



Notice of Public Hearings

Washington Metropolitan Area Transit Authority

Docket B25-01: Proposed FY2026 Capital Improvement Program and Federal FY2026 Grant Applications

Docket B25-02: Proposed FY2026 Operating Budget and Associated Service Proposals

Purpose

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

Hearing No. 666

Monday, February 3, 2025, 6 p.m.

Metro Eisenhower HQ
2401 Mill Road
Alexandria, VA 22314

Hearing No. 668

Tuesday, February 4, 2025, 6 p.m.

Metro L'Enfant Plaza HQ
300 7th Street SW
Washington, DC

Hearing No. 667

Tuesday, February 4, 2025, 12 p.m.

Videoconference/Phone Option Only

Hearing No. 669

Wednesday, February 5, 2025, 6 p.m.

Metro New Carrollton HQ
4100 Garden City Drive
Hyattsville, MD 20785

For In-person Hearings:
Open House at 5:30 p.m. – Public Hearing at 6 p.m.

All hearings will be broadcast online at:
wmata.com/budget or [youtube.com/metroforward](https://www.youtube.com/metroforward)

Please note that this date is subject to the facility's cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on [wmata.com](https://www.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 this public hearing, or who requires these materials in an alternate format, should contact the Office of the Board Corporate Secretary at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date. For more information, please visit www.wmata.com/budget

In accordance with the requirements of the Virginia Dedicated Funding statute and Section 62 of the WMATA Compact, Metro will conduct public hearings at the locations listed in this notice, including one hearing in a locality embraced by the Northern Virginia Transportation Commission. Information on these hearings will be provided in Metrorail stations, Metrobuses, MetroAccess vehicles, at area libraries and online at wmata.com.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to this docket will be afforded the opportunity to present their views, make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

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

In person (Hearings 666, 668 and 669): Individuals wishing to provide testimony in person during a hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 5 p.m. the day prior to the hearing at which you wish to testify. Please submit only one speaker's name per request. Advance registration to provide in-person testimony is not required. Registrants who have not provided testimony at prior hearings on these dockets will be given priority to speak.

By videoconference (Hearing 667): Individuals wishing to provide testimony during this hearing via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 5 p.m. the day prior to this hearing. Please submit only one speaker's name per request.

By telephone (Hearing 667): Individuals should call (646) 902-9990 during the hearing and enter Meeting Code 734 797 690#. Advance registration to provide testimony via telephone is not available.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING

Testimony about this proposal may be submitted online via a survey at www.wmata.com/budget. The survey will open by 9 a.m. on Saturday, January 11, 2025, and will close at 5 p.m. on Monday, February 10, 2025. The survey will also provide the opportunity to submit freeform

comments. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Corporate Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390. All comments must be received by the Office of the Board Corporate Secretary by 5 p.m. on Monday, February 10, 2025, to be included in the public record.

The comments received by the Office of the Board Corporate Secretary, along with the survey results and public hearing comments, will be presented to the Board and will be part of the official public hearing record. Please note 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 who do not have access to computers or internet, note that copies of the docket in its entirety can be requested from Metro's Office of the Board Corporate Secretary by calling 202-962-2511, and are available for inspection during normal business hours at Metro's Headquarters at 300 7th Street SW, Washington, DC 20024. Please call 202-962-2511 in advance to schedule an appointment.

The WMATA Board of Directors has authorized the FY2026 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 FY2026 is described in detail in the attached dockets. In addition, the Board is also seeking comment on proposed service changes for FY2026 and the proposed Open Payment fare methods. The Board may ultimately choose to authorize lesser changes, or no changes at all.

Docket B25-01: Proposed FY2026 Capital Improvement Program and Federal FY2026 Grant Applications

Overview

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

The proposed FY2026 capital budget of \$2.4 billion and six-year capital improvement program of \$12.5 billion (both including revenue loss and debt service) include investment in ongoing projects, prioritized system preservation and renewal needs and investments to provide safe and efficient service delivery informed by asset management and reliability plans.

Capital program publications detail the following:

- Capital Program Strategy outlining the vision and goals for capital investments.
- Six-Year Capital Improvement Program investments of \$12.5 billion and a FY2026 capital budget of \$2.4 billion with a list of priority projects and programs constrained by affordability and delivery capacity.

- Ten-Year Capital Plan projecting \$17 billion in investments. (Note: Due to delivery capacity constraint, there are significant investment needs beyond the Ten-Year planning horizon.)

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

- **Railcars and Rail Facilities.** Major **vehicle** investments include the 8000-series railcar acquisition program. Major **facilities and systems** investments include rail vehicle scheduled maintenance program (SMP) facility improvements and railyard state of good repair.
- **Rail Systems.** Major investments include Train Control Room Rehabilitation, Track Circuit Cable Testing and Replacement, Switch Machine Replacement, Rail Power System Rehabilitation, Radio Infrastructure Replacement, Fiber Installation.
- **Track and Structures Rehabilitation.** Major investments include track rehabilitation and maintenance; tunnel ventilation demonstration and water leak mitigation demonstration on the red line; and bridge and aerial structural rehabilitation.
- **Station and Passenger Facilities.** Major investments include standpipe systems and tunnel emergency egress; parking garage and surface lot rehabilitation, station entrance canopies, and elevator rehabilitations; digital signage and wayfinding, lighting, and fare payment modernization.
- **Bus, Bus Facilities, and Paratransit.** Major **vehicle** investments include bus acquisition and rehabilitation and paratransit vehicle purchases, including zero emission bus acquisition. Major **facilities** investments include Northern and Bladensburg garage replacements and electrification; electrification of the Cinder Bed bus garage, bus shelter replacement, customer information electronic displays, bus priority program.
- **Operations and Business Support.** A modern training facility, computing infrastructure state of good repair; Enterprise Resource Planning (ERP) System Replacement; Asset Management System Upgrade; service vehicle replacement; and environmental compliance.

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

Financial Plan by Investment Category

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

*FY2026-FY2031 Plan capital investment category allocation subject to change as project costs and schedules are refined; columns may not sum due to rounding.

Capital Program Funding Sources

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

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

Docket B24-02: FY2026 Proposed Operating Budget

Overview

WMATA's FY2026 Proposed Operating Budget (excluding reimbursables and debt service) of \$2.5 billion is 7 percent higher than the FY2025 operating budget. At \$444.5 million, passenger revenue is projected to be 14.7 percent higher than FY2025, while non-passenger revenue of \$100.8 million is projected to slightly increase from the FY2025 Budget. WMATA will exhaust its remaining federal relief funding during FY2025 and thus return to its traditional model with jurisdictional subsidies and operating revenue as the primary funding sources for its operating budget. Jurisdictional subsidies of \$1,924 million fund 77 percent of Metro's operating budget. To avoid service cuts in FY2025, the jurisdictions provided funding above the legislatively mandated three percent subsidy cap for FY2025 and FY2026. The FY2026 Proposed Budget includes an additional \$95 million above the three percent subsidy growth cap.

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

Proposed Operating Budget

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

FY2026 Proposed Service Changes

Overview

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

Proposed Metrobus Service Changes

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

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

Proposed Metrorail Changes

SERVICE PATTERN CHANGES

1. Extend half of Yellow Line trains to Greenbelt

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

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

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

3. Silver Line additional peak service

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

OPERATING HOURS

4. Increase Hours of Operation

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

SERVICE FREQUENCY CHANGES

5. Red Line additional peak service

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

Proposed FY2026 Metrorail Service Levels

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

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

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

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

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

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

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

Proposed MetroAccess Changes

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

Proposed Fare Changes

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

Adding Open Payment as an Option

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

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