Finance & Administration Committee

Action Item III-B

April 12, 2012

Approval of Public Hearing Staff Report, Approval of Fare Change Proposal and Update on FY2013 Budget

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

◉ Action ○ Information	MEAD Number: 102284	Resolution: ◉ Yes ○ No

TITLE:

FY13 Operating Budget/Public Hearing Staff Report

PURPOSE:

To provide updated information to the Finance & Administration Committee on the FY2013 Proposed Operating Budget and request Board approval of the public hearing staff report.

DESCRIPTION:

This presentation will provide updated information on the FY2013 revenue and expense budgets including a revenue forecast update. This presentation will also provide a timeline for fare change implementation. This information is provided so that the Finance & Administration Committee may discuss options to present to the Board for approval of the FY2013 Operating Budget.

For over a month, Metro sought public input on its proposed FY2013 Budget, various fare proposals and its Capital Improvement Program. To encourage participation, Metro:

- Posted legal notices in eight regional publications in six different languages;
- Advertised for two weeks in the Express and Examiner, as well as six different weekly newspapers;
- Posted onboard signs on buses; banners and posters in the stations;
- Posted the notice on Metro's home page;
- Emailed community lists;
- Sent notices and dockets in two languages to over 100 area libraries;
- Worked with 80 government stakeholders, over 1400 organizations (BIDs, event venues, places of worship, residential properties, schools, etc.) and media to get the word out about the hearings.

More than 4,200 comments were submitted through a wide variety of methods - email, postal mail, in-person testimony, MetroAccess phone line, and an online survey that was available to customers and stakeholders between February 22 and March 25, 2012.

Formal testimony for the public hearing record was accepted between February 11 and March 12, 2012. The hearing testimony and written comments centered on proposed MetroAccess and fixed route fare increases and structures, service

quality, customer service, funding sources, and cost containment. No comments were received regarding the capital improvement program or grant application docket. Customers who responded to the online survey also expressed preferences relative to fare options and capital program priorities.

The FY2013 Operating Budget is $1,576 million, which includes revenue, expense, and subsidy.

FUNDING IMPACT:

Approval of fare changes to be implemented on or about July 1, 2012, will provide additional revenue for the fiscal year.

RECOMMENDATION:

Approval of public hearings staff report on the public outreach held in February and March, 2012, approval of fare change proposal and consideration for approval of the FY2013 operating budget.

Washington Metropolitan Area Transit Authority

FY2013 Operating Budget

Finance and Administration Committee
April 12, 2012

Purpose

FY2013 Operating Budget - Further expenditure reductions

Revenue Forecast Update

- Impact of economic conditions on revenue and ridership

Public Outreach Report

Fare Change Proposal

Fare Implementation Schedule

FY13 Proposed Budget
$119 M Variance to FY2012 Budget

FY2013 anticipated revenue shortfall	$ 3 M
FY2013 proposed expense increase	$116 M

Current Budget Increase = $119 M

Further Expense Reductions and Funding

Current Budget Increase	$119 Million
Transit Security Funding	$ 1 Million
Bus Service Funded from Surplus*	$ 2 Million
Administrative Expenses	$ 1 Million
Access Contract Savings	$ 3 Million
Total funding impact	$ 7 Million

Reduced Budget Increase $112 Million

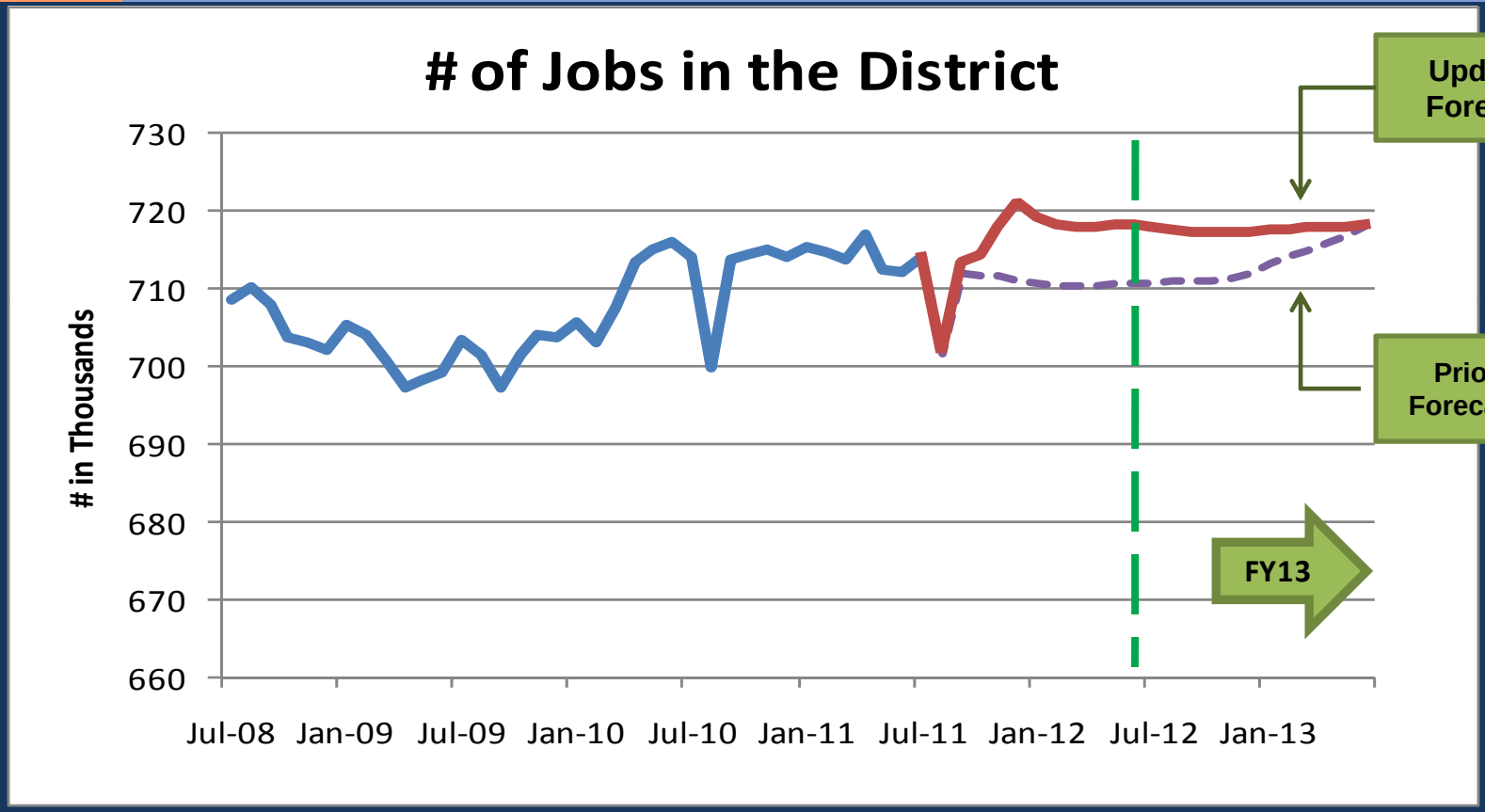
*Per Resolution 2012-06, FY2013 Bus Enhancement Program

April 2012 Revenue & Ridership Forecast Update

Revenue and Ridership

Forecast Update

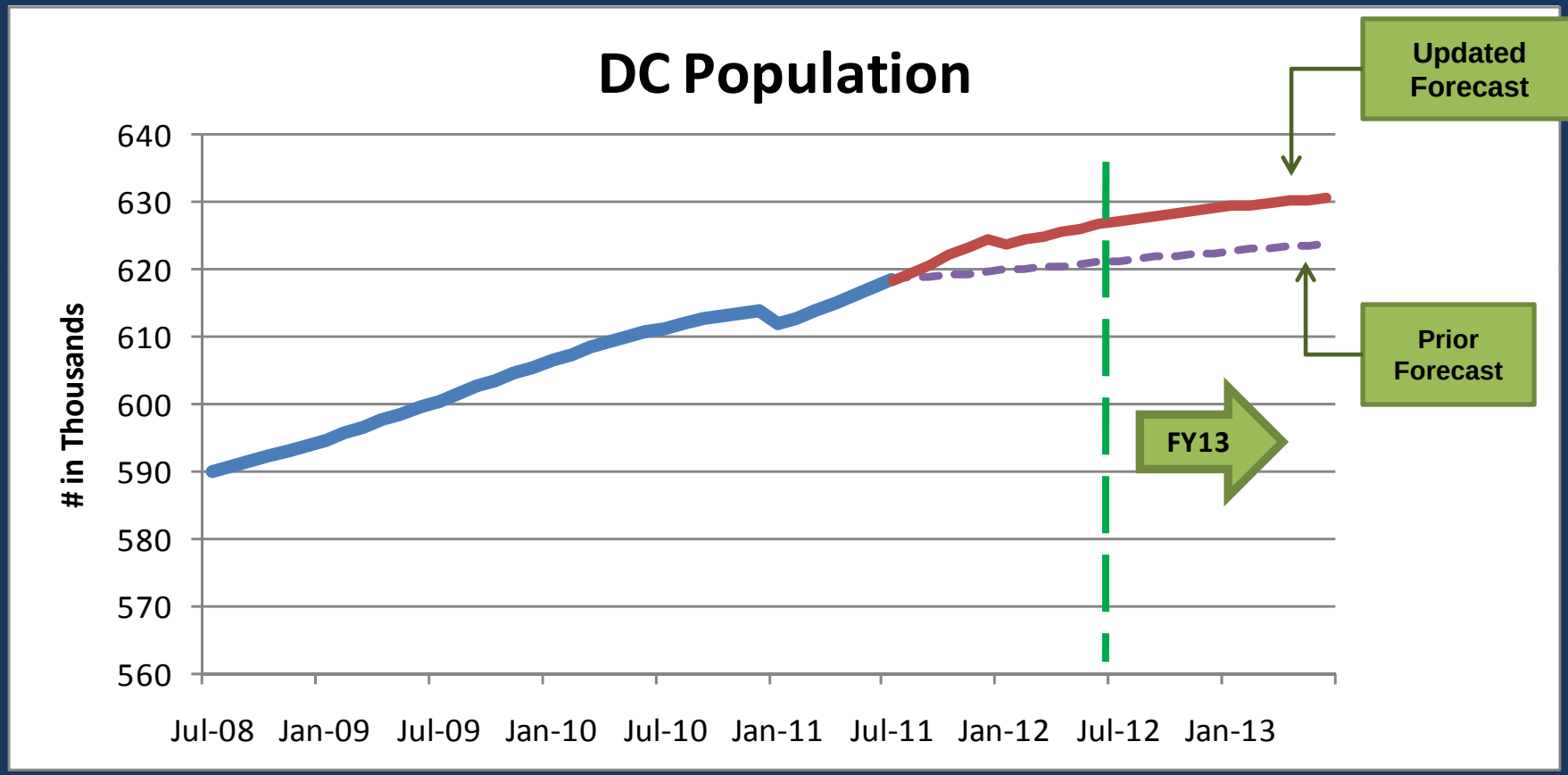
Revenue & Ridership Forecasting Variables



* Moody's Regional Forecast Data, February 2012

- Outlook on the number of jobs in DC has improved, though there will be no growth in FY2013

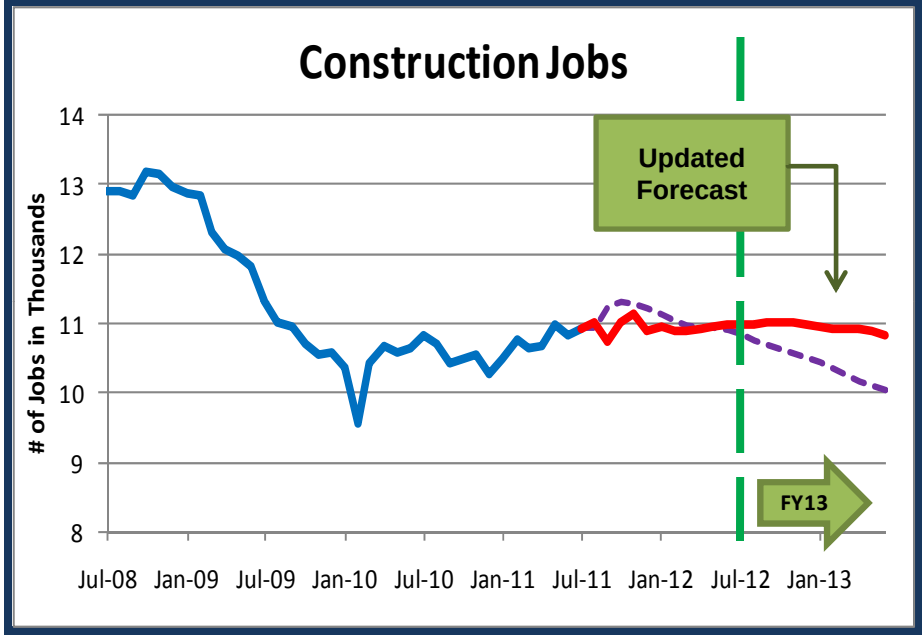
Revenue & Ridership Forecasting Variables



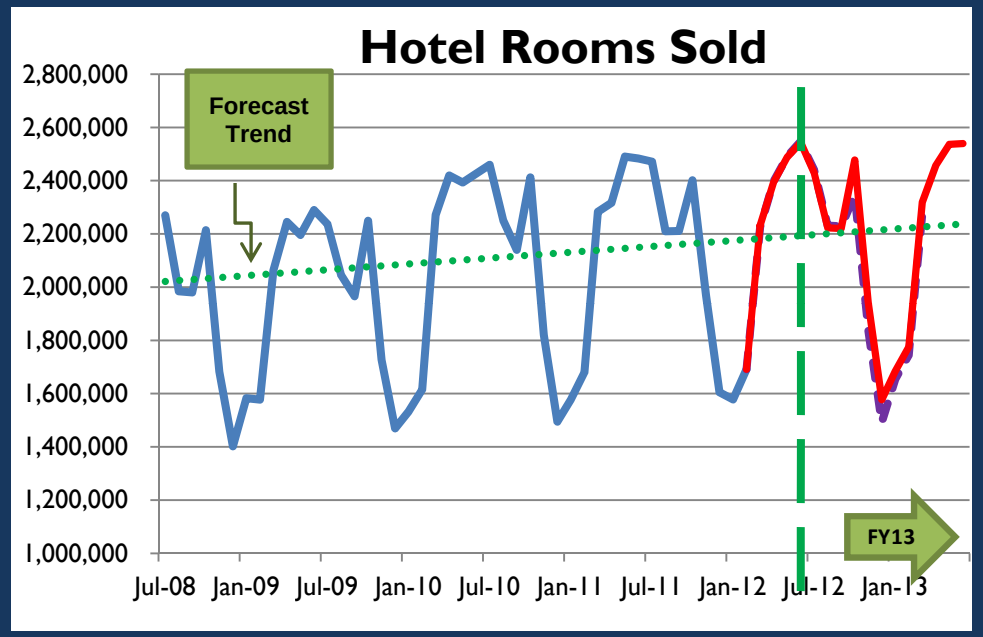
* Moody's Regional Forecast Data, February 2012

- DC population growth has been stronger than forecasted in FY2012
- Rate of growth will slow in FY2013

Revenue & Ridership Forecasting Variables



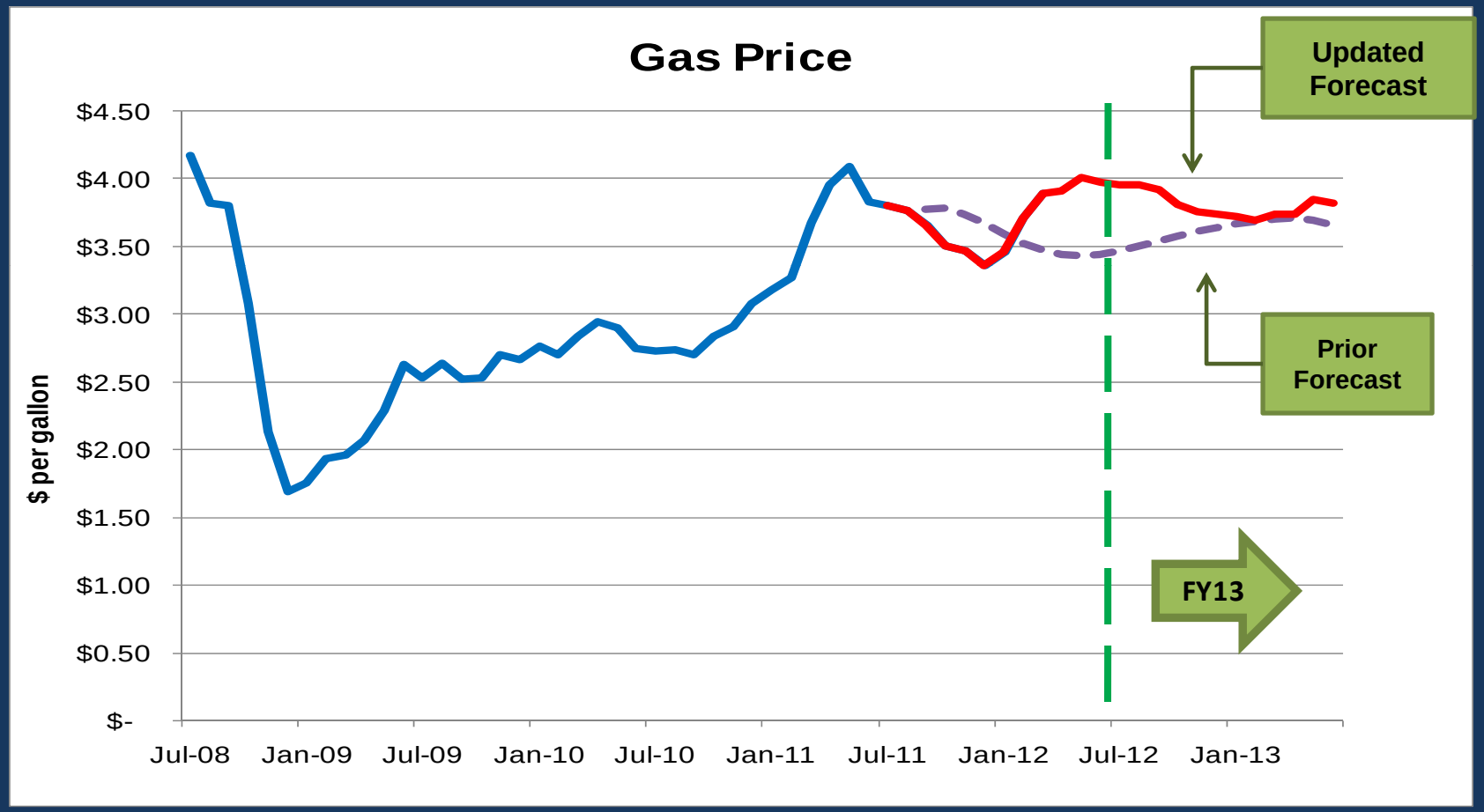
* Moody's Regional Forecast Data, February 2012



* STR Market Forecast, February 2012

- Construction job forecast reflects the optimistic projection that property demand will start to rebound FY2013
- Hotel rooms, a reflection of tourists and business, are forecasted to trend down through FY2012 and FY2013

Revenue & Ridership Forecasting Variables



* Moody's Regional Forecast Data, February 2012

- Regional gas price is forecasted to remain above $3.50

Revenue Forecast (not including fare changes)

(in Millions)	FY2012 Forecast (as of Feb '12)	FY2013 Proposed (as of Nov '11)	UPDATED **FY2013 Projection (as of Feb '12)**	Projection Variance
Ridership				
Metrorail	219	215	**220**	5
Metrobus	132	125	**131**	6
MetroAccess	2.1	2.2	**2.2**	0
Total	352.7	342	**353**	11
Passenger Fare Revenue				
Metrorail	$575	$571	**$579**	$8
Metrobus	132	132	**133**	1
MetroAccess	8.1	7.7	**7.7**	0
Total	$715	$711	**$720**	$9

Revenue Forecast Impact on FY2013 Budget

Budget change after expense and funding changes	$112 Million
Rail passenger revenue	$ 8 Million
Bus passenger revenue	$ 1 Million
Metro Access passenger revenue	$ 0 Million
Other revenue	$ 0 Million
Total revenue increase	$ 9 Million

Revised Budget Increase $103 Million

Metro is Listening

Public Hearing & Outreach

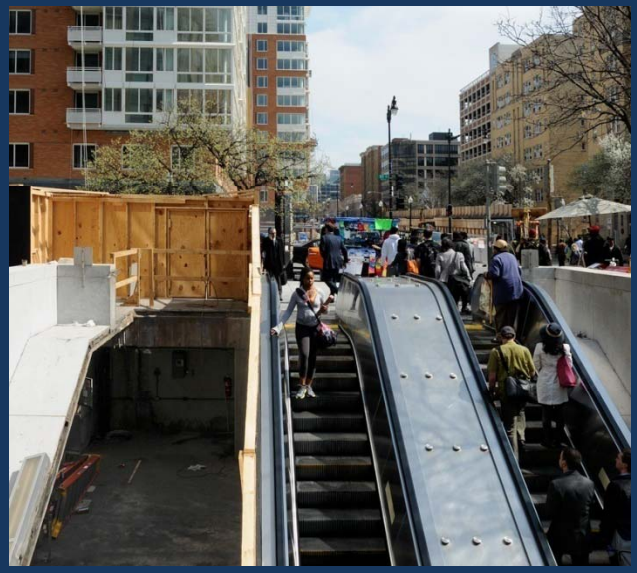
Staff Report

Metro is Listening: Public Comment Period

- 4,212 total comments/inputs
  - 124 at hearings
  - 92 in writing
  - 1 petition with 321 signatures
  - 3,652 on-line survey
  - 23 MetroAccess Open Forum Comments
- Publicized efforts through:
  - Newspapers
  - Governmental and jurisdictional stakeholders
  - Libraries
  - Web Page
  - Community outreach
  - Vehicles and stations

Hearing Themes

- 270 attended; 124 participated
  - District of Columbia – 100 / 39
  - Maryland – 100 / 52
  - Virginia – 70 / 33
- Comment themes:
  - MetroAccess fares and service issues
  - Service quality
    - Escalator and rail performance
  - Customer service
  - Funding sources
  - Cost containment
  - Fare structure and fare changes



Public Hearing & Written Comments

Of the 216 comments/inputs received:

- 29% oppose MetroAccess increase
  - strong sentiment to reduce fares
- 22% oppose any type of fare increase
  - 6% support a fare increase
- 12% request find alternate savings
- 8% oppose paper card additional fee
- 3% oppose bus fare increase

Online Survey: Fare Proposals

From over 3600 responses:

- 57% favor eliminating peak-of-the-peak
- 79% support paper fare card surcharge
  - Increase surcharge vs. $4/$6 flat fares
- 79% support higher parking fees
- 82% support current MetroAccess fare structure
  - 42% support maximum fare of $7.40
  - 40% leave maximum at $7.00
  - 18% support changed fare structure
- 84% favor peak/off-peak consistency

Online Survey: Passes

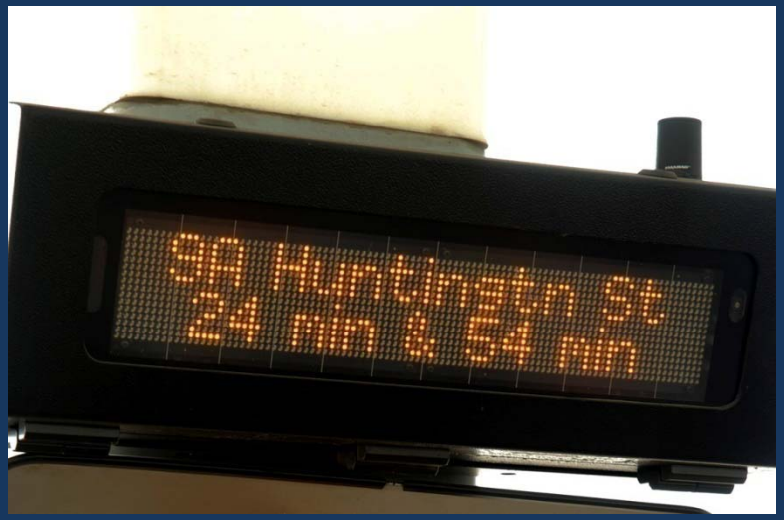
Pass Product	Results
Unrestricted, unlimited travel, one-day paper farecard	72%
28-Day, SmarTrip®	52%
7-Day, SmarTrip®	51%
7-Day, short trip, paper farecard	39%
28-day, short trip, paper farecard	31%

Online Survey: Budget Priorities - Support Services

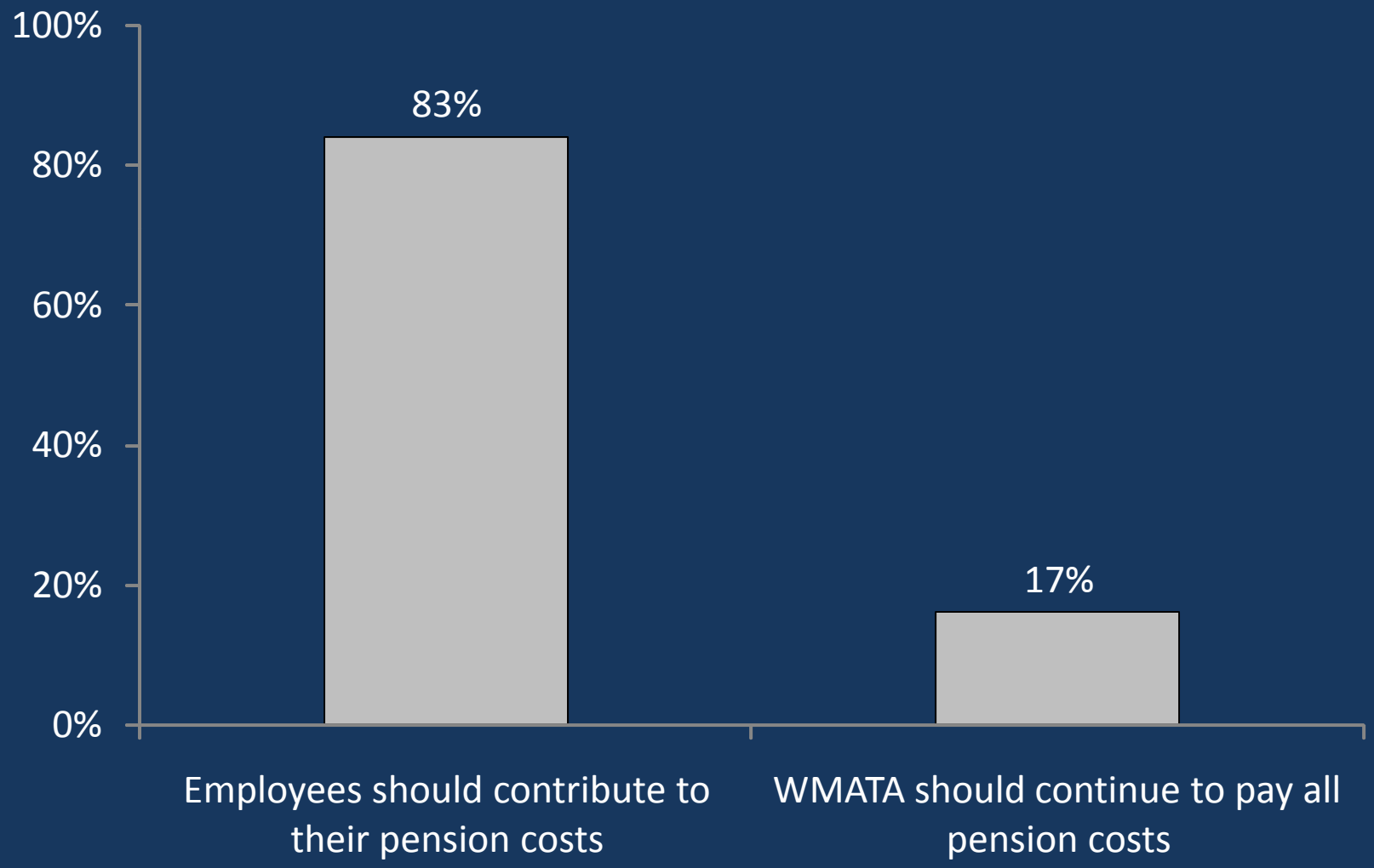
Rank	Category
1	Long-term planning functions
2	**Tie:** On-board train/bus cleaning and station managers' presence
4	Transit police officers
5	Station cleanliness
6	**Tie:** Exterior cleaning of trains/buses and customer service hours of availability

Online Survey: Budget Priorities - Improvements

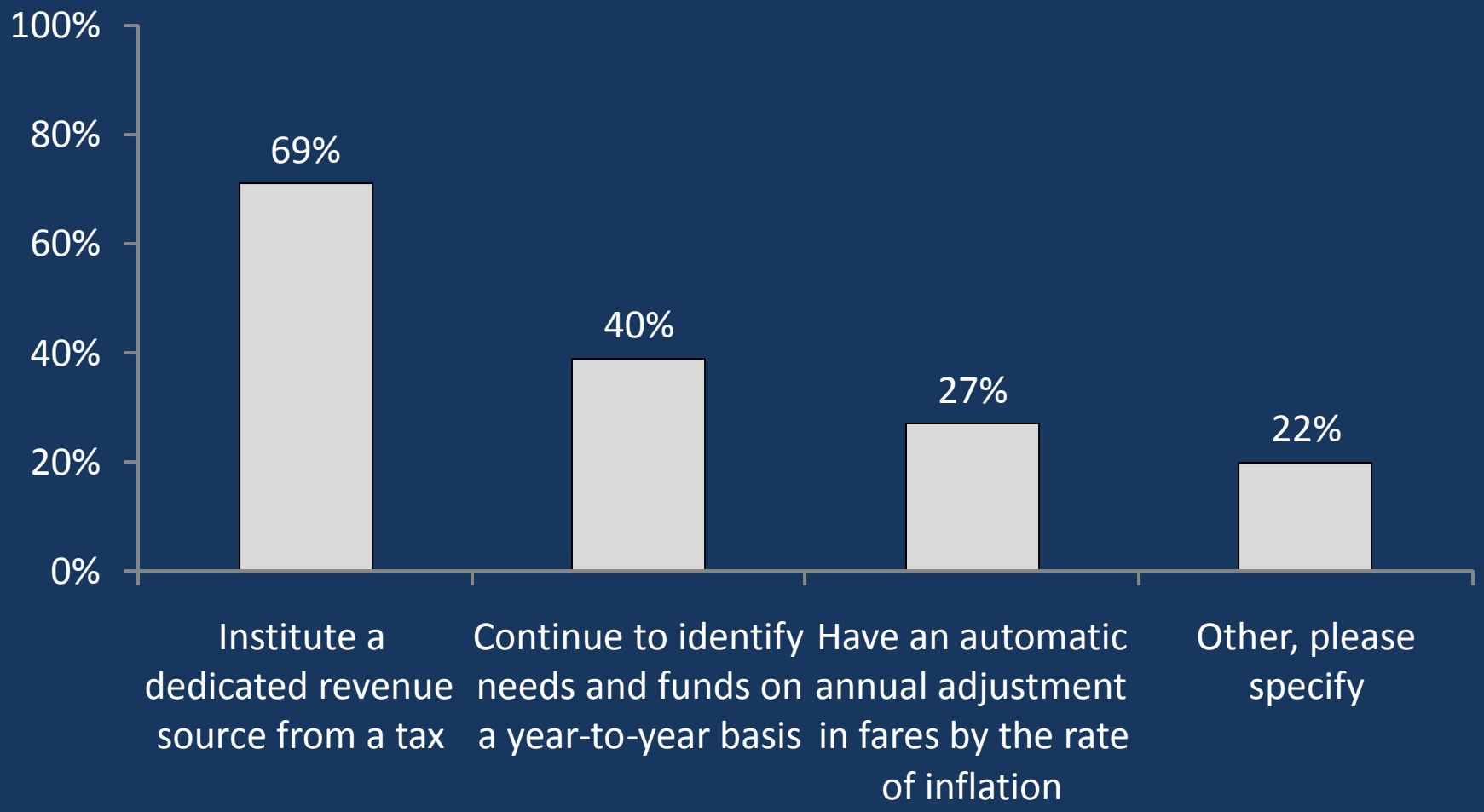
Rank	Category
1	NTSB Compliance
2	Performance and bus reliability
3	Railcar maintenance
4	Elevator/escalator maintenance
5	Expand rail rush hour service
6	Improve safety with fatigue management program
7	Add police to force
8	Prepare for Silver Line
9	Maintaining terrorism prevention



Personnel Expenses



Source of Funding Metro



Online Survey: Capital Improvements

Rank	Category
1	Rail track
2	Rehabilitation of rail infrastructure
3	Vehicles/vehicle parts
4	Maintenance equipment
5	Next Train, PIDS
6	Customer facilities
7	Maintenance facilities - rail yards

Online Survey : Future Capital Priorities

Rank	Category
1	8-car trains all lines during rush
2	Address station overcrowding
3	Rehabilitate more rail lines
4	**Tie:** Extend rail lines and address overcrowded bus routes
6	**Tie:** Add entrances to crowded rail stations and add express bus routes
8	Pedestrian tunnel between Gallery Place/Metro Center
9	Advanced Next Bus Displays at high usage stops
10	State of the art bicycle commuting facilities

Metro Forward Outreach

- 92% have seen construction in the Metro System
- 89% believe Metro should maintain current construction schedule
- 88% have heard of Metro's rebuilding campaign
- 55% have heard of Metro Forward
- In-system communication is key

Fare Change Proposal
Response to Public

Revisions to the Fare Change Proposal to Consider

Fare Policy Principles

Approved November 18, 2010

1. Ensure and enhance customer satisfaction
2. Establish a mechanism to allow customers to determine their fares easily
3. Optimize the use of existing capacity
4. Establish equitable fares and ensure compliance with federal regulations
5. Facilitate movement between modes and operators throughout the region
6. Encourage the use of cost-effective media
7. Generate adequate revenue while maximizing ridership

Revisions for Consideration to Recommended Fare Changes

Rail Fare

- Replace $4/$6 option with a surcharge increase for paper fare cards
  - Surcharge on paper fare card of $1
  - Max fare for paper fare card = $5.75 + $1 surcharge
- Adjust off-peak fares to eliminate anomalies in discount impact

Rail Passes

- Add one-day rail pass for $14, unrestricted
  - Available on paper fare card and SmarTrip®
- Add 28-day rail fast pass for $230, available on SmarTrip®
- Maintain 7-day short-trip pass for $35, available on magnetic paper fare card (in lieu of 28-day)

Revisions for Consideration to Recommended Fare Changes

Bus Fare

- Rather than a $2 cash boarding fee for local/limited-stop bus, maintain 20¢ surcharge on cash boarding
  - Cash boarding fee - $1.60 + $0.20 = $1.80

MetroAccess

- Hold max fare to current level of $7.00

Fare Changes
Revenue Impact ($10.2 Million)

$4/$6 Paper fare cards	($ 16M)
Bus cash boarding $1.80	($ 1M)
MetroAccess max fare	($ 0.2M)
Off Peak Adjustment	($3.5M)

$1 Surcharge on Paper	+ $ 5M
$14 Day Pass	+ $ 2.5M
28-Day Rail Pass	+ $ 1M
New rider revenue forecast	+ $ 2M

Funding of FY2013 Operating Budget

Revenue From Original Fare Proposal	$ 66 Million
Fare Changes Being Considered	($ 10 Million)
New Revenues From Fare Increase	$ 56 Million
FY13 Budget Increase from FY12	**$103 Million**
Proposed Fare Changes	**$ 56 Million**
Additional Jurisdiction Contribution	**$ 47 Million**

Summary of Fare Changes for Consideration

Metrorail

- Eliminate peak-of-the-peak surcharge
- Increase peak-period rail fares by 5.7%, increase max fare to $5.75
- Align off-peak fares with peak fares, base fare $1.70, max fare $3.50
- Base Fare set at $1.70, max fare at $3.50
- Non-SmarTrip® surcharge of $1.00
- One-day pass $14, valid all day
- 7-day rail fast pass $57.50 and 28-day rail fast pass $230
- 7-day short-trip pass $35

Metrobus

- Increase Bus regular fares by 10¢
- 7-day regional bus pass $16
- Cash boarding charge for local/limited stop $1.80
- Cash boarding charge for Express $4.00

Summary of Fare Changes And Preliminary Title VI Analysis

MetroAccess

- No change to fare methodology, Fare cap of $7.00

Other

- Increase parking fee at park-and-ride facilities by $0.25
- Adjust reserved parking to balance supply and demand
- Decrease bike locker rental fee to $120

Title VI Analysis

- Analysis of this revised fare change proposal shows no disparate impact on Title VI populations

Fare Change Implementation Timeline

April 26th Metro Board Decision on new fares

Day 1 thru Day 15

- Complete Rail fare valuations
- **Produce Rail fare matrices (86x86)**
- **Design text & graphic layouts for fare charts**
- Obtain regional carrier decisions; Update transfer matrix
- **Create new SmarTrip fare instruments (passes)**

Day 16 thru Day 30

- Program Rail fare changes in Nextfare Central System
- **Complete testing Rail fare changes & new passes**
- Produce Bus fare matrices
- Program & Test Bus fare changes
- **Proof & Verify all fare charts, and related signage**

Day 31 Thru Day 45

- **Final approval and QA before sign fabrication begins**
- **Complete production of all fare charts & signage**
- Proof & Encode paper fare media for Rail passes
- **Release new fares to Trip Planner and Trapeze**
- Finalize plan & design for Customer Communications

Day 46 thru Day 60

- **Download & Verification of new Rail fares**
- **Download /Probing & Verification of new Bus fares**
- Advance sales of media with new fares
- Complete installation of all Rail and Bus signage
- Production & Distribution of Mktg collateral

July 1st New Fares Go Live

FY2013 Operating Budget

Review of Proposed FY2013
Operating Budget

FY2013 Proposed Operating Budget

- The $1.6 billion proposed operating budget will:
  - Continue advancing an aggressive safety program, complying with NTSB requirements and addressing worker fatigue management
  - Preparation for Silver Line service
  - Expand select rush-hour service
  - Improve capacity to perform equipment maintenance
  - Increase escalator preventive maintenance
  - Maintain Metro Access service
  - Enhance security

FY2013 Proposed Operating Budget (April)

Proposed Budget ($ in M)	FY2012 Budget	FY2013 Budget	CHANGE $	CHANGE %
Revenue (including Fare Change)				
MetroRail Passenger Fare	$582	$626	$44	8%
MetroBus Passenger Fare	125	138	13	10%
MetroAccess Passenger Fare *	6	8	2	28%
Parking	48	49	1	2%
Other Revenue	51	53	2	4%
Total Revenue	**$812**	**$874**	**$62**	**8%**
Expense				
Baseline Operating Expenses	$1,465	$1,531	$66	5%
System Improvements		35	35	
Dulles Transition Plan		20	20	
Expense Efficiencies and Funding		(10)	(10)	
Total Expense	**$1,465**	**$1,576**	**$111**	**8%**
Preventive Maintenance	(31)	(31)	0	
Bus Funding from FY2011 Surplus		(2)	(2)	
Total	**$1,434**	**$1,543**	**$109**	**8%**
SUBSIDY	**$622**	**$669**	**$47**	**8%**

* FY2013 MetroAccess revenue budget was underestimated.

Jurisdiction Contribution $47 M

($ Millions)	FY2012 Subsidy	UPDATED FY2013 Proposed	Subsidy Variance
District of Columbia	$233.3	$249.1	$15.8
Montgomery County	$104.7	$112.7	$7.9
Prince George's County	$141.7	$150.9	$9.2
Maryland Total	**$246.4**	**$263.6**	**$17.2**
City of Alexandria	$22.3	$24.3	$2.0
Arlington County	$37.4	$41.7	$4.3
City of Fairfax	$1.4	$1.4	($0.0)
Fairfax County	$79.3	$87.3	$7.9
City of Falls Church	$1.8	$1.9	$0.0
Virginia Total	**$142.3**	**$156.5**	**$14.1**
Total Subsidy	**$622.0**	**$669.1**	**$47.1**

Recommendation

- Approval of the public hearing staff report on the public outreach held in February and March, 2012
- Approve revised fare change proposal to be implemented July 1, 2012
- Consider approval of FY2013 Operating Budget

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT, FY2013 FARE INCREASE, AND FY2013 OPERATING BUDGET

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

WHEREAS, The Board of Directors has received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed FY2013 operating budget and has conducted six public hearings preceded by open forums on the proposed fare changes, the results of which are summarized in a Staff Report (Attachment A); and

WHEREAS, Staff also conducted an "on-line" survey whose results are summarized in the Staff Report; and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Metro staff has evaluated the proposed adjustments to fares and service throughout the decision making process to determine whether these changes would have a disparate impact on minority and low-income populations, and has determined there is no significant disparate impact on minority or low-income populations at the system-wide level in the fare proposals recommended by the GM/CEO; and

WHEREAS, It is anticipated that the Montgomery Council will approve continued funding for the "Kids Ride Free" program to subsidize free Metrobus fares for Montgomery County students between 2:00 p.m. and 7:00 p.m. for the FY2013 Budget; and

WHEREAS, It is anticipated that the District of Columbia may wish to "buy down" student fares to maintain the fares at the June 2010 level; now, therefore be it

RESOLVED, That the Board of Directors approves the Staff Report on the public hearings and outreach held in February and March of 2012, concerning proposed service changes attached as Attachment A; and be it further

RESOLVED, That the Board of Directors:

1. Approves increases to the Metrobus, Metrorail and MetroAccess fares and parking fares reflected in Attachment B to begin on or about Sunday, July 1, 2012; and

2. Eliminates the "peak of the peak" surcharge; and

PROPOSED

3. Determines that the value of transfers from local bus services shall follow the procedures applied in the WMATA Tariff whereby the local bus fare paid is the value of the transfer on Metrobus, with any required "step-up" fare to the WMATA fare to be paid by the customer; and

4. Approves the Montgomery County Council "Kids Ride Free" program to provide free Metrobus fares for Montgomery County students between 2:00 p.m. and 7:00 p.m., subject to funding by Montgomery County; and

5. Approves a $0.05 surcharge on entry and exit at up to two stations in each Compact Signatory (Virginia, Maryland and the District of Columbia) for the purpose of funding station-specific capital improvements to Metro facilities at the stations where the surcharge is levied; provided that each jurisdiction receives approval for its proposed two stations from the Board prior to implementation; and be it further

RESOLVED, That the Board of Directors provides the District of Columbia the opportunity to absorb any student fare increase by increasing the school subsidy payment accordingly; and be it further

RESOLVED, That the Board of Directors approves the FY2013 operating budget of $1,576 million with operating revenue, expense and subsidy as detailed in Attachments C and D; and be it further

RESOLVED, That the 103-mile rail construction debt service portion of the FY2013 budget totals $16.2 million and is allocated to the jurisdictions as detailed in Attachment E; and be it further

RESOLVED, That $21.2 million of debt service expenditures resulting from the issuance of Metro Matters bonds are subsumed within the FY2013 budget and are allocated to the jurisdictions as detailed in Attachment E; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Carol B. O'Keeffe
General Counsel

PROPOSED

ATTACHMENT A

STAFF REPORT

Public Hearings
On
Details of the Proposed FY 2013 Budget, Fare Proposal and Capital Improvement Program

April 12, 2012

Washington Metropolitan Area Transit Authority

General Information

Public Comment and Reporting Process

The following report is a summary of the comments on the FY 2013 WMATA budget and fare proposal, and capital program received by Metro staff and Board members during a public comment period and at public hearings held between February 11 and March 21, 2012. This Staff Summary Report reflects oral and written comments received at each public hearing, those mailed, faxed or e-mailed to Metro headquarters, and the results of an on-line questionnaire.

The purpose of the public hearings is twofold. First, the public hearings satisfy the requirements of Section 62 of the Metro Compact and Federal Transit Administration statutes that require public hearings be held prior to implementing a fare increase or service reduction. Second, the hearings allow Metro to solicit and obtain public comment regarding the proposed changes to fund expanded peak period rail service on four lines, enhance priority bus corridors to improve reliability, and prepare for Silver Line service, as well as implement certain fare program changes including eliminating the peak of the peak surcharge, increasing bus and rail fares, and instituting new multi ride passes.

A series of six public hearings was conducted from February 27-March 7, 2011. Two public hearings were held in each jurisdiction. A detailed list of hearing times and locations is provided in Appendix A, as is the hearing docket. The public was also informed that if approved, any modifications were expected to take effect on or about July 1, 2012.

Formal notice of these hearings was made in eight regional publications in six different languages, as well as advertisements place in the Express and Examiner and six weekly newspapers. In addition, notice was posted on Metro's Web site, in Metro buses and trains, in banners and posters in stations, through email outreach and community lists, and sent to 80 government stakeholders and more than 1,400 civic and community organizations.

Standard procedures were employed at each public hearing. Prior to the hearing, Metro hosted Open Forums, where staff was available to respond to questions on the docket and on Metro operations in general. A series of documents were available describing the proposals being considered to balance the FY 2012 Metro operating budget. Metro staff also offered a variety of service information to attendees prior to the start of the hearings, and made available a video for the public about Metro's current budget priorities and capital rebuilding efforts. In addition, cyber café at each forum allowed members of the public to email comments on the docket, or to take the online budget and fare survey.

At the beginning of each hearing, the presiding Board member read a prepared statement outlining the public hearing process. Then, a senior member of the Metro staff provided an explanation of the major proposed changes. Following this, pre-registered speakers were called to the podium to offer testimony. Following the testimony of pre-registered speakers, the presiding Board member called upon speakers in the order that they registered at the hearing. Public officials were given five minutes to speak. All others were allowed three

minutes to make comments. Additionally, all attendees were informed that Metro would accept written testimony until 5 p.m. March 12, 2011.

Executive Summary

A public comment period was held between February 11 and March 12, 2012 to solicit and obtain public input on proposals to balance the FY 2013 Washington Metropolitan Area Transit Authority (Metro) operating budget.

Six public hearings were conducted between February 27 and March 7, 2012, which included opportunities for the public to provide oral and written testimony in the District of Columbia, Maryland, and Virginia. Comments were also accepted via mail and online. Additionally, a questionnaire was made available which the public could complete online to comment on the public docket.

The proposals being considered on the public docket include elimination of the peak of the peak surcharge, increases to base rail and bus fares, a parking fee increase, and changes to certain multi-ride passes.

Approximately 4,212 inputs were received during the public comment period submitted through oral testimony at a public hearing, written testimony, emailed and mailed comments, petitions, and/or through the on-line survey.

With respect to public hearing and written comments submitted, the majority of comments focused on the Metro Access maximum fare cap and fare increase, current Metro service levels and service quality, opposition to rail and bus fare increases, and funding sources, as well as cost containment.

Of the 216 public comments received at hearings and in writing, 28% oppose a MetroAccess fare increase, 22% oppose any fare increase, and 6% support a fare increase.

The number of people who participated in the online survey more than tripled compared to 2011. From the online survey, which was taken by more than 3,600 responders, 57% favor the elimination of the peak of the peak surcharge, 79% favor the paper fare surcharge, 79% support higher parking fees.

With respect to MetroAccess fares, 82% support the current structure. However, 42% of those respondents support the current structure with an increase to the cap on the maximum fare to $7.40.

On the question of multi-ride passes, there is strong (72%) support for an unrestricted, unlimited, one-day paper fare card, as Metro riders support fare media that meets the needs of visitors.

When customers were asked about budget priorities, they ranked NTSB compliance, performance and bus reliability, and railcar maintenance as the top three most important improvements.

On the capital improvement program, survey participants ranked rail track, rehabilitation of rail infrastructure and vehicle/vehicle parts as their top 3 improvement priorities for the current program. Going forward, the most important future capital priority for respondents is 8-car trains for all lines during peak travel, as well as projects that address station overcrowding and rehabilitate more rail lines.

92% of respondents have observed construction on the system and 89% want WMATA to maintain its current rebuilding schedule. Respondents in this survey again confirmed the importance of communicating information with them while they are on the system, and 88% indicated that they have heard about Metro's rebuilding program, with more than half saying they know the program by brand name, Metro Forward.

It is important to note, that regardless of the channel by which customers delivered their input on the FY 2013 budget, these comments reflect only those who responded to the call for comment on the public docket. This report provides a summary of the data collected which uses percentages to organize the information collected. Like the public hearing, the survey was available to all and was not designed to obtain a random representative sample.

PUBLIC HEARING AND WRITTEN INPUT

There were a total of 537 customer inputs from the 2012 budget fare hearings, including 321 from a petition, 123 in-person and 92 were received from written testimony.

383 (71.3%) oppose increases in MetroAccess fares
338 (62.9%) oppose proposed paper fare card penalty
58 (10.8%) comments received were unrelated to the public docket
47 (8.8%) oppose an increase in rail and bus fares
25 (4.6%) support additional cost avoidance
24 (4.5%) support increased contributions from jurisdictions
12 (2.2%) support fare increases
5 (1.0%) support capital program

	JURISDICTION	Support 05 surcharge	Not opposed to increase	Oppose All Increases	Oppose Access increase	Find alternate savings	Support Increased Parking	Oppose Increased Parking	Oppose Bus Fare Increase	Oppose removal of P of P	Support removal of peak of peak	Opposes SmarTrip® Penalty	OT Jurisdictions should pay more	OT Implement flat fare	OT More pass options	Completely unrelated
DC	**120**	**4**	**3**	**16**	**81**	**6**	**0**	**0**	**4**	**1**	**0**	**82**	**6**	**1**	**2**	**9**
	22.35%	57.14%	25.00%	34.04%	21.15%	24.00%	0.00%	0.00%	57.14%	33.33%	0.00%	24.26%	25.00%	20.00%	16.67%	15.52%
Maryland	**262**	**0**	**1**	**9**	**226**	**6**	**1**	**0**	**0**	**2**	**1**	**207**	**7**	**3**	**2**	**21**
	48.79%	0.00%	8.33%	19.15%	59.01%	24.00%	50.00%	0.00%	0.00%	66.67%	33.33%	61.24%	29.17%	60.00%	16.67%	36.21%
Virginia	**70**	**1**	**5**	**8**	**32**	**9**	**0**	**0**	**1**	**0**	**1**	**33**	**6**	**0**	**6**	**16**
	13.04%	14.29%	41.67%	17.02%	8.36%	36.00%	0.00%	0.00%	14.29%	0.00%	33.33%	9.76%	25.00%	0.00%	50.00%	27.59%
Undetermined	**85**	**2**	**3**	**14**	**44**	**4**	**1**	**1**	**2**	**0**	**1**	**16**	**5**	**1**	**2**	**12**
	15.83%	28.57%	25.00%	29.79%	11.49%	16.00%	50.00%	100.00%	28.57%	0.00%	33.33%	4.73%	20.83%	20.00%	16.67%	20.69%
Total	**537**	**7**	**12**	**47**	**383**	**25**	**2**	**1**	**7**	**3**	**3**	**338**	**24**	**5**	**12**	**58**
		1.30%	2.23%	8.75%	71.32%	4.66%	0.37%	0.19%	1.30%	0.56%	0.56%	62.94%	4.47%	0.93%	2.23%	10.80%

To consider this in a weighted fashion, without including each petition signature as a unique input, the total of 216 customer inputs from the 2012 budget fare hearings would break out as follows:

61 (28.5%) opposed increase in MetroAccess fares
58 (27.0%) comments were unrelated to the public docket
47 (22.0%) opposed an increase in rail and bus fares.
25 (11.5%) support additional cost avoidance
24 (11.5%) support additional increase from the jurisdictions
16 (7.5%) oppose paper farecard penalty
12 (5.5%) support fare increase

OTHER INPUT

Although not part of the formal public transcript, Metro also solicited comments on the budget and fare proposal from MetroAccess customers and advocates for people with disabilities via a telephone line that recorded comments. The comments were transcribed from voicemails recorded beginning on February 27, 2012 at (202) 722-1882. Twenty-three comments were received, all of whom oppose an increase in MetroAccess fares.

ON-LINE QUESTIONNAIRE INPUT

To facilitate public input, a survey on the docket was developed, in which respondents were asked to select options that they would most likely support. Multiple answers to some questions were permitted, resulting in certain questions having response tallies exceeding 100%. During the public comment period, more than 3600 people responded.

The majority of online survey respondents (57%) favor the elimination of the peak-of-the-peak surcharge. More than 80% of those who did not support its elimination favor maintaining the surcharge at current levels.

79% of respondents support higher fares for paper tickets. 44% support the current fare structure but favor increasing the surcharge from 25 cents to $1. 29% support moving to the proposed $6/$4 flat paper structure, while the remaining respondents were indifferent.

On the parking fee, 55% agree that parking fees should increase 25 cents or more per day, and 24% support higher parking fees in stations that fill up early. It is important to note that 44% of the respondents indicated that they reside in the District of Columbia, which has only six WMATA parking facilities out of 50 across the system.

With respect to MetroAccess fares, 82% support the current structure. However, participants were divided over increases, with 42% supporting the current structure with an increase to the cap on the maximum fare to $7.40 and 40% preferring the current structure.

The survey also asked for feedback on equity pricing. 84% of responders indicated they support consistency in the way Metro treats peak and off-peak fares. Specifically, 45% support an off-peak discount of 25%. 21% support setting the same price, irrespective of travel time. And 19% suggest providing a consistent 10% discount for off-peak travel.

On the question of multi-ride passes, there is strong (72%) support for an unrestricted, unlimited, one-day paper fare card, as Metro riders support fare media that meets the needs of visitors.

52% of responders supported the 28-Day SmarTrip® pass, 51% support a 7-day SmarTrip® pass, 39% like the 7-Day short trip, paper pass, and 31% were favorable towards the 28-Day short trip paper farecard. However, 55% indicated they are not interested in a customized pass option.

When customers were asked about budget priorities, they ranked NTSB compliance, performance and bus reliability, and railcar maintenance as the top three most important improvements.

In considering how to fund Metro's operating priorities, responders offered their views on both cost avoidance and alternate funding options. 83% of survey participants indicated that they favor employees contributing to their pensions. Respondents also said that they view funding as a shared responsibility between taxpayers and riders – and believe 51% of costs should be taxpayer supported and 48% rider supported. Further, by an overwhelming majority, responders support a dedicated source of funding for Metro.

On the capital improvement program, survey participants ranked rail track, rehabilitation of rail infrastructure and vehicle/vehicle parts as their top three improvement priorities for the current program. Going forward, the most important future priority for respondents is 8-car trains for all lines during peak travel, as well as projects that address station overcrowding and rehabilitate more rail lines.

92% of respondents have observed construction on the system and 89% want WMATA to maintain its current accelerated track rehabilitation. Respondents in this survey again confirmed the importance of communicating information with them while they are on the system, and 88% indicated that they have heard about Metro's rebuilding program, with more than half saying they know the program by name, Metro Forward.

Specifically, they are tuning into multiple communications channels. People indicated they learned about Metro Forward through:

Rail station posters featuring employees	73%
Rail station posters featuring riders	67%
Escalator murals	51%
Bus posters	49%
Newspaper/TV media	40%
Twitter	25%
Radio ads	11%
Facebook videos	7%

Appendix A:

Metro's 2012 Budget Survey Results

Metro Fiscal Year 2013 Budget
Customer Survey

Introduction

After years of lack of upkeep, Metro is now showing its age. Equipment and systems no longer perform at a level that our customers expect and deserve. In 2011, a multi-year improvement program began to enhance safety and rebuild the system. As part of this rebuilding program, Metro is:

- Replacing track
- Buying new rail cars
- Repairing and replacing escalators/elevators
- Replacing and rehabilitating buses and MetroAccess vehicles among many other projects

The proposed budget is critical to continuing the rebuilding to improve safety and reliability. Have you heard of Metro's comprehensive rebuilding program?

Yes 88%
No 12%

Section 1 – Budget

To plan for the upcoming budget year (beginning July 1), Metro began by identifying cost savings. Without cutting bus, rail, or MetroAccess services, Metro will implement actions this year to save $5 million in administrative expenses. This is in addition to the $200 million in operating costs that has been eliminated over the past four years. Even with these savings, Metro will still need an additional $116 million this year to balance its budget.

The agency's yearly operating budget (paying for day-to-day expenses) is $1.6 billion. Currently, of every $1 received, $0.91 goes directly for services while $0.09 pays for back-office support.

A. SUPPORT SERVICES

We'd like your thoughts in prioritizing services that support Metro's day-to-day rail, bus, and MetroAccess services.

Please rank the following in order of importance to you:

1st	**Long term planning functions for the future of Metro**
2nd	**On-board train/bus cleaning**
2nd	**The presence of station managers at each station**
4th	**Number of transit police officers on the force**
5th	**Cleanliness of stations**
6th	**Exterior cleaning of trains/buses**
6th	**Hours available for customer call center for info or take concerns**

B. ADDING SERVICES

Of the $116 million increase required to balance the budget, $55 million is needed to improve safety, security, reliability, and other services.

As a rider of our system, please rank the following improvements from most to least important to you:

1st	**Comply with NTSB requirements**
2nd	**Improve performance/ on-time reliability of bus service**
3rd	**Increase maintenance of railcars**
4th	**Increase elevator & escalator preventative maintenance**
5th	**Expand rail rush hour service**
6th	**Improve safety with fatigue management program**
7th	**Add police officers to the force**
8th	**Prepare for the Silver Line service**
9th	**Maintain terrorism prevention unit previously funded**

C. PERSONNEL EXPENSES

Of the $116 million required to balance the budget, about $61 million is needed for operating services. Of that, $29 million (or 48%) is needed for additional pension benefit expenses. Overall, personnel costs represent 70% of the Authority's total budget. Currently, WMATA pays 100% of the pension costs for most all of our union represented employees. Most of the Agency's 11,000 member workforce costs are determined by union contracts that are scheduled for renegotiation this year. Metro has budgeted for NO employee wage increases for fiscal year 2013.

In order to stabilize expenses and maintain pension programs to attract and retain skilled employees, which of the following would you recommend that Metro consider during its upcoming contract negotiations:

Employees should contribute to their pension costs: 83%
WMATA should continue to pay all pension costs: 17%

Section 2 – Paying for Metro

A. Metro's General Manager has proposed balancing the budget through cost sharing between the taxpayers living in the supporting jurisdictions (those areas served by Metro) and riders who use the system. Benefits of Metro to both riders and non-riders include access to bus and rail services, traffic congestion relief, and economic growth for the community. The General Manager's proposal calls for an increase of $53 million from the jurisdictions and $66 million from riders, via fares (net a projected decline of $3 million in rider revenue).

Today, the cost to operate Metro services is split 53% paid by riders and 45% paid by taxpayers in the jurisdictions and 2% other revenue (advertising, etc).

What do you think is the appropriate amount for jurisdictions vs. riders to pay for Metro services? (avg scores)

Taxpayers in Metro jurisdictions: 51%
Riders: 48%

B. Without expanding service, every year Metro faces the challenge of increased expenses from maintaining aging infrastructure, inflation of costs for materials and utilities, and health and pension costs for employees. Assuming management is successful in continuing to constrain costs for core services to 2-3% annually, there will still be an annual requirement to offset some cost increases.

To help pay for the cost of keeping Metro in a state of good repair for the future, which of the following would you recommend? (multiple mentions allowed)

Institute a dedicated revenue source from a tax:	**69%**
Continue to identify needs and funds on a year-to-year basis:	**40%**
Have an automatic annual adjustment in fares by the rate of inflation:	**27%**
Other, please specify:	**22%**

Section 3 – Capital Funding

A. Separate from funds that support day-to-day services, capital funds are specifically dedicated to reinvesting, improving and extending the life of Metro infrastructure, facilities, and equipment. As mentioned previously, Metro has a six-year $5 billion capital rebuilding program underway dedicated to bringing Metro's current track infrastructure, stations, rail cars, and buses to a state of good repair. There is no funding in this program for expanding the system (beyond the Silver Line service).

Have you seen construction in the Metro system?

Yes	**92%**
No	**8%**

B. Have you heard of Metro Forward?

Yes	**55%**
No	**45%**

C. (if yes to previous questions, ask): Which of the following have you seen? (multiple mentions allowed)

Rail station posters of Metro employees:	**73%**
Rail station posters of riders:	**67%**
Murals on escalator barricades:	**51%**
Posters on the buses:	**49%**
Read about it in the newspaper or TV:	**40%**
Murals on the tile floors:	**34%**
Ads in newspapers:	**32%**
Tweets on Twitter:	**25%**
Ads on the radio:	**11%**
Videos on Facebook:	**7%**

D. Metro is advancing a very aggressive repair and reconstruct program that consists of multiple construction sites every weekend and throughout the week. It is expected that construction will be needed for several years. Some have suggested that perhaps the program is too aggressive because of the disruptions that result at night and weekends. Which would you prefer?

Metro should maintain its accelerated construction schedule:	**89%**
Metro should slow down even at the risk that there may be more breakdowns:	**11%**

E. Thinking only of the capital investments that Metro is making to its system. Please rank the importance of each of the following to you?

1st	**Rail track (i.e. rail renewal, fasteners, rail ties)**
2nd	**Rehabilitation of rail infrastructure**
3rd	**Vehicles/Vehicles parts**
4th	**Equipment to maintain the system**
5th	**Customer information technology**
6th	**Customer facilities**
7th	**Maintenance facilities (i.e. rail yards)**

F. ADDITIONAL CAPITAL IMPROVEMENTS

As mentioned earlier, the $5 billion capital rebuilding program that is underway does not include any new or expanded services.

At some point in the future, if funding were to become available, please rank order your preference of areas to be improved next.

1st	**Put 8-car trains on all lines during rush hours**
2nd	**Address overcrowding in the rail stations**
3rd	**Rehabilitate more rail lines (only 3 of 9 funded to date)**
4th	**Extend Metrorail lines further (Potomac Mills, BWI, etc)**
4th	**Address overcrowded bus routes**
6th	**Add entrances to crowded rail stations**
6th	**Add express bus routes**
8th	**Construct a ped tunnel between Gallery Place/Metro Ctr**
9th	**Roll out advanced NextBus(tm) Display Screens**
10th	**Provide state-of-the-art bicycle commuting facilities**

Section 4 – Rider Fares

A. To help pay the cost of rebuilding the system and sustaining core services for customers, Metro's General Manager has proposed increasing fare revenues by $66 million next year by charging an average $0.10 more on bus fares (7% increase) and 5% on peak SmarTrip® rail fares.

At the same time and in response to customer complaints, he is proposing changes to simplify the fare structure, including eliminating the peak-of-the peak fare.

Knowing that peak-of-the-peak generates $16 million a year for Metro, do you favor or oppose eliminating the peak-of-the-peak surcharge?

Yes, eliminate peak-of-the-peak	**57%**
No, keep the peak-of the peak	**43%**

B. (if yes to previous questions, ask): You indicated that you would like Metro to keep the peak-of-the-peak surcharge. Do you believe the surcharge should be increased or stay the same?

Increase peak-of-the-peak surcharge	**20%**
Keep the peak-of-the-peak surcharge the same	**80%**

C. TYPE OF FARES

There are several ways that a rider can pay for a bus or rail ride. Currently, 80% of riders use SmarTrip® cards. These cards save Metro millions of dollars every year as well as speed boarding on buses and at the rail station turnstiles. The other ways that riders can pay their fare include cash (on buses only) or using paper fare cards (on rail only). Riders currently pay more using cash or paper fares than if they use a SmarTrip® card (to encourage SmarTrip® usage). Which of the following proposals would you most support? (multiple mentions)

Metro should continue to charge higher fares for cash and paper fares:	**79%**
Metro should do away with all cash payments and paper farecards:	**18%**
Metro should charge equal fares for SmarTrip® paper farecards, and cash:	**18%**

D. *PAPER FARES*

Paper farecards are primarily used by occasional riders and out-of-town visitors. To encourage the use of SmarTrip® cards as well as to simplify fares for those unfamiliar with Metro's fare structure, two flat fares are being proposed for paper farecards. $6 fare for a one-way trip during the peak period and a $4 one-way fare for an off-peak trip. Which of the following would you most support?

Keep current structure but increase surcharge for paper tickets for $0.25 to $1.00:	**44%**
Adopt the $6/$4 flat paper fare structure:	**29%**
Doesn't matter to me:	**27%**

E. *PASSES*

Metro currently offers three Metrorail passes: a one-day pass, a Short Trip pass and a Fast Pass

- The current Metrorail day pass costs $9 but is restricted to trips after 9:30 am.
- The 7-day Short Trip pass costs $32.35 and provides unlimited trips valued at $3.25 or less during peak periods, and unlimited off-peak travel.
- The 7-day Fast Pass costs $47.00 and provides unrestricted, unlimited travel on Metrorail.

Only 2.5% of all trips are made using the one-day pass, and less than 1% of trips are made using the other two passes. Taking into account the fare increases and that some riders are advocating for additional passes, would you favor any of the following pass options? (multiple mentions, percentage saying 'yes')

One-day pass good for unrestricted, unlimited travel available on paper farecards, cost=$14:	**72%**
7-day Fast Pass available on SmarTrip® cost=$57.50:	**51%**
7-day Short Trip pass available on paper farecards, cost $35:	**39%**
28-day Fast Pass available on SmarTrip®, cost=$230:	**52%**
28-day Short Trip pass available on paper farecards, cost=$140:	**31%**

F. *CUSTOMIZED MONTHLY PASS*

Another pass option might be a custom monthly pass. The cost of this pass would equal one month of your "usual" Metrorail commute (ie, if your standard weekday Metrorail commute cost you $6 per day, the cost of the custom pass would be 20 x $6, or $120). Unlimited additional Metrorail trips of an equal or lesser value would be provided free of charge. Trips costing more than the "usual" Metrorail trip would require a visit to the Exitfare machine, to pay the difference in cost.

In reviewing this option, Metro staff determined that developing such a concept would require extensive programming, re-engineering, and adding SmarTrip® targets to the Exitfare machines. The costs to Metro

associated with these changes would be approximately $3 million. Would you be interested in such a customized unlimited pass option?

Yes 45%
No 55%

G. EQUITY IN PRICING

Equity is also a consideration in the fare proposal under consideration and for the future. For instance, the General Manager's fare proposal works towards standardizing the difference between peak and off-peak fares. Currently the discount for traveling in the off-peak ranges from 18% to 45% of the peak fare depending on the route. With equity in mind, Metro should work towards:

Providing a consistent 25% discount for traveling off-peak:	**45%**
Make peak and off-peak the same price:	**21%**
Providing a consistent 10% discount for traveling off-peak:	**19%**
Leave the range the same as it is today (inconsistent):	**16%**

H. PARKING

Currently, daily parking throughout the Metro system is priced between $3.50 and $4.50 per weekday depending on location. Parking fees have not changed since 2008. The current proposal would increase parking by $0.25 per day. Which of the following would you support?

Increase parking by $0.25 throughout the system:	**29%**
Increase parking by more than $0.25 throughout the system:	**26%**
Charge a higher cost at stations that fill earliest:	**24%**
Do not increase parking fees:	**21%**

Section 5 – MetroAccess
The American's with Disabilities Act (ADA) sets fares for customers with disabilities who qualify for special paratransit services. According to ADA, the fare cannot exceed 2 times the cost of a comparable trip on either bus or rail. Metro complies with this law and sets a fare based on the comparable *fastest* trip on either bus or rail (up to $7). The service is door-to-door and costs Metro, on average, $45 per trip.

An alternative has been proposed by Metro's Accessibility Advisory Committee. The proposed fare is 2 times the cost of a comparable trip on *bus only*. The savings to disabled customers would be a reduction of the average cost of paratransit services from $4.85 to $2.98. The new maximum fare for these customers would be $3.00 (from the current $7.00). This reduction in fare would cost Metro $3.3 million annually. Which of the following would you support?

Keep the fare structure as is but increase the highest fare to $7.40:	**42%**
Keep the fare structure as it currently is:	**40%**
Reduce the fare from the fastest comparable fare (on rail) to least expensive comparable fare (on bus), cost = $3.3 million to Metro:	**18%**

Section 6 – Demographics

A. Where do you live?

District of Columbia:	**44%**
Arlington County:	**12%**
City of Alexandria:	**5%**
City of Fairfax:	**1%**
Fairfax County:	**10%**
City of Falls Church:	**1%**
Prince George's County:	**6%**
Montgomery County:	**16%**
Loudoun County:	**0%**
Other, Metro DC Area:	**2%**
Other, Non-Metro DC area:	**2%**

B. What is your Gender?

Male:	**50%**
Female:	**50%**

C. How old are you?

18-24:	**16%**
25-29:	**33%**
30-34:	**19%**
35-44:	**14%**
45-54:	**9%**
55-64:	**7%**
65+:	**2%**

D. Are you a Federal Government Employee?

Yes	**23%**
No	**77%**

E. Do you receive transportation benefits from your employer?

Yes	**47%**
No	**53%**

F. What is the highest level of education you have completed?

Less than High School:	**0%**
High school graduate:	**2%**
Technical/Business school graduate:	**1%**
Some college:	**7%**
Four year college degree:	**37%**
Some post-graduate work:	**13%**
Post-graduate/professional degree:	**41%**

G. Are you of Latin or Hispanic Origin?

Yes	**5%**
No	**95%**

H. What is your race?

White/Caucasian	**82%**
Black/African American	**9%**
Asian/Pacific Islander	**4%**
Native American	**0%**
Other	**5%**

I. What is your household's annual income range?

< $10,000:	**3%**
$10,000-$14,999:	**1%**
$15,000-$24,999:	**2%**
$25,000-$34,999:	**5%**
$35,000-$49,999:	**16%**
$50,000-$74,999:	**23%**
$75,000-$99,999:	**15%**
$100,000-$149,999:	**19%**
$150,000-$199,999:	**9%**
>$200,000:	**7%**

ATTACHMENT B

FY2013 Proposed Fare Changes

Fares and Fees

	Metrorail Fares	CURRENT Fares / Fees	FY2013 Proposed Fare Options	Fare Proposal for Consideration
	Peak Fares [1]			
1	· Boarding charge	$1.95	$2.10	**$2.10**
2	· Composite miles between 3 and 6 miles	$0.299	$0.316	**$0.316**
3	· Composite miles over 6 miles	$0.265	$0.280	**$0.280**
4	· Maximum peak fare	$5.00	$5.75	**$5.75**
5	· OR Maximum peak fare alternative	$5.00	$6.00	
6	· Charge for senior/disabled is one-half peak fare	$0.95 - $2.50	$1.05 - $2.85	**$1.05 - $2.85**
7	· OR Charge for senior/disabled is one-half peak fare alternative	$0.95 - $2.50	$1.05 - $3.00	
8	· Peak-of-the-peak surcharge [2]	$0.20	eliminate	**eliminate**
	Off-Peak Fares [3]			
9	· Boarding charge	$1.60	$1.70	**$1.70**
10	· Composite miles between 3 and 6 miles [4]	NA	$0.237	**$0.237**
11	· Composite miles over 6 miles	NA	$0.210	**$0.210**
12	· Maximum off-peak fare	$2.75	$3.50	**$3.50**
13	· Charge for senior/disabled is one-half peak fare during off-peak	$0.95 - $2.50	$1.05 - $3.00	**$1.05 - $2.85**
14	· Charge for first 7 composite miles	$1.60	eliminate	**eliminate**
15	· Charge for composite miles between 7 and 10 miles	$2.15	eliminate	**eliminate**
16	· Charge for composite miles greater than 10 miles	$2.75	eliminate	**eliminate**
	OR Off-Peak Fares			
17	· Boarding charge	$1.60	$1.90	
18	· Composite miles between 3 and 6 miles	NA	$0.284	
19	· Composite miles over 6 miles	NA	$0.252	
20	· Maximum off-peak fare	$2.75	$4.00	
21	· Charge for senior/disabled is one-half peak fare during off-peak	$0.95 - $2.50	$1.05 - $3.00	
	Magnetic Paper Fare Card Fares			
22	· Fare for paper cards during peak periods [1,5]	NA	$6.00	
23	· Fare for paper cards during off-peak periods [3,5]	NA	$4.00	
24	· Charge for senior/disabled is one-half peak fare	NA	$3.00	
25	· Non-SmarTrip® fare surcharge	$0.25	eliminate	
	OR - Magnetic Paper Fare Card Fare Alternative [5]			
26	· Fare for paper cards in outer zone (per zone map)	NA	$6.00	
27	· Fare for paper cards in core zone (per zone map)	NA	$4.00	
28	· Charge for senior/disabled is one-half peak fare	NA	$2.00-$3.00	
29	· Non-SmarTrip® fare surcharge	$0.25	eliminate	
	OR - Magnetic Paper Fare Card Fare Alternative			
30	· Non-SmarTrip® fare surcharge [6]	$0.25	$1.00	**$1.00**
31	· Senior/disabled non-SmarTrip® surcharge	$0.10	$0.50	**$0.50**
	Rail Passes			
32	· One-day pass, valid after 9:30 a.m.	$9.00	eliminate	**eliminate**
33	· One day pass, no time restriction	NA	$14.00	**$14.00**
34	· 7-Day fast pass for rail available on SmarTrip®	$47.00	$57.50	**$57.50**
35	· 28-Day fast pass for rail available on SmarTrip®	NA	$230.00	**$230.00**
36	· 7-Day short-trip pass	$32.35	eliminate	
37	· OR 7-Day short-trip pass alternative avail on paper farecards	$32.35	$35.00	**$35.00**
38	· 28-Day short-trip pass available on paper farecards	NA	$140.00	
	Other Rail Fares			
39	· Bus-to-rail transfer utilizing SmarTrip® card	$0.50 discount	no change	**no change**
40	· 30-Day DC SmartStudent pass & DC One Card, within DC [7]	$30.00	$32.00	**$32.00**
41	· DC Student farecards & DC One Card - 10 rail trips within DC [7]	$9.50	$10.00	**$10.00**
42	· Transit Link card on MARC and VRE [8]	$102.00	$108.00	**$108.00**
43	· Transit Link card on MTA [8]	$157.00	$166.00	**$166.00**

	Metrobus Fares and Fees	CURRENT Fares / Fees	FY2013 Proposed Fare Options	Fare Proposal for Consideration
	Regular Fares			
44	· SmarTrip® boarding charge for local/limited-stop bus	$1.50	$1.60	**$1.60**
45	· SmarTrip® boarding charge for express bus	$3.65	no change	**no change**
46	· Cash boarding charge for local/limited-stop bus	$1.70	$2.00	**$1.80**
47	· Cash boarding charge for express bus	$3.85	$4.00	**$4.00**
48	· Cash/SmarTrip® boarding charge for airport designated routes	$6.00	no change	**no change**
	Senior/Disabled: One-half Regular Fares			
49	· SmarTrip® boarding charge for local/limited-stop bus	$0.75	$0.80	**$0.80**
50	· SmarTrip® boarding charge for express bus	$1.80	no change	**no change**
51	· Cash boarding charge for local/limited-stop bus	$0.85	$1.00	**$0.90**
52	· Cash boarding charge for express bus	$1.90	$2.00	**$2.00**
53	· Cash/SmarTrip® boarding charge for airport designated routes	$1.80 - $1.90	$3.00	**$3.00**
	Bus Transfers			
54	· Bus-to-bus transfers utilizing SmarTrip® card	$0.00	no change	**no change**
55	· Rail-to-bus transfer utilizing SmarTrip® card [9]	$0.50 discount	no change	**no change**
56	· Transfer from MARC, VRE, and MTA	$0.00	no change	**no change**
57	· Transfer from regional bus partners	varies	no change	**no change**
	Bus Passes			
58	· 7-Day Regional Bus pass	$15.00	$16.00	**$16.00**
59	· 7-Day Regional senior/disabled pass	$7.50	$8.00	**$8.00**
	Other Fare Media			
60	· Package of 10 tokens, available to organizations	$17.00	$20.00	**$18.00**
61	· 30-Day DC SmartStudent pass & DC One Card Pass [7]	$30.00	$32.00	**$32.00**
62	· DC student tokens - 10 trips per pack [7]	$7.50	$8.00	**$8.00**
63	· DC student pass on DC One Card - 10 trips [7]	$7.50	$8.00	**$8.00**
	MetroAccess Fares			
64	· MetroAccess fare (within ADA 3/4 mile service corridor) [10]	varies	varies	**varies**
65	· Maximum fare	$7.00	$7.40	**no change**
	Parking Fees [11]			
66	· District of Columbia	$3.25 - $4.25	$3.50 - $4.50	**$3.50 - $4.50**
67	· Montgomery County	$4.00 - $4.75	$4.25 - $5.00	**$4.25 - $5.00**
68	· Prince George's County	$4.25	$4.50	**$4.50**
69	· Virginia	$4.50	$4.75	**$4.75**
70	· Monthly reserved parking fee	$65.00	$45.00-$65.00	**$45.00-$65.00**
71	· Parking meters $1.00/60 minutes	$1.00	no change	**no change**
72	· Prince George's parking garage at New Carrollton	$85.00	no change	**no change**
73	· Non-Metro Rider parking fees	$8.25 - $25.00	no change	**no change**
	Other Fees			
74	· Bicycle locker rental	$200.00 (annual)	$120.00 (annual)	**$120.00 (annual)**
75	· Surcharge on Entry/Exit for station improvements, two stations per Compact Jurisdiction [12]	NA	$0.05	**$0.05**

[1] *Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays. Peak fares are in effect from midnight until closing Friday and Saturday nights.*

[2] *Peak-of-the-peak hours are from 7:30 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:00 p.m. weekdays, except on national holidays.*

[3] *Off-Peak fares are in effect during all other hours on weekdays, Saturday and Sunday and all national holidays.*

[4] ***Off-Peak fares are capped at a rate of increase above prior fares.***

[5] *Fare change for magnetic paper fare cards on rail will be effective following the Labor Day holiday in September 2012.*

[6] *Non-SmarTrip® fare surcharge is in addition to the peak or off-peak fare charged. This fare change option for magnetic paper fare cards will be effective on or around July 1, 2012.*

[7] ***The District of Columbia may choose to absorb the increase in student fares by increasing the school***

[8] *Metro's portion of the Transit Link Cards on MARC, VRE and MTA.*

[9] *Anacostia and Congress Heights rail stations have an additional $0.50 discount for all transfers between bus and rail for qualifying bus routes.*

[10] *MetroAccess fare is twice the equivalent fixed route SmarTrip ® fare based on fastest trip. Effective February 27, 2011. No change in supplemental zone fares is being proposed.*

[11] *Parking fees consist of Metro's base fee plus jurisdiction surcharge. Fee for Prince George's parking garage at New Carrollton is $70 base fee plus $15 surcharge.*

[12] *Rail stations with surcharge are designated per Jurisdiction discretion pending Board approval.*

ATTACHMENT C
FY2013 BUDGET
(dollars in millions)

	Fiscal Year 2013 Budget
Operating Budget:	
Metrorail Operations	$896.4
Metrobus Operations	$565.0
MetroAccess Operations	$114.7
Subsidized Operating Budget	$1,576.1
Preventive Maintenance	($30.7)
Funding from FY2011 Surplus	($2.3)
Debt Service	$16.2
Metro Matters Debt Service	$21.2
Total Operating Budget	$1,580.4

ATTACHMENT D
FISCAL 2013 OPERATING BUDGET
REVENUE, EXPENSE & FUNDING SOURCES

	FY2013 Budget	Metrobus	Metrorail	MetroAccess
REVENUES				
Passenger	$ 772,288,176	$ 138,420,469	$ 626,148,189	$ 7,719,518
Other Passenger	7,600,000	2,553,800	5,046,200	-
Parking	48,600,256	-	48,600,256	-
Advertising	15,500,000	10,385,000	5,115,000	-
Joint Development	8,000,000	-	8,000,000	-
Fiber Optics	14,500,000	-	14,500,000	-
Interest	7,137,000	2,324,652	4,812,349	-
Other	330,000	300,000	30,000	-
Total Revenues	$ 873,955,433	$ 153,983,920	$ 712,251,994	$ 7,719,518
EXPENSES				
Personnel	$1,128,166,320	$ 439,343,081	$ 681,166,022	$ 7,657,218
Services	210,193,072	36,884,461	69,335,057	103,973,554
Materials & Supplies	69,694,018	24,954,464	44,363,300	376,254
Fuel & Propulsion Power	91,005,246	38,392,890	52,612,356	-
Utilities	39,979,311	8,947,049	30,927,214	105,048
Casualty & Liability	31,579,237	13,117,426	16,662,291	1,799,520
Leases & Rentals	4,855,992	1,306,672	2,793,329	755,991
Miscellaneous	5,083,232	2,120,917	2,903,093	59,222
Reimbursements	(4,456,118)	(74,300)	(4,381,818)	-
Total Expenses	$1,576,100,310	$ 564,992,659	$ 896,380,844	$ 114,726,806
GROSS SUBSIDY	$ 702,144,877	$ 411,008,739	$ 184,128,850	$ 107,007,288
Less: Preventive Maintenance	(30,700,000)	(10,438,000)	(20,262,000)	-
Less: FY2011 Surplus Funding	(2,300,000)	(2,300,000)		-
Net Operating Subsidy	$ 669,144,877	$ 398,270,739	$ 163,866,850	$ 107,007,288

ATTACHMENT E
FY2013 Operating Budget

FISCAL YEAR 2013 BUDGET

SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Metrobus Operating Subsidy									
Regional Bus Subsidy	**$325,304,243**	$137,037,904	$48,593,172	$56,646,812	$14,689,130	$25,128,416	$592,174	$41,300,434	$1,316,200
Non-Regional Bus Subsidy	**$72,966,496**	$31,765,878	$9,164,973	$22,533,782	$1,437,276	$737,807	$0	$7,326,779	$0
Subtotal	**$398,270,739**	$168,803,782	$57,758,146	$79,180,594	$16,126,406	$25,866,223	$592,174	$48,627,213	$1,316,200
Percent of Total	***100%***	*42.4%*	*14.5%*	*19.9%*	*4.0%*	*6.5%*	*0.1%*	*12.2%*	*0.3%*
Metrorail Operating Subsidy									
Base Allocation	**$155,233,824**	$52,203,971	$28,633,319	$27,516,699	$6,954,045	$14,512,464	$463,005	$24,561,803	$388,520
Max Fare Subsidy	**$8,633,026**	$727,531	$3,949,643	$1,715,654	$290,459	$217,869	$47,882	$1,647,598	$36,388
Subtotal	**$163,866,850**	$52,931,502	$32,582,962	$29,232,354	$7,244,504	$14,730,333	$510,887	$26,209,401	$424,908
Percent of Total	***100%***	*32.3%*	*19.9%*	*17.8%*	*4.4%*	*9.0%*	*0.3%*	*16.0%*	*0.3%*
MetroAccess Subsidy	**$107,007,288**	$27,385,272	$22,324,318	$42,477,868	$929,894	$1,057,173	$283,116	$12,424,377	$125,268
Percent of Total	***100%***	*25.6%*	*20.9%*	*39.7%*	*0.9%*	*1.0%*	*0.3%*	*11.6%*	*0.1%*
Net Operating Subsidy	**$669,144,877**	**$249,120,556**	**$112,665,426**	**$150,890,815**	**$24,300,804**	**$41,653,729**	**$1,386,178**	**$87,260,992**	**$1,866,377**
	100%	*37.2%*	*16.8%*	*22.5%*	*3.6%*	*6.2%*	*0.2%*	*13.0%*	*0.3%*
Debt Service	**$16,197,900**	$6,088,784	$2,868,676	$2,871,859	$835,821	$1,614,946	$27,523	$1,867,601	$22,690
Metro Matters Debt Service	**$21,175,756**	$10,672,581	$4,944,539	$5,505,697	$0	$0	$0	$0	$52,939
Total Debt Service	**$37,373,656**	**$16,761,365**	**$7,813,215**	**$8,377,556**	**$835,821**	**$1,614,946**	**$27,523**	**$1,867,601**	**$75,629**
FY2013 Jurisdictional Operating Funding	**$706,518,533**	**$265,881,921**	**$120,478,641**	**$159,268,371**	**$25,136,625**	**$43,268,675**	**$1,413,701**	**$89,128,593**	**$1,942,006**