

**Chartbook for  
Metro for D.C. Amendment Act of 2022  
(COW Committee Print)  
&  
Fare-Free Bus Funding Emergency  
Amendment Act of 2022**

Council of the District of Columbia  
Office of the Budget Director  
[www.dccouncilbudget.com](http://www.dccouncilbudget.com)

December 1, 2022

# Summary of the Legislation

## **Metro for D.C. Amendment Act of 2022 (COW Committee Print) – Bill 24-429**

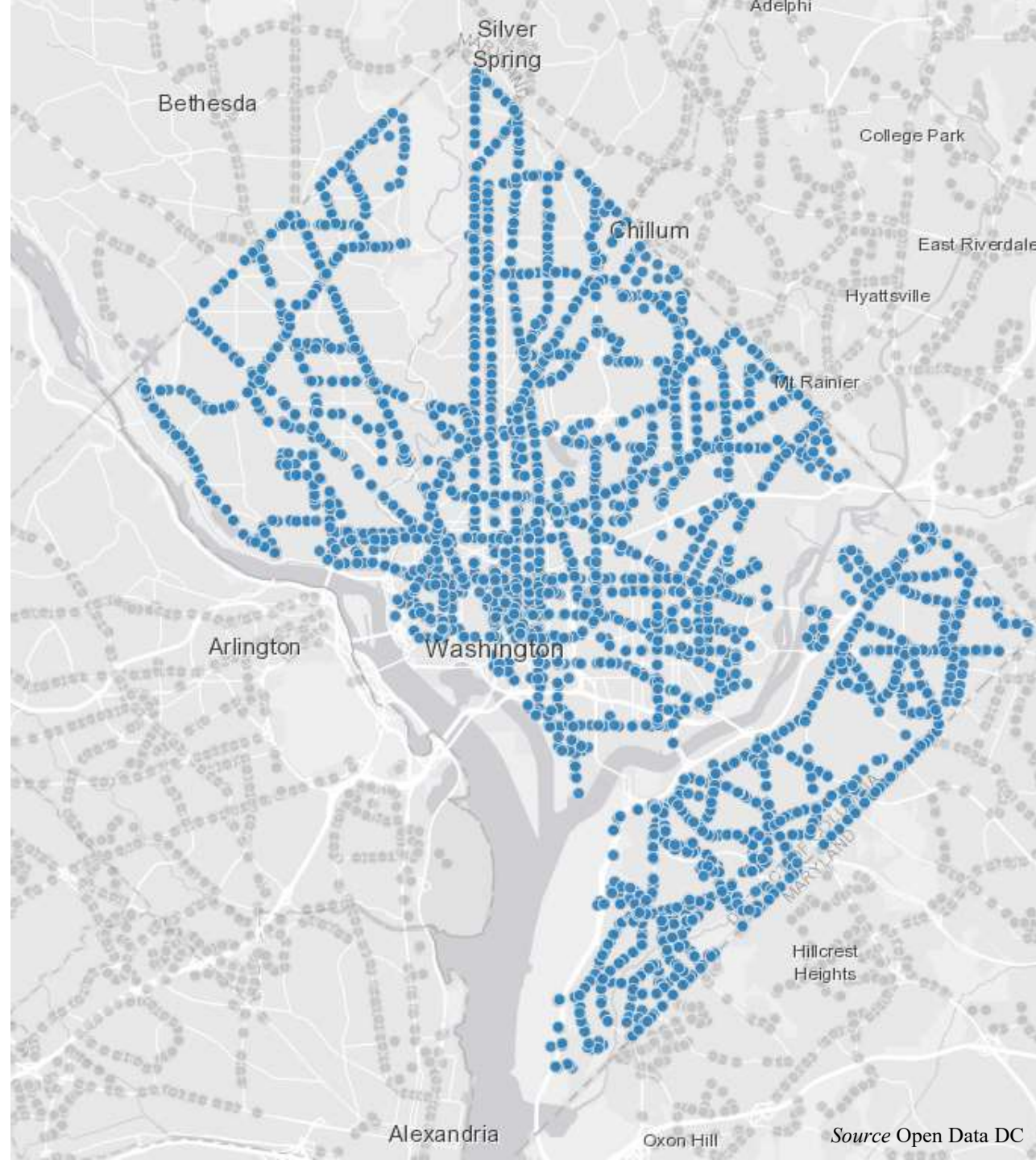
- Establishes fare-free travel on all WMATA buses for passengers that board at any bus stop located in the District of Columbia
- Creates overnight bus service on D.C.'s 12 busiest routes to allow for service 24 hours/day
- Invests \$10 million/year in the Bus Service Enhancement Fund to improve transit service in areas of high transportation need and historically underserved communities
- Establishes the District Resident Transit Subsidy Program to provide \$100/month subsidy to D.C. residents

## **Fare-Free Bus Funding Emergency Amendment Act of 2022 – Bill 24-XXX**

- Establishes the funding mechanism for providing fare-free bus travel in D.C. beginning on July 1, 2023 and overnight bus service on the 12 busiest routes in D.C.



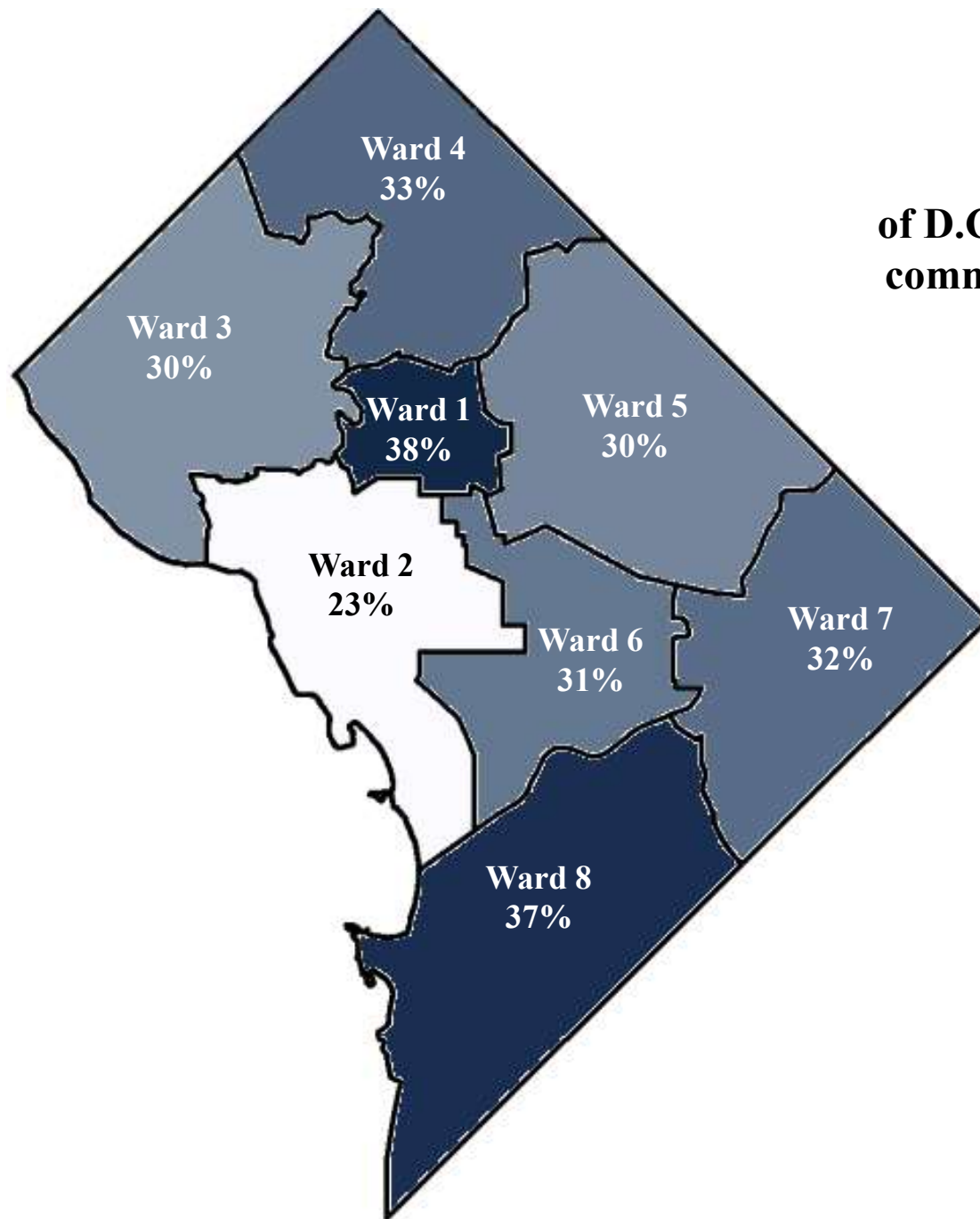
**Fare-Free  
Bus Transit  
at all  
WMATA Bus  
Stops in D.C.**



View this map here  
<https://arcg.is/00uiOO0>



# D.C. Residents Who Commute by Public Transit



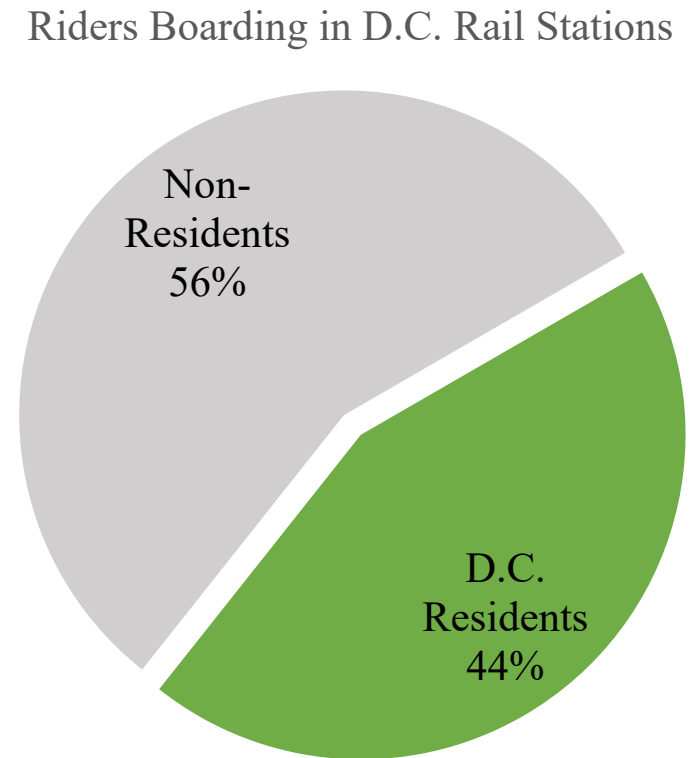
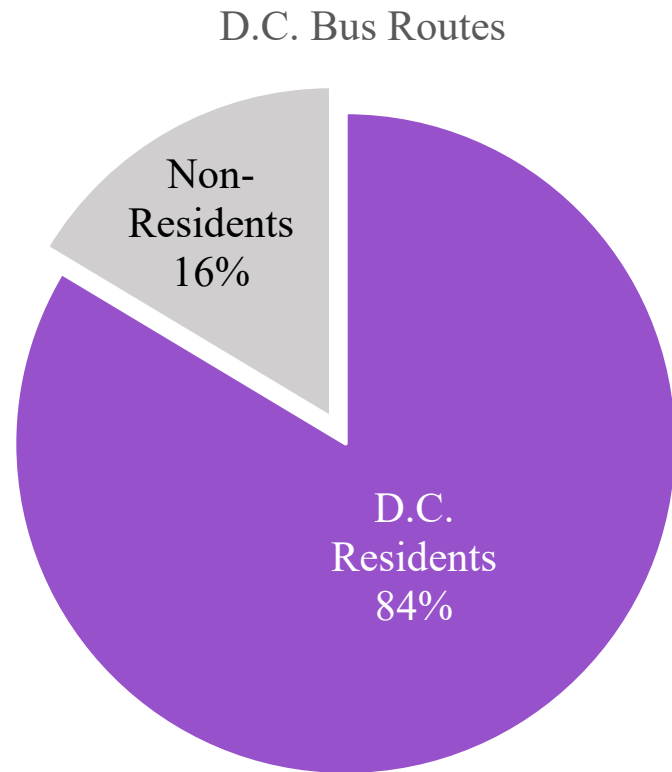
**32%**  
of D.C. residents who work  
commute by public transit

Source: Budget Office analysis of the 2019 American Community Survey 5-Year Estimates (Table: S2504)



# D.C. Passengers by Residency

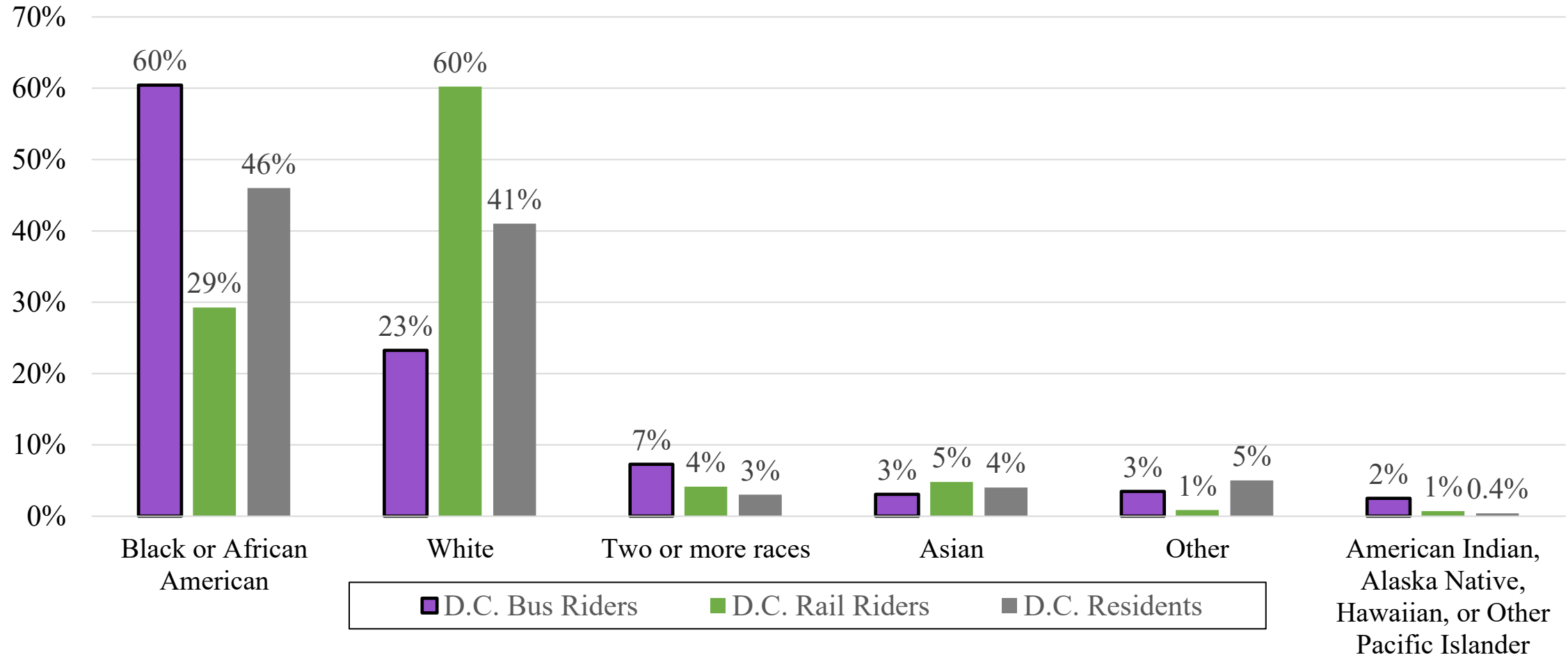
**84% of bus riders in D.C. are residents, compared with 44% of rail riders who board in D.C.**



*Sources:* Budget Office analysis of the 2016 Metrorail Passenger Survey and 2018 Metrobus Passenger Survey  
*Note:* D.C. bus routes are defined by WMATA based on the number of a route's stops that are located in a particular jurisdiction

# D.C. Passengers by Race

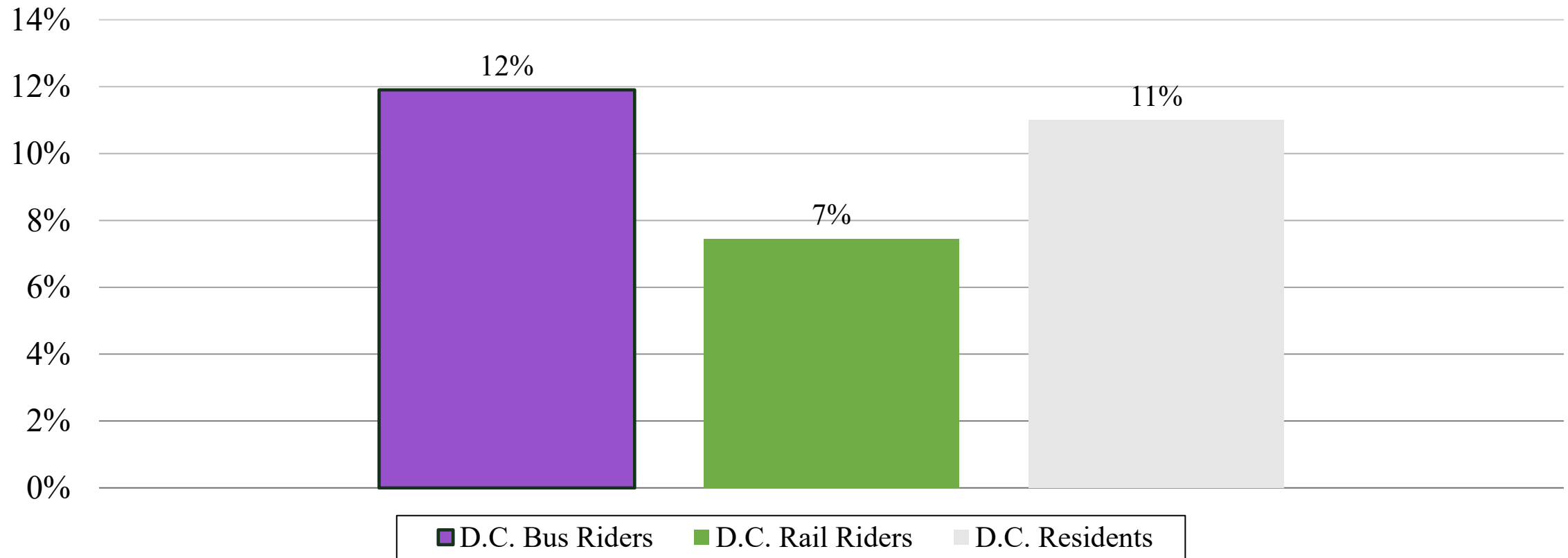
**60% of D.C. residents who ride the bus are Black and 60% of D.C. residents who take the rail are white**



Sources: Budget Office analysis of the 2016 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey, 2019 5-Year American Community Survey (Table DP05)

# D.C. Passengers by Latino Origin

**D.C. residents who ride the bus are 60% more likely to be Latino than D.C. residents who take the rail**

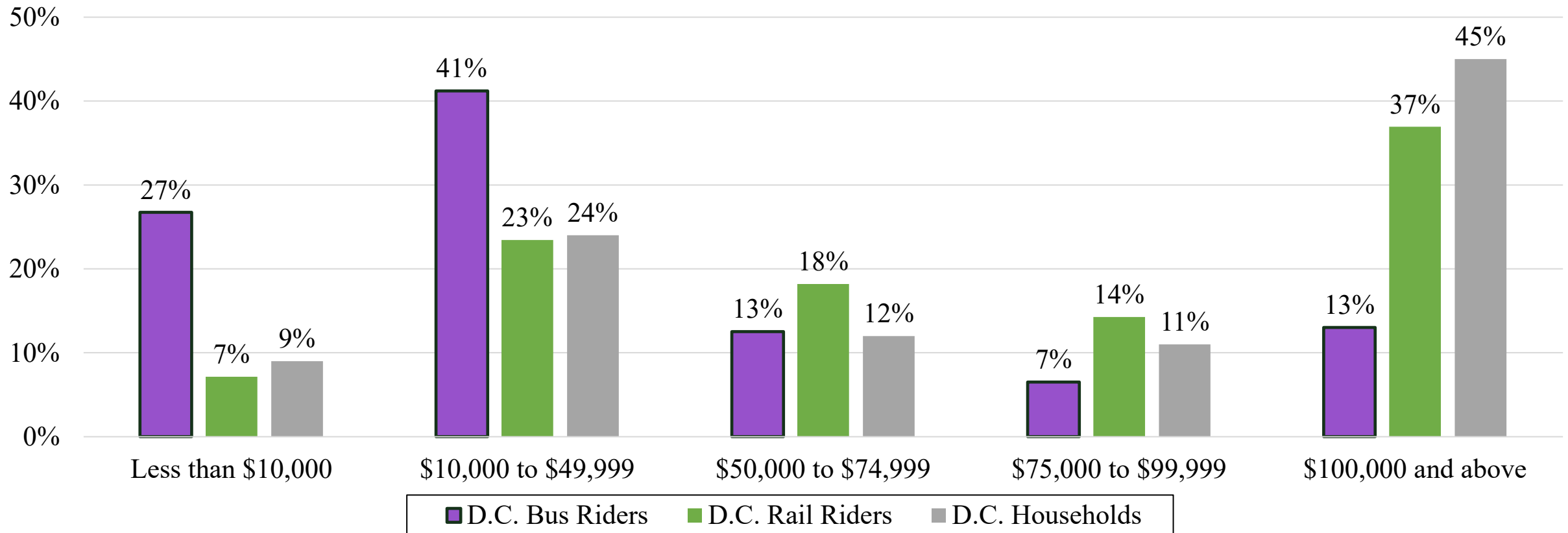


*Sources:* Budget Office analysis of the 2016 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey, 2019 5-Year American Community Survey (Table DP05)



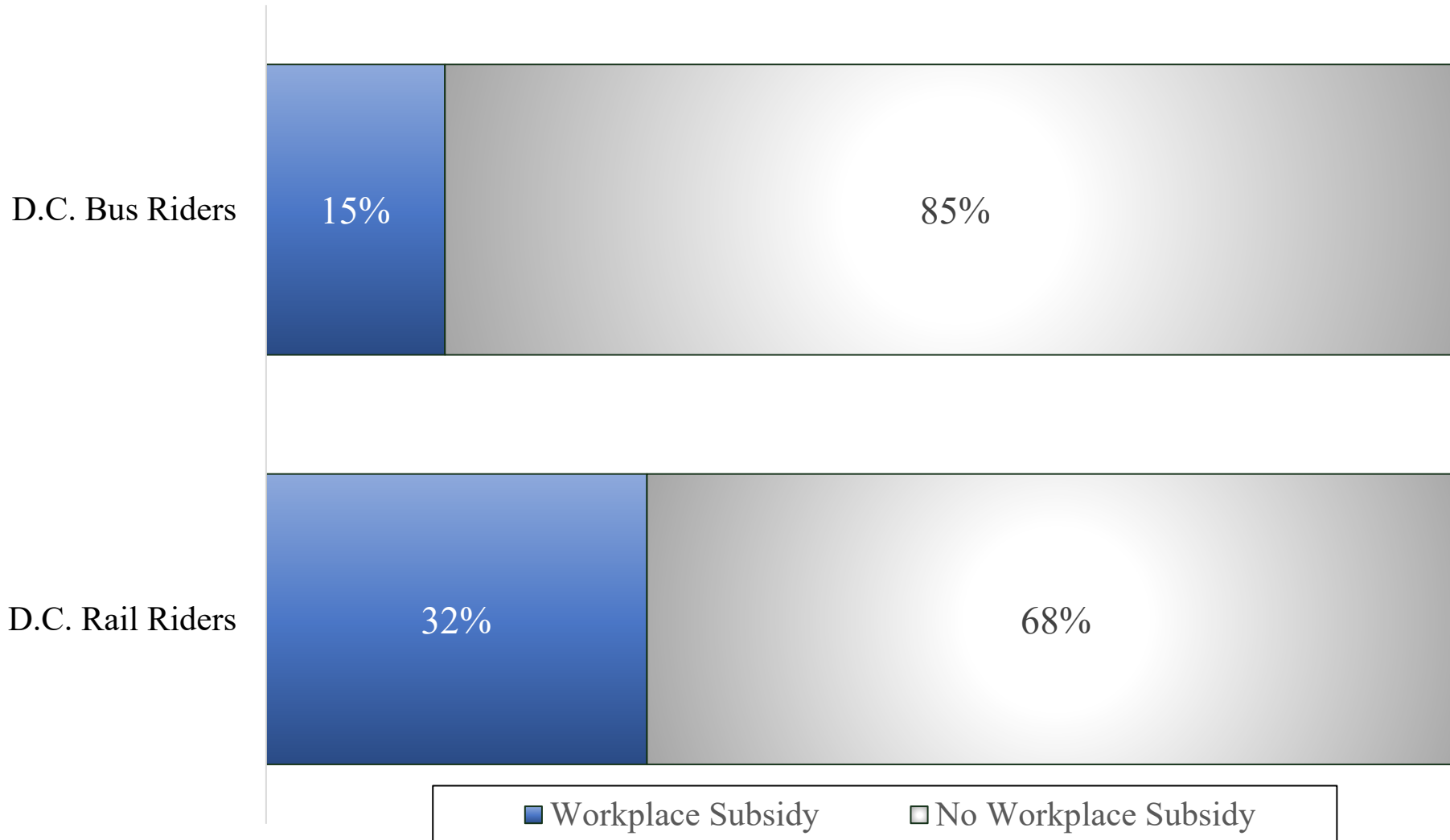
# D.C. Passengers by Household Income

**68% of D.C. residents who take the bus have household incomes below \$50,000, and 51% of D.C. residents who take the rail have household incomes above \$75,000**



Sources: Budget Office analysis of the 2016 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey, 2019 5-Year American Community Survey (Table S1901)

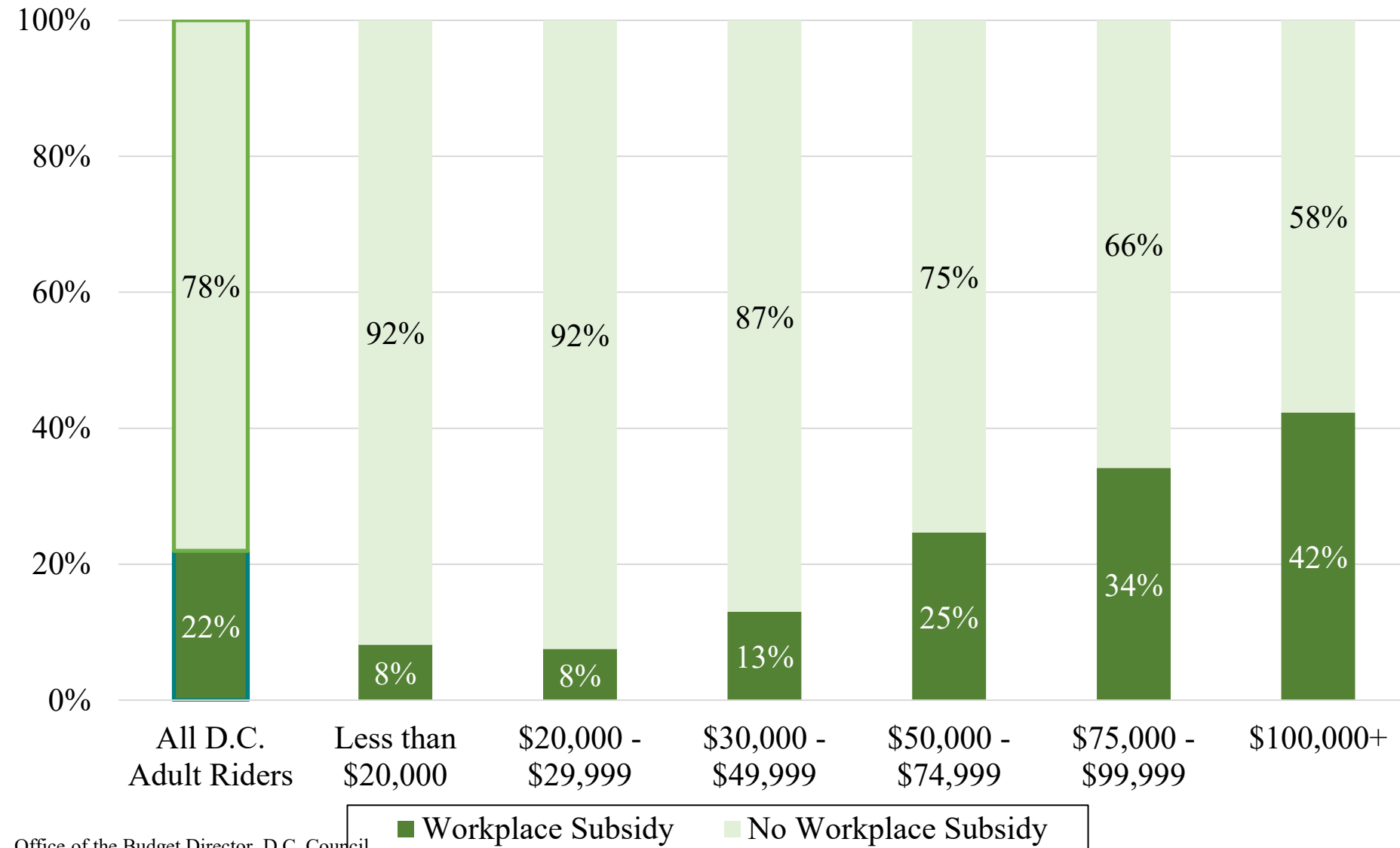
# Workplace Transit Subsidies by Mode of Transit



D.C. residents who ride the bus are **half as likely** to have a workplace transit subsidy as residents who take the rail

Sources: Budget Office analysis of the 2016 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey  
Note: Workplace transit subsidy means a full or partial subsidy. It does not include pre-tax payroll deductions.

# Workplace Transit Subsidies by Household Income



The highest income transit riders living in D.C. are **5x as likely** to have a workplace transit subsidy as the lowest income riders

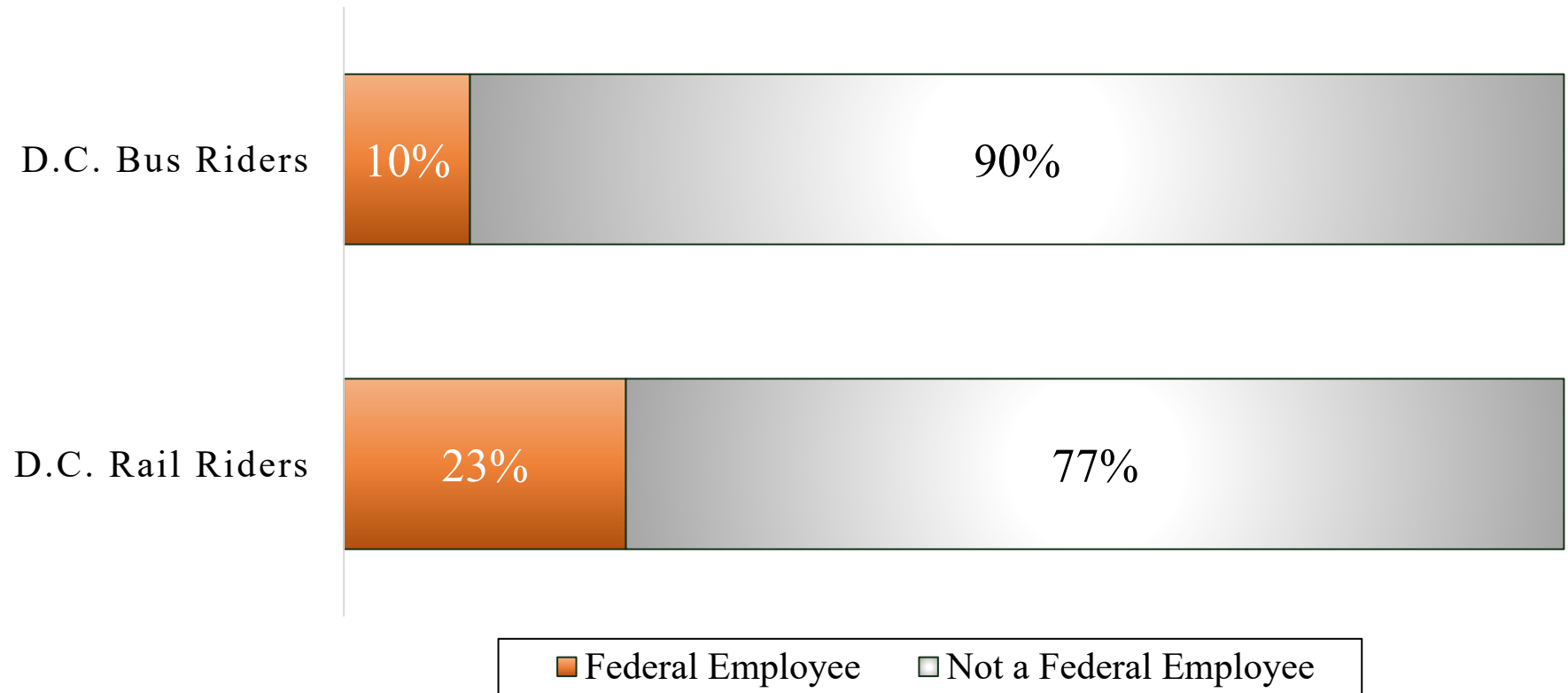
Sources: Budget Office analysis of the 2016 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey  
 Note: Only includes adult D.C. resident passengers. Workplace transit subsidy means a full or partial subsidy. It does not include pre-tax payroll deductions.



# Federal Employment Status

**Federal Government Transit Benefit Program provides employees up to \$280/month**

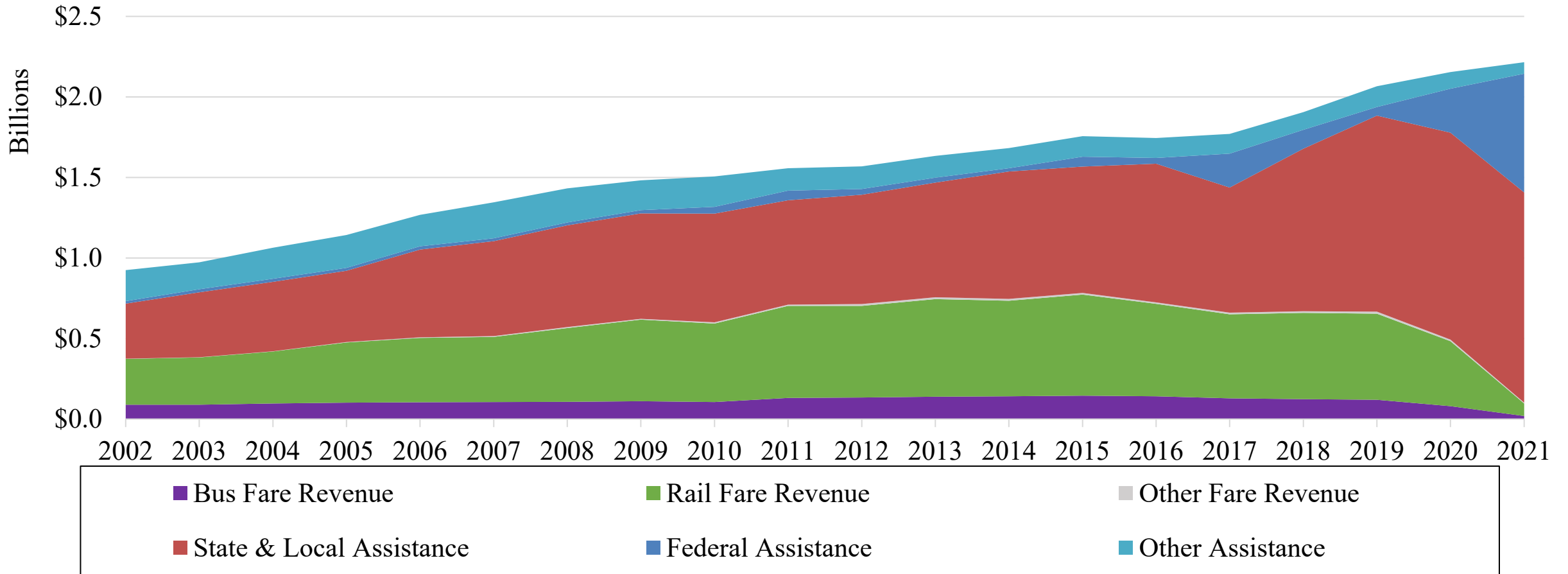
D.C. residents who ride the bus are **half as likely** to work for the federal government as D.C. residents who take the rail



Source: Budget Office analysis of the 2016 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey

# WMATA's Operating Funds by Source

Over the past two decades, 7% of revenues that WMATA used for operations came from bus fares



Source: Budget Office analysis of the Federal Transit Administration's National Transit Database [2021 Time Series](#)

Note: By reporting year; "other fare revenue" includes purchased transportation agreements; "other assistance" includes revenue from advertising, concessions, and parking. Between 2002 and 2021, 7% of WMATA's operating revenues came from fares paid by passengers on directly operated buses

# Key Demographic Takeaways

- About 1 in 3 D.C. residents commute to work by public transit
- 84% of bus riders in D.C. are residents, compared with 44% of rail riders who board in D.C.
- 60% of D.C. residents who ride the bus are Black while 60% of D.C. residents who take the rail are white
- D.C. residents who ride the bus are 60% more likely to be Latino than D.C. residents who take the rail
- 68% of D.C. residents who take the bus have household incomes below \$50,000, and 51% of D.C. residents who take the rail have household incomes above \$75,000
- D.C. residents who ride the bus are half as likely to have a workplace transit subsidy as residents who take the rail
- The highest income transit riders living in D.C. are 5x as likely to have a workplace transit subsidy as the lowest income riders
- D.C. residents who ride the bus are half as likely to work for the federal government as D.C. residents who take the rail
- Over the past two decades, 7% of revenues that WMATA used for operations came from bus fares



# Further Reading & Contact Information

Visit <https://www.dccouncilbudget.com/metro-for-dc-study> to download:

- **This chartbook**
- **Analysis of the Metro for D.C. Amendment Act of 2022 (introduced version)**
  - **Health note (introduced version)**

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