



Notice of Public Hearing **Washington Metropolitan Area Transit Authority**

Docket B23-02: Proposed FY2024 Capital Improvement Program and Federal FY2024 Grant Applications

Docket B23-03: Proposed FY2024 Operating Budget and Associated Service and Fare Proposals

Purpose

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

Hearing No. 647

Monday, March 6, 2023, 6 p.m.

WMATA Headquarters
300 7th Street SW
Washington, DC 20024

Hearing No. 649

Wednesday, March 8, 2023, 6 p.m.

Meridian High School
121 Mustang Alley
Falls Church, Virginia 22043

Hearing No. 648

Tuesday, March 7, 6 p.m.

WMATA Headquarters - New Carrollton
4700 Garden City Dr,
New Carrollton, MD 20784

Hearing No. 650

Friday, March 10, 2023, 12 p.m.

Virtual Option Only

Open House at 5 p.m. – Public Hearing at 6 p.m.

***Each hearing will also be conducted virtually and testimony can be provided via
phone or video (see below). The hearing can be viewed online at:***

wmata.com/budget or [youtube.com/metroforward](https://www.youtube.com/metroforward)

To listen/provide testimony via telephone: 855-925-2801, Meeting Code 7756

Please note that this date is subject to the facility's cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on [wmata.com](https://www.wmata.com)



The locations for all Metro public hearings are wheelchair accessible. Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in this public hearing, or who requires these materials in an alternate format, should contact the Office of the Board Corporate Secretary 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 202-962-1082 at least 48 hours prior to the public hearing date.

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

In accordance with the requirements of the Virginia Dedicated Funding statute and Section 62 of the WMATA Compact, Metro will conduct public hearings at the locations listed in this notice, including one hearing in a locality embraced by the Northern Virginia Transportation Commission. Information on these hearings will be provided in Metrorail stations, Metrobuses, MetroAccess vehicles, at area libraries and online at wmata.com.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to this docket will be afforded the opportunity to present their views, make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

Individuals can provide testimony at the hearing in one of three ways:

In person: Individuals wishing to provide testimony in person during the hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 5 p.m. the day prior to the hearing at which you wish to testify. Please submit only one speaker's name per request. Advance registration to provide in-person testimony is not required.

By videoconference: Individuals wishing to provide testimony during the hearing via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 5 p.m. the day prior to the hearing at which you wish to testify. Please submit only one speaker's name per request.

By telephone: Individuals should call (855) 925-2801 during the hearing and enter Meeting Code 7756. Advance registration to provide testimony via telephone is not available.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING

Testimony about this proposal may be submitted online via a survey at www.wmata.com/budget. The survey will open by 9 a.m. on Saturday, February 18, 2023, and will close at 5 p.m. on Wednesday, March 15, 2023. The survey will also provide the opportunity to submit freeform comments. This is in addition to your ability to speak at the public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board

Corporate Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390. All comments must be received by the Office of the Board Corporate Secretary by 5 p.m. on Wednesday, March 15, 2023, to be included in the public record.

The comments received by the Office of the Board Corporate Secretary, along with the survey results and public hearing comments, will be presented to the Board and will be part of the official public hearing record. 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.

For those who do not have access to computers or internet, note that copies of the docket in its entirety can be requested from Metro's Office of the Board Corporate Secretary by calling 202-962-2511, and are available for inspection during normal business hours at Metro's Headquarters at 300 7th Street SW, Washington, DC 20024. Please call 202-962-2511 in advance to schedule an appointment.

The WMATA Board of Directors has authorized the FY2024 Budget public hearings, as required by the Federal Transit Administration (FTA) and the Commonwealth of Virginia. The capital program (including the proposed use of FTA and other federal grant funds) for FY2024 is described in detail in the attached dockets. In addition, the Board is also seeking comment on proposed fare and service changes for FY2024. The Board may ultimately choose to authorize lesser changes, or no changes at all.

Docket B23-02: Proposed FY2024 Capital Improvement Program and Federal FY2024 Grant Applications

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 billion in investments unconstrained 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
Total Capital Investments	\$2,205	\$10,207	\$12,412
Revenue Loss from Capital Projects	\$10	\$50	\$60
Debt Service - Dedicated Funding	\$173	\$1,739	\$1,912
Total Capital Program Cost	\$2,388	\$11,996	\$14,384

*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*
Formula and Other Grants	\$470
PRIIA	\$144
Subtotal Federal Grants	\$614
District of Columbia	\$334
State of Maryland	\$316
Commonwealth of Virginia	\$292
Subtotal State and Local Contribution	\$942
Jurisdiction Reimbursable Projects	\$31
Debt and Other Fund Sources	\$800
Grand Total	\$2,388

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

Docket B23-03: Proposed FY2024 Operating Budget and Associated Service and Fare Proposals

Overview

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. The budget funds additional service to be phased in during 2023, Potomac Yard station operations, and equity improvements.

(\$M)	FY2022 Actual	FY2023 Budget	FY2024 Proposed
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
Operating Deficit	(\$1,588.7)	(\$1,864.7)	(\$1,813.0)
Subsidy	\$1,109.7	\$1,191.9	\$1,252.0
Federal Relief	\$479.0	\$672.8	\$561.0
Funding Gap	\$0.0	\$0.0	\$0.0

Proposed Metrobus Service Changes

BLADENSBURG ROAD-ANACOSTIA LINE – ROUTE B2

PROPOSED CHANGES TO SERVICE

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

PROPOSED SERVICE FREQUENCIES (minutes)

Weekday Peak	Weekday Off-Peak	Saturday	Sunday	Early Morning-Late Evening (all days)
12	12	12	12	20 to 30

REASON FOR PROPOSED CHANGE

Metrobus Route B2 has consistently performed in the top 15 routes for ridership across the Metrorail system. Much of the existing schedule already meets the Frequent Service Network (FSN) guidelines for 12-minute frequency such that a slight extension of the 12 minute frequency to 9pm on weekdays and an increase in weekend frequencies would allow the route to fully meet those standards. This would bring route B2 into the FSN 12-minute network with other comparable routes based on this ridership level.

SERVICE GUIDELINE SCORES (FY 2022 Annual Line Performance Report)

Line Benefit Score	43	Line Classification	Framework
Overall Grade	A	Activity Tier	2

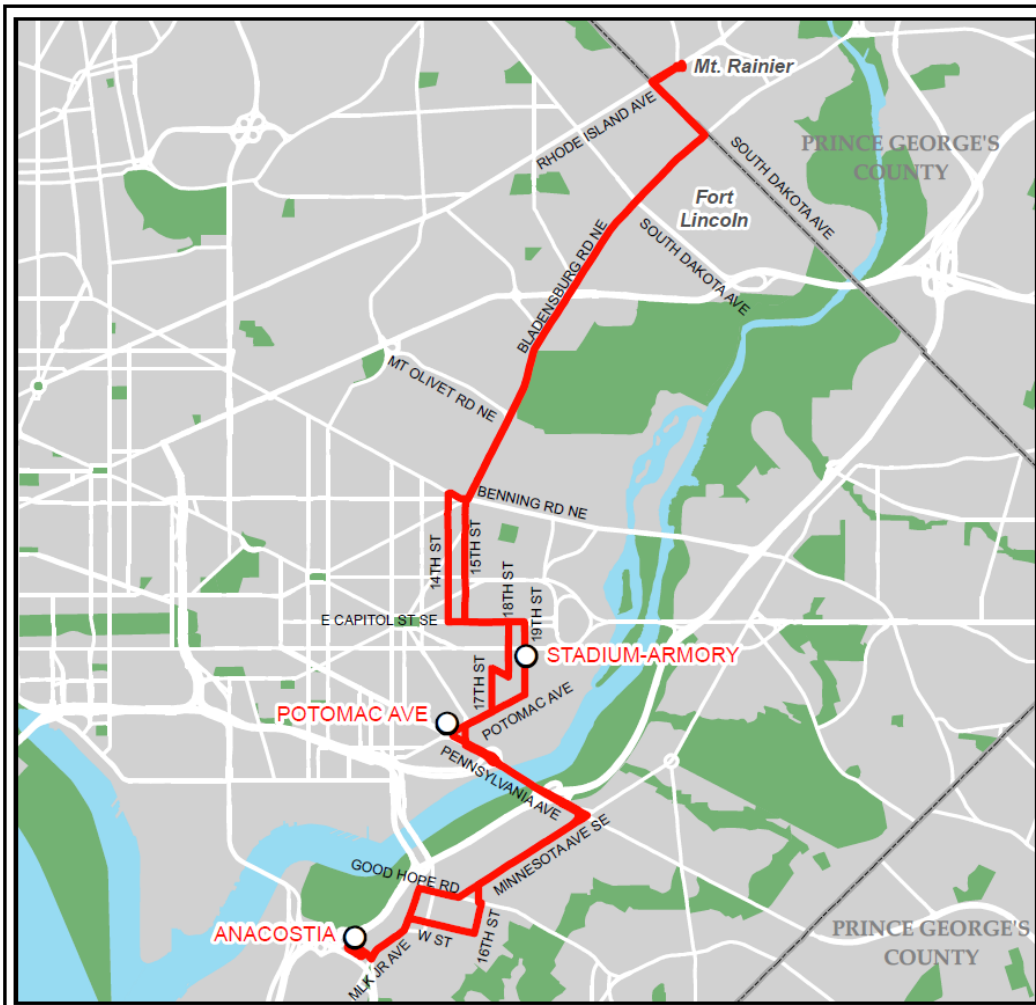
AVERAGE DAILY RIDERSHIP

Fall 2022	Weekday	Saturday	Sunday
	7,665	4,299	3,189

AFFECT ON RIDERSHIP

Fall 2022	Weekday	Saturday	Sunday
Ridership at Discontinued Stops	Not Applicable	Not Applicable	Not Applicable
Total Ridership	7,665	4,299	3,189
Percentage affected ¹	0%	0%	0%

¹ – Estimated percent of trips that can no longer board at the same stop using Metrobus. Service provided by local jurisdictions is not included as alternatives.



B2

**Bladensburg Road-
Anacostia Line**

Proposed Addition
to 12-minute Frequent
Service Network

Legend

- Metrorail Stations
- Route B2



0 0.5 1
Miles

MARTIN LUTHER KING JR HIGHWAY LINE – ROUTE A12

PROPOSED CHANGES TO SERVICE

- 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 headways and span outside of those hours.

PROPOSED SERVICE FREQUENCIES (minutes)

Weekday Peak	Weekday Off-Peak	Saturday	Sunday	Early Morning-Late Evening (all days)
20	20	20	20	30

REASON FOR PROPOSED CHANGE

The restructuring of Metrobus route A12 is based on ongoing conversations with partner jurisdictions to better match the Frequent Service Network with those routes that feature high ridership and transit utilization. Both new routes would be in the 20-minute Frequent Service network, allowing for more frequent service along with a new connection to the Downtown Largo Metrorail Station.

SERVICE GUIDELINE SCORES (FY 2022 Annual Line Performance Report)

Line Benefit Score	25		Line Classification	Framework
Overall Grade	C		Activity Tier	3

AVERAGE DAILY RIDERSHIP

Fall 2022	Weekday	Saturday	Sunday
	2,367	1,639	1,366

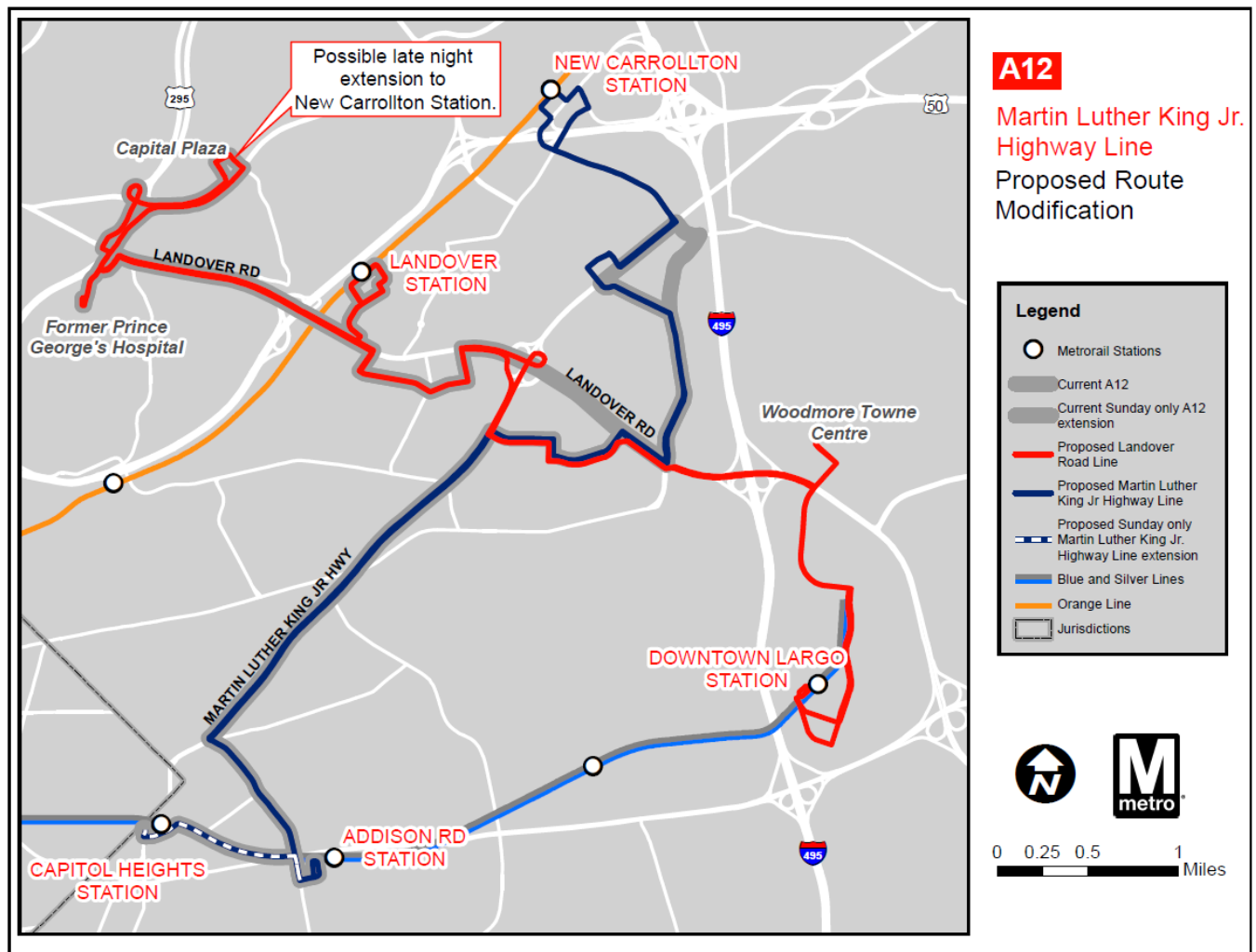
AFFECT ON RIDERSHIP

Fall 2022	Weekday	Saturday	Sunday
Ridership at Discontinued Stops	60	38	42
Total Ridership	2,367	1,639	1,366
Percentage affected ¹	2.5%	2.3%	3.1%

¹ – Estimated percent of trips that can no longer board at the same stop using Metrobus. Service provided by local jurisdictions is not included as alternatives.

ALTERNATIVE SERVICE FOR AFFECTED STOPS

- Alternative service for eliminated stops is available at stops on Barlowe Road and Greenleaf Road. The longest distance between an eliminated stop and alternate stop is 0.3 miles.
- Alternative service for eliminated stops on Ardwick Ardmore Road and on Brightseat Road north of Glenarden Parkway is available on Glenarden Parkway and on Ardwick Ardmore Road west of Martin Luther King Jr. Highway. The longest distance between an eliminated stop and the nearest alternate stop is 0.3 miles. In addition, these stops are all served by TheBus Route 21.
- Alternative service for the eliminated stop on Martin Luther King Jr. Highway & Johnson Avenue is available on Johnson Avenue west of Martin Luther King Jr. Highway, approximately 0.07 miles away.



COLUMBIA PIKE-PENTAGON CITY LINE – ROUTE 16G 16H

PROPOSED CHANGES TO SERVICE

- Restructure Columbia Pike service, with new Route 16M replacing routes 16G and 16H service between Skyline and Pentagon City and be extended to Crystal City. Route 16M would operate every 12 minutes from 7 a.m. to 9 p.m., 7 days a week, and maintaining existing frequencies at all other times. Route 16G service to Arlington Mill would be discontinued.

PROPOSED SERVICE FREQUENCIES (minutes)

Weekday Peak	Weekday Off-Peak	Saturday	Sunday	Early Morning-Late Evening (all days)
12	12	12	12	15-30

REASON FOR PROPOSED CHANGE

The restructuring of Metrobus routes 16G and 16H is based on ongoing conversations with partner jurisdictions to better match the Frequent Service Network with those routes that feature high ridership and transit utilization. The proposed new route 16M would be part of the 12-minute Frequent Service Network and would create a new connection to ongoing development to the Crystal City Metrorail station and the National Landing corridor.

SERVICE GUIDELINE SCORES (FY 2022 Annual Line Performance Report)

Line Benefit Score	27	Line Classification	Framework
Overall Grade	C	Activity Tier	1

AVERAGE DAILY RIDERSHIP

Fall 2022	Weekday	Saturday	Sunday
	2,752	2,615	2,066

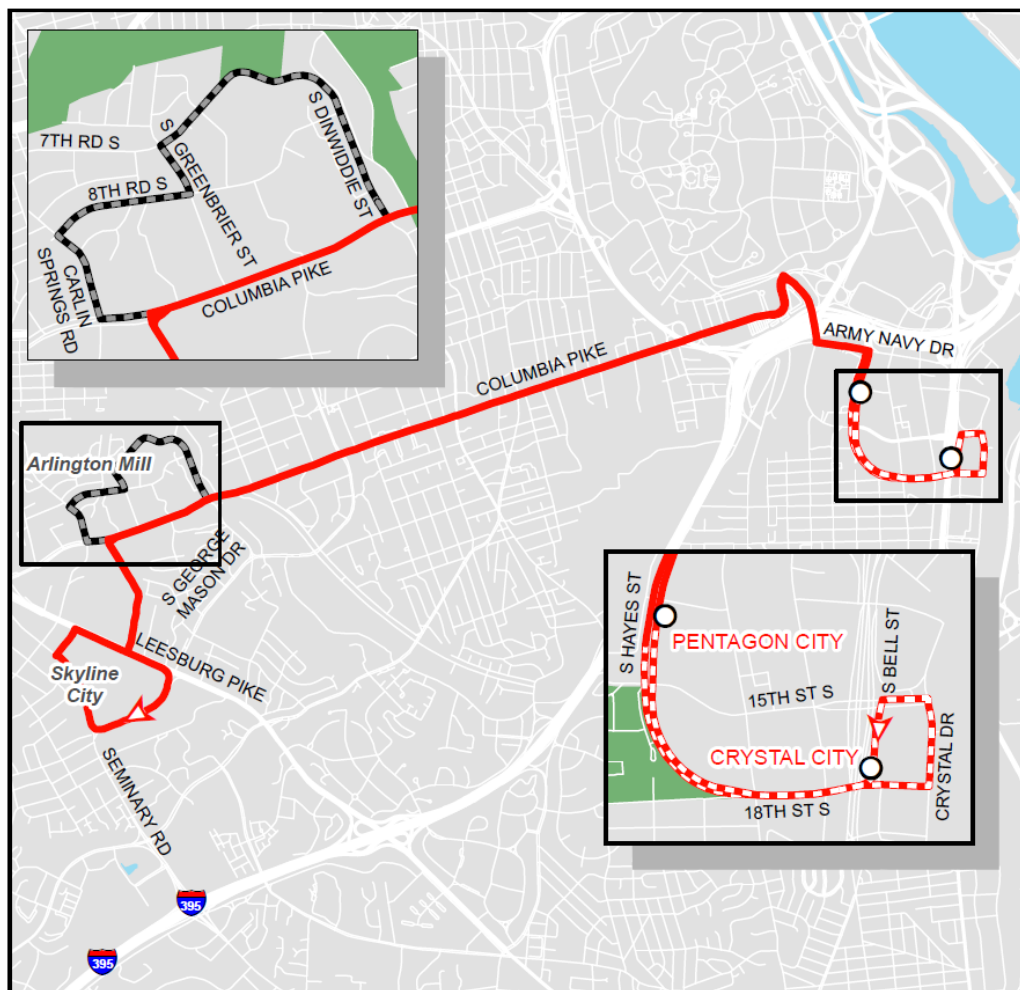
AVERAGE DAILY RIDERSHIP

Fall 2022	Weekday	Saturday	Sunday
Ridership at Discontinued Bus Stops	211	220	155
Total Ridership	2,752	2,615	2,066
Percentage affected ¹	7.67%	8.41%	7.50%

¹ – Estimated percent of trips that can no longer board at the same stop using Metrobus. Service provided by local jurisdictions is not included as alternatives.

ALTERNATIVE SERVICE FOR AFFECTED STOPS

Arlington Transit (ART) routes 42, 45, and 75 will replace Route 16G service in the Arlington Mill neighborhood.



16M

Columbia Pike-
National Landing

FY24 Proposed
Service Changes

Legend

- Route 16M
- Proposed Extension
- Eliminated 16G



0 0.2 0.4 0.8
Miles

MT VERNON LINE – ROUTE 11C

PROPOSED CHANGES TO SERVICE

- Restore Route 11Y on the pre-pandemic route alignment between Mt. Vernon and Potomac Park. Buses would operate every 24-30 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 Yellow Line returns to service and Route 11Y would begin service when the free shuttle route, DC3, is discontinued at the end of the Yellow Line Bridge project.

PROPOSED SERVICE FREQUENCIES (minutes)

Weekday Peak	Weekday Off-Peak	Saturday	Sunday	Early Morning-Late Evening (all days)
24-30	n/a	n/a	n/a	n/a

REASON FOR PROPOSED CHANGE

The restructuring of Metrobus Route 11C follows requests from local jurisdictions to continue the connection to Downtown D.C. currently provided during the Yellow Line Bridge Rehabilitation project by the DC3 Shuttle. The DC3 shuttle follows the Metrobus 11Y routing to/from Downtown D.C. Route 11C was suspended during the Yellow Line Bridge project to allocate those buses and operators to the DC3 shuttle.

SERVICE GUIDELINE SCORES (FY 2022 Annual Line Performance Report)

Line Benefit Score	13	Line Classification	Commuter
Overall Grade	C	Activity Tier	1

AVERAGE DAILY RIDERSHIP

Fall 2022	Weekday	Saturday	Sunday
	335*	n/a	n/a

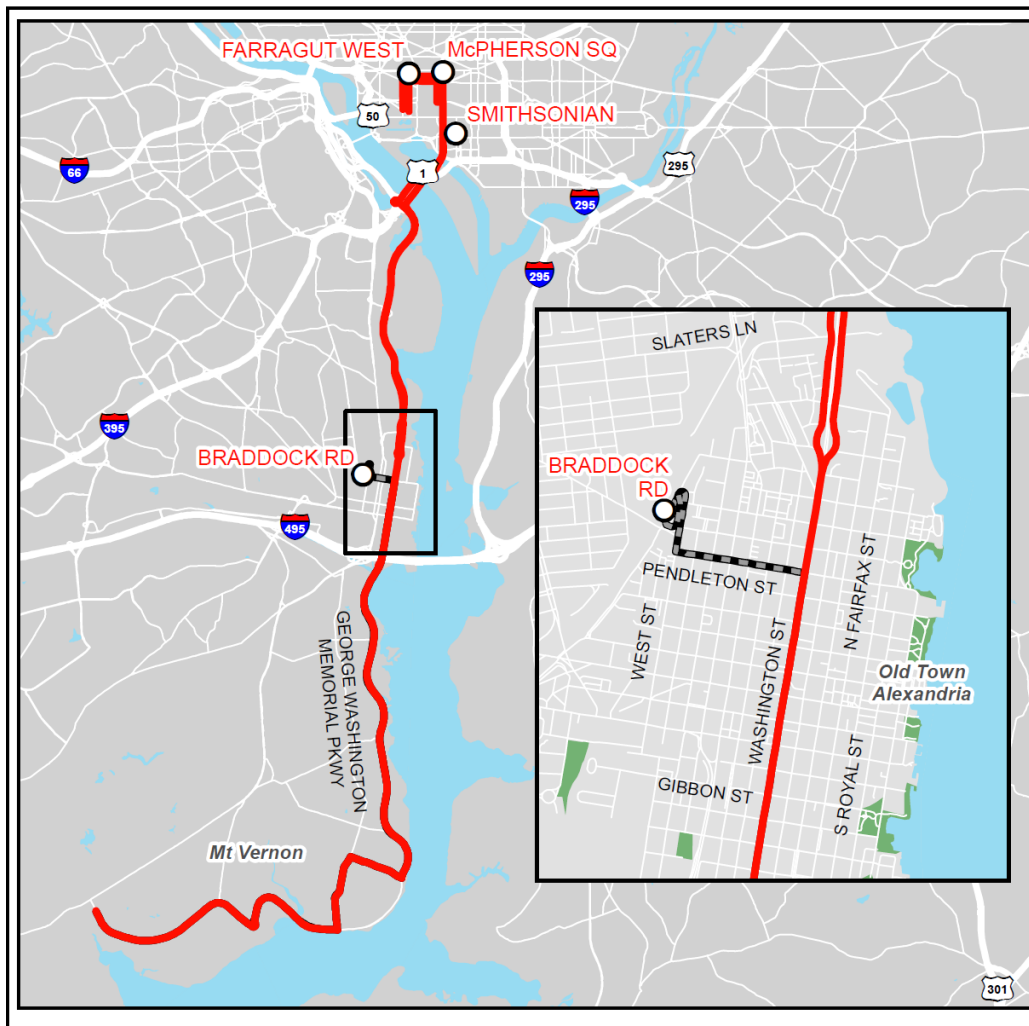
**Ridership reflects Yellow Line Bridge Shuttle Route DC3, which follows the 11Y routing.*

AVERAGE DAILY RIDERSHIP

Fall 2022	Weekday	Saturday	Sunday
Ridership at Discontinued Bus Stops ¹	[NOTE #1]	n/a	n/a
Total Ridership	335	n/a	n/a
Percentage affected ²	<1%	n/a	n/a

¹ – Reflects any riders that may have boarded Route 11C along Pendleton St or at Braddock Rd Metrorail Station. Route 11C is currently suspended in favor of the DC3 shuttle due to the Yellow Line Bridge project. Reestablishing Route 11Y would essentially make the current shuttle stop locations permanent.

² – Estimated percent of trips that can no longer board at the same stop using Metrobus. Service provided by local jurisdictions is not included as alternatives.



11Y Mt Vernon Express

FY24
Service Restoration

Legend

-  Metrorail Stations
-  Restored 11Y
-  Eliminated 11C



0 0.75 1.5 3
Miles

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 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 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 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	6 min	5 min	10 min
Green, Yellow	6 min	6 min	10 min
Orange	10 min	7.5 min	15 min
Blue, Silver	12 min	10 min	15 min

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 fares on Metrorail and Metrobus for customers enrolled in the Supplemental Nutrition Assistance Program (SNAP). Customers would have the option to enroll online and have the discount applied virtually to their existing SmarTrip card or receive assistance to enroll in person.

Current Fare Structure

Service	Base Fare	Max Fare	Reduced Fare ¹
Metrorail Peak Weekday	\$2.25	\$6.00	50% off the peak fare
Metrorail Off-Peak Weekday	\$2.00	\$3.85	50% off the peak fare
Metrorail Late Night ² and Weekend	\$2.00	\$2.00	\$1.00
Metrobus Regular	\$2.00	\$2.00	\$1.00

Note: Includes free transfers from rail to bus and a \$2 discount on transfers from bus to rail. MetroAccess fares are twice the fastest comparable fixed-route fare with a maximum of \$6.50 per trip.

1. For senior and disabled customers
2. Late Night fares apply after 9:30pm

FY2024 Proposed Fare Structure

Service	Base Fare	Max Fare	Reduced Fare¹
Metrorail Weekday	\$2.00	\$6.50	\$1.00 to \$3.25
Metrorail Late Night ² and weekend	\$2.00	\$2.00	\$1.00
Metrobus Regular	\$2.00	\$2.00	\$1.00

Note: Includes free transfers from rail to bus and a \$2 discount on transfers from bus to rail.

MetroAccess fares are twice the fastest comparable fixed-route fare with a maximum of \$6.50 per trip.

1. 50% discount for senior, disabled, and low-income customers
2. Late Night fares apply after 9:30pm

Metrorail Fares	FY2023 Fares/Fees	Proposed FY2024 Fares/Fees
Peak Fares¹		
1 · Boarding charge (up to 3 miles)	\$2.25	Eliminate
2 · Composite miles between 3 and 6 miles	\$0.326	Eliminate
3 · Composite miles over 6 miles	\$0.288	Eliminate
4 · Maximum peak fare	\$6.00	Eliminate
5 · Charge for senior/disabled	\$1.10 - \$3.00	Eliminate
Off-Peak Fares²		
6 · Boarding charge (up to 3 miles)	\$2.00	Eliminate
7 · Composite miles between 3 and 6 miles	\$0.244	Eliminate
8 · Composite miles over 6 miles	\$0.216	Eliminate
9 · Maximum off-peak fare	\$3.85	Eliminate
10 · Charge for senior/disabled	\$1.10 - \$3.00	Eliminate
Regular Fares (New)		
11 · Boarding charge (up to 3 miles)		\$2.00
12 · Composite mileage charge over 3 miles		\$0.40
13 · Maximum fare		\$6.50
14 · Reduced Fare for Senior/Disabled/Low-income ³		\$1.00 - \$3.25
Late Night and Weekend Fares⁴		

¹ 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.

² 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. In our proposed budget, this would be eliminated.

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

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

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

Unlimited Combo Passes⁵

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

Other Rail Fares

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

Metrobus Fares

Regular Fares

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

Senior/Disabled/Low-Income³: One-Half Regular Fares

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

Cash Upload to SmarTrip®

38	· Surcharge for cash upload to SmarTrip® on board bus	\$0.00	No change
----	---	--------	-----------

Bus Transfers utilizing SmarTrip® card

39	· Local to local bus	Free	No change
40	· Local to express bus	\$2.00 discount	No change
41	· Local to designated airport routes	\$2.00 discount	No change
42	· Rail-to-bus transfer	\$2.00 discount	
43	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	Free	No change
44	· Transfer from regional bus partners	Varies	Varies

⁵ 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.

⁶ 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.

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

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

⁹ 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.

Bus Passes

45	· 7-Day Regional Bus Pass	\$12.00	No change
46	· 7-Day Regional Senior/Disabled Bus Pass	\$6.00	No change

Other Fare Media

47	· Package of 10 tokens, available to organizations	\$20.00	No change
48	· DC student tokens - 10 trips per pack	\$10.00	No change

MetroAccess Fares¹⁰

49	· MetroAccess fare (within ADA 3/4 mile service corridor)	Varies	Varies
50	· Maximum fare	\$6.50	No change

Parking Fees¹¹

51	· District of Columbia	\$4.45 - \$4.95	No change
52	· Montgomery County	\$4.45 - \$5.20	No change
53	· Prince George's County	\$3.00 - \$4.95	No change
54	· Virginia	\$3.00 - \$4.95	No change
55	· Monthly reserved parking fee	\$45.00 - \$65.00	No change
56	· Parking meters \$1.00/60 minutes	\$1.00	No change
57	· Prince George's parking garage at New Carrollton (monthly)	\$85.00	No change
58	· Non-Metro rider parking fees	\$7.50 - \$15.00	No change
59	· Special event parking fees	Up to \$25.00	No change

Other Fees

60	· Bicycle locker rental	\$120.00 (annual)	No change
----	-------------------------	-------------------	------------------

Additional Notes

Virtual bus-to-bus transfers between lines serving the Addison Road and Capitol Heights Metrorail stations via Metrorail at no charge with the use of a SmarTrip® card authorized in Resolution 2017-52 shall continue in effect.

¹⁰ MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip.

¹¹ Parking fees consist of Metro's base fee plus jurisdiction surcharge, if any.

Metro for D.C. Amendment Act of 2021

The Council of the District of Columbia passed the “Metro for D.C. Amendment Act of 2021” on December 20, 2022. Pending Mayoral approval and Congressional review, the Act directs the District to enter into a fare buydown agreement with Metro to provide no-cost Metrobus transportation within the District of Columbia, and daily 24-hour Metrobus service for the 12-minute Frequent Service Network within the District of Columbia.

(1) Fare Buy-Down for District of Columbia Metrobus Services

Implement a fare buy-down agreement with the District of Columbia to offer bus service at no charge to customers within the District of Columbia.

(2) District of Columbia All-Night Bus Service

PROPOSED CHANGES TO SERVICE

- Extend span of service on 13 Metrobus routes in the District of Columbia to extend through the overnight hours and provide a 24/7 network of bus routes in D.C.
- The following routes would have their span of service expanded with 20-minute headways through the overnight hours:
 - 32
 - 33
 - 52
 - 70
 - 90
 - A6
 - A8
 - B2
 - H4
 - S2
 - V2
 - W4
 - X2
- Additionally, the above routes would have their frequencies adjusted to match a minimum of 20-minute headways across the entire 24-hour period.

REASON FOR PROPOSED CHANGE

On December 6th, 2022, the D.C. Council passed the “Metro for D.C.” bill on a vote of 13-0. The bill included two major elements: first, a fare buydown for Metrobus fares for trips originating in DC; second, a measure to fund overnight bus service on a network of routes throughout the District. To meet these measures, WMATA is proposing a network of 13 Metrobus routes that would run 20-minute service in the overnight hours (typically 1 or 2 am until around 5am) and adjust any other headways to ensure a 20-minute minimum headway across the entire 24-hour service day.

