



Notice of Public Hearings

Washington Metropolitan Area Transit Authority

Docket B12-01: Proposed FY2013 Fare Adjustments and

Docket B12-02: Proposed FY2013 Capital Improvement Program and Federal FY2012 Grant Applications

Purpose

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

Hearing No. 569
Mon, February 27, 2012
Bethesda Chevy Chase
Regional Services Center
4805 Edgemoor Ln
Bethesda, MD

Hearing No. 570
Wed, February 29, 2012
Mary Ellen Henderson
Middle School Cafeteria
7130 Leesburg Pike
Falls Church, VA

Hearing No. 571
Thurs, March 1, 2012
Matthews Memorial Baptist Church
John H. Kearney, Sr.
Fellowship Hall
2616 Martin Luther King Jr Ave, SE
Washington, DC

Hearing No. 572
Mon, March 5, 2012
Washington Lee High School
Cafeteria
1301 N Stafford St
Arlington, VA

Hearing No. 573
Tues, March 6, 2012
St. Columba's Episcopal
Church
4201 Albemarle St, NW
Washington, DC

Hearing No. 574
Wed, March 7, 2012
First United Methodist Church
6201 Belcrest Rd
Hyattsville, MD

For Each Location: Open Forum at 6 p.m. – Public Hearing at 7 p.m.

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

The locations of all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearings, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-638-3780 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter, please call 202-962-1082.



In accordance with section 62 of the WMATA Compact, Metro will conduct six public hearings at the locations listed in this notice. Information on the hearings will be provided in area libraries, on Metrobus, Metrorail, and MetroAccess vehicles, and online at www.wmata.com/hearings.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to either of these two dockets will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at these public hearings are requested to furnish in writing their name and organization affiliation, if any, via email to speak@wmata.com. The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may fax this information to 202-962-1133. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that this information may be releasable to the public under the WMATA Public Access to Records Policy (PARP). The PARP can be viewed on WMATA's website at wmata.com/about_metro/public_rr.cfm under the link marked "Legal Affairs". Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. These limits apply regardless of whether the speaker is addressing one or both dockets. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT WRITTEN STATEMENTS – Written statements and exhibits must be received by 5 p.m. on Monday, March 12, 2012 by the Office of the Secretary and may be emailed to writtentestimony@wmata.com. They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Alternatively, statements may be faxed to 202 962-1133. Please reference the appropriate docket number (B12-01 and/or B12-02) in your submission. Please note that any personal information such as name, e-mail address, address, or telephone number you provide in the statement may be releasable to the public under the WMATA Public Access to Records Policy, available at the website link noted above.

SURVEY AND OPEN FORUM – Additionally, if you wish to participate in a survey on Metro's options to balance its budget, please go to www.wmata.com. The survey will open by 5 p.m. on February 22, 2012 and will close March 12, 2012 at 5 p.m. You will be asked to respond to questions about possible strategies for Metro to balance its budget and then some demographic questions. This option is in addition to your ability to speak at a public hearing or to submit a written statement. Results will be communicated to the Metro Board of Directors but will not be part of the official public hearing record.

To encourage public participation and dialogue regarding WMATA's proposed FY2013 budget and fare proposal and its FY2013 Capital Improvement Plan, preceding each of the formal public hearings, Metro will host an hour-long Open Forum to engage stakeholders and solicit public input. In one station, we will continuously play a video

featuring the rebuilding of Metro, progress and milestones to date, and key components of the proposed budget. In another area, tables will be staffed by senior bus, rail, MetroAccess, SmarTrip® and police officials who will be able to talk with participants and answer individual questions. A Human Resources recruitment table will also be at each event. A third station, a Cyber Café, will enable participants to complete an online survey regarding Metro's balanced budget and fare proposal, as well as to submit written comments for the record.

Both the survey results and the Open Forum comments will be presented to the Board but are not officially part of the public hearing record.

WMATA PROPOSAL FOR DOCKET B12-01: Proposed FY2013 Fare Adjustments

For the coming fiscal year, Metro's proposed operating and capital budgets support the critical rebuilding of its system and improving safety and reliability. The budget also provides service enhancements such as additional rush-hour rail service in preparation for the launch of the Silver line, improved escalator maintenance, enhanced bus corridor services, and increased security. Metro will also advance its fatigue management program and continue complying with National Transportation Safety Board (NTSB) recommendations.

On the operating side, the \$1.6 billion FY2013 budget represents a net increase in expenses of \$116 million and a net decrease in revenue of \$3 million from the prior fiscal year, balanced through cost sharing by jurisdictions and customers through fare increases. This includes a proposed \$53 million (8%) increase from the jurisdictions and a proposed \$66 million fare increase on rail, bus, MetroAccess and parking. The proposed fare adjustments include an average increase of 5% on peak rail fares using SmarTrip® with elimination of the peak-of-the-peak surcharge; reduction on discounts for off-peak rail fares and a \$0.10 increase on local bus fares.

Of the \$116 million increase in funding, \$61 million supports increased expenses for existing operations. More than half of the increased expense is growth in fringe benefit costs, primarily due to health benefit costs and \$29 million in additional pension benefit expenses; the other half is due to contracted labor increases and non-personnel costs. The funding balance of \$55 million will support safety, security, reliability and other improvement programs.

Management will continue its focus on holding the line on expenses by building upon the over \$200 million in operating efficiencies and cost restructuring accomplished since FY2009. Additionally, the proposed FY2013 budget does not include funding for wage increases, as any wage changes for employees will depend upon finding efficiencies that result in cost savings.

In addition to generating revenue, the proposed fare adjustments are designed to simplify the fare structure – decreasing the number of rail fare combinations from more than 44,000 to less than 15,000; create more user-friendly fares for out-of-town visitors

and occasional riders; encourage the use of SmarTrip® cards; and improve bus boarding time for cash fares.

Specifically, Metro is proposing a series of possible fare changes to generate the \$66 million needed, as listed below.

Fares and Fees		CURRENT	FY2013 Proposed
Metrorail Fares		Fares / Fees	Fare Options
Peak Fares ¹			
1	· Boarding charge	\$1.95	\$2.10
2	· Composite miles between 3 and 6 miles	\$0.299	\$0.316
3	· Composite miles over 6 miles	\$0.265	\$0.280
4	· Maximum peak fare	\$5.00	\$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
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
Off-Peak Fares ³			
9	· Boarding charge	\$1.60	\$1.70
10	· Composite miles between 3 and 6 miles	NA	\$0.237
11	· Composite miles over 6 miles	NA	\$0.210
12	· Maximum off-peak fare	\$2.75	\$3.50
13	· Charge for senior/disabled is one-half peak fare during off-peak	\$0.95 - \$2.50	\$1.05 - \$3.00
14	· Charge for first 7 composite miles	\$1.60	eliminate
15	· Charge for composite miles between 7 and 10 miles	\$2.15	eliminate
16	· Charge for composite miles greater than 10 miles	\$2.75	eliminate
OR Off-Peak Fares ³			
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 ^{1,4}	NA	\$6.00
23	· Fare for paper cards during off-peak periods ^{3,4}	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 ⁴			
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 ⁵	\$0.25	\$1.00
31	· Senior/disabled is one-half peak fare + non-SmarTrip® surcharge	\$0.10	\$0.50 + 1/2 peak fare

Metrorail, continued		CURRENT Fares / Fees	FY2013 Proposed Fare Options
Rail Passes			
32	· One-day pass, valid after 9:30 a.m.	\$9.00	eliminate
33	· One day pass, no time restriction	NA	\$14.00
34	· 7-Day fast pass for rail available on SmarTrip®	\$47.00	\$57.50
35	· 28-Day fast pass for rail available on SmarTrip®	NA	\$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
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
40	· 30-Day DC SmartStudent pass & DC One Card, within DC	\$30.00	\$32.00
41	· DC Student farecards & DC One Card - 10 rail trips within DC	\$9.50	\$10.00
42	· Transit Link card on MARC and VRE ⁶	\$102.00	\$108.00
43	· Transit Link card on MTA ⁷	\$157.00	\$166.00
Metrobus Fares and Fees			
Regular Fares			
44	· SmarTrip® boarding charge for local/limited-stop bus	\$1.50	\$1.60
45	· SmarTrip® boarding charge for express bus	\$3.65	no change
46	· Cash boarding charge for local/limited-stop bus	\$1.70	\$2.00
47	· Cash boarding charge for express bus	\$3.85	\$4.00
48	· Cash/SmarTrip® boarding charge for airport designated routes	\$6.00	no change
Senior/Disabled: One-half Regular Fares			
49	· SmarTrip® boarding charge for local/limited-stop bus	\$0.75	\$0.80
50	· SmarTrip® boarding charge for express bus	\$1.80	no change
51	· Cash boarding charge for local/limited-stop bus	\$0.85	\$1.00
52	· Cash boarding charge for express bus	\$1.90	\$2.00
53	· Cash/SmarTrip® boarding charge for airport designated routes	\$1.80 - \$1.90	\$3.00
Bus Transfers			
54	· Bus-to-bus transfers utilizing SmarTrip® card	\$0.00	no change
55	· Rail-to-bus transfer utilizing SmarTrip® card ⁷	\$0.50 discount	no change
56	· Transfer from MARC, VRE, and MTA	\$0.00	no change
57	· Transfer from regional bus partners	varies	no change
Bus Passes			
58	· 7-Day Regional Bus pass	\$15.00	\$16.00
59	· 7-Day Regional senior/disabled pass	\$7.50	\$8.00
Other Fare Media			
60	· Package of 10 tokens, available to organizations	\$17.00	\$20.00
61	· DC student tokens - 10 trips per pack	\$7.50	\$8.00
62	· DC student pass on DC One Card - 10 trips	\$7.50	\$8.00
MetroAccess Fares			
63	· MetroAccess fare (within ADA 3/4 mile service corridor) ⁸	varies	varies
64	· Maximum fare	\$7.00	\$7.40

Parking Fees⁹		CURRENT Fares / Fees	FY2013 Proposed Fare Options
65	· District of Columbia	\$3.25 - \$4.25	\$3.50 - \$4.50
66	· Montgomery County	\$4.00 - \$4.75	\$4.25 - \$5.00
67	· Prince George's County	\$4.25	\$4.50
68	· Virginia	\$4.50	\$4.75
69	· Monthly reserved parking fee	\$65.00	\$45.00-\$65.00
70	· Parking meters \$1.00/60 minutes	\$1.00	no change
71	· Prince George's parking garage at New Carrollton	\$85.00	no change
72	· Non-Metro Rider parking fees	\$8.25 - \$25.00	no change
Other Fees			
73	· Bicycle locker rental	\$200.00 (annual)	\$120.00 (annual)
74	· Surcharge on Entry/Exit for station improvements, two stations per Compact Jurisdiction ¹⁰	NA	\$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 Fare change for magnetic paper fare cards on rail will be effective following the Labor Day holiday in September 2012.

⁵ 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.

⁶ Metro's portion of the Transit Link Cards on MARC, VRE and MTA.

⁷ Anacostia and Congress Heights rail stations have an additional \$0.50 discount for all transfers between bus and rail for qualifying bus routes.

⁸ 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.

⁹ 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.

¹⁰ Rail stations with surcharge are designated per Jurisdiction discretion pending Board approval.

Please note that the proposed rail and bus fare adjustments included in this docket exceed the amount necessary to balance the budget.

The public hearings will seek comment on the proposed fare changes to Metrobus, Metrorail, MetroAccess, parking and other fees. The projected start date for any adopted fare changes is on or about July 1, 2012. Full details on the FY2013 operating and capital budget proposal may be found at www.wmata.com/about_metro/public_rr.cfm

I. Fare Proposal – Metrorail

A. Fare changes for travel during peak-period, using SmarTrip®

1. Increase peak-period rail fares by 5.7%

PROPOSAL

In 2007, the Board of Directors adopted a resolution directing Metro to propose a fare adjustment every two years based on the biennial consumer price index (CPI), defined as the CPI compounded over 2 years.

It is proposed that the boarding charge, also referred to as the base fare, and the composite mileage increments are increased by the biennial consumer price index, which is 5.7%.

- a. Base fare will round up to the nearest nickel, increasing from \$1.95 to \$2.10
- b. Mileage composite between 3 to 6 miles increases from \$0.299 to \$0.316
- c. Mileage composite over 6 miles increases from \$0.268 to \$0.280

2. Increase the maximum peak fare

PROPOSAL #1

Increase maximum fare to \$5.75

PROPOSAL #2

Increase maximum fare to \$6.00

IMPACT

The current number of rail trips that pay maximum fare is 13%. This would decrease to 6% of rail trips with proposal #1 because the travel distance for a passenger to reach maximum fare would increase from 14 miles to 16 miles. This initiative has the largest impact on passengers traveling to or from Shady Grove, Vienna and Franconia-Springfield during the peak periods.

In comparison to a \$5.75 maximum fare, it is estimated that the additional \$0.25 from a \$6.00 maximum fare will result in \$900,000 of additional revenue and an additional decrease of less than 1% in rail trips annually.

3. Eliminate peak-of-the-peak surcharge

PROPOSAL

It is proposed that Metro eliminate the peak-of-the-peak (POP) surcharge of \$0.20.

IMPACT

When combined with the 5.7% fare increase noted in section I-A.1., 32% of trips made during the peak period will cost a passenger the same or less as current fares. Average fare increase for passengers traveling during the peak period will be less than 5%.

In FY2011, Metro implemented a surcharge on trips initiated during the peak-of-the-peak period (7:30 a.m. to 9 a.m. and 4:30 p.m. to 6 p.m. weekdays). The purpose of the POP surcharge was to decrease crowding during the system's busiest periods and increase fare revenue. While the surcharge did increase revenue, it did not influence passengers' travel times.

% of Peak-Period Trips Traveled between 7:30 AM to 9 AM and 4:30 PM to 6 PM	
Before POP surcharge	50.2%
With POP surcharge	50.1%

Example Fares, using SmarTrip®

New fare = Increase fare 5.7%, increase the max fare, and eliminate POP

Trip Distance	Example	Peak-of-Peak		Peak	
		Old Fare	New Fare	Old Fare	New Fare
Short Trip (2 miles)	Union Station to Farragut North	\$2.15	\$2.10	\$1.95	\$2.10
Medium Trip (7 miles)	Ballston to Navy Yard	\$3.30	\$3.30	\$3.10	\$3.30
Long Trip (13 miles)	Twinbrook to Gallery Place	\$4.90	\$5.00	\$4.70	\$5.00
Max Fare Trip (17 miles)*	Shady Grove to Metro Center	\$5.20	\$5.75	\$5.00	\$5.75

* Max fare based on proposed \$5.75 fare. Additional \$0.25 for the \$6.00 max fare alternative proposal.

B. Fare changes for travel during off-peak-period, using SmarTrip®

Currently, the structure for off-peak fares and peak fares are different. The largest numbers of passengers traveling during the off-peak period enter at Gallery Place-Chinatown, Metro Center or Union Station Metrorail stations.

Metro proposes changing how off-peak fares are structured by aligning them with the peak-fare structure. It is proposed that off-peak fares be determined based on a boarding charge, the composite mileage fee and a maximum fare. A composite mile is the average of the straight-line distance between stations and the actual over-the-rail distance. Two alternative fare pricings are being proposed.

PROPOSAL #1

1. Boarding charge set at \$1.70

It is proposed to increase the boarding charge, also referred to as the base fare, from \$1.60 (current off-peak base fare) to \$1.70. The increase is equal to 5.7%.

2. Composite mileage fee discounted 25% off the peak-period composite mileage fee

- Per mileage charge for mileage between 3 to 6 miles is set at \$0.237 per mile*
- Per mileage charge for mileage over 6 miles is set at \$0.210 per mile*

*The pricing of the fee per mile is not contingent upon peak-period approved fees.

3. Maximum off-peak fare set at \$3.50

Passengers will pay a maximum fare of \$3.50 when traveling more than 11 miles.

Example Fares, using SmarTrip®

New fare structure for off-peak fares

Trip Distance	Example	Off-Peak	
		Old Fare	New Fare
Short Trip (2 miles)	Union Station to Farragut North	\$1.60	\$1.70
Medium Trip (7 miles)	Ballston to Navy Yard	\$2.15	\$2.60
Long Trip (13 miles)	Twinbrook to Gallery Place	\$2.75	\$3.50

PROPOSAL #2

1. Boarding charge set at \$1.90

The boarding charge is equal to a 10% discount off the proposed peak-period boarding charge.

2. Composite mileage fee discounted 10% off the peak-period composite mileage fee

a. Composite mileage between 3 to 6 miles is \$0.284 per mile*

b. Composite mileage over 6 miles is \$0.252 per mile*

*The pricing of the fee per mile is not contingent upon peak-period approved fees.

3. Maximum off-peak fare set at \$4.00

Maximum fare will be reached at a rail distance of 10.9 miles.

Example Fares, using SmarTrip®

New fare structure for off-peak fares

Trip Distance	Example	Off-Peak	
		Old Fare	New Fare
Short Trip (2 miles)	Union Station to Farragut North	\$1.60	\$1.90
Medium Trip (7 miles)	Ballston to Navy Yard	\$2.15	\$2.95
Long Trip (13 miles)	Twinbrook to Gallery Place	\$2.75	\$4.00

C. Fare changes for rail passengers using paper fare card

The purpose of a new paper fare card structure is to further encourage SmarTrip® usage and simplify the fare system for the occasional user. Paper fare card usage accounts for less than 20% of all rail trips. Three alternatives are proposed.

1. Two-period flat-fare system

PROPOSAL #1

Trips initiated during the off-peak periods will cost \$4 for passengers using a paper fare card. Off-peak fares are in effect from 9:30 a.m. through 3 p.m. and 7 p.m. until midnight on weekdays, Saturday, Sunday and all national holidays.

Trips initiated during peak periods will cost \$6 when using a paper fare card. 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 also in effect from midnight until closing Friday and Saturday nights. The separate surcharge of \$0.25 on paper fare cards would be eliminated under this proposal.

IMPACT

A two-period flat-fare encourages travelers with the flexibility in their travel time to travel during the less crowded off-peak periods. The flat-fare simplifies the fares for the occasional user.

Example Fares - Two-Period Flat Fares for Paper Fare Cards

Trip Distance	Example	Peak		Off-Peak	
		Old Fare	New Fare	Old Fare	New Fare
Short Trip (2 miles)	Union Station to Farragut North	\$2.20	\$6.00	\$1.85	\$4.00
Medium Trip (7 miles)	Ballston to Navy Yard	\$3.35	\$6.00	\$2.40	\$4.00
Long Trip (13 miles)	Twinbrook to Gallery Place	\$4.95	\$6.00	\$3.00	\$4.00

2. Two-zone flat-fare system

PROPOSAL #2

It is proposed that trips made between two stations within the “core zone” will cost \$4. For example, passengers traveling between Pentagon City and Gallery-Place Chinatown Metrorail stations will pay \$4 when using a paper fare card. A proposed zone map is provided on Table 2.

Trips in which a passenger enters or exits a Metrorail station outside of the core zone, referred to as the “outer zone”, will cost \$6 when using a paper fare card. For example, a passenger traveling from Vienna to Metro Center will pay \$6. See proposed zone map on Table 2. The separate surcharge of \$0.25 on paper fare cards would be eliminated under this proposal.

IMPACT

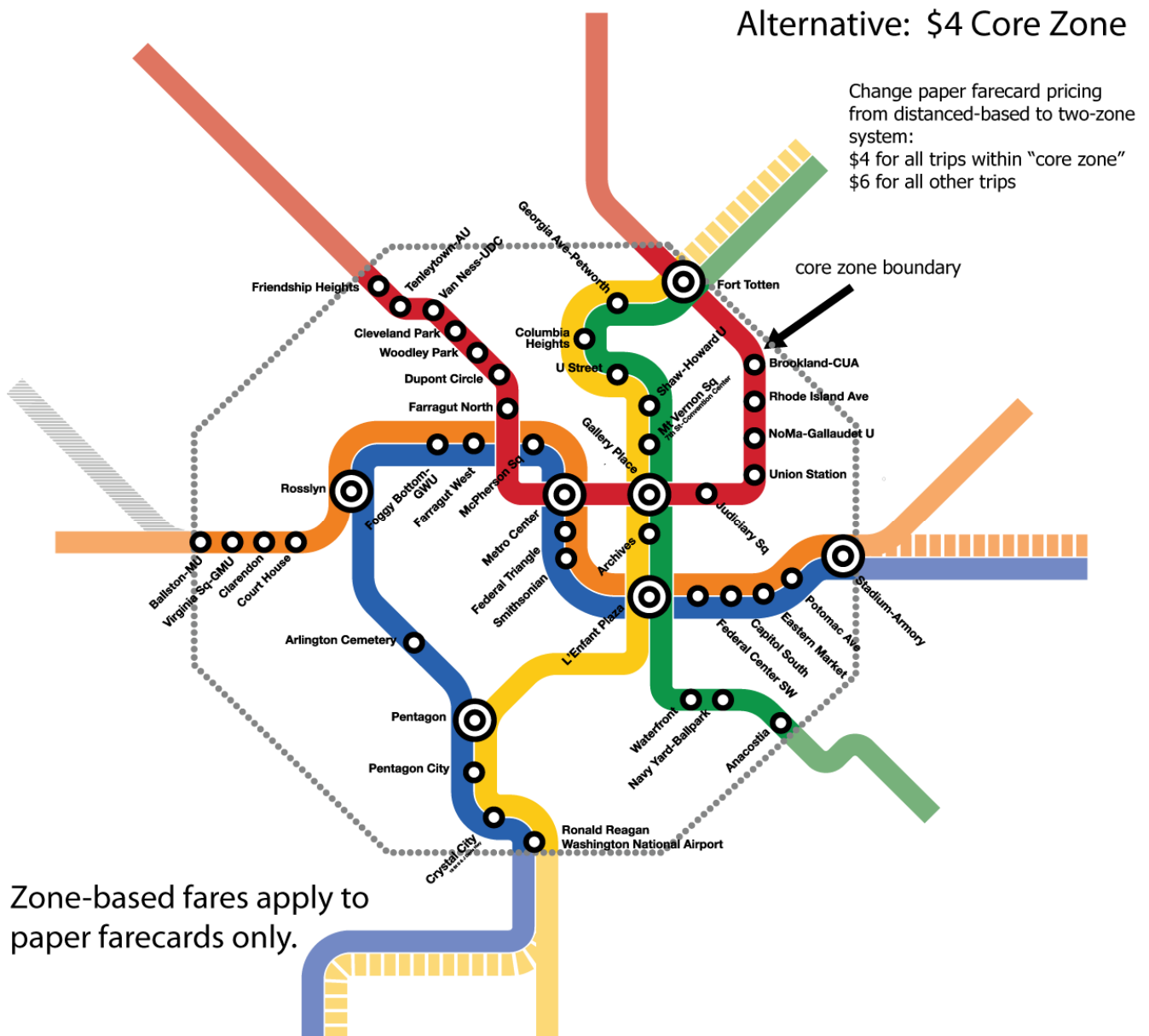
The top ten stations where passengers use paper fare cards are located within the core zone. This proposal is less beneficial to passengers who take short-trips outside of the core zone.

Rank	Station	Avg Daily Fare Card Entries	Rank	Station	Avg Daily Fare Card Entries
1	Union Station	7,000	6	Dupont Circle	4,500
2	Gallery Place-Chinatown	5,800	7	Pentagon City	3,800
3	Smithsonian	5,400	8	Rosslyn	3,300
4	Metro Center	5,300	9	Reagan National Airport	3,200
5	Foggy Bottom	4,600	10	Crystal City	3,100

Example Fares - Two-Zone Flat Fares for Paper Fare Cards

Trip Zone	Example	Peak		Off-Peak	
		Old Fare	New Fare	Old Fare	New Fare
Within the core zone	Union Station to Farragut North	\$2.20	\$4.00	\$1.85	\$4.00
Within the core zone	Ballston to Navy Yard	\$3.35	\$4.00	\$2.40	\$4.00
Enter or exit the outer zone	Twinbrook to Gallery Place	\$4.95	\$6.00	\$3.00	\$6.00

TABLE 2



* Trips in which a passenger enters or exits a Metrorail station outside of the "core zone" will cost \$6 when using a paper fare card.

3. Increase the surcharge for non-SmarTrip® fares from \$0.25 to \$1.00

PROPOSAL #3

The final rail fare proposal does not change the fare structure for paper fare cards; rather, the surcharge for paper fare cards is proposed to be increased from \$0.25 to \$1.00. Under this proposal, the maximum fare for paper fare cards during peak periods would be either \$6.75 or \$7.00 depending on the final approved SmarTrip® maximum fare.

Example Fares - \$1 Paper Fare Card Surcharge

New fare includes 5.7% fare increase in peak period and proposed off-peak fare structure

Trip Distance	Example	Peak		Off-Peak	
		Old Fare	New Fare	Old Fare	New Fare
Short Trip (2 miles)	Union Station to Farragut North	\$2.20	\$3.10	\$1.85	\$2.70
Medium Trip (7 miles)	Ballston to Navy Yard	\$3.35	\$4.30	\$2.40	\$3.60
Long Trip (13 miles)	Twinbrook to Gallery Place	\$4.95	\$6.00	\$3.00	\$4.50

D. Fare changes for rail passes

1. One-day rail pass

PROPOSAL #1

The current one-day rail pass allows unlimited travel after 9:30 a.m. on weekdays and all day on weekends and national holidays and is available only on paper fare cards. The first proposal is to eliminate the one-day rail pass.

IMPACT

One-day pass usage is minimal, accounting for less than 2% of all Metrorail trips. Eliminating the one-day pass would result in no loss in ridership.

PROPOSAL #2

The second proposal is to set the cost of the one-day rail pass at \$14 and allow unlimited travel with no time of day restrictions. This pass is to be available to passengers using either SmarTrip® cards or paper fare cards. Passes will not be available for purchase using SmartBenefits®.

2. 7-day Metrorail fast pass

PROPOSAL

It is proposed that the price of the 7-day fast pass be increased to \$57.50. This is equal to 10 trips at the proposed maximum fare of \$5.75. All rail trips during the 7-day period would be included in the pass. The pass activates upon the first gate entry and is valid for the next six consecutive days. This pass will only be available to passengers using a SmarTrip® card. Passes will not be available for purchase using SmartBenefits®.

3. 28-day Metrorail fast pass

PROPOSAL

A 28-day, or 4-week, Metrorail fast pass is proposed. The proposed price is \$230, which equals 40 trips at the proposed maximum fare of \$5.75. The 40 trips equates to one daily round-trip, Monday through Friday, for 4 weeks. All rail trips within the 28-days during any time period, weekday or weekend, would be included in the pass. This pass will only be available to passengers using a SmarTrip® card. Passes will not be available for purchase using SmartBenefits®.

4. 7-day Metrorail short-trip pass

PROPOSAL #1

The current short-trip rail pass is valid for trips costing up to \$3.25 during the peak-period fare hours; it is valid for any full fare trip at all other times. If a trip costs more than the \$3.25 during the peak-period fare hours, passengers must use the Exit fare machine to add the additional fare due. It is available only on paper fare cards. The first proposal is to eliminate the short-trip pass.

IMPACT

Usage of the 7-day short-trip pass is very minimal, accounting for less than 0.5% of all Metrorail trips. Eliminating the short-trip pass would result in no loss in revenue or ridership.

PROPOSAL #2

The second proposal is to increase the cost of the short-trip pass to \$35. The short-trip rail pass would be valid for trips costing up to \$3.50 during the peak-period fare hours and any full-fare trip at all other times. If a trip costs more than the \$3.50 during the peak-period fare hours, passengers must use the Exit fare machine to add the additional fare. This pass is only available to passengers using a paper fare card.

5. 28-day Metrorail short-trip pass

PROPOSAL

A 28-day, or 4-week, Metrorail short-trip pass is proposed at a price of \$140, which equals 40 trips valued at \$3.50. The short-trip rail pass would be valid for trips costing up to \$3.50 during the peak-period fare hours and good for any full-fare trip at all other times. If a trip costs more than the \$3.50 during the peak-period fare hours due to distance of trip, passengers must use the Exit fare machine to add the additional fare. This pass is only available to passengers using a paper fare card.

The technical feasibility of this pass is being tested by Metro's engineering staff. The review will be completed and reported to the Board of Directors prior to approval of any fare changes.

E. Seniors and people with disabilities

The fares for seniors and people with disabilities are one-half the regular fare rounded down to the nearest \$0.05, including any applicable surcharge. This is not a change to the approach used to establish the fare structure and will apply to all fare changes.

II. Fare Options – Metrobus

A. Fare changes for bus boarding, using SmarTrip®

1. Increase the boarding charge for local and limited-stop bus routes by 5.7%

PROPOSAL

In 2007, the Board of Directors adopted a resolution directing Metro to propose a fare adjustment every two years that is based on the biennial consumer price index (CPI), defined as the CPI compounded over 2 years.

It is proposed that the regular-fare bus boarding charge is increased by the biennial consumer price index of 5.7%. The fare is rounded up to the nearest nickel, resulting in an increase from \$1.50 to \$1.60. No fare change is proposed for the express bus routes or airport-designated routes for regular fare passengers using SmarTrip®.

2. Increase the fee for seniors and people with disabilities on airport-designated routes

PROPOSAL

Currently seniors and people with disabilities are not charged one-half the regular fare for airport-designated routes. It is proposed that the boarding charge for airport-designated routes paid by seniors and people with disabilities be increased to \$3.00, which is equal to one-half the regular fare on these routes.

IMPACT

Seniors and people with disabilities account for less than 6.5% of all airport-designated bus trips.

B. Fare changes for bus boarding, using Cash

The purpose of a new fare structure for cash payments is to further encourage SmarTrip® usage and improve on-time performance of the buses by decreasing the passenger boarding time. Fares paid with cash account for less than 15% of bus trips.

PROPOSAL

Round cash boarding fares to the nearest dollar

1. Regular-fare for local and limited-stop bus routes is set at \$2.00
2. Regular-fare for express bus routes is \$4.00
3. No fare change for regular full-fare passengers on airport-designated routes

4. Cash boarding fee for seniors and persons with disabilities on airport-designated routes is set at \$3.00

C. Fare changes for bus passes

PROPOSAL

7-day regional bus pass

It is proposed that the price is increased from \$15.00 to \$16.00, which is equal to 10 trips at the proposed regular fare of \$1.60. All bus travel during the 7-day period would be included in the pass. The week starts with the first bus boarding and includes the next six days. This pass will only be available to passengers using a SmarTrip® card. Passes will not be available for purchase using SmartBenefits®.

III. Fare Options – Other

A. Fare changes for MetroAccess fares

1. MetroAccess fare calculation

There is no proposed change to the pricing calculation for MetroAccess. MetroAccess fare is equal to twice the equivalent fixed route SmarTrip® fare based on the fastest trip. Fares will be adjusted according to the related increases within the bus and rail fares.

IMPACT

As a result of eliminating the peak-of-the-peak (POP) surcharge, a portion of MetroAccess passengers who travel during the POP period will experience a reduction in their fares.

2. Increase the maximum fare to \$7.40

PROPOSAL

It is proposed that the maximum fare be increased by the biennial consumer price index of 5.7%, which is consistent with actions proposed for Metrorail and Metrobus. The maximum fare is increased from \$7.00 to \$7.40.

IMPACT

Resulting changes to revenue and passenger trips from increase will be minimal.

B. Fare changes for Parking fees

PROPOSAL

The last fare increase for parking was FY2008. For FY2013, it is proposed that the parking fee for each parking facility be increased by \$0.25.

Cost of Metrorail versus Driving

<i>Example Trip to Metro Center or Gallery Place</i>	Driving¹ + \$12/day parking	Metro: Current fares during POP^{1,2}	Metro: FY13 Proposed Fare Change^{1,2,3}
from Fort Totten	\$15.72	\$10.08	\$10.23
from Huntington	\$18.59	\$13.33	\$13.58
from Naylor Road	\$17.82	\$11.58	\$11.73
from Shady Grove	\$26.29	\$16.66	\$18.51
from Vienna	\$22.67	\$16.52	\$17.17

¹ *Driving distance equals the average driving distance to each station and then continuing to the downtown DC area.*

² *Driving to rail station + paying Metro parking + one-round trip fare using SmarTrip®
Driving distance is based on the average driving distance to each of the listed stations.*

³ *Proposed fare changes = increase fare 5.7%, increase max fare to \$5.75 and eliminate POP
Additional \$0.25 for the \$6.00 max fare alternative proposal.*

C. Fare changes for bicycle locker rental

PROPOSAL

It is proposed that the bicycle locker rental be decreased from \$200 to \$120 annually.

IMPACT

The price increase that occurred in FY2011 resulted in a large decrease in annual locker subscriptions. Setting the locker rental fee at \$120 will increase the rate of rentals and raise revenue.

D. Surcharge for station improvements

PROPOSAL

A \$0.05 surcharge, based on entry and exit of a designated station, is proposed. Revenue from the surcharge would be utilized for station improvements to the specific station charging the surcharge. Rail stations would be designated by the corresponding Jurisdiction and require approval by Metro's Board of Directors. A maximum of two rail stations per Compact Jurisdiction would be allowed to have a surcharge.

IV. Impact of Fare Options

METRORAIL			
Peak Period Fares, using SmarTrip®		Ridership	Revenue
	Eliminate peak-of-the-peak surcharge		
	Increase peak-period rail fares by 5.7%		
	Round up base fare to nearest nickel		
		-0.5	\$ 11.0
PROPOSAL #1	Increase max fare to \$5.75	-0.1	\$ 2.3
OR			
PROPOSAL #2	Increase max fare to \$6.00	-0.1	\$ 3.8
Off-Peak Fares, using SmarTrip®			
PROPOSAL #1	Align off-peak fares with peak fares, 25% reduction		
	Base Fare set at \$1.70		
	Off-peak max fare \$3.50		
		-1.7	\$ 27.7
OR			
Off-Peak Fares, using SmarTrip®			
PROPOSAL #2	Align off-Peak fares with Peak fares, 10% reduction		
	Base Fare set at \$1.90		
	Off-peak max fare \$4.00		
		-3.6	\$ 54.3
Paper Fare Cards			
PROPOSAL #1	Two-period flat-fare for paper fare cards	-0.4	\$ 15.7
OR			
PROPOSAL #2	Two-zone flat-fare system for paper fare cards	-0.5	\$ 16.4
OR			
PROPOSAL #3	Non-SmarTrip® surcharge of \$1.00	-0.1	\$ 5.0
Rail Passes			
	Eliminate one-day \$9 pass valid only after 9:30 a.m.	0.1	\$ (2.0)
	One-day pass \$14, valid all day	-0.1	\$ 3.0
	7-day rail fast pass \$57.50	0.0	\$ 0.9
	28-day rail fast pass \$230	0.0	\$ 0.6
	Eliminate rail short-trip pass	0.0	\$ 0.5
	7-day short-trip pass \$35	0.0	\$ 0.1
	28-day short-trip pass \$140	0.0	\$ (0.5)

Impact of Fare Options, continued

METROBUS	Ridership	Revenue
Increase Bus regular fares by 5.7%		
Increase seniors/disabled persons fare for airport routes		
7-day regional bus pass \$16		
	-1.1	6.2
Round cash fares up to nearest dollar	-0.2	\$ 1.2
METROACCESS		
Increase max fare to \$7.40		
	0.0	\$ 0.2
OTHER		
Increase parking fee at park-and-ride facilities by \$0.25		
Decrease bike locker rental fee to \$120		
	-0.2	\$ 3.4

Please note that the proposed rail and bus fare adjustments included in the docket exceed the amount necessary to balance the budget. The above revenue and ridership figures are estimates and will vary with the final approved budget.

WMATA PROPOSAL FOR DOCKET B12-02: Proposed FY2013 Capital Improvement Program and Federal FY2012 Grant Applications

These hearings will be held in conjunction with the public hearings on various proposed fare increases. These applications will be filed under the provisions of Federal 49 USC §5309 & §5307 Federal Transit Administration Operating and Capital Assistance Grants and Section 601 of the Passenger Rail Investment and Improvement Act of 2008, or PRIIA, (P.L. 110-432).

In 2011, Metro launched the largest, most aggressive capital program since the system's original construction in the early 1970's. Over the last year, the agency has made significant progress in rebuilding the system ranging from replacing track and rail infrastructure, to repairing escalators and replacing buses and MetroAccess vehicles. On the safety side, Metro is working aggressively to comply with NTSB recommendations, as well as making other critical safety investments.

In the coming year, Metro's proposed operating and capital budgets continue the critical rebuilding and safety improvements with the advancement of a worker fatigue management program and compliance with NTSB recommendations. Building upon this important foundation, the budget also provides service enhancements such as additional rush-hour rail service in preparation for the launch of the Silver line, improved escalator maintenance, enhanced bus corridor services, and increased police officers.

The capital budget accelerates spending to rebuild Metro, with nearly a billion dollars in expenditures projected in FY2013. Funded through contributions from the Federal Government and Metro's Jurisdictional partners, Maryland, Virginia and the District, more than 90 percent of the capital budget will go directly to projects that improve the safety and reliability of the system.

The FY2013 capital budget will advance NTSB recommendations, including signal system upgrades and replacement of Metro's oldest railcars, the 1000-series fleet, with new 7000-series cars, as well as provide for track and infrastructure projects and the rehabilitation and replacement of escalator and elevators throughout the system among many other projects.

WMATA's Fiscal Year 2013 Proposed Program of Projects for Federal Fiscal Year 2012 49 USC §5309 & §5307 and PRIIA funds and the applications to the Federal Transit Administration for these funds are described below.

WMATA intends to submit this final Program of Projects to the National Capital Region Transportation Planning Board as input to FY2013-2018 Transportation Improvement Program for the Washington Metropolitan area.

WMATA FY2013 CAPITAL IMPROVEMENT PROGRAM

The WMATA Capital Improvement Program for FY2013 is expected to total \$904,098,281. Estimated costs could increase or decrease, but the project scopes should remain constant. This proposed program will be financed from the following estimated sources: \$139,365,000 from 49 USC §5307 funds, \$35,206,124 from local 49 USC §5307 matching sources, \$101,266,000 from 49 USC §5309 funds, \$25,581,626 from local 49 USC §5309 matching sources, \$150,000,000 from federal PRIIA grant funds, \$150,000,000 from local PRIIA matching sources, \$4,800,000 from the Federal Congestion Mitigation and Air Quality (CMAQ) program (including matching sources), an estimated \$112,680,000 in additional local system performance funds, and the remaining \$185,199,531 coming from prior years and miscellaneous funding sources.

The Capital Improvement Program consists of the following project elements:

- A. Vehicles/Vehicle Parts**, including bus replacement and rehabilitation; rail car replacement and rehabilitation, rail car safety and reliability enhancements, MetroAccess vehicle replacement, replacement parts, preventive maintenance;
- B. Rail System Infrastructure Rehabilitation**, including rail line segment rehabilitation;
- C. Maintenance Facilities**, including bus garage rehabilitation and replacement, and rail yard and maintenance facility rehabilitation;
- D. Systems and Technology**, including power system upgrades, operations support software, business support software and equipment, and rail fare equipment;
- E. Track and Structures**, including track rehabilitation, station and tunnel leak mitigation;
- F. Passenger Facilities**, including elevator and escalator facilities, station rehabilitation;
- G. Other Improvements**, including station capacity project development, bus priority corridors, and bicycle and pedestrian facility improvements;
- H. Maintenance Equipment**, including rail and bus maintenance, and business facility equipment;
- I. Other Facilities**, including business and transit police support facilities; and
- J. Project Management and Support**

Consideration will be given to the special needs of people with disabilities and seniors in implementing the projects. All projects conform to the comprehensive land use and transportation planning in the Washington Metropolitan area. No significant adverse environmental effects are anticipated as a result of these projects.

In accordance with Federal Transit Administration (FTA) regulation 49 CFR Part 604, WMATA conducts Bus subcontracting service incidental to its mass transportation services only where permitted by exceptions contained in those regulations. WMATA's subcontract operations are self-supporting with rates established to return all operational costs whether direct or indirect. Services and charges are published in the Subcontracting and Special Transit Service Tariff #17 of the Washington Metropolitan Area Transit Authority, effective March 1, 2008 as amended by Board Resolution 2008-56 adopted on November 20, 2008. Copies of the Tariff and Bus Subcontracting Cost Allocation Plan are available for public inspection from WMATA's Department of Bus Services.

Washington Metropolitan Area Transit Authority
FY2013 Proposed Capital Improvement Program - Costs
As of December 21, 2011
(Year of Expenditures \$ in millions)

A. Vehicles/ Vehicle Parts	
Replacement of Rail Cars	\$ 2.4
1000 Series Rail Car Replacemt	
Replacement of Buses	\$ 28.2
Bus Replacement	
Rehabilitation of Rail Cars	\$ 48.3
2000/3000 Series Rail Car Mid-Life Rehabilitation	
Rail Rehabilitation Program	
1000 Series Rail Car HVAC Rhab	
Rail Car Safety & Reliability Enhancements	
Rail Lifecycle Overhaul	
Repair of Damaged Railcars	
Rehabilitation of Buses	\$ 54.4
Bus Rehabilitation Program	
Bus Repairables	
Bus Lifecycle Overhaul	
Replacement of MetroAccess Vehicles	\$ 12.2
MetroAccess Fleet Replacement	
Replacement of Service Vehicles	\$ 8.0
Service Vehicle Replacement	
Rail Car Fleet Expansion	\$ 1.0
6000 Series Rail Car Procuremt	
Bus Enhancements	\$ 28.8
Automatic Vehicle Location Eqt	
B. Rail System Infrastructure Rehabilitation	
Rail Line Segment Rehabilitation	\$ 111.6
Rail Rehab: Dupont to S Spring	
Rail Rehab: Dupont to Grosvenor	
Rail Rehab: N Airport to Amory	
C. Maintenance Facilities	
Rehabilitation and Replacement of Bus Garages	\$ 75.9
Southern Avenue Bus Garage	
Royal Bus Garage/Cinder Bed	
Shepherd Parkway Bus Facility	
Maintenance of Bus Garages	\$ 30.9
Bus Garage Facility Repairs	
Maintenance of Rail Yards	\$ 14.8
Rail Yard Facility Repairs	
Rail Maintenance Facilities	\$ 50.8
Test Track & Commissioning Fac	
Environmental Compliance Projects	\$ 3.2
Environmental Compliance Proj	
Underground Storage Tank Rplce	
Maintenance Bus and Rail Facilities	\$ 13.8
Financial Plan/Systmwide Upgrd	
Support Equipment - MTPD	
Rail Yard Hardening	
Rehab Backlick Road Facility	
Expansion of Bus Garages	\$ 8.0
Bladensburg Shop Reconfigure	

continued

FY2013 Proposed Capital Improvement Program - Costs

As of December 21, 2011

(Year of Expenditures \$ in millions)

D. Systems and Technology	
Power System Upgrades - Rail	\$ 1.0
100% 8-Car Train - Power Upgrd	
Operations Support Software	\$ 38.8
Bus & Rail Asset Mgmt Software	
Bus Operations Support Softwre	
Customer & Regional Integrate	
Data Centers & Infrastructures	
Geographic Information System	
Police Dispatch & Records Mgmt	
Network and Communications	
Network Operations Center(NOC)	
Rail Operations Support Software	
Data Governance&Business Intel	
Rail Mileage Based Asset Mgmt	
Transit Asset Management Systm	
Business Support Software & Equipment	\$ 29.3
Currency Processing Machines	
Document Management System	
Sensitive Data Protection Tech	
Management Support Software	
IT OneStop & Office Automation	
Customer Electronic Comm.	
Police Portable Radio Replace	
Radio Project - Add'l Coverage	
Safety Measurement System	
Rail Fare Equipment	\$ 29.8
Debit/Credit Processing Requir	
Fare Media Encoders	
Automatic Fare Collection Mach	
Ethernet Wiring for Rail Fare	
Regional NEXTFARE System	
Coin Collection Machines Imprv	
New Electronic Payment Program	
E. Track and Structures	
Track Rehabilitation	\$ 61.0
Track Welding Program	
Track Floating Slab Rehab.	
Track Pad/Shock Absorber Rehab	
Track Structural Rehabilitate	
Third Rail Rehabilitation	
Track Rehabilitation	
Track Fasteners	
Mainline #8 Switch Replacement	
Station/Tunnel Rehabilitation	\$ 3.3
Station/Tunnel Leak Mitigation	

continued

FY2013 Proposed Capital Improvement Program - Costs

As of December 21, 2011

(Year of Expenditures \$ in millions)

F. Passenger Facilities	
Elevator/Escalator Facilities	\$ 26.5
Elevator Rehabilitation	
Escalator Rehabilitation	
Elevator/Escalator Repairables	
Escalator Replacement	
Maintenance of Rail Station Facilities	\$ 55.2
Station Rehabilitation Program	
System-wide Infrastructure Rhb	
Fire Systems	
Station Cooling Program	
Parking Garage Rehabilitation	
Accessible Station Signage	
Bicycle & Pedestrian Facilities	\$ 1.8
Bicycle & Pedestrian Facility	
Rail Station: Capacity/Enhancements	\$ 1.6
Core & System Capacity Develop	
Bus Priority Corridor Improvements	\$ 2.3
Bus Priority Corridor Network	
Rail Station Equipment	\$ 0.2
Police Emergency Mgmt Equipment	
G. Maintenance Equipment	
Rail Maintenance Equipment	\$ 130.8
Rail Track Signage Replacement	
Track Maintenance Equipment	
Switch Machine Rehabilitation	
Geometry Vehicle	
Rail Shop Repair Equipment	
Wayside Work Equipment	
Train Control Signal	
FCC Radio Frequency Comm	
NTSB Recommendations	
Bus Repair Equipment	\$ 3.0
Bus Repair Equipment	
Business Facilities Equipment	\$ 0.7
Materials Handling Equipment	
Warehouse Vertical Storage Unt	
H. Other Facilities	
Business Support Facilities	\$ 5.3
Revenue Facility Equipment	
Revenue Collection Facility	
Jackson Graham Building Renova	
MTPD Support Facilities	\$ 18.1
Police Substation District 2	
Special Operations Division Facility	
I. Project Management and Support	
Credit Facility	\$ 3.0
Credit Facility	
Total CIP Expenditures \$ 904.1	

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The proposed WMATA FY2013 Capital Improvement Program is included in the WMATA FY2013 Proposed Budget, which is available on-line:

http://www.wmata.com/about_metro/docs/ProposedFY2013Budget.pdf.

The FY2013 Proposed Budget is also available for inspection through 5 p.m. March 12, 2012 between the hours of 9 a.m. and 4:30 p.m., Monday - Friday, except holidays at the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001.

This public notice of the public hearings and the time established for public review and comments on the Program of Projects will satisfy the Section 5307(c) public participation requirements. The program of projects outlined in the FY2013 Proposed Budget will be the final program of projects unless modified prior to final approval by the WMATA Board of Directors.