

FY2026 Budget Public Engagement Report

Finance and Capital Committee

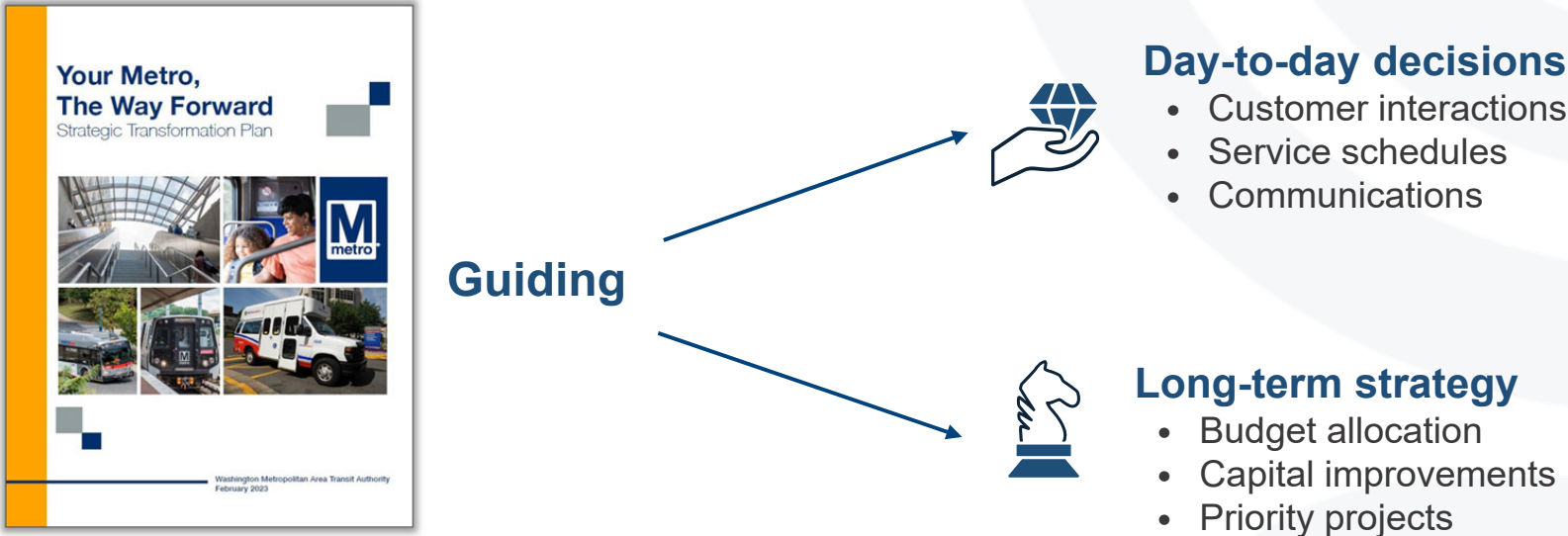


Purpose

Describe the methods of public engagement used to solicit feedback

Summarize the results from the FY2026 Budget Public Engagement Report

Strategic Transformation Plan: Guides long term strategy and day-to-day decision making of Metro over the next five + years



Goals — Our priorities to achieve the vision



Customer Comments

2,568



99%

completed the Spanish survey through the Transit App



99%

of comments came from online survey

19

Public Hearing Testimonies



Community Outreach

224,650



56,950

brochures distributed



189

hours at rail stations



2,700

community leaders notified

6

printed publications in varying languages



Digital Engagements

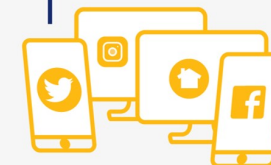
103,919

700+

video views

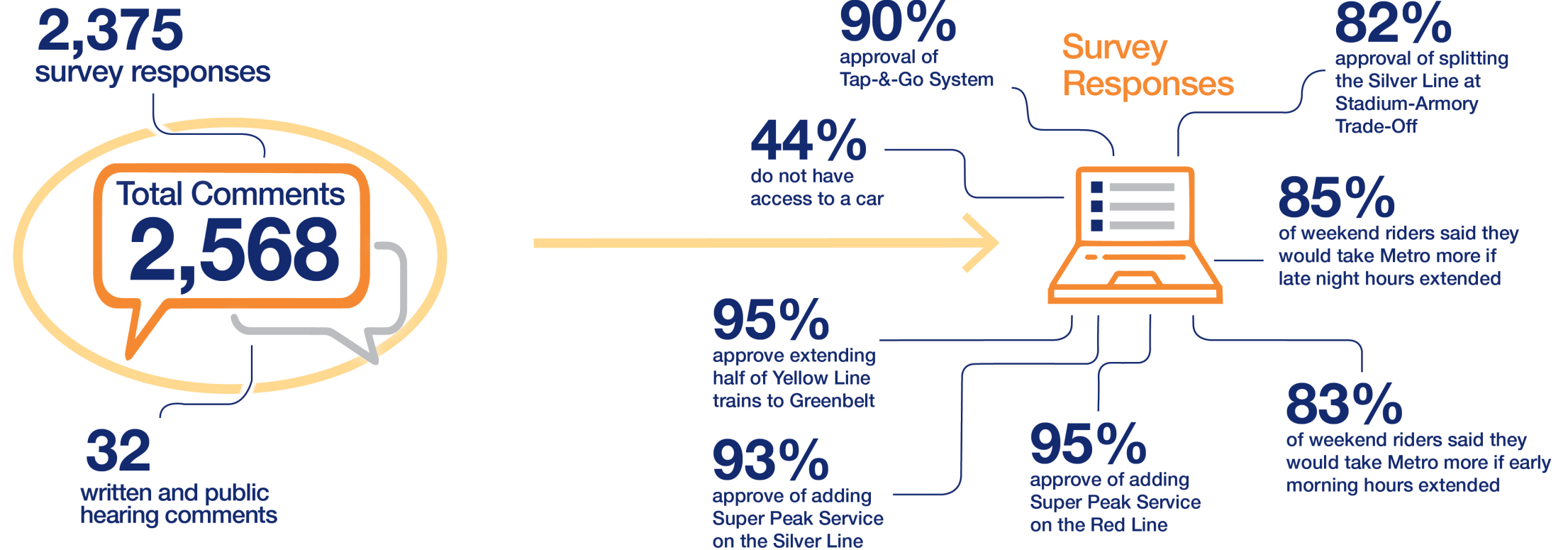


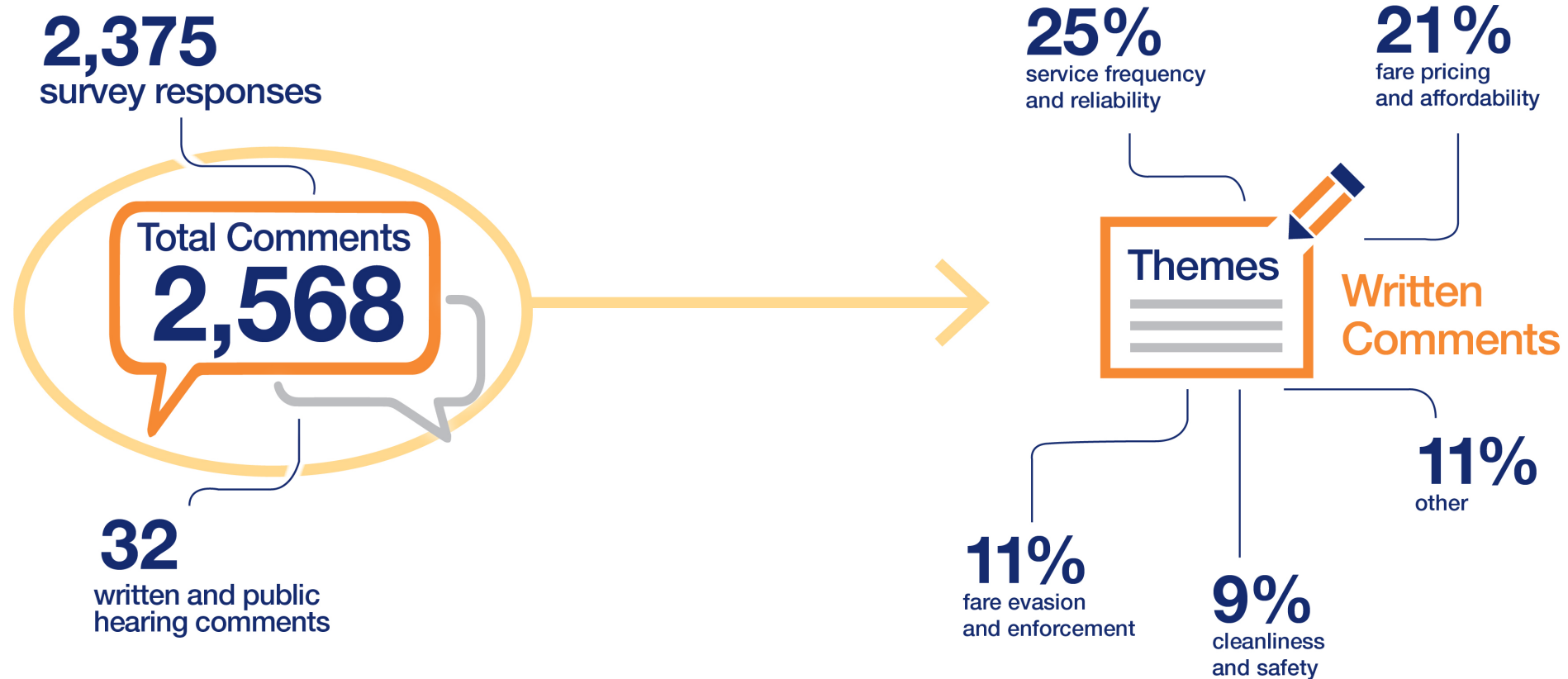
7,219
website views



96,000+

views and impressions on social media





What We Heard

"I think it is great idea to have people just use their debit or credit card directly to get on a train. That way they won't be denied entry or exit because of lack of funds."

"I strongly support the increases to rail service proposed in the FY26 budget, including super peak red and silver service and the extension of half of yellow line trains to Greenbelt; these changes will alleviate congestion at busy downtown transfer stations and make travel across the region smoother than ever by adding more one seat rides between MD and VA destinations."

"I fully support the increased frequency for the Red line during rush hour. It is the one I use daily for my commute, and the only one I will comment on. The increased number of hours will also be of help, although I use the service a lot less frequently."

"I applaud WMATA for responding to our community's requests they alter their Better Bus plan to better serve this area. We will now have service from Hawthorne to Friendship Heights, a partial restoration of the E6."

Thank you!

Washington Metropolitan
Area Transit Authority

FY2026 Budget – Customer Feedback on Proposals

Summary Results of Survey Responses
Collected from Metrorail and Metrobus Riders
through Public Outreach Efforts



Executive Summary of Public Feedback from Customer Survey

FY2026 Budget –
Customer Feedback on Proposals

The survey received 2,375 responses. For each budget proposal, respondents answered three questions: 1) "Are you in favor of the proposal?" 2) "Would this proposal affect your likelihood of using Metro?" and 3) "Please explain your answer." Below is a summary of the "Yes" versus "No" responses on support for the proposal, impact on usage, and key benefits and concerns summarized from open-ended replies.

Capital Budget Proposal

98% of respondents were in favor of allocating \$2.4 billion for FY2026 to fund capital investments across six key areas: rail-cars and facilities, rail systems, track and structure rehabilitation, buses and related facilities, stations and passenger amenities, and operational support.

Across all ridership groups and demographics, most respondents prioritize funding Metrorail projects—such as track infrastructure, new railcars, and station improvements—while allocating the least to new paratransit vehicles. However, MetroAccess riders are the one cohort who support a significant investment in new vehicles. (See slide 51)

MetroAccess Service Proposals

- **MetroAccess will adjust service to align with expanded Metrorail hours and BetterBus changes:** Yes- 95%, No- 5%.
 - Support was also strong among current MetroAccess Riders (88%)

Fare Proposals

- **Tap & Go:** Yes- 90%, No – 10%.
 - Support was lower among low-income respondents (84%).
 - Impact of Ridership
 - 61% said it wouldn't affect their Metro usage.
 - 67% of infrequent riders and 65% of non-commuters agreed.
 - While ~30% said it would increase their likelihood of choosing Metro, respondents often provide *overly optimistic estimates*. In reality, actual ridership increases are typically much smaller.
 - Key Benefits:
 - Ease & Convenience – Simple and user-friendly
 - More welcoming for visitors.
 - Concerns:
 - Transit Benefits and discounts – Uncertainty about employer subsidies, commuter programs, discounted passes. Will SmarTrip cards go away?
 - Costs & Fees – Worries about credit card fees and fare increases.

Executive Summary of Public Feedback from Customer Survey

FY2026 Budget –
Customer Feedback on Proposals

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Metrorail Service Proposals

- **Extend half of Yellow Line trains to Greenbelt:** Yes- 95%, No- 5%
 - 77% of riders from affected stations said this would increase their Metro use.
- **Super Peak Service on the Silver Line:** Yes- 93%, No- 7%.
 - Key Benefits: Shorter wait times and more core capacity
 - Concerns: Small reduction in wait time doesn't justify the changes and reverse commute is not served.
- **Super Peak Service on the Red Line:** Yes- 95%, No- 5%.
 - 75% of Red Line riders said this would increase their Metro use.
- **Extend Weekend Morning Hours:** Yes-96%, No-4%.
 - 83% of weekend riders said this would increase their Metro use.
 - Key Benefits: Early Service for Airport travelers and Weekend Commuters
 - Concerns: Uncertainty about early weekend demand and cost justification
- **Extend Weekend Late-Night Hours :** Yes-95%, No-5%.
 - 85% of weekend riders said this would increase their Metro use.
 - Key Benefits: Helps reduce drunk driving and supports late night workers
 - Concerns: Safety during these hours and uncertainty about late-night weekend demand and cost justification

Executive Summary of Public Feedback from Customer Survey

FY2026 Budget –
Customer Feedback on Proposals

The survey received 2,375 responses. For each budget proposal, respondents answered three questions: 1) "Are you in favor of the proposal?" 2) "Would this proposal affect your likelihood of using Metro?" and 3) "Please explain your answer." Below is a summary of the "Yes" versus "No" responses on support for the proposal, impact on usage, and key benefits and concerns summarized from open-ended replies.

Metrorail Service Proposals

- **Reduce Silver Line service to Downtown Largo along the Blue Line :** Yes- 79%, No- 21%.
 - Riders from affected stations showed similar support (75%)
- **Extend Silver Line service to New Carrollton along the Orange Line :** Yes- 86%, No- 14%.
 - Riders from affected stations showed stronger support (93%)
- **Splitting the Silver Line at Stadium-Armory:** Support- 82%, Against- 18%.
 - Riders from Downtown Largo to Stadium-Armory stations showed less support (70%)
 - **Key Benefits:**
 - Improves equity between the two branches.
 - Enhances service to New Carrollton as a major transit hub.
 - New Carrollton is a large, growing mixed-mode area
 - Reduced Orange Line congestion
 - **Concerns:**
 - Silver Line split could confuse tourists and those unfamiliar with the system.
 - More confusing map.
 - Current Silver and Orange Line service is fine as is, why change it?
 - Could increase congestion and disrupt bus connections on Blue Line
 - Longer wait times for Commanders games.

Background / Public Feedback on FY2026 Fare and Service Proposals

FY2026 Budget –
Customer Feedback on Proposals

WMATA's Office of Customer Research, in collaboration with the Budget Project Team and the Customer Experience & Engagement team, gathered feedback from Metrorail and Metrobus customers – via an online survey – on fare and service changes contained in the FY2026 Budget Proposal.

The survey was in field from January 11, 2025 to February 10, 2025. 2,375 respondents provided feedback to at least one proposal—this included 194 responses to the Spanish language version of the survey. The survey collected feedback on the following:

A. Fare Changes

- Proposed Changes:
 - Implement Tap & Go Payment System

B. MetroAccess

- Proposed Changes:
 - Adjust service to align with expanded Metrorail hours and BetterBus changes:

C. Metrorail

- Proposed Changes:
 - Extend half of Yellow Line trains to Greenbelt
 - Reduce Silver Line service to Downtown Largo along the Blue Line
 - Extend Silver Line service to New Carrollton along the Orange Line
 - Splitting the Silver Line at Stadium-Armory
 - Super Peak Service on the Silver Line
 - Super Peak Service on the Red Line
 - Extend Weekend Morning Hours
 - Extend Weekend Late-Night Hours

D. Capital Budget Proposal

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- I. Fare Proposals (Slides 7- 11)
 - i. Fare Proposal 1: Implementing the Tap-&-Go System (Slide 8-11)
- II. MetroAccess Proposals (Slides 12-14)
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- III. Metrorail Proposals (Slides 15-37)
 - i. Metrorail Proposal 1: Extend half of Yellow Line trains to Greenbelt (Slides 16-17)
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 - v. Metrorail Proposal 4: Super Peak Service on the Silver Line (Slides 25-28)
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- VII. Overall Survey Demographics (Slides 41-42)
- VIII. Weighting of Responses (Slide 43)

I. Fare Proposals

Fare Proposal 1: Implementing the Tap-&-Go System

Question

To enhance payment flexibility, Metro is preparing to introduce a Tap-&-Go fare system in 2025. The plan is to roll out the system gradually, starting with Metrorail in May 2025, followed by Metrobus in summer 2025 and Metro parking facilities in late fall 2025.

This system will allow customers to use their contactless credit/debit cards (e.g., Visa, Mastercard, American Express, Discover), mobile wallets, or linked smartwatches for fare payment, eliminating the need for a SmarTrip card.

Key Features:

- **No Fee:** The ability to pay with a credit/debit card, mobile wallet, or linked smartwatch -- would be without the \$2.00 fee required for a SmarTrip card. This method will be an alternative to the SmarTrip card, providing customers with more convenient options for fare payment.
- **Seamless Experience:** Just like in cities such as New York, this option allows for quick and easy fare payment. Customers will simply tap their contactless card, mobile wallet, or smartwatch at the fare gates.

Are you in favor of this proposal?

Response: Implementing the Tap-&-Go System

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	90%	10%
All Survey Respondents (Unweighted)	1473	92%	12%
<i>Notable Subsets:</i>			
All Minority Respondents	533	87%	13%
All Low Income Respondents	276	84%	16%
All Protected Populations Respondents	589	88%	12%
All Current Metrorail Riders	1036	91%	9%
All Current Metrobus Riders	693	89%	11%
Infrequent Metrorail/Metrobus Riders	61	90%	10%
Non-Commuters who ride Metrorail/Metrobus	99	94%	12%

Fare Proposal 1: Implementing the Tap-&-Go System

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- **Seamless Experience:** Just like in cities such as New York, this option allows for quick and easy fare payment. Customers will simply tap their contactless card, mobile wallet, or smartwatch at the fare gates.

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

Response: Implementing the Tap-&-Go System

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Respondents (Weighted)	--	33%	6%	61%
All Survey Respondents (Unweighted)	1579	33%	4%	63%
<i>Notable Subsets:</i>				
All Minority Respondents	588	36%	10%	54%
All Low Income Respondents	312	40%	15%	44%
All Protected Populations Respondents	647	36%	9%	55%
All Current Metrorail Riders	1130	34%	6%	61%
All Current Metrobus Riders	747	36%	8%	56%
Infrequent Metrorail/Metrobus Riders	60	30%	3%	67%
Non-Commuters who ride Metrorail/Metrobus	107	34%	2%	65%

Supportive Comments on Implementing Tap-&-Go

I. Fare Proposals

Category	# Mentions	Sample Verbatim Comments
Ease of Use & Convenience	142	<ul style="list-style-type: none"> "This is so much easier and quicker to do than pulling up the SmartTrip card or ensuring you have enough funds available on the card." "Easier for our guests who come to visit and trying to explain what a smartrip card is."
Benefits for Tourists & Occasional Riders	101	<ul style="list-style-type: none"> "Easier to introduce visitors to Metro without having to set them up with a SmarTrip card." "I love bringing guests on the metro when they visit, but right now I have to keep a whole set of 'guest' metro cards for family and friends to use. Then being able to just tap in with their credit card would be really helpful and make me more likely to use the metro with out of town friends."
No Need to Manage or Reload a Card	48	<ul style="list-style-type: none"> "It's much more convenient than keeping track of a Metro card, managing the funds and auto top up on the Metro card, and troubleshooting the card when it isn't working or runs out of money."
Boosts Ridership & Reduces Fare Evasion	37	<ul style="list-style-type: none"> "More payment options diminishes the urgency that leads some to fare evasion in order to 'catch' an arriving train."
Metro Should Modernize & Align with Other Cities	35	<ul style="list-style-type: none"> "This is a no-brainer that other places adopted years ago."
Good alternative to SmarTrip, but keep that card an option.	28	<ul style="list-style-type: none"> "I would probably still want to use a SmarTrip card myself since I have SmartBenefits, but the new system would be easier for tourists." "I am in favor as long as I can still use my SmarTrip card to pay"
Experience with Similar Systems Abroad	26	<ul style="list-style-type: none"> "I've used this in other cities and it works well - especially convenient for getting tourists and other out of town visitors to use metro."
Equity & Accessibility	20	<ul style="list-style-type: none"> "Increased accessibility."
Faster Entry, Exit & Less Fare Gate Congestion	17	<ul style="list-style-type: none"> "Hopefully this will help reduce the human traffic jams at fare gates."
Flexibility & Backup Option	14	<ul style="list-style-type: none"> "I approve of this because I have past experiences where I lost or forgot my SmarTrip and only had my credit card with me."
Removal of the \$2 Fee	13	<ul style="list-style-type: none"> "The \$2 fee for a SmartTrip card is criminal. Tap-to-pay is just simpler for visitors."
Environmental Benefits & Reduced Plastic Waste	11	<ul style="list-style-type: none"> "It would cut down on plastic waste created when out-of-town visitors purchase a SmartTrip card."

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Opposing Comments on Implementing Tap-&-Go

I. Fare Proposals

Category	# Mentions	Sample Verbatim Comments
Uncertainty About Transit and Commuter Benefits	39	<ul style="list-style-type: none"> "I have SmartTrip benefits through work and would NOT want to lose the ability to use a SmartTrip to pay." "I like the flexibility of this plan, but I have reservations about how this would work for work- sponsored transit benefit plans"
Concerns About Credit Card Fees and Fare Increases	38	<ul style="list-style-type: none"> "Concerned that credit card fees will be passed to travelers as rate increases" "If this credit card proposal is taken forward, I believe the fare for credit card users should be HIGHER than that for SmarTrip card users, in order to cover the credit card fees."
Equity Concerns: Unbanked, Low-Income, Elderly, and Accessibility	38	<ul style="list-style-type: none"> "While for myself I think the option would be nice, I am very concerned about the elderly or folks who do not have debit cards or know how to use tap to pay technology. I do think a physical card option needs to remain in place" "For cash-only patrons, or those who are unbanked, how are they to pay their fare?"
Preference for SmarTrip Card and System	33	<ul style="list-style-type: none"> "I think the system works as it is now. I love my SmarTrip card and want to continue using it."
Security and Fraud Concerns	28	<ul style="list-style-type: none"> "I'm wondering how Metro will ensure that the system will be safe for tap to pay user. How will metro insure that sensitive car info will not be stolen." "The concern of safety for sensitive information To just tap the debit/credit card. As a mode of payment without jeopardizing my banking information. I strongly prefer to purchase \$2 smart trip card." "Having your card out on the metro/bus risks getting it stolen."
Impact on Seniors, Disabled Riders, and Discount Programs	20	<ul style="list-style-type: none"> "The full fare of \$2.25 would be the charge for everyone, to include disability & senior riders?"
Technical Issues and Reliability	15	<ul style="list-style-type: none"> "I've used this system in some cities where transfers that should have been free or discounted weren't credited with tap-to-pay. I frequently transfer from rail to bus and want to ensure this works properly in the new system. Additionally, transactions sometimes fail due to card company delays, and more data is needed for transfers and Metro fare. It's a cool idea, but currently, it's very costly."
Metro Should Focus on Bigger Issues	9	<ul style="list-style-type: none"> "Seems like a waste of money when service can be expanded." "Metro already has too many issues with electronics. Fix current problems before doing anything else."
Concerns for Children and Families	7	<ul style="list-style-type: none"> "Unclear how payment for children and families would work. Will a second tap be needed when exiting? How can one credit/debit card cover multiple riders, and how will Metro prevent accidental multiple charges?"
Concerns about Overcrowding and Congestion	3	<ul style="list-style-type: none"> "People that try to pull out their Apple Pay for their metrocard severely slow down the gates during rush hour. I imagine this would only increase."

II. MetroAccess Proposals

MetroAccess Proposal 1: Proposed MetroAccess Changes

Question

The FY2026 Proposed Budget includes expanded Metrorail service hours and a revised Metrobus network, as approved in the 2025 Better Bus Network Redesign.

If these changes increase service hours or coverage, MetroAccess will adjust to meet federal requirements. Otherwise, service hours and coverage will remain unchanged, following current Board policy.

Are you in favor of this proposal?

Response: Proposed MetroAccess Changes

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	95%	5%
All Survey Respondents (Unweighted)	266	96%	4%
Notable Subsets:			
All Minority Respondents	66	100%	0%
All Low Income Respondents	77	88%	12%
All Protected Populations Respondents	135	93%	7%
All Current Metrorail Riders	197	95%	5%
All Current Metrobus Riders	157	94%	6%
All Current MetroAccess Riders	49	88%	12%

MetroAccess Proposal 1: Proposed MetroAccess Changes

Question

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If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

Response: Proposed MetroAccess Changes

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Respondents (Weighted)	--	57%	5%	38%
All Survey Respondents (Unweighted)	233	56%	4%	40%
Notable Subsets:				
All Minority Respondents	108	56%	7%	38%
All Low Income Respondents	71	63%	9%	28%
All Protected Populations Respondents	120	58%	6%	37%
All Current Metrorail Riders	168	57%	2%	41%
All Current Metrobus Riders	140	61%	3%	36%
All Current MetroAccess Riders	51	57%	4%	39%

III. Metrorail Proposals

Rail Proposal 1: Extend half of Yellow Line trains to Greenbelt

Question

Currently, all Yellow Line trains run from Huntington and terminate at Mt. Vernon Square.

Metro is considering extending half of these trains to Greenbelt, with the rest continuing to end at Mt.

Vernon Square. Trains would alternate, with every other Yellow Line train running to Greenbelt.

Below is how service would change from Mt. Vernon Square to Greenbelt if this proposal were to be implemented:

Time Period	Average Train Frequency (Current)	Average Train Frequency (Proposed)
Weekday Rush Hour	Every 6 minutes	Every 4 minutes
Weekday Non-Rush Hour	Every 6 minutes	Every 4 minutes
Weekday Late Night	Every 7.5 minutes	Every 5 minutes
Weekend All Day	Every 8 minutes	Every 5.5 minutes

Are you in favor of this proposal?

Response: Extend half of Yellow Line trains to Greenbelt

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	95%	5%
All Survey Respondents (Unweighted)	1462	95%	5%
<i>Notable Subsets:</i>			
All Minority Respondents	454	96%	4%
All Low Income Respondents	287	95%	5%
All Protected Populations Respondents	586	96%	4%
All Current Metrorail Riders	1074	95%	5%
All Current Metrobus Riders	722	96%	4%
Riders traveling between Mt. Vernon Sq. and Greenbelt	357	96%	4%
Riders who are apart of the protected population between Mt. Vernon Sq. and Greenbelt	175	94%	6%

Rail Proposal 1: Extend half of Yellow Line trains to Greenbelt

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Currently, all Yellow Line trains run from Huntington and terminate at Mt. Vernon Square.

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Below is how service would change from Mt. Vernon Square to Greenbelt if this proposal were to be implemented:

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Weekend All Day	Every 8 minutes	Every 5.5 minutes

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

Response: Extend half of Yellow Line trains to Greenbelt

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Respondents (Unweighted)	--	62%	2%	37%
All Survey Respondents (Unweighted)	1435	61%	1%	38%
Notable Subsets:				
All Minority Respondents	420	65%	1%	35%
All Low Income Respondents	268	73%	3%	24%
All Protected Populations Respondents	550	67%	2%	32%
All Current Metrorail Riders	1035	63%	1%	36%
All Current Metrobus Riders	697	69%	1%	30%
Riders traveling between Mt. Vernon Sq. and Greenbelt	356	77%	1%	22%
Riders who are apart of the protected population between Mt. Vernon Sq. and Greenbelt	168	72%	2%	26%

Rail Proposal 2: Reduce Silver Line service to Downtown Largo along the Blue Line

Question

Currently, all Silver Line trains run from Ashburn to Downtown Largo.

Metro is considering splitting the Silver Line at Stadium-Armory Station: half the trains would continue to Downtown Largo, while the other half would head to New Carrollton along the current Orange Line.

This change would balance Silver Line service between the Blue and Orange Line branches.

Here is the proposed service from Stadium Armory to Downtown Largo.

Time Period	Average Train Frequency (Current)	Average Train Frequency (Proposed)
Weekday Rush Hour	Every 5 minutes	Every 7 minutes
Weekday Non-Rush Hour	Every 6 minutes	Every 8 minutes
Weekday Late Night	Every 7.5 minutes	Every 10 minutes
Weekend Before 9:30 p.m.	Every 6 minutes	Every 8 minutes
Weekend After 9:30 p.m.	Every 7.5 minutes	Every 10 minutes

Are you in favor of this proposal?

Response: Reduce Silver Line service to Downtown Largo along the Blue Line

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	79%	21%
All Survey Respondents (Unweighted)	1015	80%	20%
Notable Subsets:			
All Minority Respondents	338	82%	18%
All Low Income Respondents	240	84%	16%
All Protected Populations Respondents	574	77%	23%
All Current Metrorail Riders	771	80%	20%
All Current Metrobus Riders	526	82%	18%
Riders traveling between Stadium-Armory and Downtown Largo	101	75%	25%
Riders who are apart of the protected population between Stadium-Armory to Downtown Largo.	85	79%	21%

Rail Proposal 2: Reduce Silver Line service to Downtown Largo along the Blue Line

Question

Currently, all Silver Line trains run from Ashburn to Downtown Largo.

Metro is considering splitting the Silver Line at Stadium-Armory Station: half the trains would continue to Downtown Largo, while the other half would head to New Carrollton along the current Orange Line.

This change would balance Silver Line service between the Blue and Orange Line branches.

Here is the proposed service from Stadium Armory to Downtown Largo.

Time Period	Average Train Frequency (Current)	Average Train Frequency (Proposed)
Weekday Rush Hour	Every 5 minutes	Every 7 minutes
Weekday Non-Rush Hour	Every 6 minutes	Every 8 minutes
Weekday Late Night	Every 7.5 minutes	Every 10 minutes
Weekend Before 9:30 p.m.	Every 6 minutes	Every 8 minutes
Weekend After 9:30 p.m.	Every 7.5 minutes	Every 10 minutes

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

Response: Reduce Silver Line service to Downtown Largo along the Blue Line

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Respondents (Weighted)	--	32%	9%	59%
All Survey Respondents (Unweighted)	1110	27%	9%	64%
Notable Subsets:				
All Minority Respondents	422	40%	9%	51%
All Low Income Respondents	227	57%	8%	36%
All Protected Populations Respondents	458	40%	9%	52%
All Current Metrorail Riders	829	34%	8%	58%
All Current Metrobus Riders	553	37%	9%	54%
Riders traveling between Stadium-Armory and Downtown Largo or New Carrollton.	106	59%	18%	24%
Riders who are apart of the protected population between Stadium-Armory to Downtown Largo or New Carrollton.	91	63%	13%	24%

Rail Proposal 3: Extend Silver Line service to New Carrollton along the Orange Line

Question

Currently, all Silver Line trains run from Ashburn to Downtown Largo.

Metro is considering splitting the Silver Line at Stadium-Armory Station: half the trains would continue to Downtown Largo, while the other half would head to New Carrollton along the current Orange Line.

This change would balance Silver Line service between the Blue and Orange Line branches.

Here is the proposed service from Stadium Armory to New Carrollton.

Time Period	Average Train Frequency (Current)	Average Train Frequency (Proposed)
Weekday Rush Hour	Every 10 minutes	Every 7 minutes
Weekday Non-Rush Hour	Every 12 minutes	Every 8 minutes
Weekday Late Night	Every 15 minutes	Every 10 minutes
Weekend Before 9:30 p.m.	Every 12 minutes	Every 8 minutes
Weekend After 9:30 p.m.	Every 15 minutes	Every 10 minutes

Are you in favor of this proposal?

Response: Extend Silver Line service to New Carrollton along the Orange Line

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	86%	14%
All Survey Respondents (Unweighted)	1054	88%	12%
Notable Subsets:			
All Minority Respondents	416	85%	15%
All Low Income Respondents	242	85%	16%
All Protected Populations Respondents	457	86%	14%
All Current Metrorail Riders	824	86%	14%
All Current Metrobus Riders	329	85%	15%
Riders traveling between Stadium-Armory and New Carrollton.	101	93%	7%
Riders who are apart of the protected population between Stadium-Armory to Downtown Largo or New Carrollton.	65	91%	9%



Rail Proposal 3: Extend Silver Line service to New Carrollton along the Orange Line

Question

Currently, all Silver Line trains run from Ashburn to Downtown Largo.

Metro is considering splitting the Silver Line at Stadium-Armory Station: half the trains would continue to Downtown Largo, while the other half would head to New Carrollton along the current Orange Line.

This change would balance Silver Line service between the Blue and Orange Line branches.

Here is the proposed service from Stadium Armory to New Carrollton.

Time Period	Average Train Frequency (Current)	Average Train Frequency (Proposed)
Weekday Rush Hour	Every 10 minutes	Every 7 minutes
Weekday Non-Rush Hour	Every 12 minutes	Every 8 minutes
Weekday Late Night	Every 15 minutes	Every 10 minutes
Weekend Before 9:30 p.m.	Every 12 minutes	Every 8 minutes
Weekend After 9:30 p.m.	Every 15 minutes	Every 10 minutes

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

Response: Extend Silver Line service to New Carrollton along the Orange Line

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Respondents (Weighted)	--	41%	6%	53%
All Survey Respondents (Unweighted)	1057	36%	5%	59%
Notable Subsets:				
All Minority Respondents	429	49%	8%	44%
All Low Income Respondents	234	63%	9%	27%
All Protected Populations Respondents	464	49%	7%	43%
All Current Metrorail Riders	830	42%	5%	53%
All Current Metrobus Riders	544	46%	6%	48%
Riders traveling between Stadium-Armory and Downtown Largo or New Carrollton.	101	73%	7%	20%
Riders who are apart of the protected population between Stadium-Armory to Downtown Largo or New Carrollton.	66	73%	9%	18%



Splitting the Silver Line at Stadium-Armory

Question

Splitting the Silver Line at Stadium-Armory on these two branches means that some customers will have somewhat longer wait times so that both branches will now have the same level of service and wait times.

In particular, this split will result in shorter wait times for customers traveling from New Carrollton and slightly longer wait times for those traveling from Downtown Largo. This change will balance service and wait times across both branches.

Do you support this trade-off?

Response: Splitting the Silver Line at Stadium-Armory

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	82%	18%
All Survey Respondents (Unweighted)	981	85%	15%
<i>Notable Subsets:</i>			
All Minority Respondents	384	78%	22%
All Low Income Respondents	216	77%	23%
All Protected Populations Respondents	421	79%	21%
All Current Metrorail Riders	785	82%	18%
All Current Metrobus Riders	524	81%	19%
Riders traveling between Stadium-Armory and Downtown Largo.	104	70%	30%
Riders traveling between Stadium-Armory and New Carrollton.	93	89%	11%
Riders traveling between Stadium-Armory and Downtown Largo <u>OR</u> New Carrollton.	175	80%	20%
Riders who are apart of the protected population between Stadium-Armory to Downtown Largo or New Carrollton.	45	80%	20%

Supportive Comments on Splitting the Silver Line at Stadium-Armory III. Metrorail Proposals

Category	Summary	# Mentions	Sample Verbatim Comments
Support Balancing Service Between Branches	Many respondents support the proposal because it creates a more equitable service distribution between the two branches, reducing wait times for New Carrollton riders and better reflecting ridership demand.	58	<ul style="list-style-type: none"> "Provides better equity between the two branches." "Balancing service between both destinations seems fair, though it's hard to know without relative ridership information for each destination." "The level of service should be the same across all lines."
Reducing Wait Times for Me	A significant number of responses highlight shorter wait times for New Carrollton riders and overall improved frequency for most travelers.	45	<ul style="list-style-type: none"> "Tired of the current long wait for a train." "Shorter wait for most riders." "I think the majority will have more rapid service."
New Carrollton is a major Transit Hub and Growing Mixed-Used Area	New Carrollton is seen as a key regional hub with Amtrak, MARC, Metrobus, TheBus, and the upcoming Purple Line, making increased service to the station logical.	32	<ul style="list-style-type: none"> "New Carrollton is a larger mixed-mode transit hub than Largo, and will likely grow as the Purple Line finishes development." "New Carrollton is along MARC Penn Line train route from Baltimore allowing for one less transfer point to Dulles Airport." "I think New Carrollton deserves more service because of where it's located."
Reducing Overcrowding	Some respondents believe this change could help manage congestion, optimize train usage, and improve the overall Metro experience.	28	<ul style="list-style-type: none"> "Overall it can reduce congestion on the Orange Line even if it slightly slows the frequency on the Blue Line." "The trains are already packed—why not have enough trains going to alleviate that crowd?" "Passengers who live between both lines, such as residents in Bowie, won't favor one line over the other, thereby reducing overcrowding at Largo and New Carrollton."
General support	Several respondents generally supported the proposal as a common-sense change that aligns with Metro's goal of equitable and data-driven decision-making.	22	<ul style="list-style-type: none"> "Seems fair, but I don't know how much ridership each branch gets." "Appreciate Metro making adjustments based on ridership data and making it more equitable." "More fair."

Opposing Comments on Splitting the Silver Line at Stadium-Armory

Category	Summary	# Mentions	Sample Verbatim Comments
Longer Wait Times	Respondents express concern that the proposed changes will result in increased wait times, particularly for riders from Downtown Largo, which some feel is unfair. Others argue that Metro should instead focus on increasing service levels on both lines overall.	22	<ul style="list-style-type: none">"Longer wait times given to poorer communities that rely on the service more.""It seems unfair that people from Downtown Largo will have a longer wait time. Is the Blue Line changed in any way to accommodate them?""I will have a longer wait time.""It could mean longer wait times or transfers for Commanders games"
Unnecessary Confusion & Complexity / More Complex Map	Many respondents are concerned that splitting the Silver Line into two branches will make the system harder to navigate, particularly for tourists and occasional riders. They fear it will lead to missed trains, confusion, and unnecessary complications in trip planning.	18	<ul style="list-style-type: none">"I think having alternate trains will be very confusing for riders and lead to lost time and people going the wrong way.""Having the same line split into two branches is confusing and unnecessarily complicates things.""The split of Silver Line trains going to three destinations would confuse tourists and those unfamiliar with the system. (this includes trains turning back at Stadium-Armory)"
Impact on Other Lines & Will Create Congestion on Orange Line Instead	Some worry that shifting Silver Line service will cause overcrowding on the Orange and Blue Lines. They suggest that Metro should balance service among all lines rather than making changes that could worsen congestion elsewhere.	14	<ul style="list-style-type: none">"Don't want more congestion on the Orange Line.""The proposed changes will cause overcrowding on neighboring subway lines. (i.e. passengers from the Blue to Orange Line)""The Blue Line train availability would need to increase to help supplement the Silver Line split."
It affects me!	Some respondents are concerned about how the change will affect their personal travel, including increased travel time, missed bus connections, and difficulty commuting to work or important destinations.	12	<ul style="list-style-type: none">"It would affect my daily commute.""I commute from Downtown Largo.""No, this will add to congestion, missing connections to the bus, etc."
Preference for the Status Quo/ Why Change Anything If Service Is Great Now?	Several respondents believe the current system works well and see no need for changes. They argue that Metro should focus on reliability and frequency rather than modifying service patterns.	10	<ul style="list-style-type: none">"If it's working fine now, it's not necessary to change it.""The way things are for the Silver and Orange Lines are fine just the way they are. No changes needed to be made.""Metro is going to confuse people with this change. Stick with the original."



Rail Proposal 4: Super Peak Service on the Silver Line

Question

Metro is considering adding "super peak" service to a section of the Silver Line between Wiehle-Reston East and Stadium-Armory to improve capacity and speed during the busiest times of weekday rush periods.

The proposed "super peak" service would provide approximately 40 minutes of more frequent service during both the morning and evening rush periods. During these times, two additional Silver Line trains would operate in one direction only:

- **Morning rush (eastbound):** Extra trains would depart Wiehle-Reston East and travel to Stadium-Armory.
 - During these periods, average wait times between trains would be reduced from every 10 minutes to every 8-9 minutes from Wiehle-Reston East to Stadium Armory.
- **Evening rush (westbound):** Extra trains would depart Stadium-Armory and travel to Wiehle-Reston East.
 - During these periods, average wait times between trains would be reduced from every 10 minutes to every 8-9 minutes from Stadium Armory to Wiehle-Reston East.

Key highlights of the proposal:

- **Targeted timing:** The additional service is designed to match peak demand at key times and location/stations along the Silver Line. For example, during the morning rush, the extra eastbound trains are intended to arrive at the busiest stations between Wiehle-Reston East and Rosslyn at their peak busy times.
- **Regular peak service remains:** Outside the 40-minute "super peak" periods, regular peak service levels will continue to operate on the Silver Line.

Are you in favor of this proposal?

Response: Super Peak Service on the Silver Line

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	93%	7%
All Survey Respondents (Unweighted)	1154	93%	7%
Notable Subsets:			
All Minority Respondents	423	92%	8%
All Low Income Respondents	235	91%	9%
All Protected Populations Respondents	471	92%	8%
All Current Metrorail Riders	914	93%	7%
All Current Metrobus Riders	605	92%	8%
Silver Line Metrorail Riders	729	93%	7%
Riders who are apart of the protected population who are Silver Line Metrorail Riders	329	92%	8%

Rail Proposal 4: Super Peak Service on the Silver Line

Question

Metro is considering adding "super peak" service to a section of the Silver Line between Wiehle-Reston East and Stadium-Armory to improve capacity and speed during the busiest times of weekday rush periods.

The proposed "super peak" service would provide approximately 40 minutes of more frequent service during both the morning and evening rush periods. During these times, two additional Silver Line trains would operate in one direction only:

- **Morning rush (eastbound):** Extra trains would depart Wiehle-Reston East and travel to Stadium-Armory.
 - During these periods, average wait times between trains would be reduced from every 10 minutes to every 8-9 minutes from Wiehle-Reston East to Stadium Armory.
- **Evening rush (westbound):** Extra trains would depart Stadium-Armory and travel to Wiehle-Reston East.
 - During these periods, average wait times between trains would be reduced from every 10 minutes to every 8-9 minutes from Stadium Armory to Wiehle-Reston East.

Key highlights of the proposal:

- **Targeted timing:** The additional service is designed to match peak demand at key times and location/stations along the Silver Line. For example, during the morning rush, the extra eastbound trains are intended to arrive at the busiest stations between Wiehle-Reston East and Rosslyn at their peak busy times.
- **Regular peak service remains:** Outside the 40-minute "super peak" periods, regular peak service levels will continue to operate on the Silver Line.

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

Response: Super Peak Service on the Silver Line

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Respondents (Weighted)	--	51%	5%	45%
All Survey Respondents (Unweighted)	1101	48%	3%	48%
<i>Notable Subsets:</i>				
All Minority Respondents	454	55%	8%	37%
All Low Income Respondents	233	47%	2%	50%
All Protected Populations Respondents	488	55%	7%	38%
All Current Metrorail Riders	901	51%	5%	44%
All Current Metrobus Riders	595	55%	7%	39%
Silver Line Metrorail Riders	693	56%	4%	40%
Riders who are apart of the protected population who are Silver Line Metrorail Riders	336	60%	7%	34%

Supportive Comments on Super Peak Service on the Silver Line

III. Metrorail Proposals

Category	# Mentions	Sample Verbatim Comments
Shorter wait times between trains	95	<ul style="list-style-type: none"> "Tired of the long wait for a train during rush hour and crowded trains." "I ride this segment and would support more frequent service during AM and PM rush hour." "This will make metro significantly more attractive for the ample amount of people commuting from Virginia (especially Arlington) to DC for work, and will still benefit commuters traveling eastward within DC too."
General support for more core capacity	53	<ul style="list-style-type: none"> "Increasing peak service in the core is important in an era of growing ridership. If you can secure further funding, increasing service on OR/BL/SV universally during peak hours would be preferable." "More frequent service for the core of the system is welcome."
Support for faster, more frequent service for MY commute	36	<ul style="list-style-type: none"> "I commute along the silver from McPherson out to McLean and back during work days. This will make my commute faster and more convenient." "This would improve my commute!!"
Support for additional capacity and more frequent peak-time trains.	32	<ul style="list-style-type: none"> "More trains at peak times is always good!! Less crowded trains are more enjoyable, accessible, and safe" "It is important to add extra capacity during the most crowded times."
More frequent service could increase ridership & reduce car usage.	17	<ul style="list-style-type: none"> "The Silver Line should see increased service, which would lessen the number of drivers on the road." "Faster service might encourage more ridership." "Anything that can help take more cars off the road is a good thing."

Opposing Comments on Super Peak Service on the Silver Line

III. Metrorail Proposals

Category	# Mentions	Sample Verbatim Comments
Minimal Impact and Benefit	14	<ul style="list-style-type: none"> "Super peak only cuts wait times by a minute or two. That's an unnoticeable difference." "This doesn't seem like a large enough change to bother with. Does one minute less make that much of a difference? I don't think so. Especially for only 40 minutes a day and only in one direction at a time". "A 1-2 minute reduction in train frequency is not worth whatever it would cost to implement this extra service. Spend this money on something with a more impactful benefit."
Doesn't help reverse commuters; needs two-way service.	13	<ul style="list-style-type: none"> "Would it also impact the opposite direction? I travel west in the am, east in the pm." "Like many riders who go to the McLean station I do a reverse commute and this plan wouldn't help ease congestion or increase frequency for riders like me. If the plan was adapted to support riders traveling in both directions I would support it." "By going only one direction during each time period, does that serve everyone based on demand? I assume people come from both directions to the downtown-ish area so personally I worry about not boosting service for people going in both directions."
Skepticism about ridership demand & necessity.	13	<ul style="list-style-type: none"> "Not sure if it's really needed. I'd have to see ridership numbers to determine." "Does ridership warrant this?"
Concerns about route complexity, Dulles access, and map confusion.	11	<ul style="list-style-type: none"> "I like the idea of more, frequent service but these proposals of ending at certain stations along the line are confusing for riders and I don't support adding this kind of complexity to the system." "The only reason I use the silver line in Virginia is to go to Dulles, which is made more confusing by this proposal." "I support increased capacity but redesigning the map for only two more trains is confusing."
Concerns about cost and resource allocation.	11	<ul style="list-style-type: none"> "Resources could be used elsewhere" "Extra trains should serve Dulles Airport, not turn back early. The Silver Line was built for airport access, and turning trains back reduces convenience, especially for travelers."

Rail Proposal 5: Super Peak Service on the Red Line

Question

Metro is considering introducing a new "super peak" service on the Red Line to improve speed and capacity during the busiest times of weekday rush periods.

The proposed "super peak" service would provide approximately 40 minutes of more frequent service during both the morning and evening rush hours.

During these periods, wait times between trains would be reduced from every 5 minutes to every 4 minutes, operating in both directions along the entire Red Line (from Shady Grove to Glenmont).

Key highlights of the proposal:

- Targeted timing: The additional service is designed to align with the busiest travel times at key locations and stations, ensuring trains arrive when and where they are most needed.
- Regular peak service remains: Outside the 40-minute "super peak" periods, Red Line trains will continue to operate every 5 minutes during regular peak hours.

Are you in favor of this proposal?

Response: Super Peak Service on the Red Line

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	95%	5%
All Survey Respondents (Unweighted)	1360	95%	5%
<i>Notable Subsets:</i>			
All Minority Respondents	522	94%	6%
All Low Income Respondents	276	94%	6%
All Protected Populations Respondents	581	95%	5%
All Current Metrorail Riders	1091	95%	5%
All Current Metrobus Riders	714	95%	5%
Red Line Metrorail Riders	976	96%	4%
Riders who are apart of the protected population who are Red Line Metrorail Riders	490	96%	4%

Rail Proposal 5: Super Peak Service on the Red Line

Question

Metro is considering introducing a new "super peak" service on the Red Line to improve speed and capacity during the busiest times of weekday rush periods.

The proposed "super peak" service would provide approximately 40 minutes of more frequent service during both the morning and evening rush hours.

During these periods, wait times between trains would be reduced from every 5 minutes to every 4 minutes, operating in both directions along the entire Red Line (from Shady Grove to Glenmont).

Key highlights of the proposal:

- Targeted timing: The additional service is designed to align with the busiest travel times at key locations and stations, ensuring trains arrive when and where they are most needed.
- Regular peak service remains: Outside the 40-minute "super peak" periods, Red Line trains will continue to operate every 5 minutes during regular peak hours.

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

Response: Super Peak Service on the Red Line

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Respondents (Weighted)	--	68%	2%	30%
All Survey Respondents (Unweighted)	1294	67%	2%	31%
<i>Notable Subsets:</i>				
All Minority Respondents	508	74%	2%	24%
All Low Income Respondents	275	79%	3%	19%
All Protected Populations Respondents	558	73%	2%	25%
All Current Metrorail Riders	1031	69%	2%	30%
All Current Metrobus Riders	682	73%	2%	25%
Red Line Metrorail Riders	912	75%	1%	24%
Riders who are apart of the protected population who are Red Line Metrorail Riders	466	79%	1%	20%

Rail Proposal 6: Extend Weekend Morning Hours

Response: Extend Weekend Morning Hours

Question

Metro is considering opening the rail system earlier on weekends. Instead of 7 a.m., service would begin at 6 a.m. on Saturdays and Sundays.

Current vs. Proposed Opening Times:

- Weekdays (Mon–Fri): No change, remains 5 a.m.
- Weekends (Sat & Sun): Changes from 7 a.m. to 6 a.m.

Are you in favor of this proposal?

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	96%	4%
All Survey Respondents (Unweighted)	1389	95%	5%
<i>Notable Subsets:</i>			
All Minority Respondents	535	96%	4%
All Low Income Respondents	278	98%	2%
All Protected Populations Respondents	597	97%	3%
All Current Metrorail Riders	1126	95%	5%
All Current Metrobus Riders	741	96%	4%
Weekend Metrorail Riders	795	97%	3%
Riders who are apart of the protected population who are Weekend Metrorail Riders	421	97%	3%

Rail Proposal 6: Extend Weekend Morning Hours

Question

Metro is considering opening the rail system earlier on weekends. Instead of 7 a.m., service would begin at 6 a.m. on Saturdays and Sundays.

Current vs. Proposed Opening Times:

- Weekdays (Mon–Fri): No change, remains 5 a.m.
- Weekends (Sat & Sun): Changes from 7 a.m. to 6 a.m.

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

Response: Extend Weekend Morning Hours

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Respondents (Weighted)	--	77%	1%	23%
All Survey Respondents (Unweighted)	1385	77%	1%	23%
<i>Notable Subsets:</i>				
All Minority Respondents	549	76%	0%	24%
All Low Income Respondents	290	75%	1%	25%
All Protected Populations Respondents	605	78%	0%	22%
All Current Metrorail Riders	1130	77%	1%	22%
All Current Metrobus Riders	744	82%	1%	17%
Weekend Metrorail Riders	804	83%	0%	17%
Riders who are apart of the protected population who are Weekend Metrorail Riders	436	81%	0%	18%

Customer Comments on Extending Weekend Morning Hours

III. Metrorail Proposals

In Support

Category	# Mentions	Sample Verbatim Comments
Early Metrorail Service for Airport Travelers	183	<ul style="list-style-type: none"> "I could actually take early airline flights out of DCA! I would support limited service at 5am 7 days a week. It's frustrating not having an early option on the weekends." "This would help me take metro to the airport more often, which is sometimes not open early enough for me to catch my flight."
Early Metrorail Service for Weekend Workers and Commuters	114	<ul style="list-style-type: none"> "Many people have jobs early in the morning on weekends and they should be able to use the metro to get to them." "I work 7a-7p and have to walk to work or use Uber to get to work on weekends, greatly increasing my transport costs and burden."
Need for earlier weekend train service for events and other activities	109	<ul style="list-style-type: none"> "I am sometimes late to events taking the Saturday 7am train." "Would help get into DC for early morning events such as races." "Would make getting to the suburbs on weekends much easier, opens up early morning weekend opportunities."
Support for 24/7 service and increased flexibility.	86	<ul style="list-style-type: none"> "More service at more times is a game changer for all." "I think public transit should run 24/7"

Against

Category	# Mentions	Sample Verbatim Comments
Uncertainty about early weekend demand and cost justification.	27	<ul style="list-style-type: none"> "I don't think there's that much demand for service that early. Not sure it's worth the cost." "I would need to see more data regarding the need for this. If there would be sufficient use of the earlier hours to offset the cost, I would be for this."
Support for extended late-night service over early morning hours.	10	<ul style="list-style-type: none"> "Extend night time weekend hours, not morning. Support for extended late-night service over early morning hours." "Service should be extended at night instead." "I actually think we should have a few over-night trains between midnight and 7 AM. I support this change, and would urge WMATA to go further."
Concerns about worker hours, health, and overtime costs.	10	<ul style="list-style-type: none"> "I understand why for customers who have work earlier but also more hours to employ workers; I would follow what the workers of WMATA wanted, if they wish for hours." "The increase in service would be good for people who have to work on weekends. But i would be worried about the health/working hours of operators on non-automatic lines."
Concerns about impact on maintenance schedules.	7	<ul style="list-style-type: none"> "As long as it doesn't make night maintenance impractical it's probably good for non-office commute trips" "You all said years ago that you needed more time overnight for preventative maintenance and repair work; also seems like a larger operating cost increase."

Rail Proposal 7: Extend Weekend Late-Night Hours

Question

Metro is considering closing the rail system later on weekends. Instead of 1 a.m., service would extend to 2 a.m. on Friday and Saturday nights.

Current vs. Proposed Closing Times:

- Mon–Thu: No change, remains 12 a.m.
- Fri–Sat: Changes from 1 a.m. to 2 a.m.
- Sun: No change, remains 12 a.m.

Are you in favor of this proposal?

Response: Extend Weekend Late-Night Hours

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	95%	5%
All Survey Respondents (Unweighted)	1415	95%	5%
<i>Notable Subsets:</i>			
All Minority Respondents	532	97%	3%
All Low Income Respondents	268	97%	3%
All Protected Populations Respondents	592	97%	3%
All Current Metrorail Riders	1123	95%	5%
All Current Metrobus Riders	740	97%	3%
Weekend Metrorail Riders	805	97%	3%
Riders who are apart of the protected population who are Weekend Metrorail Riders	423	98%	2%

Rail Proposal 7: Extend Weekend Late-Night Hours

Question

Metro is considering closing the rail system later on weekends. Instead of 1 a.m., service would extend to 2 a.m. on Friday and Saturday nights.

Current vs. Proposed Closing Times:

- Mon–Thu: No change, remains 12 a.m.
- Fri–Sat: Changes from 1 a.m. to 2 a.m.
- Sun: No change, remains 12 a.m.

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

Response: Extend Weekend Late-Night Hours

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Respondents (Weighted)	--	77%	1%	22%
All Survey Respondents (Unweighted)	1387	78%	1%	21%
<i>Notable Subsets:</i>				
All Minority Respondents	536	79%	0%	21%
All Low Income Respondents	290	82%	0%	18%
All Protected Populations Respondents	599	80%	0%	20%
All Current Metrorail Riders	1130	78%	1%	21%
All Current Metrobus Riders	743	83%	1%	16%
Weekend Metrorail Riders	810	85%	0%	15%
Riders who are apart of the protected population who are Weekend Metrorail Riders	433	85%	1%	15%

Supportive Comments on Extending Weekend Late-Night Hours

III. Metrorail Proposals

Category	# Mentions	Sample Verbatim Comments
Reduces drunk driving and improves late-night safety	134	<ul style="list-style-type: none"> "This will improve overall safety for those who are out late and may choose to drive instead of taking the metro. Maybe will reduce drunk driving incidents or other late night crime incidents related to people walking home late." "This would reduce drunk driving and needs for ubers! I would love to be able to stay out later on weekends and still take the train home." "This would be very helpful for people to get home later on weekends. Would reduce the risk of drunk driving as well."
Supports late-night and weekend workers	67	<ul style="list-style-type: none"> "I think it will benefit those who work on weekends." "I think this is a good proposal. Extending at night would allow more late night/entertainment workers and those out at events or bars to get home safely and affordably."
Convenient for late-night travelers	63	<ul style="list-style-type: none"> "Will definitely use this on weekends" "Help people get home easier!"
Less stress about missing the last train	56	<ul style="list-style-type: none"> "Last year I often left the bar at like 12:30 to make sure there would still be trains home for me to catch. The extra hour would be good for peace of mind on a night out" "This will help me get home & back into Virginia after late shows on weekends that currently end at 1-1:15 AM"
Boost to DC's nightlife and economy	33	<ul style="list-style-type: none"> "I will be able to engage with economic development (drinking with friends) later." "Would allow me to stay out late at bars and not worry about expensive Ubers. Could put that money back into the community at restaurants and clubs."
Aligns Metro hours with closing times	21	<ul style="list-style-type: none"> "Bars are often open that late. This could decrease the need for drivers during bar closing hours." "Going out at night time becomes a hassle when the metro closes at 1am considering that bars and clubs do not close till 2-3am. Taking an uber is pricey especially at this hour. "

Opposing Comments on Extending Weekend Late-Night Hours

III. Metrorail Proposals

Category	# Mentions	Sample Verbatim Comments
Concerns about crime, safety, and disruptive behavior	30	<ul style="list-style-type: none"> "I am frequently on the train on Saturday evenings and the groups of intoxicated, rowdy, foul-mouthed individuals who ride the train make me uncomfortable. Extending to 2am could worsen that." "Concerns with late night/early morning crime on sparsely used trains at that time." "If hours are extended, security and police presence should increase for safety."
Is the cost of extended hours justified?	21	<ul style="list-style-type: none"> "Would help keep impaired drivers off the roads, but seems expensive relative to revenue generated at those hours. Tough call, would like to see data to make a decision." "This seems like a waste of resources. How many folks are going out that late and choosing Metro as opposed to Uber or Lyft? Plus, I wouldn't be choosing Metro if I was out that late - I wouldn't feel safe."
Skepticism about ridership demand	13	<ul style="list-style-type: none"> "Ridership is low during the proposed timeframe." "I don't stay out late. Unsure of the general demand." "I have no supporting data for this decision, this decision does not impact me personally,"
More bus service as a cost-effective alternative	8	<ul style="list-style-type: none"> "Who needs it - perhaps additional bus service would be cheaper." "Better night bus service might be a better approach."
Concerns about the impact on maintenance schedules	6	<ul style="list-style-type: none"> "Reduces maintenance time on the weekends. I want less single tracking and station shutdowns"

IV. Capital Budget

Capital Budget

Question

The proposed capital budget for FY26 is \$2.4 billion, which is part of the six-year \$12.5 billion Capital Improvement Program (CIP) budget. This budget includes funding for ongoing projects, system preservation, and renewal needs, as well as investments that will improve the efficiency and safety of service delivery, in alignment with asset management and reliability plans.

Metro’s capital investments are focused on six categories: rail-cars and rail-car facilities; rail systems; track and structure rehabilitation; bus, bus facilities and paratransit; stations and passenger facilities; and operations and business support. The six-year plan also includes reimbursable projects, such as the Purple Line.

Are you in favor of proposed capital budget of \$2.4 billion for FY2026, to be used for the purposes described above?

Response: Capital Budget

	Response Count	Yes	No
All Survey Respondents (Weighted)	--	98%	2%
All Survey Respondents (Unweighted)	773	98%	2%
Notable Subset:			
Current Metrorail Riders	599	98%	2%
Current Metrobus Riders	387	98%	2%
Protected Populations:			
Minority Respondents	275	97%	3%
Low Income Respondents	154	99%	1%
All Protected Populations Respondents	306	98%	2%



Capital Budget

Question

If the decisions were up to you, how would you allocate Metro's capital budget funds across the investment(s) below? (You get a total of \$100 dollars to spend).

- Buying new railcars
- Buying new buses
- Buying new paratransit vehicles
- Administrative infrastructure (buildings and technology)
- Rail maintenance facilities
- Bus maintenance facilities
- Metrorail station improvements
- Bus loops and bus stop improvements
- Metrorail track and structure infrastructure
- Metrorail electrical systems (power, train control)

Response: Budget Allocation

	Response Count	Buying new railcars	Buying new buses	Buying new paratransit vehicles	Administrative infrastructure (buildings and technology)	Rail maintenance facilities	Bus maintenance facilities	Metrorail station improvements	Bus loops and bus stop improvements	Metrorail track and structure infrastructure	Metrorail electrical systems (power, train control)
All Survey Respondents (Weighted)	--	\$13.22	\$9.92	\$5.34	\$7.22	\$10.77	\$7.55	\$12.79	\$9.56	\$13.22	\$10.40
All Survey Respondents (Unweighted)	740	\$13.05	\$9.52	\$5.18	\$6.80	\$10.82	\$7.78	\$11.82	\$10.04	\$13.92	\$11.09
Notable Subset:											
Current Metrorail Riders	624	\$13.21	\$9.89	\$5.43	\$7.25	\$10.90	\$6.98	\$12.92	\$9.50	\$13.48	\$10.44
Current Metrobus Riders	417	\$12.52	\$11.59	\$5.30	\$7.22	\$9.94	\$8.34	\$12.62	\$11.13	\$11.75	\$9.59
Current MetroAccess Riders	31	\$8.25	\$9.96	\$11.03	\$8.09	\$10.14	\$6.78	\$21.79	\$11.60	\$6.52	\$5.83
Protected Populations:											
Minority Respondents	299	\$12.34	\$11.56	\$6.22	\$7.79	\$10.68	\$7.61	\$14.19	\$10.01	\$11.06	\$8.55
Low Income Respondents	158	\$12.44	\$12.59	\$6.74	\$8.93	\$10.13	\$8.07	\$14.97	\$9.44	\$9.43	\$7.27
All Protected Populations Respondents	328	\$12.44	\$11.55	\$6.25	\$7.49	\$10.61	\$7.68	\$13.54	\$10.44	\$11.30	\$8.70

V. Demographics and Weighting

Survey Sample

IV. Overall Survey Demographics

		% (Weighted)	% (Unweighted)
Race and Ethnicity	African American or Black	34%	16%
	White (not Latino)	37%	53%
	Latino	14%	13%
	Asian	11%	13%
	Native Hawaiian or other Pacific Islander	1%	1%
	Other / Mixed Race	5%	5%
Income	Less than \$30,000	25%	11%
	\$30,000 to \$99,999	31%	28%
	\$100,000 to \$199,999	25%	35%
	\$200,000 or more	19%	27%
Low Income *	Yes	34%	14%
	No	66%	86%
Has access to a car	Yes	56%	60%
Gender	Male	55%	54%
	Female	45%	46%
Where they live	DC	43%	43%
	MD	33%	30%
	VA	24%	27%
Where they work	DC	60%	62%
	MD	18%	15%
	VA	22%	22%
Federal Employee	Yes	15%	17%
Age	Under 18	4%	2%
	18-24	14%	13%
	25-34	30%	36%
	35-44	24%	24%
	45-54	14%	13%
	55-64	11%	9%
	65 OR OLDER	3%	3%

- * Low income is now determined using the Federal Poverty Guidelines, which take into account both family/household size and household income.
- Larger households typically require higher incomes to cover basic needs like housing, food, and healthcare. As the number of dependents in a household grows, so does the financial burden.
- As of 2024, here's the threshold for low income in the DMV region.

Persons in Family/Household	200 Percent of Poverty Guidelines
1	\$30,120
2	\$40,880
3	\$51,640
4	\$62,400
5	\$73,160
6	\$83,920
7	\$94,680

Weighting Information

V. Demographics and Weighting

V. All Survey Responses Weighted to Match System Demographics*

The rows labeled All Survey Respondents (Weighted) represent the Metrorail and Metrobus rider population.

Weights were applied based on the 2022-2023 Rail and 2024 Bus passenger surveys to align the survey demographics with actual ridership, adjusting for factors like poverty level, race, and jurisdiction.

This process **increases the representation of African American/Black and low-income riders**, who are underrepresented in the raw data, while **decreasing the proportion of White (non-Latino) and higher-income respondents**, who are overrepresented in the raw data.