

FY2027-FY2029 Service Concepts



Riders' Advisory Council Meeting

December 3, 2025

Washington Metropolitan Area Transit Authority

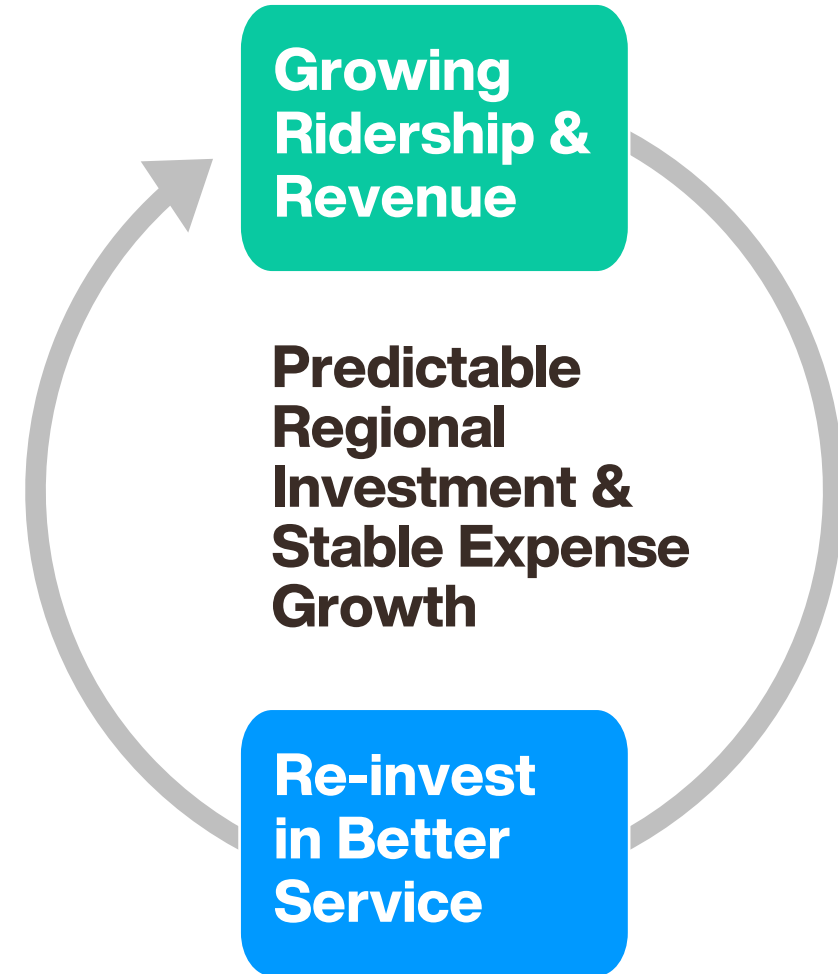
Budget Approach Focuses on Delivering More to the Region

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



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 proposals 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



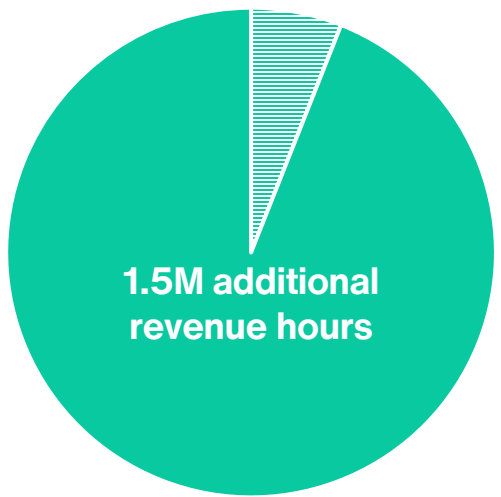
Make more **trips convenient** to take on transit



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

FY2027 Service Concept

FY2027 Concepts could achieve almost 6% of the Visionary Network in addition to current service.



■ FY2027 Concepts

■ Future Stages of Visionary Network

Metrobus currently runs 4.6 million annual revenue hours, projected to reach 4.69 million in FY27 – an increase of 0.09 million-hour accounts for 6% of the Visionary Network's total 1.5-million-hour growth.

FY2027 Bus Service Concepts: Learn From Implementing the Better Bus Network

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 by serving the full extent of the route at all times and making spans and headways consistent

Enhance service strategically

Add service where it most benefits customers and strengthens the network





FY2027 Bus Service Improvement Concepts

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 min weekends and off-peak, improve reliability

MD

- P40** 15-30 min during late night
- P12** 30 min during peak
- M60** 20 min late night, 10 mins Mon-Sat afternoon
- M70** 20 min late night

VA

- A76** 15 min peak on high ridership section

Route enhancements

Consistent, clear access to more places

Serve the full extent of the route at all times and adjust or extend routes

D72

Most trips from Mt. Pleasant to Van Ness-UDC

C35

All weekday trips from Deanwood to Naylor Rd

C63

Extend route from Washington Hospital Center to Georgia Av-Petworth (starting 12/25)

M12

All weekday peak trips from Takoma Langley to Hyattsville Crossing Terminate at Eastover Shopping Center and adjust **P97** to serve Birchwood

P93

Service span increase

Longer hours of service

Expand hours of service to address coverage gaps and rider feedback

C57

Begin service at 6am

D6X

Run until 12am on weekends

P97

Add weekend service, improve off-peak service and reliability

A49

Begin AM service at 5am, and PM service at 3:30pm

Potentially add new routes via grant funding A6X, F2X



FY2027 Rail Service Improvement Concepts



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**



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, P30, P63, P90, P94, F44	C57, C77, C81, D40, D60, P12, P35, P73, A76, F50
Provide consistent service (remove short turns and extend routes)	D72, C35, C63, M12, P93	M12, M20	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 (P31, P32)	
Potentially add new routes via local grant funding	A6X, F2X	Future opportunities to be developed	

FY2028 and FY2029 service concepts are 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
	- Late Night: 7-8 min Improved from 10 min - Peak Period Capacity Schedule adjustments	None	- Late Night: 6 min Improved from 7-8 min - Peak Period Capacity Schedule adjustments
	- Daytime Weekday: 10 min Improved from 12 min - Peak Period Capacity Schedule adjustments	- Daytime Weekend: 10 min Improved from 12 min - Late Night: 12 min Improved from 15 min	- Late Night: 10 min Improved from 12 min - Peak Period Capacity Schedule adjustments
	Y Continue Greenbelt service (starts Dec 31, 2025)	Daytime Weekend: 6 min Improved from 8 min	Late Night: 6 min Improved from 7-8 min

min = train headways

FY2028 and FY2029 service concepts are in development; programming subject to availability of resources and annual budget process.

FY2027 Service Will Deliver a More Useful Network



Metrobus



Metrorail



Better service

Improves service on 20 routes
(15% of total)

- 9 higher service frequency
- 9 longer service span and more consistent service coverage
- 2 new routes

Better all day and late night service to improve network usefulness

- Off peak: Trains every 3-6 min in the core and 6-10 min in the branches on weekdays
- Late night: Trains every 4-8 min in the core
- 6% more daily train trips on weekdays



Increased destination access

Increases number of jobs accessible within a 30-minute Metrobus or Metrorail trip by

- + 5% from FY2026 to FY2027
- + 26% since FY2020 (Fall 2019), inclusive of the new bus network and faster and more frequent service

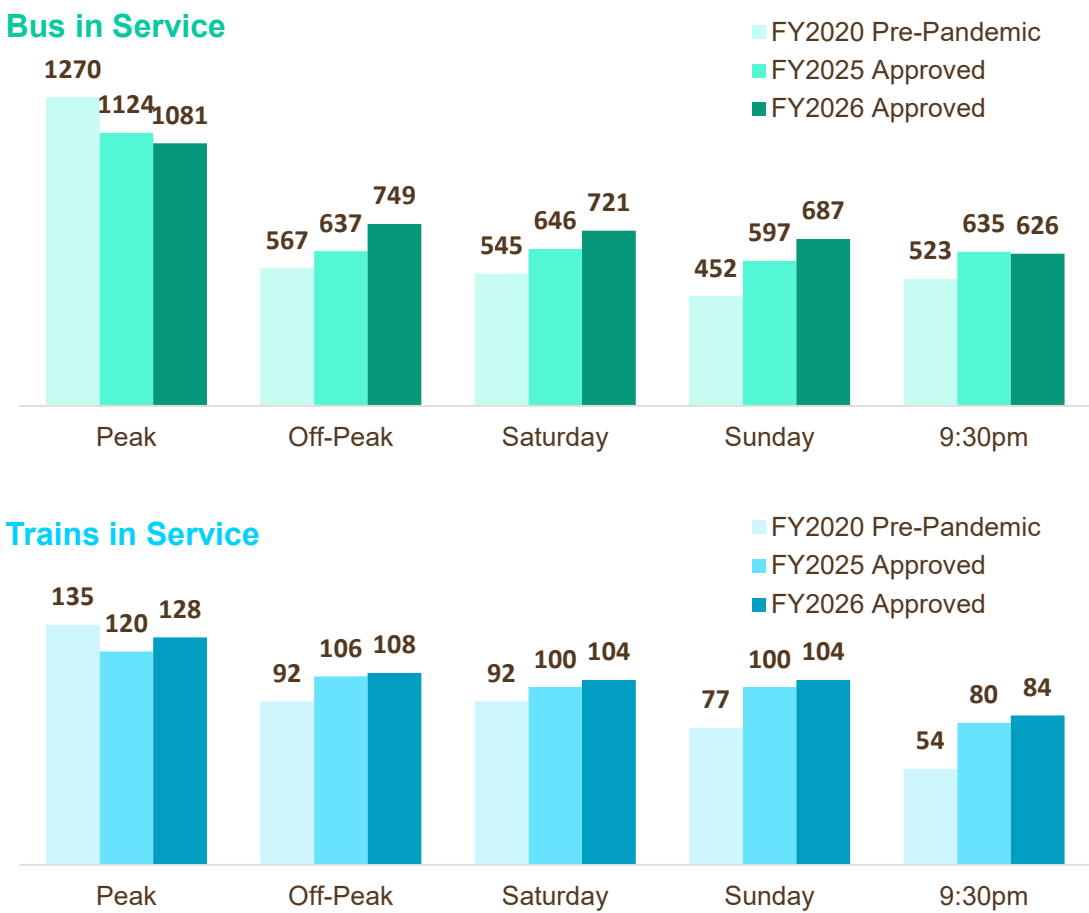
Appendix

Metro Is Running More All Day Service

Figures reflect budgeted service

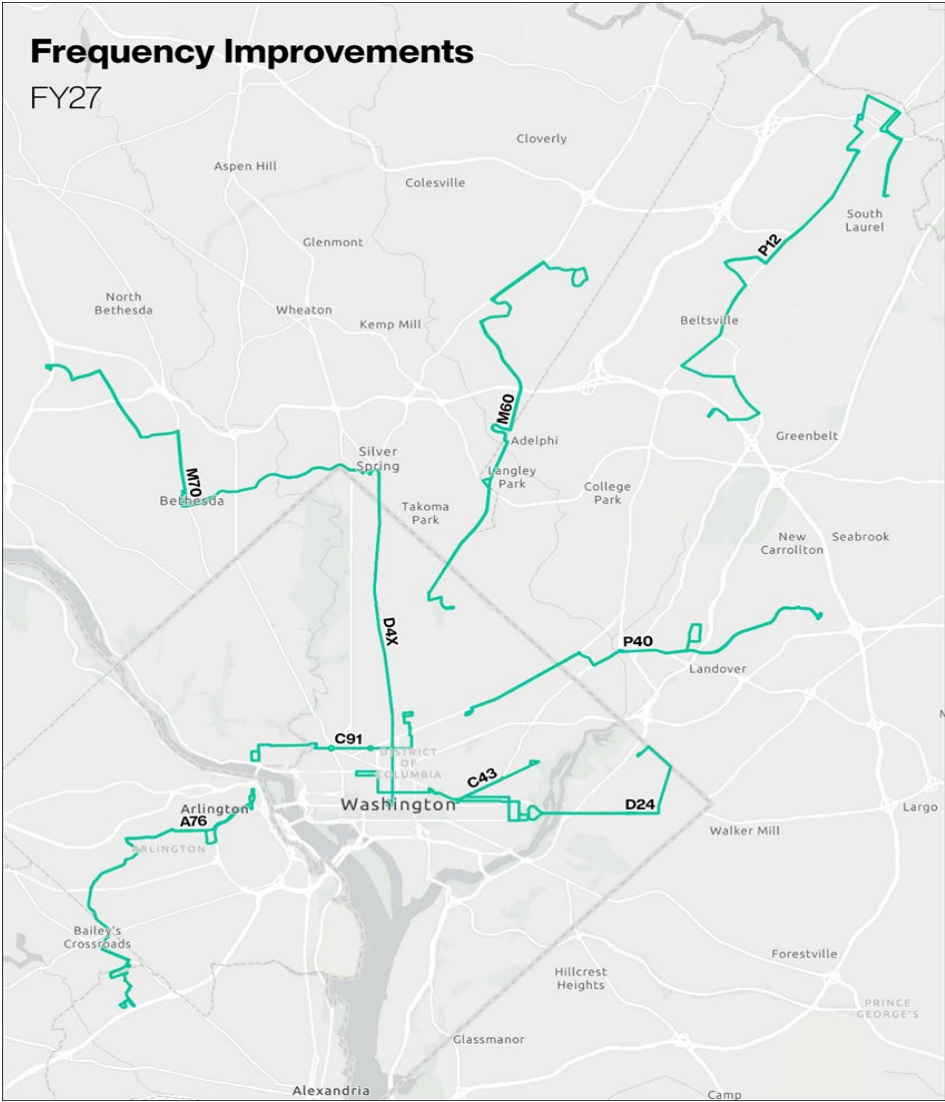
All day service better meets customer needs, providing more frequent daytime and late-night service all week

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 Concept

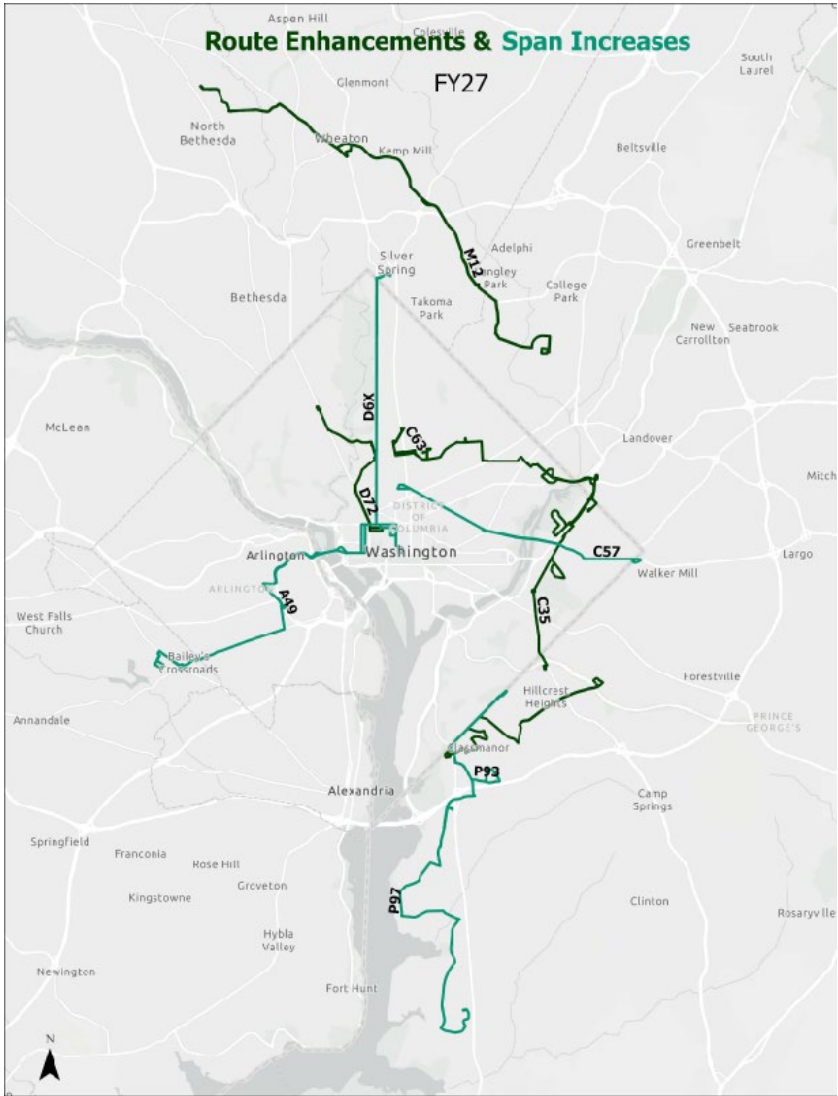
Frequency Improvements				
Route	Day	Time Period	Current	Concept
D24	Mon - Sun	Off-Peak	30 Min	20 Min
C91	Weekday	AM and PM Peaks	20-30 Min	20 Min
		Midday and Evening	30 Min	20 Min
		Late Night	40 Min	30 Min
	Weekend	All Day	30 Min	20 Min
		Late Night	40 Min	20-30 Min
D4X	Weekday	Off-Peak	12 Min	10 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 AM	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	15 Min



Metrobus Service Improvement: Current vs FY27 Service Concept

Route Enhancements				
Route	Day	Time	Current	Concept
D72	Weekdays	Midday, Evening	Mount Pleasant – Lafayette Square	Every other trip Van Ness-UDC – Lafayette Square
	Weekends	All Day		
	Weekdays	Late Night	Mount Pleasant – Lafayette Square	Van Ness-UDC – Lafayette Square
C35	Weekday	Off-Peak	Deanwood – Fort Dupont	Deanwood – Naylor Rd
C63	All days	All times	Deanwood – Washington Hospital Center	Deanwood – Georgia Av Petworth
M12	Weekday	Peaks	Every other trip to Hyattsville Crossing	Every trip to Hyattsville crossing
P93	All days	All times	Suitland – Birchwood	Suitland – Eastover

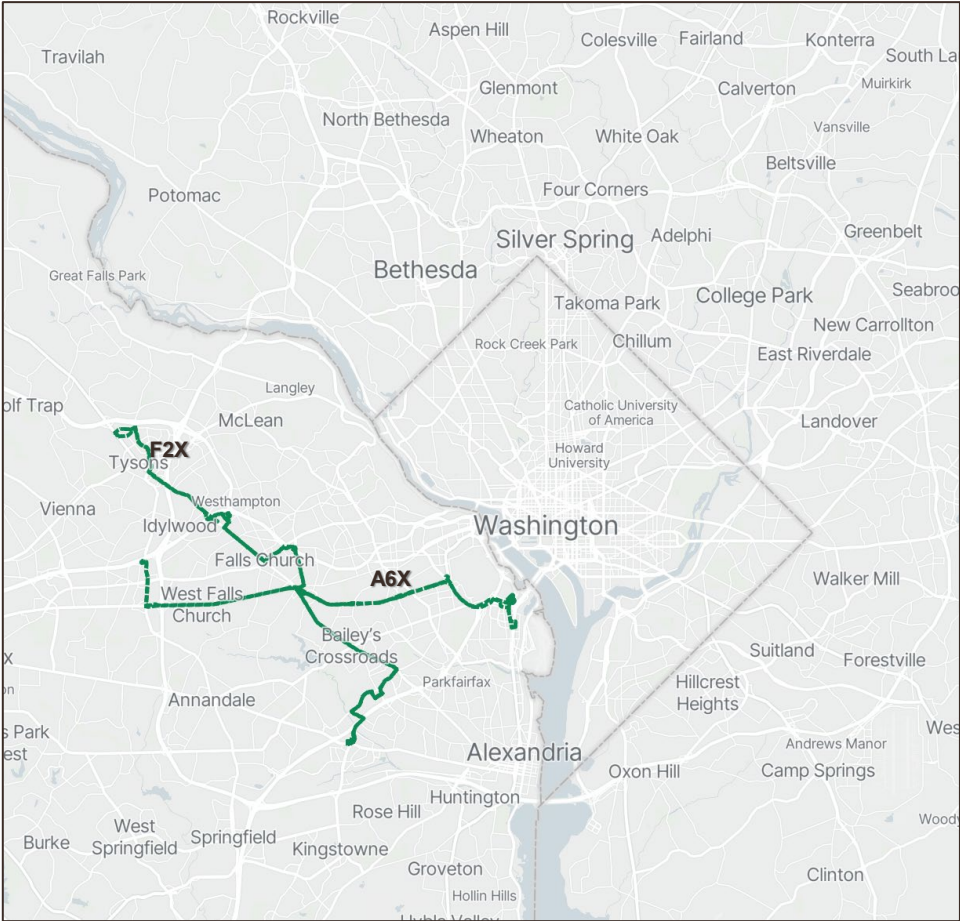
Span Increases			
Route	Day	Current	Concept
C57	Weekday	7 AM - 9 AM	6 AM - 9 AM
D6X	Saturday	6 AM - 11 PM	6 AM - 12 AM
	Sunday	6 AM - 9 PM	6 AM - 12 AM
A49	Weekday	5:30 AM - 9 AM	5 AM - 9 AM
	Weekday	4 PM - 7 PM	3:30 PM - 7 PM
P97	Weekends	No service	6:30 AM - 7:30 PM



Additional Proposed Metrobus Service: Northern Virginia Transportation Commission (NVTC) I-66 Commuter Choice Grant Service Concept

Proposed Service Recommendations				
Route	Day	Time Period	Current	FY2027 Concept
F2X	Weekday	AM and PM Peaks	No Service	New Limited Stop service: Spring Hill to Mark Center and West Alexandria
				Service span: 5:30 AM – 9 AM & 3 PM – 7:15 PM
A6X	Weekday	AM and PM Peaks	No Service	New Limited Stop service: Dunn Loring – Pentagon – Crystal City
				Service span: 5:15 AM – 8:15 AM & 3:30 PM – 7 PM
				Frequency: 15 minutes
				Frequency: 20 minutes

Note: These proposed services are included in an application for NVTC’s I-66 Commuter Choice Grant and implementation is subject to securing grant funding. If funded, service could be implemented in December 2026.



Metrorail Service Frequency: Current vs FY27 Service Concept

Peak Headway
Mins between trains

All-Day / Weekend
Daytime Headway¹
Mins between trains

Late Night Headway
Mins between trains

FY27 change

Line	Segment	FY26 Budget ²	FY27 Concept	FY26 Budget ²	FY27 Concept	FY26 Budget ²	FY27 Concept
	Shady Grove to Glenmont	4-5 ³	4-5 ³	6	6	10	7.5
 	Mt Vernon Sq to L'Enfant Plaza	3	3	3/4	3/4	3.75	3.75
 	Greenbelt Terminal ⁴	4	4	4/5.33	4/5.33	5	5
	Branch Ave Terminal	6	6	6/8	6/8	7.5/8	7.5/8
	Huntington Terminal	6	6	6/8	6/8	7.5/8	7.5/8
 	Pentagon to King St	3.75	3.75	4/4.8	3.75/4.8	5	5
  	Rosslyn to Stadium-Armory	3.33 ⁵	3.33 ⁵	4	3.33/4	5	5
 	East Falls Church to Rosslyn	5 ⁵	5 ⁵	6	5/6	7.5	7.5
 	New Carrollton Terminal ⁶	6.67	6.67 ⁵	8	6.67/8	10	10
 	Downtown Largo Terminal ⁶	6.67	6.67 ⁵	8	6.67/8	10	10
	Franconia-Springfield Terminal	10	10 ⁵	12	10/12	15	15
	Vienna Terminal	10	10 ⁵	12	10/12	15	15
	Ashburn Terminal	10	10 ⁵	12	10/12	15	15

Notes

- 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.
- FY26 budgeted headways will be fully implemented with the December 2025 pick service.
- Red Line trains run every 4 min during the busiest portions of weekday rush periods, they continue to operate every 5 min during the remainder of peak service.
- Includes half of Yellow Line trains terminating at Mt. Vernon Sq and half at Greenbelt.
- Do not include peak trippers (Silver only in FY26, one per line in peak direction only in FY27).
- Every other Silver Line train runs to New Carrollton instead of Downtown Largo

FY2027 Bus Service Concept: Address Critical Crowding and Reliability Issues

Improve performance

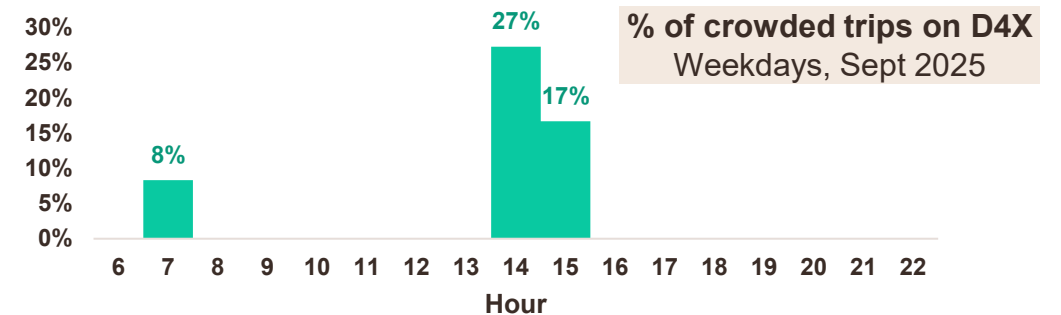
- **Reducing crowding and improving reliability** - our service excellence indicators - are the highest priority
- Improvements in these areas **retain existing customers** and **attract new ones**
- We are implementing the highest priorities changes in December, and will continue to monitor and update 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 7th 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



FY2027 Bus Service Concept: 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.



FY2027 Bus Service Concept: Frequency is a Key Driver of Ridership and a Top Priority for Customers

Increase frequency

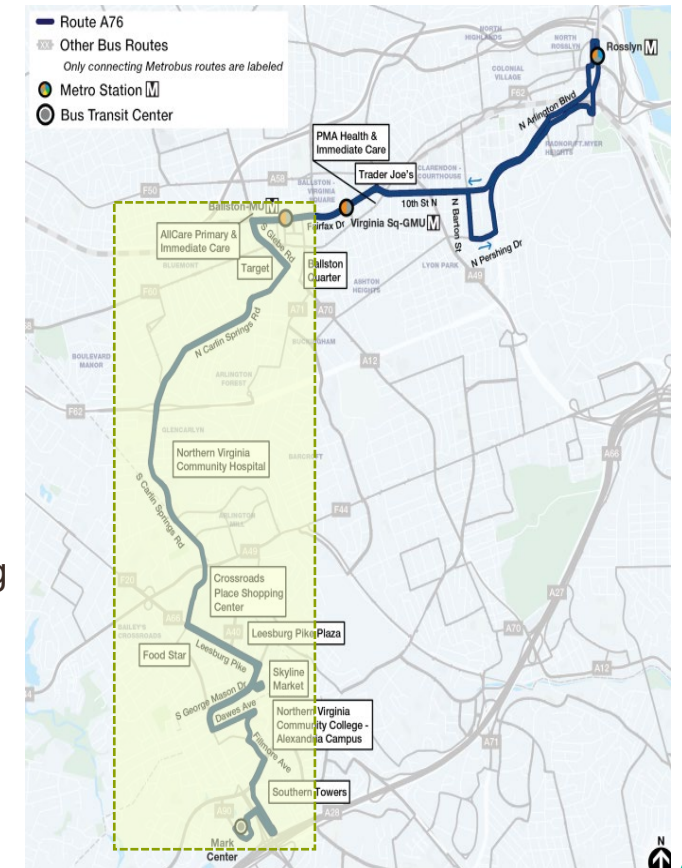
- Customers tell us that **fast, frequent, and reliable service are their top priorities** and respond by riding more
- Delivering the bus network that the region deserves means **expanding the frequent service network (FSN)**
- Expanding FSN means customers will receive **12-, 20-, or 30-minute service** 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.**

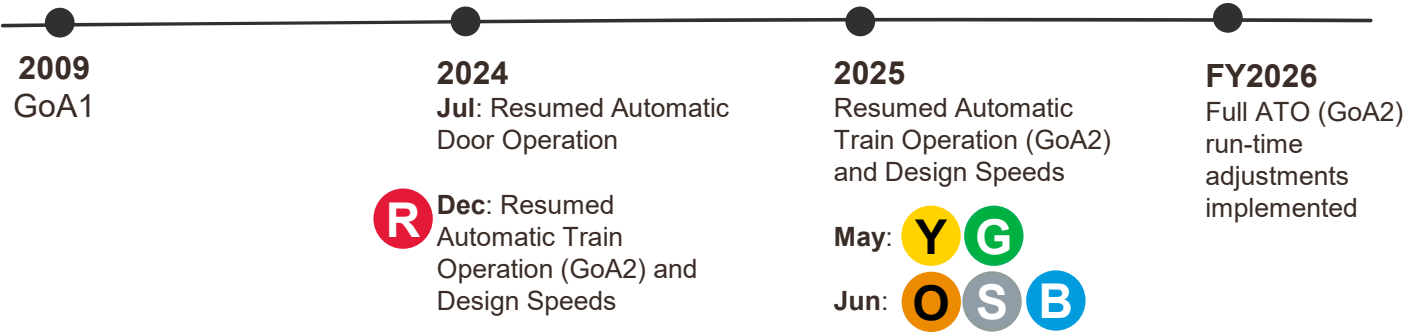
- **More reliable:** reduces variation in manual operation
- **More efficient:** time savings enables same service level with fewer resources
- **Drives ridership growth:** shorter travel times encourage more trips, increasing access to destinations

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
	70	62	62	8 min	11%
	61	57	55	6 min	10%
	92	88	85-86	6-7 min	7-8%
	68	64-65	62-63	5-6 min	7-9%
	27	26-27	26	1 min	4%
	50	48	48	2 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



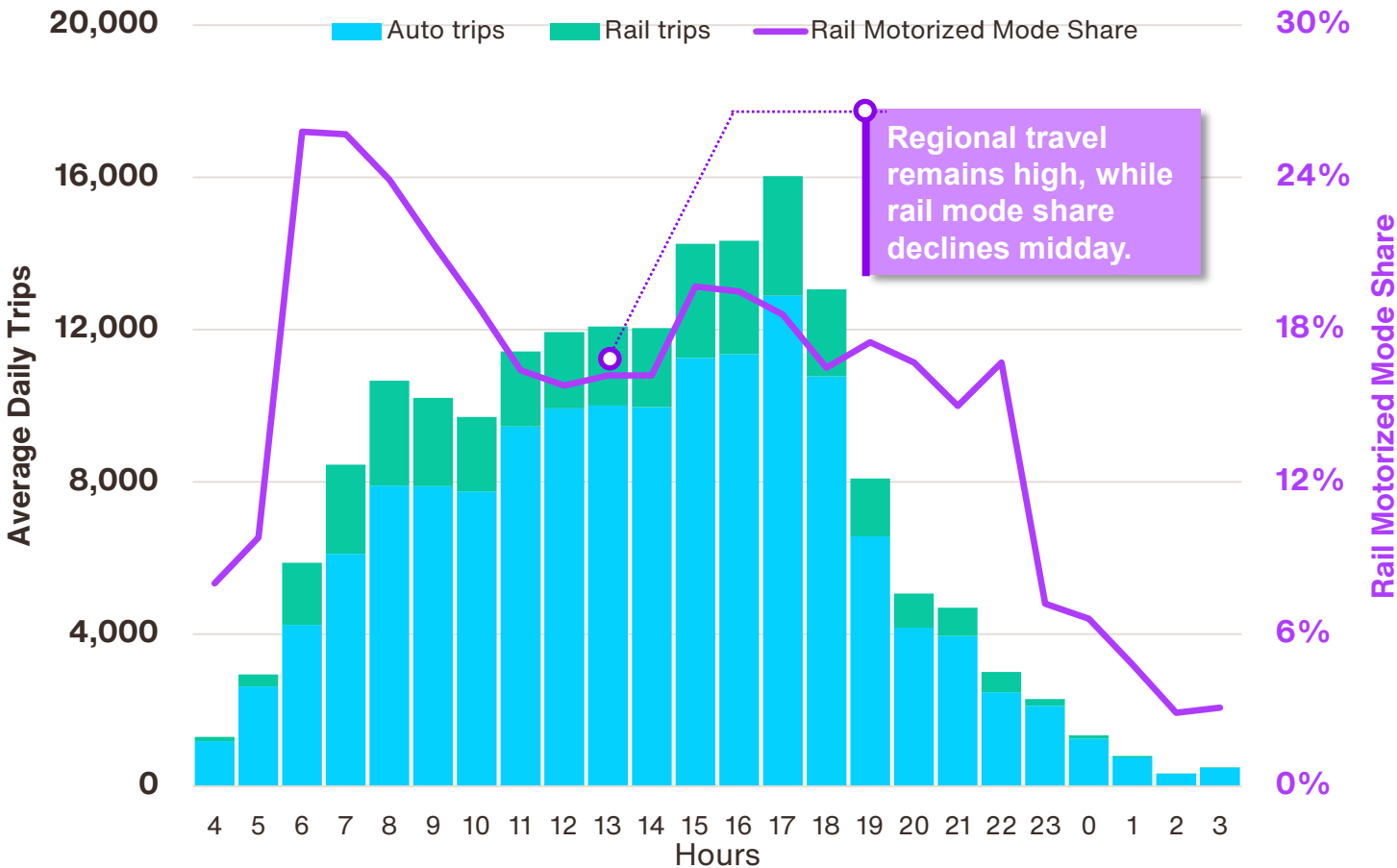
Daily Trips and Transit Mode Share for Trips that Start and End along Blue/Orange/Silver (Weekdays, 2023)

Opportunity

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

Proposal

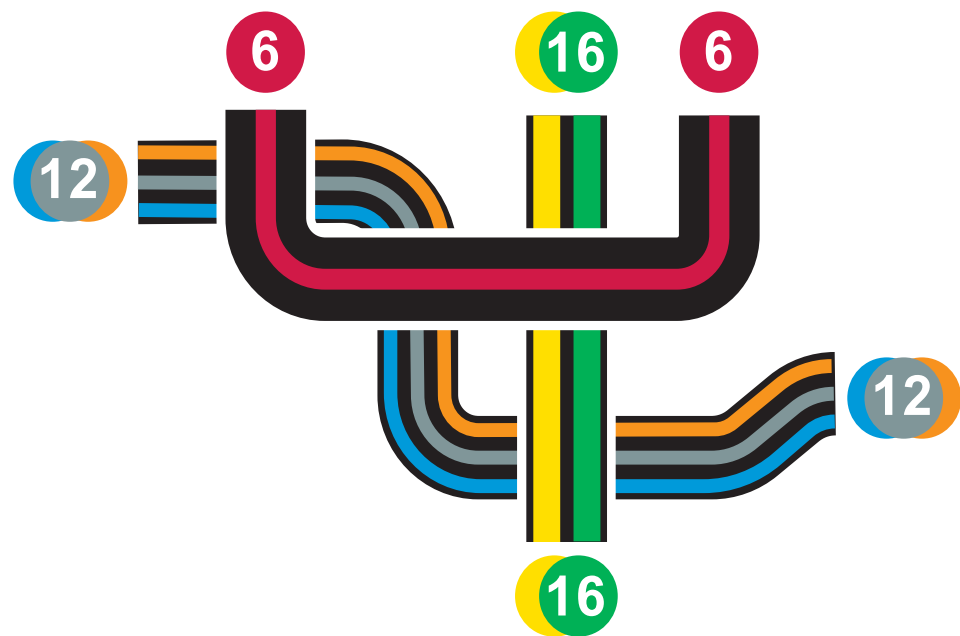
Improve Blue/Orange/Silver frequency to 10 minutes all day on weekdays, from every 12 minutes to drive ridership growth.



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		  	 
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

