



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

**Docket B24-01: Proposed FY2025 Capital Improvement Program and Federal FY2025 Grant Applications**

**Docket B24-02: Proposed FY2025 Operating Budget and Associated 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:

**For Hearings 655, 656 and 657:**  
**Open House at 5 p.m. – Public Hearing at 6 p.m.**

Hearing No. 655  
**Monday, February 26, 2024**  
Silver Spring Civic Building  
1 Veterans Plaza  
Silver Spring, MD 20910

Hearing No. 656  
**Tuesday, February 27, 2024**  
WMATA Headquarters  
300 7th Street SW  
Washington, DC 20024

Hearing No. 657  
**Wednesday, February 28, 2024**  
Bozman Government Center  
Arlington County Board Room  
2100 Clarendon Blvd. Ste. #307  
Arlington, VA 22201

Hearing No. 658  
**Thursday, February 29, 2024**  
**12 p.m.**  
**Video or Phone Option Only**  
**No Open House**

***All hearings will be broadcast online at:***  
[wmata.com/budget](http://wmata.com/budget) and [youtube.com/metroforward](https://www.youtube.com/metroforward)

Please note that these dates are subject to each facility's cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on [wmata.com](http://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 these public hearings, 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](http://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](http://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 (Hearings 655, 656 and 657):** Individuals wishing to provide testimony in person during a hearing are encouraged to pre-register by emailing [speak@wmata.com](mailto:speak@wmata.com) or calling (202) 962-2511 by 12 p.m. the day of 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. Registrants who have not provided testimony at prior hearings on these dockets will be given priority to speak.

**By videoconference (Hearing 658):** Individuals wishing to provide testimony via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to [speak@wmata.com](mailto: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 (Hearings 658):** Individuals should call (206) 899-2028 during the hearing and enter Meeting Code 164 729 013. Advance registration to provide testimony via telephone is not available.

### **HOW TO SUBMIT TESTIMONY NOT AT A PUBLIC HEARING**

Testimony about this proposal may be submitted online via a survey at [www.wmata.com/budget](http://www.wmata.com/budget). The survey will open by 9 a.m. on Saturday, February 10, 2024, and will close at 5 p.m. on

Tuesday, March 5, 2024. The survey will also provide the opportunity to upload documents and 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 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 Tuesday, March 5, 2024, 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 7<sup>th</sup> Street SW, Washington, DC 20024. Please call 202-962-2511 in advance to schedule an appointment.

The WMATA Board of Directors has authorized the FY2025 Budget public hearings, as required by the WMATA Compact, 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 FY2025 is described in detail in the dockets. In addition, the Board is also seeking comment on proposed fare and service changes for FY2025. The Board may ultimately choose to authorize lesser changes, or no changes at all.

## **Docket B24-01: Proposed FY2025 Capital Improvement Program and Federal FY2025 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 FY2025 capital budget of \$2.6 billion and six-year capital improvement program of \$13.3 billion (both including revenue loss and debt service) 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 \$13.3 billion and a FY2025 capital budget of \$2.6 billion with a list of priority projects and programs constrained by affordability and delivery capacity.
- Ten-Year Capital Plan projecting \$24 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 rail vehicle scheduled maintenance program (SMP) facility improvements and railyard state of good repair.
- **Rail Systems.** Major investments include Train Control Room Rehabilitation, Track Circuit Cable Testing and Replacement, Switch Machine Replacement, Rail Power System Rehabilitation, Radio Infrastructure Replacement, Fiber Installation.
- **Track and Structures Rehabilitation.** Major investments include track rehabilitation and maintenance; tunnel ventilation demonstration and water leak mitigation at two red line segments; and bridge and aerial structural rehabilitation.
- **Station and Passenger Facilities.** Major investments include standpipe systems and tunnel emergency egress; parking garage and surface lot rehabilitation, station entrance canopies, and elevator rehabilitations; digital signage and wayfinding, lighting, station cooling system work, and fare payment modernization.
- **Bus, Bus Facilities, and Paratransit.** Major *vehicle* investments include bus acquisition and rehabilitation and paratransit vehicle purchases, including zero emission bus acquisition. Major *facilities* investments include Northern and Bladensburg garage replacements and electrification; shelter replacement, customer information electronic displays, bus priority program, New Carrollton Garage and Bus Bays
- **Operations and Business Support.** Major investments include off-premises data center; planning for modern training facility, computing infrastructure state of good repair; Enterprise Resource Planning (ERP) System Replacement, Asset Management System Upgrade; service vehicle replacement; roof rehabilitation and replacements; and environmental compliance.

The six-year plan includes reimbursable projects such as the Purple Line.

## Financial Plan by Investment Category

Capital Investment Categories (\$M)	FY2025 Proposed Budget*	FY2026 – FY2030 Plan*	Six-Year Total*
Railcars and Railcar Facilities	\$457	\$2,332	\$2,789
Rail Systems	\$386	\$1,180	\$1,567
Track and Structure Rehabilitation	\$297	\$1,164	\$1,460
Stations and Passenger Facilities	\$371	\$920	\$1,291
Bus, Bus Facilities, and Paratransit	\$558	\$1,790	\$2,349
Operations and Business Support	\$319	\$1,290	\$1,609
<b>Total Capital Investments</b>	<b>\$2,388</b>	<b>\$8,677</b>	<b>\$11,065</b>
Revenue Loss from Capital Projects	\$10	\$50	\$60
Debt Service - Dedicated Funding	\$246	\$1,909	\$2,155
<b>Total Capital Program Cost</b>	<b>\$2,644</b>	<b>\$10,636</b>	<b>\$13,281</b>

\*FY2025-FY2030 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)	FY2025 Proposed Budget*
Formula and Other Grants	\$477
PRIIA	\$144
<b>Subtotal Federal Grants</b>	<b>\$621</b>
District of Columbia	\$337
State of Maryland	\$319
Commonwealth of Virginia	\$295
<b>Subtotal State and Local Contribution</b>	<b>\$951</b>
<b>Jurisdiction Reimbursable Projects</b>	<b>\$31</b>
Debt and Other Fund Sources	\$1,041
<b>Grand Total</b>	<b>\$2,644</b>

\*FY2025 Funding Sources are estimates and may change; columns may not sum due to rounding.

**Docket B24-02: FY2025 Proposed Operating Budget and Associated Service and Fare Proposals**

**Overview**

WMATA’s FY2025 Proposed Operating Budget (excluding reimbursables and debt service) of \$1.8 billion is 23 percent lower than the FY2024 operating budget due to severe service cuts. At \$310.7 million, passenger revenue is projected to be 23 percent lower than FY2024 and non-passenger revenue is projected to decrease by 12.2 percent. This budget includes the remaining \$95 million in federal relief funding available in FY2025 and adheres to the three percent cap for the jurisdictional subsidy.

The FY2025 Proposed Budget includes unprecedented service cuts to Metrorail and Metrobus and an increase of fares across all modes. To reduce expenses through service cuts and fare increases, the FY2025 Proposed Budget will decrease Metrobus service hours by approximately 33 percent in each jurisdiction, with 67 Metrobus lines eliminated entirely and a reduction in service on 41 lines, representing service eliminations or reductions on approximately 80 percent of bus lines. Metrorail service cuts will include increasing the time between trains serving across the system, turnbacks on the Red Line and Silver Line, the closure of 10 stations, and a 10 p.m. daily closing time across the system. MetroAccess service will be reduced to reflect the legally required service area and hours based on the decreased Metrorail and Metrobus service levels.

**Proposed Operating Budget**

<b>(\$M)</b>	<b>FY2023 Actual</b>	<b>FY2024 Budget</b>	<b>FY2025 Proposed</b>
Passenger Revenue	\$291.6	\$403.5	\$310.7
Non-Passenger	\$89.3	\$103.2	\$90.6
Total Revenue	\$380.9	\$506.7	\$401.4
Expenses	\$2,197.5	\$2,320.0	\$1,786.2
<b>Operating Deficit</b>	<b>(\$1,816.6)</b>	<b>(\$1,813.3)</b>	<b>(\$1,384.8)</b>
Subsidy	\$1,173.2	\$1,252.3	\$1,289.8
Federal Relief	\$643.4	\$561.0	\$95.0
<b>Funding Gap</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

## **FY2025 Proposed Service Changes**

### **Overview**

This section provides details of the proposed service changes for Metrobus, Metrorail, and MetroAccess.

### **Proposed Metrobus Changes**

This is a summary of the proposed changes to Metrobus service. Details on each proposed change, including maps, are available in the Supplemental Section of the docket for the three service areas: District of Columbia, Commonwealth of Virginia, and State of Maryland.

### **ROUTE ELIMINATIONS**

#### **1. Eliminate Service on Entire Line**

The following Metrobus lines would be eliminated:

- 1C, 2B, 3F, 3Y, 8W, 11Y, 16Y, 17B, 17M, 17G, 17K, 18G, 18J, 18P, 21C, 22A, 22F, 26A, 28F, 29G, 89M, 60, 74, 96, A31, A32, A33, B21, B22, B24, B27, C11, C13, C12, C14, D2, D6, D14, D31, D32, D33, D34, D51, E2, F1, F8, F12, F13, F14, G2, G12, H6, H12, J12, K2, K9, L8, M4, M6, NH2, P6, P18, R12, REX, S35, S41, T2, U4, U7, V14, W1, W2, W3, W5, W6, W8, W14, W45, W47, X3, X8, Z2, Z7

#### **2. Eliminate Service on Part of Line**

The following routes or portions of routes would be eliminated, while other service on the line or portions of the line would remain:

- 1A, 1B: Eliminate Route 1B; retain Route 1A
- 10A: Combine with Metroway into one route between Huntington and Pentagon via Braddock Rd, Potomac Yard, Crystal City, and Pentagon City
- 16A, 16C, 16E: Combine into one route which will operate seven days a week
- C21, C22, C26, C29: Combine into Route C29, with weekday service between Addison Rd and Bowie State University, Saturday service between Addison Rd and Pointer Ridge; eliminate Sunday service
- H8, H9: Eliminate Route H9; retain Route H8
- J1, J2: Eliminate Route J1; retain Route J2
- Metroway: Combine with Route 10A into one route between Huntington and Pentagon via Braddock Rd, Potomac Yard, Crystal City, and Pentagon City
- R1, R2: Eliminate Route R1; retain Route R2
- V7, V8: Eliminate Route V7; retain Route V8

## **SERVICE REDUCTIONS**

### **3. Decrease Hours of Operation:**

The following lines would no longer have service after 12 a.m. (midnight):

- 1A, 1B, 7A, 16A, 16C, 16E, 28A, A12, C2, C4, D12, F4, J1, J2, K6, L12, P12, T18, Y2, Y7, Y8, Z6, Z8

The following line would have reduced hours of operation on Sunday:

- R4: Reduce Saturday service hours to match Sunday service hours

### **4. Decrease Days of Operation:**

The following lines would no longer have Saturday or Sunday (weekend) service:

- 42, 43, 62, 63, 64, 83, 86, C8, D4, G8, N2, N4, N6, V12, Z6

The following lines would no longer have Sunday service:

- C21, C22, C26, C29, H8

### **5. Decrease Frequency:**

The following lines would see frequency reduced, increasing the time between buses:

- 28A: Decrease frequency to every 15 minutes on Saturday and every 20 minutes on Sunday
- 29K, 29N: Decrease frequency to 60 minutes on each route
- 80: Decrease frequency to every 20 minutes or better all day
- A12: Decrease frequency to every 30 minutes
- C21, C22, C26, C29: Decrease frequency to every 60 minutes on weekdays
- D8: Decrease frequency to 30 minutes
- D12: Decrease frequency to 30 minutes
- L12: Decrease frequency to every 30 minutes, off-peak and weekend
- P12: Decrease frequency to 20 minutes on weekends
- S2: Decrease frequency to every 30 minutes
- Z6, Z8: Decrease combined frequency to every 30 minutes on weekends

## **ROUTE/SERVICE PATTERN CHANGES**

### **6. Shorten Service**

Shorten lines where rail or bus transfers are possible:

- 31, 33: Operate 33 between Friendship Heights and Potomac Park (Foggy Bottom)
- 32, 36: Operate between Southern Ave (32) and Naylor Rd (36) and L'Enfant Plaza
- 42, 43: Operate between Mt. Pleasant and Farragut Square
- 52, 54: Operate between Takoma and Metro Center
- 62, 63: Operate between Takoma and Georgia Ave-Petworth
- 64: Operate between Fort Totten and Georgia Ave-Petworth



- 80: Operate between Fort Totten and Union Station
- A4: Operate between Fort Drum and Congress Heights
- A12: Eliminate Sunday-only service extension between Addison Rd and Capitol Heights
- G8: Operate between Avondale and Shaw-Howard U
- L2: Operate between Chevy Chase Circle and Duke Ellington Bridge
- T14: Operate between New Carrollton and Mt. Rainier
- V4: Operate between Capitol Heights and Potomac Ave
- X9: Operate between Gallery Pl-Chinatown and Minnesota Ave

## **Proposed Metrorail Changes**

### **SERVICE PATTERN CHANGES – TURNBACKS**

#### **1 Turn back Silver Line trains at Stadium-Armory**

Operate all Silver Line trains between Ashburn and Stadium-Armory at all times, instead of between Ashburn and Downtown Largo.

#### **2 Turn back half of all Red Line trains at Grosvenor and Silver Spring**

Operate Red Line trains in two service patterns: half of all trains operate between Grosvenor and Silver Spring, and half of all trains operate between Shady Grove and Glenmont. Frequency between Grosvenor and Silver Spring would be double the frequency between Grosvenor and Shady Grove and between Silver Spring and Glenmont.

### **OPERATING HOURS**

#### **3.a. Decrease Hours of Operation**

Close the rail system at 10 p.m., seven days a week

or

#### **3.b. Keep Existing Rail System Hours and Open Earlier and Close Later on Weekends**

Open rail system at 6 a.m. on Saturdays and Sundays

Close rail system at 2 a.m. on Fridays and Saturdays

### **STATION CLOSURES**

#### **4. Close up to 10 stations**

Up to ten of the 98 Metrorail stations would close to customers. Stations would be selected based on low ridership, avoiding closing two consecutive stations on the same line.

## SERVICE FREQUENCY CHANGES

### Proposed FY2025 Metrorail Service Levels

Line	Service Pattern	Weekday Service Weekdays	Weekend Service Saturdays, Sundays, and Holidays
Red	Shady Grove to Glenmont	15 min	20 min
Red	Grosvenor to Silver Spring	15 min	20 min
Green	Greenbelt to Branch Ave	15 min	20 min
Yellow	Huntington to Mt Vernon Sq	15 min	20 min
Blue	Franconia-Springfield to Downtown Largo	15 min	20 min
Orange	Vienna to New Carrollton	15 min	20 min
Silver	Ashburn to Stadium-Armory	15 min	20 min

### Proposed MetroAccess Changes

#### 1. Service Area

MetroAccess service to be provided to areas within  $\frac{3}{4}$  of a mile of fixed route bus service and rail stations. This proposal eliminates trips outside of the existing service area as currently permitted under Board Resolution 2010-31. Maps of the current and proposed service changes are provided in the Supplemental Section of the docket.

#### 2. Service Hours

MetroAccess service to be provided throughout the same hours as equivalent fixed route bus and rail service. As a result, the proposed service area shown above shrinks depending on the day and hour.

## **Proposed Fare Changes**

### **1. Fares**

All Metrorail and Metrobus fares are proposed to increase by 25%, resulting in a Metrorail fare range from \$2.50 to \$7.50 on weekdays, a \$2.50 late-night/weekend Metrorail fare, and a \$2.50 base Metrobus fare. The MetroAccess fare cap is currently twice the base fare. As a result of the proposed base fare change, the MetroAccess fare cap would also increase by 25% to \$5.00.

### **2. Pass Products**

Pass product prices will be increased as shown in the table below.

### **3. Parking Rates**

Daily parking fees consist of Metro's base fee plus jurisdiction surcharge, if any. Base parking fees, monthly reserved parking fees, and the hourly parking rate are all proposed to increase by 20%. Additionally, Metro is equipping bicycle lockers with an hourly rental feature, with a proposed rate of \$.05 per hour up to \$1.00 per day.

		FY2024 Fares/Fees	Proposed FY2025 Fares/Fees
<b>Metro rail Regular Fares<sup>1</sup></b>			
1	Boarding charge (up to 3 miles)	\$2.00	\$2.50
2	Composite mileage charge over 3 miles	\$0.40	\$0.50
3	Maximum fare	\$6.00	\$7.50
4	Reduced fare for senior/disabled/low-income	\$1.00 - \$3.00	\$1.25 - \$3.75
<b>Metro rail Late Night and Weekend Fares<sup>2</sup></b>			
5	Late night and weekend flat fare	\$2.00	\$2.50
6	Reduced fare for senior/disabled/low-income	\$1.00	\$1.25
<b>Metrobus Local Fares</b>			
7	Boarding charge for local bus	\$2.00	\$2.50
8	Reduced fare for senior/disabled/low-income	\$1.00	\$1.25
<b>Metrobus Express Fares</b>			
9	Boarding charge for express bus	\$4.25	\$5.30
10	Reduced fare for senior/disabled/low-income	\$2.10	\$2.65
<b>Metrobus Airport Fares</b>			
11	Boarding charge for designated airport routes	\$7.50	\$9.40
12	Reduced fare for senior/disabled/low-income	\$3.75	\$4.70
<b>Unlimited Combo Passes<sup>3</sup></b>			
13	Monthly unlimited passes (32 times the selected fare)	\$64.00 to \$192.00	\$80.00 to \$240.00
14	1-day unlimited pass	\$13.00	\$15.00
15	3-day unlimited pass	\$28.00	\$37.50
16	7-day short-trip unlimited pass <sup>4</sup>	\$38.00	\$45.00
17	7-day unlimited pass	\$58.00	\$67.50
<b>Bus Passes</b>			
18	7-Day Regional Bus Pass	\$12.00	\$15.00
19	7-Day Regional Senior/Disabled Bus Pass	\$6.00	\$7.50
<b>Other Passes<sup>5</sup></b>			
20	Monthly TransitLink Card on MARC and VRE	\$114.00	\$142.50
21	Monthly TransitLink Card on MTA	\$176.00	\$220.00

<sup>1</sup> Regular fares are currently in effect on weekdays from opening through 9:30 p.m.

<sup>2</sup> Late-Night and Weekend flat fares are in effect on weekdays after 9:30 p.m. and from Saturday opening until Sunday closing.

<sup>3</sup> Unlimited Combo Passes shall be valid on Metro rail, 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 Metro rail and Metrobus upon the implementation of and subject to WMATA entering into a revenue sharing agreement with regional providers.

<sup>4</sup> 7-day Short Trip Pass covers unlimited trips on Metro rail up to twice the base fare.

<sup>5</sup> Prices reflect Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.

		<b>FY2024 Fares/Fees</b>	<b>Proposed FY2025 Fares/Fees</b>
<b>Transfer Discounts<sup>6</sup></b>			
22	Local to local bus	Free	<b>No change</b>
23	Local to express bus	\$2.00 discount	<b>\$2.50 discount</b>
24	Local to designated airport routes	\$2.00 discount	<b>\$2.50 discount</b>
25	Rail-to-bus transfer	\$2.00 discount	<b>\$2.50 discount</b>
26	Bus-to-rail transfer	\$2.00 discount	<b>\$2.50 discount</b>
27	Transfer from MARC, VRE, & MTA with weekly/monthly pass	Free	<b>No change</b>
28	Transfer from regional bus partners	Varies	<b>No change</b>
<b>Other Fare Media</b>			
29	Package of 10 tokens, available to organizations	\$20.00	<b>No change</b>
30	DC student tokens - 10 trips per pack	\$10.00	<b>No change</b>
31	Surcharge on entry/exit for station improvements	\$0.05	<b>No change</b>
<b>MetroAccess Fares<sup>7</sup></b>			
32	MetroAccess fare (within ADA 3/4 mile service corridor)	Varies	<b>Varies</b>
33	Maximum fare	\$4.00	<b>\$5.00</b>
<b>Parking Fees<sup>8</sup></b>			
34	District of Columbia daily fees	\$4.45 to \$4.95	<b>\$5.35 to \$5.95</b>
35	Montgomery County daily fees	\$4.45 to \$5.20	<b>\$5.20 to \$5.95</b>
36	Prince George's County daily fees	\$3.00 to \$4.95	<b>\$3.60 to \$5.95</b>
37	Virginia daily fees	\$3.00 to \$4.95	<b>\$3.40 to \$5.85</b>
38	Monthly reserved parking fees	\$45.00 to \$65.00	<b>\$54.00 to \$78.00</b>
39	Hourly parking rate <sup>9</sup>	\$1.00	<b>\$1.20</b>
40	Non-Metro rider parking fees <sup>10</sup>	\$7.50 to \$15.00	<b>No change</b>
41	Special event parking fees	Up to \$25.00	<b>No change</b>
<b>Other Fees</b>			
42	Bicycle locker rental (annual)	\$120.00	<b>No change</b>
43	Bicycle locker rental (hourly) <sup>11</sup>		<b>\$0.05</b>

<sup>6</sup> Transfer discounts shown are for customers paying full-fare and utilizing SmarTrip. 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.

<sup>7</sup> MetroAccess fares are calculated as twice the equivalent fixed route SmarTrip® fare up to the maximum fare.

<sup>8</sup> Parking fees are not collected on weekends or federal holidays. Daily parking fees consist of Metro's base fee plus jurisdiction surcharge, if any.

<sup>9</sup> Short-term parking hours of availability ranges by station.

<sup>10</sup> FY2025 proposal includes expanding non-Metro rider parking fees from 13 parking facilities to all parking facilities and standardizing the rate within the approved range at \$10.00.

<sup>11</sup> Up to \$1.00 per day.