



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

**J00A0104 Maryland Department of Transportation
Washington Metropolitan Area Transit Authority
Fiscal Year 2026 Operating Budget
Response to Department of Legislative Services Analysis**

Senate Budget and Taxation Committee
Public Safety, Transportation, and Environment Subcommittee
Chair Michael Jackson
February 14, 2025

House Appropriations Committee
Transportation and the Environment Subcommittee
Chair Courtney Watson
February 13, 2025

**J00A0104 MDOT – Washington Metropolitan Area Transit Authority
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DLS Budget Analysis Issues

1. DMVMoves Task Force Formed to Develop Regional Vision and Funding Model for Public Transit (Page 18)

WMATA should brief the committees on the work of the task force to date and what it hopes to see as recommendations in the final report.

WMATA Response:

The DMVMoves Task Force was established in May 2024 and convened meetings in June, September and December of 2024. In addition to establishing a vision and goals, the task force established a Government Partners Advisory Group, a Community Partners Advisory Group and six specialized Working Groups. The December meeting of the DMVMoves Task Force included discussion of the funding needed by all transit providers in the region to provide varying levels of transit service: operate and maintain existing service; operate enhanced level of service with existing assets; maximize service and modernize current assets; and build new infrastructure to expand transit service. Task Force members also reviewed a variety of revenue sources that have been utilized in this region and other regions to fund transit.

The DMVMoves Task Force aims to issue a final report in June and WMATA hopes the recommendations will lay a framework, including requisite funding mechanisms, to continuously improve and to ultimately deliver world class transit for the National Capital Region. Importantly, to make the best use of every dollar invested in transit in the region, WMATA hopes the DMVMoves Task Force and the Working Groups will identify opportunities and solutions to establish more shared procurements, workforce training programs, fare integration, bus priority corridors, and customer wayfinding amenities.

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Operating Budget Recommended Actions

1. Concur with Governor's allowance. (Page 19)

MDOT Response:

The Department concurs with the DLS recommendation.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance. (Page 19)

MDOT Response:

The Department concurs with the DLS recommendation.

WMATA FY26 Budget Overview



Metro At A Glance in FY2025

CAPITAL BUDGET
\$2.6B

OPERATING BUDGET *
\$2.4B

\$5.0B
TOTAL BUDGET

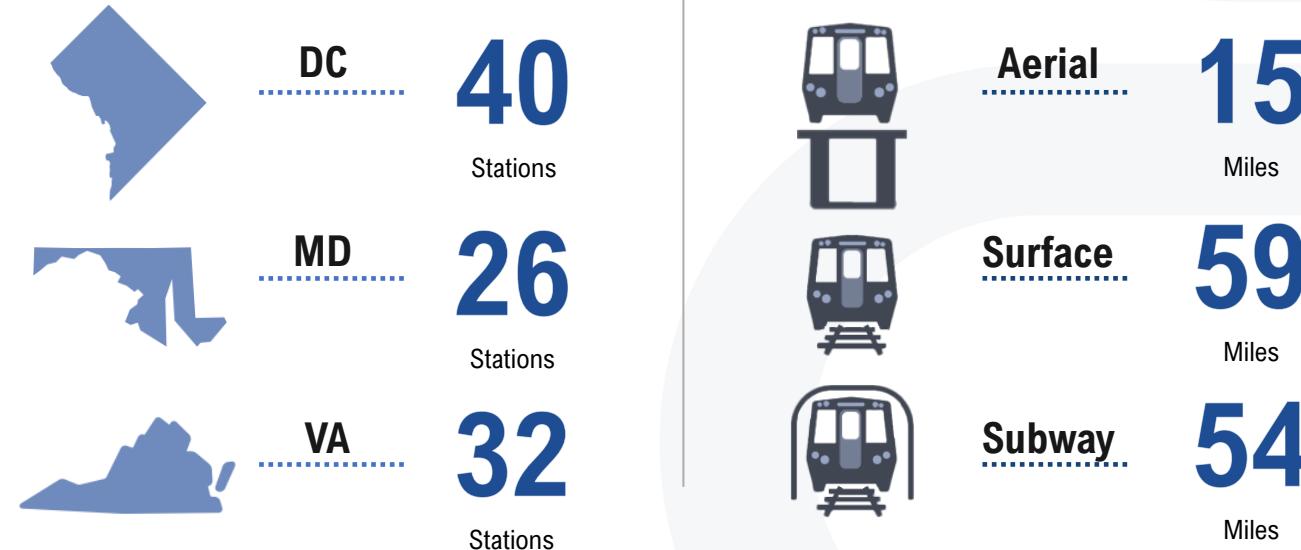
 **2nd**
BUSIEST U.S. RAIL TRANSIT SYSTEM

 **6th**
BUSIEST U.S. BUS NETWORK



98 RAIL STATIONS

128 MILES OF RAIL



Metro by the Numbers

Metro's impact by the numbers



9
years of consecutive clean audits

46
consecutive months ridership growth

92%
record rail-customer satisfaction

83%
record bus-customer satisfaction

98.7%
uptime for escalators

33%
Metro electricity comes from carbon-free sources

40%
reduction in crime — lowest level in five years

14
LEED-certified buildings

82%
reduction in fare evasion at stations with modified fare gates

1,240
new hires, including 123 bus operators and 406 student bus operators

\$100M
invested in partnership for affordable housing

10,000
customers enrolled in Metro Lift

33%
exceeded goal on Federal Diverse Business Enterprise

\$104M
grant to convert Cinder Bed bus garage to all-electric

24/7
fourteen DC bus routes operating overnight

54%
decrease in rail-safety incidents over past two years

13,000 employees. Countless achievements. **One Metro.**

Actions Taken to Reduce Expenses & Grow Revenue

Increased Fares



Increase Metrorail and Metrobus fares by 12.5% on weekdays and up to 25% on weekends

\$500M+ in Savings and Efficiencies



Reduced Fare Evasion



Installation of new fare gates to reduce fare evasion

Targeted Service Reductions



Froze Wages in FY2025



No salary and wage increases for L689, L922 and non-represented employees

Better Bus Network



Coming to Metro in 2025 & Beyond



The Better Bus Network Redesign

The 2025 Better Bus Network represents Metro's commitment to improving service and connections **using the resources we have today**. By changing bus routes and service times, this network better connects the region, increases access to better bus service, and makes the bus more convenient.

The network redesign **will go into effect on June 29th**, in coordination with regional bus partners including:

TheBus in Prince George's County and Ride On in Montgomery County

Better Connects the Region

Maryland residents will be able to **access more jobs** within 60 min of transit

50K more residents will be able to **access a hospital** within 30 min on transit during the AM rush

28K more residents will be able to **access a college** within 30 min on transit during weekdays

Makes the Bus More Convenient to Use

Will **save bus customers in Maryland 3K hours** every weekday

3-4% more of the trips that start in Maryland will be convenient to take by transit

Improves Bus Service in the Evenings & on Weekends

More Maryland residents will have access to **service on weekends**

+25K more on Saturdays
+49K more on Sundays

Approximately 60K residents will gain access to **high frequency bus service during evenings**

Advances Opportunities for Equity Focus Communities

47K residents of equity-focus communities in Maryland will **gain access to high frequency service** during the AM rush

Accessibility to jobs, colleges, grocery stores, and other important destinations **will improve more for MD's equity focus communities** than for the state as a whole

Rail Service Optimization

Improving access to jobs and activities during the weekend and addressing capacity needs during peak hours, Metro is **proposing** rail service changes in the FY26 budget.

- Provide additional peak capacity at key bottlenecks
- Improve access to destinations to drive further ridership growth

Hours of Operation

Mon-Thu:

5 am to Midnight

Fri:

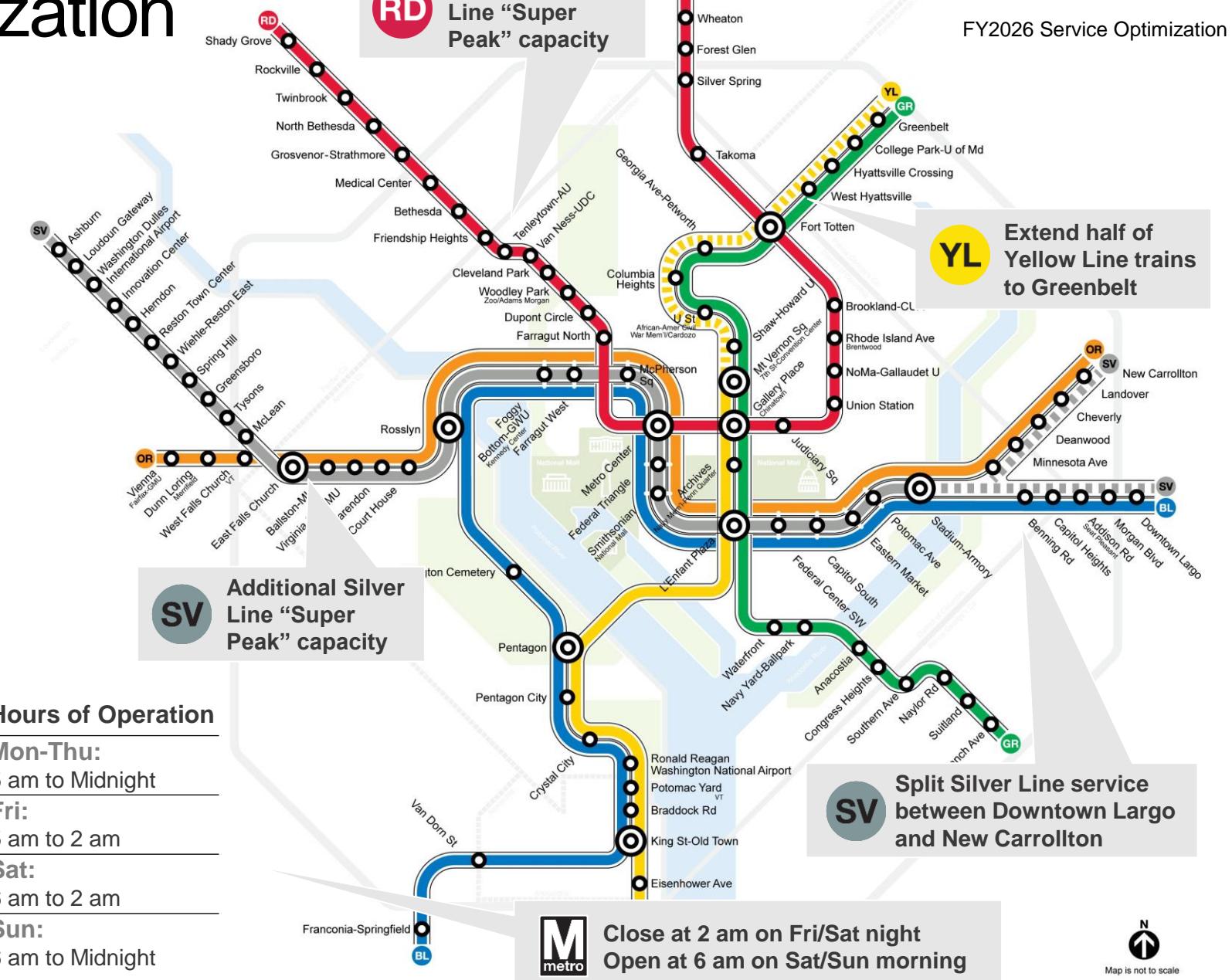
5 am to 2 am

Sat:

6 am to 2 am

Sun:

6 am to Midnight



Maryland Development Overview

Recently Completed (2024)

- **College Park** (451 units)
- **Grosvenor** (220 units, 1 acre park)
- **New Carrollton** (291 units)

Board JDA Approval / Excess Property (EP) Sale

- **Downtown Largo-Lotterford Rd JDA** (800 units, 70K SF Retail)
- **Downtown Largo** (EP- Residential)
- **Southern Avenue** (EP- Residential)
- **Twinbrook JDA** (437 units, 5K SF Retail)
- **West Hyattsville JDA** (200 units)

Under Construction (or 2025 Groundbreaking)

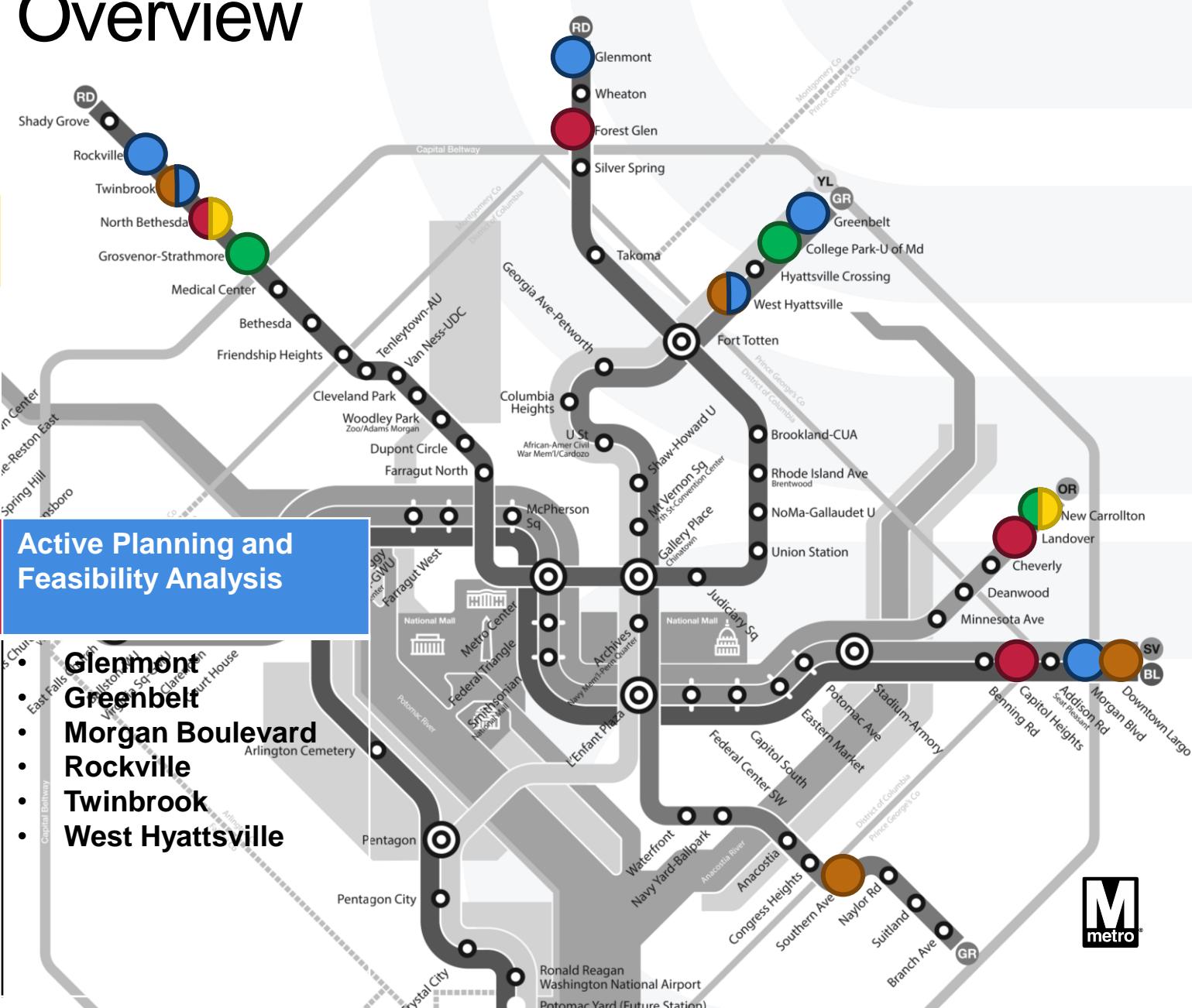
- **New Carrollton** (462 units)
- **North Bethesda** (354 units)

Active Solicitation/ Negotiations

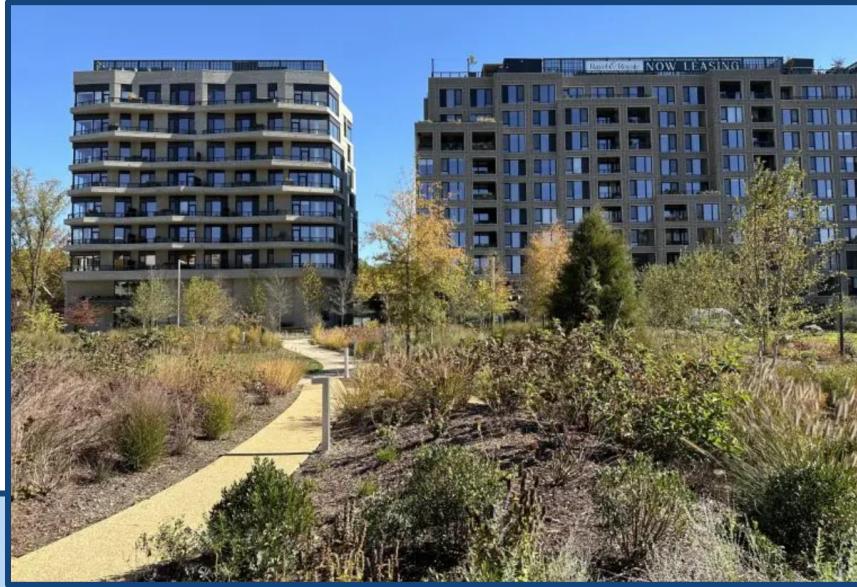
- **Capitol Heights** (Mixed-use)
- **Forest Glen** (Residential)
- **Landover** (Residential)
- **North Bethesda** (Mixed-use)

Active Planning and Feasibility Analysis

- **Glenmont**
- **Greenbelt**
- **Morgan Boulevard**
- **Rockville**
- **Twinbrook**
- **West Hyattsville**



The Ravel & Royale Apartments at Grosvenor-Strathmore



The Atworth Apartments at College Park

The Margaux Apartments at New Carrollton



Regional Coordination Through DMVMoves

DMVMoves is a joint initiative of the Metropolitan Washington Council of Governments (COG) and WMATA to create a **unified vision and sustainable funding model** for the region's transit network

- Throughout 2025, a task force of officials appointed by COG and WMATA from the District of Columbia, Maryland, Virginia, and the federal government will be guiding this initiative alongside two workgroups representing area jurisdictions, transit service providers and agencies, and business, labor, and community organizations
- Goals include: Identifying a sustainable funding source for Metro, aligning regional mobility goals and strategies, and realizing cost efficiencies among regional partners.
- Maryland DMVMoves Task Force Members:

Senator Malcolm Augustine; County Executive Marc Elrich; Acting County Executive Tara Jackson;

Delegate Marc Korman; MDOT Assistant Secretary/WMATA Boardmember Joe McAndrew; Councilmember Kate Stewart

