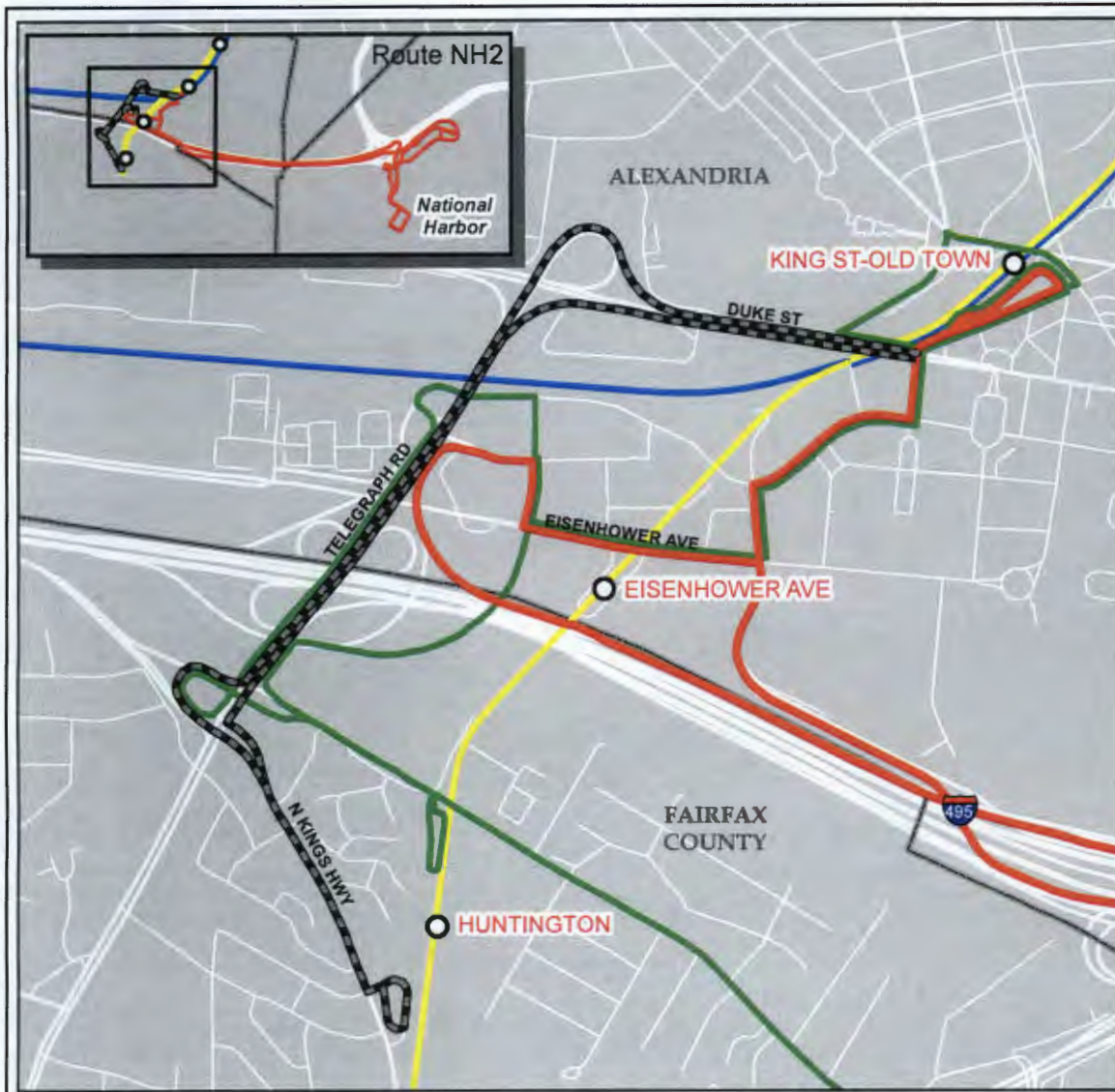
- REX and Yellow Line between Huntington and King Street-Old Town Metrorail stations
- Yellow Line to connect to Route NH2 service at King Street-Old Town Metrorail Station

REASON FOR CHANGE

- Route NH2 service between the Huntington and King St-Old Town Metrorail stations is duplicative of Yellow Line Metrorail service and REX Metrobus service
- Ridership does not support 30-minute frequency

PERFORMANCE MEASURES

- Average of 978 weekday riders; 917 Saturday riders; and 723 Sunday riders
- Average of 11.9 weekday riders per trip; 11.2 Saturday riders per trip; and 9.3 Sunday riders per trip
- At Huntington Metrorail Station an average of 166 weekday riders (17%); 180 Saturday riders (20%); and 192 Sunday riders (27%)
- Post-midnight trips average 2-4 riders per trip

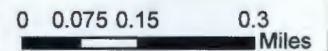


NH2

**National Harbor-Alexandria Line
Proposed Route
Modifications**

Legend

- Metrorail Stations
- Unaffected NH2
- Proposed to be eliminated NH2
- REX
- Blue Line
- Blue and Yellow Lines
- Yellow Line
- Jurisdictions



VEIRS MILL ROAD LINE – ROUTES Q1, Q2, Q5, Q6

BUDGET

- \$ 246,000 DECREASE in subsidy

PROPOSED CHANGE

- Discontinue service on routes Q1, Q2, Q5, and Q6 between Shady Grove and Rockville Metrorail stations

ROUTE/SEGMENT ELIMINATION

- All service between the Shady Grove and Rockville Metrorail stations on routes Q1, Q2, Q5, and Q6 would be eliminated

ALTERNATIVE SERVICE

- Metrorail Red Line, and Ride On Routes: 46 (Shady Grove/Montgomery College-MD355-Medical Center), 55 (Rockville-Germantown Transit Center), 59 (Rockville-Montgomery Village)

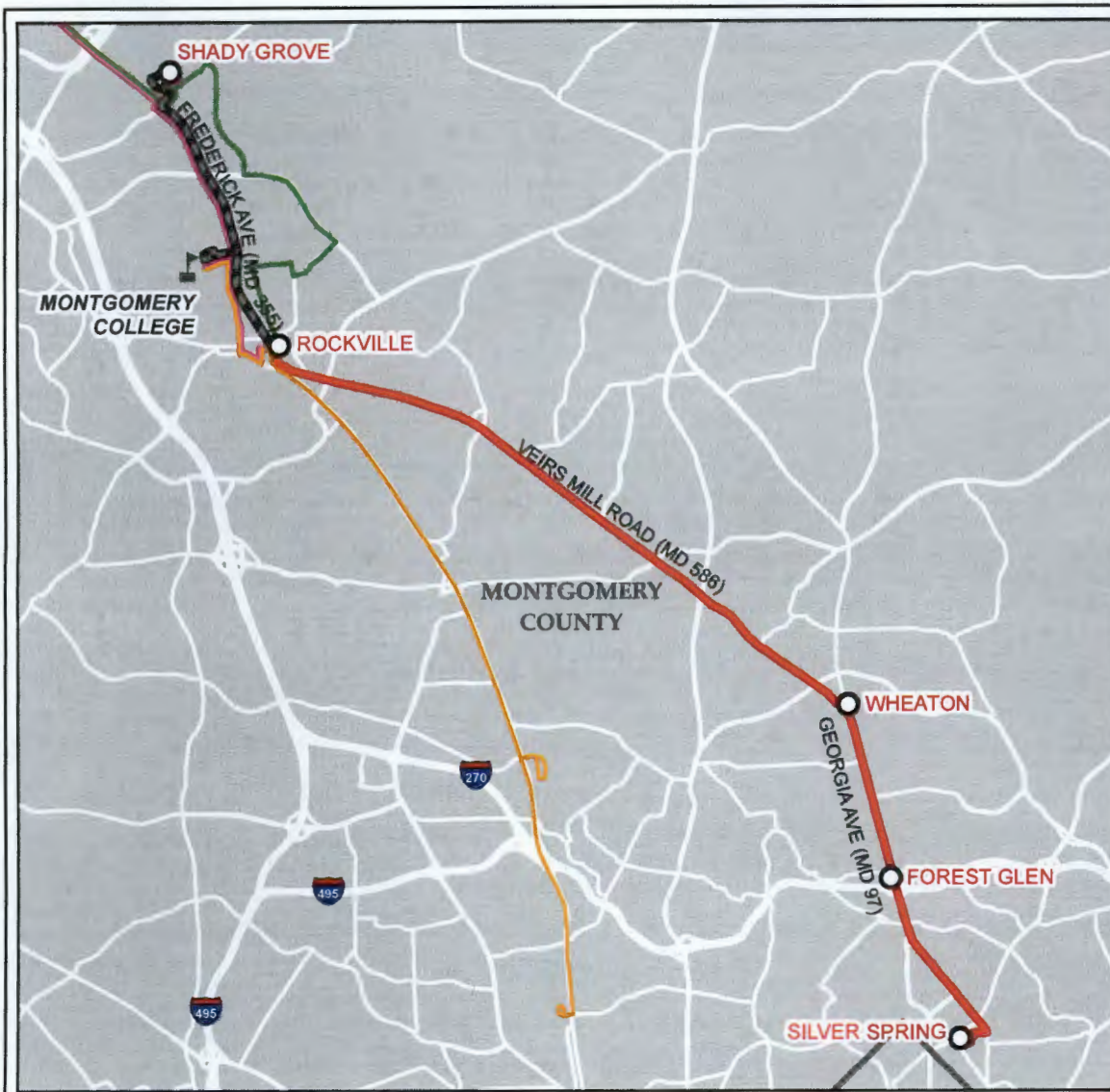
REASON FOR CHANGE

- Duplication of bus service with Metrorail and Ride On.

PERFORMANCE MEASURES

- 1,539 weekday riders (24%) would be required to transfer
- 861 Saturday riders (18%) would be required to transfer
- 626 Sunday riders (18%) would be required to transfer

64



Q1,2,4,5,6

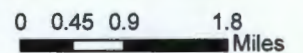
Veirs Mill Road Line

Proposed Change:

**Eliminate Service
between Rockville
and Shady Grove
Stations**

Legend

- Metrorail Stations
- Proposed to be Eliminated Q1,2,5,6
- Q1,2,4,5,6
- RideOn 46
- RideOn 55
- RideOn 59



65

RIVER RD LINE – ROUTE T2

BUDGET

- \$ 49,000 DECREASE in subsidy

PROPOSED CHANGE

- Discontinue the 5:30 a.m. northbound trip from Friendship Heights Metrorail Station on weekdays
- All northbound trips from Friendship Heights Metrorail Station after 9:45 p.m. would be discontinued on weekdays
- All southbound trips from Rockville Metrorail Station after 9 p.m. would be discontinued on the weekdays

ALTERNATIVE SERVICE

- Ride On Routes: 23 (Friendship Heights-Sibley Hospital), 29 (Bethesda-Glen Echo/Friendship Heights), 36 (Bethesda-Potomac-via Hillandale Rd), 47 (Rockville-Montgomery Mall-Bethesda), 56 (Rockville-Lakeforest)
- Great Falls Road between Rockville Metrorail Station and Maryland Avenue, Falls Road between Wootton Parkway and River Road, River Road between Falls Road and Westbard Avenue would not have bus service during the affected times

REASON FOR CHANGE

- Ridership on this early morning trip and evening trips is low

PERFORMANCE MEASURES

- Average daily ridership (totaling 1% of total riders,) on these early morning trip and evening trips:
 - Northbound:
 - 5:30 a.m.: 5 passengers
 - 10:15 p.m.: 7 passengers
 - 10:45 p.m.: 3 passengers
 - Southbound:
 - 9:30 p.m.: 7 passengers
 - 10:00 p.m.: 7 passengers
 - 10:30 p.m.: 5 passengers

BOCK ROAD LINE – ROUTE W14

BUDGET

- \$ 1,079,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate entire line

ROUTE/SEGMENT ELIMINATION

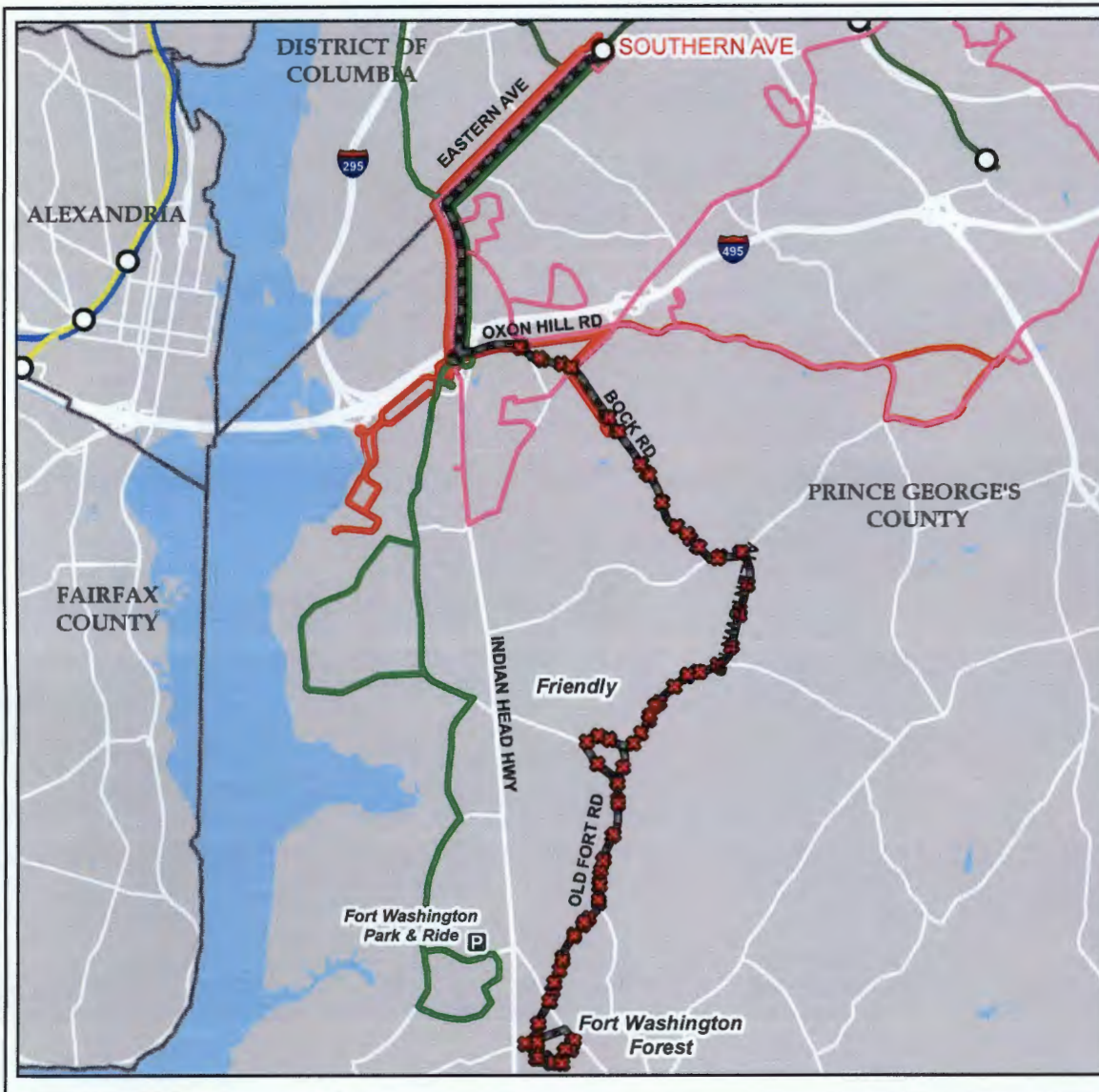
- All Route W14 service from Southern Avenue Metrorail Station to Friendly and Fort Washington would be eliminated

ALTERNATIVE SERVICE

- Alternate Metrobus and TheBus service is available on Eastern Avenue, Indian Head Highway, and Oxon Hill Road
- Metrobus Route NH1 and TheBus Route 35 serve Southern Avenue Metrorail Station and stops on Oxon Hill Road
- TheBus Route 35 serves a portion of Bock Road

REASON FOR CHANGE

- Average of 685 riders per weekday, 590 riders per day (86%) would no longer have access to any service.
- Average of 18.0 riders per trip

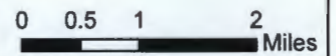


W14

Bock Road Line
Proposed Route Elimination

Legend

- Eliminated W14 stops with no other bus service
- Metrorail Stations
- Proposed to be eliminated W14
- D12 D13 D14
- P18 P19
- TheBus 35
- Blue Line
- Blue and Yellow Lines
- Green line
- Yellow Line



GEORGIA AVENUE-MARYLAND LINE – ROUTE Y2

BUDGET

- \$ 20,000 DECREASE in annual subsidy

PROPOSED CHANGE

- Discontinue the 12 a.m. southbound trip from Montgomery Medical Center on weekdays

ROUTE/SEGMENT ELIMINATION

- Metrobus service along Georgia Avenue between Montgomery Medical Center and Wheaton Metrorail Station would be eliminated during the affected times

ALTERNATIVE SERVICE

- None

REASON FOR CHANGE

- Ridership on this late-night trip is low.

PERFROMANCE MEASURES

- Average daily ridership on this late-night trip:
 - 12 a.m.: 8 passengers

COLESVILLE-ASHTON LINE – ROUTE Z2

BUDGET

- \$1,021,000 DECREASE in subsidy

PROPOSED CHANGE

- Discontinue the entire route

ROUTE/SEGMENT ELIMINATION

- All Route Z2 service would be eliminated

ALTERNATIVE SERVICE

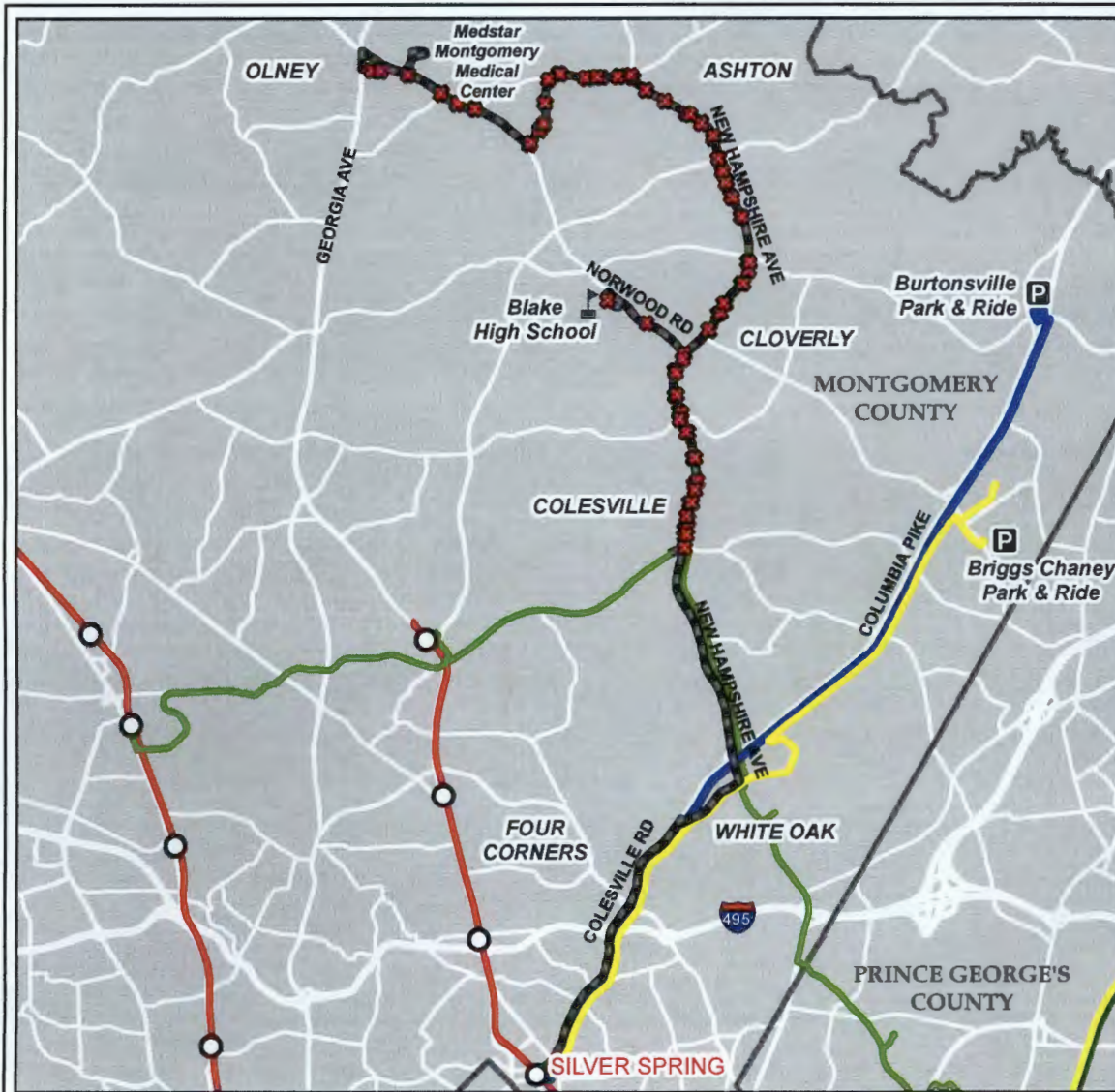
- Metrobus routes: C8 (College Park-White Flint Line); Y2, Y8 (Georgia Ave-Maryland Line); Ride-On routes: 10 (Twinbrook Station-Hillandale), 21 (Silver Spring-Briggs Chaney P&R), 39 (Glenmont-Briggs Chaney Park & Ride), 52 (Rockville-Montgomery General Hospital), 53 (Shady Grove-Glenmont), US-29 BRT between Silver Spring Station and White Oak
- New Hampshire Avenue between Wolf Drive and Olney Sandy Spring Road, and Olney Sandy Spring Road between New Hampshire Avenue and Olney Town Center would no longer have bus service

REASON FOR CHANGE

- Alternative service is available on the US-29 BRT along US-29. With BRT implementation, Route Z2 would no longer connect to a Metrorail Station. Ridership on Route Z2 is low between White Oak and Olney.

PERFORMANCE MEASURES

- Overall average of 25 riders per weekday trip.
- Riders would be affected as follows:
 - 230 riders (28%) would no longer have access to any service
 - 53 riders (6%) would have access to other services with potential multiple transfers to complete current trips
 - 194 riders (24%) would be required to make one transfer to complete current trips
 - 348 riders (42%) can make exact same trips on other high-frequency services



Z2
Colesville-Ashton
Line
 Proposed Route
 Elimination

Legend

- Eliminated Z2 stops with no other bus service
- Metrorail Stations
- Proposed to be eliminated Z2
- US 29 BRT Service Pattern 1
- US 29 BRT Service Pattern 2
- C8
- Green and Yellow Lines
- Red Line
- Jurisdictions

0 0.5 1 2 Miles

71

CALVERTON-WESTFARM LINE – ROUTE Z6

BUDGET

- Budget increases to provide more frequent Route Z6 service would be funded with savings from the Route Z8 elimination

PROPOSED CHANGE

- Combine some Route Z8 trips with Route Z6 trips

ROUTE/SEGMENT ELIMINATION

- The route segment from Castle Blvd. to Burtonsville Park-and-Ride would be eliminated
- All Route Z8 Metrobus service would be eliminated and Route Z6 service would become more frequent
- Route Z6 would be extended to Greencastle Park & Ride, following the alignment of routes Z8 and Z11 to Greencastle Park & Ride

ALTERNATIVE SERVICE

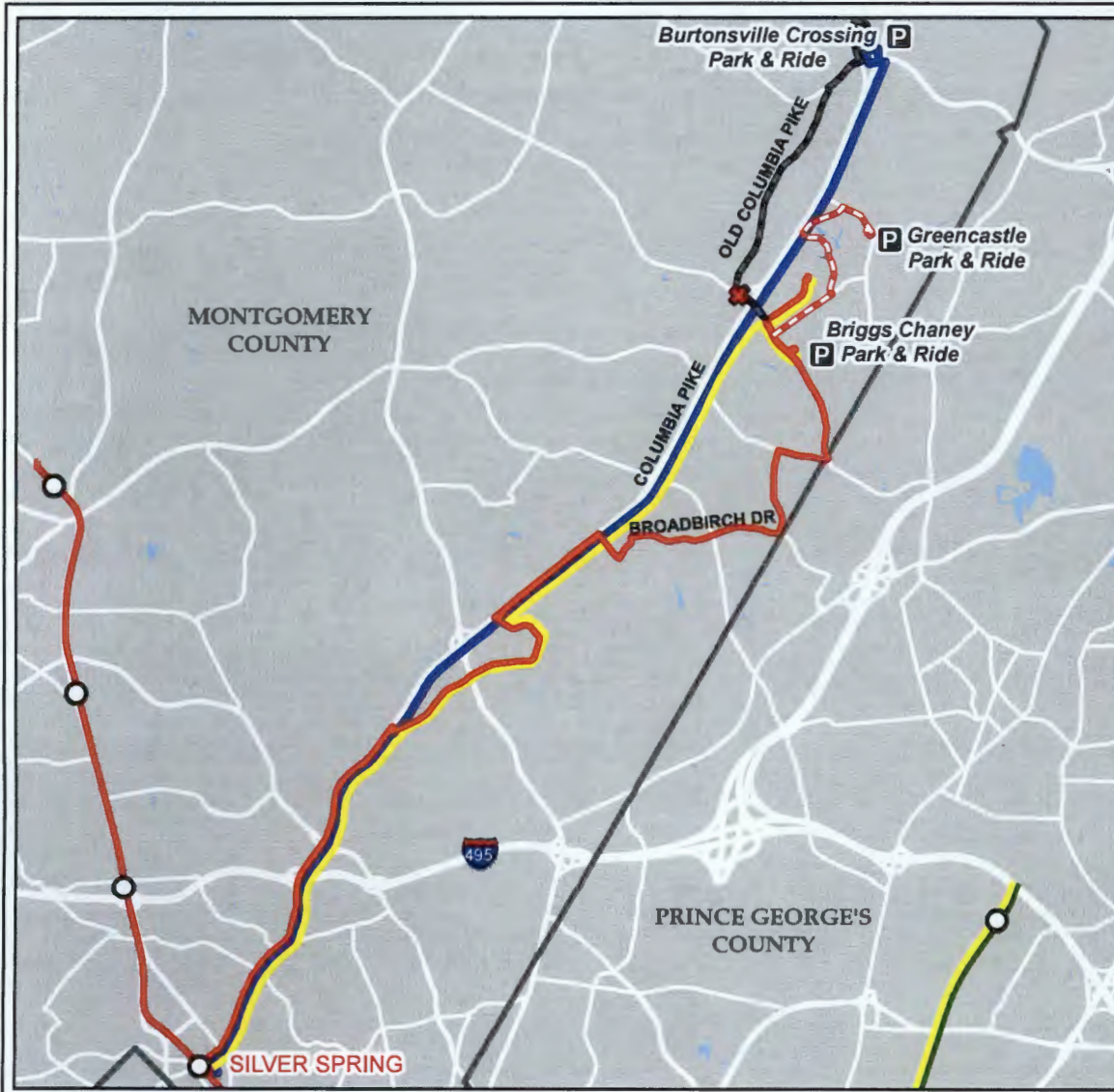
- Ride-On Routes: US-29 BRT

REASON FOR CHANGE

- The proposed elimination of route Z8 would eliminate service at Greencastle Park-and-Ride without modifying route Z6 to serve Greencastle Park-and-Ride
- The US-29 BRT would provide service along US-29 serving Burtonsville Park-and-Ride

PERFORMANCE MEASURES

- 311 weekday riders (12%) would no longer be served by local service in off-peak periods
- No negative impact to Saturday riders, currently no Sunday service on this line



Z6

Calverton-Westfarm Line
Proposed Route Modifications

Legend

- Eliminated Z6 stops with no other bus service
- Metrorail Stations
- Unaffected Z6
- Proposed to be eliminated Z6
- Proposed Z6 extension
- US 29 BRT Service Pattern 1
- US 29 BRT Service Pattern 2
- Green and Yellow Lines
- Red Line
- Jurisdictions



FAIRLAND LINE – ROUTE Z8

BUDGET

- \$1,150,000 net DECREASE in subsidy (after adding Z6 service)

PROPOSED CHANGE

- Eliminate the entire route

ROUTE/SEGMENT ELIMINATION

- All Z8 Metrobus service would be eliminated

ALTERNATIVE SERVICE

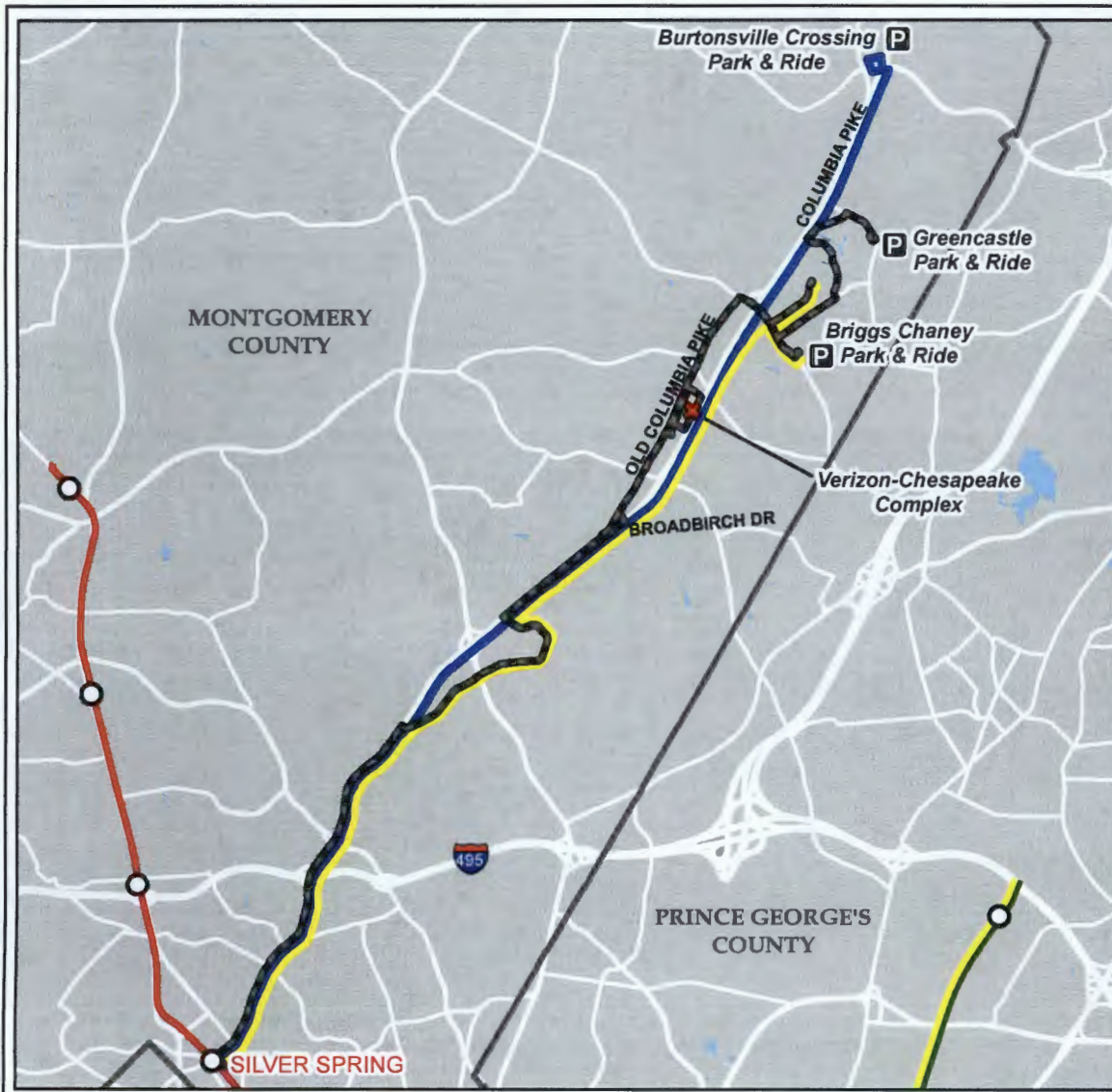
- Metrobus routes: Z6; Ride On routes: 10, US-29 BRT
- Metrobus service would be discontinued along Old Columbia Pike between Tech Road and Briggs Chaney Road

REASON FOR CHANGE

- Consolidate local service to Silver Spring on the route Z6 alignment to compliment the US29 BRT service, other local routes would connect with the BRT service

PERFORMANCE MEASURES

- 276 weekday riders (9%) would no longer be served by local service in off-peak periods
- 377 Saturday riders (16%) would no longer be served by local service
- 256 Sunday riders (10%) would no longer be served by local service
- 110 weekday riders (4%) would be served by the realignment of route Z6



Z8

Fairland Line
Proposed Route
Elimination

Legend

- Eliminated Z8 stops with no other bus service
- Metrorail Stations
- Proposed to be eliminated Z8
- US 29 BRT Service Pattern 1
- US 29 BRT Service Pattern 2
- Green and Yellow Lines
- Red Line
- Jurisdictions



GREENCASTLE-BRIGGS CHANEY EXPRESS LINE – ROUTE Z11

BUDGET

- \$1,016,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate the entire route

ROUTE/SEGMENT ELIMINATION

- All Z11 Metrobus service would be eliminated

ALTERNATIVE SERVICE

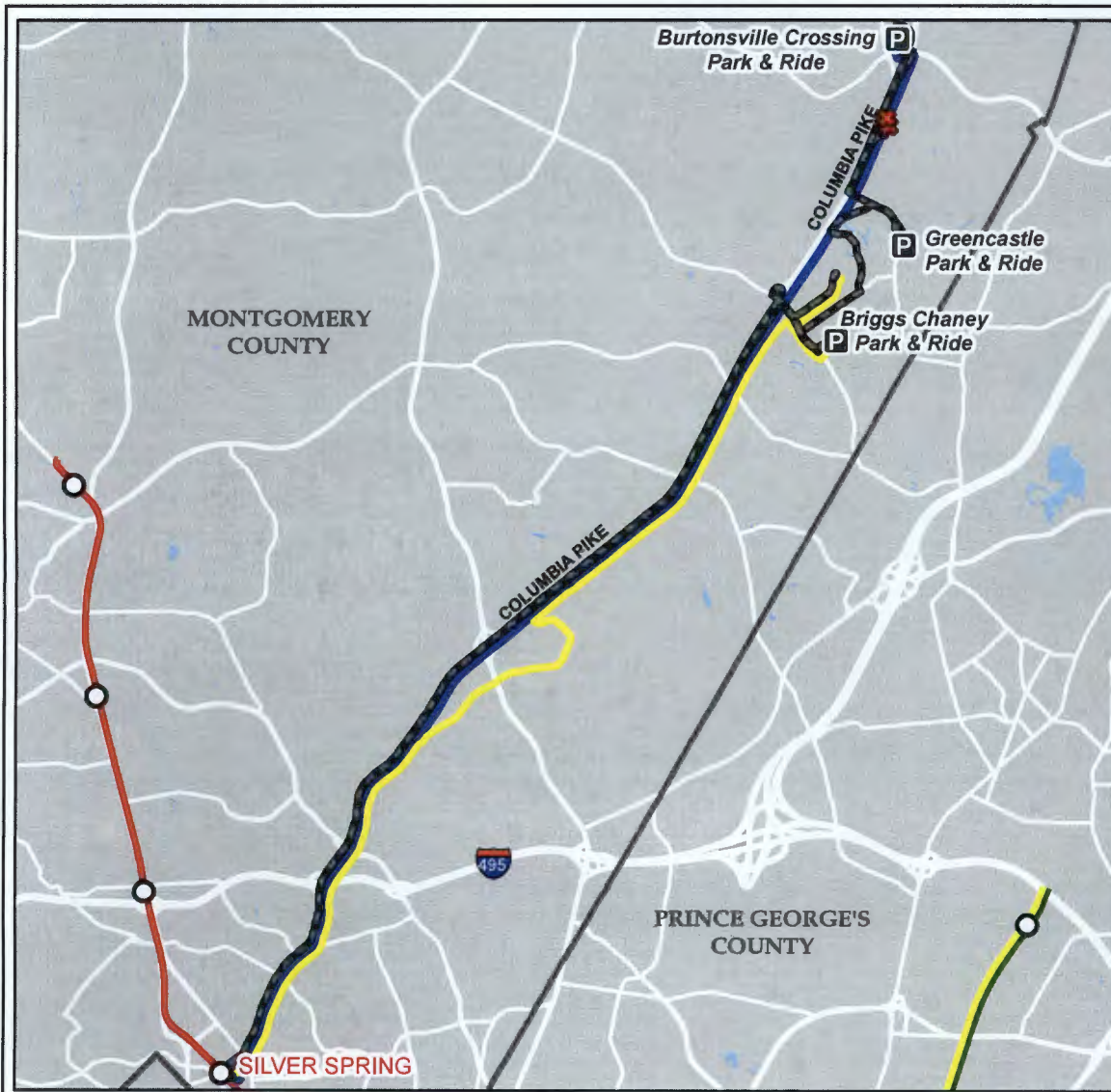
- Metrobus routes: Z6; Ride On routes: US-29 BRT

REASON FOR CHANGE

- Alternative service is available with the US-29 BRT along US-29

PERFORMANCE MEASURES

- Average of 35 trips per day
- Average of 24 riders per trip



Z11
Greencastle-Briggs Chaney Express Line
Proposed Route Elimination

Legend

- Eliminated Z11 stops not served by other bus service
- Metrorail Stations
- Proposed to be eliminated Z11
- US 29 BRT Service Pattern 1
- US 29 BRT Service Pattern 2
- Green and Yellow Lines
- Red Line
- Jurisdictions



**2017 Late Night/Early Morning
Metrobus Service
Enhancement Roll Back**

Proposed Metrobus Service Changes

2017 LATE NIGHT / EARLY MORNING METROBUS SERVICE ENHANCEMENT
ROLL BACK

BUDGET

- \$1,275,733 DECREASE in subsidy

PROPOSED CHANGES

- Eliminate some service added in 2017 to mitigate reduction of late-night Metrorail service

REASONS FOR CHANGE

- Low ridership
- Some passengers can return to using Metrorail

PERFORMANCE MEASURES

- The following table shows ridership on each trip proposed for elimination:

Route	Service Day	Direction	Trip Time(s)	Ridership
30N	Weekday	East	2:20 am	6
		West	2:36 am	6
	Saturday	East	2:20 am	8
		West	2:37 am	9
	Sunday	East	2:20 am	6
		West	1:37 am	7
30S	Weekday	East	2:50 am	5
		West	2:04 am	10
	Saturday	East	2:50 am	9
		West	2:03 am	0
80	Friday	North	2:13 am	4
		South	1:20 am	9
	Saturday	North	1:34 am	7
			2:18 am	6
		South	12:39 am	6
	Sunday	North	1:24 am	6
			11:56 pm	11
		South	12:47 am	4
11:35 pm			11	
96	Friday	Eastbound	3:20 am	0
		Westbound	2:20 am	4
	Saturday	Eastbound	2:35 am	11
G8	Friday	Eastbound	12:15 am	4
			12:30 am	9
			12:45 am	5

			1:00 am	7	
			1:30 am	3	
			2:00 am	3	
			Westbound	12:11 am	5
			12:56 am	3	
			1:26 am	4	
		Saturday	Eastbound	2:03 am	0
				12:15 am	4
				12:45 am	2
				1:30 am	4
Westbound	2:00 am	5			
	12:52 am	3			
	1:22 am	0			
	2:03 am	2			
H4	Friday	Eastbound	2:05 am	5	
		Westbound	1:30 am	5	
	Saturday	Eastbound	2:05 am	5	
		Westbound	1:30 am	4	
	Sunday	Eastbound	1:20 am	4	
		Westbound	12:40 am	4	
P6	Weekday	Northbound	2:20 am	5	
			2:50 am	4	
		Southbound	2:44 am	6	
			3:14 am	0	
	Saturday	Northbound	2:20 am	5	
		Southbound	2:50 am	6	
	Sunday	Northbound	2:20 am	3	
		Southbound	2:15 am	4	
W4	Weekday	Northbound	1:56 am	6	
	Saturday	Northbound	2:00 am	9	
		Southbound	2:30 am	5	
	Sunday	Northbound	12:30 am	9	
		Southbound	1:00 am	0	
	2A	Friday	Eastbound	12:40 am	6
Westbound			1:15 am	2	
Saturday		Eastbound	12:35 am	4	
		Westbound	1:15 am	4	
10A	Friday	Northbound	1:55 am	0	
		Southbound	2:00 am	4	
	Saturday	Northbound	1:25 am	4	
		Southbound	1:30 am	4	
	Sunday	Northbound	1:25 am	4	
		Southbound	1:30 am	3	
10N	Friday	Northbound	12:30 am	0	
			1:07 am	3	
			1:40 am	0	
			2:15 am	0	
		Southbound	12:53 am	0	
			1:25 am	0	

	Saturday	Northbound	2:00 am	0
			2:55 am	0
			12:30 am	2
		Southbound	1:07 am	2
			1:40 am	0
			2:15 am	0
	Sunday	Northbound	1:05 am	2
			1:37 am	0
			2:12 am	2
		Southbound	3:07 am	0
			6:45 am	8
			7:35 am	0
OFF16E	Sunday	Eastbound	6:30 am	2
			7:20 am	3
			6:40 am (Pent)*	15
			7:10 am (Pent)*	16
		Westbound	7:40 am (Pent)*	11
			8:10 am (Pent)*	10
			6:03 am**	11
			6:33 am**	10
			7:03 am**	9
			7:33 am**	8
			8:03 am**	7

* Service proposed for elimination between Pentagon and Franklin Square only, remainder of trip will continue to operate from Culmore to Pentagon

** Service proposed for elimination from Franklin Square to Pentagon only, remainder of trip will continue to operate from Pentagon to Culmore

DISTRICT OF COLUMBIA

Proposed Metrobus Service Changes

MACARTHUR BLVD-GEORGETOWN LINE – ROUTE D5

BUDGET

- \$279,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate service

ALTERNATIVE SERVICE

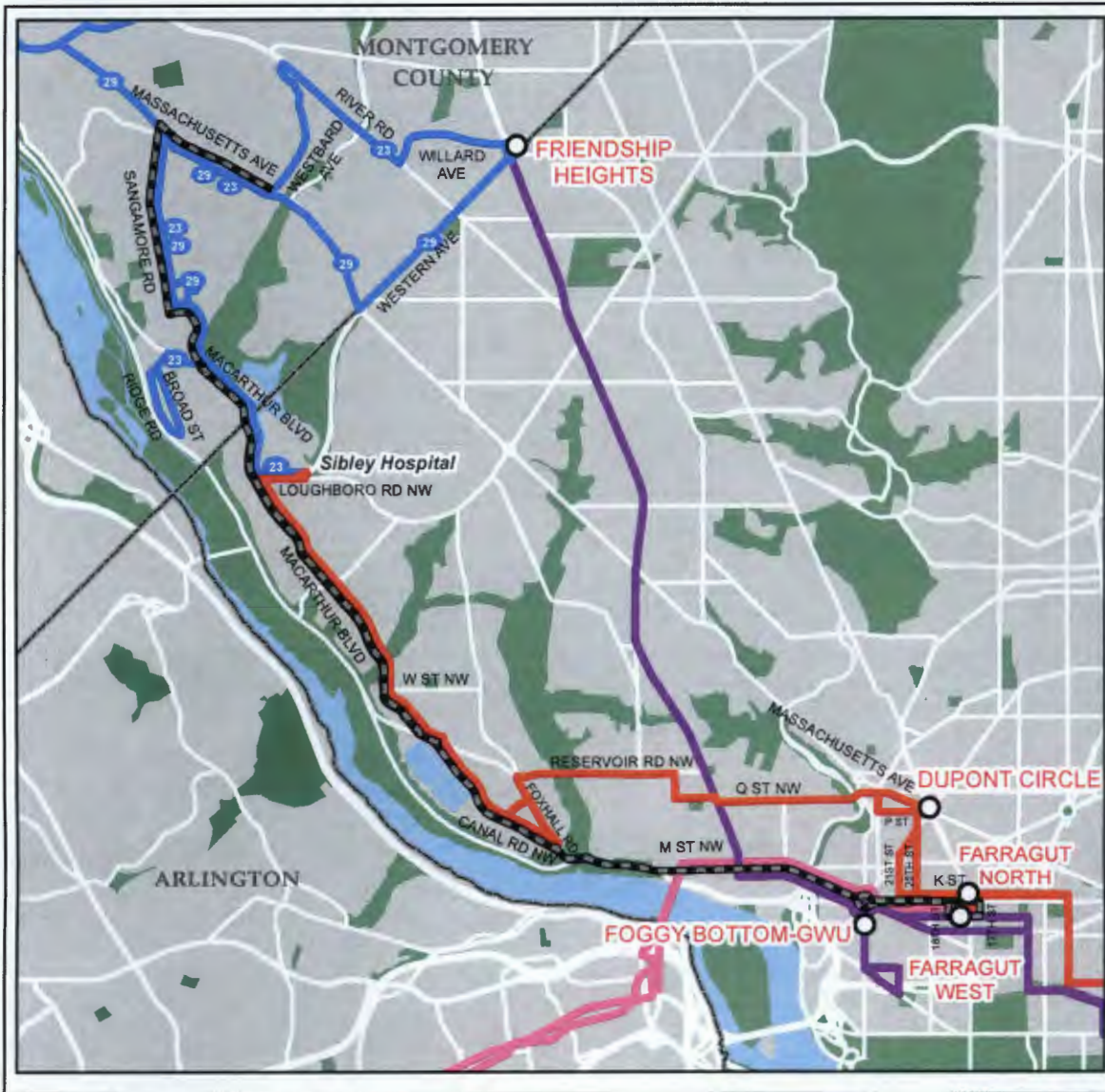
- Routes 31, 33, 38B and DC Circulator between M Street NW in Georgetown and Farragut Square
- Route D6 between Sibley Hospital and Foxhall Road NW
- RideOn 23 service on Massachusetts Avenue (MD), Sangamore Road, MacArthur Boulevard and to Sibley Hospital
- RideOn 29 service on Massachusetts Avenue (MD) and Sangamore Road

REASON FOR CHANGE

- Alternative services available

PRODUCTIVITY MEASURES

- Average 340 riders per weekday
- Approximately 80 riders per weekday (24%) in the segments of the D5 route on MacArthur Boulevard, Sangamore Road and Massachusetts Avenue that are not served by routes 31, 33, 38B or D6



D5
MacArthur Blvd-Georgetown Line
Proposed Route Elimination

Legend

- Metrorail Stations
- Proposed to be eliminated D5
- Alternative D6 service
- Alternative RideOn 23 & 29 service
- Alternative 31, 33 service
- Alternative 38B service

0 0.5 1 Miles

84

FRIENDSHIP HEIGHTS-SOUTHEAST LINE – ROUTES 30N, 30S

BUDGET

- \$170,000 DECREASE in subsidy

PROPOSED CHANGES

- Eliminate service and replace with additional 31, 33 trips between downtown, Georgetown and Friendship Heights Metrorail Station, and additional 32, 36 trips between downtown, Capitol Hill and Naylor Road/Southern Ave Metrorail stations
- Late night service after approximately 1 a.m. would operate every 30 minutes as routes 32 and 33
- Routes 32 and 36 would be coordinated with Routes 31 and 33 at major downtown transfer stops to minimize wait times for customers making crosstown trips

ALTERNATIVE SERVICE

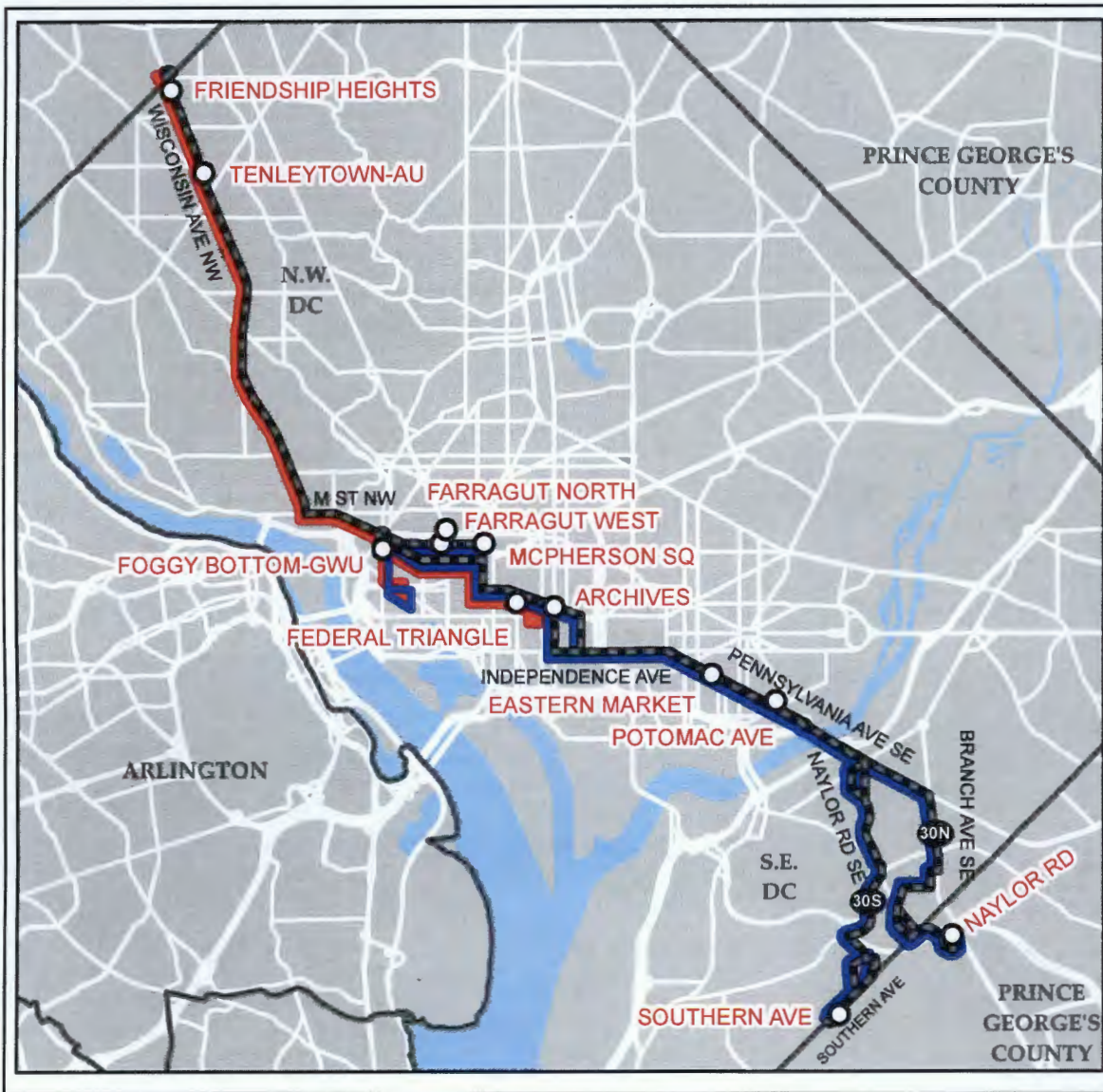
- Routes 31, 33 between downtown, Georgetown and Friendship Heights Metrorail Station
- Routes 32, 36 between downtown, Capitol Hill and Naylor Road/Southern Ave Metrorail stations
- MetroExtra Route 39 between downtown, Capitol Hill, Fairfax Village and Naylor Road Metrorail Station

REASONS FOR CHANGE

- Improve on-time performance by eliminating long crosstown routes
- Customers would have more frequent service on the shorter 31, 32, 33, 36 routes with coordinated transfers downtown
- Simplifies the route pattern in the Pennsylvania Avenue/Wisconsin Avenue corridor

PERFORMANCE MEASURES

- Approximately 1,000 weekday (19%), 750 Saturday (18%), and 800 Sunday (21%) riders who travel between points east of Archives and west of Washington Circle would have to transfer downtown between routes 31, 33 and 32, 36 to complete crosstown trips. All other passengers would still be able to make exact same trips using routes 31, 32, 33 and 36.







30N, 30S

Friendship Heights-Southeast Line

Proposed Route Elimination

Legend

- Metrorail Stations
-  Proposed to be eliminated 30N, 30S
-  Alternative 32, 36 service
-  Alternative 31, 33 service






PENNSYLVANIA AVENUE LINE – ROUTES 32, 34, 36

BUDGET

- \$753,000 DECREASE in subsidy

PROPOSED CHANGES

- Route 34 - Eliminate service
- Routes 32, 36 - Add service to replace most 30N, 30S trips between downtown, Naylor Road and Southern Ave Metrorail stations
- Late night service after approximately 1 a.m. would operate every 30 minutes as Route 32
- Routes 32 and 36 would be coordinated with Routes 31 and 33 at major downtown transfer stops to minimize wait times for customers making crosstown trips

ROUTE/SEGMENT ELIMINATION

- Route 34 proposal eliminates direct service on Naylor Road between Alabama Avenue SE and Naylor Road Metrorail Station

ALTERNATIVE SERVICE (ROUTE 34)

- Route 32 serves the same stops as Route 34 between Naylor & Good Hope Roads SE and Archives
- Route 36 serves the same stops as Route 34 between 30th Street & Naylor Road SE and Naylor Road Metrorail Station
- One pair of stops on Naylor Road SE at Erie/28th Streets would not be served by any of the 30's routes, but is served by route W2, and is less than 0.25 mile from a 30's stop

REASONS FOR CHANGE

- Route 34 service duplicates other 30-series routes east of downtown
- Alternative service on routes 32 and 36 provides sufficient capacity to absorb all riders from Route 34
- Low ridership on Route 36 east of Pennsylvania & Minnesota avenues SE (Branch Avenue, Hillcrest) after midnight

PERFORMANCE MEASURES

- Approximately 50 passengers per weekday on Route 34 (1%) would have to transfer to complete their trips (Route 34 does not operate on Saturdays and Sundays)

		Average Daily Passengers	Passengers Per Trip	Passengers Per Revenue Mile	Passengers Per Revenue Hour	Max Load (% of Seats)
Weekday	32	3,748	44.1	4.8	36.8	38 (98%)
	34	1,355	22.6	3.7	31.9	26 (65%)
	36	1,978	30.0	3.3	25.3	36 (91%)



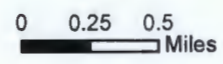
34

Pennsylvania Avenue Line

Proposed Route Elimination

Legend

- Metrorail Stations
- Proposed to be Eliminated 34
- Alternative 32 service
- Alternative 36 service



WISCONSIN AVENUE LIMITED LINE – ROUTE 37

BUDGET

- \$879,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate service

ALTERNATIVE SERVICE

- Route 33 service along upper Wisconsin Avenue NW between Friendship Heights and Massachusetts Avenue NW to Farragut Square, McPherson Square, and Federal Triangle
- Route 31 service along upper Wisconsin Avenue NW between Friendship Heights and Massachusetts Avenue NW to Foggy Bottom
- Route N2 service along upper Wisconsin Avenue NW between Friendship Heights and Nebraska Avenue NW to Dupont Circle and Farragut Square

REASON FOR CHANGE

- Alternative services available at every stop

PERFORMANCE MEASURES

- Average 450 riders per weekday
- 48% of riders can make exact same trip on other routes
- Farebox recovery: 14.6%, (system average is 34.3%)

37

Wisconsin Avenue Limited Line

Proposed Route Elimination



Legend

- Metrorail Stations
- Proposed to be eliminated 37
- Alternative N2 service
- Alternative 31, 33 service

0 0.5 1 Miles

91

14TH STREET LINE – ROUTE 54
14TH STREET LIMITED LINE – ROUTE 59

BUDGET

- \$ 97,000 DECREASE in subsidy for 52,54
- \$ 82,000 DECREASE in subsidy for 59

PROPOSED CHANGE

- Convert Route 54 service to additional Route 59 service during the hours that Route 54 currently operates
- Route 59 would serve all existing Route 54 stops between Takoma Metrorail Station and 14th Street & Colorado Avenue NW. Buses would serve existing Route 59 *MetroExtra* stops between 14th Street & Colorado Avenue and Federal Triangle
- Operate service approximately every 8 minutes in peak periods on weekdays
- Operate service at approximately the same span and frequency as the existing Route 54 on weekday off-peak periods, Saturdays and Sundays

REASON FOR CHANGE

- To streamline service and simplify the route structure making service easier for customers to understand
- To provide all-day, 7-day-a-week limited-stop service on 14th Street to complement DDOT's planned 14th Street bus priority projects in Columbia Heights
- To maintain frequent service on upper 14th Street north of Colorado Avenue, Aspen Street and Butternut Street, where there is one travel lane in each direction and it is difficult for *MetroExtra* buses to pass local buses

PERFORMANCE MEASURES

- On an average weekday, 4,800 riders board Route 52 or 54 local service at stops south of 14th Street & Colorado Avenue that are not served by Route 59, which would see a 50% reduction in frequency of local service. This is approximately 38% of the total 12,800 riders that board all 52, 54 buses on an average weekday. Approximate frequency at stops south of Colorado Avenue would be as follows:

	52 Local Only Stops	52 and 59 Local and Limited Service Stops
Weekday Peak Periods	10 minutes	5 minutes
Weekday Off-Peak Periods	16 minutes	8 minutes
Saturday	20 minutes	10 minutes
Sunday	30 minutes	15 minutes



54
14th Street Line

59
14th Street Limited Line

Proposed Route Restructuring

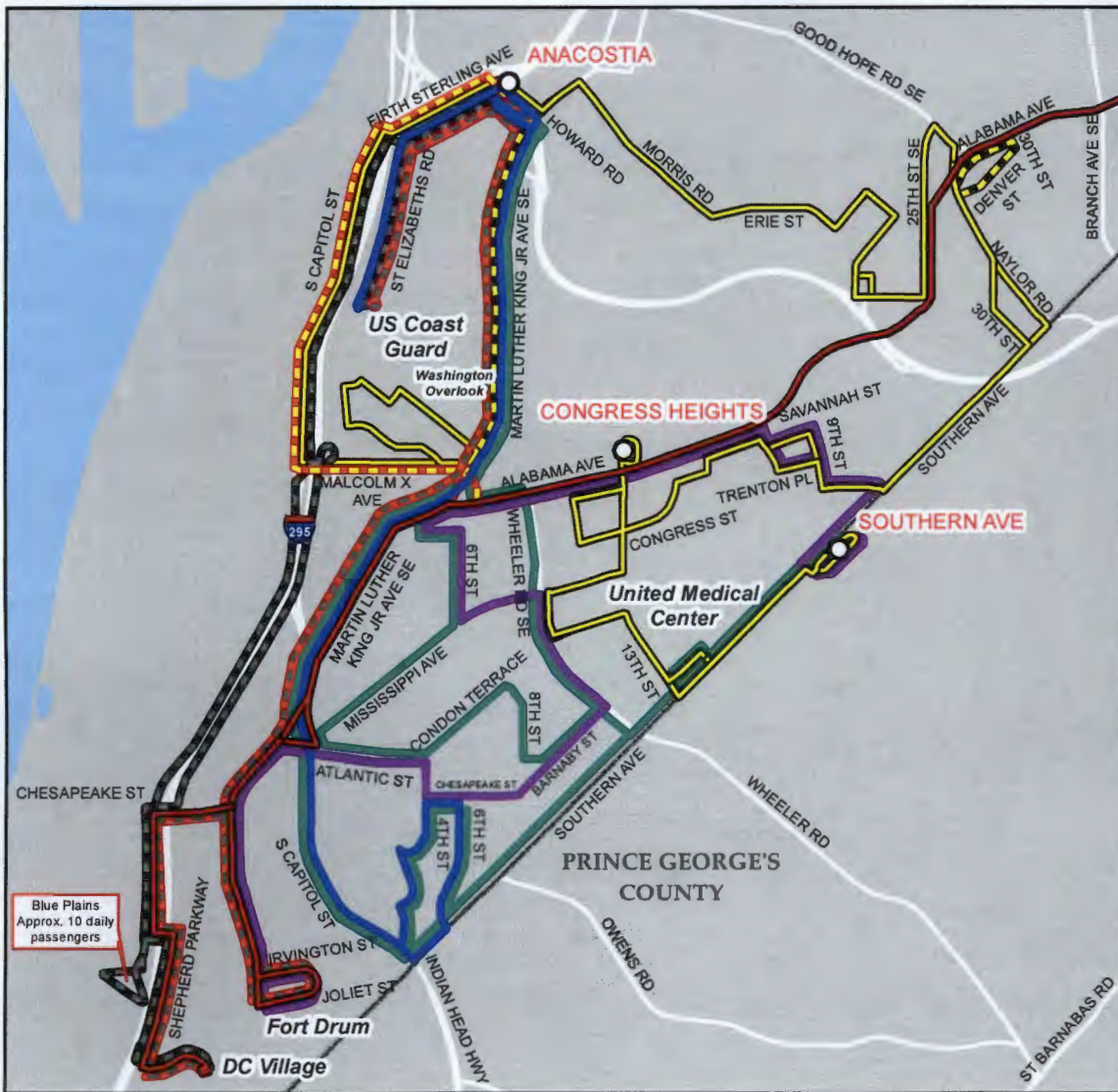
Legend

- Metrorail Stations
- Unaffected 59 stops
- Proposed new 59 stops
- Proposed to be eliminated 54
- Alternative 59 service
- Alternative 52 late-night service
- Alternative 52 service

0 0.5 1 Miles

Page 30 of 131

Proposed Southeast DC Restructuring



Legend

- Metrorail Stations
- Unaffected A2, A6, A7
- Proposed to be Eliminated A4
- Proposed A8
- Proposed W4
- Proposed to be Eliminated W1 midday service
- Proposed W2
- Proposed to be Eliminated W3 segment
- Proposed to be Eliminated W4 segment
- Proposed to be Eliminated W5

Blue Plains
Approx. 10 daily
passengers

0 0.25 0.5
Miles

94

FORT LINCOLN SHUTTLE LINE – ROUTES B8, B9

BUDGET

- \$562,000 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate service

ALTERNATIVE SERVICE

- Route H6 between Fort Lincoln and Rhode Island Avenue & Franklin Street NE
- Routes 83, 86 on Rhode Island Avenue
- Route B2 on Bladensburg Road

REASONS FOR CHANGE

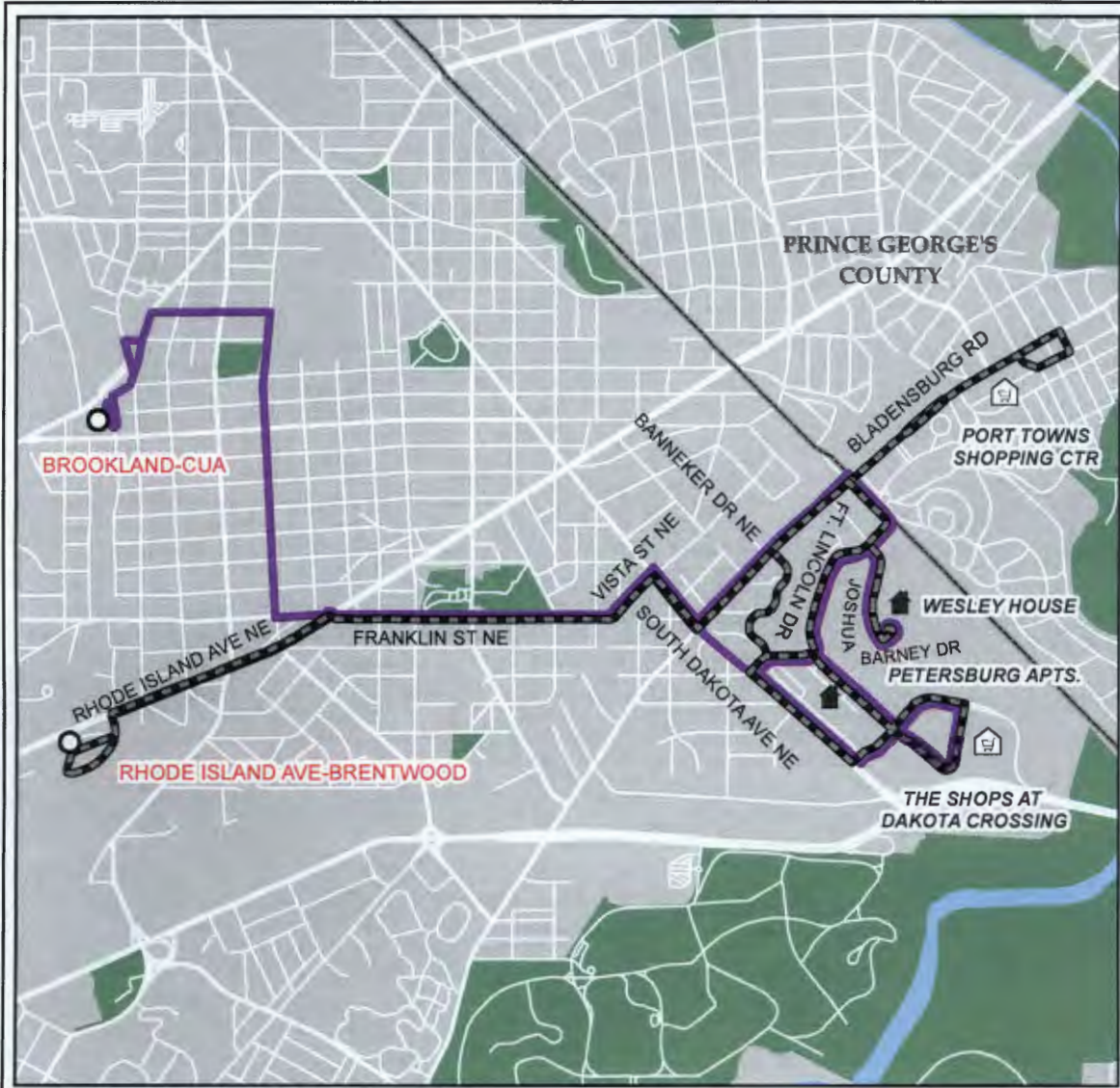
- Alternative services available at every stop within the District of Columbia except for three stops on Banneker Drive NE
- Maryland stops served weekday middays only have extremely low ridership

PERFORMANCE MEASURES

Date	Average Daily Passengers	Passengers Per Trip	Passengers Per Revenue Mile	Passengers Per Revenue Hour	B8 Max Load (% of Seats)*
September 2017	594	11.2	2.7	27.9	24 (82%)
September 2018	537	10.1	2.4	25.6	27 (92%)
September 2019	678	12.8	3.0	32.3	27 (94%)

*Load factors based on use of smaller 30' buses (average: 29 seats)

- On Route B9 midday service, an average of 1.6 passengers per trip use the Maryland portion of the route to Colmar Manor (Port Towns Shopping Center-Shoppers Food Warehouse and CVS). The Shoppers grocery store closed in January 2020.
- 31 passengers per day (5%) use stops on Banneker Drive NE. The next closest stop is 0.2 miles from furthest stop proposed for removal.






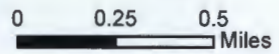
B8, B9

Fort Lincoln Shuttle Line

Proposed Route Elimination

Legend

-  Metrorail Stations
-  Proposed to be Eliminated B8, B9
-  Alternative H6 service



CHEVY CHASE LINE – ROUTE E6

BUDGET

- \$94,063 DECREASE in subsidy

PROPOSED CHANGE

- Eliminate Route E6 and extend Route M4 from Pinehurst Circle to Knollwood Retirement Community

ALTERNATIVE SERVICE

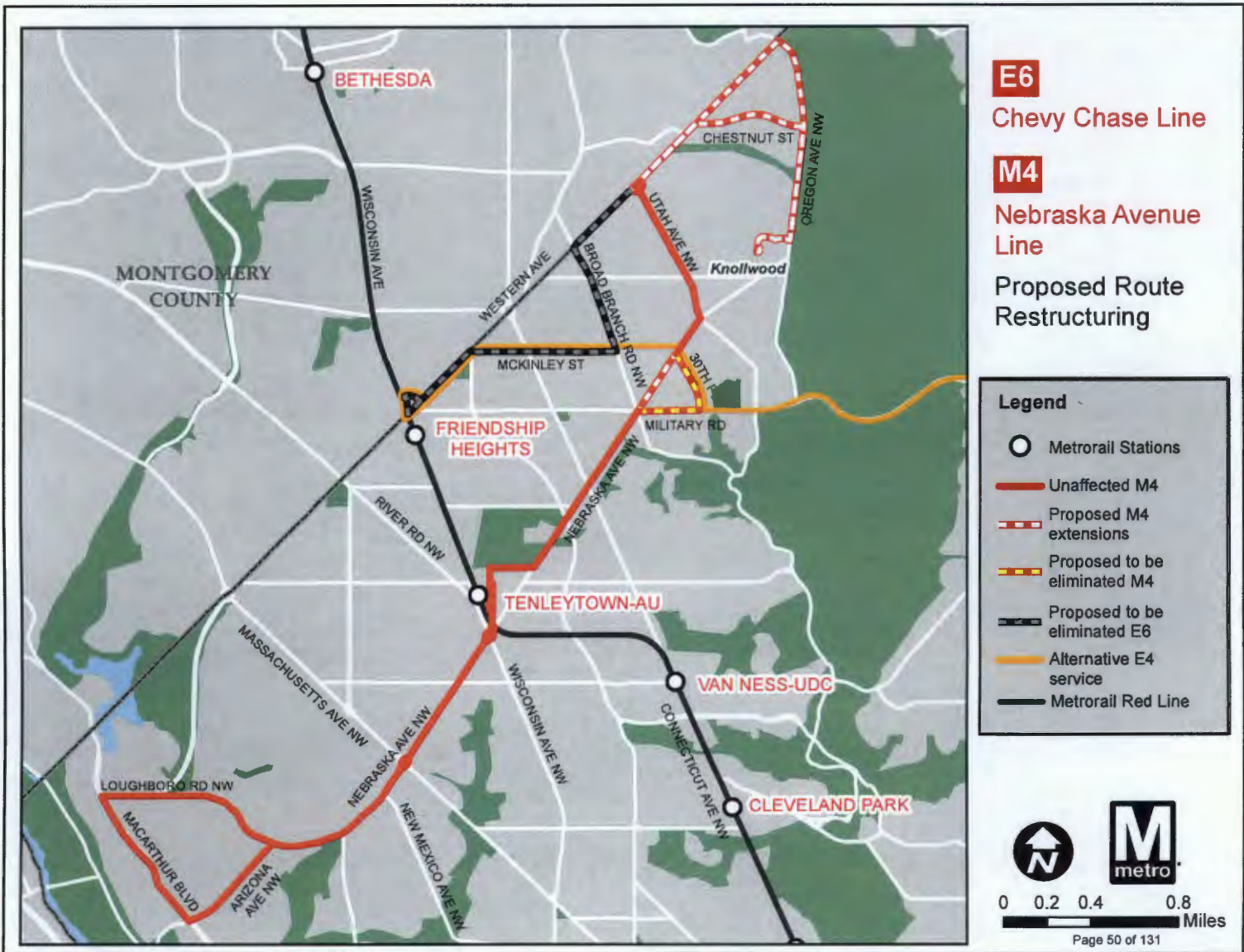
- See docket page for proposed Route M4 extension from Pinehurst Circle to Knollwood Retirement Community via Western Avenue, Oregon Avenue and Chestnut Streets NW

REASON FOR CHANGE

- Eliminate inefficient service
- Public transit access from Knollwood Retirement Community to a Metrorail station can be maintained with M4 service

PERFORMANCE MEASURES

- Average 300 riders per weekday
- Passengers per revenue hour: 11.6
- Farebox recovery: 16.3%
- On an average weekday:
 - 155 riders (52%) board Route E6 in the segment that would still be served by Route E4 and would be able to complete their current trips the same as today
 - 87 riders (29%) board in the segment that is proposed to be served by Route M4 and would be connected to Tenleytown Station and no longer have a direct connection to Friendship Heights Station
 - 58 riders (19%) board in the segment of Broad Branch Road and Western Avenue NW and would no longer have service



98

NEBRASKA AVENUE LINE – ROUTE M4

BUDGET

- No subsidy impact for Route M4 as long as implemented in conjunction with proposed Route E6 consolidation

PROPOSED CHANGE

- Extend service to Knollwood Retirement Community to via Western Avenue, Oregon Avenue and Chestnut Street NW
- Keep service on Nebraska Avenue NW and rather than deviating to serve 30th Place and Military Road NW
- Operate service approximately every 15 minutes during weekday peak periods and every 35 minutes in weekday off-peak periods

NEW CONNECTIONS

- Knollwood Retirement Home to Tenleytown-AU Station

ROUTE/SEGMENT ELIMINATION

- 30th Place NW between Nebraska Avenue and Military Road NW; Military Road NW between 30th Place and Nebraska Avenue NW

ALTERNATIVE SERVICE

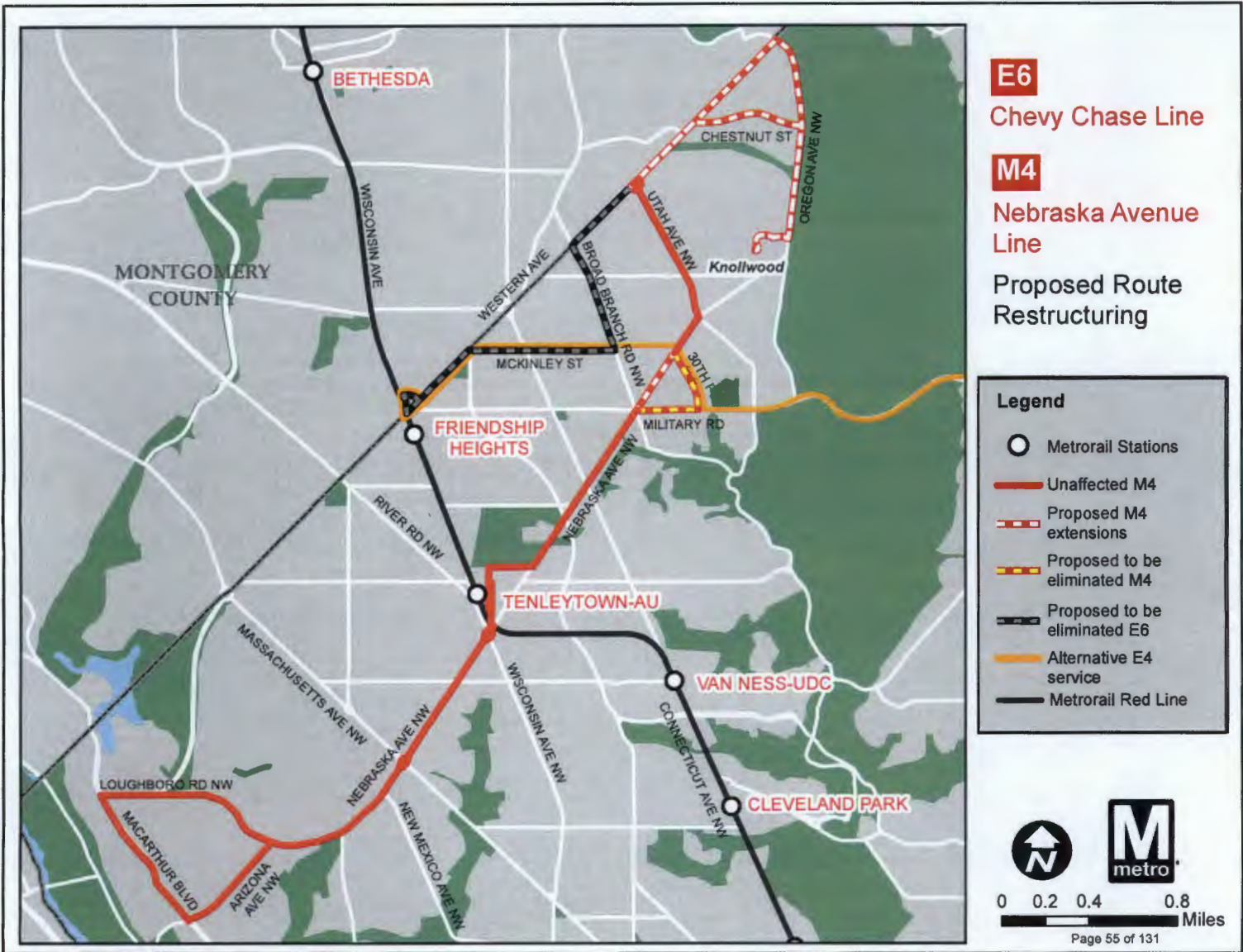
- Route E4 on 30th Place NW

REASON FOR CHANGE

- Maintain public transit access from Knollwood Retirement Community to a Metrorail station if Route E6 is eliminated
- Streamline service by eliminating a deviation from Nebraska Avenue
- Eliminate an unsafe turning maneuver from 30th Place NW to Military Road NW

PERFORMANCE MEASURES

- On an average weekday, 122 customers board in the segments of 30th Place and Military Road NW that are proposed to be eliminated. This is approximately 10% of the 1,249 total boardings on an average weekday.



100

UNITED MEDICAL CENTER-ANACOSTIA LINE – ROUTES W2, W3

BUDGET

- No impact on subsidy

PROPOSED CHANGES

- Reroute to serve all westbound stops and two eastbound stops on Malcolm X Avenue SE between Martin Luther King, Jr. Avenue and South Capitol Street to replace Route W4
- Eliminate the Route W3 weekday and Saturday midday loop passing Good Hope Marketplace shopping center (Safeway) at Alabama Avenue & Good Hope Road SE. All midday trips would be changed to operate as W2 trips and would stay on Naylor Road at Alabama Avenue, serving Good Hope Marketplace shopping center at stops along Naylor Road SE.

ROUTE/SEGMENT ELIMINATION

- Between Anacostia Metrorail station and Washington Overlook, Route W2 would operate on Firth Sterling Avenue, South Capitol Street and Malcolm X Avenue, and would no longer operate on Martin Luther King, Jr. Avenue between Anacostia Metrorail Station and Mellon Street SE

ALTERNATIVE SERVICE

- Routes A2, A6, A7, A8 and *MetroExtra* A9 would continue to serve Martin Luther King, Jr. Avenue between Anacostia Metrorail Station and Mellon Street/Malcolm X Avenue
- Route W2 stops at Naylor Road & Alabama Avenue SE are one block from the Safeway at Good Hope Marketplace shopping center

REASONS FOR CHANGE

- Rerouting over South Capitol Street and Malcolm X Avenue to Washington Overlook maintains service to most stops on Malcolm X Avenue that would no longer be served by Route W4. The rerouting also maintains service to Anacostia Metrorail Station for Joint Base Anacostia-Bolling employees at the Malcolm X Avenue & South Capitol Street stops.
- Midday Route W2 trips are rerouted and designated as Route W3 passing the Safeway at Good Hope Marketplace along Alabama Avenue SE. These trips will be changed to route W2 trips serving the Safeway at Good Hope Marketplace at stops along Naylor Road at Alabama Avenue SE.

PERFORMANCE MEASURES

- Route W2, W3, W4 stop usage on Malcolm X Avenue SE. Most of these stops would be served by rerouted W2 trips:

Malcolm X Avenue SE at (Stop #):		Weekday		Saturday		Sunday	
		On	Off	On	Off	On	Off
South Capitol Street (1000163)	Eastbound	31	20	12	5	9	2
South Capitol Street (1000172)#	Westbound	22	14	11	3	5	3
2 nd Street (1000162)	Eastbound	35	32	22	12	20	9
2 nd Street (1000169)	Westbound	35	25	18	11	16	15
Oakwood Street (1000164)	Eastbound	31	26	14	11	10	6
Oakwood Street (1000168)*	Westbound	45	40	31	25	24	21
Martin Luther King, Jr. Ave. (1000166)**	Eastbound	366	55	199	36	151	17
Martin Luther King, Jr. Ave. (1000167)*	Westbound	98	208	57	133	38	107
Total		663	420	364	236	273	73

*Includes current Route W2, W3 usage at these stops

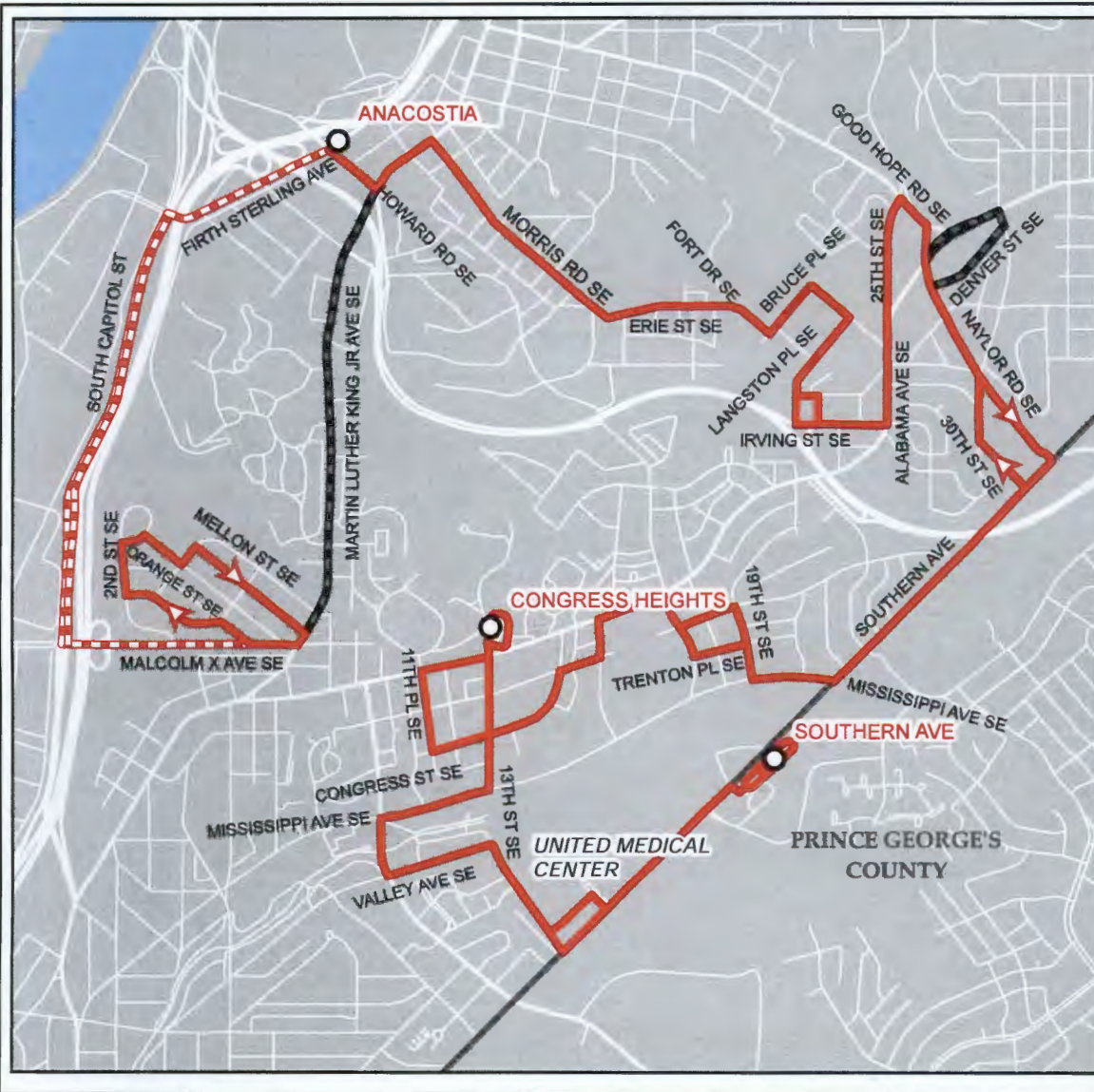
**This stop, currently a transfer stop between routes A2-9 and W4, would be eliminated

#This stop located on South Capitol Street, north of Malcolm X Avenue

- Route W3 stop usage on the Good Hope Marketplace (Safeway) loop:

Good Hope Marketplace (Stop #)		Weekday		Saturday	
		On	Off	On	Off
Alabama Avenue SE & Good Hope Road (1000323)		15	46	13	45
Alabama Avenue SE & 30 th Street (1000332)		4	4	2	3
Total		19	50	15	48

Route W3 operates a one-way loop on Alabama Avenue, 30th Street and Denver Street. Eastbound and westbound buses serve the same stops. Route W2 would serve Good Hope Marketplace at stops along Naylor Road SE



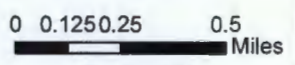
W2,3

**United Medical
Center-Anacostia
Line**

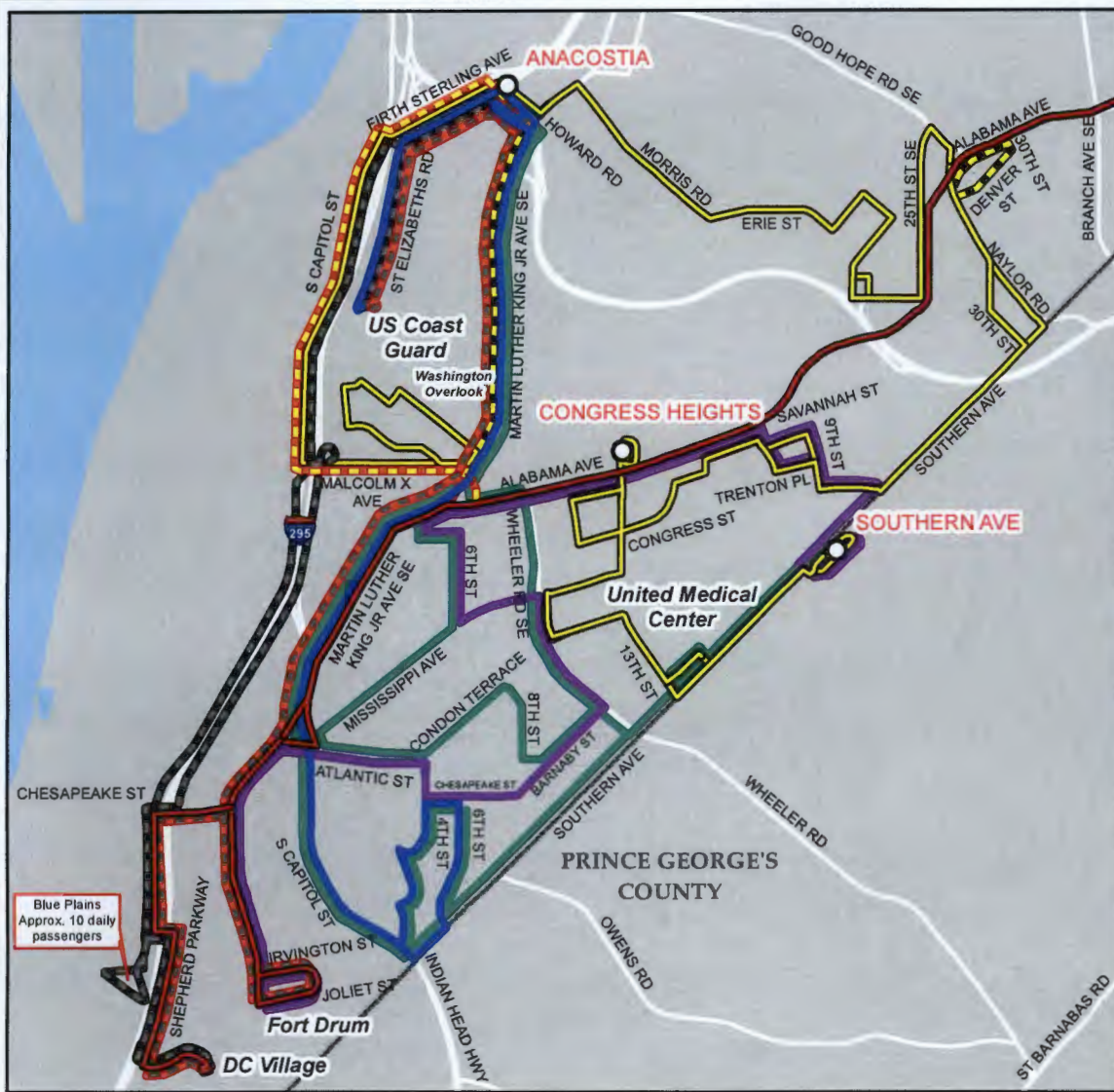
Proposed Route
Restructuring

Legend

- Metrorail Stations
- W2,3
- Proposed W2,3 Extension
- Proposed to be Eliminated W2,3



Proposed Southeast DC Restructuring



Legend

- Metrorail Stations
- Unaffected A2, A6, A7
- Proposed to be Eliminated A4
- Proposed A8
- Proposed W4
- Proposed to be Eliminated W1 midday service
- Proposed W2
- Proposed to be Eliminated W3 segment
- Proposed to be Eliminated W4 segment
- Proposed to be Eliminated W5

Blue Plains
Approx. 10 daily
passengers

0 0.25 0.5
Miles