



Notice of Public Hearing

Washington Metropolitan Area Transit Authority

Docket B20-01: Proposed FY2021-2026 Capital Improvement Program

Docket B20-02: Proposed FY2021 Operating Budget and Related Service and Fare Proposals

Purpose

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

Hearing No. 628

Monday, February 24, 2020

Hilton Arlington

950 N. Stafford Street, Arlington, VA 22203

Open House at 6:00 p.m. – Public Hearing at 6:30 p.m.

Hearing No. 629

Tuesday, February 25, 2020

Metro Points Hotel

8500 Annapolis Road

New Carrollton, MD 20784

Open House at 6:00 p.m. – Public Hearing at 6:30 p.m.

Hearing No. 630

Wednesday, February 26, 2020

Metro Headquarters Building

600 5th Street, NW

Washington, DC 20001

Open House at 4:00 p.m. – Public Hearing at 4:30 p.m.

Please note that these dates are subject to each facility's cancellation policy. In the event of a cancellation, Metro will post information about the new hearings on wmata.com

Speaker registration at each hearing is on-site only and closes at the close of the hearing or 9 p.m., whichever comes first.

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

In the event of a cancellation, WMATA will post information about a new hearing on wmata.com.

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

The locations for all Metro public hearings are wheelchair accessible. Any individual who requires special assistance or additional accommodation to participate in public hearings, or requires these materials in an alternate format, should contact the Office of the 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) 962-2582 as soon as possible prior to the public hearing date.

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

HOW TO REGISTER TO SPEAK – 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.

There will be no advance registration to speak. Those wishing to provide oral testimony will sign up to speak at the hearing, will be called to testify in the order they sign up, and can sign up to speak at any time prior to the close of the hearing or 9 p.m., whichever comes first. Elected public officials will be allowed to provide their testimony as soon as feasible after their registration. If you will not be able to stay to provide your testimony orally when your name is called, staff will help you to submit your comments into the public record.

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.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING – Testimony about this proposal may be submitted online via a survey at wmata.com/budget. The survey will open by 9 a.m. on Saturday, February 8, 2020 and will close at 5 p.m. on Monday, March 2, 2020. The survey will also provide the opportunity to submit freeform comments. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street NW, Washington, DC 20001. All comments must be received by 5 p.m. on Monday, March 2, 2020 to be included in the public record.

The comments received by the Office of the Board 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.

Copies of the docket in its entirety can be requested from Metro's Office of the Board Secretary by calling (202) 962-2511 or may also be reviewed in an area available for inspection during normal business hours at Metro's Headquarters at 600 Fifth Street, NW, Washington, DC 20001. Please call (202) 962-2511 in advance to schedule an appointment.

The WMATA Board of Directors has authorized the FY2021 Budget public hearing, as required by the WMATA Compact and the Federal Transit Administration (FTA). The proposed fare adjustments, service changes, and capital program (including the proposed use of FTA and other federal grant funds) for FY2021 are described in detail in the attached dockets. For the service and fare changes, these proposals represent the maximum changes that the Board may adopt as part of the FY2021 budget. The Board may ultimately choose to authorize lesser changes, or no changes at all.

PROPOSAL FOR DOCKET B20-01: Proposed FY2021 Capital Improvement Program and Federal FY2020 Grant Applications

Overview

The proposed FY2021 capital budget of \$1.8 billion and six-year capital plan of \$9.7 billion include investment in ongoing projects, prioritized system preservation and renewal needs from the Capital Needs Forecast and asset management and reliability plans. Over the past four years, Metro has spent \$5 billion on capital investments. Capital delivery exceeded annual investment goals in FY2019 with actual capital spending of \$1.5 billion. This was 99% of the FY2019 budgeted amount and represents the third year that Metro has exceeded the target of 95% for capital funds invested.

Capital program publications detail the following:

- Capital Needs Forecast identifying a total of \$22.5 billion in investment needs unconstrained by cost or execution capacity.

- Capital Program Strategy outlining the vision and goals for capital investments.
- 10-Year Capital Plan projecting \$18.0 billion in investments constrained by delivery capacity for major projects. (Note: Due to delivery capacity constraint, there are potentially significant investment needs beyond the 10-year planning horizon.)
- Six-year Capital Improvement Program of \$9.7 billion and a FY2021 capital budget of \$1.8 billion with a list of priority projects and programs constrained by affordability and delivery capacity.

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

- **Customer Facilities & Experience.** Major investments include station systems improvements, station infrastructure upgrades, and bus station and terminal upgrades.
- **Vehicles.** Moving our riders with modern vehicles is an investment focus with railcar acquisition, railcar safety and reliability, as well as investments in bus and paratransit vehicle acquisition and rehabilitation.
- **Infrastructure, Systems & Support Facilities.** Supporting our network with activities to provide safe, reliable service includes major investments in track and structures, rail systems, bus garage replacement, and business support through office consolidation and information technology investments.

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

Proposed FY2021 Capital Investment by Program Area

Capital Investment Categories (\$M)	FY2021 Budget	FY2022 Plan	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	6 Year Total
Railcar	\$280	\$257	\$333	\$347	\$454	\$565	\$2,236
Rail Systems	\$165	\$131	\$163	\$153	\$147	\$132	\$891
Track and Structure Rehabilitation	\$148	\$176	\$166	\$193	\$161	\$170	\$1,014
Stations and Passenger Facilities	\$546	\$526	\$391	\$252	\$192	\$179	\$2,085
Bus and Paratransit	\$208	\$225	\$293	\$313	\$284	\$216	\$1,539
Business Support	\$475	\$550	\$218	\$236	\$243	\$227	\$1,949
Total Capital Investments	\$1,821	\$1,865	\$1,563	\$1,493	\$1,481	\$1,490	\$9,714
Revenue Loss from Capital Projects	\$23	\$24	\$25	\$25	\$26	\$27	\$149
Debt Service - Dedicated Funding	\$31	\$52	\$84	\$104	\$121	\$140	\$533
Total Capital Program Cost	\$1,875	\$1,941	\$1,672	\$1,623	\$1,628	\$1,657	\$10,396

FY2021 Proposed Capital Funding Sources

Funding Sources (\$M)	FY2021 Proposed Budget	FY2021- FY2026 Plan
Federal Grants		
Formula and Other Grants	\$352	\$2,110
PRIIA	\$149	*\$149
Subtotal Federal Grants	\$500	\$2,258
State and Local Contribution		
District of Columbia	\$331	\$2,035
State of Maryland	\$305	\$1,871
Commonwealth of Virginia	\$282	\$1,727
Subtotal State and Local	\$918	\$5,633
Jurisdiction Reimbursable Projects		
Metropolitan Washington Airports Authority	\$62	\$239
Debt	\$27	\$44
Debt	\$369	\$2,222
Grand Total	\$1,875	\$10,396

**Note: Does not assume reauthorization of Federal PRIIA*

Federal Support for the Capital Improvement Plan (CIP)

The proposed FY2021-2026 CIP includes funding from various Federal Transit Administration (FTA) programs including the Urbanized Area Formula Program (49 U.S.C. 5307, or "Section 5307"). FTA requires that recipients of Section 5307 grant funding annually conduct a public hearing of the grant funded projects, therefore a public hearing on the proposed FY2021 capital program is required.

WMATA intends to apply for Federal Fiscal Year 2020 grants under the Fixing America's Surface Transportation (FAST) Act and the Further Consolidated Appropriations Act, 2020 (H.R. 1865) to support ongoing capital investments. These applications will be filed under the provisions of FAST (P.L. 114-94) and PRIIA (P.L. 110-432).

The FTA apportions funds to the Washington DC Metropolitan Region under the FAST Act, and 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. In Federal FY2019, the region was apportioned \$382 million and under the agreement WMATA received approximately 86 percent of the total FTA formula funding for the region. The FTA has not yet announced the regional apportionment for Federal FY2020, but if funding remains consistent with the prior year WMATA's share will be approximately \$328 million. With the addition of \$4 million in federal funding from the Northern Virginia Transportation Authority (NVTA), planned federal grant support totals \$332 million.

Additionally, WMATA estimates \$148.5 million will be available to the agency through a direct federal grant, provided under the Further Consolidated Appropriations Act for Federal FY 2020 (Public Law No: 116-94). This extends for Federal FY 2020 the funding partnership between the federal government and the District of Columbia, Maryland, and Virginia, which has been in effect since 2009, and provides critical resources to WMATA for safety improvements, railcar purchases, and other important state of good repair investments.

In accordance with Board policy, 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 2020. 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. Additional public involvement in the planning and programming of capital funds occurs through the TPB, the designated Metropolitan Planning Organization (MPO) for the Washington region. The TPB holds forums for public review and comment on the TIP. These forums cover not only funding, but also critical regional issues regarding air quality conformity, land use coordination, and investments to address future population and employment growth.

PROPOSAL FOR DOCKET B20-02: Proposed FY2021 Operating Budget and Related Service and Fare Proposals

Overview

WMATA's proposed FY2021 operating budget totals \$2.09 billion. It includes a base operating budget that is within the mandated three percent subsidy growth cap plus costs that are excluded per the legislation. The total subsidy is \$1.28 billion.

Within the cap, the proposed budget includes:

- Initiatives to further improve service and the customer experience
- Increasing non-fare revenue to help minimize increase to customer fares and reductions to service levels
- Enhancing fare options to drive ridership
- Establishes an Extra Services Fund to support unplanned and unfunded events of regional significance

Above the mandated three percent subsidy growth cap, the proposed budget includes legislatively excluded initiatives which require \$124 million in jurisdictional subsidy to fund Silver Line Phase 2 mobilization and revenue service, as well as federal mandates for safety and paratransit services.

The FY2021 operating budget is summarized in the table on the next page:

	FY2020 Budget	Base	Exclusions	Total	Change \$	%
Revenue						
Passenger Revenue	\$723	\$701	\$5 ^A	\$706	(\$18)	-2%
Other Revenue	\$91	\$101	\$0	\$101	\$10	11%
Total Revenue	\$814	\$802	\$5^A	\$807	(\$7)	-1%
Expenses						
Labor and Benefits	\$1,357	\$1,386	\$87	\$1,473	\$116	9%
Non-Labor	\$583	\$575	\$42	\$617	\$34	6%
Total Expenses	\$1,940	\$1,961	\$129	\$2,090	\$150	8%
SUBSIDY	\$1,125	\$1,159	\$124	\$1,283	\$158	14%

^A Silver Line Phase 2 anticipated passenger revenue.

SERVICE PROPOSALS FOR PUBLIC INPUT AND CONSIDERATION

The FY2021 proposed budget adds Metrorail late night hours to keep Metro open later and increases the frequency of trains on Sundays. The proposal also makes targeted improvements to weekday and weekend service on Metrobus to grow ridership, improve customer experience, and strengthen Metro to better serve the region. To balance the budget, the proposals include service reductions and consolidations for efficiency and effectiveness. Proposed service reductions were selected to minimize customer impact, eliminating service only where there was very low ridership or service was redundant.

Additional service proposals include eliminating late night Bus Lifeline service if Metrorail late night hours are expanded. Specific Metrorail and Metrobus service changes include:

Proposed Metrorail Service Changes

1 Better Weekend Metrorail Service: Operate Saturday Headways on Sundays

Reduce Orange/Silver/Yellow/Green/Blue Line Sunday daytime headway from 15 minutes to 12 minutes. Reduce Red Line Sunday daytime headways from 8 minutes to 6 minutes.

2 Restore Rail Late Night Hours: Add Four Hours of Service Per Week

Trains would operate an additional four hours per week; staying open 30 additional minutes Monday through Thursday (until midnight) and one additional hour on Fridays and Saturdays (until 2:00 a.m.).

3 Weekday Early Morning Right-sizing: Widen Weekday Headway before 6 a.m.

Increase Weekday headways on all Lines before 6:00 a.m. from 8 minutes to 12 minutes.

Proposed Metrobus Service Changes

1. Better Weekend Metrobus Service

Bus service frequency would be improved in two ways: first, Sunday frequency would improve to match current Saturday service on seven bus lines and second, Saturday and Sunday frequencies would increase on seven bus lines.

2. Improve MetroExtra Service

The proposal improves service by extending the hours on four MetroExtra routes and improving service frequency on one route.

3. Efficiencies and Restructurings

A. Service Adjustments and Eliminations for Redundancy

The proposal reduces or eliminates routes where other transit service is available and, in some cases, adds service to supplement remaining routes. Route reductions or eliminations may require customers to transfer to another bus or Metrorail to complete their trip.

B. Service Elimination for Low Ridership

The proposal eliminates service with low utilization. In some cases, customers may no longer have transit options available to make their trip. Customers may have the option to use park-and-ride lots with bus service, or Metrorail stations with available parking capacity, generally within a relatively short driving distance. In other cases, alternative transit service exists along parallel or intersecting corridors, though customers will travel farther to reach stops and make transfers to complete their trip.

C. Service Restructuring for Efficiency and Effectiveness

The proposal combines services to streamline routes and make service simpler, and easier to understand. This proposal creates a stronger network of services with fewer route branches and variations and better utilizes capacity.

4. Elimination of Bus Lifeline Service

Metro increased late night bus service in June 2017 to mitigate impacts from closing the Metrorail system at an earlier hour. With the FY2021 proposed increase to late night hours in the Metrorail system, Bus Lifeline Service as listed may be eliminated if the proposed Metrorail late night hours are adopted.

5. MetroAccess Service Changes

The MetroAccess service area will not be impacted by any of the proposed Metrobus service changes or route eliminations and remain as is until December 31, 2020, at which time it may change based on a review of (a) available fixed route service, (b) the availability of subsidized alternatives to the MetroAccess service, and (c) demand for paratransit service.

Proposed Metrobus Service Changes

Weekend Service Improvements				
<i>Route</i>	<i>Name</i>	<i>Day(s)</i>	<i>Proposed Service Change(s)</i>	<i>Jurisdictions Served</i>
80	North Capitol Street	Sat / Sun	Increase frequency from 30 minutes to 20 minutes	DC
83,86	College Park	Sat / Sun	Increase frequency from 60 minutes to 30 minutes (15 minutes in combined section)	DC, PG
A12	Martin Luther King Jr. Highway	Sun	Increase frequency to match Saturday (every 45 minutes)	PG
C29	Central Avenue	Sat / Sun	Increase frequency from 60 minutes to 30 minutes	PG
E4	Military Road-Crosstown	Sat / Sun	Increase frequency from every 24 minutes on Saturday and every 30 minutes on Sunday to every 20 minutes	DC
F4	New Carrollton-Silver Spring	Sat / Sun	Increase frequency from every 24 minutes on Saturday and every 30 minutes on Sunday to every 20 minutes	MG, PG
P6	Anacostia-Eckington	Sat / Sun	Increase frequency from every 35 minutes to every 20 minutes	DC
P12	Eastover-Addison Road	Sun	Increase frequency to match Saturday (every 20 minutes)	DC, PG
S2	16 th Street	Sun	Increase frequency to match Saturday (every 20 minutes)	DC, MG
S9	16 th Street Limited	Sun	Increase frequency to match Saturday (every 20 minutes)	DC, MG
Y2, Y8	Georgia Avenue-MD	Sat / Sun	Increase frequency from every 24 minutes to every 20 minutes	MG
7A,7F	Lincolnia-North Fairlington	Sun	Increase frequency to match Saturday (every 30 minutes)	AR, AX
23B, 23T	McLean-Crystal City	Sun	Increase frequency from 60 minutes to 30 minutes (15 minutes in combined section)	AR, AX, FX
28A	Leesburg Pike	Sun	Increase frequency to match Saturday (every 20 minutes)	AX, FX

MetroExtra Improvements				
Route	Name	Day(s)	Proposed Service Change(s)	Jurisdictions Served
79	Georgia Avenue Limited	Mon-Fri	Extend PM service 3 hours to 10 PM	DC, MG
X9	Benning Road-H Street Limited	Mon-Fri	Add additional peak period trips. Extend PM peak period 1 hour to 7:45 PM	DC, PG
K9	New Hampshire Avenue Limited	Mon-Fri	Add midday service	DC, MG, PG
16Y	Columbia Pike-Farragut Square	Mon-Fri	Extend AM peak period 1 hour to 10:00 AM. Extend PM peak period 1 hour to 8:15 PM	DC, AR

Efficiencies and Restructuring				
Route	Name	Category	Proposed Service Change(s)	Jurisdictions Served
30N, 30S	Friendship Heights – Southeast	Redundancy	Eliminate all 30N and 30S trips. Replace all 30N and 30S slots with 31, 32, 33 and 36 trips.	DC, PG, MG
32,34, 36	Pennsylvania Avenue	Redundancy	Eliminate all 34 trips, replace with 32 or 36 trips.	DC, PG
37	Wisconsin Avenue Limited	Redundancy	Eliminate entire line	DC
54	14 th Street	Efficiency	Eliminate entire route pattern; convert most 54 trips into 59 trips	DC
59	14 th Street Limited	Efficiency	Complement changes to 54 by having 59 make all stops north of Colorado Avenue.	DC
92	U Street - Garfield	Redundancy	Eliminate short trips ending at Eastern Market.	DC
A4, W5	Anacostia – Fort Drum	Efficiency	Eliminate entire line and combine with W4 restructure. Replace Anacostia to Coast Guard HQ service with an extension of route A8.	DC
B8/9	Fort Lincoln Shuttle	Efficiency	Eliminate entire line	DC, PG
D1	Glover Park – Franklin Square	Redundancy	Eliminate entire line	DC
D2	Glover Park – Dupont Circle	Efficiency	Combine with G2 and reduce to one route	DC
D4	Ivy City – Franklin Square	Frequency / Span	Eliminate service after 10 PM	DC
D5	MacArthur Boulevard - Georgetown	Redundancy	Eliminate entire line	DC, MG
D6	Sibley Hospital – Stadium Armory	Frequency / Span	Eliminate certain late-night trips on weekdays and Saturday	DC
E2	Ivy City – Fort Totten	Frequency / Span	Eliminate service after 10 PM	DC
E6	Chevy Chase	Efficiency	Combine with M4 and reduce to one route	DC, MG
G2	P Street – LeDroit Park	Efficiency	Combine with D2 and reduce to one route	DC
M4	Nebraska Avenue	Efficiency	Combine with E6 and reduce to one route	DC
V1	Benning Heights – M Street	Redundancy	Eliminate entire line	DC
W1	ShIPLEY Terrace – Fort Drum	Frequency / Span	Eliminate midday service	DC
W2, W3	United Medical Center- Anacostia	Efficiency	Reroute to serve South Capitol St. and Malcolm X Avenue, convert all W3 trips to W2 trips.	DC, PG

W4	Deanwood – Alabama Avenue	Efficiency	Reroute to serve Fort Drum and DC Village; eliminate segment form M.L. King and Alabama Avenues to Anacostia Station	DC
X1, X3	Benning Road	Redundancy	Eliminate entire line	DC
X2	Benning Road – H Street	Redundancy	Adding peak period trips to alleviate crowding due to eliminating X1 and X3	DC
X8	Maryland Avenue	Redundancy	Extend some trips to Foggy Bottom to replace X1 service	DC
B29	Crofton-New Carrollton	Low Ridership	Eliminate entire line	PG, AA
B30	Greenbelt-BWI Airport Express	Redundancy	Eliminate entire line	PG, AA
C4	Greenbelt-Twinbrook	Frequency / Span	Reduce late-night span on weekdays	MG, PG
C11, C13	Clinton	Low Ridership	Eliminate entire line	PG
C28	Pointer Ridge	Low Ridership	Eliminate entire line	PG
F12	Ardwick Industrial Park Shuttle	Low Ridership	Eliminate entire line	PG
J2	Bethesda-Silver Spring	Frequency / Span	Reduce late-night span on weekdays	MG
K6	New Hampshire Ave.-MD	Frequency / Span	Reduce late-night span on weekdays	DC, MG, PG
L8	Connecticut Ave.-MD	Frequency / Span	Reduce early morning and evening span on weekdays	DC, MG
NH2	National Harbor-Alexandria	Redundancy	Eliminate route segment from King St.-Old Town to Huntington. Reduce frequency.	PG, AX, FX
Q1,Q2,Q5,Q6	Veirs Mill Road	Redundancy	Eliminate route segment from Rockville to Shady Grove	DC, MG
T2	River Road	Frequency / Span	Reduce early morning and evening span on weekdays	DC, MG
W14	Bock Road	Low Ridership	Eliminate entire line	DC, PG
Y2	Georgia Ave.-MD	Frequency/Span	Reduce late-night span on weekdays	MG
Z2	Colesville-Ashton	Redundancy	Eliminate entire line	MG
Z6	Calverton-Westfarm	Redundancy	Extend service to Greencastle to replace part of the Z8 line. Add additional frequency to replace Z8 trips. Eliminate service to Burtonsville.	MG
Z8	Fairland	Redundancy	Eliminate entire line	MG
Z11	Burtonsville-Greencastle Express	Redundancy	Eliminate entire line	MG
3A	Annandale Road	Low Ridership	Eliminate entire line	AR, FC, FX
3T	Pimmit Hills	Low Ridership	Eliminate entire line	FC, FX
5A	DC-Dulles	Redundancy	Eliminate entire line due to Silver Line Extension	DC, AR, FX

7Y	Lincolnia-North Fairlington	Redundancy	Eliminate route segment from Pentagon to Farragut Square	DC, AR, AX
15K	Chain Bridge Road	Low Ridership	Eliminate entire line	AR, FX
16C	Columbia Pike	Redundancy	Eliminate route segment from Pentagon to Downtown DC	DC, AR, FX
16G, 16H	Columbia Heights West-Pentagon City	Redundancy	Eliminate route 16G trips, increase 16H frequency to 8 minutes peak and convert all 16G trips to 16H trips off-peak	AR, FX
22A, 22C, 22F	Barcroft-South Fairlington	Redundancy	Eliminate all 22A trips, convert all 22C trips to 22F trips. This will eliminate the route segment from Wakefield and 24 th Streets to Ballston and the segment through Parkfairfax. Also, all off-peak service will be eliminated.	AR, AX
29W	Braeburn Drive- Pentagon	Low Ridership	Eliminate entire line	FX
S80, S91	Springfield Circulator- Metro Park Shuttle	Low Ridership	Eliminate entire line	FX

Bus Lifeline Service Adjustment				
Route	Name	Day(s)	Proposed Service Change(s)	Jurisdiction Served
30N, 30S	Friendship Heights- Southeast	Weekday Sat / Sun	Eliminate the last trip each direction on Route 30N weekday, Saturday and Sunday and the last trip each direction on Route 30S on weekdays and Saturdays	DC, PG
80	North Capitol Street	Fri / Sat / Sun	Eliminate the last 2 trips each direction	DC
96	East Capitol Street- Cardoza	Fri / Sat	Eliminate the last westbound trip on Fridays and the last eastbound trip on Fridays and Saturdays. The remaining last trip on Saturdays will terminate at U & 14 th Sts. NW	DC, PG
G8	Rhode Island Avenue	Fri / Sat	Eliminate all trips operating to/from Rhode Island Avenue Station	DC, PG
H4	Crosstown	Fri / Sat / Sun	Eliminate the last trip each direction	DC
P6	Anacostia- Eckington	Weekday Sat / Sun	Eliminate service between 2 am and 4 am	DC
W4	Deanwood – Alabama Avenue	Weekday Sat / Sun	Eliminate the last northbound trip on weekdays, Saturday and Sunday. Eliminate the last southbound trip on Saturday and Sunday.	DC
2A	Washington Blvd.- Dunn Loring	Fri / Sat	Eliminate the last trip each direction	AR, FC, FX
10A, 10N	Alexandria- Pentagon	Fri / Sat / Sun	Eliminate the last 10A trip each direction. Eliminate the entire Route 10N.	AR, AX
16E	Columbia Pike	Sun	Eliminate AM service between Pentagon and Franklin Square	DC, AR, FX

FARE PROPOSALS FOR PUBLIC INPUT AND CONSIDERATION

Overview

Metro's policies, with respect to fares, are contained in Resolution 2007-47, which recommends biennial adjustments linked to inflation, and Resolution 2010-66, which identifies seven policy principles to guide Metro's Board in decision-making on fares. The last of those seven principles stresses the importance of revenue adequacy and ridership maximization.

Metro last raised fares in July 2017 as part of the FY2018 budget. The GM/CEO has proposed several fare changes in FY2021 to promote better bus and rail integration, additional fare simplification, and ridership growth.

To promote customer adoption of passes and operating efficiency, no increases are proposed to pass prices. In addition, MetroAccess (paratransit) fares would remain at twice the fastest comparable fixed-route fare, with the maximum MetroAccess fare remaining at \$6.50.

The proposed changes include both fare reductions and increases to improve Metro's fare competitiveness, grow ridership and encourage purchases of pass products and simplify fares.

Specific fare adjustments include:

Fares

Metrorail

- Raise base peak fares by \$0.25 from \$2.25 to \$2.50 (Not applicable with passes, Monthly Unlimited Pass to be calculated using FY 2020 fare rates)
- Eliminate tiered mileage charges
 - During peak period charge a flat \$0.326 per mile after 3.0 miles
 - During off-peak period charge a flat \$0.216 per mile after 3.0 miles
- Raise maximum peak fare \$1.00 from \$6.00 to \$7.00
- Raise maximum Senior/Disabled peak fare \$.50 from \$3.00 to \$3.50
- Reduce maximum Senior/Disabled off-peak fare from \$3.00 to \$1.90
- Implement a \$2.75 weekend flat fare on Metrorail
- Implement a \$1.35 Senior/Disabled weekend flat fare on Metrorail
- Charge peak fares after midnight
- Create new pass products:
 - 1-day Short-trip pass at a price of \$8.00
 - 3-day Short-trip pass at a price of \$18.00
 - 1-day Senior/Disabled Short-trip pass at a price of \$4.00
 - 3-day Senior/Disabled Short-trip pass at a price of \$9.00
 - or
 - 1-day Weekend pass at a price of \$6.00
 - 2-day Weekend pass at a price of \$10.00

- 1-day Senior/Disabled Weekend pass at a price of \$3.00
- 2-day Senior/Disabled Weekend pass at a price of \$5.00
- Implement Rail Surcharge of \$1.00 and apply at Dulles Station entries and exits (Not applicable with passes)

Metrobus

- Increase MetroExtra fare by \$1.00
- Increase Senior/Disabled MetroExtra fare by \$.50
- Create a \$0.25 surcharge for cash transactions on Metrobus, including senior/disabled cash transactions
 - Regular fare without SmarTrip would be \$2.25
 - Senior/Disabled Regular fare without SmarTrip® would be \$1.25
 - Express bus fare without SmarTrip® would be \$4.50
 - Senior/Disabled Express bus fares without SmarTrip® would be \$2.35
 - Airport Express route fare without SmarTrip® would be \$7.75
 - Senior/Disabled Airport Express route fare without SmarTrip® would be \$4.00
 - On-board cash loading to SmarTrip® would be subject to \$0.25 surcharge
- Reduce the price of the 7-Day Regional Bus Pass from \$15 to \$12
- Reduce the Senior/Disabled 7-Day Regional Bus Pass from \$7.50 to \$6.00
- Increase the transfer discount utilizing SmarTrip® between rail and bus systems from \$0.50 to \$2.00, equal to the base fare on Metrobus regular routes

Parking Fee

- A general parking fee increase for FY2021 is not being proposed

Fare Proposal

Proposed Fares and Fees (Maximum Potential Changes)

	CURRENT Fares/Fees	FY2021 Proposed Fare Options
Metrorail Fares		
Peak Fares¹		
1 · Boarding charge (up to 3 miles)	\$2.25	\$2.50
2 · Composite miles between 3 and 6 miles	\$0.326	no change
3 · Composite miles over 6 miles	\$0.288	\$0.326
4 · Maximum peak fare	\$6.00	\$7.00
5 · Charge for senior/disabled is one-half peak fare	\$1.10 - \$3.00	\$1.25 - \$3.50
Off-Peak Fares²		
6 · Boarding charge (up to 3 miles)	\$2.00	no change
7 · Composite miles between 3 and 6 miles	\$0.244	\$0.216
8 · Composite miles over 6 miles	\$0.216	no change
9 · Maximum off-peak fare	\$3.85	no change
10 · Weekend Flat Fare ³	\$2.00 - \$3.85	\$2.75
11 · Charge for senior/disabled is one-half the fare during off-peak	\$1.10 - \$3.00	\$1.00 - \$1.90
Unlimited Combo Passes		
12 · Monthly unlimited passes ⁴	varies	no change
13 · 1-day unlimited pass	\$13.00	no change
14 · 3-day unlimited pass	\$28.00	no change
15 · 1-day short-trip unlimited pass		\$8.00
16 · 3-day short-trip unlimited pass		\$18.00
17 · 1-day Weekend pass ³ (if Weekend Fare is adopted)		\$6.00
18 · 2-day Weekend pass ³ (if Weekend Fare is adopted)		\$10.00
19 · 7-day short-trip unlimited pass	\$38.00	no change
20 · 7-day unlimited pass	\$58.00	no change
Other Rail Fares		
21 · Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	\$2.00 discount
22 · Monthly TransitLink Card on MARC and VRE ⁵	\$114.00	no change
23 · Monthly TransitLink Card on MTA ⁵	\$176.00	no change
24 · Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction ⁶	\$0.05	no change
25 · Dulles Station Surcharge on Entries and Exits ⁷		\$1.00
Metrobus Fares		
Regular Fares		
26 · Cash boarding charge for local bus ⁸	\$2.00	\$2.25
27 · Cash boarding charge for MetroExtra ⁸	\$2.00	\$3.25
28 · Cash boarding charge for express bus ⁸	\$4.25	\$4.50
29 · Cash boarding charge for designated airport routes ⁸	\$7.50	\$7.75
30 · SmarTrip® boarding charge for local bus	\$2.00	no change
31 · SmarTrip® boarding charge for MetroExtra	\$2.00	\$3.00
32 · SmarTrip® boarding charge for express bus	\$4.25	no change
33 · SmarTrip® boarding charge for designated airport routes	\$7.50	no change

Senior/Disabled: One-Half Regular Fares

34	· Cash boarding charge for local bus ⁸	\$1.00	\$1.25
35	· Cash boarding charge for MetroExtra ⁸	\$1.00	\$1.75
36	· Cash boarding charge for express bus ⁸	\$2.10	\$2.35
37	· Cash boarding charge for designated airport routes ⁸	\$3.75	\$4.00
38	· SmarTrip® boarding charge for local bus	\$1.00	no change
39	· SmarTrip® boarding charge for MetroExtra	\$1.00	\$1.50
40	· SmarTrip® boarding charge for express bus	\$2.10	no change
41	· SmarTrip® boarding charge for designated airport routes	\$3.75	no change

Cash Upload to SmarTrip®

42	· Surcharge for cash upload to SmarTrip® on board bus ⁸	\$0.00	\$0.25
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Bus Transfers utilizing SmarTrip® card

43	· Local to local bus	free	no change
44	· Local to MetroExtra	free	\$2.00 discount
45	· Local to express bus	\$2.00 discount	no change
46	· Local to designated airport routes	\$2.00 discount	no change
47	· MetroExtra to local bus	free	no change
48	· MetroExtra to MetroExtra	free	no change
49	· MetroExtra to express bus	\$2.00 discount	\$3.00 discount
50	· MetroExtra to designated airport routes	\$2.00 discount	\$3.00 discount
51	· Rail-to-bus transfer	\$0.50 discount	\$2.00 discount
52	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	free	no change
53	· Transfer from regional bus partners	varies	varies

Bus Passes

54	· 7-Day Regional Bus Pass	\$15.00	\$12.00
55	· 7-Day Regional Senior/Disabled Bus Pass	\$7.50	\$6.00

Other Fare Media

56	· Package of 10 tokens, available to organizations	\$20.00	no change
57	· DC student tokens - 10 trips per pack	\$10.00	no change

MetroAccess Fares⁹

58	· MetroAccess fare (within ADA 3/4 mile service corridor)	varies	varies
59	· Maximum fare	\$6.50	no change

Parking Fees¹⁰

60	· District of Columbia	\$4.45 - \$4.95	no change
61	· Montgomery County	\$4.45 - \$5.20	no change
62	· Prince George's County	\$3.00 - \$5.20	no change
63	· Virginia	\$3.00 - \$4.95	no change
64	· Monthly reserved parking fee	\$45.00 - \$65.00	no change
65	· Parking meters \$1.00/60 minutes	\$1.00	no change
66	· Prince George's parking garage at New Carrollton (monthly)	\$85.00	no change
67	· Non-Metro rider parking fees	\$7.50 - \$15.00	no change
68	· Special event parking fees	up to \$25.00	no change

Other Fees

69 · Bicycle locker rental	\$120.00 (annual)	no change
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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. PROPOSED: Peak fares are in effect from 12 midnight until closing. Customers are charged based on entry time at their origin station.

² Off-peak fares are in effect during all other hours on weekdays and all national holidays.

³ PROPOSED: Weekend flat fares are in effect from Saturday opening until 11:59 pm and from Sunday opening until closing.

⁴ The Monthly Unlimited Pass, as originally approved in Resolution 2015-67 and updated to include both rail and bus for FY2020, charges customers a monthly rate equal to 36 times a customers self-selected price point for a one-way peak-period rail trip. Customers purchasing the Monthly Unlimited Pass will continue to pay a monthly rate equal to 36 times the self-selected one-way peak rail trip, but this trip cost shall be based on FY2020 peak period rail trip pricing. For trips that exceed the distance included in the self-selected monthly rate, the difference in fare shall be charged at the FY2021 approved fare rates. Said promotional pricing shall remain in effect until otherwise stated.

⁵ Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.

⁶ 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.

⁷ Rail Surcharge not applicable with use of pass

⁸ A standard \$0.25 surcharge is applied to all trips paid with cash and cash uploads on-board Metrobuses, including for riders qualifying for senior & disabled fares.

⁹ MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip.

¹⁰ Parking fees consist of Metro's base fee plus jurisdiction surcharge, if any.

REFERENCE MATERIAL AVAILABLE FOR REVIEW – The proposed WMATA FY 2021-2026 Capital Improvement Program is included in the WMATA FY2021 Proposed Budget, which is available online at wmata.com.

The FY2021 Proposed Budget is also available for inspection through March 2, 2020, 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 public participation requirements. The program of projects outlined in the FY2021 Proposed Budget will be the final program of projects unless modified prior to final approval by the WMATA Board of Directors.