



Notice of Public Hearings

Washington Metropolitan Area Transit Authority

Docket B16-01: Proposed FY2017 Operating Budget and

Docket B16-02: Proposed FY2017 Capital Improvement Program and Federal FY2016 Grant Applications

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the two dockets noted above as follows:

Hearing No. 607
Monday, February 22, 2016
Metro Headquarters Building
600 Fifth Street NW
Washington, DC 20001

Information Session at 6 p.m. – Public Hearing at 6:30 p.m.

Please note that this date is subject to Metro's inclement weather cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on wmata.com.

The public hearing location is wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 at least 48 hours prior to the public hearing date.

For more information please visit www.wmata.com/budget.



In accordance with Section 62 of the WMATA Compact, Metro will conduct a public hearing at the location listed in this notice. Information on the hearing will be provided in area libraries, in Metrorail stations, on Metrobus and MetroAccess vehicles, and online at www.wmata.com/budget.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to 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 this public hearing are requested to furnish, in writing, their name and organizational 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, DC 20001. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided. 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 more 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 9 a.m. on Monday, February 29, 2016, 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. Please reference "BUDGET" in the subject line of your submission. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

SURVEY – Additionally, if you wish to participate in a survey on Metro's operating and capital budget, please go to wmata.com/budget. The survey will open by 9 a.m. on Saturday, February 6, 2016 and will close on Monday, February 29, 2016 at 9 a.m. You will be asked to respond to questions about Metro's proposed FY2017 operating and capital budget, as well as some demographic questions. This option is in addition to your ability to speak at a public hearing or to submit a written statement. The survey results, along with written statements and public hearing comments, will be presented to the Board and will be part of the official public hearing record.

WMATA PROPOSAL FOR DOCKET B16-01: Proposed FY2017 Operating Budget

Metro’s proposed FY2017 operating budget includes no fare increases and no service reductions, and the FY2016 level of jurisdictional operating subsidy (not including contributions for debt service) of \$845 million per year is maintained in FY2017 by (a) increasing the amount of eligible preventive maintenance activities (PM) funded through FTA grants and (b) incorporating assumed savings of \$20 million from the Board efficiency workplan that is now underway. The budget assumes lower baseline ridership and revenue performance on bus and rail, continuing the trends of the first five months of FY2016, and no budgeted departmental wage increases.

The major revenue and expense categories in the proposed budget are summarized below, along with the proposed total WMATA headcount (budgeted full-time employees):

Revenue	FY2016 Approved*	FY2017 Proposed	\$ Change	% Change
Passenger Fares & Parking	\$859.0	\$829.5	(\$29.5)	-3%
Non-Passenger Revenue	\$79.0	\$60.5	(\$18.5)	-23%
Total Revenue	\$938.0	\$890.0	(\$48.0)	-5%
Expenses	FY2016 Approved*	FY2017 Proposed	\$ Change	% Change
Personnel	\$1,299.7	\$1,299.7	(\$0.0)	0%
Services	\$213.3	\$213.7	\$0.4	0%
Materials & Supplies	\$111.0	\$98.0	(\$13.1)	-12%
Fuel & Propulsion	\$81.6	\$80.3	(\$1.3)	-2%
Utilities	\$42.4	\$39.9	(\$2.5)	-6%
Other**	\$35.4	\$3.9	(\$31.5)	-89%
Total Expenses	\$1,783.3	\$1,735.3	(\$48.0)	-3%
Net Local Subsidy	\$845.3	\$845.3	\$0.0	0.0%
Total WMATA Headcount	12.995	13.054	59	0.5%

* FY2016 Personnel figure is reduced from the Approved level to account for planned transfer of \$30.7 million of eligible PM labor expenses.

** FY2017 change to FTA-compliant cost allocation methodology is captured in the Other category.

Total headcount is proposed to increase slightly (by 0.5 percent or 59 positions) as a result of additional resources needed to address FTA Safety Management Inspection (SMI) requirements, as described below.

Implementation of FTA Safety Management Inspection (SMI) Requirements

WMATA will expend approximately \$2.7 million in the current year operating budget to begin addressing FTA's SMI requirements. This amount will increase to approximately \$12 million in FY2017, with 62 new positions required across three major areas:

- Rail training and recertification (17 positions): The tasks in this area include recertification, refresher training, emergency response formal review, and emergency response training.
- Rail system-wide maintenance (35 positions): The investments in this area include preventive maintenance and inspection testing, as well as increased staffing for automatic train control (ATC).
- Bus operational testing and compliance (10 positions): Additional resources in this area will go towards pre-trip inspections and the bus operator performance program.

Summary of Key Initiatives

In addition to the critical safety activities outlined above, WMATA is evaluating the following key initiatives for possible implementation in FY2017:

Elimination of SmarTrip Loading on Metrobus: In addition to simply paying the bus fare with a SmarTrip® card or with cash, Metrobus passengers are able to 'load' funds onto their SmarTrip® cards at the bus farebox. While this feature provides a benefit to riders who have not added funds to their cards by other means (e.g., at a rail station, online, or at a participating retail outlet), it slows the passenger boarding process. Each individual transaction may be relatively short, but over the course of an entire bus route the load transactions can lead to increased dwell times and slower average speeds. Faster bus speeds can have a positive impact by improving the customer experience as well as reducing the cost to operate the Metrobus system.

Metro has considered eliminating the SmarTrip® loading ability in the past, but has never approved its implementation. DASH Bus in Alexandria did recently implement this change on their bus fareboxes, and with bus speeds across the region continuing to decline, Metro is looking for ways to improve the customer experience, increase ridership, and reduce costs.

The primary cost of removing the loading ability is that it would eliminate a customer benefit for those riders – notably lower-income, bus-only riders – who may have difficulty accessing the other methods of adding funds to their SmarTrip® cards. In particular, there are sections of the region (primarily in Southeastern DC and Prince George's County) that are not close to Metrorail stations and that have few retail locations available. While these passengers could still pay their bus fare directly with cash, they would not be able to make a bus-to-bus transfer, which is only available with a SmarTrip® card. Making such a change without providing any mitigation (such as

additional retail availability, off-board loading kiosks, or other means) could present Title VI equity concerns.

The weighing of the benefits and costs of this change involves important Board policy decisions, and staff will provide additional options to the Board for consideration, including:

- Elimination of SmarTrip® loading on all routes and proposed mitigation actions
- Elimination of SmarTrip® loading on only a subset of routes (e.g., only on MetroExtra services, or only in certain heavily congested corridors) and proposed mitigation actions (if any)
- Deferral of change and conditions for future consideration

University Pass (U-Pass) and Bus/Rail Combo Pass: In order to increase ridership, both by attracting new riders and by encouraging existing riders to take more trips, Metro is evaluating the introduction of new pass products. The first is the University Pass, which would offer unlimited riding privileges on both Metrobus and Metrorail at substantially discounted rates to full-time students at accredited colleges. University students represent an untapped partnership, with 20 colleges and approximately 225,000 students in the region who can drive additional ridership and revenue for the Authority while reducing the need for parking facilities on the university campuses. The strongest initial interest has come from American University, with almost 12,000 students at multiple campuses, and Metro staff and AU staff are working cooperatively on implementation issues ahead of a planned pilot. The University Pass program requires 100 percent student participation, and each student will receive a semester or annual UPass that offers unlimited rides on Metro (not MetroAccess).

Metro is also considering the introduction of new bus/rail combo passes. While the 7-day bus pass is currently a popular product, Metro's existing rail passes are not well utilized due to their relatively high prices. Metro is evaluating the potential for combination bus/rail passes – particularly a 7-day product combining the existing short-trip rail pass with a free bus pass. The combo pass product would encourage passengers to take additional off-peak trips and also encourage customers to view Metrobus and Metrorail as a single, integrated transit system.

Same Station Entry/Exit Grace Period: Customers who enter and exit at the same station are currently charged the base rail fare of \$2.15 in the peak and \$1.75 in the off-peak when using SmarTrip®. Metro staff concurs with the Riders' Advisory Council (RAC's) recommendation to credit this fare paid back to customers who make a same-station entry/exit within a short period of time. Based on recent usage data, same-station entry/exit transactions represent about 0.5 percent of all rail transactions in a given month. On most weekdays, there are a few thousand such transactions, while on a day with severely impacted service the figure may rise to 10,000 or more. Based on current rider behavior, the revenue loss associated with this change would be close to \$200,000 per month or about \$2 million annually if all same-station entry/exit transactions that occurred within 15 minutes were credited back to riders' accounts.

WMATA PROPOSAL FOR DOCKET B16-02: Proposed FY2017 Capital Improvement Program and Federal FY2016 Grant Applications

WMATA intends to apply for Federal Fiscal Year 2016 grants under the recently-passed *Fixing America's Surface Transportation (FAST) Act* and the *Passenger Rail Investment and Improvement Act of 2008 (PRIIA)* to support the agency's ongoing capital investments. These applications will be filed under the provisions of FAST (P.L. 114-94) and PRIIA (P.L. 110-432).

Based on preliminary information provided by the Federal Transit Administration (FTA), the Washington DC Metropolitan Region expects to receive approximately \$360 million in FTA formula funding under the FAST Act in Federal FY2016. If fully appropriated, this would represent an increase of approximately eight percent over Federal FY2015 funding levels. This regional funding is distributed between WMATA, the Potomac and Rappahannock Transportation Commission (PRTC), and the Maryland Transit Administration (MTA) subject to a pre-existing agreement. Under this agreement, in Federal FY2015, WMATA received approximately 86 percent of the total FTA formula funding for the region. If WMATA's funding share remains consistent with the prior year, WMATA will receive approximately \$310 million in formula funding.

Additionally, WMATA estimates \$148.5 million will be available to the agency through the PRIIA program in Federal FY2016 as a result of recent positive action by Congress. As part of the *Omnibus Appropriations Act for Fiscal Year 2016* passed in December 2015, the federal government will provide its full annual PRIIA contribution to WMATA, to be matched by an equal amount of jurisdictional funding from the District of Columbia, Maryland, and Virginia. This funding partnership, which has been in effect since 2009 and is authorized for ten years, provides critical resources to WMATA for safety improvements, railcar purchases, and other important state of good repair investments.

WMATA intends to apply for these grant funds within four weeks of the Board's adoption of the capital budget, which is currently scheduled for April 2016. WMATA also intends to submit the final Program of Projects to the National Capital Region Transportation Planning Board (TPB) as input to the updated Transportation Improvement Program (TIP) for the Washington Metropolitan area.

WMATA FY2017 CAPITAL IMPROVEMENT PROGRAM

The Washington Metropolitan Area Transit Authority's proposed FY2017 Capital Improvement Program (CIP) is a \$1.13 billion capital investment plan focused on safety improvements, the rebuilding of the Metro system, and improving the effectiveness of the current rail and bus network. Metro is advancing the most aggressive program of capital investments since the construction of the Metro system – the vast majority of the planned investment advances the safety, rehabilitation, and replacement of Metro's infrastructure, facilities, equipment, systems, railcars, buses, and Metro Access vehicles.

The proposed FY2017 program will be funded through investments from the federal government, state and local governments, and other sources. The proposed program assumes federal sources make up \$469.5 million of the \$1,128.3 million program. The remaining portion of the program is funded with \$364.6 million of state and local sources, \$287.7 million in planned long-term financing, and \$6.6 million of other sources.

The Capital Improvement Program consists of the following project elements:

- **Vehicles/Vehicle Parts (\$497.7 million)**, including bus replacement and rehabilitation; rail car replacement and rehabilitation, rail car safety and reliability enhancements, MetroAccess vehicle replacement, replacement parts, and preventive maintenance;
- **Rail System Infrastructure Rehabilitation (\$86.7 million)**, including rail line segment rehabilitation;
- **Maintenance Facilities (\$120.4 million)**, including bus garage rehabilitation and replacement, and rail yard rehabilitation and capacity improvements, and maintenance facility rehabilitation;
- **Systems and Technology (\$139.2 million)**, including power system upgrades, operations support software, business support software and equipment, and rail fare equipment;
- **Track and Structures (\$77.6 million)**, including track rehabilitation, station and tunnel leak mitigation;
- **Passenger Facilities (\$124.8 million)**, including elevator and escalator facilities, station rehabilitation and other improvements such as station capacity project development, bus priority corridors, and bicycle and pedestrian facility improvements;
- **Maintenance Equipment (\$55.0 million)**, including rail and bus maintenance, and business facility equipment;
- **Other Facilities (\$5.6 million)**, including business and transit police support facilities; and
- **Project Management and Support (\$21.2 million)**

Multi-Year CIP Investments: FY2017-2022
(dollars in millions)

	FY2016 Forecast	FY2017 - FY2022 Plan						FY2017-2022 Total
		FY2017 Proposal	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2021 Plan	FY2022 Plan	
A Vehicles/ Vehicle Parts								
Replacement of Rail Cars	\$154.9	\$202.3	\$160.7	\$227.7	\$200.0	\$212.7	\$190.2	\$1,193.6
Replacement of Buses	147.7	65.0	50.8	50.8	102.7	102.7	102.7	474.8
Rehabilitation of Rail Cars	83.9	130.3	91.3	93.1	95.0	96.9	98.9	605.6
Rehabilitation of Buses	51.9	82.9	62.3	64.5	65.8	68.2	69.2	412.9
Replacement of MetroAccess Vehicles	12.4	12.1	9.8	10.3	10.9	11.5	13.4	68.0
Replacement of Service Vehicles	7.9	2.0	1.8	2.3	1.9	2.0	4.8	14.8
Rail Car Fleet Expansion	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Fleet Expansion	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Enhancements	3.9	3.1	2.6	3.6	3.4	3.6	3.6	19.9
Subtotal	\$462.9	\$497.7	\$379.3	\$452.4	\$479.7	\$497.6	\$482.8	\$2,789.6
B Rail System Infrastructure Rehabilitation								
Rail Line Segment Rehabilitation	83.5	69.5	45.5	9.5	10.6	11.0	26.5	172.5
Rail System Safety Rehabilitation	34.5	17.2	18.4	10.9	11.1	11.1	11.2	79.9
Subtotal	\$118.0	\$86.7	\$63.9	\$20.4	\$21.6	\$22.0	\$37.7	\$252.4
C Maintenance Facilities								
Rehabilitation and Replacement of Bus Garages	46.6	63.0	85.8	25.4	23.9	25.2	17.3	240.5
Maintenance of Bus Garages	11.5	1.0	0.0	0.0	0.0	0.0	0.0	1.0
Maintenance of Rail Yards	40.5	31.2	15.6	0.0	0.0	0.0	0.0	46.8
Rail Maintenance Facilities	45.7	12.7	0.0	0.0	0.0	0.0	0.0	12.7
Environmental Compliance Projects	6.4	8.6	14.8	14.6	17.7	13.7	9.9	79.3
Maintenance Bus and Rail Facilities	7.1	3.9	1.3	1.0	1.0	1.0	1.0	9.3
Expansion of Bus Garages	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	\$159.3	\$120.4	\$117.5	\$41.0	\$42.6	\$39.9	\$28.2	\$389.6
D Systems and Technology								
Power System Replacement/Upgrades - Rail	65.0	57.1	55.6	57.0	58.4	45.0	73.9	347.0
Operations Support Software	28.5	32.9	26.4	26.2	30.8	29.0	29.2	174.4
Business Support Software & Equipment	28.6	27.4	23.4	19.5	12.2	20.2	13.8	116.5
Rail Fare Equipment	31.5	21.8	34.3	49.9	35.4	9.7	0.0	151.2
Subtotal	\$153.6	\$139.2	\$139.7	\$152.6	\$136.7	\$104.0	\$116.9	\$789.1
E Track and Structures								
Track Rehabilitation	75.1	70.5	76.1	77.0	79.8	82.1	86.3	471.7
Station/Tunnel Rehabilitation	6.0	7.1	10.0	8.6	9.1	9.6	10.8	55.3
Subtotal	\$81.1	\$77.6	\$86.1	\$85.6	\$88.9	\$91.6	\$97.1	\$527.0
F Passenger Facilities								
Elevator/Escalator Facilities	54.9	52.6	55.9	60.5	62.3	27.3	28.5	287.2
Maintenance of Rail Station Facilities	38.4	53.3	37.2	24.3	30.0	29.5	29.5	203.9
Bicycle & Pedestrian Facilities	2.0	2.4	3.3	3.6	3.6	3.6	3.6	19.9
Rail Station: Capacity/Enhancements	5.2	13.9	18.2	24.2	16.6	20.9	8.4	102.1
Bus Priority Corridor Improvements	9.8	2.5	7.5	0.0	0.0	0.0	0.0	10.0
Rail Station Equipment	0.3	0.2	0.2	0.2	0.2	0.2	0.2	1.2
Subtotal	\$110.5	\$124.8	\$122.3	\$112.7	\$112.7	\$81.5	\$70.2	\$624.3
G Maintenance Equipment								
Rail Maintenance Equipment	18.3	52.6	78.5	99.8	66.9	43.7	39.5	381.1
Bus Repair Equipment	5.1	2.3	3.8	3.8	4.5	5.0	5.0	24.4
Business Facilities Equipment	0.2	0.1	0.2	0.2	0.2	0.2	0.2	1.1
Subtotal	\$23.6	\$55.0	\$82.5	\$103.7	\$71.6	\$49.0	\$44.8	\$406.6
H Other Facilities								
Business Support Facilities	11.1	4.4	6.7	7.2	3.8	5.2	3.0	30.2
MTPD Support Facilities	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	1.2	1.2	1.2	1.2	1.2	1.2	7.2
Subtotal	\$13.3	\$5.6	\$7.9	\$8.4	\$5.0	\$6.4	\$4.2	\$37.4
I Project Management and Support								
Credit Facility	4.1	5.0	1.8	1.8	1.8	1.8	1.8	14.0
Planning	0.5	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Project Management and Other	14.7	15.7	40.6	36.2	31.2	22.8	22.9	169.4
Subtotal	\$19.3	\$21.2	\$42.4	\$38.0	\$33.0	\$24.6	\$24.7	\$184.0
Total	\$1,141.7	\$1,128.3	\$1,041.7	\$1,014.8	\$992.0	\$916.7	\$906.5	\$6,000.0

Washington Metropolitan Area Transit Authority
 FY2017-2022 Proposed Capital Improvement Program (CIP)

	FY2017 - FY2022 Plan								FY2011-2022 Total
	FY2016 Forecast	FY2017 Proposed	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2021 Plan	FY2022 Plan	FY2017-2022 Total	
Federal									
Federal Formula Programs	\$439.9	\$285.6	\$285.6	\$285.6	\$285.6	\$285.6	\$285.6	\$1,713.6	\$3,396.4
Federal PRIIA	\$200.2	\$170.0	\$148.5	\$148.5	\$148.5	\$148.5	\$148.5	\$912.5	\$1,810.2
Resiliency Grant	\$1.9	\$12.2	\$7.4					\$19.6	\$21.6
Other Federal Grants	\$34.1	\$1.7	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$4.9	\$63.4
Subtotal Federal	\$676.1	\$469.5	\$442.1	\$434.7	\$434.7	\$434.7	\$434.7	\$2,650.6	\$5,291.4
State and Local									
Match to Federal Formula	\$110.0	\$71.4	\$71.4	\$71.4	\$71.4	\$71.4	\$71.4	\$428.4	\$858.3
System Performance	\$61.0	\$118.1	\$125.9	\$137.7	\$135.4	\$143.5	\$150.6	\$811.2	\$1,430.8
State and Local PRIIA	\$200.2	\$148.5	\$148.5	\$148.5	\$148.5	\$148.5	\$148.5	\$891.0	\$1,788.7
Rail Power System Upgrades	\$17.7								\$17.7
Other State and Local	\$8.5	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.0	\$10.8
Subtotal State/Local before Carryover	\$397.3	\$338.1	\$346.0	\$357.8	\$355.5	\$363.6	\$370.7	\$2,131.6	\$4,106.4
State and Local PRIIA - Carryover		\$21.5						\$21.5	\$21.5
Subtotal State and Local	\$397.3	\$359.6	\$346.0	\$357.8	\$355.5	\$363.6	\$370.7	\$2,153.0	\$4,127.8
Other Sources									
MetroMatters									\$109.8
Insurance Proceeds	\$2.3	\$2.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$5.6	\$31.6
Land Sale Proceeds	\$16.0								\$28.3
Joint Development Proceeds	\$3.5								\$3.5
Miscellaneous	\$0.6	\$4.1	\$2.5					\$6.5	\$22.7
Subtotal Other Sources	\$22.4	\$6.6	\$3.1	\$0.6	\$0.6	\$0.6	\$0.6	\$12.1	\$195.9
Financing									
Planned Long-Term Financing		\$287.7	\$249.5	\$221.7	\$201.1	\$117.7	\$100.5	\$1,178.3	\$1,178.3
Subtotal Financing		\$287.7	\$249.5	\$221.7	\$201.1	\$117.7	\$100.5	\$1,178.3	\$1,178.3
Metro 2025 Investment									
Metro 2025 Investment	\$46.0	\$5.0	\$1.0					\$6.0	\$75.0
Subtotal Metro 2025	\$46.0	\$5.0	\$1.0					\$6.0	\$75.0
Total	\$1,141.7	\$1,128.3	\$1,041.7	\$1,014.8	\$992.0	\$916.7	\$906.5	\$6,000.0	\$10,868.4

Consideration will be given to the special needs of people with disabilities and seniors in implementing projects. All projects conform to the comprehensive land use and transportation plans 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.

REFERENCE MATERIAL AVAILABLE FOR REVIEW

The proposed WMATA FY2017 Capital Improvement Program is included in the WMATA FY2017 Proposed Budget, which is available online at wmata.com/budget.

The FY2017 Proposed Budget is also available for inspection through February 29, 2016, 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, DC 20001.

This public notice of the public hearing and the time established for public review and comments on the Program of Projects satisfies the MAP-21 public participation requirements. The program of projects outlined in the FY2017 Proposed Budget will be the final program of projects unless modified prior to final approval by the WMATA Board of Directors.