



Washington Metropolitan
Area Transit Authority

300 7th Street, SW
Washington, DC 20024
wmata.com

Notice of Public Hearings

Washington Metropolitan Area Transit Authority

**Docket B26-01: Proposed FY2027-2032 Capital Improvement
Program and Federal FY2027 Grant Applications**

**Docket B26-02: Proposed FY2027 Operating Budget and
Associated Service Proposals**

Purpose

Notice is hereby given that public hearings will be held by the Washington Metropolitan Area Transit Authority on the dockets mentioned above as follows:

Hearing No. 672

Tuesday, February 3, 2026

Open House: 5:30 p.m.

Hearing: 6:00 p.m.

Bozman Government Center
Arlington County Board Room
2100 Clarendon Blvd. Ste. #307
Arlington, VA 22201

In-person ONLY

Hearing No. 673

Wednesday, February 4, 2026, 12 p.m.

Videoconference/Phone Option ONLY

Hearing No. 674

Thursday, February 5, 2026, 6 p.m.

Videoconference/Phone Option ONLY

All hearings will be livestreamed at wmata.com/budget.

Please note that these dates are subject to the facility's or Metro's cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on wmata.com.



The locations for all Metro public hearings are wheelchair accessible. Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in these public hearings, or who requires these materials in an alternate format, should contact the Office of Board Affairs at 202-962-2511 or TTY: 202-962-2033 as soon as possible to allow Metro to make necessary arrangements. For language assistance, such as having an interpreter or to receive information in a language other than English, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information, please visit: wmata.com/budget

In accordance with Section 62 of the WMATA Compact, Metro will conduct public hearings as listed in this notice. Information on these hearings will be provided in Metrorail stations, on Metrobuses, on MetroAccess vehicles, at area libraries and online at wmata.com.

HOW TO REGISTER TO SPEAK AT A PUBLIC HEARING

Anyone or any organization wishing to comment on this docket will have the opportunity to share their views, provide supporting statements, and present alternative proposals. Public officials will have up to five minutes for their remarks, while all other speakers will be allotted three minutes each. Transferring or sharing speaking time between individuals will not be permitted.

Individuals can provide testimony at a hearing in one of three ways:

In person (Hearing 672): Those wishing to testify in person are encouraged to pre-register by emailing speak@wmata.com or calling **(202) 962-2511** by **12 p.m. on the day of the hearing**. Only one speaker's name should be submitted per request. Individuals may also sign up at the hearing; advance registration is encouraged but not required.

By videoconference (Hearings 673 or 674): To testify via videoconference, individuals must submit their name and organizational affiliation (if any) in writing to speak@wmata.com by **5 p.m. the day before the hearing** they wish to attend. Only one speaker's name should be submitted per request. Advance registration to provide video testimony is required.



By telephone (Hearings 673 or 674): To testify by phone, individuals should call **(206) 899-2028** during the hearing and enter the appropriate **Meeting Code**. Advance registration is not available for telephone testimony.

Hearing No. 673 Meeting Code: **906 459 640#**

Hearing No. 674 Meeting Code: **855 875 175#**

HOW TO SUBMIT TESTIMONY NOT AT A PUBLIC HEARING

You may submit testimony regarding this proposal online via survey at wmata.com/budget. This survey will open by **9 a.m. on Saturday, January 17, 2026** and close at **5 p.m. on Tuesday, February 10, 2026**. It will also allow you to upload documents and provide written comments. This option is in addition to the opportunity to speak at a public hearing.

If you do not have access to a computer or the internet, you may mail your testimony to:

Office of Board Affairs, SECT 2E

Washington Metropolitan Area Transit Authority

P.O. Box 44390

Washington, DC 20026-4390

All mailed comments must be **received by 5 p.m. on Tuesday, February 10, 2026** to be included in the official record. Please reference **“FY2027 Budget”** in your correspondence.

All comments submitted—whether online, by mail, or at the public hearing—will be provided to the Board and included in the official public hearing record. Please note that all statements are releasable to the public upon request and may be posted on WMATA’s website, without change, including any personal information provided.

For those without internet access, a complete copy of the docket may be requested by calling **202-962-2511** or inspected in person during regular business hours at Metro’s Headquarters:

Washington Metropolitan Area Transit Authority

300 7th Street SW

Washington, DC 20024

Please call **202-962-2511** in advance to schedule an appointment.



WHAT IS PROPOSED

The WMATA Board of Directors has authorized the FY2027 Budget public hearings, as required by the Federal Transit Administration (FTA) and the Commonwealth of Virginia. The capital program (including the proposed use of FTA and other federal grant funds) for FY2027 is described in detail in the attached dockets. In addition, the Board is also seeking comment on proposed service changes for FY2027. The Board may ultimately choose to authorize lesser changes, or no changes at all.

Docket B26-01: Proposed FY2027-2032 Capital Improvement Program and Federal FY2027 Grant Applications

Overview

WMATA is committed to maintaining the safety, reliability, and affordability of its system by investing in its assets — from rail stations, tracks and traction power infrastructure to the vehicles, maintenance facilities and cooling systems — and providing a better transit experience for hundreds of thousands of customers each day.

The proposed FY2027 capital budget of \$2.1 billion and six-year capital improvement program of \$13.5 billion (including required debt service and revenue loss from capital projects) include investment in ongoing projects, prioritized system preservation and renewal needs and investments to provide safe and efficient service delivery informed by asset management and reliability plans.

Capital program publications detail the following:

- Capital Program Strategy outlining the vision and goals for capital investments.
- Six-Year Capital Improvement Program investments of \$13.5 billion and a FY2027 capital budget of \$2.1 billion to fund priority investments constrained by affordability and delivery capacity.

Major capital program investments to further improve service and customer experience include:

- **Railcars and Rail Facilities.** Major *vehicle* investments include the 8000-series railcar acquisition program. Major *facilities and systems* investments include rail vehicle scheduled maintenance program (SMP) facility improvements and railyard state of good repair.



- **Rail Systems.** Major investments include Train Control Room Rehabilitation, Track Circuit Cable Testing and Replacement, Switch Machine Replacement, Rail Power System Rehabilitation, Radio Infrastructure Replacement, Fiber Installation.
- **Track and Structures Rehabilitation.** Major investments include track rehabilitation and maintenance; tunnel ventilation demonstration and water leak mitigation demonstration on the red line; and bridge and aerial structural rehabilitation.
- **Station and Passenger Facilities.** Major investments include standpipe systems and tunnel emergency egress; parking garage and surface lot rehabilitation, station entrance canopies, and elevator rehabilitations; digital signage and wayfinding, lighting, and fare payment modernization.
- **Bus, Bus Facilities, and Paratransit.** Major *vehicle* investments include bus acquisition and rehabilitation and paratransit vehicle purchases. Major *facilities* investments include Northern and Bladensburg garage replacements and electrification; bus shelter replacement, customer information electronic displays, bus priority program.
- **Operations and Business Support.** A modern training facility, computing infrastructure state of good repair; Enterprise Resource Planning (ERP) System Replacement; Asset Management System Upgrade; service vehicle replacement; and environmental compliance.

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



Financial Plan by Investment Category

Capital Investment Categories (\$M)	FY2027 Proposed Budget*	FY2028-FY2032 Plan*	Six-Year Total*
Railcars and Railcar Facilities	\$372	\$2,013	\$2,385
Rail Systems	\$288	\$1,682	\$1,970
Track and Structure Rehabilitation	\$254	\$1,612	\$1,866
Stations and Passenger Facilities	\$327	\$1,253	\$1,580
Bus, Bus Facilities, and Paratransit	\$340	\$1,755	\$2,095
Operations and Business Support	\$282	\$1,123	\$1,405
Total Capital Investments	\$1,862	\$9,439	\$11,301
Revenue Loss from Capital Projects and Other Needs	\$22	\$110	\$130
Debt Service - Dedicated Funding	\$254	\$1,813	\$2,067
Total Capital Program Cost	\$2,137	\$11,361	\$13,498

*FY2027-FY2032 Plan capital investment category allocation subject to change as project costs and schedules are refined; columns may not sum due to rounding.

Capital Program Funding Sources

Funding Sources (\$M)	FY2027 Proposed Budget*
Formula and Other Grants	\$517
PRIIA	\$144
Subtotal Federal Grants	\$661
District of Columbia	\$348
State of Maryland	\$322
Commonwealth of Virginia	\$299
Subtotal State and Local Contribution	\$970
Jurisdiction Reimbursable Projects	\$60
Debt and Other Fund Sources	\$284
Prior Year Funding	\$163
Grand Total	\$2,137

*FY2027 Funding Sources are estimates and may change; columns may not sum due to rounding.



Docket B26-02: FY2027 Proposed Operating Budget

Overview

WMATA's FY2027 Proposed Operating Budget (excluding reimbursables and debt service) of \$2.7 billion is 5.1 percent higher than the FY2026 operating budget. At \$651 million, total revenue is projected to be 15.4 percent higher than FY2026. Jurisdictional subsidies of \$1,963 million fund 72 percent of Metro's operating budget.

The FY2027 Proposed Budget service plans are designed to optimize service within available funding, while meeting growing demand. WMATA is advancing service efficiencies through bus schedule optimization, train automation and the optimization of 6-car and 8-car trains to improve reliability and travel times. Service improvements proposed for FY2027 include targeted increases in Metrobus frequency, span, and coverage to address crowding and on-time performance challenges; continued implementation of the Better Bus Network informed by Year One results; and Metrorail enhancements that increase weekday, evening, and late-night frequency and add peak-period capacity. Metro will maintain FY2026 fare levels for FY2027.

Proposed Operating Budget

(\$M)	FY2025 Actual	FY2026 Budget	FY2027 Proposed
Total Revenue	\$594	\$564	\$651
Gross Expenses	\$2,531	\$2,607	\$2,740
Preventive Maintenance Transfer	(\$89)	(\$109)	(\$126)
Net Expenses	\$2,442	\$2,498	\$2,614
Gross Subsidy	(\$1,848)	(\$1,934)	(\$1,963)
Prior Year Savings	\$0	\$28	\$0
Federal Relief	\$123	\$0	\$0
Jurisdictional Contribution	\$1,753	\$1,906	\$1,963
Operating Result	\$28	\$0	\$0



FY2027 Proposed Service Changes

Overview

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

Proposed Metrobus Service Changes

FREQUENCY IMPROVEMENTS

Reduce customer wait time with more frequent service

Route	Day	Time Period	Current Headway	Proposed Headway
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

*Addition to Frequent Service Network



ROUTE ENHANCEMENTS AND REMOVALS

Streamline service for easier, more consistent travel on more days and times

Route	Day	Time Period	Current Start - End	Proposed Start - End	Description
D72	Weekdays Weekends	Midday, Evening All Day	Mt. Pleasant - Lafayette Square	Van Ness - Lafayette Square	Every other trip from Mt. Pleasant to Van Ness
	Weekdays	Late Night	Mt. Pleasant - Lafayette Square	Van Ness - Lafayette Square	All trips from Mt. Pleasant to Van Ness
C35	Weekday	Off-Peak	Deanwood - Fort Dupont	Deanwood - Naylor Rd	All weekday trips to Naylor Rd
C63	All Days	All times	Deanwood - Washington Hospital Center	Deanwood - Georgia Av- Petworth	Extend service to Georgia Av-Petworth (starts 12/25/2025)
M12	Weekday	Peaks	Every other trip to Hyattsville Crossing	Every trip to Hyattsville Crossing	All weekday peak trips to Hyattsville
P93	All days	All times	Suitland- Birchwood	Suitland- Eastover	Terminate at Eastover Shopping Center, and adjust P97 to serve Birchwood*

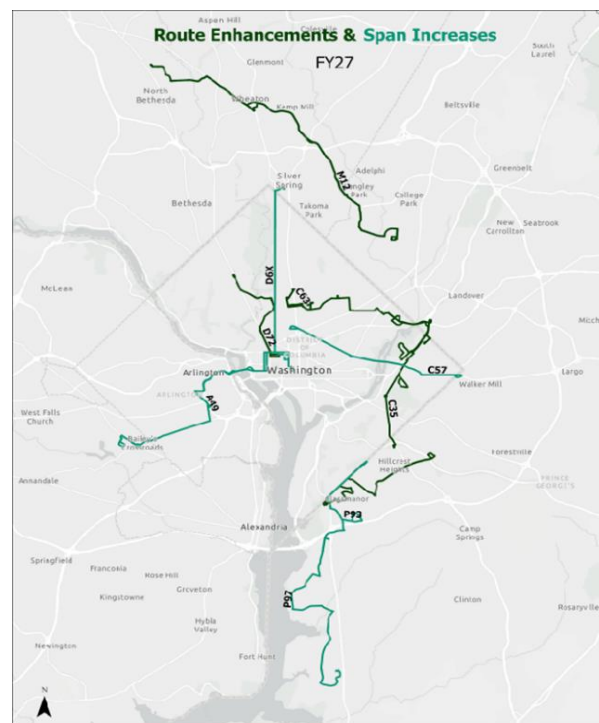
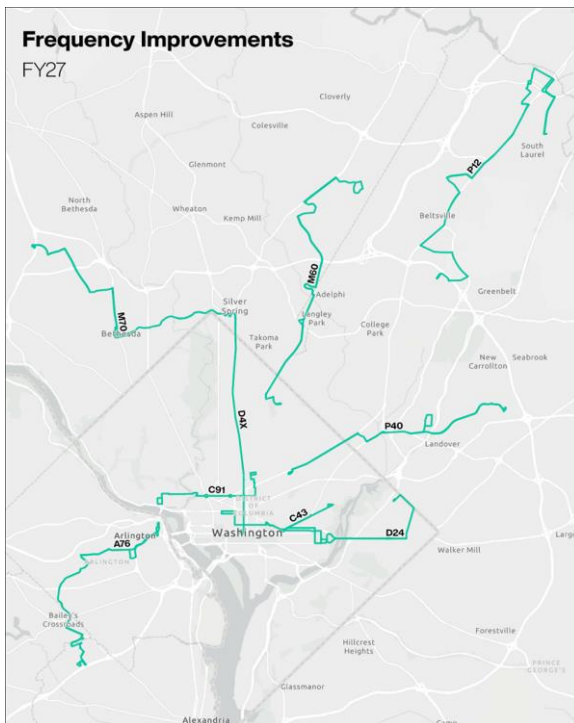
*Some reduction in service frequency and span compared to P93



SPAN INCREASES

Expand service hours and days to provide better coverage where riders need it

Route	Day	Current Service Span	Proposed Service Span	Description
C57	Weekday	7 AM - 9 AM	6 AM - 9 AM	Begin AM peak at 6 AM
D6X	Saturday	6 AM - 11 PM	6 AM - 12 AM	Run until 12 AM (midnight) on weekends
	Sunday	6 AM - 9 PM	6 AM - 12 AM	
A49	Weekday	5:30 AM - 9 AM	5 AM - 9 AM	Begin AM peak at 5 AM, PM peak at 3:30 PM
	Weekday	4 PM - 7 PM	3:30 PM - 7 PM	
P97	Weekend	No service	6:30 AM - 7:30 PM	Add weekend service, improve off-peak service and reliability

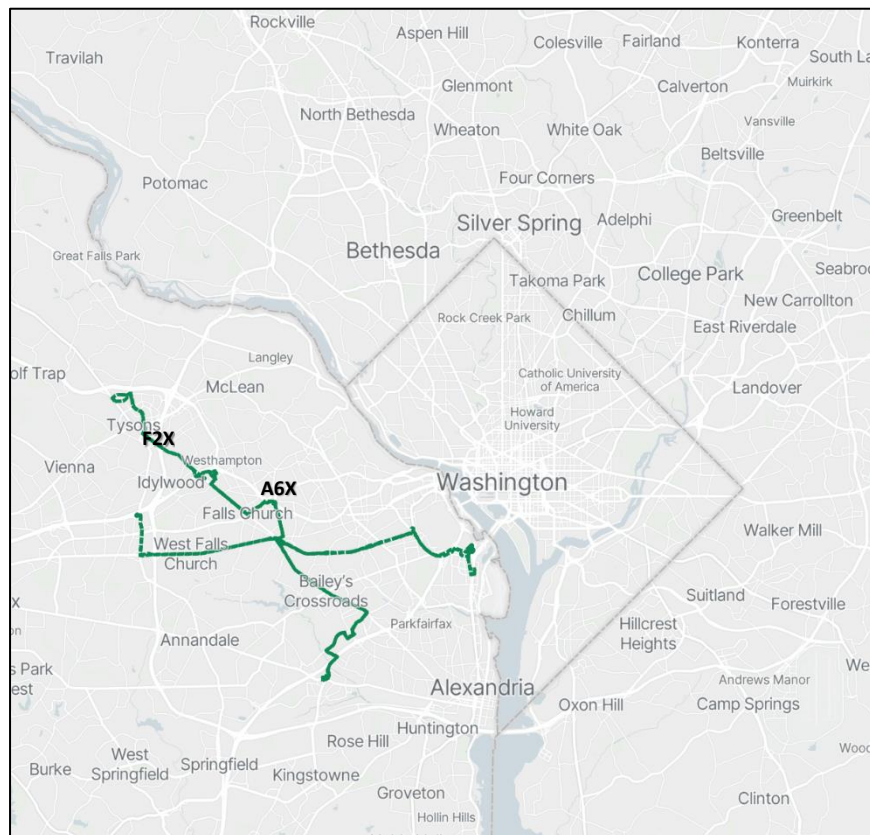




NEW SERVICE PROPOSALS: NVTC I-66 COMMUTER CHOICE GRANT

This grant opportunity allows Metro the chance to add service recommendations from the Better Bus Network Redesign (BBNR) Visionary Network within Northern Virginia.

Proposed Route	Day	Proposed Span	Proposed Headway	Description
F2X	Weekday	5:30 AM - 9:00 AM and 3:00 PM - 7:15 PM	15 Min	New Limited Stop service: Spring Hill - Mark Center - West Alexandria
A6X	Weekday	5:15 AM - 8:15 AM and 3:30 PM - 7:00 PM	20 Min	New Limited Stop service: Dunn Loring - Pentagon - Crystal City



Note: Implementation of these services are subject to completion of NVTC's Commuter Choice Grant Review process to include approval of projects by the Commonwealth Transportation Board (CTB)



Proposed Metrorail Service Changes

SERVICE FREQUENCY CHANGES

1. Blue, Orange, Silver Lines: More frequent weekday service (Morning, Midday & Evening)

Operate Blue, Orange and Silver Lines every 10 minutes, an improvement from the current 12-minute headway, during the morning, midday, and evening periods on weekdays, to support off peak demand and encourage ridership growth with more frequent all-day service.

2. Red Line: More frequent late-night service

Operate Red Line trains every 7 to 8 minutes, improved from every 10 minutes, during the late night period from 9:30 PM until closing, seven days a week, to boost capacity in both directions for evening travel.

SERVICE PATTERN CHANGES

3. Blue, Orange, Silver Lines: Redistribute peak capacity along the corridor

Redistribute peak capacity by replacing Silver Line peak period short trips* with one additional morning train and one additional afternoon train in the peak ridership direction on each of the Blue, Orange, and Silver Lines for a more balanced and consistent operation.

*FY2026 budgeted service includes additional Silver Line trains operating from Wiehle Ave to Stadium Armory during the busiest morning peak service hour and from Stadium-Armory to Wiehle Ave during the busiest afternoon peak service hour. As of June 22, 2025, the morning trains operated Wiehle – New Carrollton. As of December 21, 2025, the afternoon trains will operate Stadium-Armory to Ashburn. This proposed service change technically eliminates this service pattern.



PROPOSED FY2027 METRORAIL SERVICE LEVELS

Line	Service Pattern	Peak Service <i>Monday - Friday</i>	All Day Service <i>Monday - Friday</i>	Late Night Service <i>Monday - Friday</i>	All Day Service <i>Saturday, Sunday and Holidays</i>	Late Night Service <i>Saturday, Sunday and Holidays</i>
Red	Shady Grove to Glenmont	4 to 5 min	6 min	7 to 8 min	6 min	7 to 8 min
Green	Greenbelt to Branch Ave	6 min	6 min	7 to 8 min	8 min	8 min
Yellow	Huntington to Mt Vernon Sq* / to Greenbelt*	6 min	6 min	7 to 8 min	8 min	8 min
Blue	Franconia-Springfield to Downtown Largo	10 min***	10 min	15 min	12 min	15 min
Orange	Vienna to New Carrollton	10 min***	10 min	15 min	12 min	15 min
Silver	Ashburn to Downtown Largo** / to New Carrollton**	10 min***	10 min	15 min	12 min	15 min

Headway improvements in FY2027 Metrorail service proposal are denoted in bold to differentiate proposed changes from existing service frequencies in the table.

*Yellow Line trains will alternate between terminating at Mt. Vernon Square and Greenbelt, with the anticipation that every other Yellow Line train will operate to Greenbelt instead of terminating at Mt Vernon Sq. Frequency in the Mt. Vernon Square – Greenbelt branch is double that shown in the table.

**Silver Line trains will alternate between terminating at Downtown Largo and New Carrollton, with the anticipation that every other Silver Line train will travel to New Carrollton instead of Downtown Largo. Frequencies in the branches are double those shown in the table.

***Blue, Orange, and Silver line will each have one additional train run during peak service in the peak direction (Largo and New Carrollton bound trains in the AM and Franconia, Vienna, and Ashburn bound trains in the PM), with all trains re-spaced evenly for the hour.



All Day Service: baseline service frequency from opening until 9:30 PM

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

Late Night Service: service frequency from 9:30 PM to closing.



Proposed MetroAccess Service Changes

The FY2027 Proposed Budget maintains MetroAccess service at FY2026 levels, with no planned changes.



Proposed Fare Changes

The FY2027 Proposed Budget maintains fares at FY2026 levels, with no planned changes.