VIRGINIA

Proposed Metrobus Service Changes
FAIR OAKS-FAIRFAX BOULEVARD LINE – ROUTE 1C

BUDGET

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

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 1C service.

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route 1C</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>973</td>
<td>432</td>
<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>15.12%</td>
<td>16.6%</td>
<td>Fail</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$6.57</td>
<td>$4.81</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>18.5</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>1.3</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
FAIRFAX COUNTY
CITY OF FAIRFAX

Proposed Route Elimination

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

Fair Oaks-Fairfax Boulevard Line

Propuesta de la eliminación de la ruta
BUDGET

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

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 2B service.

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route 2B</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
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<td>Average Weekday Riders</td>
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<td>18.0</td>
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<tr>
<td>Riders per Revenue Mile</td>
<td>1.3</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend

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

Fair Oaks-Jermantown Road Line

2B
TYSONS CORNER-DUNN LORING LINE – ROUTE 2T

BUDGET

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

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 2T service.

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route 2T</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
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<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>505</td>
<td>432</td>
<td>Pass</td>
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<td>11.75%</td>
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<td>Subsidy per Rider</td>
<td>$8.78</td>
<td>$4.81</td>
<td>Fail</td>
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<td>Riders per Trip</td>
<td>9.9</td>
<td>10.7</td>
<td>Fail</td>
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<td>Riders per Revenue Mile</td>
<td>1.2</td>
<td>1.3</td>
<td>Fail</td>
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</table>
Tysons Corner-Dunn Loring Line

Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend

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

Metrorail Stations

0 0.25 0.5 Miles
PIMMIT HILLS LINE – ROUTE 3T

BUDGET

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

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 3T service.

ALTERNATIVE SERVICE AVAILABLE

- There is no reasonable alternative service for this route.

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route 3T</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
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<td>616</td>
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<td>16.6%</td>
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<tr>
<td>Subsidy per Rider</td>
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<td>Riders per Trip</td>
<td>8.9</td>
<td>10.7</td>
<td>Fail</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>1.0</td>
<td>1.3</td>
<td>Fail</td>
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</tbody>
</table>
3T
Pimmit Hills Line
Proposed Route Elimination
Propuesta de la eliminación de la ruta

Legend
- Metrorail Stations
- Proposed to be eliminated 3T
- Roads

0 0.25 0.5
Miles
DC-DULLES LINE – ROUTE 5A

BUDGET

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

ROUTE / SEGMENT ELIMINATION

Option 1
- Eliminate all Route 5A service.

Option 2
- Increase the fare on this route from $7.00 to $9.75.

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

- Reduce costs.
- Alternative services available.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route 5A</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
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<td>Average Weekday Riders</td>
<td>986</td>
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<tr>
<td>Cost Recovery</td>
<td>66.09%</td>
<td>16.6%</td>
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<tr>
<td>Subsidy per Rider</td>
<td>$3.17</td>
<td>$4.81</td>
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<td>Riders per Trip</td>
<td>15.9</td>
<td>10.7</td>
<td>Pass</td>
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<tr>
<td>Riders per Revenue Mile</td>
<td>0.5</td>
<td>1.3</td>
<td>Fail</td>
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</tbody>
</table>
DC-Dulles Line
Proposed Route Elimination
Propuesta de la eliminación de la ruta

Legend

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

Miles

0 1.25 2.5 5
LINCOLNIA-PENTAGON LINE – ROUTE 7X

BUDGET

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

ROUTE / SEGMENT ELIMINATION

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

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

- Reduce costs.
- Alternative services available.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes 7C, 7P, 7W, 7X</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
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<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>1,336</td>
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<tr>
<td>Cost Recovery</td>
<td>26.34%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$3.27</td>
<td>$4.81</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Trip</td>
<td>17.0</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>2.6</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>

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

Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend

- Metrorail Stations
- Proposed to be eliminated 7X
- Roads
ARLINGTON-UNION STATION LINE – ROUTE 13Y

BUDGET

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

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 13Y service.

ALTERNATIVE SERVICE AVAILABLE

- There is no reasonable alternative service for this route.

REASON FOR PROPOSAL

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

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route 13Y</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
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<tr>
<td>Average Daily Riders</td>
<td>60</td>
<td>432</td>
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<td>8.42%</td>
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<tr>
<td>Subsidy per Rider</td>
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<td>Riders per Trip</td>
<td>8.4</td>
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<td>Riders per Revenue Mile</td>
<td>1.1</td>
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</table>
Proposed Route
Elimination

Propuesta de la eliminación de la ruta

Arlington-Union Station Line

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

0 0.35 0.7 Miles
CHAIN BRIDGE ROAD LINE – ROUTES 15K, 15L

BUDGET

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

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 15K and 15L service.

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes 15K, 15L</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
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</thead>
<tbody>
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<td>486</td>
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<td>15.23%</td>
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<td>Riders per Revenue Mile</td>
<td>1.3</td>
<td>1.3</td>
<td>Pass</td>
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</tbody>
</table>
Chain Bridge Road Line

Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend
- Metrorail Stations
- Route 15K
- Route 15L
- Roads
COLUMBIA HEIGHTS WEST-PENTAGON CITY LINE – ROUTES 16G, 16H, 16K

BUDGET

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

ROUTE / SEGMENT ELIMINATION

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

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

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

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes 16G, 16H, 16K</th>
<th>WMATA Guideline</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>3,695</td>
<td>432</td>
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<tr>
<td>Cost Recovery</td>
<td>34.09%</td>
<td>16.6%</td>
<td>Pass</td>
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<td>Subsidy per Rider</td>
<td>$2.26</td>
<td>$4.81</td>
<td>Pass</td>
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<tr>
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<tr>
<td>Riders per Revenue Mile</td>
<td>4.2</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>

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

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

Columbia Heights West- Pentagon City Line

Propuesta de la modificación de la ruta
COLUMBIA PIKE-FEDERAL TRIANGLE – ROUTE 16X

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

ROUTE / SEGMENT ELIMINATION
- Eliminate Route 16X service between the Pentagon Transit Center and Federal Triangle.

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

REASON FOR PROPOSAL
- Reduce costs.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route 16X</th>
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<td>29.41%</td>
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<td>Riders per Trip</td>
<td>26.1</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>3.9</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
Proposal to Shorten Route

Propuesta para reducir la ruta

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

Miles

0 0.1 0.2 0.4
KINGS PARK LINE – ROUTES 17A, 17B, 17F, 17M

BUDGET

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

ROUTE / SEGMENT DISCONTINUATION

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

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

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

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes 17A, 17B, 17F, 17M</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>417</td>
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<tr>
<td>Cost Recovery</td>
<td>20.63%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$12.27</td>
<td>$4.81</td>
<td>Fail</td>
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<tr>
<td>Riders per Trip</td>
<td>9.0</td>
<td>10.7</td>
<td>Fail</td>
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<tr>
<td>Riders per Revenue Mile</td>
<td>0.5</td>
<td>1.3</td>
<td>Fail</td>
</tr>
</tbody>
</table>
Proposed Route Elimination

Legend

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

- Kings Park Line

- 17A, B, F, M

- Proposed to be eliminated 17A, 17B, 17F, 17M
BURKE CENTRE LINE – ROUTES 18P, 18R, 18S

BUDGET

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

ROUTE / SEGMENT DISCONTINUATION

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

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

- Reduce costs.
- High subsidy per rider.

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Routes 18P, 18R, 18S</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>676</td>
<td>432</td>
<td>Pass</td>
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<tr>
<td>Cost Recovery</td>
<td>27.10%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$8.58</td>
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<td>Fail</td>
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<tr>
<td>Riders per Trip</td>
<td>11.2</td>
<td>10.7</td>
<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>0.9</td>
<td>1.3</td>
<td>Fail</td>
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</tbody>
</table>
Burke Centre Line

Proposed Route Elimination

Propuesta de la eliminación de la ruta

Legend

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

0 0.75 1.5 3 Miles
ANNANDALE-EAST FALLS CHURCH LINE – ROUTE 26A

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

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

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

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route 26A</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>574</td>
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<td>Pass</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>17.46%</td>
<td>16.6%</td>
<td>Pass</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$5.53</td>
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<tr>
<td>Riders per Trip</td>
<td>20.5</td>
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<td>Pass</td>
</tr>
<tr>
<td>Riders per Revenue Mile</td>
<td>1.6</td>
<td>1.3</td>
<td>Pass</td>
</tr>
</tbody>
</table>
Proposed Route
Modifications

Propuesta de las modificaciones de la frecuencia del servicio

Annandale-East Falls Church Line

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

0 0.1 0.2 0.4
Miles
LEESBURG PIKE LIMITED LINE – ROUTE 28X

BUDGET

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

ROUTE / SEGMENT ELIMINATION

- Eliminate all Route 28X service.

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

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

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route 28X</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>308</td>
<td>432</td>
<td>Fail</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>8.36%</td>
<td>16.6%</td>
<td>Fail</td>
</tr>
<tr>
<td>Subsidy per Rider</td>
<td>$10.83</td>
<td>$4.81</td>
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<tr>
<td>Riders per Trip</td>
<td>6.6</td>
<td>10.7</td>
<td>Fail</td>
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<tr>
<td>Riders per Revenue Mile</td>
<td>0.4</td>
<td>1.3</td>
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</table>
Proposed Route
Elimination

Legend

- Metrorail Stations
- Proposed to be eliminated 28X
- Roads

0 0.2 0.4 0.8 Miles

28X
Leesburg Pike
Limited Line

Propuesta de la eliminación de la ruta
RICHMOND HIGHWAY EXPRESS LINE – ROUTE REX

BUDGET

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

RESTRUCTURE SERVICE

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

ALTERNATIVE SERVICE AVAILABLE

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

REASON FOR PROPOSAL

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

PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Route REX</th>
<th>WMATA Guideline</th>
<th>Pass/Fail</th>
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<tbody>
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<td>Riders per Trip</td>
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<tr>
<td>Riders per Revenue Mile</td>
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<td>1.3</td>
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