

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

FINANCIAL PROGRESS REPORT

Fiscal Year 2025 Quarter 2



Published
March 2025

TABLE OF CONTENT

Section	Page
Q2 FY2025 At-A-Glance	3
Operating Results	4
Ridership	5
Operating Revenue	6
Operating Expenses	7
Capital Programs	8
Railcar and Railcar Facilities Investments	9
Rail Systems Investments	11
Track and Structures Rehabilitation Investments	13
Stations and Passenger Facilities Investments	16
Bus, Bus Facilities and Paratransit Investments	19
Business and Operations Support Investments	21
Real Estate Update	22
Federal Awards Update	23
Appendix I: Operating Financials & Ridership	27
Appendix II: Capital Program Financials by Investment Category	29
Appendix III: Weekday Parking Facility Usage	30

Q2 FY2025 AT-A-GLANCE

During Q2 FY2025, Metro celebrated the one-year anniversary of the Metro Integrated Command and Communications Center, reinstituted Automatic Train Operations on the Red Line after 15 years, and launched enhanced Metrobus fare enforcement.

Metro's operating expenses in Q2 FY2025 were \$1,240.1 million, unfavorable to budget by \$28.5 million due to the timing of the preventive maintenance transfer. Passenger revenue was favorable to budget due to higher paid ridership on Rail. Ridership continued to increase over the previous year across all modes.



October 1: Metro Transit Police Department (MTPD) launched its inaugural class at the new Criminal Justice Academy to train the next generation of officers. The academy will focus on transit policing and meet the training requirements for the District of Columbia, Maryland, and Virginia. With its own training facility, MTPD expects to save approximately \$1 million annually.



October 15: The Metro Integrated Command and Communications Center (MICC) marked its one-year anniversary, enhancing coordination and response across the transit system.



October 19: The final 2K Ride commemorated the retirement of the 2000-Series rail fleet.



October 21: A ribbon-cutting ceremony was held for a transit-oriented development in North Bethesda, showcasing Metro's commitment to economic development.



November 20: The Metro Transit Police Department (MTPD) opened District III substation in Prince George's County.



December 4: Enhanced Metrobus fare enforcement efforts were launched to reinforce the message: "Fares Pay for Service".



December 12: Automatic Train Operations (ATO) returned to the Red Line, marking the first use in 15 years and improving service efficiency and reliability.



December 13: Metro celebrated the success of its Holiday Pop-Up Shop in partnership with the Martin Luther King MLK Library, where more than \$225,000 in merchandise sales were generated. The event featured a giant group photo with 50 people wearing Metro holiday sweaters, bringing festive cheer to the community.



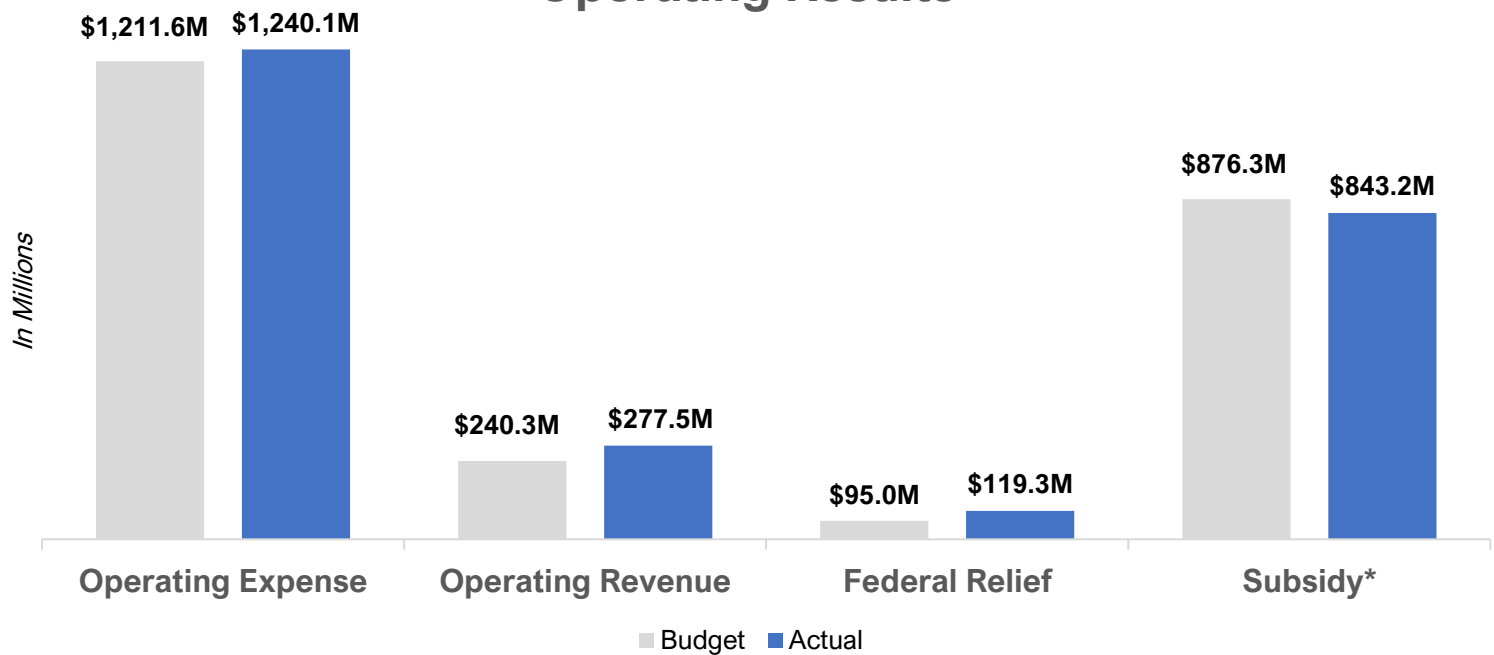
December 30: Two Metro Community Heroes and a station manager were recognized for their quick-thinking and compassion when they assisted two Metro employees during medical emergencies.

OPERATING RESULTS

The following highlights Metro’s systemwide financial performance through the second quarter of fiscal year 2025.

Operating expenses were \$1,240.1 million or \$28.5 million to budget. Excluding federal relief, operating revenues were \$277.5 million, favorable to budget by \$37.2 million and funding 22 percent of operating expenses. Total operating revenue was \$396.9 million including federal relief of \$119.3 million. Passenger revenue was favorable to budget by \$22.3 million through the second quarter, driven by higher paid rail ridership. Non-passenger revenue was also favorable to budget, primarily due to higher-than-anticipated parking revenue and investment income. Salaries, wages, and related fringe benefits were unfavorable due to the timing of the preventive maintenance transfer. However, non-personnel expenses were favorable to budget, mainly due to lower fuel and miscellaneous costs. Metro’s net subsidy¹ remains on budget for the fiscal year.

Operating Results



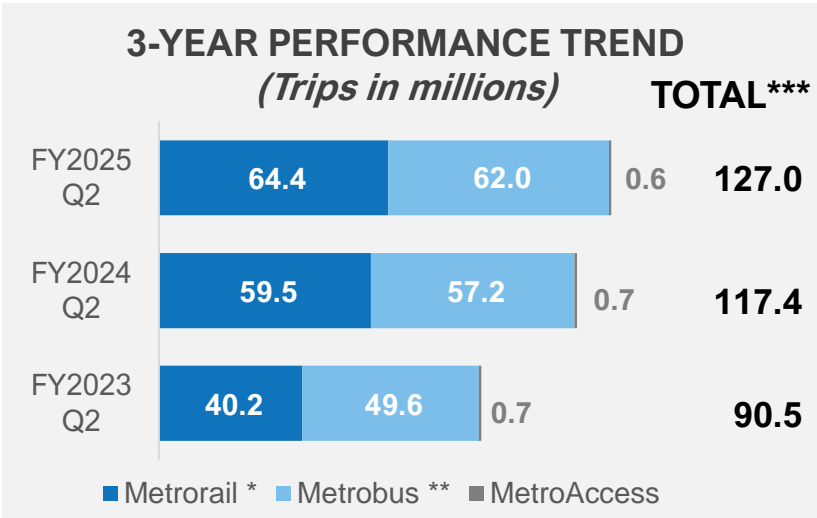
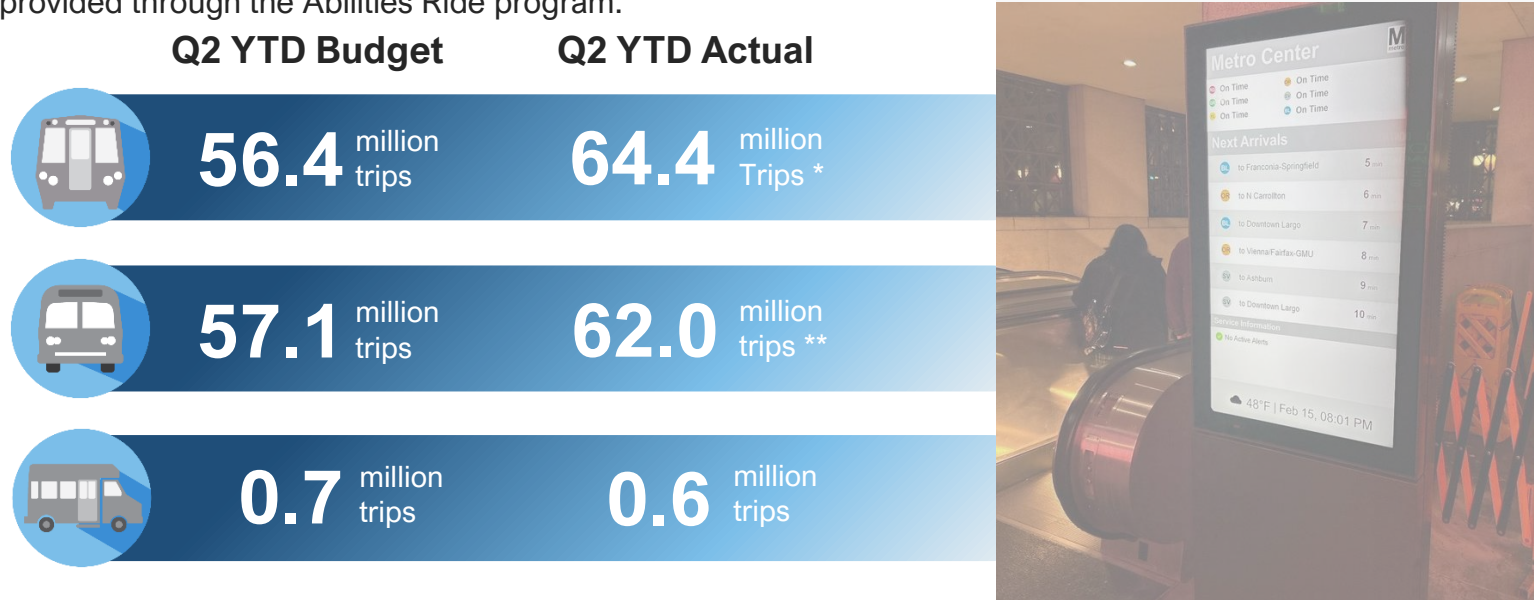
*Subsidy refers to operating expense less operating revenues and federal relief and does not reflect/equal actual jurisdictional subsidy payments.



RIDERSHIP

Actual ridership for rail, bus, and MetroAccess combined as 127.0 million trips through Q2 of FY2025.

Through Q2, total ridership was 8 percent above the prior year, with rail ridership exceeding bus ridership. Rail ridership (including tapped and non-tapped ridership) totaled 64.4 million trips*, an increase of 4.9 million or 8 percent from prior year and favorable to budget by 8.1 million trips or 14.3 percent. When including only tapped ridership, the rail variance was favorable to budget by 9.9 percent and favorable to prior year by 17.6 percent. Bus ridership, using automated passenger counts (APC), totaled 62.0 million trips through Q2, 4.8 million trips or 8.5 percent above budget and 4.8 million or 8 percent above prior year. Ridership on dedicated MetroAccess services through the second quarter was 0.6 million trips, 23.8 percent below budget and 20.9 percent below the prior year. This figure does not include additional paratransit trips provided through the Abilities Ride program.



* Rail total includes 61.9 million tapped ridership and 2.5 million non-tap ridership. Prior to January 2023, Metrorail ridership reported only tapped ridership, which understated the total number of riders. The completion of the installation of new faregates in January 2023 enabled Metro to now report all ridership (tapped and non-tap). FY2024 Budget includes only tapped trips.

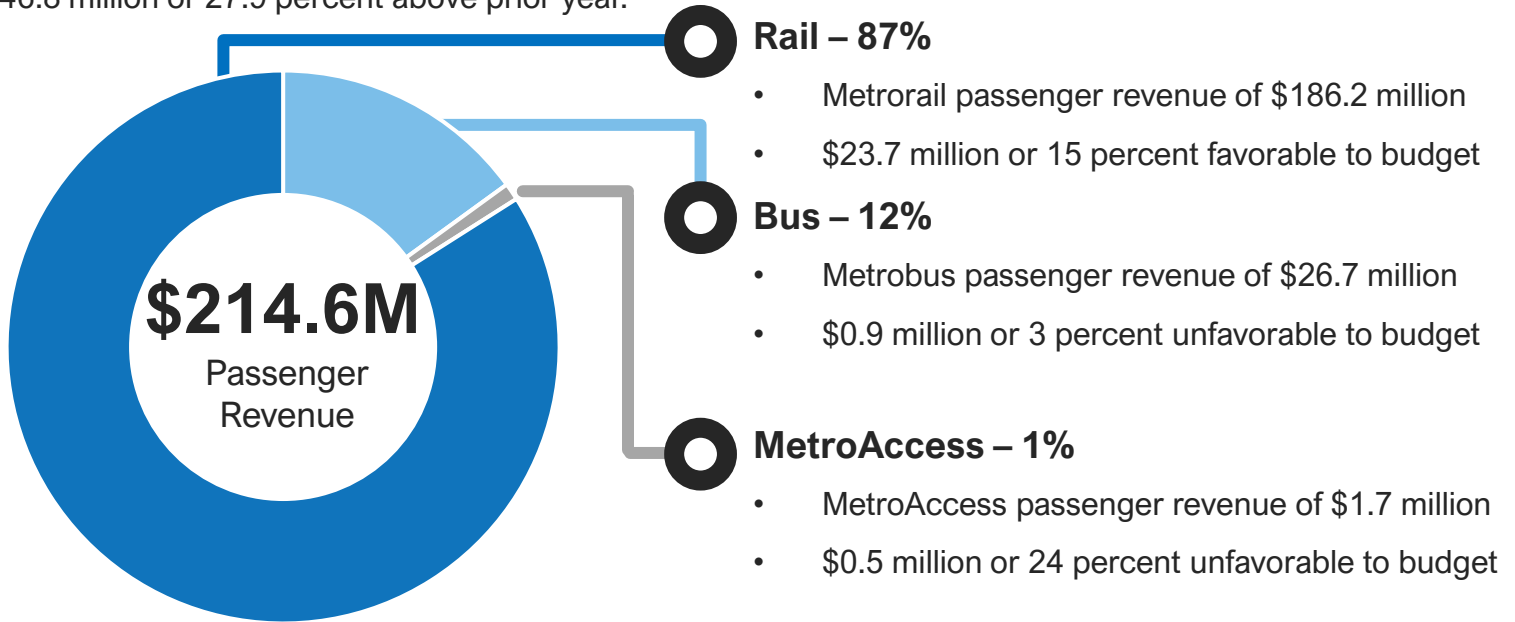
** Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

*** Totals may not sum due to independent rounding.

OPERATING REVENUE

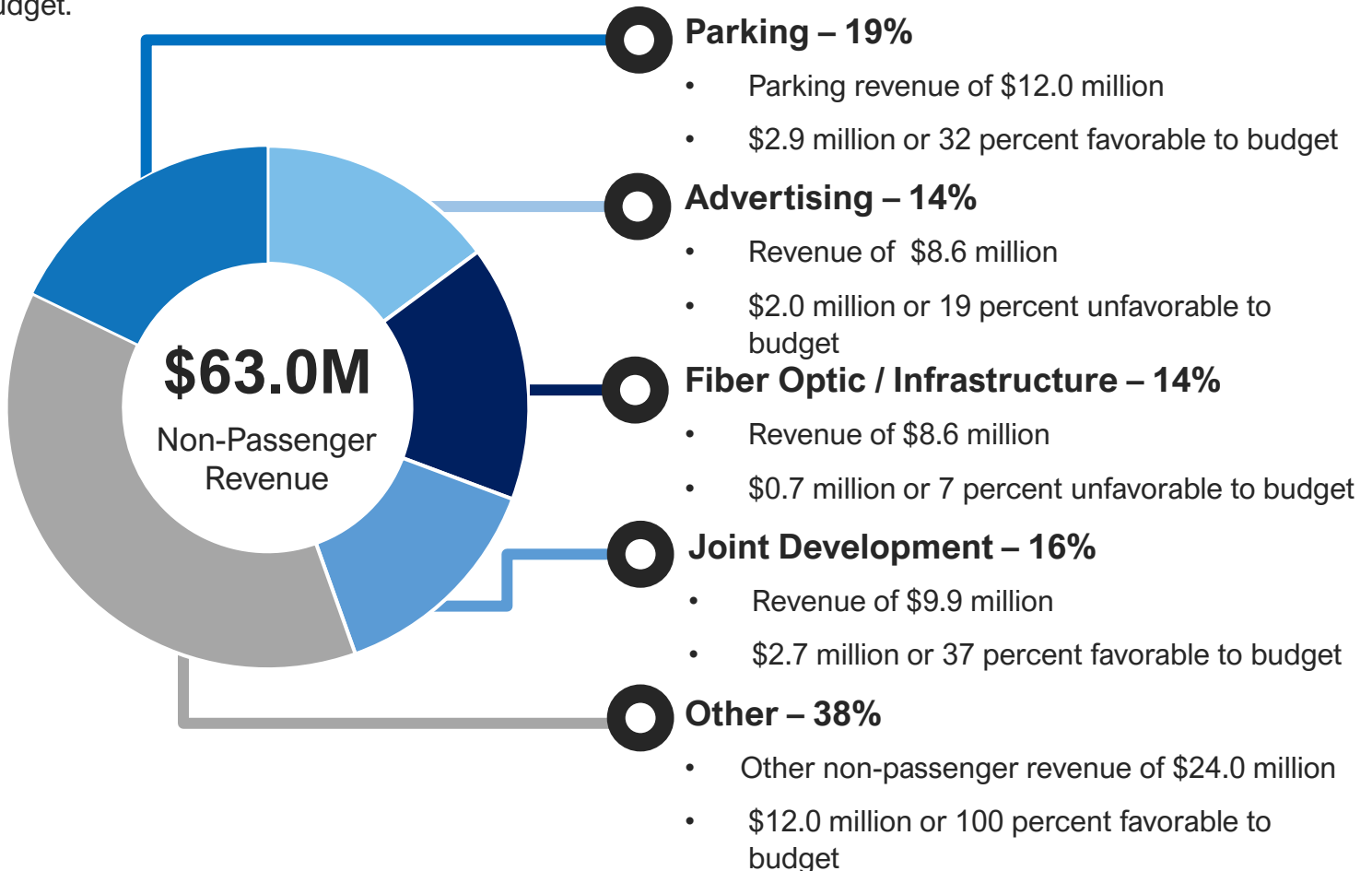
PASSENGER REVENUE

Passenger revenue totaled \$214.6 million, which was \$22.3 million or 11.6 percent favorable to budget and \$46.8 million or 27.9 percent above prior year.



NON-PASSENGER REVENUE

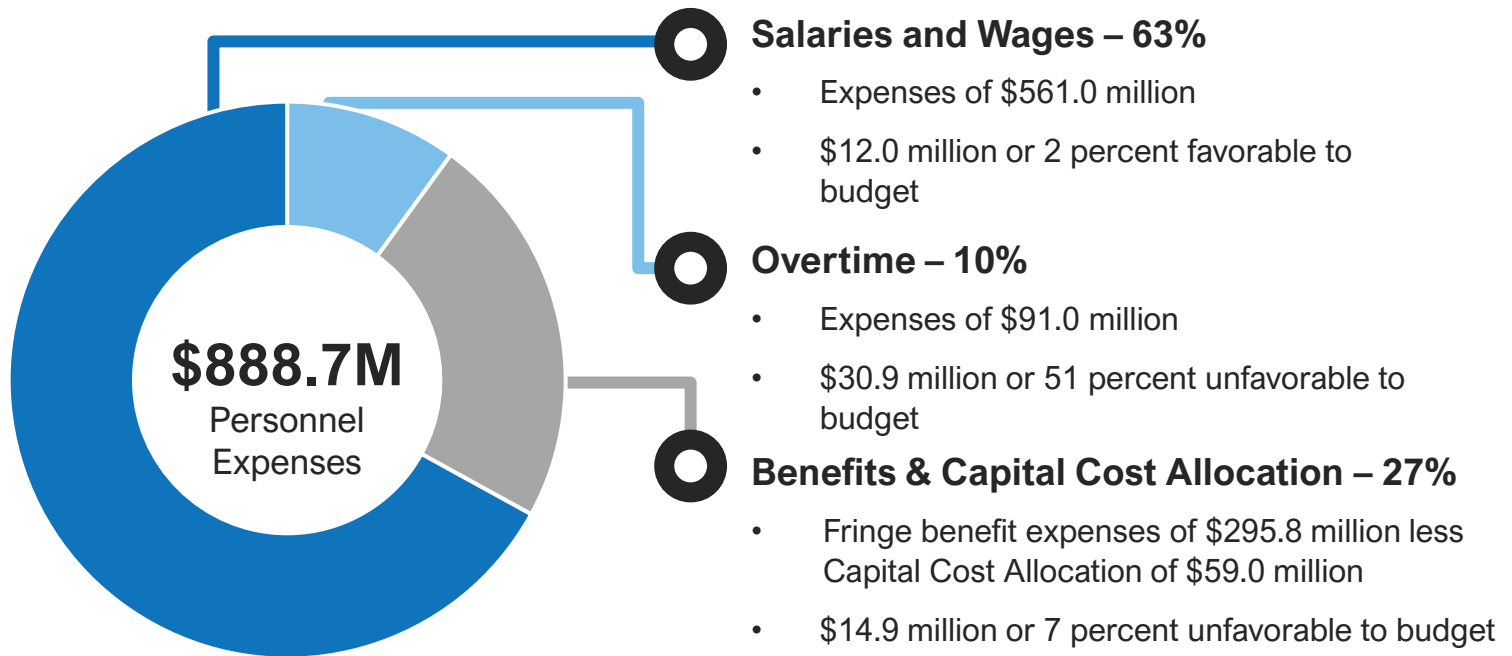
Non-passenger revenue totaled \$63.0 million through Q2, which was \$14.9 million or 31.0 percent favorable to budget.



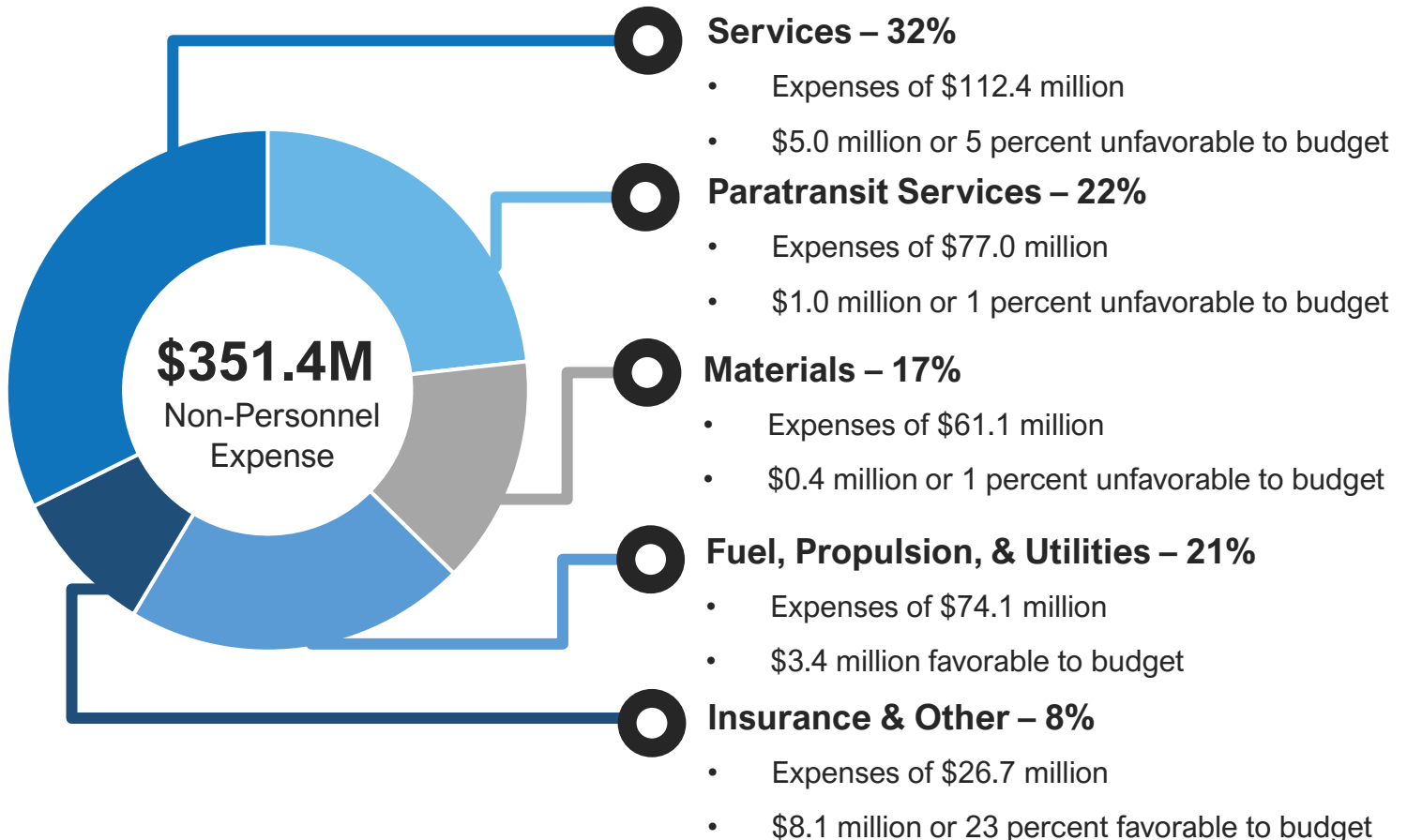
OPERATING EXPENSES

FY2025 operating expenses through Q2 were \$1,240.1 million, unfavorable by \$28.5 million to budget due to the timing of the preventive maintenance transfer.

PERSONNEL EXPENSES



NON-PERSONNEL EXPENSES



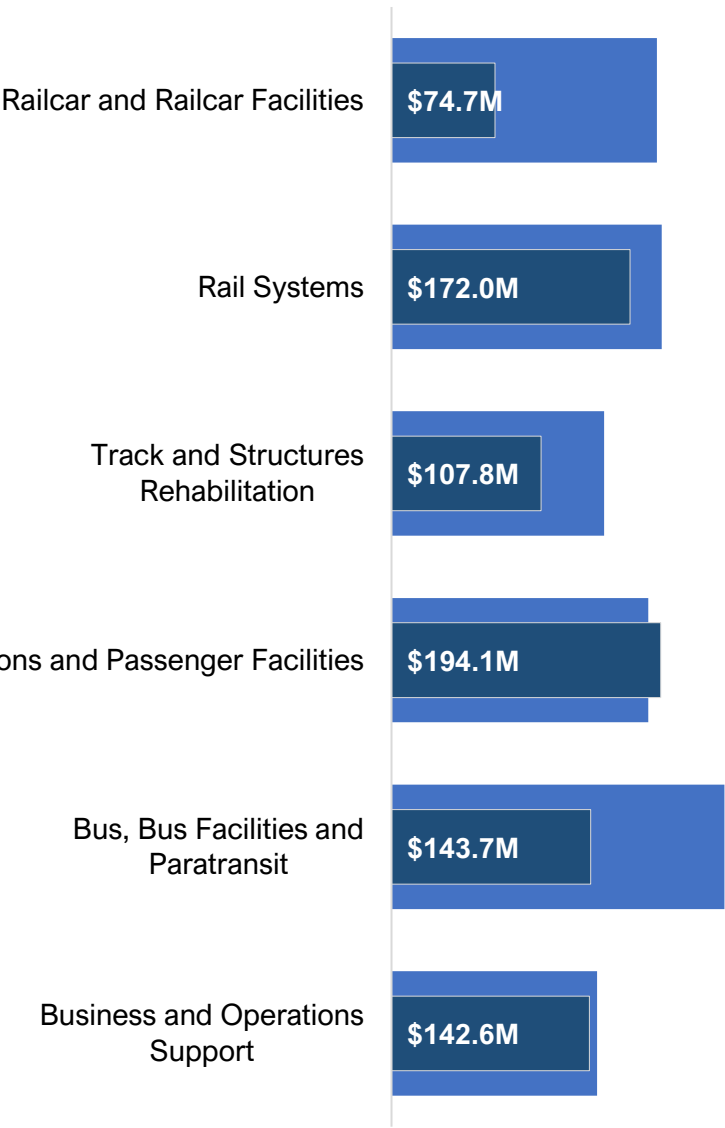
CAPITAL IMPROVEMENT PROGRAM

Metro has invested \$835 million in the Capital Improvement Program through Q2.

The capital improvement program for FY2025 addresses existing needs while also aiming to prevent the creation of new backlogs. This program is focused on advancing projects that enhance the state of good repair, reliability, and customer experience, while prioritizing safety.

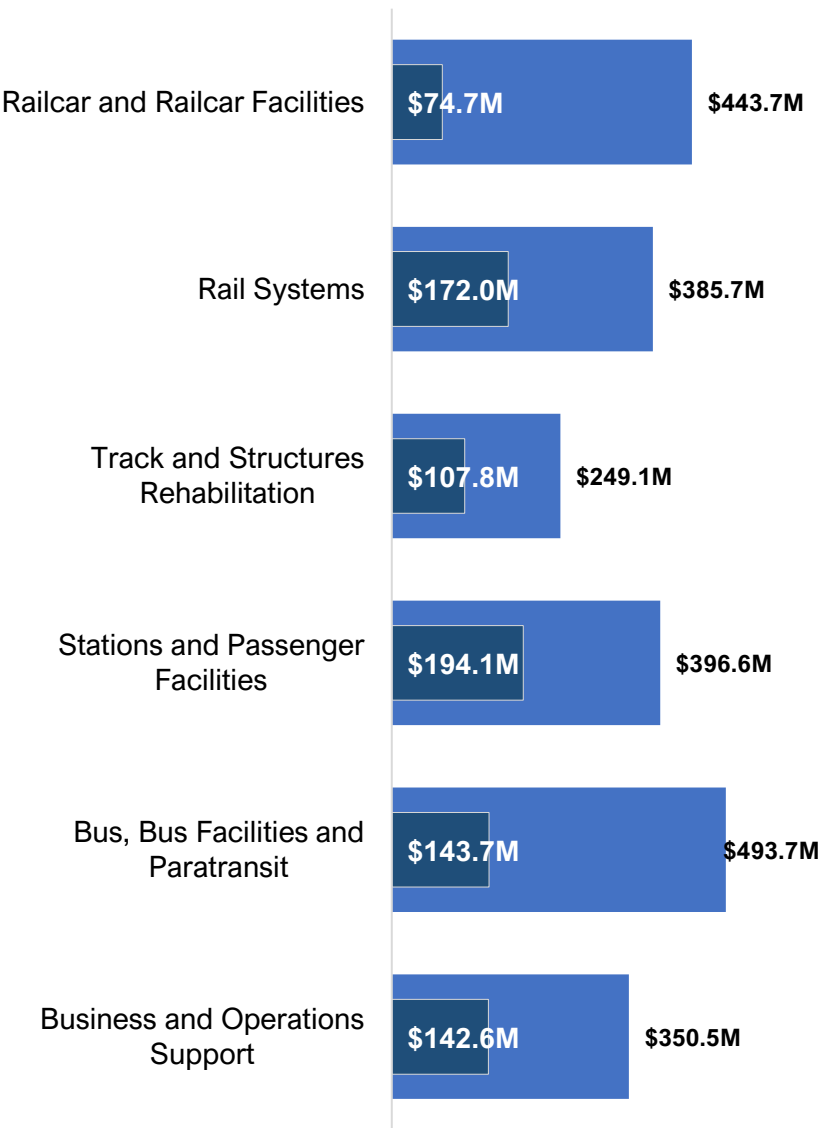
Fiscal Year-to-Date (FYTD) Budget vs
Fiscal Year-to- Date Expenditures

FYTD Budget FYTD Expenditures

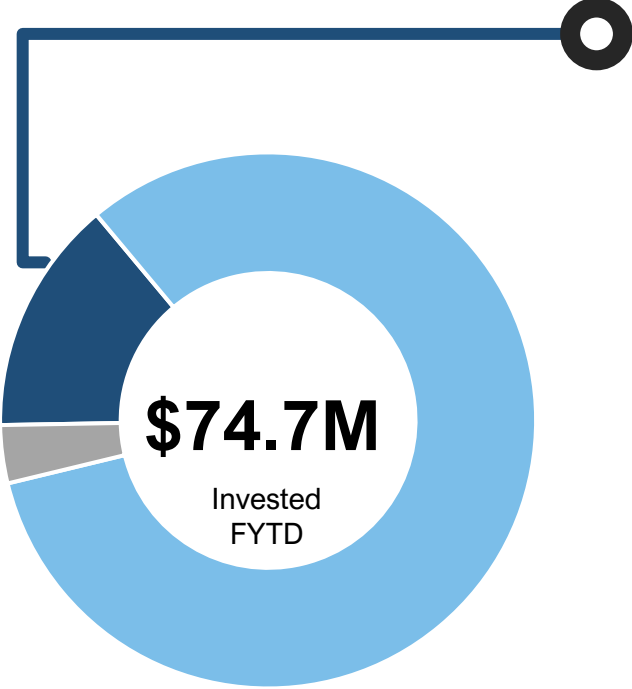


FY2025 Current Budget vs
Fiscal Year to Date Expenditures

FY2025 Current Budget FYTD Expenditures



RAILCAR AND RAILCAR FACILITIES



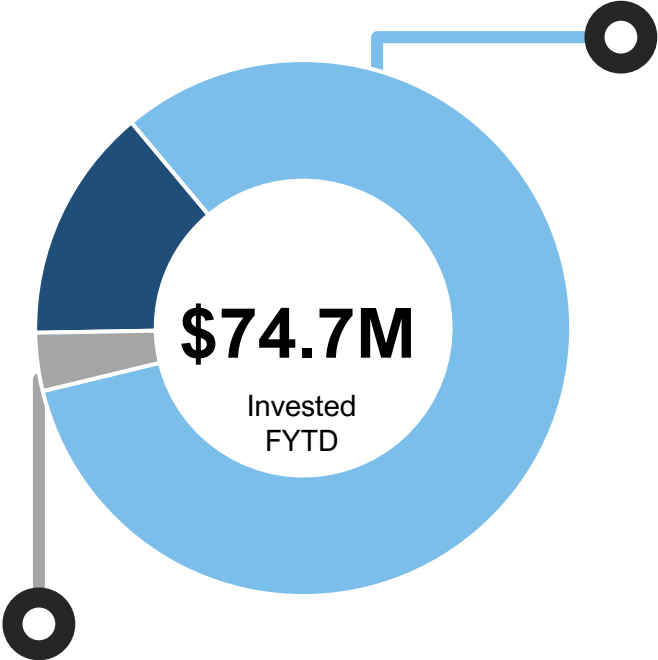
Acquisition – \$10.6M

The 8000-series Railcar project advanced through the preliminary design review phase, incorporating scope adjustments to include new features. These features include 5G communication capability for real-time diagnostics and live video streaming, passenger compartment enhancements based on customer feedback (e.g., seat design, handholds, and bike racks), additional CCTV cameras for improved surveillance, door status indicators for ADA (Americans with Disabilities Act) accessibility, and maintenance lighting improvements. While this has impacted timelines, the preliminary design review phase remains on track for mid-Q3 completion. The 2000-series railcar removal solicitation contract was awarded in December 2024, with work expected to begin in Q3.

Phase 2 of cybersecurity hardware implementation remains in progress for the 7000-series railcars, while the conceptual software design nears completion. Procurement efforts for cybersecurity software are ongoing. The Network Video Recorder (NVR) upgrade remains in procurement, with work continuing into the next quarter. Occupancy permits for the simulator rooms are still pending at the Carmen Turner Facility (CTF). These permits are expected to be issued in early Q3. With contract agreements finalized in Q2, the Inter-car barrier project is set to ramp up in Q3. The Preliminary Design Requirements (PDR) were completed, and the contractor is preparing to submit the Final Design Requirements (FDR) package and test procedures for review and approval in Q3.



Pictured: The mockup of the 8000-series railcar on the national mall as part of the 'Fleet of the Future' event.



Maintenance Facilities – \$2.6M

In Q2, work on the Greenbelt Railcar Lift Upgrade progressed, with initial lift repairs and upgrades in progress. The work remains on track, with testing and acceptance expected in Q3.

The 60% design for Sewer Ejector at the Paint shop is complete while 90% design is progressing. The RFP solicitation for the West Falls Church Cable Trough Rehab project was rescinded and will be re-issued later date. HVAC construction advanced to 85% completion at the Sheriff Road HVAC Facility, and bids for the HVAC Rehab project at Greenbelt Railyard were reviewed and contract awarded in Q2.

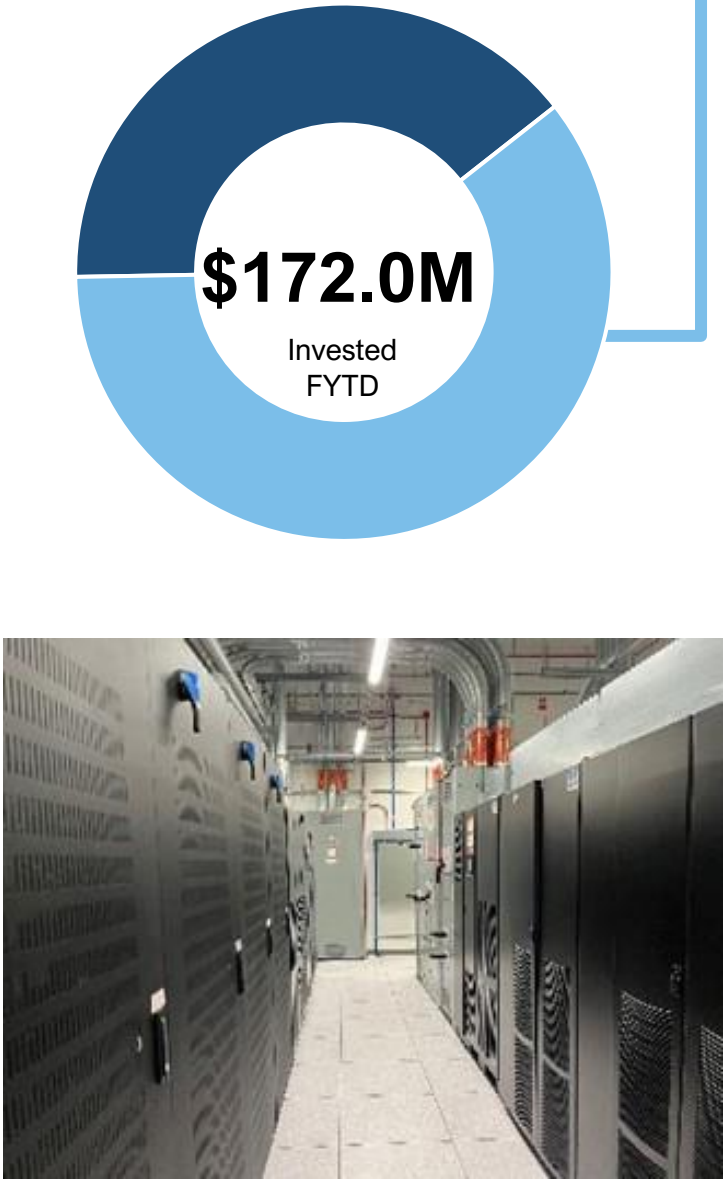
Maintenance & Overhaul – \$61.5M

In Q2, Metro continued its Scheduled Maintenance Program (SMP) for the 7000-series railcars, completing eight cars this quarter, bringing the fiscal year-to-date total to 10 cars. SMP work also began on the 3000-series railcars in Q2, with the first cars expected to be completed in Q3. Additionally, coupler work on the 6000-series railcars is scheduled for completion in Q3.

Under the 7000-series Wheelset Replacement Program (WRP), 72 cars were completed in Q2, exceeding the projected numbers for the quarter. The year-to-date total for the WRP now stands at 158 cars completed.

In Q2, the Automatic Wayside Inspection System (AWIS) program continued progressing across multiple sites. For Greenbelt, Shady Grove, Fort Totten, and Potomac Yard stations, the AWIS service contract was awarded in July 2024. Spare parts delivery is scheduled for Q3, with recalibration and maintenance planned for Q3 and Q4, pending track time and crew availability. AWIS equipment delivery has been completed at East Falls Church. Installation is expected to begin in March 2025 after Track and Structures finishes the required civil work. For Branch Avenue, AWIS equipment is complete and ready to ship. Installation will proceed once Power and Track and Structures finalize civil engineering work, with completion anticipated by June 2025.

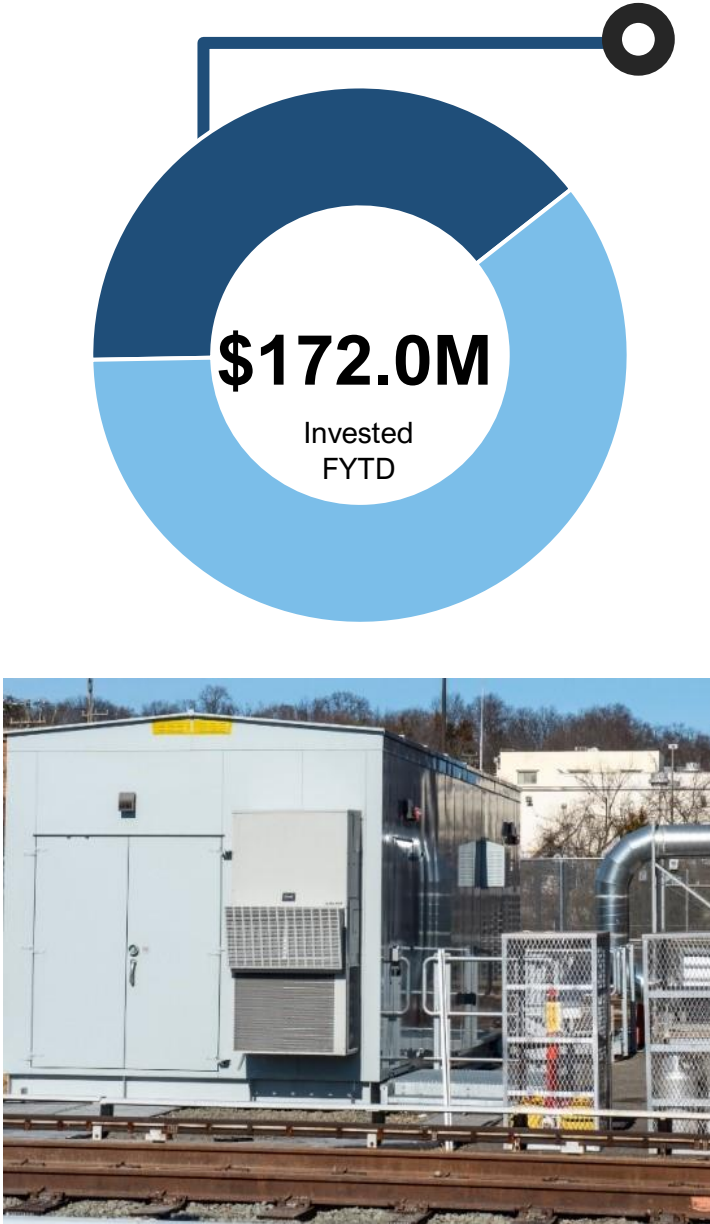
Railcar Series	FY2025 Rehabilitation Plan	FYTD Progress
3000 SMP	76	0
6000 SMP	0	0
6000 Couplers	2	0
7000 SMP	120	10
7000 Wheelset Replacement	280	158



Signals & Communications – \$113.1M

Significant progress was made on the Radio Infrastructure and Band Replacement project, particularly in finalizing the design of five Radio Frequency (RF) sites (Missouri Avenue, L’Enfant Plaza, St. Elizabeth, McCoart, and Dulles). Construction activity is ongoing at Germantown, Rosslyn, and Rhode Island sites. Test plans to address 6000-series rail vehicle quality issues are being developed, with installation expected to resume in Q3. Advanced Station Distributed Antenna System (DAS) testing was conducted at 29 additional stations, bringing the total to 91 of 95 stations completed, with four stations removed due to minimal risk of issues. In Q2, the fiber optic infrastructure project on the Blue and Orange lines progressed to 67% overall completion. Radio Fiber installation is now 90% complete after an additional 65,000 linear feet was installed during the quarter. Q2 also saw continued efforts in funding and grant strategy development, rail car conversion strategy, scheduling and estimating, marketing and branding, and project coordination to support the Communication-Based Train Control (CBTC) Program.

Asset	FY2025 Plan	FYTD Progress	Completion Percentage
SOGR Switch Replacement (Switch Machines)	20	14	70%
SOGR Cable Replacement (Cables)	19	8	42%
SOGR High-Current Bond Installation (Bonds)	4	4	100%
SOGR Cable Meggering (Locations)	36	17	47%



Power – \$58.8M

The Traction Power SOGR (State of Good Repair) project continued with the installation of approximately 13,076 linear feet of cables, with an estimated 500 cables meggered for testing. The delivery of AC switchgear, transformers, negative switchboards, and bus ducts was completed at Grosvenor and Medical Center. Construction progressed at Twinbrook Traction Power Substation.

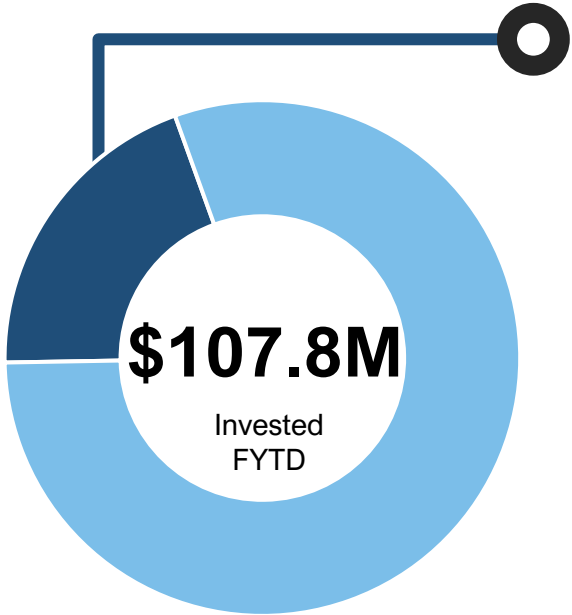
The Tagging Relay Contract experienced testing delays at the two pilot locations, Greenbelt Tie Breaker and Pentagon Traction Power. However, construction was completed at three traction power stations: Metro Center, McPherson Square, and Eastern Market.

The team continued developing a Request for Proposal for the power generator replacement project to include change of scope and the addition of Dunn Loring station.

Asset	FY2025 Plan	FYTD Progress	Completion Percentage
SOGR Cable Installations (LF) ¹	36,560	23,481	64%
Cable Meggering	2,000	1,071	54%
Uninterruptable Power Supply Replacement	25	21	84%

1. LF – Linear Feet; All cable installations (replacements and additions) are included in this line.

TRACK AND STRUCTURES REHABILITATION



Fixed Rail – \$81.2M

The Track Rehabilitation Program ensures a safe and reliable rail system through the repair and replacement of track and structures components.

During FY2025 Q2, Track and Structures executed critical infrastructure upgrades and maintenance projects during the major winter shutdown, which encompassed Farragut West, McPherson Square, Federal Triangle, Smithsonian, Metro Center, and L'Enfant Plaza stations. Project teams efficiently completed planned upgrades ahead of schedule and under budget, demonstrating effective project management and resource utilization. Track work included restraining rail removal, joint elimination, track fastener replacement, and anchor bolt replacement. Additionally, the team completed grout pad replacement, concrete spall repairs, and supported the restraining rail removal and interlocking concrete rehabilitation.



The Flat car design package was received in December 2024 and review should be complete in Q3. The Ballast car project completed 80% assembly of the first car, started second and third car assembly, completed frame fabrication for the fourth car, and is progressing with fifth and sixth car fabrication.

TRACK AND STRUCTURES REHABILITATION (CONTINUED)

Track Rehabilitation Work by Component Activity

Component Activity	FY2025 Plan	Total FYTD Complete	Completion Percentage
Crossties Replaced	7,000	4,852	69%
Third Rail Insulator Replacement	3,500	2,253	64%
Joint Elimination	550	288	52%
Running Rail Renewal	52,884	36,660	69%
Third Rail Rehabilitation	5,000	130	3%
Track Stabilization ¹	400	0	0%
Turnouts Rehabilitated ²	3	0	0%
Track Fasteners Replaced	10,000	7,271	73%
Track Surfacing	110,000	46,109	42%

1. Track Stabilization for the Red Line Summer Shutdown was completed early during FY2024 Q4.
2. Turnout Rehabilitation to commence on the Red Line in the second half of FY2025.

Structures Rehabilitation Work by Component Activity

Component Activity	FY2025 Plan	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF)	1,800	1,148	64%
Deck Joint Replacement (LF)	450	128	28%
Drain Rodding (LF)	100,000	71,460	71%
Grout Pad Rehabilitation (LF)	8,000	8,725	109%
Leak Mitigation	2,000	697	35%
Track Bed Cleaning (LF)	350,000	121,390	35%
Track Signage Replaced	800	527	66%

\$107.8M

Invested
FYTD

Structures – \$26.6M

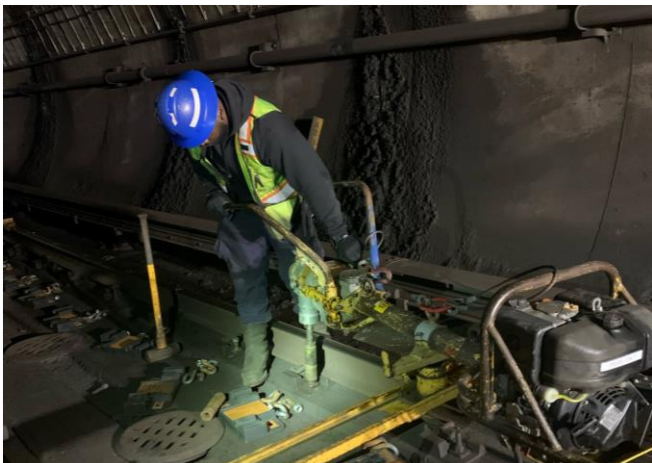
After work paused in Q1 due to the discovery of large voids, work resumed on the Tunnel Leak Mitigation project in Q2. Activities included weekend single tracking, weekday early outs, and non-revenue work on the Red Line between Metro Center and Shay Grove. The remaining work is expected to be completed in Q3, utilizing Rail Schedule Adjustments (RSAs) and non-revenue track access, allowing the six-month monitoring period to begin once work is completed. Red Line work between Gallery Place and Glenmont will commence in Q4 with the goal of completing the work to the highest warrantable standard possible ahead of the May 2025 RSAs. However, due to rising costs and limited track access availability, WMATA has decided to halt further B-Line work beyond this scope.

In Q2, progress continued on load rating of 161 bridges. Out of the remaining 82 bridges, 37 were completed in-house by the end of Q2, reducing the number of outstanding bridges to 45. All bridges are expected to be completed in Q4.

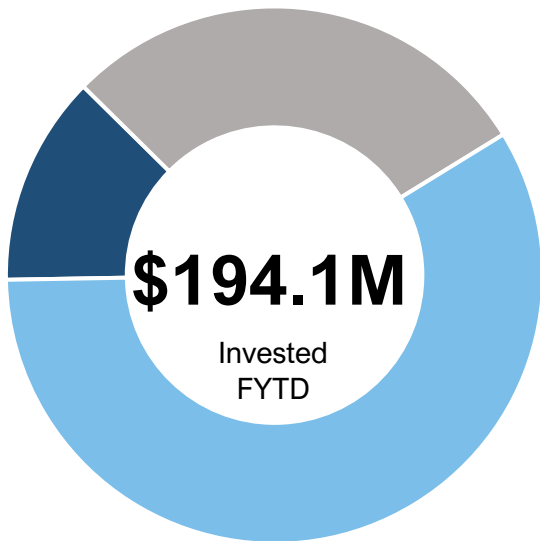
The Tunnel Ventilation project advanced with the completion of structural work and the delivery and installation of all fans. Progress continued on vent shaft dampers, which are now 95% complete, while Substantial Completion Inspections (SCI) for electrical work are ongoing. The de-energization and re-energization of AC Switchgear equipment at Cleveland Park and Woodley Park remain delayed, with the revised completion targets now set for early Q3. Additionally, partial administrative closeouts and punch list observations remain in progress, keeping the project on track for finalization in the upcoming quarters.

The contract was awarded for the Shaft Rehab project, and Notice to Proceed is targeted for Q3. The 60% design is approved for Shaft Fall Protection Assessment and the 90% design is progressing.

In the second quarter, the project team continues to work on Structural B prioritization package (which refers to select bridges), total project cost estimates, and schedule. Solicitation for bids on the Eisenhower Aerial Structure design project was advertised and awaiting bid submission.



STATIONS AND PASSENGER FACILITIES



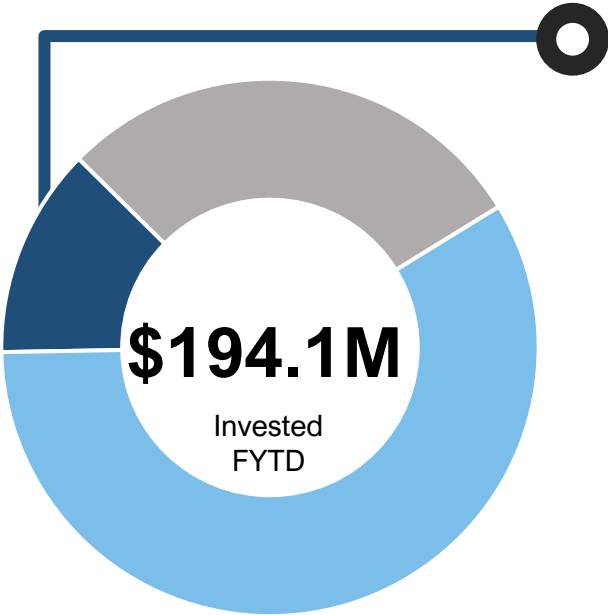
Platforms & Structures – \$56.4M

In Q2, the bike equipment parking RFP was finalized, and the general contractor opened solicitation for bids. Multiple vendors submitted bids, with contract awards expected in Q3 FY2025.

In Q2 station rehabs were completed at Union Station, Pentagon City and Van Ness stations. Also completed were the Huntington Station training room and Downtown Largo Station training and lunch rooms. Maintenance activities, including power washing, cleaning, and leaf removal, continued as planned. For surface lots, milling and paving were completed at Vienna (North), while asphalt work was finished at Vienna (South) and Hyattsville Crossing stations. All six design packages were completed on the Station Entrance Enhancements project. The first seven locations, covering 12 entrances at Gallery Place, Smithsonian, L’Enfant Plaza, Waterfront, Clarendon, Columbia Heights, and Congress Heights stations, are designated for initial implementation, with construction scheduled to begin in Q3 FY25. The Potomac Yard station marked one year in operation during Q2. Metro is restoring Potomac Greens Community and City of Alexandria park areas surrounding the station and continued progress towards contract closeout.

In Q2, progress continued across multiple station projects, with key milestones achieved in preparation for safety certification and system commissioning. At Southern Avenue, the contractor successfully completed the second Substantial Completion Inspection (SCI) for the Garage Emergency Telephones (GETs) and Closed-Circuit Television (CCTV) system. At Naylor Road station, the contractor is in the process of resolving punch list items related to the GETs and CCTV system. The contractor completed installation of the GETs and paving of the parking lot, while the utility provider finalized overhead pole and wire installations at Cheverly station.



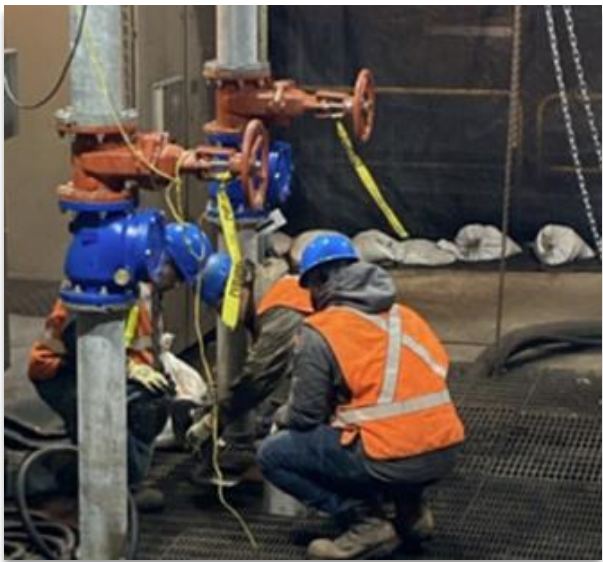


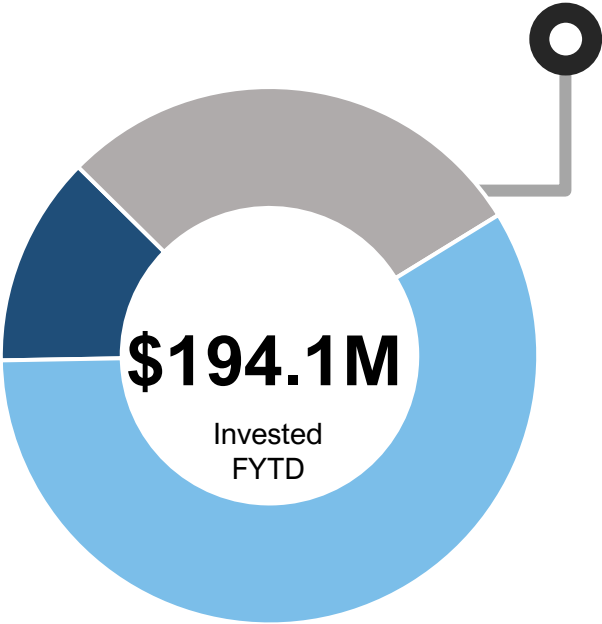
Station Systems – \$95.7M

In Q2, Metro continued its lighting improvement initiatives. Platform Edge Lighting pre-RSA preparatory work continued during non-revenue weeknights, including electrical infrastructure installation from platform ends to ancillary rooms. As part of the winter shutdown, edge lighting replacement was completed at Metro Center, McPherson Square, Farragut West Federal Triangle, Smithsonian, and L’Enfant Plaza stations.

The contractor continued punch list closeout work at six locations for the Rail System Drainage Rehab project: Medical Center, Wheaton, Noyes Lane, Metro Center, Federal Triangle, and Glenmont. Construction remains ongoing at L’Enfant Plaza. At Forest Glen, all construction activities, including pump installations, have been completed. Similarly, at Bethesda-Friendship Heights, pumps have been installed, with installation of metal grating awaiting approval for Prime Mover and track access rights to deliver materials and complete demobilization. Analysis and design efforts are in progress for the next six permanent drainage pumping station locations at Forest Glen, Friendship Heights, Van Ness, Judiciary Square, Gallery Place, and Fort Totten.

In Q2, progress continued across multiple fare-related projects. Web SmartBenefits Enhancement 2.0 continued modernization efforts, focusing on increasing participation, revenue, and customer satisfaction. Enhancements in Q2 included efforts to reduce SmartBenefits credit card fees, introduce convenience fees, improve ADA compliance, and streamline transit allocation processes. The Open Payments project officially began work with Littlepay as the vendor. The Open Payment system is scheduled to go live in phases: rail in May 2025, bus in July 2025, and parking in November 2025.





Vertical Transportation – \$42.1M

In Q2, a total of 712 work orders were completed on escalators, including step chain, handrail, gearbox, and drive chain replacements, as well as welding repairs. The build-out of the elevator/escalator auxiliary parts storage space and repair work area is 80% complete.

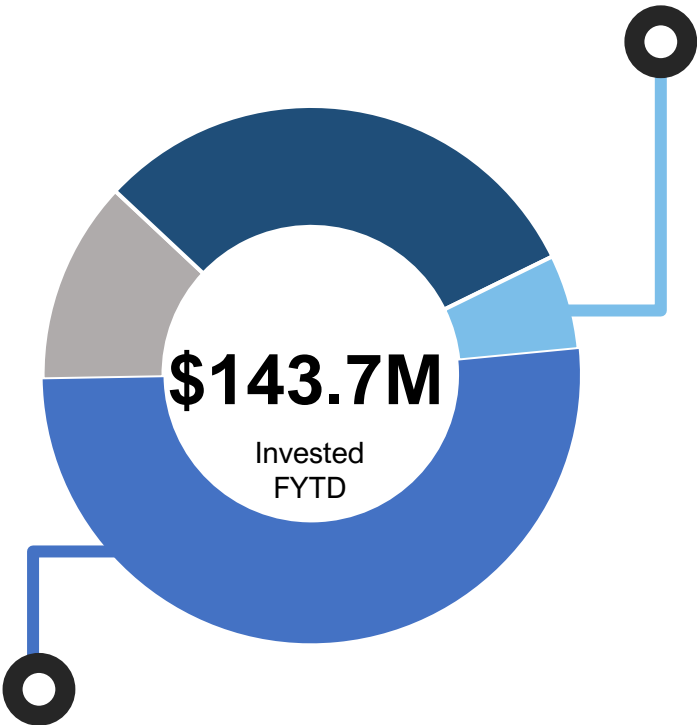
Water remediation assessments were completed, with the initial report submitted. The elevator glass cleaning contract is 99% complete. Additionally, the truss and pan cleaning project is ongoing.

In Q2, Metro completed the installation of four escalator units, including two at Crystal City and one each at Pentagon and Medical Center. Additionally, work commenced on seven more units, with three at Franconia-Springfield, two at Crystal City, and one each at Pentagon and Medical Center. These efforts reflect continued progress in Metro’s escalator rehabilitation and replacement program.

No elevators were rehabilitated in Q2 FY25.

Activity	FY2025 Plan	Q1 Completed	FYTD
Elevators Rehabilitated	N/A	0	0
Escalators Overhauls ¹	0	0	0
Escalators Replaced	31	4	14

BUS, BUS FACILITIES AND PARATRANSIT



Acquisition – \$7.0M

New buses contribute to improved customer experience and operational savings by replacing less reliable and less fuel-efficient buses.

Bus Type	FY2025 Expected Buses	FY25 Delivered
Battery Electric Bus 40-ft.	10	2

Metro awarded the next five-year replacement contract to New Flyer in Q2. The base award is for 75 forty-foot Hybrid and 25 thirty-five-foot battery electric buses. Delivery of paratransit Minivans began with 74 received through the end of Q2. Delivery of NextGen Vehicles also began in Q2 with 10 received through the end of Q2. A total of 184 Minivans and 50 Next Gen Vehicles are expected to be delivered by Q4. The NextGen vehicles can accommodate two wheelchairs while the minivan accommodates one.

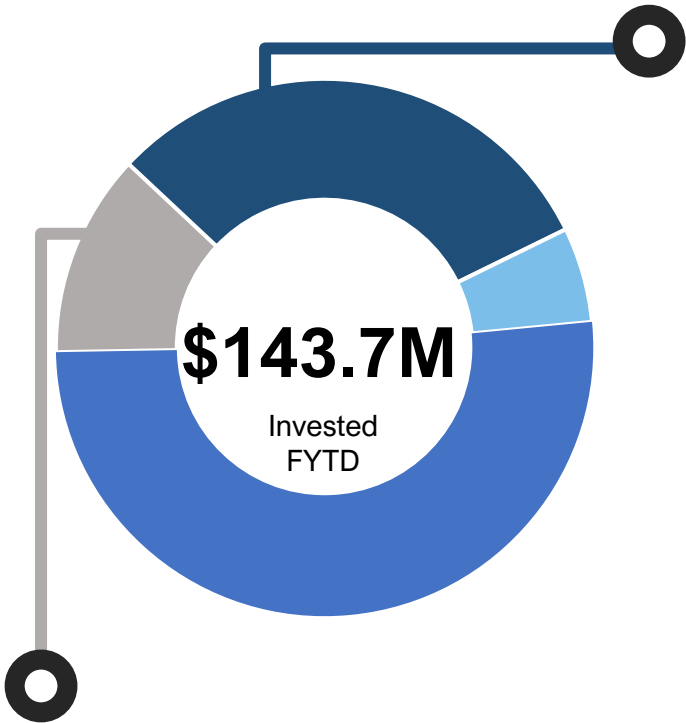
In Q2, two 40-foot New Flyer battery-electric buses continued to operate from Shepherd Parkway bus division. Metro operators and mechanics participated in familiarization training of the Heliox charging equipment that was installed at Shepherd Parkway.



Maintenance Facilities – \$86.3M

Building progress continued on the Maintenance Building for Bladensburg Bus Garage. Completion is expected during FY25Q3. Structural steel construction began in Q1 at Northern Bus Garage and other work (water proofing, developing perimeter walls and slab on grade) continues.

The conceptualization and development of the electric bus garage at Cinderbed Rd continued. The procurement package for design and staff augmentation has been pushed out to FY26, and no costs were charged. The expansion of facilities to house and maintain electric buses supports Metro’s goal of a 100% electric bus fleet by 2042.



Passenger Facilities & Systems – \$16.1M

In Q2, the Customer Information Electronic Display System (CIEDS) project completed the installation of the remaining 50 13-inch e-paper signs and all six 32-inch e-paper signs at shelters.

Coordination continued with the Maryland Department of Transportation (MDOT) and Montgomery County Department of Transportation (MCDOT) to extend the duration of nearly seven lane miles of bus lanes through the end of the year. A performance evaluation was completed in Q2, successfully supporting the case for making the bus lanes permanent in 2025. Ongoing collaboration with the DC Department of Transportation (DDOT) continues for the Georgia Avenue Bus Lanes and 14th Street Bus Priority Project. Due to the Clear Lanes initiative, Metrobuses experienced 27% fewer instances of cars blocking bus lanes in October 2024 compared to October 2023.

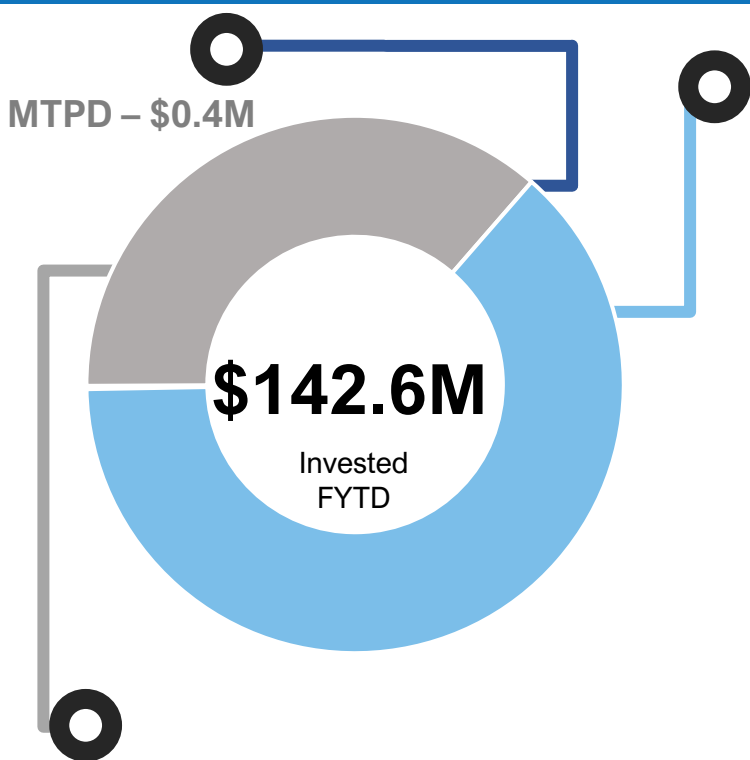
Maintenance & Overhaul – \$34.4M

In Q2, the Bus Simulator was completed. This investment supports the training of new bus operators and aligns with Metro’s strategic goal of recruiting and developing Talented Teams. The Fleetwatch system payment was processed in October. Additionally, the project finalized the purchase of hand tools, diagnostic equipment, and other work equipment upgrades.

In Q2, 23 bus rehabilitations were complete. In addition, 22 engine assemblies and 48 transmission assemblies were done.

Asset	FY2025 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	80	38	48%
Engine Assemblies	120	59	49%
Transmission Assemblies	150	90	60%

BUSINESS AND OPERATIONS SUPPORT



Information Technology (IT) – \$60.0M

The project kickoff for migration of Metro's timekeeping system to a cloud-based platform was held in Q2. Implementation analysis and initial activities are in progress.

Two key activities related to first stage of Transit Data Standards have been completed. The first stage is for grants are for planning and prototyping, while the second and final stage allow for full implementation.

Planning and prototyping of transit data infrastructure kick-off meeting was held in December. Data standards stewardship engagement is anticipated to reach NTP in Q3.

The Alert Meter project is in Stage I to implement a predictive safety software tool to measure bus operator alertness prior to starting a shift. Initial startup is for two (2) locations - Landover and Andrews Bus Garages. IT access and security needs are being assessed, and software licenses are in Procurement.

Support Equipment & Services – \$82.2M

In Q2, 26 vehicles were delivered, including 13 Service Support vehicles, 11 Passenger vehicles, and 2 safety vehicles. This brings the total deliveries to 69 out of 201 vehicles. The Environmental Compliance Program continued with work at Alexandria Yard, Shady Grove Yard, and New Carrollton Yard. At Alexandria Yard, Roadway Worker Protection training for contractor personnel was completed, and construction activities began, including track removal. At Shady Grove Yard, after the removal of running rails and the establishment of a work zone, progress continued with excavation, soil compaction, and concrete work.

At New Carrollton yard, submittals for long lead items, including storage tanks, pumps, and accessories were approved in Q2. Sludge removal was completed in Q2, and the permit application to Prince George's County has been submitted, with issuance anticipated in early Q3. Contractor mobilization is anticipated in Q3 for the storage tank replacement, with plans to install fencing, signage, and traffic barriers.

In Q2, progress continued across various Non-Revenue Facilities projects. At Good Luck Road, the installation of 11 rooftop units (RTUs) was completed, and the replacement of 15 humidifiers was finalized. At Montgomery Bus Garage, construction of the access platform for exhaust fans is ongoing, with completion expected in Q3. At Queenstown Road Storage Facility, exhaust fan replacement work was completed. At Shepherd's Parkway, construction began in Q2 following the issuance of the Department of Consumer and Regulatory Affairs (DCRA) permit.

REAL ESTATE UPDATE

Metro proactively manages its real estate and parking assets to maximize transit access, stimulate economic development, and generate non-fare revenue and transit ridership through transit-oriented development.

Joint Development

Metro continues to advance its joint development program, guided by its [10-Year Strategic Plan for Joint Development](#).

- Capitol Heights: Metro is evaluating submissions to the Request for Qualifications for developers to create and implement a development plan for 3.88 acres at the Capitol Heights station. A Request for Proposals to selected respondents is anticipated to be released in Q3. The State of Maryland previously announced \$17 million in infrastructure funding to support development at this site.
- Deanwood: Metro is evaluating proposals in response to the Request for Proposals for the 1.12-acre development opportunity on the existing surface parking lot and anticipates selecting a developer no later than Q4.
- North Bethesda: Metro is evaluating submissions to the Request for Qualifications for developers to create and implement a development plan for 13.9 acres at North Bethesda. A Request for Proposals to selected respondents is anticipated to be released in Q4. Metro and Montgomery County have executed a Memorandum of Understanding outlining respective roles and commitments to the project. The development will include the future headquarters for the University of Maryland's Institute for Health Computing.

Acquisitions

- Western Bus Garage: In September 2023, Metro was awarded possession of the former Lord & Taylor site. The Department of Justice and the prior owner exchanged appraisals with the first status conference scheduled with the judge overseeing the condemnation case in October 2025.

Incidental Use

- Six ATMs from First National Bank have been installed in Metro stations. A total of 122 ATMs are projected to be installed across the system by the end of CY2025, providing non-passenger operating revenue.

Leases

- Potbelly opened a 2,300 square-foot space in Metro's L'Enfant Plaza headquarters, providing non-passenger operating revenue.



FEDERAL AWARDS UPDATE

As of December 30, 2024, Metro had 24 active awards from the Federal Transit Administration (FTA) with a combined value of \$2.5 billion. This includes Federal Fiscal Year 2021 formula funding of \$120 million in ARPA Additional Assistance for Metro Operations.

In Federal Q1 FY2025, Metro was reimbursed \$114 million from federal grants for projects that include, but are not limited to, assisting the operating budget revenue shortfall through the ARPA grant, State of Good Repair projects, the construction of new bus garages, and repairing station and track infrastructure. Metro closed two grants last quarter and anticipates closure of at least three grants by June 30, 2025.

Active FTA Awards as of 12/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Updated Balance	POP End Date
DC-2017-011	08/15/2017	Track Inspector Location Awareness with Enhanced Transit Worker Protection ¹	\$1.88	\$1.88	\$0.0	12/31/2024
DC-2018-012-00	09/09/2018	Bus Shelters Replacement	\$3.6	\$3.2	\$0.4	09/30/2025
DC-2020-007-00	05/27/2020	FFY19 Section 5310 Metro Access Replacement Vehicles	\$0.90	\$0.00	\$0.90	01/30/2027
DC-2020-010-01	07/10/2020	FFY20 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion Improvement	\$328.7	\$316.8	\$11.9	09/30/2025
DC-2020-017-01	08/14/2020	FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility	\$293.8	\$274.7	\$19.1	09/30/2025

Note: Drawn numbers are from inception through 12/30/2024

1. This award must remain active until the final report is submitted. POP (Period of Performance) end date pending with FTA Office of Research

FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 12/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-2021-003	03/08/2021	FFY2020 5339 (c) Low-No Metrobus Zero-Emission Fleet Program	\$4.2	\$2.9	\$1.3	06/30/2025
DC-2021-008	05/19/2021	WMATA FFY19 Section 5312 Public Safety Pilot Study	\$0.2	\$0.0	\$0.2	12/30/2025
DC-2021-012	08/17/2021	FFY2021 5312 COVID-19 Research and Demonstration project	\$0.6	\$0.3	\$0.3	06/30/2025
DC-2021-014	09/01/2021	FFY2021 5339 Bladensburg Bus Garage	\$33.6	\$21.6	\$11.9	12/30/2027
DC-2022-010	08/26/2022	FFY2022 PRIIA WMATA Office of Inspector General	\$15.0	\$10.6	\$4.4	09/01/2026
DC-2022-011	08/26/2022	FFY 2021 American Rescue Plan (ARP) Additional Assistance for WMATA Operations	\$120.1	\$91.7	\$28.4	03/30/2025
DC-2022-012	08/29/2022	FFY2022 Section 5337 Railcar Preventive Maintenance, Railcar Scheduled Maintenance Program and Track Preventive Maintenance Program	\$301.3	\$185.9	\$115.4	06/30/2026
DC-2022-014	09/07/2022	FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program	\$355.9	\$212.5	\$143.4	12/30/2027
DC-2022-015	09/07/2022	FFY2022 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance	\$160.4	\$59.7	\$100.7	12/30/2027

Note: Drawn numbers are from inception through 12/30/2024 which include updated period of performance end dates. Date of Award is the initial award date.

FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 12/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-2022-016	09/07/2022	FFY2022 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility	\$198.3	\$106.7	\$91.6	7/30/2027
DC-2022-017	09/12/2022	FFY2022 Section 5307 Station Entrance Canopies and Stairways, Rehabilitation of Parking Facilities, and Rail Station Cooling and AC Power and Switches	\$24.2	\$20.7	\$3.5	12/30/2026
DC-2022-018	09/14/2022	FFY2022 PRIIA WMATA Vertical Transportation, Support Facility Fire System Rehabilitation, Tunnel Water Leak Mitigation, Platform Rehab (Phase 4), Automatic Train Control and Radio Infrastructure	\$143.5	\$133.3	\$10.2	6/30/2025
DC-2023-006	08/23/2023	FFY2018 5307 Paratransit Van Replacements	\$0.2	\$0.1	\$0.1	2/28/2025
DC-2023-007	09/15/2023	FFY2023 PRIIA WMATA Vertical Transportation, Yellow Line Tunnel and Bridge Rehabilitation, Tunnel Water Leak Mitigation, Automatic Train Control Rooms	\$143.5	\$128.3	\$15.2	6/30/2026
DC-2024-002	06/03/2024	FFY24 VA CMAQ WMATA Bus Replacement	\$3.4	\$0.0	\$3.4	6/30/2026
DC-2024-006	09/15/2023	FFY2023 5310 Enhanced Mobility Paratransit Van Replacement	\$1.7	\$0.0	\$1.7	6/30/2026
DC-2024-009	08/28/2024	FFY2024 PRIIA WMATA - ELES Water Intrusion, Escalator Replacement, Prime Mover Replacement, ATC Train Control Rooms, AC Switchgear Rehab, Railcar SMP and Tunnel Leak Mitigation	\$143.5	\$5.6	\$137.9	6/30/2027
DC-2024-013	09/11/2024	Section 5337 Preventive Maintenance Track and Railcars, Station Cooling, Parking Rehab, Station Gate Replacements	\$184.5	\$1.8	\$182.7	6/30/2026
DC-2024-014	09/15/2023	FFY24 Section 5307 Bus Preventive Maintenance and Rehabilitation, Security Systems, MTPD projects, and ADA L'Enfant Elevator	\$45.6	\$1.0	\$44.6	12/01/2027

Note: Drawn numbers are from inception through 12/30/2024

FEDERAL AWARDS UPDATE (CONTINUED)

FTA Awards Closed during Quarter 2 (as of 12/30/2024) (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
DC-2019-010-00	08/13/2019	FFY2019 5307/5340 Formula Funding	\$191.4	12/13/2024
DC-2021-015	08/13/2021	ARPA Section 5307 - WMATA Operating Assistance	\$1,209.0	9/10/2024

FTA Applications in Progress Pending Award Quarter 2 (as of 12/30/2024)

Federal Award ID	Application Name	Federal Request
N/A		

Active Non-FTA Awards during Quarter 2 (as of 12/30/2024) (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
EMW-2021-RA-00030	09/01/2021	DHS Transit Security Grant Program	\$4.5	\$0.99	\$3.5	08/31/2025
EMW-2023-RA-0036	09/01/2023	DHS Transit Security Grant Program	\$4.5	\$0.0	\$4.5	08/31/2026
EMW-2024-RA-0036	09/01/2024	DHS Transit Security Grant Program	\$7.2	\$0.0	\$7.2	08/31/2027
OS2024R1MG066	07/01/2024	OST SMART Grant	\$2.0	\$0.0	\$2.0	01/31/2026

Closed Non-FTA Awards (as of 12/30/2024) (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
15PBJA-21-GG-04422-BWC	12/01/2021	DOJ Body Worn Camera Program	\$0.9	11/30/2024
EMW-2020-RA-00019	09/01/2020	DHS Transit Security Grant Program	\$3.3	11/29/2024

APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

FY2025 – Q2 Year-To-Date (\$ in millions)*

	Budget	Actual	Variance \$**	Variance %
Passenger Revenue	\$192.3	\$214.6	\$22.3	11.6%
Non-Passenger Revenue	\$48.0	\$63.0	\$14.9	31.0%
Total Revenue	\$240.3	\$277.5	\$37.2	15.5%
Personnel	\$855.0	\$888.7	\$(33.7)	-3.9%
Non-Personnel	\$356.6	\$351.4	\$5.2	1.5%
Total Expenses	\$1,211.6	\$1,240.1	\$(28.5)	-2.4%
Gross Subsidy	\$971.3	\$962.6	\$8.7	0.9%
Federal Relief	\$95.0	\$119.3	\$24.3	25.6%
Net Subsidy ***	\$876.3	\$843.2		
Cost Recovery Ratio ****	28%	32%		
Farebox Recovery Ratio	16%	17%		

* All figures exclude reimbursables; totals may not sum due to independent rounding

** Positive numbers denote favorable variance to budget; negative numbers denote unfavorable variance to budget

*** Subsidy refers to operating expense less operating revenues and federal relief and does not reflect/equal actual jurisdictional subsidy payments. Difference between actual and budgeted net subsidy is due to timing of the overnight bus service shift to the reimbursable program

**** Includes total federal relief funding

FY2025 – Q2 Year-To-Date (Trips in millions)

Ridership	FY2024 Actual	FY2025 Budget	FY2025 Actual	Variance Prior Year	Variance Budget
Metrorail*	59.5	56.4	64.4	8.3%	14.3%
Metrobus**	57.2	57.1	62.0	8.4%	8.5%
MetroAccess	0.7	0.7	0.6	-20.9%	-23.8%
All Modes***	117.4	114.2	127.0	8.2%	11.1%

* Rail total includes 61.9 million tapped ridership and 2.5 million non-tap ridership. Prior to January 2023, Metrorail ridership reported only tapped ridership, which understated the total number of riders. The completion of the installation of new faregates in January 2023 enabled Metro to now report all ridership (tapped and non-tap). FY2024 Budget includes only tapped trips.

** Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

*** Totals may not sum due to independent rounding

APPENDIX I (continued): OPERATING FINANCIALS & RIDERSHIP

FY2025 – Q2 Quarter-to-Date (\$ in millions)*

	FY2024 Q2	FY2025 Q2	Variance \$**	Variance %
Passenger Revenue	\$84.0	\$106.9	\$22.9	27.3%
Non-Passenger Revenue	\$31.5	\$31.6	\$.07	0.2%
Total Revenue	\$115.5	\$138.5	\$23.0	19.9%
Personnel	\$404.7	\$450.2	\$(45.5)	-11.3%
Non-Personnel	\$176.3	\$189.1	\$(12.7)	-7.2%
Total Expenses	\$581.0	\$639.3	\$(58.3)	-10.0%
Gross Subsidy	\$465.5	\$500.8	\$(35.3)	-7.6%
Federal Relief	\$152.3	\$46.1	\$(106.2)	-69.7%
Net Subsidy ***	\$313.2	\$454.7		
Cost Recovery Ratio ****	46%	29%		
Farebox Recovery Ratio	14%	17%		

* All figures exclude reimbursables; Totals may not sum due to independent rounding; In FY2025 Q2, Metro's headcount and total authorized positions were 12,239 and 13,564, respectively.

** Positive numbers denote favorable variance to budget; negative numbers denote unfavorable variance to budget

*** Subsidy refers to operating expense less operating revenues and federal relief and does not reflect/equal actual jurisdictional subsidy payments. Difference between actual and budgeted net subsidy is due to timing of the overnight bus service shift to the reimbursable program

**** Includes total federal relief funding

FY2025 – Q2 Quarter-to-Date (Trips in millions)

Ridership	FY2024 Actual	FY2025 Budget	FY2025 Actual	Variance Prior Year	Variance Budget
Metrorail*	29.5	27.5	32.2	9.3%	17.2%
Metrobus**	28.7	27.5	30.1	5.0%	9.7%
MetroAccess	0.4	0.4	0.2	-30.5%	-32.5%
All Modes***	58.5	55.3	62.6	6.5%	12.7%

* Rail includes 30.9 million tapped ridership and 1.3 million non-tap ridership. Prior to January 2023, Metrorail ridership reported only tapped ridership, which understated the total number of riders. The completion of the installation of new faregates in January 2023 enabled Metro to now report all ridership (tapped and non-tap). FY2024 Budget includes only tapped trips.

** Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

*** Totals may not sum due to independent rounding

APPENDIX II: CAPITAL PROGRAM FINANCIALS BY INVESTMENT CATEGORY

Dollar amounts are in millions.

Capital Investments	FY2025 Current Budget	FY2025 Actuals	YTD % Budget Expended
Acquisition	88.4	10.6	12%
Maintenance & Overhaul	339.1	61.5	18%
Maintenance Facilities	16.2	2.6	16%
Railcar and Railcar Facilities	\$ 443.7	\$ 74.7	17%
Power	133.3	58.8	44%
Signals & Communications	252.4	113.1	45%
Rail Systems	\$ 385.7	\$ 172.0	45%
Fixed Rail	160.0	81.2	51%
Structures	89.1	26.6	30%
Track and Structures Rehabilitation	\$ 249.1	\$ 107.8	43%
Platforms & Structures	102.9	56.4	55%
Vertical Transportation	62.0	42.1	68%
Station Systems	231.6	95.7	41%
Stations and Passenger Facilities	\$ 396.6	\$ 194.1	49%
Acquisition	155.0	7.0	5%
Maintenance & Overhaul	64.8	34.4	53%
Maintenance Facilities	232.8	86.3	37%
Passenger Facilities & Systems	41.1	16.1	39%
Bus, Bus Facilities and Paratransit	\$ 493.7	\$ 143.7	29%
IT	172.2	60.0	35%
MTPD	3.6	0.4	13%
Support Equipment & Services	174.7	82.2	47%
Business and Operations Support	\$ 350.5	\$ 142.6	41%
Total Capital Programs	\$ 2,319.2	\$ 834.9	36%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
Montgomery County			
Grosvenor-Strathmore	1,647	51%	2%
North Bethesda	1,270	17%	5%
Twinbrook	1,097	32%	-4%
Rockville	524	60%	19%
Shady Grove	5,745	33%	7%
Glenmont	2,998	26%	9%
Wheaton	977	11%	6%
Forest Glen	596	54%	32%
Montgomery County Total	14,854	32%	8%
Prince George's County			
New Carrollton	2,282	64%	17%
Landover	1,185	31%	3%
Cheverly	150	82%	-28%
Addison Road	1,268	10%	-4%
Capitol Heights	372	38%	0%
Greenbelt	3,399	31%	7%
College Park-U of MD	1,290	29%	5%
Hyattsville Crossing	1,068	16%	3%
West Hyattsville	453	47%	9%
Southern Avenue	1,089	27%	4%
Naylor Road	138	90%	-4%
Suitland	1,890	20%	3%
Branch Avenue	2,768	37%	4%
Morgan Boulevard	633	35%	7%
Downtown Largo	2,200	33%	4%
Prince George's County Total	20,185	34%	5%
Maryland Total	35,039	34%	6%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE (CONTINUED)

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
District of Columbia			
Deanwood	194	12%	0%
Minnesota Ave	333	52%	-9%
Rhode Island Ave	221	56%	10%
Fort Totten	408	89%	9%
Anacostia	786	21%	-4%
District of Columbia Total	1,942	44%	0%
Virginia			
Huntington	2,470	40%	10%
West Falls Church	2,009	25%	2%
Dunn Loring	1,964	18%	3%
Vienna	5,169	36%	11%
Franconia-Springfield	5,069	27%	4%
Van Dorn Street	361	82%	8%
East Falls Church	422	103%	3%
Ashburn	1,555	29%	4%
Loudoun Gateway	2,115	10%	-1%
Herndon Monroe	3,751	8%	2%
Innovation Center	2,072	3%	1%
Wiehle-Reston East	2,300	21%	1%
Virginia Total	29,257	25%	4%
System Total	66,238	30%	5%

- Notes:
- A. Landover spaces given for CDL training - 684 spaces
 - B. New Carrollton Purple Line work - 647 spaces
 - C. Naylor Rd station; solar panel installation - 230 spaces
 - D. Huntington parking garage rehab - 262 spaces
 - E. Southern Ave. solar panel project and structural work - 891 spaces
 - F. Branch Ave. bus operator training - 304 spaces
 - G. Anacostia rehab; solar panel project - 22 spaces
 - H. Cheverly rehab; solar panel project - 350 spaces