



**Finance and Capital Committee**

**Information Item IV-B**

**November 20, 2025**

**FY2027 Budget and  
FY2027-FY2032 Capital Program Preview**



# Board Document

OVERVIEW			
<b>PRESENTATION NAME</b>	FY2027 Budget and FY2027-FY2032 Capital Program Preview	<b>DOCUMENT NO.</b>	300074
<b>ACTION OR INFORMATION</b>	Information		
<b>STP GOAL</b>	Financial Stewardship and Resource Management		
<b>RESOLUTION</b>	No		
EXECUTIVE OWNER			
<b>EXECUTIVE TEAM OWNER</b>	Webster, Thomas J.		
<b>DEPARTMENT</b>	Finance		
<b>DOCUMENT INITIATOR</b>	Bridges, Cheryl L.		
OTHER INFORMATION			
<b>COMMITTEE</b>	FCC	<b>COMMITTEE DATE</b>	11/20/2025
<b>PURPOSE/KEY HIGHLIGHTS</b>	Provide the Board of Directors with a preview of Metro's FY2027 Operating Budget and FY2027 to FY2032 Capital Program.		
<b>DISCUSSION</b>	<p>Metro staff will provide a preview of the FY2027 budget and FY2027-2032 capital improvement program to the Board. Metro's strategic plan, "Your Metro, the Way Forward," provides a vision and guidance for day-to-day decision making through its four goals: Service Excellence, Talented Teams, Regional Opportunity &amp; Partnership, and Financial Stewardship &amp; Resource Management. Metro supports the region's economy, connecting the District of Columbia, Maryland, and Virginia. Sixty percent of the region's population reside within half a mile of the Metro System. Similarly, 70 percent of employment opportunities and 50 percent of its employers are located within this walkshed. Metro's presence supports \$9.4 billion in business output, including \$330 billion in</p>		



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property value and \$3.2 billion in tax revenue generated from businesses and property located proximate to the Metro system.

Metro's budget approach is focused on delivering the most value to the region with available resources. Predictable regional investment in Metro has enabled service enhancements that have driven ridership and revenue growth. Metro continues to look for operational savings and reinvestments. Current opportunities for increased efficiencies and revenues include workforce optimization, bus scheduling efficiencies, automatic train operations (ATO), and revenue growth through increased ridership and parking.

Opportunities for reinvestment include delivering more service, organizational modernization initiatives, and continuing to reduce reliance on capital funding for operating maintenance expenses. Service and fare improvements in the last five years have already helped lead to substantial growth in combined ridership, from 81 million in FY2021 to a projected 268 million in FY2026.

Ridership is expected to increase in FY2027. This projection is driven by continued general ridership increases, continued momentum for student pass programs, and stable federal ridership. Potential headwinds include changes in economic conditions, the regional employment levels, and decreasing levels of tourism and leisure travel. Metro can maximize ridership regardless of future external conditions by continuing to invest in frequent, reliable and consistent service, maintaining predictable fares with planned adjustments, and growing its constituency for pass programs such as U\*Pass, Metro Lift and other programs.

Potential FY2027 Metrobus service improvement concepts include schedule optimization, better on-time performance, increased frequency as well as enhanced span and coverage. Potential FY2027 Metrorail service improvement concepts include enhancing operational efficiency through the targeted use of eight-car trains, providing more frequent weekday morning, midday, and evening service on the blue, orange, and silver lines, and increasing late-night service on the Red Line. The MetroAccess service area will meet federal requirements making only mandated increases to cover new service areas. No MetroAccess service area reductions are proposed.



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Metro is committed to building the visionary bus network that the region deserves. When fully implemented, service improvement concepts will lead to a visionary network with at least 30-minute frequencies every day for most routes, consistent and frequent daily service, additional routes – including more connections between Metrorail branches and emerging activity centers, and a regionwide 24-hour bus network with overnight airport connections. Such a service is designed to attract significantly more customers, save riders time, make travel more convenient and provide access to jobs for DMV residents within a one-hour transit commute. The concepts presented in the FY2027 budget would achieve almost 5 percent of the visionary network.

Metrobus service improvement concepts are based on initial feedback from the new bus network's implementation. The proposed concepts aim to address performance challenges are based on operating and ridership data and operator and customer feedback. Improvements include shorter wait times, route extensions, and longer service spans for specific routes. For Metrorail, FY2027 service improvement concepts include running Blue, Orange and Silver Line trains every 10 minutes all day, every weekday, as well as an increase in frequency for Red Line evening service – when it is busiest – from every 10 minutes to every 7 to 8 minutes.

Taking these service changes into account, Metro expects ridership to grow to 282 million trips, nearly 5 percent above FY2026 forecast levels of 268 million. FY2027 revenue is expected to grow from a previously forecasted \$506 million to \$525 million.

Strategic management of expenses is needed to mitigate external risks. Headwinds include higher inflation and tariffs, volatility in energy markets and higher pension and healthcare benefits. Metro can offset these financial challenges by improving energy efficiency, leveraging technology, streamlining business processes, addressing absenteeism and unscheduled leave.

Baseline assumptions for FY2027 expenses include 3 to 4 percent general wage increases in collective bargaining agreements, an optimized workforce in line with modernization efforts, and savings from ATO and bus efficiencies being reinvested in additional service.



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## Capital Program Preview

Metro has made historic investments in the system since the provisioning of Dedicated Funding. Metro continues to invest capital resources in the system to replace existing assets with a focus on reliability, safety and enhanced experience for Metro customers. This focused reinvestment into the system has yielded tangible improvements in system performance, resulting in better customer experience.

Adjustment to schedules for some of Metro's capital investments and cost savings measures in the capital program have increased funding capacity for the FY2027-FY2032 Capital Program.

As Metro develops the proposed Capital Program, assumptions include continued federal grant funding, dedicated funding from the region, and decreasing debt capacity within the six-year timeframe. For the FY2027-FY2032 draft proposed capital program Metro assumes a ~\$11.3B funding outlook.

Metro is developing the proposed FY2027-FY2032 Capital Program for submission to the Board in December. Metro is preparing two Capital Program scenarios:

- Draft proposed scenario that assumes no new regional investment; and
- DMVMoves recommended scenario that assumes additional regional investment of \$460M annually (indexed and bond) recommended by the DMVMoves Task Force to increase the capital program.

While Metro is maximizing available resources and reducing costs to advance priority projects and programs, there are risks under the draft proposed scenario without new regional investment. Metro projects that recent progress made to reinvest in the system and progress to bring down the backlog will be reversed leading to declining reliability, worsening customer experience, and increased safety risk.

Additional annual regional investment, recommended by the DMVMoves Task Force, supports a manageable capital backlog, efficient capital delivery program, and maximum use and value of the existing system. This funding, added to Metro's existing capital funding sources, would support Metro's capital reinvestment needs in infrastructure, vehicles, equipment and systems to maintain and



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	<p>continue to improve safety, reliability efficiency and other performance gains.</p> <p>The Capital Program Preview includes the following strategic topics:</p> <ul style="list-style-type: none"><li>• 8000-Series Railcars</li><li>• Rail Modernization on the Red Line</li></ul>
<b>INTERESTED PARTIES</b>	<p>A list of interested parties is included as an attachment.</p>
<b>RECOMMENDATION/NEXT STEPS</b>	<p>Metro's GM/CEO will present the FY2027 Proposed Budget and Six-year Capital Program and request authorization to conduct one or more public hearings on the same in December.</p>
<b>FUNDING IMPACT</b>	<p>Metro's FY2027 Operating Budget and FY2027 to FY2032 Capital Program highlights how Metro is aligning resources and investment priorities to advance the Strategic Transformation Plan goals.</p>

## CAPITAL VENDORS

22nd Century Technologies Inc	Apex Consulting Services Group, Inc
A & K Railroad Materials Inc	Arcadis Professional Services USA Inc
A Yankee Line Inc	Armis Federal LLC
Academy Express LLC	Arora Engineers Inc
Accelera Solutions, Inc.	AROW Global Corporation
Accenture LLP	Artbridge LLC
A-Connection Inc	AT&T Corp
Adaptaspace Inc	Atlantic Graphic Systems Inc
ADGO Inc	Atlantic Hardware Supply
Admiral Elevator Co., Inc.	Atlantic Refinishing & Restoration Inc
ADP Consultants, Inc.	Atlantic Track & Turnout Co
Advanced Computer Concepts	Automatization JRT Inc
Advanced Digital Systems, Inc.	Avaya LLC
AECOM Technical Services Inc	Axon Enterprise, Inc.
AECOM, USA, INC.	B&C Transit Consultants Inc.
AECOM-STV JV	Badger Mill Supply Corp
Agilent Technologies Inc	BAE Batteries USA
Air Cleaning Technologies, Inc.	BCP VI Summit Parent LP
Alan Tye & Associates LC	Benons LLC
Albert Kemperle Inc	Better Engineering Mfg Inc
Aldridge Electric Inc	Bikehub
All Roads Kenworth LLC	Birlasoft Consulting Inc.
Alliance Material Handling Inc	Biswas Information Technology Solutions
Allium Holdco LLC	Boxboat Technologies LLC
American CyberSystems Inc	Brad J Goldberg Inc
American Truck & Bus, Inc.	Brian Hoskins Ford
ANC Sports Enterprises LLC	B-Sar Electric LLC
Anixter Wire And Cable	Bullock Construction Inc
AnnuK Incorporated	Bureau Veritas North America Inc

## CAPITAL VENDORS

Business Marketers Group Inc	Cummins Inc
C C Johnson & Malhotra PC	CW Professional Services LLC
C3M Power Systems LLC	Daycon Products Company Inc
Cambridge Systematics Inc	DB ECO North America Inc
Carahsoft Technology Corp	Dell Marketing LP
CAS Severn Inc	Dellner Inc
CDW LLC	Deloitte Consulting LLP
CH2M HILL Inc	Delta Railroad Construction Inc
Cherry Bekaert Advisory Holdco LLC	DeSimone Consulting Engineers Group LLC
Chiaromonte Construction Company	DHA/RK&K Joint Venture
Clark Construction LLC	Digging & Rigging Inc
CLAVIS LLC	Digital Management LLC
Clearing Inc	Dimension Data North America, Inc.
Clever Devices Ltd	Diversified Property Services Inc
Cliff Garten and Associates Inc	DK Consulting LLC
CMG Media Ventures LLC	DLT Solutions LLC
Compass Solutions LLC	EastBanc Technologies, LLC
Comtech LLC	Eastern Lift Truck Company Inc
Concrete Protection & Restoration LLC	ELA Consulting
Consolidated Construction & Engineering	Elevator Cable & Supply Corporation
Copper River Information Technology LLC	Emagine IT, Inc.
CRADLE SYSTEMS, LLC	Engineered Machined Products, Inc.
Crane Service Company Inc	ENSCO Rail Inc
Cranemasters Inc	Enterprise Health LLC
Criswell Chevrolet	Ernst & Young US LLP
Crowe LLP	ERP Analysts Inc.
CSI Engineering P C	ETAP Automation - USA
Cubic Transportation Systems Inc	ETech Simulation Corp
Cubic Transportation Systems Inc	Everbridge Inc

## CAPITAL VENDORS

eVigilant Security	Hayden AI Technologies Inc
EXP US Services Inc	Helix Electric Inc
Fehr & Peers DC LLP	Hensel Phelps Construction Co
FH Paschen SN Nielsen & Associates LLC	HITACHI Rail STS USA Inc
First State Manufacturing	Hitachi Rail Washington LLC
Four Nines Technologies	HNTB Corporation
Frederick Windham	HR&A Advisors Inc
Freyssinet LLC	IBM
Fuji Semec Corp	IBS Management & Consultancy Service LLC
Gannett Fleming Engineers and Architects	Ideal Electrical Supply Corp
Gannett Fleming-Parsons Joint Venture II	Ideal ERP, LLC
Gartner Inc	Ignyte Group
Genfare LLC	immixTechnology Inc
Gensco American Inc.	Information & Computing Services Inc
Gillig LLC	InfraStrategies LLC
Giro Inc	Insight Public Sector Inc
Glebe Electronics Inc	International Process
Global Networks, Inc.	Jacobs Engineering Group Inc
Global Technology Solutions Inc	James Electrical Control Inc
Good Notion Tech LLC	James River Solutions LLC
Govconnection Inc	JJ Prime Services LLC
Graybar Electric Company Inc	Johnson & Towers
GTY Software Inc DBA Bonfire Interactive	Johnson & Towers Baltimore Inc
Haddad Drugan, LLC	Johnson Mirmiran & Thompson Inc
Hands On LLC	Johnson Truck Center LLC
Harsco Rail	Jones Lang LaSalle Americas Inc
Hatch Associates Consultants Inc	Jones Lang Lasalle Brokerage Inc
Hatch-Urban	K Neal International Trucks Inc
Hayat Brown LLC	K&J Safety & Security Consulting

## CAPITAL VENDORS

Kambrian Corporation	M & M Welding & Fabricators Inc
Kawasaki Rail Car Inc	M.C. Dean, Inc.
KB Signaling Operation LLC	Mac Products Inc
Kiewit Infrastructure Company	Maintenance Solutions, Inc.
Kim Engineering Inc	Mass Electric Construction Co
Kimley-Horn and Associates Inc	Massachusetts Institute of Technology
Kittelson & Associates Inc	Matthews Group Inc
KLD Labs Inc	McHenry Pressure Cleaning Systems Inc
Knaq Inc	McIntosh & Associates LLC
Knorr Brake Company	MEI Rigging & Crating LLC
Knorr Brake Holding Corporation	Metro Paving Corporation
Kone Inc	Microsoft Corporation
KORBATO	Mid-American Elevator Company
KPMG LLP	Mobilight International, Inc.
Kupper Engineering, Inc.	Model 1 Commercial Vehicles Inc
L B Foster Company	Modine Manufacturing Company
LanceSoft Inc	Motorola Solutions Inc
Lawson Concrete LLC	Mott MacDonald I&E, LLC
Lewis Bolt & Nut Company	Mott MacDonald-WSP Joint Venture
LIGHTBARS.COM LLC	Mountchor Technologies Inc
Limbic Systems Inc	MVS Inc
Lindsay Ford LLC	Mythics LLC
Littlepay Inc	NATSCO Transit Solutions, Inc.
Los Alamos Technical Associates Inc	Needles Eye
Louis Berger (DC), PLLC/Urban Engineers	Neopart Transit LLC
Lumenor Consulting Group Inc	Net Consulting Group Inc
Luminator Technology Group Global LLC	Network Rail Consulting, Inc.
Luminator Technology Group Inc	Networking for Future, Inc. (NFF, Inc.)
LytX Inc	New Flyer of America Inc

## CAPITAL VENDORS

North Carolina Granite Corporation	Rail Pros Field Services Inc
Nova Bus Inc	RailComm
Novacoast Federal Inc	Railway Products Group Inc
NovaTech Automation	RAM Industrial Services LLC
NSH USA Corporation	ReAgg LLC
Omax Corporation	Redgate Real Estate Advisors LLC
Optiv Security Inc	Reflexions Data LLC
Oracle America Inc	RemacUSA Inc
OTAS Inc	Republic Services Inc
Outfront Media Inc	Rich Moe Enterprises, LLC
Pandrol USA LP	RK Chevrolet, Inc.
Paramount Mechanical Corporation	RL Controls LLC
Parkmobile LLC	Rosendin Electric Inc
Parsons Transportation Group Inc	RPS Corporation
Patuxent Roofing and Contracting, Inc.	S&A Systems, Inc.
Phillips Corporation	Saft America Inc
Piping and Corrosion Specialties Inc	Samsara Inc
Potomac Construction Co Inc	Sandoval Consulting Services LLC
Potomac Yard Constructors A JV	Schneider Electric Critical Systems, Inc
Powersolv Inc	Sharp & Company
Predictive Safety SRP Inc	Sierra-Cedar, Inc.
Presidio Networked Solutions LLC	Signature Renovations LLC
Procore Technologies Inc	Signature Technologies Inc
Progress Rail Services Corporation	Singleton Electric Company Inc
Property & Environmental Management Inc	Sirius Computer Solutions
Protran Technology a Division of Harsco	Skanska USA Civil Southeast Inc
Prysmian Group Specialty Cables LLC	SLF Consultancy LLC
R&M USA Inc	Snap On Tools Company
Racine Railroad Products Inc	Software Information Resource Corporatio

## CAPITAL VENDORS

Solar Star Track Anacostia LLC	V Group Inc
Sonny Merryman Inc.	VHB - Vanasse Hangen Brustlin, Inc.
Sortac Systems LLC	Via Transportation Inc
Sovereign Hydroseal East Inc	Viavi Solutions, Inc.
Spatial Front, Inc.	Viva USA Inc
SPX Technologies Inc	Vivsoft Technologies LLC
SS&C Technologies, Inc.	voestalpine Railway Systems Nortrak LLC
ST ONGE COMPANY	W M Schlosser Co Inc
Standard Steel LLC	W W Grainger Inc
Staples Business Advantage	Wabtec Transportation Systems LLC
Stella-Jones Corporation	Western Star Trucks of Delmarva, LLC
Steven Goodrich/City Construction LLC	Westinghouse Air Brake Technologies Corp
Stillwater Communications	White Cap LP
Stillwater Construction Group	Whiting Corporation
STraffic America LLC	Whitman, Requardt & Associate LLP
STV Incorporated	Wholesale Electric Caribe Inc
Summitville Tiles Inc	Wiese USA Inc
Susan Fitzgerald & Associates Inc	WSP USA Inc
TechnoGen, Inc.	Wycliffe Enterprises Inc
The Aftermarket Parts Company LLC	
Tompkins/ Mid-American Joint Venture	
Transit Information Products	
Transit Sourcing Services Inc	
Transportation Management Service Inc	
Transportation Technology Center Inc	
TransSIGHT LLC	
Trapeze Software Group Inc	
UKG Inc	
Universal Interiors LLC	

# FY2027 Budget and FY2027-FY2032 Capital Program Preview



**Finance and Capital Committee**

Washington Metropolitan Area Transit Authority

November 20, 2025

# Supporting *Your Metro, The Way Forward*

Metro's strategic plan provides a long-term strategy and guides day-to-day decision making

The Budget Supports all of Metro's Strategic Goals

**Service Excellence**

Deliver safe, reliable, convenient, accessible, and enjoyable service for customers.

**Talented Teams**

Attract, develop, and retain top talent where individuals feel valued, supported, and proud of their contribution.

**Regional Opportunity & Partnership**

Design transit service to move more people and connect a growing region.

**Financial Stewardship & Resource Management**

Manage resources responsibly to achieve a sustainable operating, capital, and energy-efficient model.



# A World-Class Metro is Critical to Regional Success

**Driving economic activity, connecting the DMV and Metro to the world.**

Within a half-mile of Metro stations and bus stops:

- **60 percent** of population (**2.8M people**)
- **70 percent** of jobs (**1.7M jobs**)
- **50 percent** of employers (**134,400 businesses**)
- **\$9.4B** in business output supported by transit
- **\$330B** in property value around Metro stations
- **\$3.2B** in tax revenue generated around Metro stations



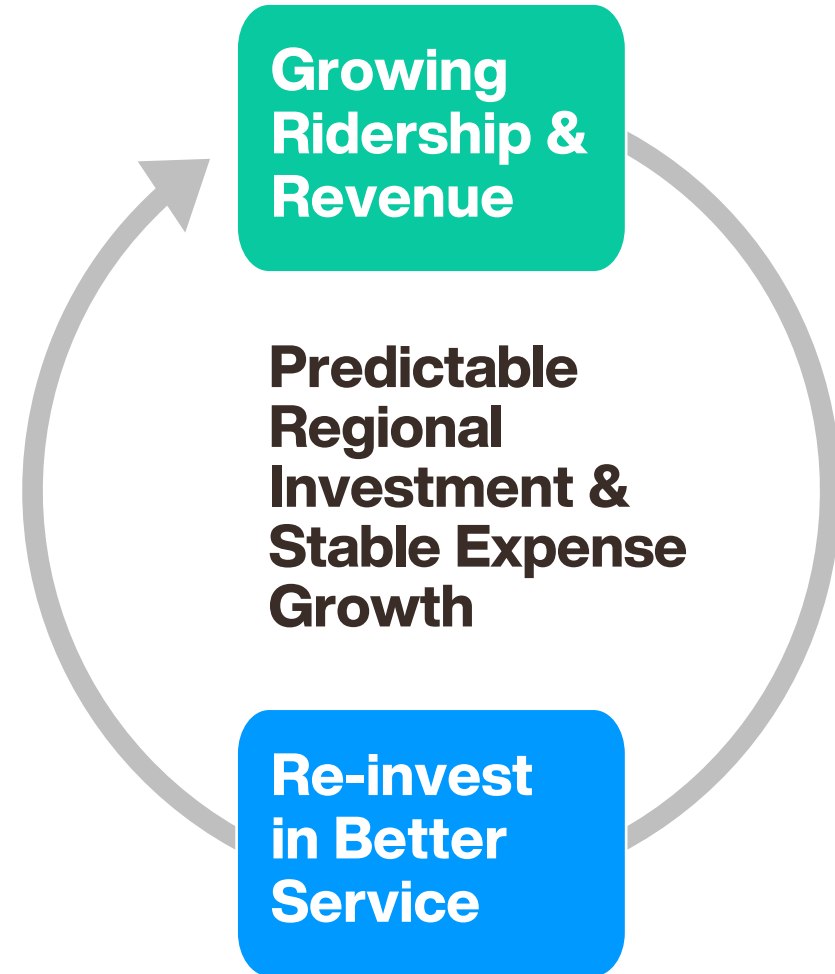
# Budget Approach Focuses on Delivering More to the Region

Focus on unit cost efficiency and delivering the most value with available resources

Continue to improve service to drive ridership and revenue growth

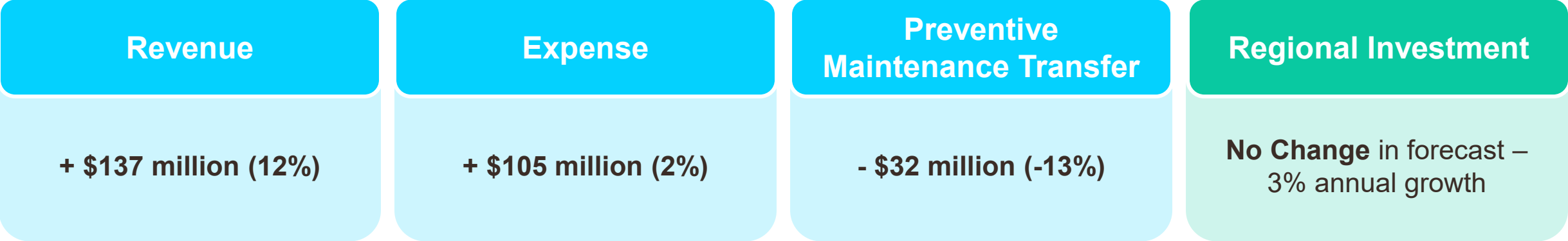
Focus on cost efficiency and managing expense growth

Reduce reliance on capital funding for preventive maintenance



# Metro is Growing Revenue, Improving Service, and Reducing Reliance on Capital Funding for Operating Preventive Maintenance

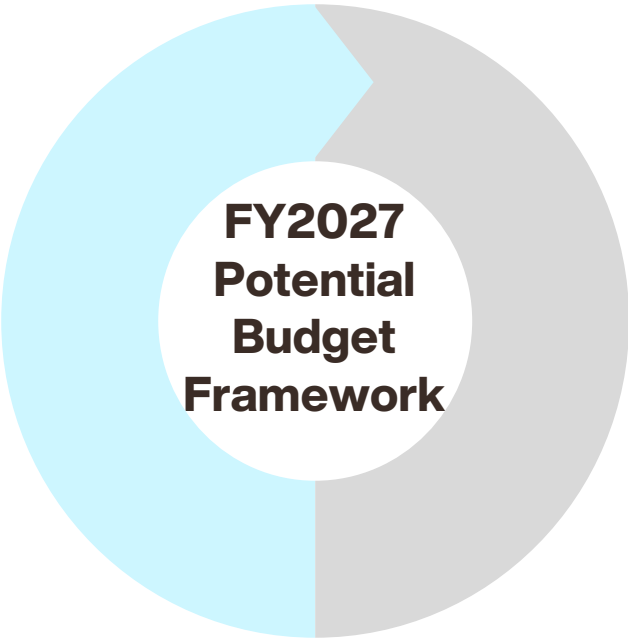
## Revenue Growth Outpaces Expense Growth Fall 2025 Forecast Compared to Spring 2025 Forecast FY2026 and FY2027 Combined



# Opportunities for Operating Savings & Reinvestments

## Revenue and Efficiencies

- Revenue Growth**  
Continued ridership growth drives passenger and parking revenue
- Bus Scheduling Efficiencies**  
Continued savings from optimizing bus schedules, reducing deadhead and increasing share of productive time
- Automatic Train Operations**  
More efficient schedules and faster travel times from return to automatic train operations and design speeds
- Workforce Optimization**  
Align staffing with modernization efforts; reduce positions through vacancy reductions



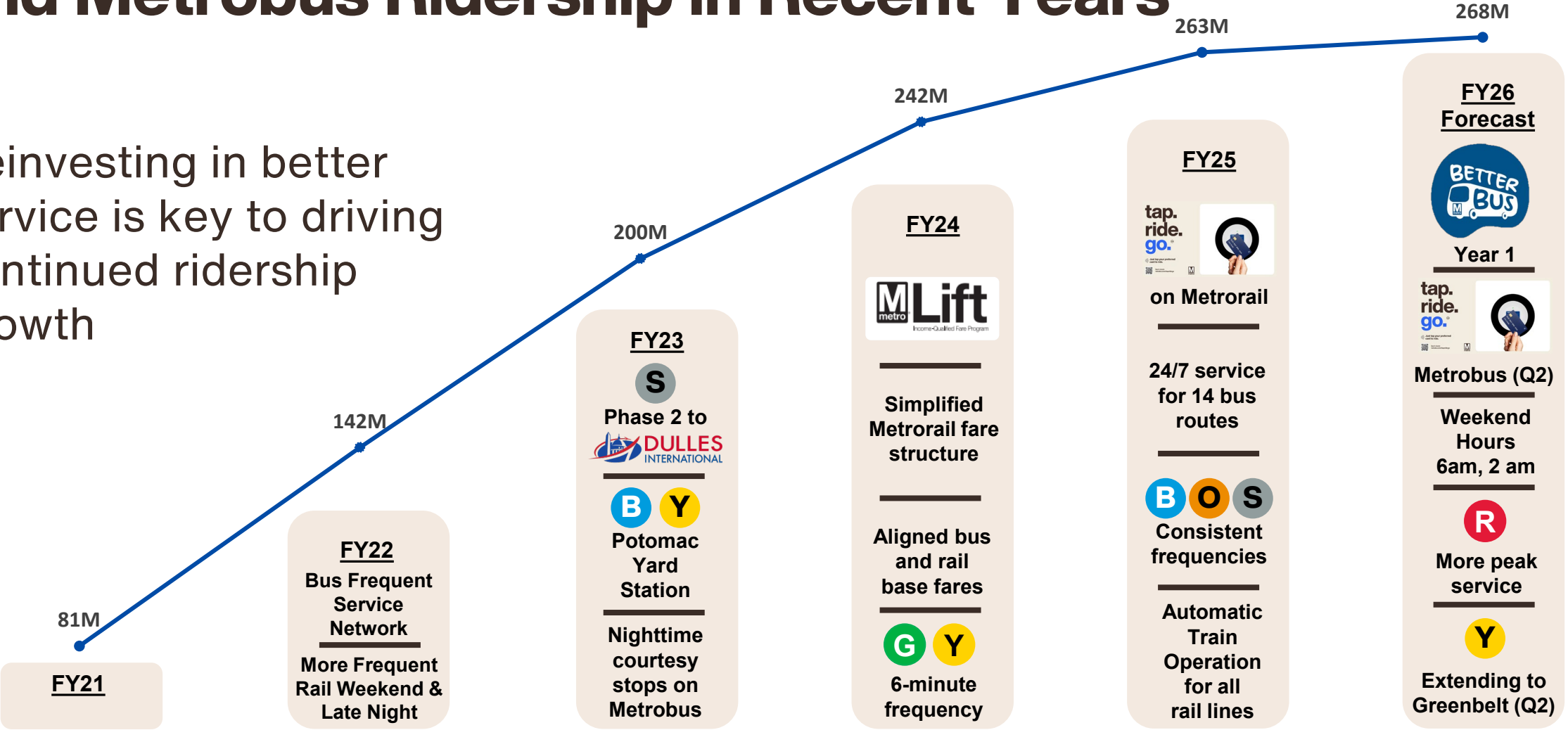
## Reinvestments

- Service Improvements**  
Improve Metrobus frequency, span, and coverage, address crowding and enhance all-day Metrorail service
- Organization Modernization Initiatives**  
Continue transformation of Metro’s service delivery, organizational development and digital modernization
- Preventive Maintenance**  
Continue to reduce reliance on capital funding for operating maintenance expenses



# Service and Fare Improvements Have Grown Metrorail and Metrobus Ridership in Recent Years

Reinvesting in better service is key to driving continued ridership growth



# Ridership and Revenue Outlook Offers Opportunities to Grow

## Baseline Assumptions

Current outlook for FY2027 Metro trips



- Continued ridership gains building on FY2025 and FY2026 performance
- Stable federal worker ridership bolsters rail ridership and parking demand
- Tap. Ride. Go. convenience, coupled with increased awareness and enforcement, continues to drive higher paid Metrobus ridership
- Ongoing momentum in student and university pass enrollment

## Potential Headwinds

Factors that could change demand for travel



- Economic conditions
- Regional workforce changes
- Leisure travel and tourism

## What Metro Can Do

Maximizing Metro's share of trips



- Continue investment in frequent, reliable, all-day, all-week service
- Predictable fares with planned adjustments
- Grow constituency for U\*Pass, Metro Lift and other pass programs

\*Forecast based on federal employee ridership prior to federal government shutdown

# Potential FY2027 Service Improvement Concepts



## Metrobus

- **More efficient bus operations** through schedule optimization
- **Add capacity and improve on-time performance** to address emerging crowding and reliability issues
- **Increase frequency** to drive ridership and improve customer experience
- **Enhance span and coverage** to key routes to provide more consistent service



## Metrorail

- **More efficient rail operations** through train length optimization and Automatic Train Operation
- **Better all-day and late-night service** to improve network usefulness for trips across the day and support major destinations with more frequent service
- **Add peak capacity** to mitigate crowding on the Red, Orange and Silver Lines

MetroAccess: Service area remains at FY2026 levels

# Building a Bus Network the Region Deserves

## Full Visionary Network

Bus service concepts build toward a visionary network that will:

- Provide **at least 30-minute frequency** throughout the day for most routes
- Add **new routes**, including more connections between Metrorail branches and emerging activity centers
- Create a **regionwide 24-hour bus network** including overnight connections to the region's airports
- Deliver **more consistent frequent service all day and all week**



Delivering Bigger Benefits to Customers



Attract **significantly more customers**



**Save more time** on an average day for transit customers



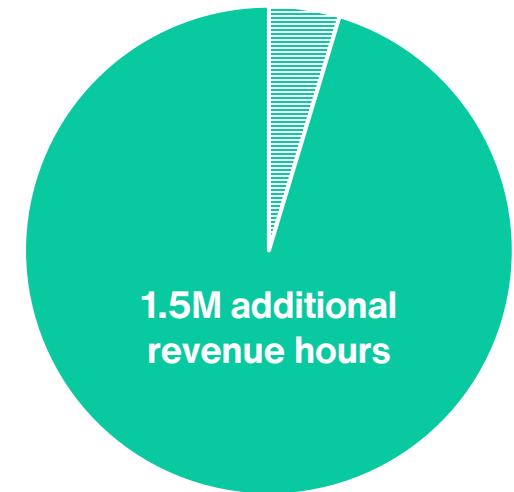
Make more **trips convenient** to take on transit



Provide **access to more jobs within 60 mins** on transit for residents of the region

## FY2027 Concepts

FY2027 concepts could achieve almost 5% of the Visionary Network



- ≡ FY2027 Concepts
- Future Stages of Visionary Network

Metrobus currently runs 4.4 million annual revenue hours, projected to reach 4.48 million in FY27 – an increase of 0.08 million-hour accounts for 5% of the Visionary Network's total 1.6-million-hour growth.

# FY2027 Bus Service Concepts: Learn From the Better Bus Network Implementation

**FY2027 Service Improvement Concepts** aim to address performance challenges and expand network value post Year 1 implementation, informed by initial operating and ridership data as well as feedback from operator and customer.

## Crowding and runtime challenges

Adjust routes experiencing high passenger loads or frequent delays

## Simplify routes for ease of customers use

Reduce service complexity through turnback elimination and span/headway consistency

## Enhance service strategically

Add service where it most benefits customers and strengthens the network





# FY2027 Bus Service Improvement Concepts

## Addition to Frequent Service Network

### Frequency improvement

Shorter wait time on key routes

Increase frequency on routes with high ridership or recurring delays

- DC**
  - D24** 20 min during midday, evening, weekends
  - D4X** 10 min during midday, evening, & late night on weekdays
  - C91** 20 min during midday, evening, late night & weekends; improve reliability
  - C43** 30 mins weekends and off-peak; improve reliability
- MD**
  - P40** 15-30 min during late night
  - P12** 30 min during peak
  - M60** 10 min Mon-Sat, 20 min late night
  - M70** 20 min during late night
- VA**
  - A76** 15 min peak on high ridership section

### Route extension

Consistent, clear access to more places

Extend service past existing short turns to make simpler and more consistent

- D72** Extend trips from Mt. Pleasant to Van Ness UDC
- C63** All trips to Georgia Ave Petworth (starting 12/25)
- C35** All weekday trips to Naylor Rd
- M12** All weekday peak trips to Hyattsville

### Service span increase

Longer hours of service

Expand hours of service to address coverage gaps and rider feedback

- C57** Begin AM peak at 6
- D6X** Run until 12 am on weekends
- P97** Add weekend service, adjust P93 routing, improve reliability
- A49** Begin AM peak at 5, PM peak at 3:30





# FY2027 Rail Service Improvement Concepts

**B O S**

## More Frequent Weekday Service

Morning, Midday & Evening

*Tap into off-peak travel demand for growth with more frequent service all day*

**trains every 10 min**  
all day before 9:30 PM, weekdays  
improved from 12 min

### Interlined segments have higher frequency:

- Rosslyn to Stadium-Armory: **trains every 3.3 min**
- East Falls Church to Rosslyn: **trains every 5 min**
- New Carrollton branch: **trains every 6.7 min**
- Downtown Largo branch: **trains every 6.7 min**

**R**

## More Frequent Late Night Service

*Align late night frequencies across lines and closer to daytime frequency*

**trains every 7 to 8 min**  
9:30 PM - closing  
improved from 10 min

The Red Line is the busiest in the evening and late night, yet its core late night frequency is currently lower than the combined core frequencies on other lines.

Matches current Green and Yellow late-night frequency and closer to the Red Line's every 6-minute daytime frequency.

## Peak Period Capacity

Accommodate ridership growth with targeted use of more eight-car trains and schedule adjustments





# Bus Service Improvement Concepts: FY2027-FY2029

Service Improvement Goals	FY2027 Concepts	FY2028 Concepts	FY2029 Concepts
Improve service frequency, service span and add weekend service	C57, C91, D24, C43, D4X, D6X, P12, P40, P97, M60, M70, A49, A76	C51, C53, C55, M12, P63, P90, F44, P30, P94	D60, C77, D40, C57, C81, P12, A76, F50
Provide consistent service (remove short turns and route extensions)	D72, C35, C63, M12	M12	D24, M12
Provide new overnight service	-	A58, F20	P30, P94, M12, A16, F59
Adjust service to align with the Purple Line	-	Route adjustments – to be developed	

FY2027, FY2028 and FY2029 service concepts in development, programming subject to availability of resources and annual budget process





# Rail Service Improvement Concepts: FY2027-FY2029

Lines	FY2027 Concepts	FY2028 Concepts	FY2029 Concepts
<b>R</b>	<ul style="list-style-type: none"> <li>Late Night: <b>7-8 min</b> Improved from 10 min</li> <li>Peak Period Capacity Schedule adjustments</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Super Peak (2 hours): <b>4 min</b> Extended from 1 hour</li> <li>Late Night: <b>6 min</b> Improved from 7-8 min</li> </ul>
<b>B O S</b>	<ul style="list-style-type: none"> <li>Off-Peak Weekday: <b>10 min</b> Improved from 12 min</li> <li>Peak Period Capacity Schedule adjustments</li> </ul>	<ul style="list-style-type: none"> <li>Off-Peak Weekend: <b>10 min</b> Improved from 12 min</li> <li>Late Night: <b>12 min</b> Improved from 15 min</li> </ul>	<ul style="list-style-type: none"> <li>Super Peak (2 hours): <b>8 min</b> Improved from 10 min</li> <li>Late Night: <b>10 min</b> Improved from 12 min</li> </ul>
<b>G Y</b>	<ul style="list-style-type: none"> <li>Evaluate <b>Y</b> Greenbelt service</li> </ul>	<ul style="list-style-type: none"> <li>Weekend Daytime: <b>6 min</b> Improved from 8 min</li> </ul>	<ul style="list-style-type: none"> <li>Late Night: <b>6 min</b> Improved from 7-8 min</li> </ul>

# min = train headways

FY2027, FY2028 and FY2029 service concepts in development, programming subject to availability of resources and annual budget process



# Ridership and Revenue Forecast Context

## Overall

- Balanced-growth outlook, including:
  - Continued ridership growth with frequent and reliable service
  - Gains from bus and rail service improvement concepts
  - Stable ridership from federal sector employees
  - Growth in U-Pass from program expansion concepts in development



## Metrorail

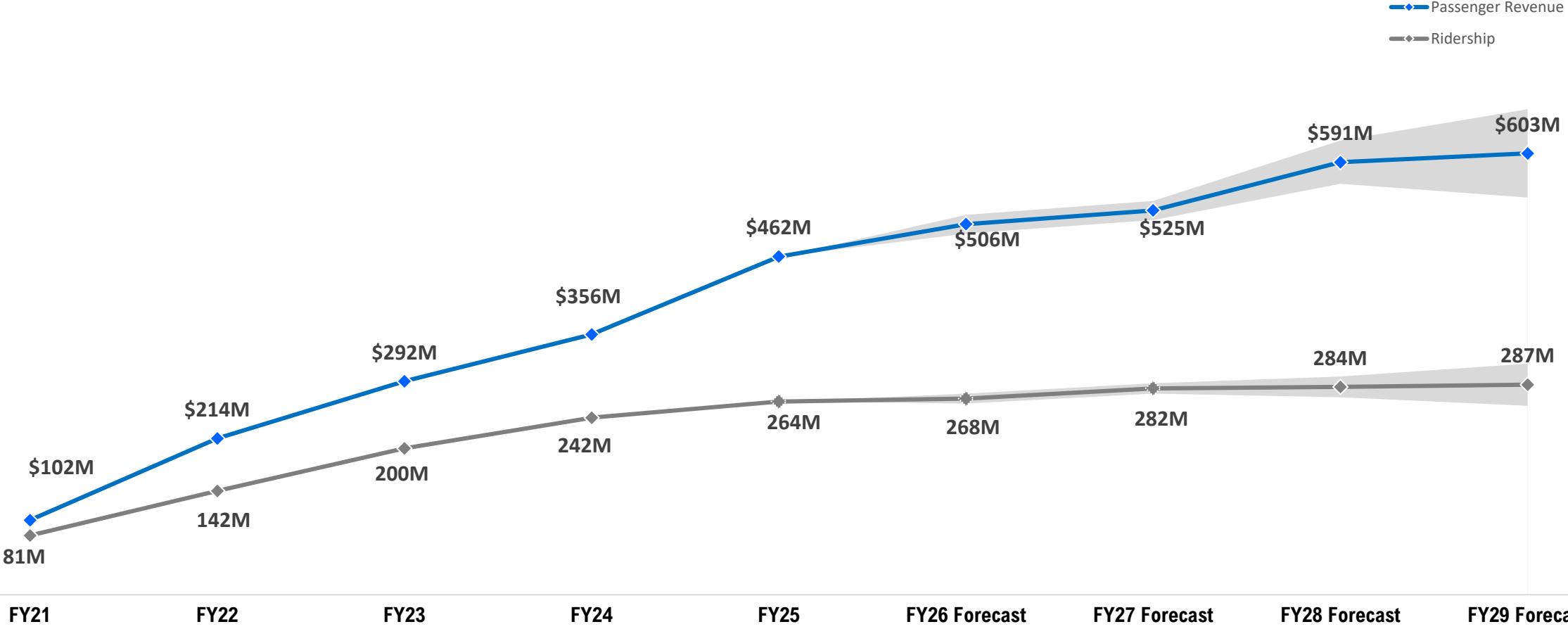
- Metrorail paid ridership growth has been rapid, now entering phase of steady growth:
  - FY2024: 27% growth
  - FY2025: 18% growth
  - FY2026 forecast: 8% growth
- FY2027 baseline forecast of 2.3% overall growth, 4.9% with service changes



## Metrobus

- Paid ridership and revenue are expected to grow
  - Improved by launch of Tap. Ride. Go. and continued fare enforcement
- Overall Metrobus ridership is expected to be stable
  - Ridership has been flat or declining since Spring 2025
  - Gradual growth and stabilization expected with new network
  - Other external factors impacting regional travel may be deterring trips

# Ridership and Revenue Continue Growing



# Continued Modernization of Fares and Payment Options will Support Growing Ridership and Revenue

## Recently implemented



- Free transfers to rail and bus,
- Simplified Metrorail fares; capped MetroAccess fare
- General fare increase in FY2025
- Tap. Ride. Go.

## In development and/or for consideration in future



- Planned inflationary fare increase in FY2028
- Parking technology upgrades (potential for multi-day parking, etc.)
- U-Pass program updates to grow participation
- VRE/MARC regional rail pass and fare integration
- Purple Line integration

## DMV Moves Fare Working Group recommendations for regional partner and Metro integration

- Join Metro Lift low-income fare program
- Offer full transfer credit to all transferring customers
- Accept unlimited pass products currently offered by Metro
- Regionwide Youth/Student Policy

# Management of Expenses Needed to Mitigate External Risks

## Baseline Assumptions

Current outlook for FY2027 expenses



- Collective bargaining agreements provide general wage increases of 3-4% in FY2027
- Workforce optimized in line with modernization efforts (i.e., revenue collection, etc.)
- Savings from ATO and bus scheduling efficiencies are reinvested in additional service

## Potential Headwinds

Factors that could increase costs



- Inflation, tariffs
- Volatility of energy markets
- Pension and healthcare benefits

## What Metro Can Do

Budget and operating efficiencies



- Evolve workforce with line of business practices
- Leverage technology and streamline processes
- Improve energy efficiency
- Reduce exposure to volatile energy costs
- Address absenteeism and unscheduled leave

# Operating Budget Preview and Forecast

Revenue growth reinvested in service and reduced reliance on capital funding for operating preventive maintenance expenses

<i>(\$ in millions)</i>	FY2025 Actual	FY2026 Budget	FY2026 Forecast	FY 2027 Preview	FY2028 Forecast	FY2029 Forecast
<b>Total Revenue</b>	<b>\$594</b>	<b>\$564</b>	<b>\$632</b>	<b>\$651</b>	<b>\$719</b>	<b>\$732</b>
<b>Gross Expenses</b>	<b>\$2,531</b>	<b>\$2,607</b>	<b>\$2,650</b>	<b>\$2,740</b>	<b>\$2,823</b>	<b>\$2,874</b>
Preventive Maintenance Transfer	(\$89)	(\$109)	(\$84)	(\$126)	(\$82)	(\$60)
<b>Net Expenses</b>	<b>\$2,442</b>	<b>\$2,498</b>	<b>\$2,566</b>	<b>\$2,614</b>	<b>\$2,741</b>	<b>\$2,814</b>
<b>Gross Subsidy</b>	<b>(\$1,848)</b>	<b>(\$1,934)</b>	<b>(\$1,934)</b>	<b>(\$1,963)</b>	<b>(\$2,022)</b>	<b>(\$2,082)</b>
Prior Year Savings		\$28	\$28	\$0		
Federal Relief	\$123	\$0	\$0			
<b>Jurisdictional Contribution</b>	<b>\$1,753</b>	<b>\$1,906</b>	<b>\$1,906</b>	<b>\$1,963</b>	<b>\$2,022</b>	<b>\$2,083</b>
<b>Operating Result</b>	<b>\$28</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Service improvements and reduced PM transfer are contingent on continued revenue growth and effective management of expenses

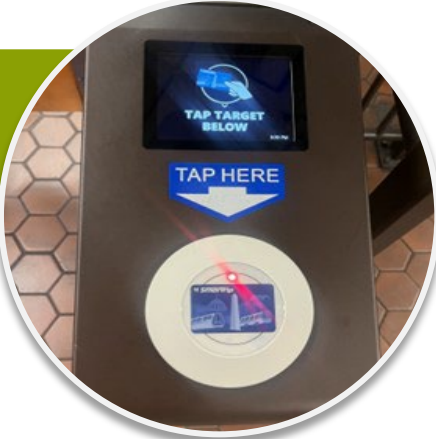
# FY2027–FY2032 Capital Program Preview

# Investments Delivered



Railcar Acquisition

Tap. Ride. Go.



Bus Acquisition



Platform Rehabilitation



Bladensburg Bus Garage



Track Rehabilitation

Power



Elevator Replacement



# Capital Investments Enable Progress

Capital investments provide a safe, reliable and efficient transit service for customers

Increased regional funding has improved system performance, resulting in a better customer experience

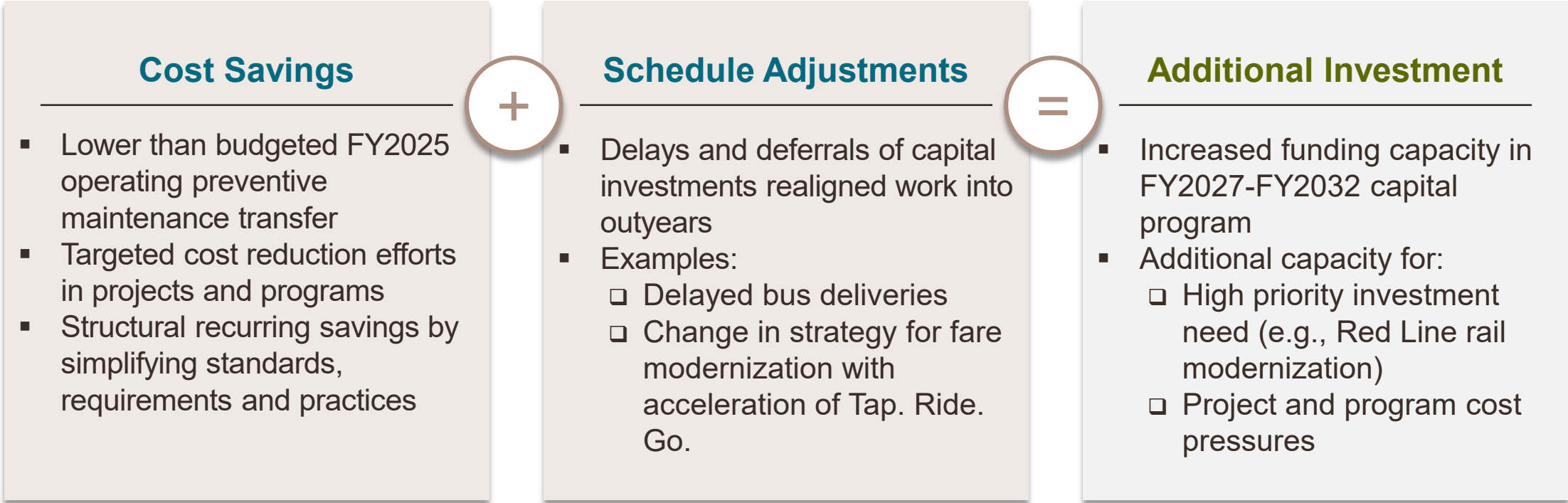
**88%** of **rail trips on time** due to infrastructure and vehicle investments

**35%** increase in **bus mean distance between failures** due to bus fleet refurbishments

**98%** **escalator availability** among replacements



# Cost Savings and Schedule Adjustments Enable Additional Capital Investment



# FY2027-FY2032 Capital Program Funding Assumptions

- Assumes current federal grants continue (PRIIA and formula grants) at similar levels
- Continued \$500M of dedicated funding
- Jurisdictional contributions include 3% growth in total per year for system performance
- Capacity to issue debt runs out in the FY2027-FY2032 six-year timeframe (~FY2029)
- ~\$11.3B FY2027-FY2032 funding outlook



# Uncertainty of Future Funding Threatens Reliability and Performance Gains

- Metro is maximizing available resources and reducing costs to advance priority projects and programs
- However, without additional funding, Metro risks backsliding on progress enabled due to regional investment, threatening system performance and reliability and impacting the customer experience
- Funding uncertainty and continued external challenges require Metro to develop two capital program scenarios

## TWO SIX-YEAR CAPITAL PROGRAM SCENARIOS FOR CONSIDERATION

**1** Assumes no new regional investment

**Draft Proposed Scenario**

**2** Assumes additional annual regional investment of \$460M (indexed and bondable)

**DMV Moves Recommended Funding**

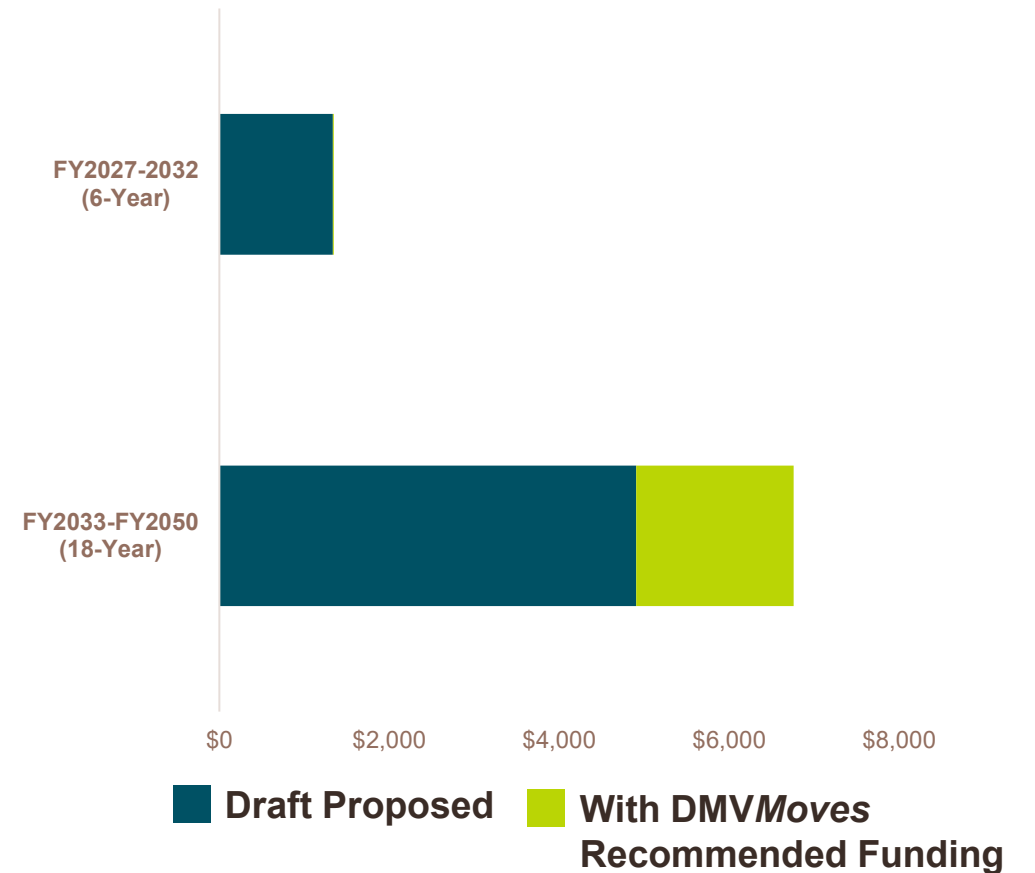


# Bus Vehicles

- Metrobus provides more than 400,000 bus trips each weekday serving the District of Columbia, Maryland, and Virginia
- Bus purchases and bus refurbishments reduce failures and increase reliability
- Maintenance costs increase by approximately 10% every year that Metro delays replacing a bus
- With DMVMoves recommended funding, Metro can continue to replace buses at the end of their useful life



**Bus Vehicles**  
**Draft Scenario Funding: Proposed v. DMVMoves (\$M)**

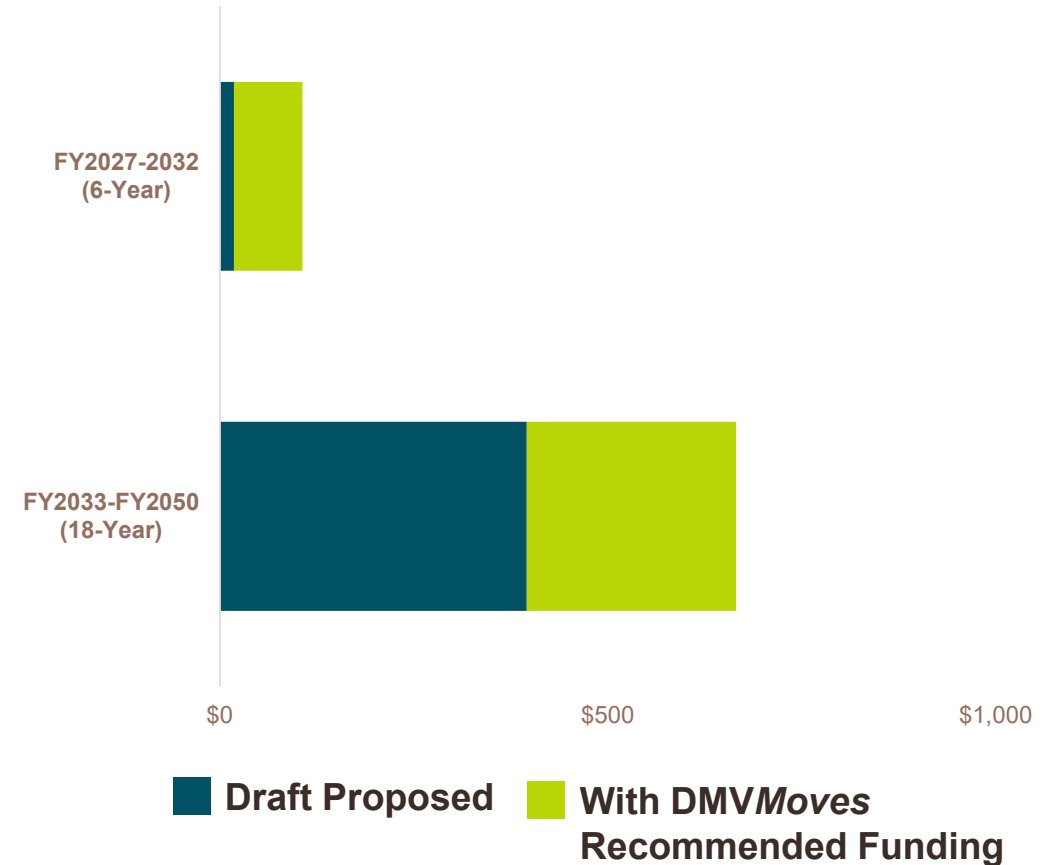


# Heating & Cooling

- Metro’s 98 stations (48 below ground) and over 100 facilities require heating and/or cooling systems for operation and customer comfort
- With DMVMoves recommended funding, Metro can replace an additional:
  - ~150 station air condition units
  - ~20 station chiller plants
  - Rooftop and air handlers for operations buildings
- Metro replaced 100 station air conditioning units between 2011-2020 and 8 chiller plants between 2011-2025

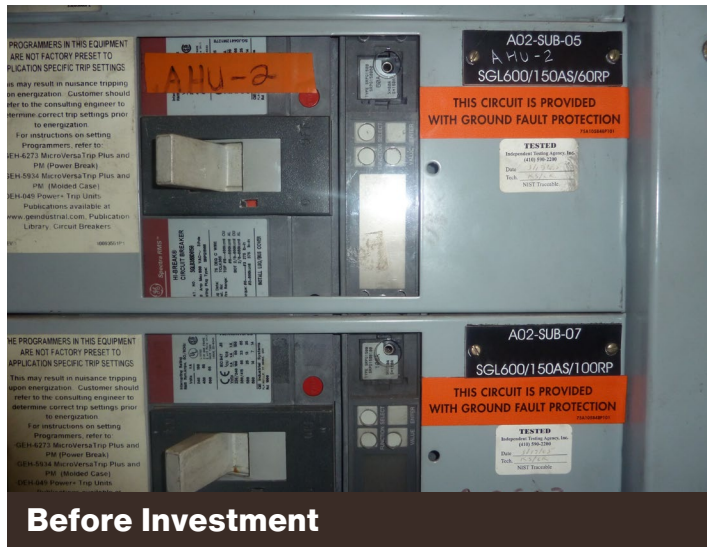


## Heating & Cooling Draft Scenario Funding: Proposed v. DMVMoves (\$M)

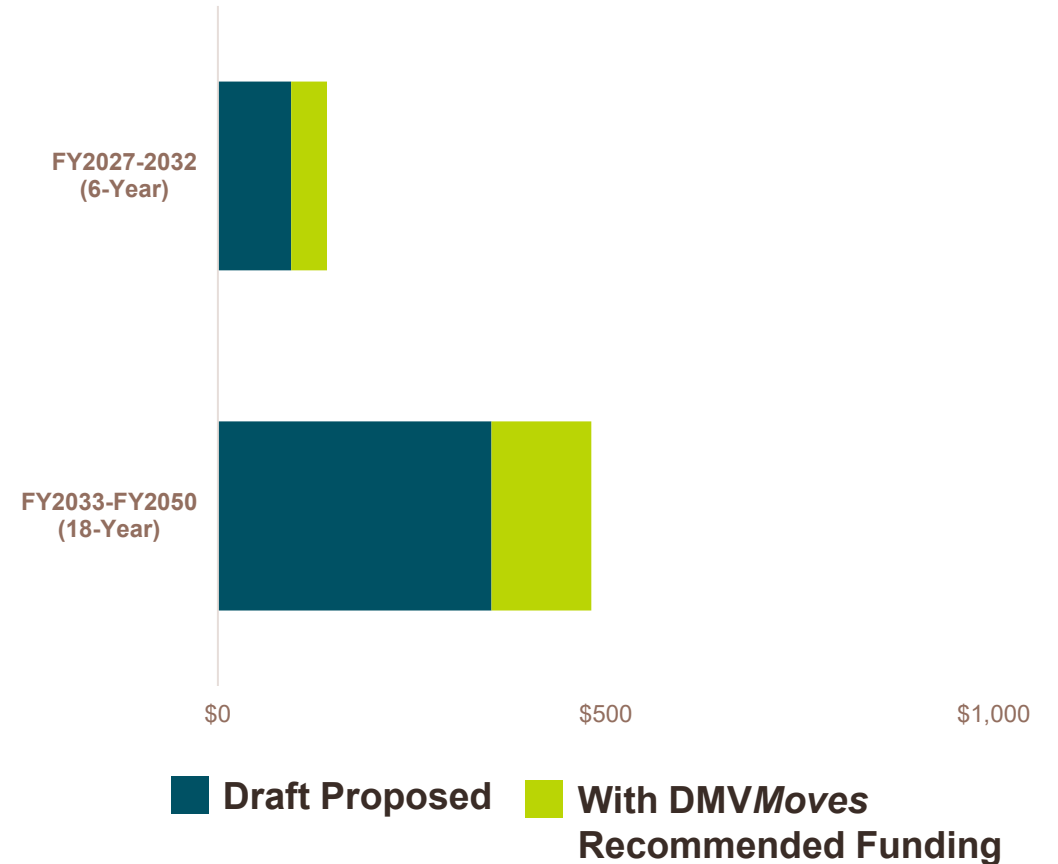


# Electrical Power Rooms

- Metro’s 103 electrical power rooms are essential to run critical station systems including lights, emergency fans, fire alarms, escalators and elevators
- With DMVMoves recommended funding, Metro can rehabilitate an additional ~15 power room locations to reduce the risk of power outages and improve efficiency with more reliable modern systems



## Electrical Power Rooms Draft Scenario Funding: Proposed v. DMVMoves (\$M)

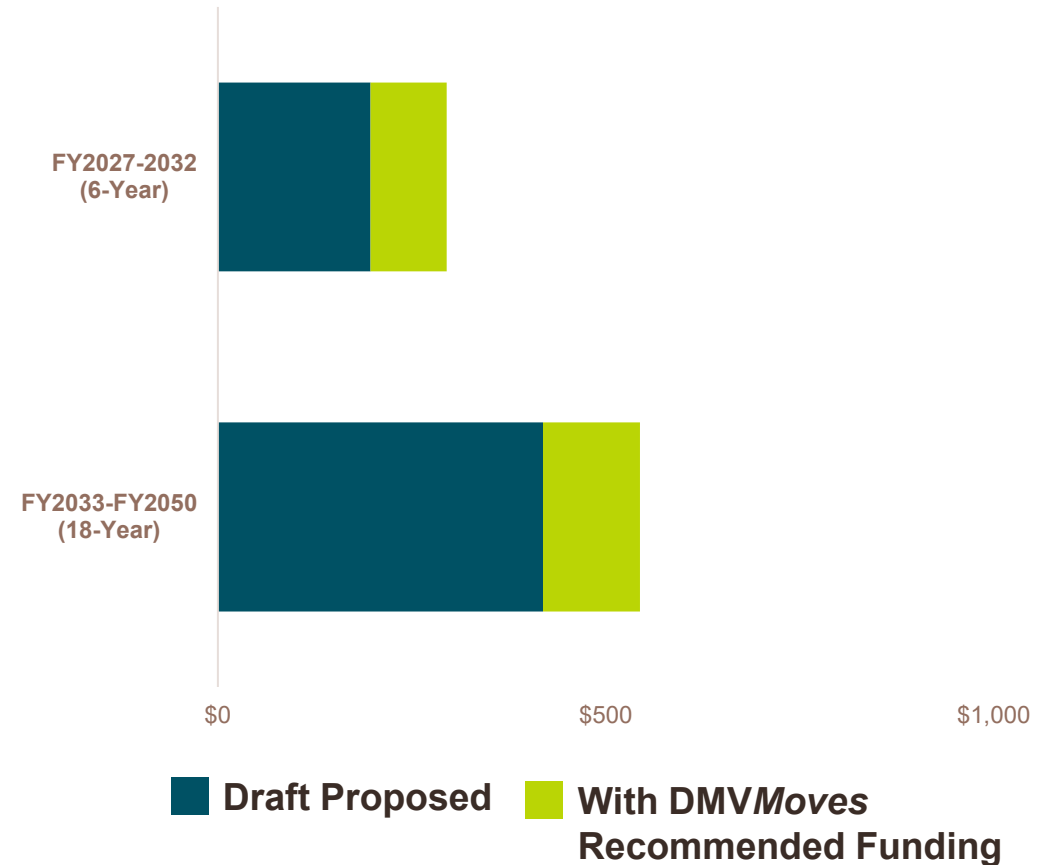


# Escalators

- Metro's escalators provide access to stations and station platforms
- Metro has 600+ escalators, the largest inventory of any transit system in North America
- With DMVMoves recommended funding, Metro can replace an additional ~125 escalators to prevent decline in performance and reliability
- Escalator availability improved from 85.8% in FY2011 to 94.6% in FY2021
- Metro delivered 145 new escalators between 2011-2019 and anticipates delivery of another 139 new escalators between 2021-2028



## Escalators Draft Scenario Funding: Proposed v. DMVMoves (\$M)



# 8000-Series Railcars

## Metro is procuring 8000-series railcars to replace legacy railcars and improve service

- Procurement initiated in 2018 to acquire up to 800 railcars
  - Contract awarded in 2020 for base order (\$905M, 256 railcars)
  - Hitachi building railcars locally at new Hagerstown, Maryland facility
  - Decision to execute Option 1 (\$324M, +104 railcars) by December 2026
  - Execute Options 2+ (up to 440 railcars) June 2027 and beyond
- Funding constraints limit capacity to execute Option 1
  - Without new funding, existing sources would be redirected to other reinvestment programs to mitigate system reliability and performance declines
  - Fewer railcars means potential reductions in efficiency, flexibility, capacity, and railcar reliability due to a smaller and comparatively older fleet



**Mock-Up of 8000-Series Railcar at New Hagerstown, MD Facility**

# Next Steps: Advancing Rail Modernization on Red Line

Proposed FY2027-FY2032 Capital Program will include Red Line Rail Modernization to begin to address Metro's highest priority capital need

**Installation of communications-based train control (CBTC) on the Red Line provides the foundation for systemwide rail modernization and future automation investment**

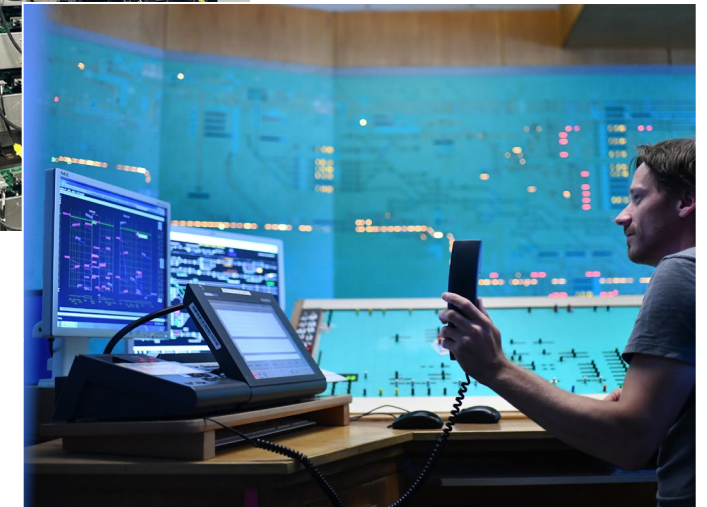
Total Red Line Rail CBTC cost is estimated to be \$900M - \$1.1B (\$1B estimated within FY2027-FY2032 CIP); full automation cost is estimated at \$1.8B

To replace the Red Line legacy signaling system with CBTC and consider installation of platform screen doors at select stations:

- FY2025 operating and capital cost savings and projected FY2026 and future capital program cost reductions and deferrals enable reprogramming of approximately \$600M
- Metro intends to apply for Capital Investment Grants Program Core Capacity grant, assuming a 60/40 split (Metro/Federal)
- Local share with Metro's non-federal sources, including dedicated funding



Replace legacy 1970s & 1980s electromechanical train control rooms...



...with modern CBTC, using computers at the Metro Integrated Command and Communications Center running advanced software

# Performance Gains and Value to the Region will Continue with Additional Investment

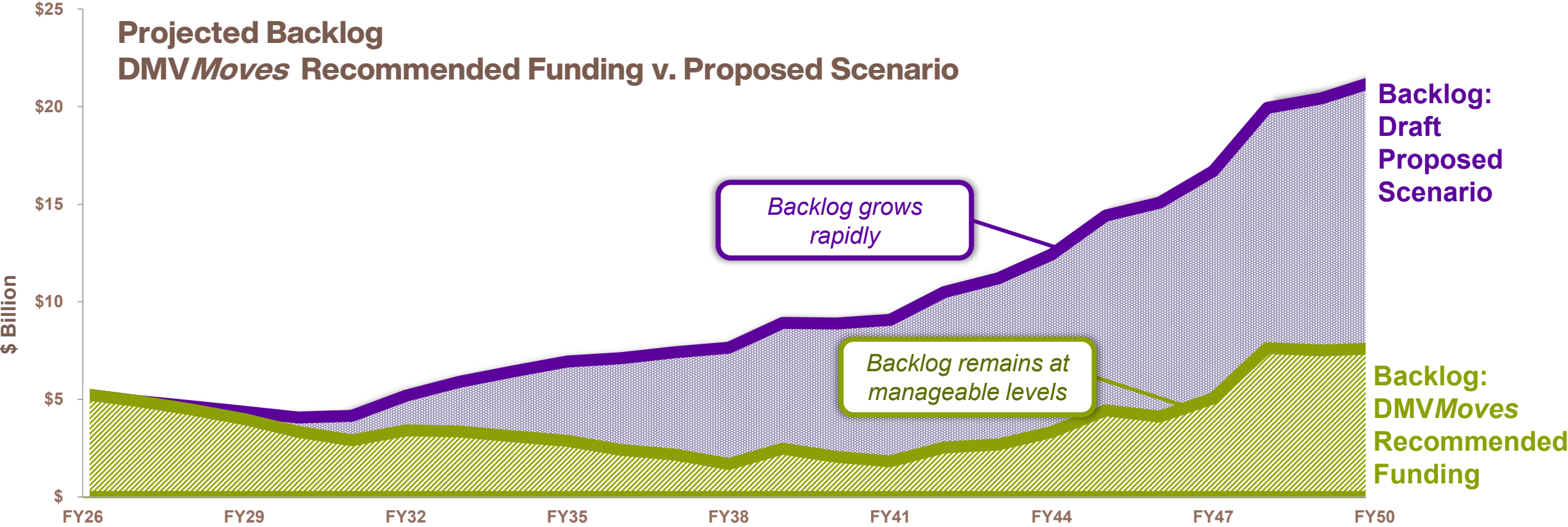
**DMVMoves Task Force recommends new capital funding of \$460M, indexed to grow with inflation and bondable. This funding, added to Metro's existing capital funding sources would fund Metro's capital reinvestment needs in infrastructure, vehicles, equipment and systems to maintain and continue to improve safety, reliability efficiency and other performance gains**

## **Example Investments that would be addressed with continued and new capital funding**

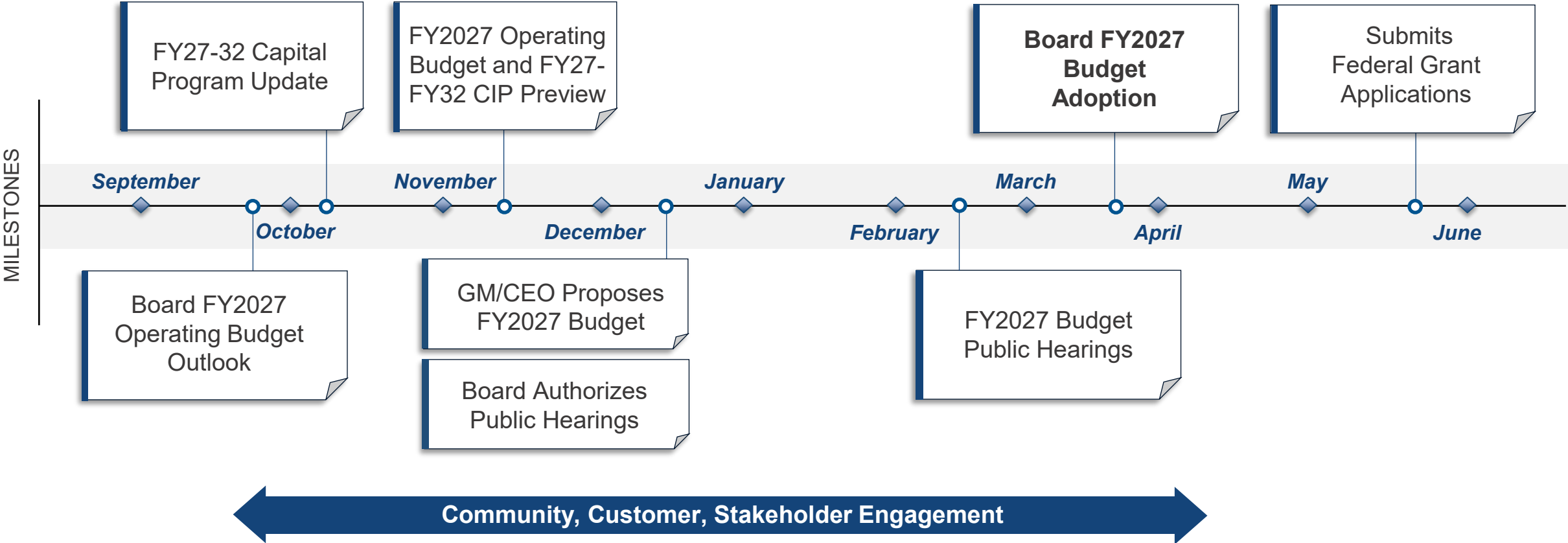
- Rail modernization including signaling system
- Railcars – including 8000-series Option 1
- Buses and paratransit vehicles
- Bus garages – including Western Bus Division
- Stations, escalators, elevators and stairways
- Electrical, heating, cooling, lighting
- Parking garages
- Bus shelters
- Signage and wayfinding
- Communications systems
- Track
- Bridges and tunnels
- Train power systems
- Roofs
- Walls
- Vent shafts
- Drainage and pumping systems
- Cameras and security
- Supporting technology systems
- Bus Priority Partnerships with jurisdictions

# Reinvestment Backlog Will Grow Rapidly Without Additional Funding

Without additional funding, progress will be reversed, leading to declining reliability, worsening customer experience, and, eventually, increased safety risks



# Key Budget Milestones

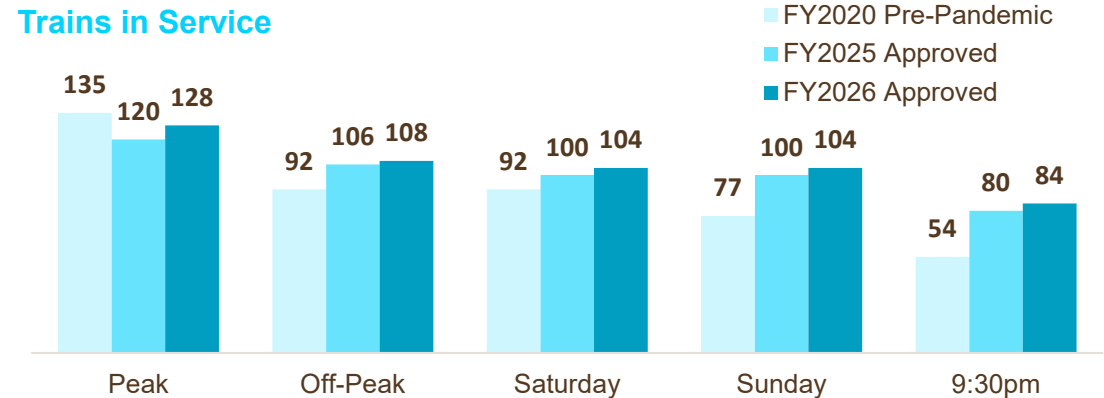
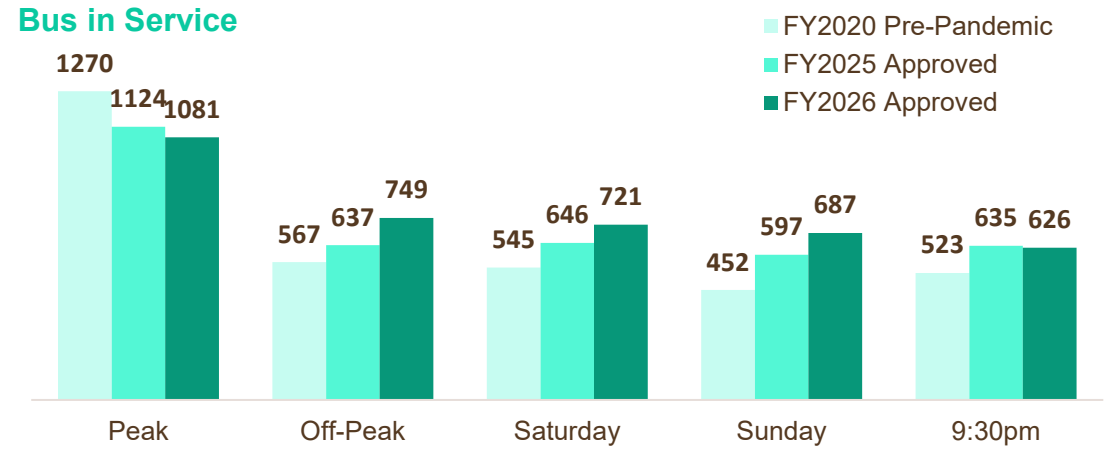


# Appendix

# Metro Is Running More All-Day Service

Figures reflect budgeted service

**All-day service** better meets customer needs, providing more frequent daytime and late-night service all week

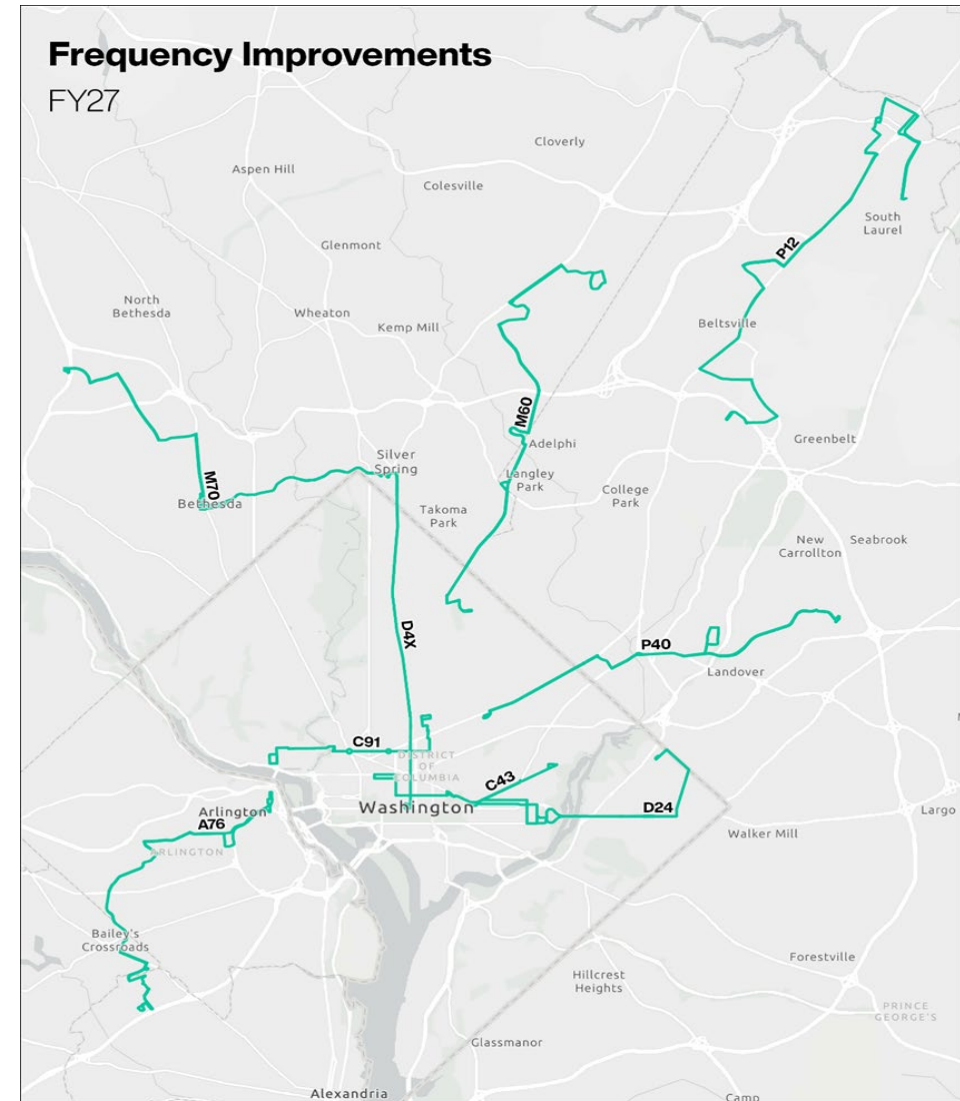


**Note:** FY2026 trains in service count is lower than it would be without ATO, as ATO allows the same service to be delivered with fewer trains through improved efficiency.



# Metrobus Service Frequency: Current vs FY27 Service Concepts

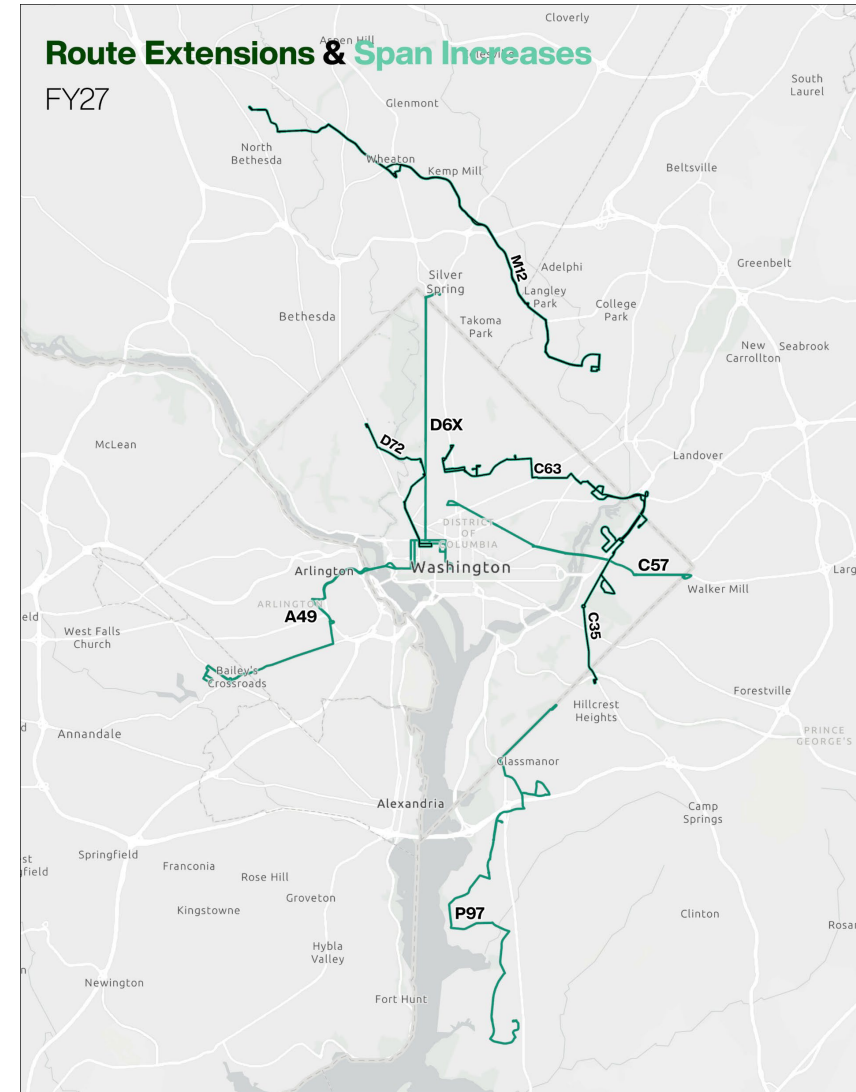
Frequency Improvements				
Route	Day	Time Period	Current	Concept
D24	Mon - Sun	All Day	30 Min	20 Min
		AM Peak	20-30 Min	20 Min
		Midday	30 Min	20 Min
C91	Weekday	PM Peak	20-30 Min	20 Min
		Evening	30 Min	20 Min
		Late Night	40 Min	30 Min
D4X	Weekday	Off-Peak	12 Min	10 Min
C43	Mon – Sun	Off-Peak	40 Min	30 Min
P40	Weekday	9 PM - 2 AM	15-45 Min	15-30 Min
	Weekend	9 PM - 2 PM	50 Min	30 Min
P12	Weekday	AM and PM Peaks	45 Min	30 Min
M60	Mon - Sat	3:30 PM - 5:30 PM	12 Min	10 Min
	Mon - Sun	9 PM - 12 AM	30 Min	20 Min
M70	Mon - Sun	9 PM - 11 PM	30 Min	20 Min
A76	Weekday	AM & PM Peaks Ballston to Mark Ctr	30 Min	20 Min



# Metrobus Service Improvement: Current vs FY27 Service Concepts

Route Extensions				
Route	Day	Time	Current	Concept
D72	All Week	All Day	Mount Pleasant – Lafayette Square	<a href="#">Van Ness-UDC</a> – Lafayette Square
C35	Weekday	Off-Peak	Deanwood - Fort Dupont	Deanwood - <a href="#">Naylor Road</a>
C63	Weekday	All Day	Deanwood - Washington Hospital Center	Deanwood - <a href="#">Georgia Ave Petworth</a>
M12	Weekday	Peaks	Every other trip to Hyattsville Crossing	<a href="#">Every trip</a> to Hyattsville crossing

Span Increases			
Route	Day	Current	Concept
C57	Weekday	7 AM - 9 AM	6 AM - 9 AM
	Saturday	6 AM - 11 PM	6 AM - 12 AM
D6X	Sunday	6 AM - 9 PM	6 AM - 12 AM
	Weekday	5:30 AM - 9 AM	5 AM - 9 AM
A49	Weekday	4 PM - 7 PM	3:30 PM - 7 PM
	Saturday	-	6:30 AM - 7:30 PM
P97	Sunday	-	6:30 AM - 7:30 PM



# Metrorail Service Frequency: Current vs FY27 Service Concepts

Line	Segment	Peak Headway Mins between trains		Weekday/Weekend Daytime Headway <sup>1</sup> Mins between trains		Late Night Headway Mins between trains	
		FY26 Budget <sup>2</sup>	FY27 Concept	FY26 Budget <sup>2</sup>	FY27 Concept	FY26 Budget <sup>2</sup>	FY27 Concept
<b>R</b>	Shady Grove to Glenmont	4	4	6	6	10	<b>7.5</b>
<b>G Y</b>	Mt Vernon Sq to L'Enfant Plaza	3	3	3/4	3/4	3.75	3.75
<b>G Y</b>	Greenbelt Terminal <sup>3</sup>	4	4	4/5.33	4/5.33	5	5
<b>G</b>	Branch Ave Terminal	6	6	6/8	6/8	7.5/8	7.5/8
<b>Y</b>	Huntington Terminal	6	6	6/8	6/8	7.5/8	7.5/8
<b>B Y</b>	Pentagon to King St	3.75	<b>3.43<sup>4</sup></b>	4/4.8	<b>3.75/4.8</b>	5	5
<b>B O S</b>	Rosslyn to Stadium-Armory	3.24 <sup>5</sup>	<b>3</b>	4	<b>3.33/4</b>	5	5
<b>O S</b>	East Falls Church to Rosslyn	5	<b>4</b>	6	<b>5/6</b>	7.5	7.5
<b>O S</b>	New Carrollton Terminal <sup>6</sup>	6.67	<b>5.33</b>	8	<b>6.67/8</b>	10	10
<b>B S</b>	Downtown Largo Terminal <sup>6</sup>	6.67	<b>5.33</b>	8	<b>6.67/8</b>	10	10
<b>B</b>	Franconia-Springfield Terminal	10	<b>8</b>	12	<b>10/12</b>	15	15
<b>O</b>	Vienna Terminal	10	<b>8</b>	12	<b>10/12</b>	15	15
<b>S</b>	Ashburn Terminal	10	<b>8</b>	12	<b>10/12</b>	15	15

## Notes

1. Weekday & weekend Daytime headways apply until 9:30 pm. If the weekend daytime headway differs from the weekday daytime headway, it is shown after the slash.
2. FY26 budgeted headways will be fully implemented with the December 2025 pick service.
3. Includes half of Yellow Line trains terminating at Mt. Vernon Sq and half at Greenbelt.
4. Headway improvements in FY27 are shown in blue.
5. FY26 Budget includes a Silver Line tripper trip (peak direction) in AM and PM peak.
6. Every other Silver Line train runs to New Carrollton instead of Downtown Largo

# Bus Service Concepts: Address Critical Crowding and Reliability Issues

## Improve performance

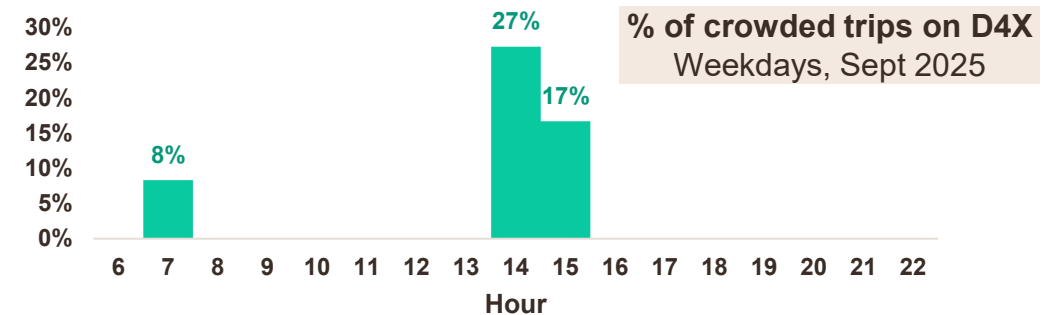
- **Reducing crowding and improving reliability** - our service excellence indicators - are the highest priority
- Improvements in these areas **retain existing customers** and **attract new ones**
- We are implementing the highest priorities changes in December, and will continue to monitor and update proposals based on performance this fall

## Example: D4X

Increase midday, evening and late-night frequency to 10 mins on weekdays

### Addresses one of the most crowded routes and improves frequency on a very high ridership corridor

- D4X provides limited stop service along Georgia Avenue and 7<sup>th</sup> St, with average weekday ridership of more than 21k on the D40 and D4X combined
- The D4X had highest crowding per mile of any route in September



# Bus Service Concepts: Provide Service That's Easy to Understand That Customers Can Rely On

## Provide consistent service

- Service that is easy to understand that customers can rely on all day, seven days a week by adjusting service patterns that only operate at specific times of day to specific places

## Example: M12

Extend all weekday peak period trips to Hyattsville

### Provides more consistent peak service that's easier to understand on higher ridership section

- Currently every other trip goes to Hyattsville
- Takes advantage of bus lanes on University Blvd, connects key Metrorail Stations and Ride On routes, as well as the future Purple line.

## M12 University Bl

Twinbrook-Hyattsville Xing  
via Wheaton, Four Corners, and Takoma Langley

### Frequency

Between these stops:	Weekdays					
	Hours of operation: 4:00 a.m. – 2:00 a.m.					
	Early Morning 4:00 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 2:00 a.m.
Twinbrook Metro – Wheaton Metro	24 min.	12 min.	24 min.	12 min.	12 min.	30 min.
Wheaton Metro – Takoma Langley Crossroads Transit Center	6-12 min.*	6-12 min.*	12 min.	10 min.	12 min.	30 min.
Takoma Langley Crossroads Transit Center – Hyattsville Crossing Metro	12-24 min.*	12-24 min.*	24 min.	20 min.	20 min.	30 min.

# Bus Service Concepts: Frequency is a Key Driver of Ridership and a Top Priority for Customers

## Increase frequency

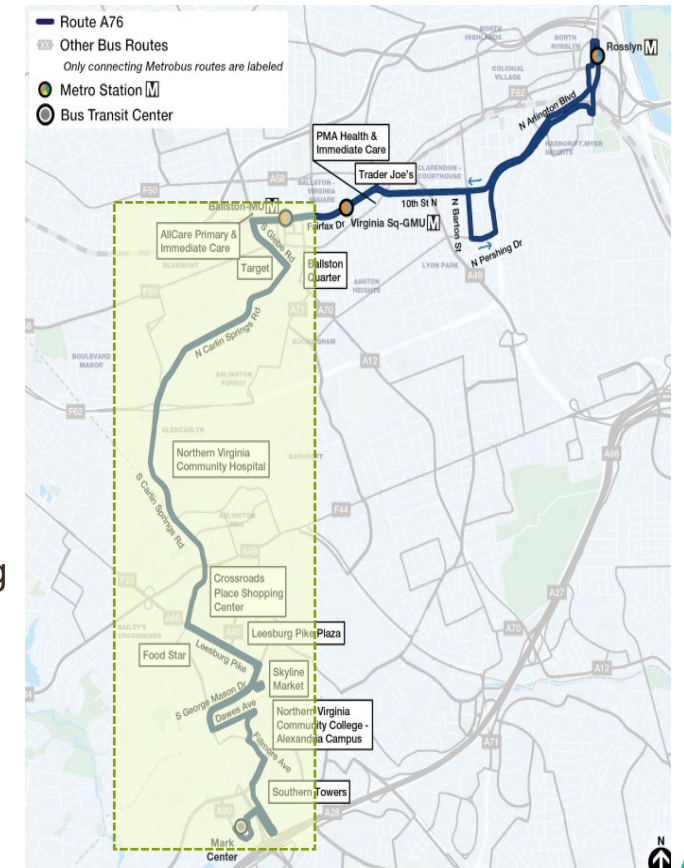
- Customers tell us that **fast, frequent, and reliable service are their top priorities** and respond by riding more
- Delivering the bus network that the region deserves means **expanding the frequent service network (FSN)**
- Expanding FSN means customers will receive **12-, 20-, or 30-minute service** from 6am to 9pm, 7 days a week

## Example: A76

Increasing weekday peak frequency to 15 mins between Mark Center and Ballston

**Adds capacity to high ridership section of this route**

- Responds to customer feedback
- Anticipates future crowding



# Rail Automation Makes Service Better

Automated Operations (Automatic Door Operations, Automatic Train Operations, Return to Design Speeds) **enable safer, faster, and more reliable operations.**

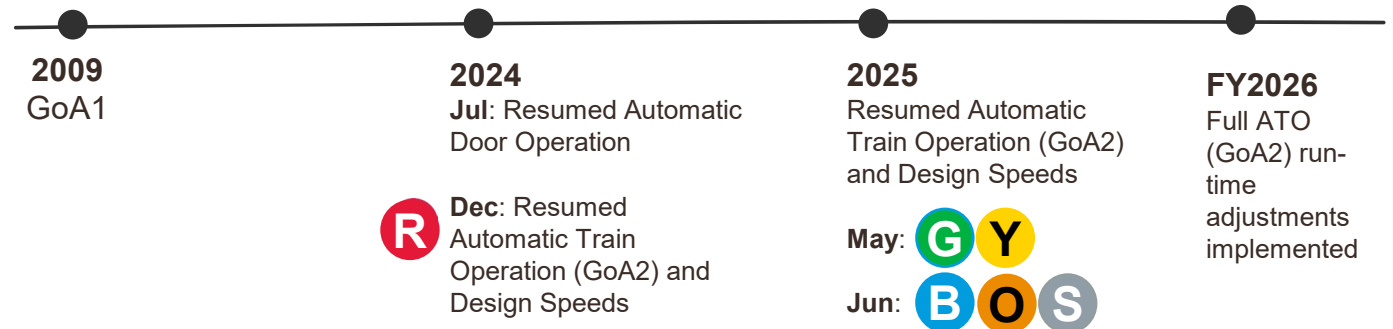
- **More reliable:** reduces variation in manual operation
- **More efficient:** time savings enables same service level with fewer resources
- **Drives ridership growth:** shorter travel times encourage more trips, increasing access to destinations

## Scheduled End-to-End Running Times (in minutes)

Line	Pre-ATO (Sep 2023)	Initial ATO (Jun 2025)	Full ATO (Dec 2025)	Total Est. Savings	% Est. Savings
<b>R</b>	70	62	62	8 min	11%
<b>B</b>	68	64-65	62-63	5-6 min	7-9%
<b>O</b>	61	57	55	6 min	10%
<b>S</b>	92	88	85-86	6-7 min	7-8%
<b>G</b>	50	48	48	2 min	4%
<b>Y</b>	27	26-27	26	1 min	4%

\*Silver Line run time is Ashburn – Downtown Largo, Yellow Line run time is Huntington – Mt Vernon Sq.

## Timeline



# Regional Travel is High All Day, Offering an Opportunity for Ridership Growth



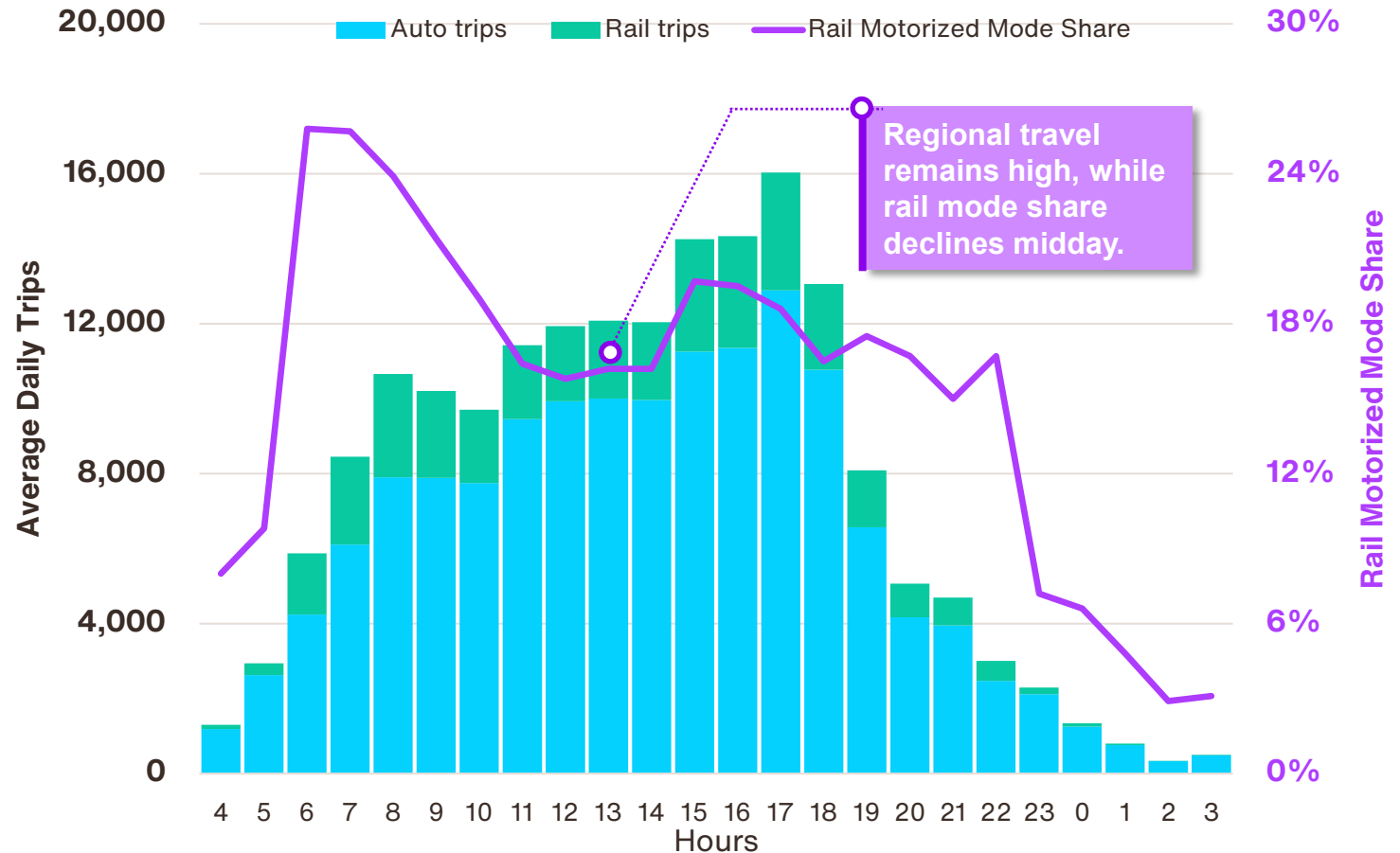
Daily Trips and Transit Mode Share for Trips that Start and End along Blue/Orange/Silver (Weekdays, 2023)

## Opportunity

Blue/Orange/Silver Corridor: Regional travel volumes on all modes remain high through the midday, underlining the importance of all-day service.

## Concept

Improve Blue/Orange/Silver frequency to 10 minutes all day on weekdays, from every 12 minutes to drive ridership growth.



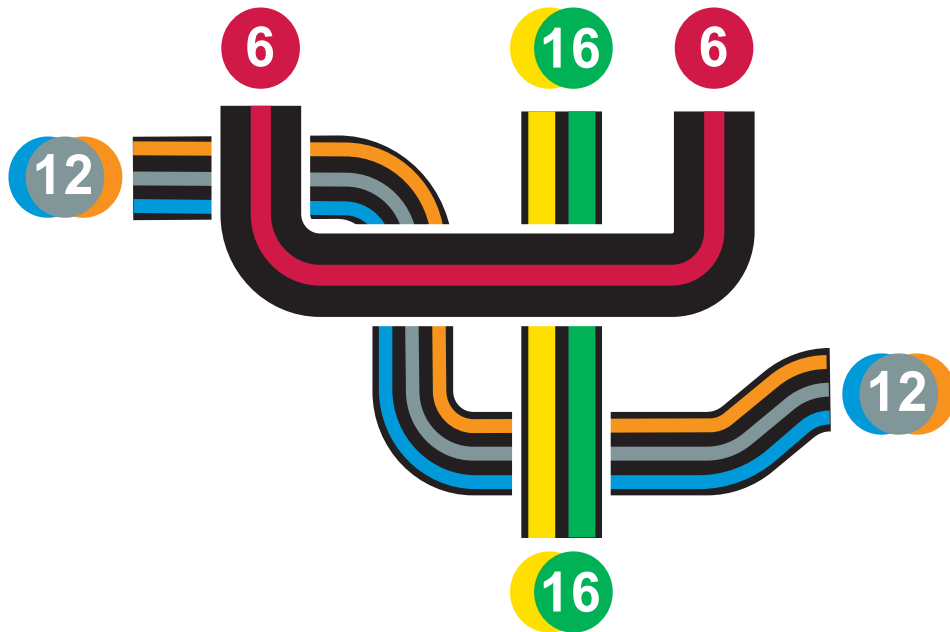
Regional travel remains high, while rail mode share declines midday.



# Red Line Evening Service Frequency Opportunity



Combined Trains Per Hour



\*Gallery Place Chinatown sees about 200 late night events a year, while the whole system sees over 300.

## Problem

Red Line late-night service lags behind other transfer lines while having high ridership and serving the most evening events.

## Solution

Enhancing Red Line late-night headways from 10 minutes to 7 to 8 minutes better aligns service with passenger demand, improving convenience and attracting more riders during evening hours.

## Current Combined Train Frequency (Late-Night Service)

Station	R	BOS	GY
Gallery Place*	10 min	-	3-4 min
Metro Center	10 min	5 min	-
L'Enfant Plaza	-	5 min	3-4 min



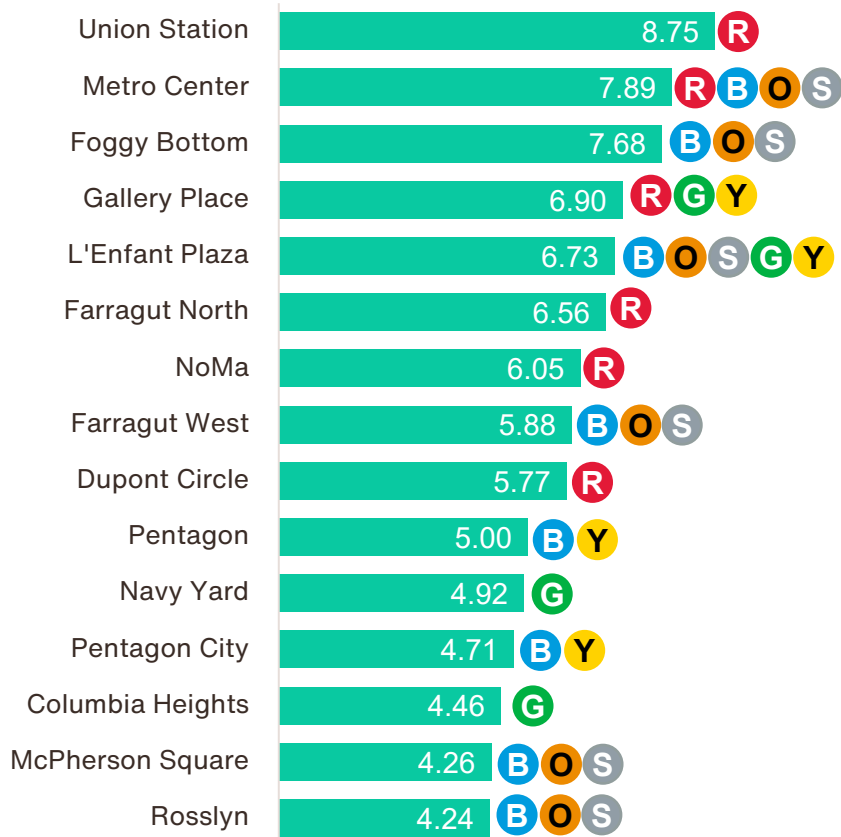
# The Highest Ridership Stations Vary by Time And Day

Blue, Orange, and Silver Line stations have a relatively higher share of weekday daytime ridership, and Red, Green, and Yellow Line stations have an especially high share of weekend and late-night ridership.

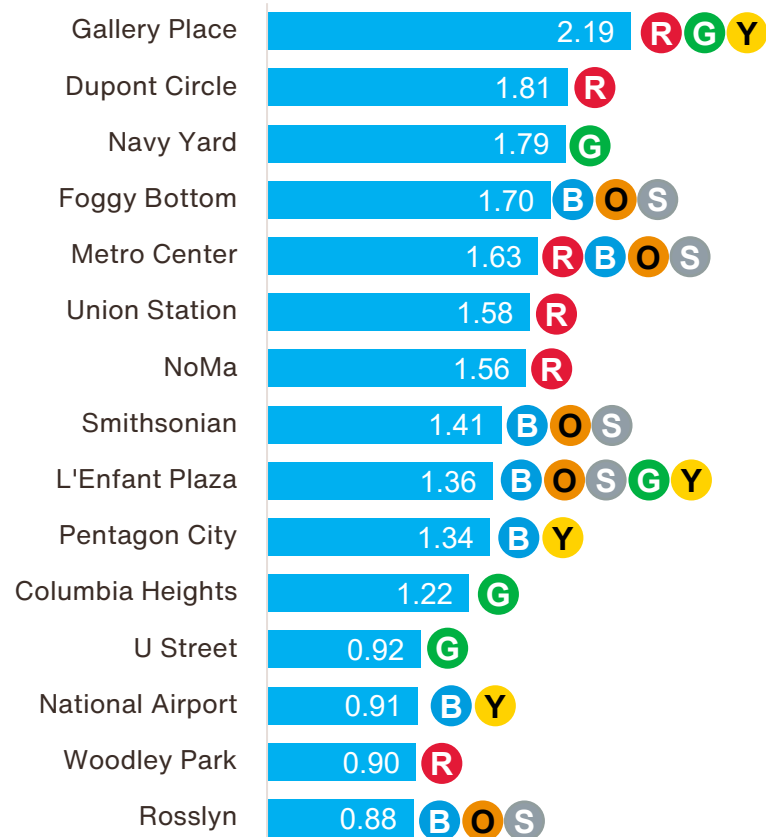
## Top 15 Stations - Sum of Entries, Exits, and Transfers (in millions)

September 2024 - August 2025

### Weekday Daytime (Before 9:30 pm)



### Weekend Daytime (Before 9:30 pm)



### Late Night (After 9:30 pm)

