

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 203417	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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**TITLE:**

Authorization of Public Hearings for FY2024 Budget

**PRESENTATION SUMMARY:**

Staff will review public hearing requirements and seek Board authorization to conduct public hearings on Metro's Proposed FY2024 Operating and Capital Budgets and FY2024-2029 Capital Improvement Program (CIP), including approval of proposed service and fare changes.

**PURPOSE:**

Request Board authorization to conduct Compact Public Hearings and related public participation activities on the Proposed FY2024 Operating and Capital Budgets and FY2024-2029 CIP as well as service and fare change proposals.

**DESCRIPTION:**

Identification of Parties with an interest in Metro's budget:

The following list includes Metro's top non-personnel multi-year contractors through FY2022 and to date (\$500 million) as well as the Metropolitan Washington Airports Authority. Some vendors have contracts spanning through FY2023 as well.

- Kawasaki Rail Car Inc.
- Kiewit Infrastructure Company
- Hitachi Rail Washington LLC
- Potomac Yard Constructors
- New Flyer of America, Inc.
- Transdev Services, Inc.
- C3M Power Systems, LLC
- Motorola Solutions Inc.
- Kone Inc
- MV Transportation
- Diamond Transportation Service, Inc.
- First Transit, Inc.
- The Aftermarket Parts Company LLC
- DJB Contracting Inc.
- Potomac Construction Co Inc.

- Dell Marketing LP
- Cubic Transportation Systems Inc.
- Jacobs Engineering Group, Inc.
- Challenger Transportation Inc.
- Toshiba International Corporation
- Gannett Fleming Engineers and Architects

A full list of Procurement Awards is available at:

**<https://www.wmata.com/business/procurement/solicitations/index.cfm#main-content>**

Furthermore, Metro has labor agreements with the following collective bargaining units:

- Fraternal Order of Police/Metro Transit Police Labor Committee, Inc. (FOP)
- Office and Professional Employees International Union Local No.2, AFL- CIO (Local 2)
- Local 639, International Brotherhood of Teamsters Law Enforcement Division (Local 639)
- Local Union 689 of the Amalgamated Transit Union, AFL-CIO (Local 689)
- Local 922, International Brotherhood of Teamsters (Local 922)

### **Key Highlights:**

- On December 8, 2022, the General Manager's Proposed FY2024 Operating and Capital Budgets and FY2024-2029 CIP were presented for Board consideration.
- The proposed operating budget increases bus and rail service, simplifies fares, launches the Better Bus Network Redesign and funds crisis intervention specialists.
- The proposed capital budget funds zero emission buses and electrification of the Northern and Bladensburg bus garages, opens the new Potomac Yard Station, modernizes customer wayfinding, and funds the creation of the Metro Integrated Comms Center.
- Staff is seeking board authorization to conduct public hearings to gather comments, as well as comply with requirements of the Compact and Federal Transit Administrations grant requirements.
- Additionally, staff will develop and implement an outreach program (as outlined in the Board-adopted Public Participation Plan) to invite public input that will be part of the public record of the hearing.
- The Board will consider the hearing and outreach findings before adopting the FY2024 Operating and Capital Budgets and FY2024-2029 CIP.
- Metro's CIP advances investments in safety and state of good repair, and in projects which address reliability, resiliency and improved customer service.
- The Proposed FY2024-2029 Six-Year CIP totals \$14.4 billion, including debt service and the proposed FY2024 Capital Budget expenditures

forecast is \$2.4 billion.

### **Background and History:**

The Proposed FY2024 Operating Budget includes revenue of \$509 million, expenses of \$2,322 million, total subsidy of \$1,252 million, and \$561 million of American Rescue Plan Act (ARPA) relief funding used. The proposed budget increases bus and rail service, simplifies fares, funds crisis intervention specialists, and customer liaisons.

The FY2024 budget timeline allows for completion of Title VI analysis and public hearings in February/March 2023, budget adoption in April 2023, and implementation by the start of FY2024.

The Proposed FY2024-2029 Capital Improvement Program is focused on Safety and Security, Reliability, State of Good Repair, Sustainability, Efficiency and Resiliency. The proposed capital budget funds zero emission buses and electrification of the Northern and Bladensburg bus garages, opens the new Potomac Yard Station, modernizes customer wayfinding, and funds the creation of the Metro Integrated Comms Center (MICC).

These efforts are in alignment with Metro's proposed strategic transformation plan: Your Metro, The Way Forward.

### **Discussion:**

#### **Capital Improvement Program Proposals**

##### **FY2024-2029 Capital Improvement Program**

Metro's CIP invests in capital projects and programs necessary to achieve, and where achieved, maintain, a state of good repair and to continue safe and efficient operations of Metrorail, Metrobus, and MetroAccess. The CIP includes six investment categories to facilitate understanding of where funding is invested. The CIP includes a one-year authorization for capital budget expenditures and projects estimated investments over five fiscally constrained planning years.

Funding for the CIP is provided by the Compact Signatories of the State of Maryland, the District of Columbia, and the Commonwealth of Virginia through Dedicated Funding and match for Federal Passenger Rail Infrastructure Investment Act (PRIIA) grants. Funding from jurisdictions that are parties to the Capital Funding Agreement provides local match for federal grants and system performance funding. The FY2024 to FY2029 CIP assumes continued increases in Federal Formula grant funding associated with the Infrastructure Investment and Jobs Act, including an approximately \$126 million increase in formula grants in FY2024. Finally, Metro also issues debt, backed by Dedicated Funding, to address any shortfall in funding needs after the other funding sources are applied.

Metro's CIP is developed for budgeting purposes with one execution year and five, fiscally constrained planning years. A fiscally unconstrained ten-year is published by Metro each year as well. To support the budget and future organizational needs, staff will provide more consistent communications regarding upcoming projects and any special service needs that result in major service disruptions. Efforts will also be made to coordinate project delivery with regional partners. As with planned budgets, long-term project delivery is less certain based on climate and the economy.

The CIP also includes ongoing Capital Projects to address previously unmet or unfunded needs including:

- Acquisition of 8000-series railcars to replace aging 2000- and 3000-series cars
- Heavy Repair and Overhaul Facility
- Bladensburg Bus Garage Facility
- Northern Bus Garage Facility
- Replacement of escalators systemwide
- Tunnel Ventilation Pilot
- Yellow Line Tunnel and Bridge Rehabilitation project

### **FY2024 Operating Budget**

Initially Metro anticipated an FY2024 budget gap of \$184.7 million. Metro expects to realize management savings from cost-cutting initiatives totaling \$10 million, including \$7 million from operating efficiencies and \$3 million of vacancy cost reductions. In addition, the FY2024 budget includes revenue growth of \$28.5 million, including \$11.4 million of fare revenue from improving ridership, \$3 million from parking and advertising revenues, and \$14.1 million from joint development revenues. These initiatives reduce the shortfall to \$146.2 million gap. The remainder of the budget will be balanced with fare revenue and increased Infrastructure Investment and Jobs Act (IIJA) Federal Formula Funding for Preventive Maintenance.

FY2024 operating expenses excluding reimbursables are projected to total \$2.322 billion, an increase of \$75 million over FY2023. FY2024 revenue is projected to total \$509.2 million, an increase of \$126.7 million over FY2023.

The FY2024 subsidy adheres to the legislatively mandated three percent annual growth cap with an FY2024 capped base subsidy of \$1,227.7 million. Proposed legislative exclusions add \$24.3 million for increased bus and rail service and the new Potomac Yard Station. The Proposed FY2024 subsidy totals \$1,252.0 million excluding debt service.

### **Service Optimization Proposals**

The FY2024 service optimization proposal strengthens Metro's transit network by increasing frequency within the central portion of the system to serve fast

growing areas with high ridership potential, providing efficient and predictable transfers, and increasing job accessibility.

### **Increased Metrorail Service Frequencies**

The proposal increases service frequency with trains every three to six minutes at stations in the core and trains every eight to 12 minutes (or better) systemwide, benefiting customers across the entire network.

- Green and Yellow Line trains would arrive every six minutes all day, with all Yellow Line trains turning around at Mt. Vernon Square station
- Orange line trains would operate every 7.5 minutes on average during peak service, and every 10 minutes during off-peak service

### **Increased Metrobus Service Frequencies**

Building on the all-day service improvements introduced in Fall 2021, which upgraded 20 bus lines to every 12-minute frequency all day and 16 bus lines to every 20-minute frequency all day, the proposal includes improvements to three bus lines to increase frequency and expand access.

- The B2 line frequency would increase to every 12 minutes all day
- The A12 line would be restructured and extended into two routes connecting to Downtown Largo and New Carrollton, both operating every 20 minutes
- The 16M service would be a restructuring of the existing 16G service, connecting Skyline to Crystal City every 12 minutes all day

## **Fare Optimization Proposals**

### **Simplified Rail Fares**

The FY2024 fare optimization proposal simplifies the Metrorail fare structure for customers, grows ridership and revenue, and makes transit more affordable for most price sensitive customers. The proposed rail fare structure ranges from \$2 to \$6.50 for weekdays and maintains the \$2 late night and weekend fares.

- Weekday peak and off-peak fare structure would be consolidated
- The mileage rate would be standardized at \$0.40 per mile (after 3 miles)
- The rail base fare would match the bus base fare of \$2 all week
- Metro would administer a regional low-income fare program

This fare simplification offers advantages over a general across-the-board fare increase by growing ridership while maintaining a positive budget impact.

### **Low-Income Fare Program**

The proposed low-income fare program would provide customers enrolled in

the Supplemental Nutrition Assistance Program (SNAP) a 50 percent discount on trips, similar to the senior and disabled reduced fares.

**FUNDING IMPACT:**

Approval for Public Hearing only - no funding impact.	
Project Manager:	Yetunde Olumide
Project Department/Office:	Finance

**TIMELINE:**

<b>Previous Actions</b>	September through November 2022 – Committee and Executive Session discussions on FY2024 Budget Outlook  December 2022 – Presentation of Proposed FY2024 Budget and FY2024-2029 CIP
<b>Anticipated actions after presentation</b>	February-March 2023 – Budget deliberations, public outreach and public comment period  April 2023 – Board adoption of the FY2024 Budget and FY2024-2029 Capital Program  May 2023 – Submit Federal grant applications  July 2023 – Fiscal Year 2024 begins

**RECOMMENDATION:**

Board authorization to conduct Compact Public Hearings and related public participation activities on the FY2024 Operating and Capital Budgets and FY2024-2029 Capital Improvement Program as well as service and fare change proposals.

SUBJECT: AUTHORIZATION FOR PUBLIC HEARINGS ON PROPOSED FY 2024 OPERATING BUDGET, FY 2024 CAPITAL BUDGET, AND FY 2024-2029 CAPITAL IMPROVEMENT PROGRAM, TOGETHER WITH A TITLE VI EQUITY ANALYSIS AND PUBLIC PARTICIPATION ON SERVICE AND FARE CHANGES

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

WHEREAS, The Federal Transit Administration (FTA) requires all recipients of Urbanized Area Formula Program ("Section 5307") grant funding to annually develop, publish, hold a public hearing, and submit for approval a Program of Projects that is part of its capital budget; and

WHEREAS, Enactment Clause 8 of the 2018 Virginia dedicated funding statute (VA Acts of Assembly Ch. 854 Enact. Cl. 8) requires WMATA to hold a public hearing on a capital improvement program (which includes the capital budget) in a locality embraced by the Northern Virginia Transportation Commission; and

WHEREAS, The proposed \$2.4 billion Fiscal Year (FY) 2024 capital budget (Attachment A), which includes WMATA's Program of Projects, funds critical safety investments and state of good repair investments to improve the safe, reliable and effective performance of the transit system; and

WHEREAS, The proposed \$14.4 billion FY 2024-2029 Capital Improvement Program (included in Attachment A) includes federal funding from FTA annual formula grant programs, including Section 5307 funding; and

WHEREAS, the Board desires to obtain public comment on the proposed FY 2024 \$2.3 billion operating budget (Attachment B); and

WHEREAS, Compact Section 62(a) requires a public hearing for service changes to Metrorail and Metrobus (Attachment C) and fare increases (Attachment D);

NOW, THEREFORE, be it

*RESOLVED*, That in accordance with the Federal Transit Administration Urbanized Area Formula Program (Section 5307) requirements, the Board of Directors will conduct at

least two public hearings, one to be held within a locality embraced by the Northern Virginia Transportation Commission as required by the Virginia dedicated funding statute (VA Acts of Assembly Ch. 854 Enact. Cl. 8), to obtain public comment on WMATA's proposed Fiscal Year 2024 capital budget, which incorporates WMATA's Program of Projects, and proposed Fiscal Year 2024-2029 Capital Improvement Program as set forth in Attachment A, and be it further

*RESOLVED*, That the Board of Directors directs the General Manager and Chief Executive Officer to report on the findings of the public hearings on WMATA's Program of Projects, and proposed Fiscal Year 2024-2029 Capital Improvement Program, as well as the findings of the Title VI Equity Analysis and other outreach efforts on the proposed Fiscal Year 2024 operating budget, service changes, and fare increases; and be it finally

*RESOLVED*, That in order for the Board of Directors to incorporate public input in its deliberations on the proposed Fiscal Year 2024 operating budget and capital budget, proposed Fiscal Year 2024-2029 Capital Improvement Program, and related matters, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

/s/

Patricia Y. Lee

Executive Vice-President, Chief Legal Officer  
and General Counsel

WMATA File Structure No.:  
18.8 Public Hearings and Meetings



## FY2024 Capital Budget and FY 2024-2029 Capital Improvement Program

### Overview

WMATA is committed to improving the safety, reliability, and affordability of its system by substantially improving its assets — from rail stations, tracks and traction power infrastructure to the vehicles, maintenance facilities and cooling systems — and providing a better transit experience for hundreds of thousands of customers each day.

The proposed FY2024 capital budget of \$2.4 billion and six-year capital improvement program of \$14.4 billion include investment in ongoing projects, prioritized system preservation and renewal needs and investments to provide safe and efficient service delivery informed by asset management and reliability plans.

Capital program publications detail the following:

- Capital Program Strategy outlining the vision and goals for capital investments.
- Six-year Capital Improvement Program investments of \$14.4 billion and a FY2024 capital budget of \$2.4 billion with a list of priority projects and programs constrained by affordability and delivery capacity.
- Ten-Year Capital Plan projecting \$25.0 billion in investments constrained by delivery capacity for major projects. (Note: Due to delivery capacity constraint, there are potentially significant investment needs beyond the ten-year planning horizon.)

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

- **Railcars and Rail Facilities.** Major *vehicle* investments include the 8000-series railcar acquisition program. Major *facilities and systems* investments include the public address system, Heavy Repair and Overhaul Facility, and rehabilitation of railyards, and the railcar wash.
- **Rail Systems.** Major investments include Train Control Room Rehabilitation, Switch Machine Replacement, Rail Power System Rehabilitation, AC Power Rehabilitation, Radio Infrastructure Replacement, and Braking Energy Recovery Installation.
- **Track and Structures Rehabilitation.** Major investments include track rehabilitation and maintenance; tunnel remediation and water leak mitigation; and bridge and aerial structural rehabilitation.
- **Station and Passenger Facilities.** Major investments include Station Fire Control Infrastructure improvements; station infrastructure rehabilitation, replacement, and improvements; parking garage, surface lot, canopy, and elevator rehabilitations; passenger information, lighting, and station cooling system work.
- **Bus, Bus Facilities, and Paratransit.** Major *vehicle* investments include bus acquisition and rehabilitation and paratransit vehicle purchases. Major *facilities* investments include Northern and Bladensburg garage replacements and Montgomery and Four Mile Run garage rehabilitation; closed circuit television, shelter, stop accessibility, display signs, and terminal rehabilitation.
- **Operations and Business Support.** Major investments include office construction; data center replacement; enterprise IT infrastructure state of good repair; service vehicle replacement; roof rehabilitation and replacements; and environmental compliance.

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

### Financial Plan by Investment Category

Capital Investment Categories (\$M)	FY2024 Proposed Budget*	FY2025 – FY2029 Plan*	Six-Year Total*
Railcars and Railcar Facilities	\$424	\$2,390	\$2,814
Rail Systems	\$323	\$1,273	\$1,596
Track and Structure Rehabilitation	\$284	\$1,512	\$1,796
Stations and Passenger Facilities	\$353	\$1,523	\$1,876
Bus, Bus Facilities, and Paratransit	\$528	\$2,256	\$2,784
Operations and Business Support	\$294	\$1,253	\$1,547
<b>Total Capital Investments</b>	<b>\$2,205</b>	<b>\$10,207</b>	<b>\$12,412</b>
Revenue Loss from Capital Projects	\$10	\$50	\$60
Debt Service - Dedicated Funding	\$173	\$1,739	\$1,912
<b>Total Capital Program Cost</b>	<b>\$2,388</b>	<b>\$11,996</b>	<b>\$14,384</b>

\*FY2024-FY2029 Plan capital investment category allocation subject to change as project costs and schedules are refined; columns may not sum due to rounding.

### Capital Program Funding Sources

Funding Sources (\$M)	FY2024 Proposed Budget*
<b>Federal Grants</b>	
Formula and Other Grants	\$470
PRIIA	\$144
<b>Subtotal Federal Grants</b>	<b>\$614</b>
<b>State and Local Contribution</b>	
District of Columbia	\$334
State of Maryland	\$316
Commonwealth of Virginia	\$292
<b>Subtotal State and Local</b>	<b>\$942</b>
<b>Jurisdiction Reimbursable Projects</b>	\$31
Debt and Other Fund Sources	\$800
<b>Grand Total</b>	<b>\$2,388</b>

\*FY2024 Funding Sources are estimates and may change; columns may not sum due to rounding.

**Attachment B****FY2024 Operating Budget Proposal**

WMATA's Proposed FY2024 Operating Budget totals \$2.3 billion, not including operating reimbursables and debt service. The budget is funded by system generated revenues of \$509.2 million, jurisdictional subsidy of \$1.3 billion and \$561.0 million of federal relief. The jurisdictional subsidy consists of \$1.2 billion in contributions adhering to the three percent annual subsidy growth cap and \$24.3 million in legislative exclusions.

The proposed operating budget includes projected ridership at 70% of pre-pandemic levels and would fund continuation of service at or near pre-pandemic levels that became effective in September 2021. In addition, the budget funds additional service to be phased in during 2023, Potomac Yard station operations, and equity improvements.

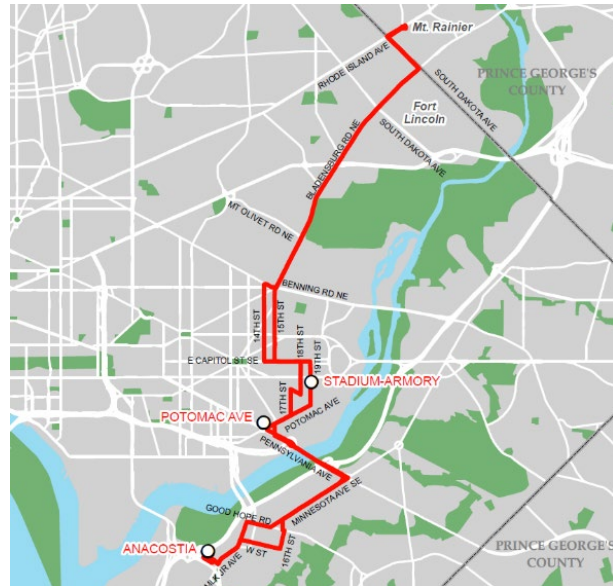
<b>(\$M)</b>	<b>FY2022 Actual</b>	<b>FY2023 Budget</b>	<b>FY2024 Proposed</b>
Passenger Revenue	\$213.5	\$301.0	\$406.0
Non-Passenger	\$67.9	\$81.5	\$103.2
Total Revenue	\$281.4	\$382.5	\$509.2
Expenses	\$1,870.1	\$2,247.2	\$2,322.1
<b>Operating Deficit</b>	<b>(\$1,588.7)</b>	<b>(\$1,864.7)</b>	<b>(\$1,813.0)</b>
Subsidy	\$1,109.7	\$1,191.9	\$1,252.0
Federal Relief	\$479.0	\$672.8	\$561.0
<b>Funding Gap</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

## Service Optimization Proposals

### Proposed Metrobus Service Changes

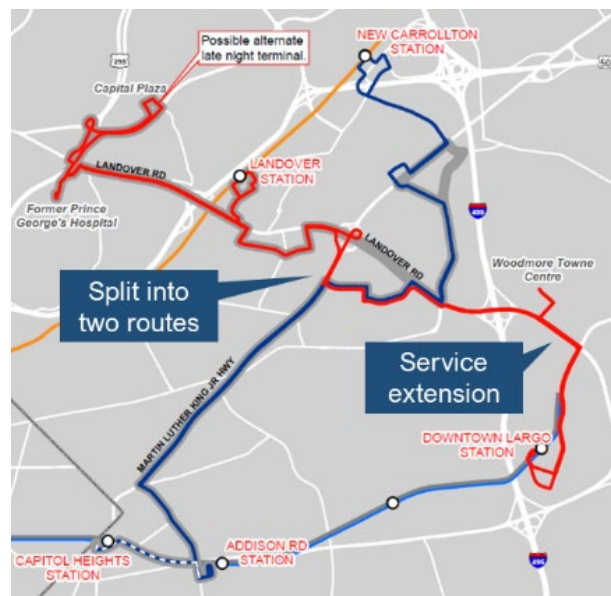
#### 1. Improve B2 Frequency

Improve service frequency on the B2 Bladensburg Road-Anacostia line to every 12 minutes between 7 am and 9 pm, 7 days a week.



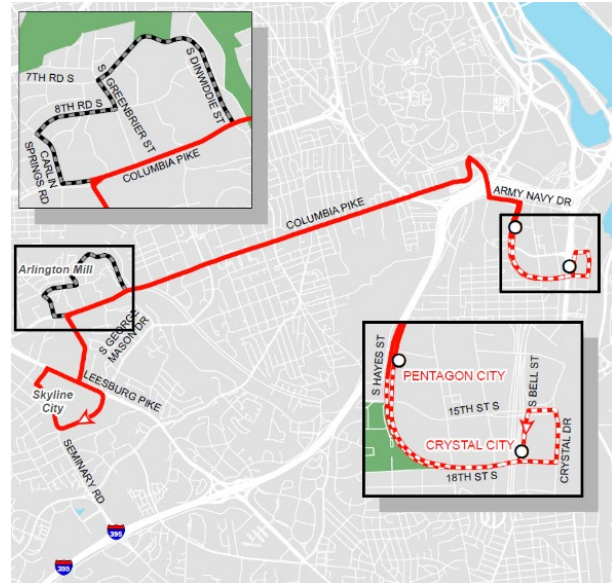
#### 2. Restructure A12 into Two Routes

Restructure A12 Martin Luther King Jr. Highway service into two new routes, and extend service to Downtown Largo station. Both new routes would operate every 20 minutes between 7 am and 9 pm, 7 days a week, while maintaining the existing A12 schedule outside of those hours.



### 3. Restructure 16G, 16H Service into new 16M Service

Restructure Columbia Pike service, with 16M replacing 16G and 16H service between Skyline and Crystal City. The 16M would operate every 12 minutes from 7 am to 9 pm, 7 days a week, and maintaining existing frequencies at all other times. Arlington Transit (ART) routes 42, 45, and 75 will replace 16G service in the Arlington Mill neighborhood.



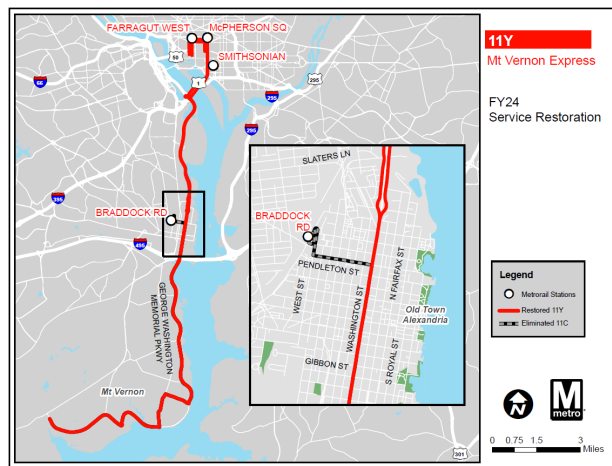
### 4. DC Late Night Bus Service Proposal

Expand the span of bus service on the 12-minute Frequent Service Network within the District of Columbia, to offer service every 20 minutes between 9 pm and 7 am. Improvements would extend the span of service from 2 am to 4 to 5 am and increase the existing frequency on lines not already operating at least every 20 minutes.

### 5. Replace Route 11C with Route 11Y

Reinstate route 11Y to the pre-pandemic route alignment between Mt. Vernon and Potomac Park. Buses would operate either every 24 minutes or every 30 minutes, northbound in the AM peak period and southbound in the PM peak period.

Express fare would be charged on route 11Y. Route 11C between Mt. Vernon and Braddock Road Station would not be restored once the YL line returns to service and route 11Y would begin service when route DC3 is discontinued at the end of the YL line project.



## Proposed Metrorail Service Changes

### 1. Improve Green Line Frequency

Improve Green Line headways to 6 minutes all day until 9:30 pm, improved from 10 minutes during peak hours and 12 minutes during off-peak hours. Late night ~~and weekend~~ service would operate every 10 minutes, improved from 15 minutes.

### 2. Improve Yellow Line Frequency and New Service Pattern

Improve Yellow Line headways to 6 minutes all day until 9:30 pm, improved from 10 minutes during peak hours and 12 minutes during off-peak hours. Late night ~~and weekend~~ service would operate every 10 minutes, improved from 15 minutes. All Yellow Line trains would operate between Huntington and Mt. Vernon Square station, instead of operating to Greenbelt.

### 3. Improve Orange Line Frequency

Improve Orange Line peak headways to an average of every 7.5 minutes, improved from 10 minutes. Increase off-peak headways to every 10 minutes, improved from 12 minutes. Late night ~~and weekend~~ service would continue to operate every 15 minutes.

### 4. Open Potomac Yard Station

The Metrorail system will expand to include the Potomac Yard station, served by the Yellow and Blue lines.

## Proposed FY2024 Metrorail Service Levels

Line	<u>All Day Service</u>	<u>AM/PM Rush</u>	<u>Late Night</u>
	7 days a week	Weekdays only 6:30-9:30 am & 3-7 pm	7 days a week
Red	<b>6 min</b>	<b>5 min</b>	<b>10 min</b>
Green, Yellow	<b>6 min</b>	<b>6 min</b>	<b>10 min</b>
Orange	<b>10 min</b>	<b>7.5 min</b>	<b>15 min</b>
Blue, Silver	<b>12 min</b>	<b>10 min</b>	<b>15 min</b>

**All Day Service:** Baseline service frequency from opening to 9:30 pm, seven days a week

**AM/PM Rush Service:** Increased service frequency between 6:30 am – 9:30 am and 3:00 pm – 7:00 pm, Monday-Friday

**Late Night Service:** Service frequency from 9:30 pm to Close, seven days a week

## Proposed Fare Changes

### 1. Simplify Metrorail fare structure

The FY2024 budget proposes consolidating the Metrorail weekday structures (peak and off-peak) into a single structure with a base fare of \$2 and maximum fare of \$6.50. The mileage charge would be standardized at \$0.40 (incurred after traveling over three miles). The proposal maintains the flat \$2 weekend and late-night (after 9:30 p.m.) fare.

### 2. Pass Products

Additional monthly unlimited pass options (priced at \$200 and \$208) would be added to reflect the proposed increase in the maximum fare (from \$6.00 to \$6.50). One-, three-, and seven-day unlimited pass prices would not be affected. The seven-day short-trip pass price would not change, but the product would be adjusted to cover trips up to \$4 (from \$3.85).

### 3. Launch low-income fare discount program

The proposed low-income fare program would provide a 50 percent discount on trips on Metrorail and Metrobus for customers enrolled in the Supplemental Nutrition Assistance Program (SNAP).

Metrorail Fares		FY2023 Fares/Fees	Proposed FY2024 Fares/Fees
<b>Peak Fares<sup>1</sup></b>			
1	• Boarding charge (up to 3 miles)	\$2.25	<b>Eliminate</b>
2	• Composite miles between 3 and 6 miles	\$0.326	<b>Eliminate</b>
3	• Composite miles over 6 miles	\$0.288	<b>Eliminate</b>
4	• Maximum peak fare	\$6.00	<b>Eliminate</b>
5	• Charge for senior/disabled	\$1.10 - \$3.00	<b>Eliminate</b>
<b>Off-Peak Fares<sup>2</sup></b>			
6	• Boarding charge (up to 3 miles)	\$2.00	<b>Eliminate</b>
7	• Composite miles between 3 and 6 miles	\$0.244	<b>Eliminate</b>
8	• Composite miles over 6 miles	\$0.216	<b>Eliminate</b>
9	• Maximum off-peak fare	\$3.85	<b>Eliminate</b>
10	• Charge for senior/disabled	\$1.10 - \$3.00	<b>Eliminate</b>
<b>Regular Fares (New)</b>			
11	• Boarding charge (up to 3 miles)		<b>\$2.00</b>

<sup>1</sup> Peak fares are currently in effect on weekdays from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m., except on national holidays, and will be eliminated.

<sup>2</sup> Off-peak fares are currently in effect on weekdays from 9:30 a.m. to 3:00 p.m. 7:00 p.m. to 9:30 p.m. and all national holidays, and will be eliminated.

12	· Composite mileage charge over 3 miles		<b>\$0.40</b>
13	· Maximum fare		<b>\$6.50</b>
14	· Reduced Fare for Senior/Disabled/Low-income <sup>3</sup>		<b>\$1.00 - \$3.25</b>

#### **Late Night and Weekend Fares<sup>4</sup>**

15	· Late Night and Weekend Flat Fare	\$2.00	<b>No change</b>
16	· Reduced Fare for Senior/Disabled/Low-income <sup>3</sup>	\$1.00	<b>No change</b>

#### **Unlimited Combo Passes<sup>5</sup>**

17	· Monthly unlimited passes (32 times single fare)	\$64 to \$192	<b>\$64 to \$208</b>
18	· 1-day unlimited pass	\$13.00	<b>No change</b>
19	· 3-day unlimited pass	\$28.00	<b>No change</b>
20	· 7-day short-trip unlimited pass <sup>6</sup>	\$38.00	<b>No change</b>
21	· 7-day unlimited pass <sup>7</sup>	\$58.00	<b>No change</b>

#### **Other Rail Fares**

22	· Bus-to-rail transfer utilizing SmarTrip® card	\$2.00 discount	<b>No change</b>
23	· Monthly TransitLink Card on MARC and VRE <sup>8</sup>	\$114.00	<b>No change</b>
24	· Monthly TransitLink Card on MTA <sup>7</sup>	\$176.00	<b>No change</b>
25	· Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction <sup>9</sup>	\$0.05	<b>No change</b>

#### **Metrobus Fares**

##### **Regular Fares**

26	· Cash boarding charge for local bus	\$2.00	<b>No change</b>
27	· Cash boarding charge for express bus	\$4.25	<b>No change</b>
28	· Cash boarding charge for designated airport routes	\$7.50	<b>No change</b>
29	· SmarTrip® boarding charge for local bus	\$2.00	<b>No change</b>
30	· SmarTrip® boarding charge for express bus	\$4.25	<b>No change</b>
31	· SmarTrip® boarding charge for designated airport routes	\$7.50	<b>No change</b>

##### **Senior/Disabled/Low-Income<sup>3</sup>: One-Half Regular Fares**

32	· Cash boarding charge for local bus	\$1.00	<b>No change</b>
33	· Cash boarding charge for express bus	\$2.10	<b>No change</b>
34	· Cash boarding charge for designated airport routes	\$3.75	<b>No change</b>
35	· SmarTrip® boarding charge for local bus	\$1.00	<b>No change</b>
36	· SmarTrip® boarding charge for express bus	\$2.10	<b>No change</b>
37	· SmarTrip® boarding charge for designated airport routes	\$3.75	<b>No change</b>

<sup>3</sup> Low-Income fare discount offered to customers enrolled in jurisdictional Supplemental Nutrition Assistance Program (SNAP).

<sup>4</sup> Late-Night and Weekend flat fares are in effect on weekdays after 9:30 p.m. and from Saturday opening until Sunday closing.

<sup>5</sup> Unlimited Combo Passes shall be valid on Metrorail, Metrobus and Regional Bus Providers (including but not limited to ART, DC Circulator, CUE, DASH, Fairfax Connector, The Bus, and Ride On) instead of only Metrorail and Metrobus upon the implementation of and subject to WMATA entering into a revenue sharing agreement with regional providers.

<sup>6</sup> 7-day Short Trip Pass proposed to cover unlimited trips on Metrorail up to a fare of \$4 (twice the base fare), changed from current pass coverage of up to the off-peak maximum fare (proposed to be eliminated) of \$3.85.

<sup>7</sup> The FY2023 Budget included a 6-month promotional pass offer for the 7-day unlimited pass at \$29.00.

<sup>8</sup> Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.

<sup>9</sup> A \$0.05 surcharge on entry and exit at up to two stations in each jurisdiction in the Compact Transit Zone to fund station-specific capital improvements to Metro facilities at the station(s) where the surcharge is levied may be imposed with further Board approval.