

Report by Finance and Capital Committee (A)

OVERVIEW			
PRESENTATION NAME	GM & CEO FY2026 Proposed Budget, FY2027 Forecast and Authorization for Public Hearings	DOCUMENT NO.	300001
ACTION OR INFORMATION	Action		
STRATEGIC TRANSFORMATION PLAN GOAL	Service excellence; Talented teams; Regional opportunity and partnership; Sustainability		
RESOLUTION	YES		
EXECUTIVE OWNER			
EXECUTIVE TEAM OWNER	Olumide, Yetunde		
DEPARTMENT	Finance		
DOCUMENT INITIATOR	Gantt, Bonnie B		
OTHER INFORMATION			
COMMITTEE	FCC	COMMITTEE DATE	12/12/2024
PURPOSE/KEY HIGHLIGHTS	Provide the Board of Directors with an overview of the General Manager & Chief Executive Officer's (GM & CEO) FY2026 Proposed Operating and Capital Budget and FY2026-FY2031 Capital Improvement Plan (CIP), as well as request Board authorization to conduct Compact Public Hearings on the proposed budget. Key highlights include: <ul style="list-style-type: none">FY2026 Budget Overview: The GM & CEO's Proposed FY2026 budget totals \$5.0 billion, which includes \$2.6 billion for operating expenses and \$2.4 billion for capital investments.Ridership Projections: Ridership projections are a key driver of the FY2026 Proposed Budget. Based on Metro's strong year-over-year ridership growth through the first quarter of FY2025, Metro is projecting ridership of 268 million trips in FY2026. This projection incorporates ongoing shifts in		

	<p>ridership travel patterns, driven by hybrid and telework trends, which continue to affect traditional commuting behaviors.</p> <ul style="list-style-type: none"> • Service Enhancements: The FY2026 service plan funded through the FY2026 Proposed Budget includes improvements including Year One implementation of the Better Bus Network, and Metrorail service optimizations like expanding weekend service hours of operation and capacity during peak hours. • Capital Investments: The FY2026 capital budget, including debt service and revenue loss from capital projects, of \$2.4 billion focuses on maintaining Metro's assets in a state of good repair with investments in railcars, rail systems, bus facilities, and track rehabilitation. The 6-year (FY2026-2031) CIP including debt service and revenue loss from capital projects totals \$12.5 billion, prioritizing the long-term reliability and safety of the system.
DISCUSSION	<p>The WMATA Compact requires the Board of Directors adopt a current expense budget annually where total expenses in the annual budget are balanced by the Board's estimated revenues and receipts from all sources. Typically, the Proposed Budget is presented to the Board of Directors in December of the preceding fiscal year, followed by public hearing required by the WMATA Compact. Staff finalize the budget recommendation for Board approval in March or April. Each year the approved annual budget becomes effective on July 1.</p> <p>The FY2026 Proposed Budget reflects Metro's strategic efforts to balance financial sustainability and cost management with service optimization amidst evolving ridership travel patterns without the backstop of federal relief funding. The \$5.0 billion budget, which includes both operating and capital resources, emphasizes Metro's commitment to maintaining and enhancing service across its Metrobus, Metrorail, and MetroAccess systems.</p> <p>The \$5.0 billion proposed budget includes an operating budget of \$2.6 billion and a capital budget of \$2.4 billion. This budget highlights the continued focus on operational efficiencies, service enhancements, and future planning, including the Better Bus Network and Metrorail automation, to meet growing demand while maintaining FY2025 fare levels. Through these efforts, Metro aims to provide high-quality, sustainable public transportation to support the region's current and future needs.</p> <p>Federal relief funding played a critical role in bridging Metro's funding needs and ensuring continued delivery of essential transit service as the region recovered from the COVID-19 pandemic. Metro will spend the remainder of its American Rescue Plan Act (ARPA) funding</p>

during FY2025. Thus, the FY2026 Budget will return to Metro's historical model with jurisdictional subsidies and operating revenue as the primary funding sources for its operating budget. The District of Columbia, State of Maryland, and Commonwealth of Virginia have committed additional funding beyond the three percent subsidy cap for the FY2025 and FY2026 budgets, helping to reduce, though not eliminate, Metro's structural operating deficit. Metro will continue to leverage preventive maintenance transfers between the operating and capital budgets to address the remaining deficit, with \$129 million in preventive maintenance expenses planned for FY2026, \$69 million above the historical trend.

While Metro has made significant progress in reducing its State of Good Repair backlog, funding constraints and the persistent use of aggressive preventive maintenance transfers threaten Metro's future capital needs. The use of dedicated capital funding to cover debt service will limit borrowing capacity after fiscal year 2029 of the six-year CIP, resulting in a significant reduction of available capital funding. New capital funding will be required to address ongoing system safety, renewal and modernization needs. Further, Metro's current Federal Passenger Rail Investment and Improvement Act (PRIIA) funding and Dedicated Funding from the jurisdictions are not indexed to inflation reducing the buying power of Metro's capital funding over time.

Metro continues to aggressively manage expenses and pursue operational efficiencies and capital savings. Despite unprecedented inflation as the economy emerged from the pandemic, Metro continues to identify savings through administrative efficiencies, technological advances, and office consolidations. In addition, Metro implemented a salary and wage freeze in FY2025 for its largest union and non-represented employees. Metro has also identified structural recurring savings in its capital budget by simplifying standards, requirements, and practices, as well as reducing customization of products that increase costs.

The GM & CEO's FY2026 Proposed Budget projects ridership of 268 million trips in FY2026 and reflects ongoing shifts in ridership travel patterns, driven by hybrid and telework trends, which continue to affect traditional commuting behaviors. Other budget drivers impacting the FY2026 Proposed Budget include inflation, new Collective Bargaining Agreements (CBAs), and the loss of Federal relief funding as a backstop.

Metro's FY2026 service plans are designed to optimize service within available funding, while meeting growing demand. Metro is advancing service efficiencies through train automation and the optimization of 6-car and 8-car trains, while also enhancing service to support

growing ridership especially during peak times. Service enhancements include the Year One implementation of the Better Bus Network, adjustments to rail service patterns and frequencies to increase capacity, and expanding the hours of operation for rail service on weekends. Metro will maintain FY2025 fare levels for FY2026. Metro is preparing to introduce an Open Payment fare system to Metrorail, Metrobus, and parking facilities during the next calendar year. Open Payment will allow customers to have the option to use their contactless credit/debit card, mobile wallet, or linked smartwatch for fare payment without the need to use a SmarTrip card without a fee. Note that MetroAccess customers pay through the EZ-Pay program which accepts credit and debit cards.

Metro's Better Bus Network Redesign reshapes the Metrobus system within current resource levels for FY2026 and serves as a crucial element of Metro's service optimization concepts. The implementation of the initial phase of the Better Bus Network is included in FY2026 service plans. The Year One implementation will provide 11 more routes in the Frequent Service Network; offer new connections to transit stations, jobs, and other key destinations; and increase midday, evening and weekend service. The Better Bus Network also provides a path to the Visionary Regional Network, offering a phased approach to additional investment towards building the region's vision for bus transit.

To optimize rail services, FY2026 service plans will focus on:

- adding peak capacity to address passenger loads at the busiest times and locations;
- adjusting rail service patterns and frequencies to optimize the use of assets and drive ridership growth;
- expanding access to better match regional travel patterns; and
- increasing the efficiency of rail operation.

Specific rail service enhancements proposed for FY2026 include extending half of the Yellow Line trains to Greenbelt, introducing earlier rail service on weekend mornings and later closing on Friday and Saturday evenings, adjusting Silver Line service patterns, and adding trains on the Red and Silver lines during peak periods. Metro anticipates the need for additional capacity as ridership increases, particularly during peak hours at key locations, such as central points on the Red Line and the Blue/Orange/Silver lines. A critical element of the FY2026 service plan is the full deployment of the 7000-Series railcars.

Rail automation directly addresses passenger time on trains, typically the largest component of overall customer journey time. In addition,

run-time savings can enable running trains more frequently at the same cost, while reducing wait times as well. Efficiencies from rail automation and train length optimization in the FY2026 service plan enable approximately three percent more rail service with the same FY2026 resources.

Metro's proposed \$2.6 billion operating budget for FY2026 includes \$2,498 million supporting bus, rail and MetroAccess. Additionally, the operating budget includes \$14 million of reimbursable projects and debt service of \$72 million. Metro's capital budget funds the capital expenditures of \$2,137 million across its six major investment categories, as well as debt service for dedicated funding and revenue loss from capital projects totaling \$263 million.

Metro's FY2026 Proposed Operating Budget is funded through \$444 million in passenger revenue, \$101 million in non-passenger revenue and \$1,924 million in jurisdictional subsidy payments. In addition, Metro estimates it will have \$28 million in prior year savings to apply to its FY2026 Budget. Passenger revenue includes fares paid for bus, rail and MetroAccess service and is projected to increase 14.7 percent from the FY2025 Approved Budget. Non-passenger revenue includes parking, proceeds from joint development agreements and the sale of fiber optic leases, and other sources such as the interest on investments. Non-passenger revenue in the FY2026 Proposed Budget totals \$101 million, a slight increase relative to the FY2025 Approved Budget.

Jurisdictional subsidies of \$1,924 million fund 77 percent of Metro's operating budget. To avoid draconian service cuts in FY2025, the jurisdictions provided funding above the legislatively mandated three percent subsidy cap for FY2025 and FY2026. The FY2026 Proposed Budget includes an additional \$95 million above the base subsidy amount. In addition, Metro's FY2026 Proposed Budget includes additional investment in Metrobus service in the District of Columbia and Arlington that were included in the Year 1 Better Bus Network.

Metro prepares both an annual capital budget, as well as a six-year CIP which includes the budget year and five future years. The FY2026-2031 CIP includes \$10.5 billion in funding for capital projects and \$2 billion in debt service and revenue loss from capital projects. Both the \$2.4 billion FY2026 Proposed Capital Budget and \$12.5 billion FY2026-2031 CIP (each inclusive of debt service and revenue loss from capital projects) focus Metro's capital investments on safety, state of good repair, and reliability of rail, bus, and MetroAccess assets. Metro's CIP is grouped into six major investment categories: Railcars and Railcar Facilities; Rail Systems; Track & Structure Rehabilitation; Stations & Passenger Facilities; Bus, Bus Facilities & Paratransit; and Operations and Business Support. Metro remains

	<p>committed to fiscal responsibility, efficient service delivery, and maintaining a high level of service for its customers.</p> <p>As part of its commitment to financial sustainability and transparency, Metro is also providing its FY2027 forecast, which provides an early look-ahead for the next fiscal year. While the FY2027 forecast is not part of the formal budget for adoption, it reflects Metro's current assumptions regarding economic conditions, ridership growth, revenue, expenses, and labor contracts. For the forecast, Metro anticipates a three percent increase in jurisdictional subsidies for FY2027. The forecast also includes a two percent increase in ridership, with revenue and expense growth of 1.8 percent and 2.8 percent, respectively, compared to FY2026.</p> <p>Staff seek board authorization to conduct public hearings on the proposed FY2026 Budget to gather comments in adherence to the Compact and Federal Transit Administration's grant requirements. Metro will inform customers, community members and stakeholders about key budget proposals, provide dedicated attention to hard-to-reach demographics and drive feedback through an online survey and public hearings. Additionally, staff will follow the Board-adopted Public Participation Plan to garner public input on the proposed operating and capital budgets, contributing to the public record of the hearings. The multilingual and diverse-format public engagement effort will particularly focus on engaging low-income and minority customers, as well as customers with disabilities.</p> <p>Following the public hearings, staff will share with the Board information collected from the hearings. Staff will also finalize the FY2026 Budget and FY2026-2031 CIP to submit for Board approval in March 2025.</p>
INTERESTED PARTIES	Please see the attached full list of WMATA's capital vendors.
RECOMMENDATION/NEXT STEPS	Staff recommends Board approval to hold public hearings related to the FY2026 Proposed Budget.
FUNDING IMPACT	This is the first step in approving the budget, which is a significant step in establishing funding for FY2026.

SUBJECT: AUTHORIZATION FOR PUBLIC HEARINGS ON PROPOSED FISCAL YEAR 2026 OPERATING BUDGET, FY 2026 CAPITAL BUDGET, FY 2026-2031 CAPITAL IMPROVEMENT PROGRAM, SERVICE CHANGES, AND FARE PAYMENT METHODOLOGY CHANGES WHICH WILL BE HELD COINCIDENT WITH TITLE VI EQUITY ANALYSIS AND PUBLIC PARTICIPATION

2024-36

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Federal Transit Administration (FTA) requires all recipients of Urbanized Area Formula Program ("Section 5307") grant funding to annually develop, publish, hold a public hearing, and submit for approval a Program of Projects that is part of its capital budget; and

WHEREAS, Enactment Clause 8 of the 2018 Virginia dedicated funding statute (VA Acts of Assembly Ch. 854 Enact. Cl. 8) requires WMATA to hold a public hearing on a capital improvement program (which includes the capital budget) in a locality embraced by the Northern Virginia Transportation Commission; and

WHEREAS, The proposed \$2.4 billion Fiscal Year (FY) 2026 capital budget (included in Attachment A), including WMATA's Program of Projects, funds critical safety investments and state of good repair investments to improve the safe, reliable, and effective performance of the Metro transit system as well as the required debt service and revenue loss from capital projects; and

WHEREAS, The proposed \$12.5 billion FY 2026-2031 Capital Improvement Program (included in Attachment A) includes federal funding from FTA annual formula grant programs, including Section 5307 funding; and

WHEREAS, Compact Section 62(a) requires the Board to hold a public hearing on the proposed FY 2026 \$2.6 billion operating budget (Attachment B), which includes proposals for service changes to Metrorail and Metrobus (Attachment C); and

WHEREAS, Compact Section 76(e) requires the Board to hold a public hearing for the proposal to add open payments as an additional fare payment methodology (Attachment C); and

Motioned by Mr. Letourneau, seconded by Mr. Smedberg

Ayes: 7- Ms. Santos, Mr. Smedberg, Mr. McAndrew, Ms. Kline, Ms. Worth, Mr. Letourneau and Mr. Drummer

WHEREAS, The Board adopted a complete redesign of the Metrobus route system in Resolution 2024-32 which incorporates the proposed bus route changes for FY 2026;

NOW, THEREFORE, be it

RESOLVED, That in accordance with the Federal Transit Administration Urbanized Area Formula Program ("Section 5307") requirements, the Board of Directors will hold at least two public hearings, one of which will be held within a locality embraced by the Northern Virginia Transportation Commission as required by the Virginia dedicated funding statute (VA Acts of Assembly Ch. 854 Enact. Cl. 8), to obtain public comment on the proposed Fiscal Year 2026 capital budget, which incorporates the Program of Projects, and proposed Fiscal Year 2026-2031 Capital Improvement Program as set forth in Attachment A, and be it further

RESOLVED, That in accordance with Compact Section 62(a), the Board of Directors will hold public hearing(s) to obtain public comment on the proposed operating budget and service changes to Metrorail and Metrobus, as set forth in Attachments B and C, which hearings may be held coincident with the public hearings regarding the Fiscal Year 2026 capital budget; and be it further

RESOLVED, That in accordance with Compact Section 76(e), the Board of Directors will hold public hearing(s) to obtain public comment on the proposal to add open payments as an additional fare payment methodology (Attachment C), which hearings may be held coincident with the public hearings regarding the Fiscal Year 2026 capital budget; and be it further

RESOLVED, That the Board of Directors directs the General Manager and Chief Executive Officer to report on the findings of the public hearings on the Program of Projects (Attachment A), proposed Fiscal Year 2026-2031 Capital Improvement Program (Attachment A), proposed FY 2026 \$2.6 billion operating budget (Attachment B), which includes proposals for service changes to Metrorail and Metrobus (Attachment C), and the proposal to add open payments as an additional fare payment methodology (Attachment C), as well as the findings of the Title VI Equity Analysis and other outreach efforts; and be it finally

RESOLVED, That in order for the Board of Directors to incorporate public input in its deliberations on the proposed Fiscal Year 2026 operating budget, proposed Fiscal Year 2026 capital budget, proposed Fiscal Year 2026-2031 Capital Improvement Program, fare payment methodology, and related matters, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
Executive Vice President, Chief Legal Officer, and
General Counsel

WMATA File Structure Nos.:
4.2.2 Fiscal Year Budgets
9.12.9 Tariff/WMATA Fare Structure

Attachment A

Proposed FY2026 Capital Improvement Program and Federal FY2026 Grant Applications

Overview

WMATA is committed to maintaining 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 FY2026 capital budget of \$2.4 billion and six-year capital improvement program of \$12.5 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 \$12.5 billion and a FY2026 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 \$17 billion in investments. (Note: Due to delivery capacity constraint, there are 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 demonstration on the red line; 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, 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, electrification of the Cinder Bed bus garage, bus shelter replacement, customer information electronic displays, and bus priority program.

- **Operations and Business Support.** A modern training facility, computing infrastructure state of good repair; Enterprise Resource Planning (ERP) System Replacement; Asset Management System Upgrade; service vehicle replacement; and environmental compliance.

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

Financial Plan by Investment Category

Capital Investment Categories (\$M)	FY2026 Proposed Budget*	FY2027 – FY2031 Plan*	Six-Year Total*
Railcars and Railcar Facilities	\$434	\$2,195	\$2,629
Rail Systems	\$344	\$1,022	\$1,366
Track and Structure Rehabilitation	\$275	\$1,152	\$1,426
Stations and Passenger Facilities	\$315	\$1,058	\$1,372
Bus, Bus Facilities, and Paratransit	\$483	\$1,814	\$2,297
Operations and Business Support	\$286	\$1,087	\$1,373
Total Capital Investments	\$2,137	\$8,325	\$10,462
Revenue Loss from Capital Projects	\$10	\$0	\$10
Debt Service - Dedicated Funding	\$253	\$1,800	\$2,053
Total Capital Program Cost	\$2,400	\$10,125	\$12,525

*FY2026-FY2031 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)	FY2026 Proposed Budget*
Formula and Other Grants	\$482
PRIIA	\$144
Subtotal Federal Grants	\$626
District of Columbia	\$345
State of Maryland	\$319
Commonwealth of Virginia	\$297
Subtotal State and Local Contribution	\$961
Jurisdiction Reimbursable Projects	\$42
Debt and Other Fund Sources	\$772
Grand Total	\$2,400

*FY2026 Funding Sources are estimates and may change; columns may not sum due to rounding.

FY2026 Proposed Operating Budget**Overview**

WMATA's FY2026 Proposed Operating Budget (including reimbursables and debt service) of \$2.6 billion is 7 percent higher than the FY2025 operating budget. At \$444.5 million, passenger revenue is projected to be 14.7 percent higher than FY2025, while non-passenger revenue of \$100.8 million is projected to slightly increase from the FY2025 Budget. WMATA will exhaust its remaining federal relief funding during FY2025, and thus return to its traditional model with jurisdictional subsidies and operating revenue as the primary funding sources for its operating budget. Jurisdictional subsidies of \$1,924 million funding 77 percent of Metro's operating budget. To avoid service cuts in FY2025, the jurisdictions provided funding above the legislatively mandated three percent subsidy cap for FY2025 and FY2026. The FY2026 Proposed Budget includes an additional \$95 million above the three percent subsidy growth cap.

The FY2026 Proposed Budget service plans are designed to optimize service within available funding, while meeting growing demand. WMATA is advancing service efficiencies through train automation and the optimization of 6-car and 8-car trains, while also enhancing service to support growing ridership. Service enhancements include the Year One implementation of the Better Bus Network, adjustments to Metrorail service patterns and frequencies to increase capacity, and expanding the hours of operation for Metrorail weekend service. Metro will maintain FY2025 fare levels for FY2026.

Proposed Operating Budget (excluding reimbursables and debt service)

(\$M)	FY2024 Actual	FY2025 Budget	FY2026 Proposed
Passenger Revenue	\$356	\$388	\$444
Non-Passenger	\$117	\$100	\$101
Total Revenue	\$473	\$488	\$545
Total Expenses	\$2,258	\$2,335	\$2,498
Operating Deficit	(\$1,785)	(\$1,847)	(\$1,952)
Subsidy	\$1,252	\$1,753	\$1,924
Prior Year Savings			\$28
Federal Relief	\$533	\$95	
Funding Gap	\$0	\$0	\$0

FY2026 Proposed Service Changes

Overview

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

Proposed Metrobus Service Changes

There are no proposed Metrobus service changes as a part of the Proposed FY2026 budget.

Metrobus service changes have already been approved by the Board as part of the 2025 Better Bus Network Redesign process. For more information on those changes, see www.wmata.com/betterbus

Proposed Metrorail Changes

SERVICE PATTERN CHANGES

1. Extend half of Yellow Line trains to Greenbelt

Operate the Yellow Line in two patterns at all times, with half of trains operating between Huntington and Greenbelt and half operating between Huntington and Mt Vernon Sq.

2. Split Silver Line service between Downtown Largo and New Carrollton

Operate the Silver Line in two service patterns at all times, with half of trains operating between Ashburn and Downtown Largo, and half operating between Ashburn and New Carrollton.

3. Silver Line additional peak service

Operate additional Silver Line trains to provide capacity in the weekday peak hour only. Trains would operate from Wiehle Ave to Stadium-Armory in the morning, and from Stadium-Armory to Wiehle Ave in the afternoon.

OPERATING HOURS

4. Increase Hours of Operation

Open the rail system one hour earlier on weekend mornings, opening at 6 a.m. on Saturdays and Sundays. Close the rail system one hour later during weekend late nights, closing at 2 a.m. on Fridays and Saturdays.

SERVICE FREQUENCY CHANGES

5. Red Line additional peak service

Operate Red Line trains up to every 4 minutes, from every 5 minutes, during the busiest portions of weekday rush periods to provide additional capacity in both directions of travel. Red Line trains would continue to operate every 5 minutes during the remainder of peak service.

Proposed FY2026 Metrorail Service Levels

Line	Service Pattern	Peak Service Monday-Friday	All Day Service Monday-Friday	Late Night Service Monday-Friday	All Day Service Saturday, Sunday and Holidays	Late Night Service Saturday, Sunday and Holidays
Red	Shady Grove to Glenmont	4 to 5 min	6 min	10 min	6 min	10 min
Green	Greenbelt to Branch Ave	6 min	6 min	7.5 min	8 min	8 min
Yellow	Huntington to Mt Vernon Sq* / to Greenbelt*	6 min	6 min	7.5 min	8 min	8 min
Blue	Franconia-Springfield to Downtown Largo	10 min	12 min	15 min	12 min	15 min
Orange	Vienna to New Carrollton	10 min	12 min	15 min	12 min	15 min
Silver	Ashburn to Downtown Largo** / to New Carrollton**	10 min***	12 min	15 min	12 min	15 min

*Yellow Line trains will alternate between terminating at Mt. Vernon Square and Greenbelt. With the anticipation that every other Yellow Line train will operate to Greenbelt instead of terminating at Mt Vernon Sq.

**Silver Line trains will alternate between terminating at Downtown Largo and New Carrollton. With the anticipation that every other Silver Line train will travel to New Carrollton instead of Downtown Largo.

***Additional Silver Line trains will operate from Wiehle Ave to Stadium-Armory during the busiest morning peak service hour and from Stadium-Armory to Wiehle Ave during the busiest afternoon peak service hour.

All Day Service: baseline service frequency from opening until 9:30 p.m.

Peak Service: increased service frequency on weekdays (Monday-Friday) from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

Late Night Service: service frequency from 9:30 p.m. to Close

Proposed MetroAccess Changes

The FY2026 Proposed Budget includes proposed expansion of service hours on Metrorail and proposed revised Metrobus network as previously approved by the Board. To the extent that these changes increase the service hours or service area, MetroAccess services will, as required by federal law, expand to meet those requirements. Otherwise, the service area and service hours will remain fixed as per existing Board policy.

Proposed Fare Changes

Fares will remain at the FY2025 levels in the FY2026 Proposed Budget.

To expand payment options for customers, Metro is preparing to introduce an Open Payment fare system to Metrorail, Metrobus, and parking facilities during the next calendar year. Open Payment would allow customers to have the option to use their contactless credit/debit card (e.g., Visa, Mastercard, American Express, Discover), mobile wallet, or linked smartwatch for fare payment without the need to use a SmarTrip card.

Adding Open Payment as an Option

As proposed, Open Payment – the ability to pay with a credit/debit card, mobile wallet, or linked smartwatch -- would be a new payment methodology without a fee.