

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

FINANCIAL PROGRESS REPORT

Fiscal Year 2026 Quarter 1



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Q1 FY2026 AT-A-GLANCE



Service Excellence

July:

- July 4th service moved more than 470K on rail
- Bladensburg ribbon cutting provides state-of-the-art facility for bus operations

August:

- Metro launched new chime to identify Kids Rides Free card

September:

- Metro removed last of the 2K railcar fleet from the Greenbelt Railyard
- Metro recorded 54 months of ridership growth



Talented Teams

July:

- Metro hosted special hiring event for bus mechanics

August:

- Metro held graduation ceremony for College Intern Program
- Metro graduated 101 new operators and frontline staff
- Officer Fields is featured for closing more 1,000 BOLO cases, highlighting her photographic memory

September:

- APTA Awards Luncheon celebrated Metro as APTA Transit Agency of the Year
- Mass Transit recognizes Whitney Nichels as one of the industry's 40 Under 40 rising stars



Regional Opportunity and Partnership

July

- MetroFest hosted at Vienna/Fairfax GMU for family fun

August:

- MTPD held annual Back to School event at Fort Totten
- 8K Livery contest draws more than 20K votes from customers
- Metro U pop-up shop opens and record sales

September:

- Hitachi Rail facility hosts ribbon cutting / open house to unveil new manufacturing facility which showcased new 8000-series livery design



Financial Stewardship and Resource Management

July:

- Metro identifies \$120M in cost savings and records consistent ridership growth for FY2025

August:

- Metro identifies \$21M in cost savings and efficient measures related to 8000-series fleet program

September:

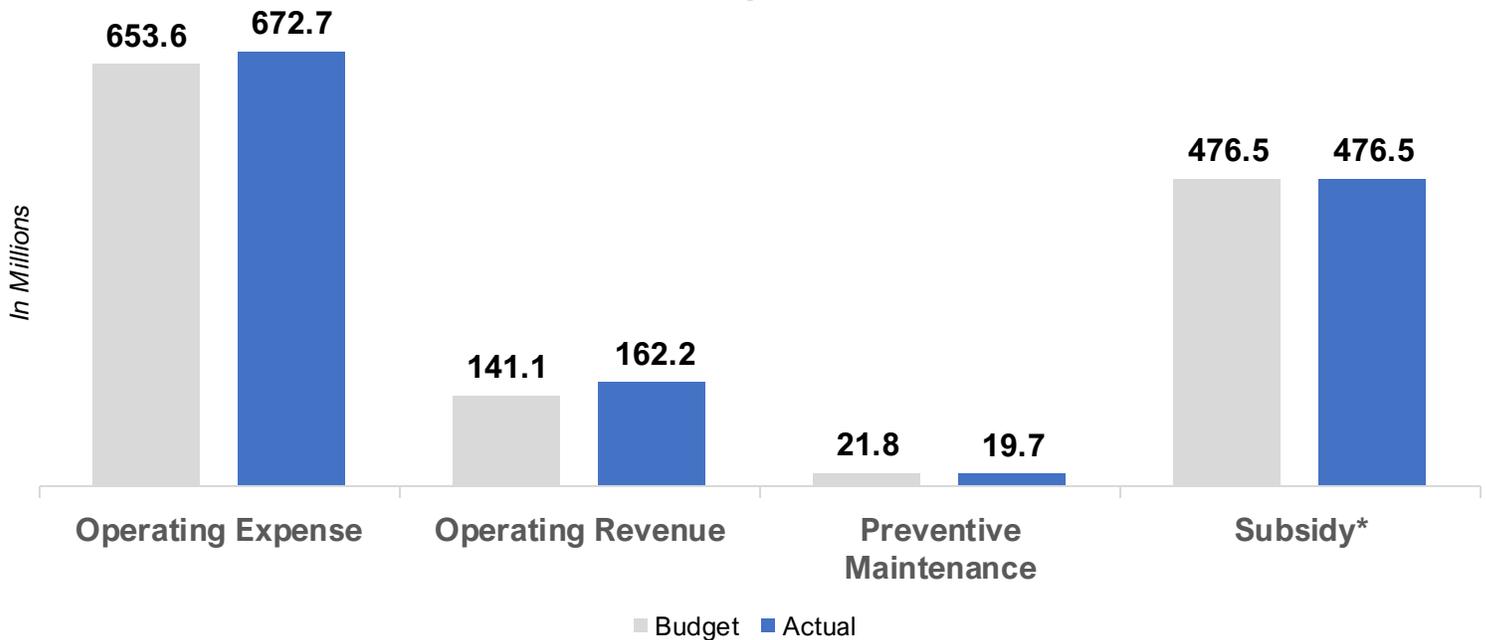
- Metro reopens New Carrollton Parking garage with a total 3,593 parking spaces

OPERATING RESULTS

Strong operating revenue highlights Metro’s system-wide financial performance through the first quarter of fiscal year 2026.

Operating expenses were \$672.7million or \$19.0 million unfavorable to budget. Operating revenues were \$162.2 million, favorable to budget by \$21.1 million funding 24 percent of operating expenses. Passenger revenue was favorable to budget by \$14.9 million driven by higher paid rail ridership. Non-passenger revenue was also favorable to budget, primarily due to higher-than-anticipated parking and joint development revenue and investment income. Overtime and related fringe benefits were unfavorable to budget, as were non-personnel expenses. However, higher revenue in the first quarter covered increased expenses and reduced the planned operating preventive maintenance transfer by \$2 million. Metro’s net subsidy¹ remains on budget for the fiscal year.

Operating Results



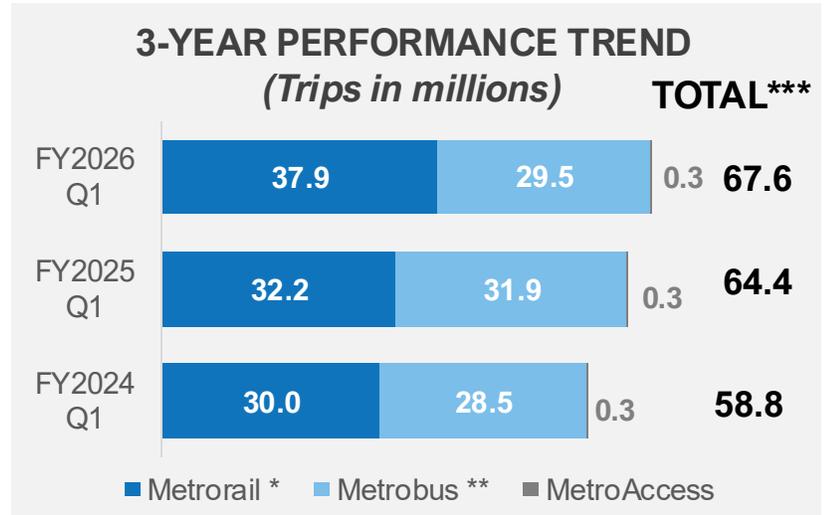
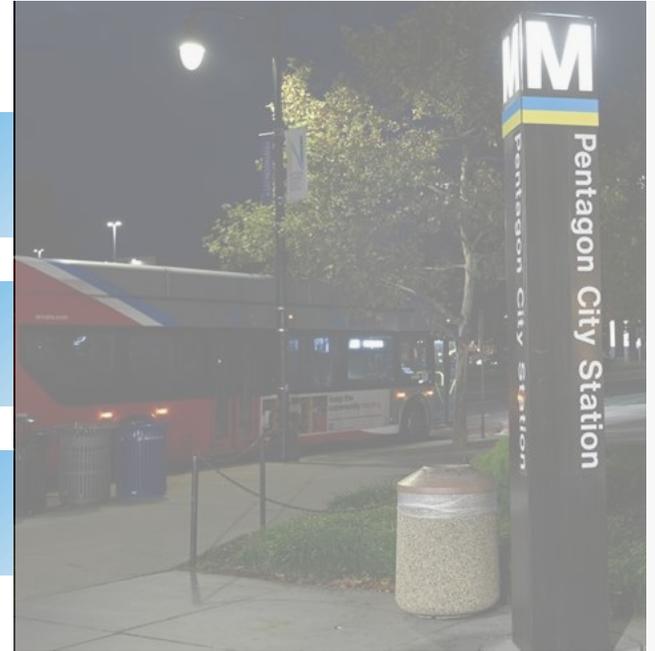
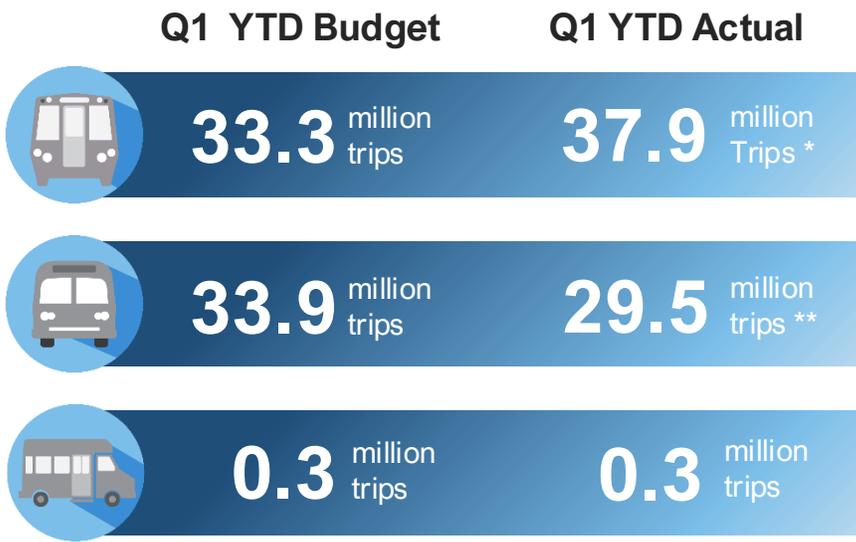
*Subsidy refers to operating expense less operating revenues and does not reflect/equal actual jurisdictional subsidy payments.



RIDERSHIP

Actual ridership for Metrorail, Metrobus, and MetroAccess combined was 67.6 million trips through Q1 of FY2026.

Through Q1, total ridership was 5 percent above the prior year. Rail ridership (including tapped and non-tapped ridership) totaled 37.9 million trips*, an increase of 5.7 million or 18 percent from prior year and favorable to budget by 4.6 million trips or 13.7 percent. When including only tapped ridership, the rail variance was favorable to budget by 8.5 percent and favorable to prior year by 16.7 percent. Bus ridership, using automated passenger counts (APC), totaled 29.5 million trips through Q1, 4.4 million trips or 13.0 percent below budget and 2.4 million or 7 percent below prior year. Ridership on MetroAccess through the first quarter was 0.3 million trips, 13.0 percent below budget and 15.0 percent below prior year.



*Rail total includes 36.2 million tapped ridership and 1.7 million non-tap ridership.

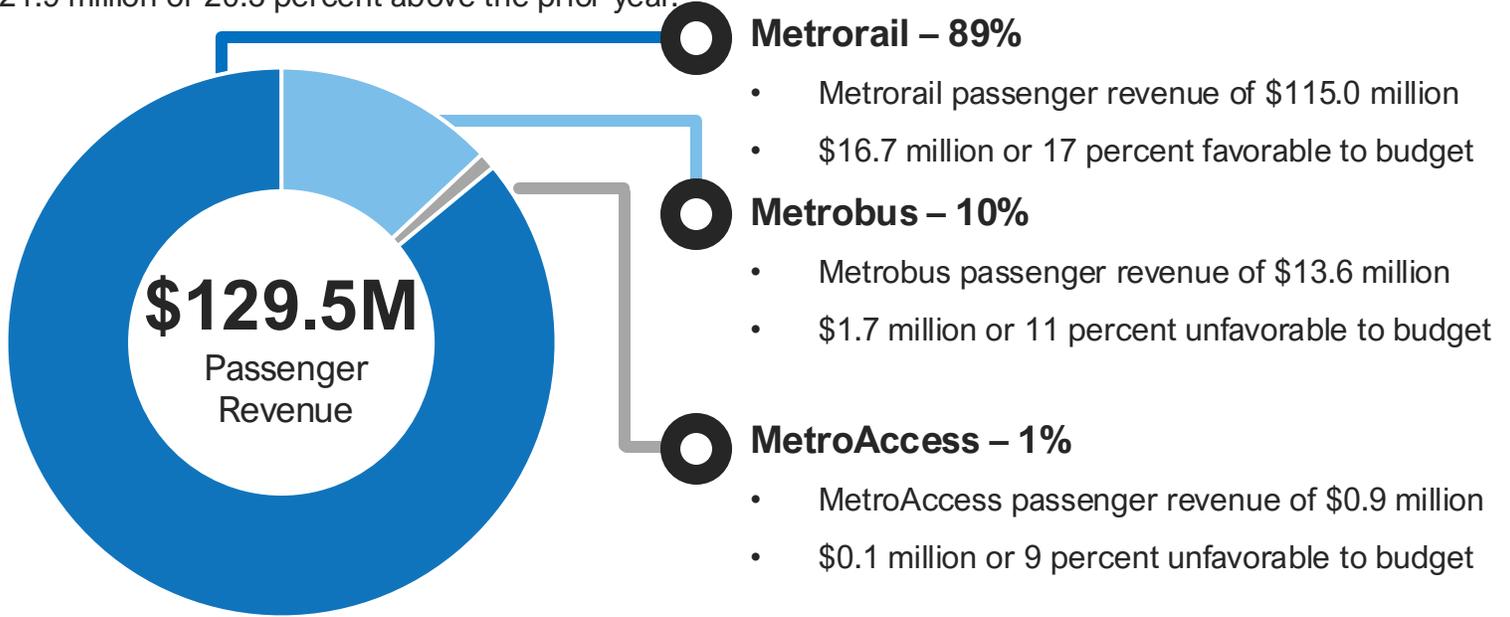
**Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

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

OPERATING REVENUE

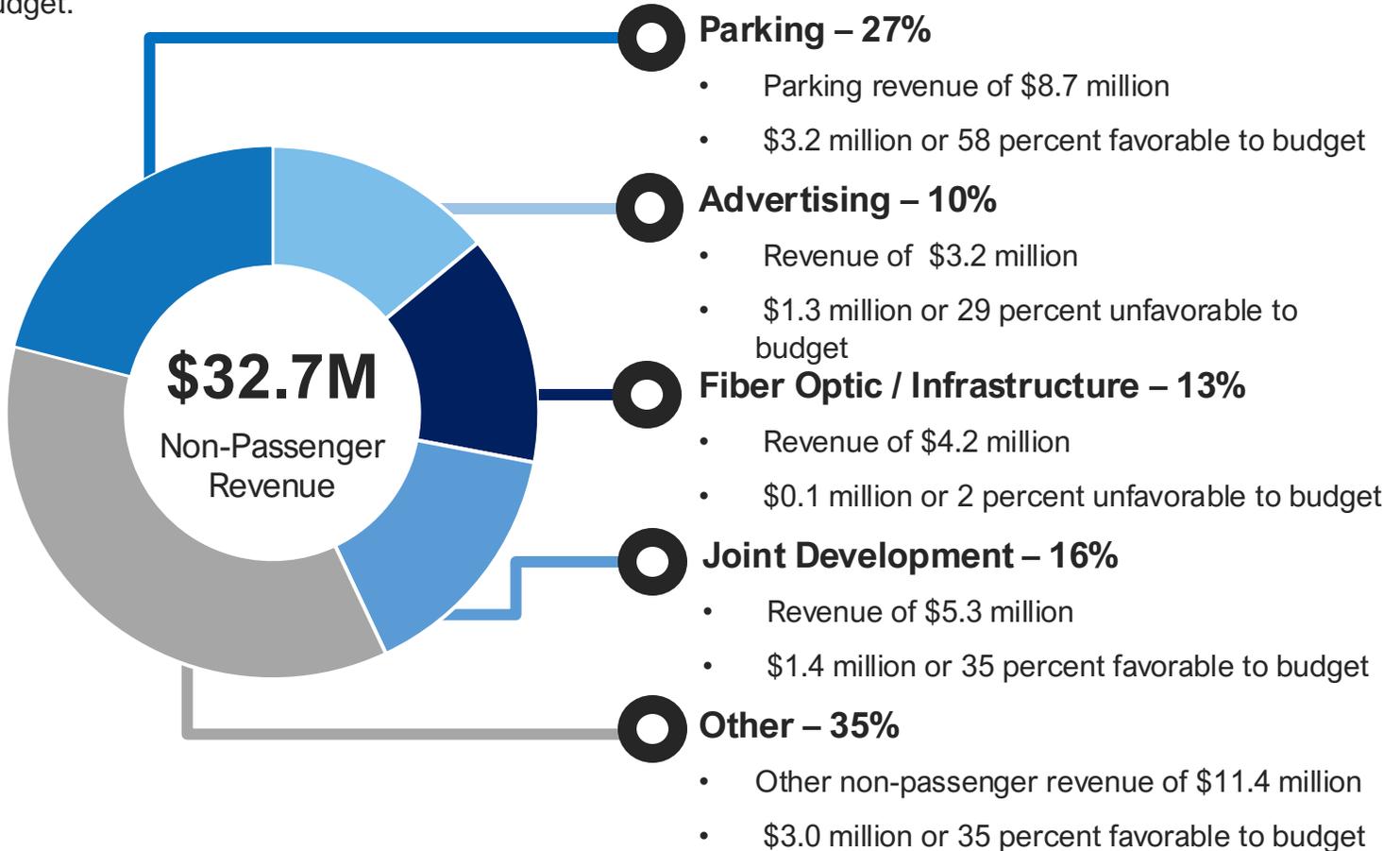
PASSENGER REVENUE

Passenger revenue totaled \$129.5 million, which was \$14.9 million or 13.0 percent favorable to budget and \$21.9 million or 20.3 percent above the prior year.



NON-PASSENGER REVENUE

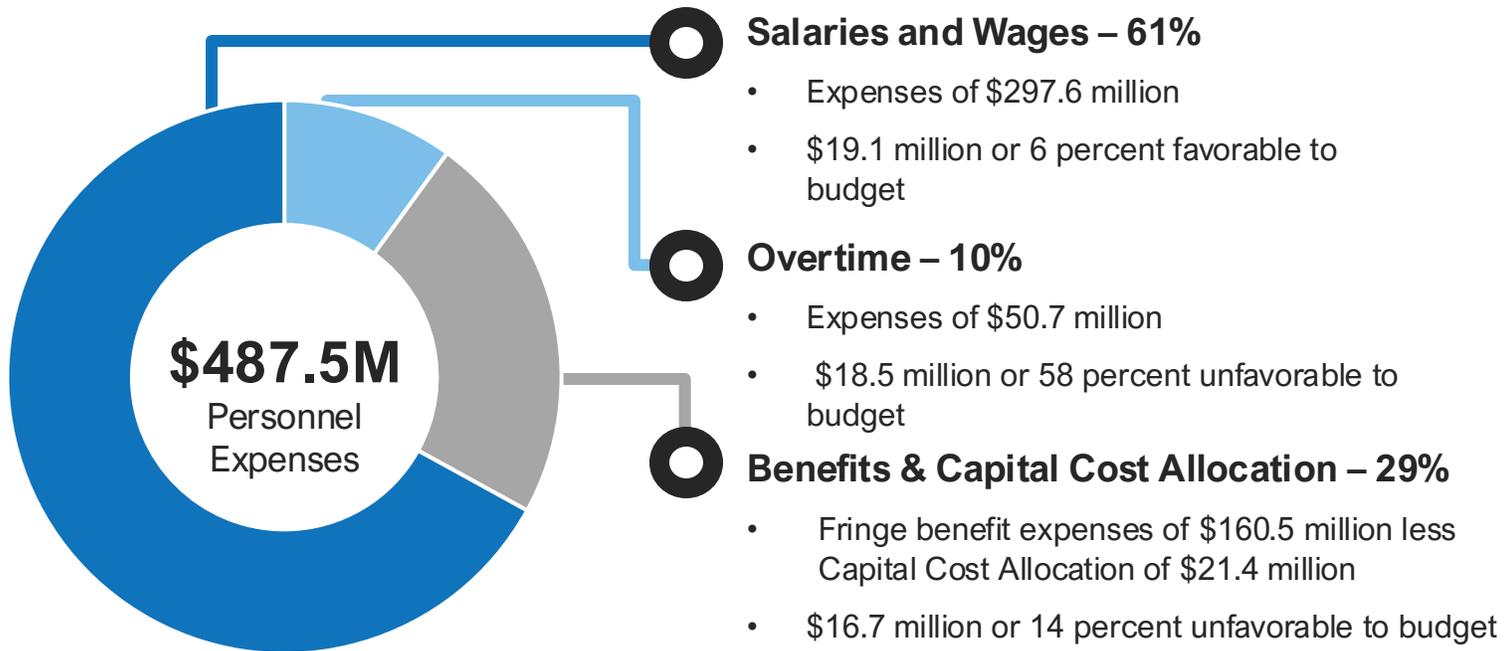
Non-passenger revenue totaled \$32.7 million through Q1, which was \$6.2 million or 23.2 percent favorable to budget.



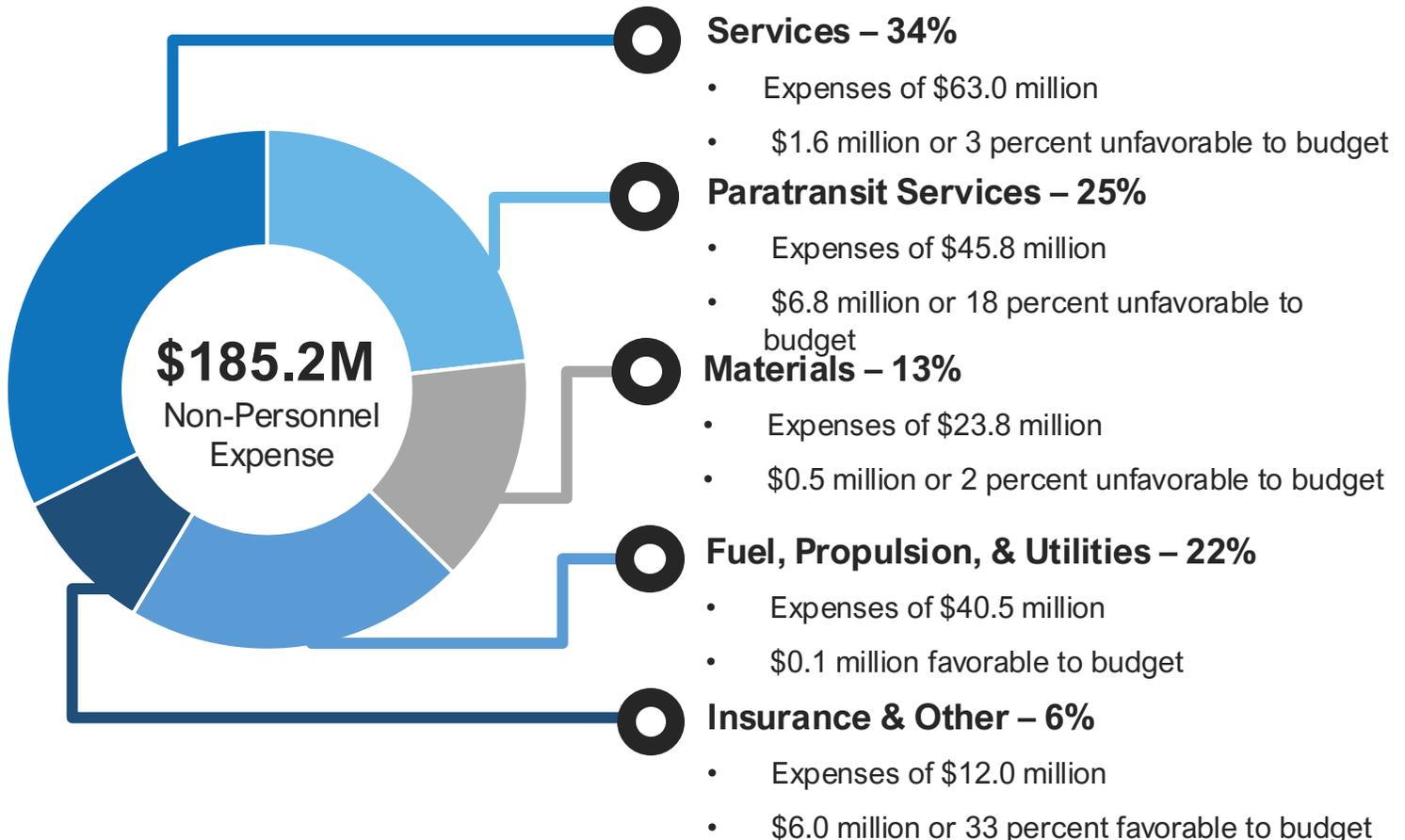
OPERATING EXPENSES

FY2026 operating expenses through Q1 were \$672.7million, unfavorable by \$19.0 million to budget.

PERSONNEL EXPENSES



NON-PERSONNEL EXPENSES



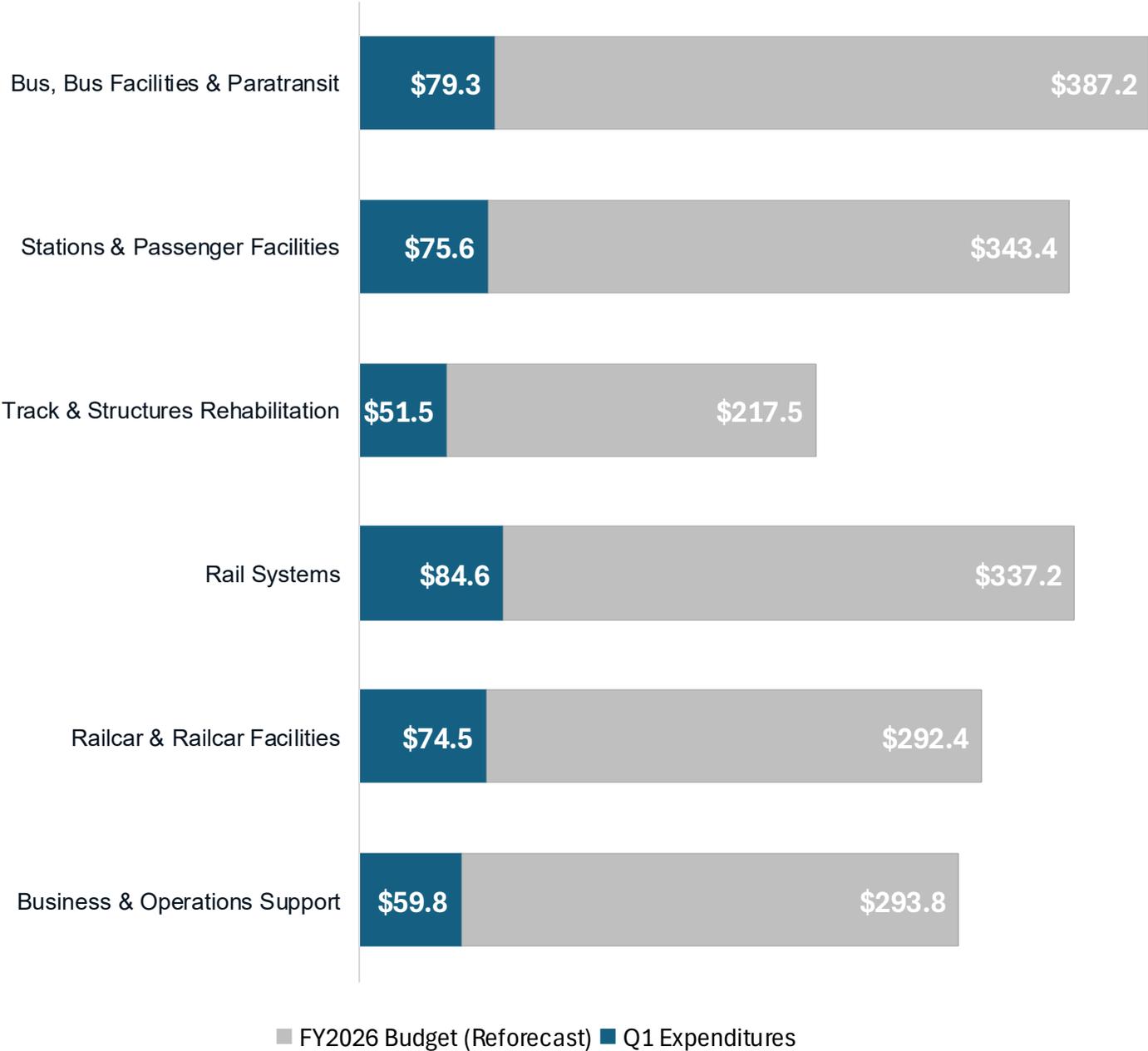
CAPITAL IMPROVEMENT PROGRAM

Metro has invested \$425 million in the Capital Improvement Program through Q1.

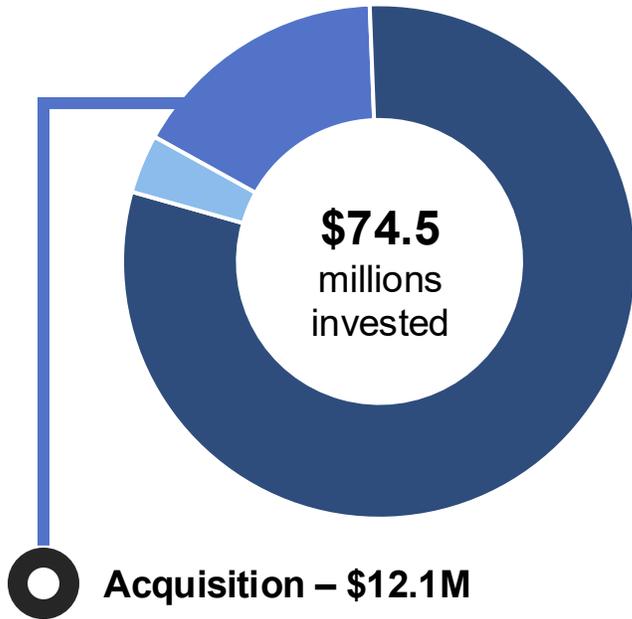
The fiscal year 2026 Board-approved Capital Budget is \$2.1 billion. During the first quarter (July through September) of fiscal year 2026 Metro invested \$425 million in the Capital Program to provide safe and reliable transit.

Metro is revising the FY2026 Capital Program year-end forecast from \$2.1B to \$1.9B to reflect impacts of cost reductions, schedule changes, and market conditions. Potential capital cost savings in FY2026 will be reinvested into the Capital Program, including any reductions in preventive maintenance transfers.

Q1 FY2026 Expenditures (\$M)



RAILCAR AND RAILCAR FACILITIES



8K Series Railcar Program Advances Design with Supplier Partners

Metro's 8K Railcar Program, advanced through another critical stage in Q1 FY2026, as design qualification, system integration, and feature enhancements continued in close coordination with Hitachi and supplier partners.

The Carbody Design Qualification Testing remains underway, Metro's engineering teams participated in Final Design Reviews (FDR) and system validation workshops in a series of international site visits to Italy and Canada.

Within WMATA facilities, workshops of Train-to-Wayside Data Transfer (TWDT) and Cybersecurity workshops are hosted to strengthen alignment on safety, interoperability, and securing system architecture.

The program moves through design refinement with several contract modifications approved. The contract modifications include:

- introducing 5G communications for live diagnostic monitoring,
- enhanced CCTV coverage,
- ADA door indicators, and
- refined passenger compartment features informed by customer feedback from the Fleet of the Future Expo

Within the program, the 2K/3K Series Railcar Removal Program achieved full completion ahead of schedule. The final 28 units were removed in Q1 FY2026, bringing the total to all 72 planned railcars retired. Two cars will be preserved for historical display and two retained temporarily for revenue collection until 3000-Series upgrades are complete.

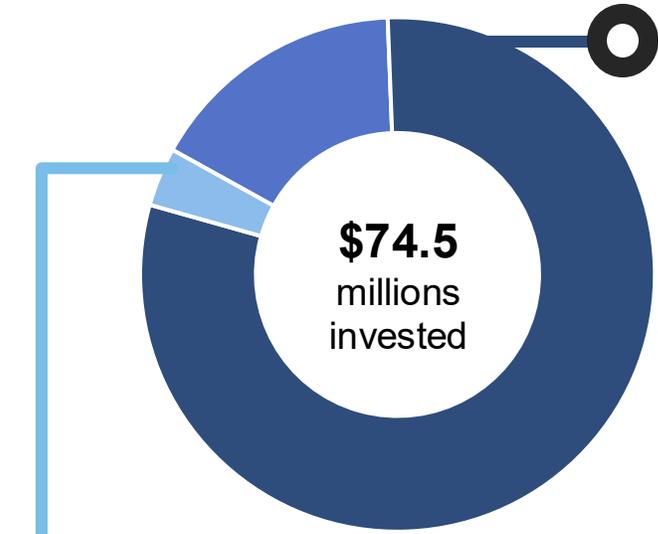


Pictured: The mockup of the 8000-series railcar on the national mall as part of the 'Fleet of the Future' event for the public.

7K Series Program Prioritizes Initiatives for Fleet Reliability, Cybersecurity, and Safety Enhancements

As all 7000-Series railcars have been fully acquired, the Program's current priority is the administration and enforcement of railcar warranty provisions. In Q1, all milestone payments for the fleet warranty program are completed and closed except for Option 5, which remains pending final documentation.

For cybersecurity, the program's software conceptual design is near completion. Hardware implementation remains in progress. The planned Network Video Recorder (NVR) upgrade was formally canceled following an internal review and risk assessment. Alternative strategies for video data management are currently being evaluated as part of Metro's digital modernization initiatives.



Maintenance & Overhaul – \$59.5M

Railcar Scheduled Maintenance Program Ensures System Reliability and Extends Fleet Longevity

During the first quarter of FY2026, Metro advanced scheduled maintenance and overhaul activities across multiple railcar series. Ongoing production for both the 7000 Series Scheduled Maintenance Program (SMP) and Wheelset Replacement Program (WRP) remained steady, while maintenance work on the 3000 Series SMP also progressed according to plan. The transition to FY2026 included preparations for expanded HVAC servicing, with a vendor selected and kickoff meeting scheduled for later in the quarter to initiate the new contract phase.

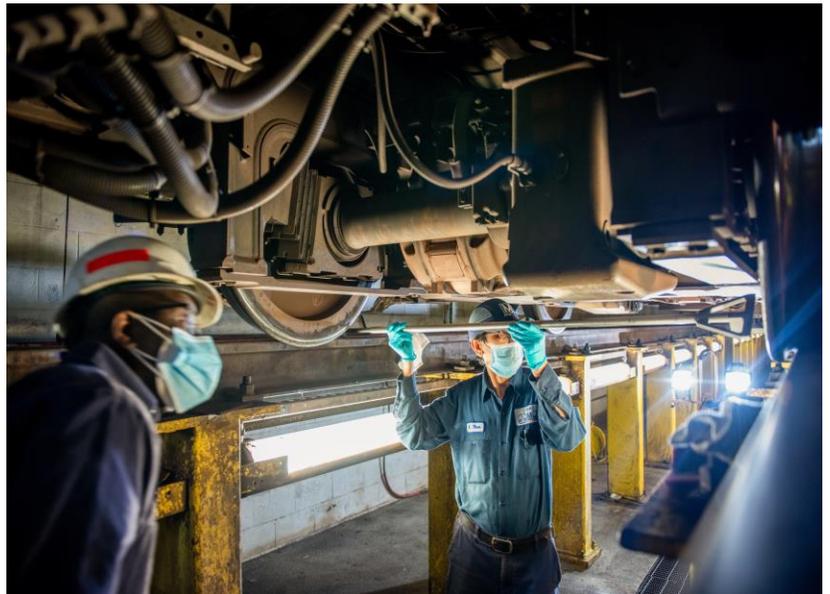
Maintenance Facilities – \$2.7M

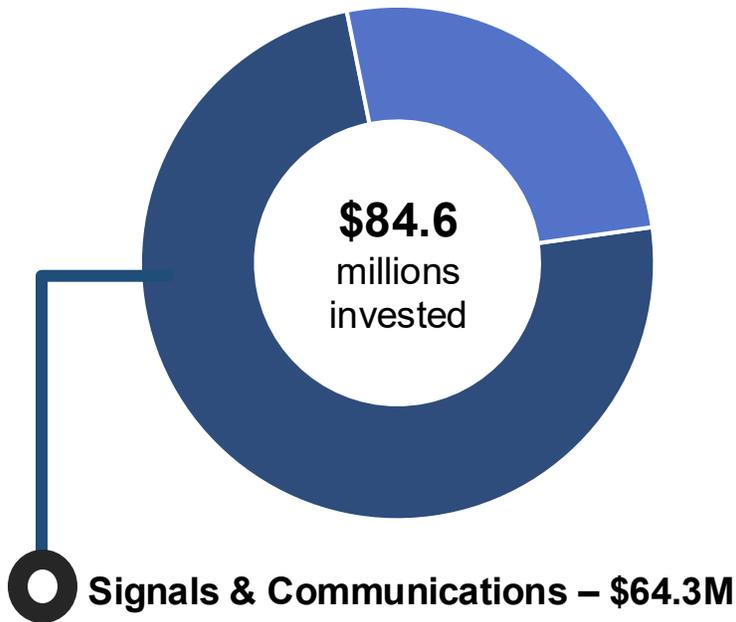
Railyard facility improvement efforts optimize storage, HVAC installations, and early-stage design work to support future construction activities

At New Carrollton, the Storage Optimization Project advanced with the development of conceptual drawings, and submission of a technical memorandum for review covering five proposed alternatives. Site survey processing continues to inform the upcoming design milestone.

Sheriff Road’s Heating, Ventilation, and Air Conditioning (HVAC) Outfitting remains in the final punch list and closeout, while the Greenbelt HVAC Replacement advanced with full installation of ductwork and ceiling cassette units. Electrical work in the mechanical room was completed, and megger testing confirmed system readiness ahead of switchgear commissioning.

At New Carrollton’s Car Track Equipment Maintenance Shop, construction of the new concrete apron at Building B was finalized, improving access and drainage in the maintenance area.





Automatic Train Control State of Good Repair Program Replaces aging signaling systems, Train Control Room infrastructure, and wayside equipment

Field work progressed steadily during Q1 FY2026. The Automatic Train Operation (ATO) system has remained fully operational across all rail lines since June 15, 2025. The project team continues to conduct active performance monitoring and issue resolution, submitting weekly updates to the Washington Metrorail Safety Commission (WMSC) and developing final deliverables required for WMSC concurrence.

For the Train Control Room Renewal program, work is focused on installing bonds, speed loops, track circuit modules, remote terminal units (RTUs), and MERCS. The final lighting installations are scheduled for November 2025, after which the contractor will begin operating three shifts to accelerate the remaining Automatic Train Protection (ATP) module installations and complete all integration work.

Under the Switch Machine, Cable, and Bond Replacements program, fieldwork advanced steadily throughout the quarter. The team completed 7 switch machine replacements, 7 cable replacements (including cross-bond and multi-conductor types), and 6 high-current bond replacements, along with the delivery and acceptance of 6 new bonds.

Cable meggering and insulation testing were performed at three priority locations to verify system reliability and mitigate potential points of failure.

The Fiber Optic Program advanced installation and testing across multiple operating sectors

In Q1, crews installed 203,600 linear feet of radio fiber, along with 30,000 feet of three-way micro-duct piping, 25,300 splices, and 20 Metro box enclosures, advancing the expansion of Metro's communications infrastructure.

OPS4 radio circuits testing was nearly complete, with 16 of 17 circuits finalized, and Radio Circuit Package (RCP) testing for Fairfax and Alexandria concluded. Testing for OPS1 and OPS2 continues, reinforcing systemwide standardization and reliability improvements.

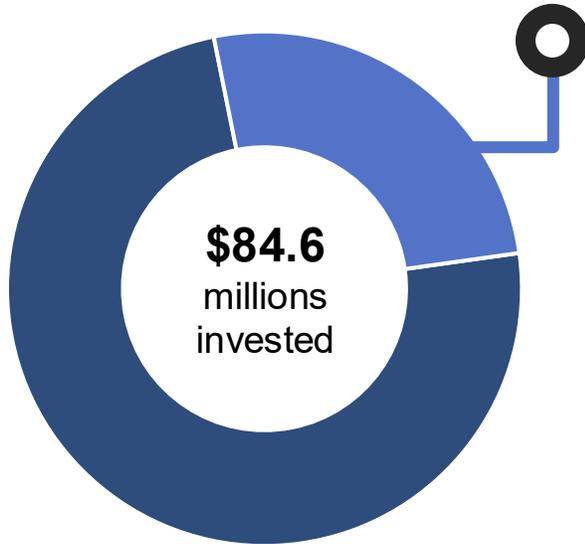
Additionally, the Green Line summer shutdown allowed critical fiber work to be completed under optimized track access conditions.

The Communication-Based Train Control (CBTC) Program supports systemwide modernization planning

The team prepared a Request for Information (RFI) for suppliers and installers, developed a cost estimate and migration strategy for the Red Line CBTC, and continued coordination on railcar conversion strategy, scheduling, and estimating efforts.

Additional work included ongoing program coordination, marketing and branding development, and refinement of procurement documents for the upcoming RFP to engage CBTC suppliers and installers.

RAIL SYSTEMS (CONTINUED)



Power – \$20.3M

Systemwide traction power improvements strengthen network reliability and electrical performance across multiple rail segments

Systemwide traction power improvements continued steadily in Q1 FY2026, under Traction Power State of Good Repair program, construction wrapped up at Shady Grove Station, Alexandria Yard, and Twinbrook, while new activity began at Shady Grove Service & Inspection (S&I) and Medical Center traction power substations. Work also advanced at Grosvenor, where field coordination and testing are ongoing. The team finalized and advertised the RFP for the next phase of traction power replacements, incorporating lessons from prior phases to optimizing phasing and system integration.

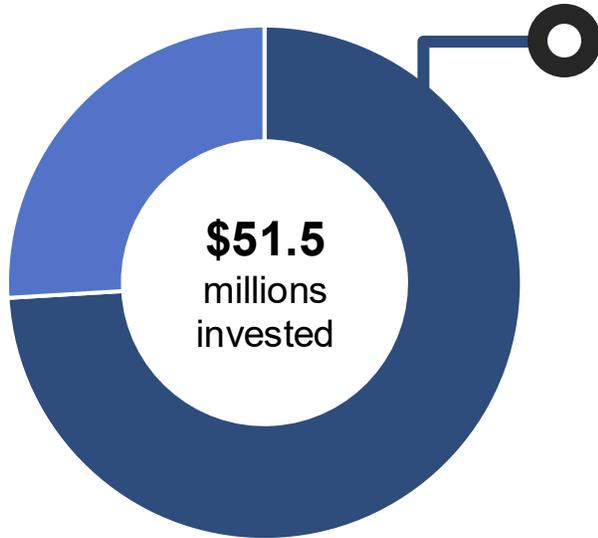
For the Tagging Relay & Supervisory Control and Data Acquisition (SCADA) Upgrades, construction was completed at Foggy Bottom, continued at Seward Square and Metro Center, and commenced at Federal Center, further expanding Metro’s tagging relay and electrical safety enhancements.



Asset	FY2026 Plan	FY2026 Q1	Completion Percentage
SOGR Cable Installations (LF) ¹	36,000	19,465	54%
Cable Meggering	2,000	545	27%
Uninterruptable Power Supply Replacement	14	5	36%

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

TRACK AND STRUCTURES REHABILITATION



Fixed Rail – \$38.1M

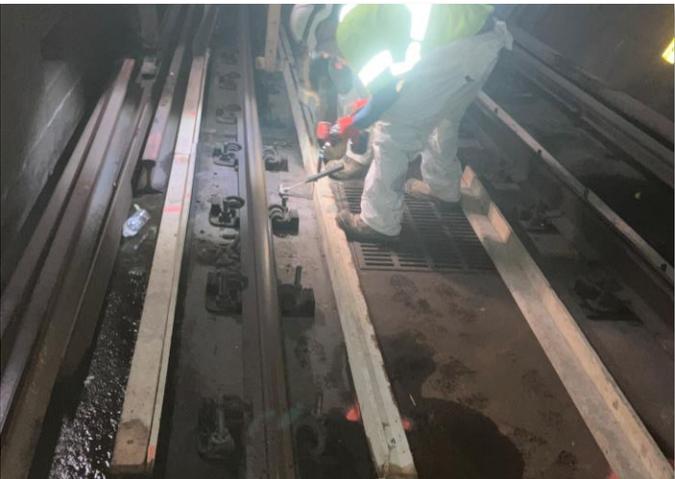
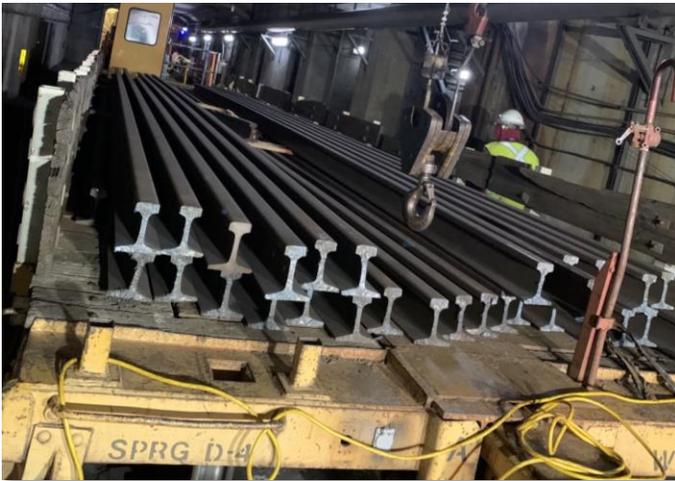
The Track and Structures team advanced critical state-of-good-repair work across all rail lines

During Q1 FY2026, the Track and Structures team advanced critical state-of-good work repair across all rail lines. Major summer shutdowns on the Yellow, Blue, and Green Lines and weekend work on the Red, Blue, Orange, and Silver Lines focused on rail renewal, grout pad rehabilitation, crosstie and fastener replacement, and track surfacing. Preventive maintenance—including leak mitigation, vegetation control, and drain cleaning—also continued to strengthen long-term system reliability.

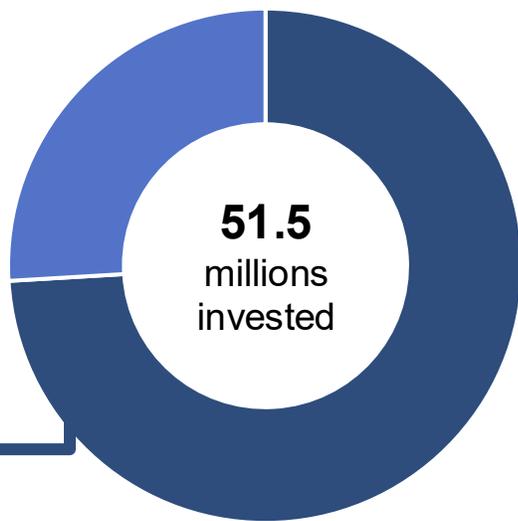
Material lead times and limited track access continued to influence sequencing, but progress remained steady. Key achievements included over 22,000 linear feet of rail renewal, completion of major grout pad repairs, and replacement of essential fasteners, insulators, and crossties.

Track Frogs Delivered for Installation

In Q1, 16 alternative track frogs were successfully delivered following earlier manufacturing delays. The project team initiated coordination with Track Maintenance to develop an installation schedule, ensuring alignment with system maintenance windows and operational safety protocols.



TRACK AND STRUCTURES REHABILITATION (CONTINUED)



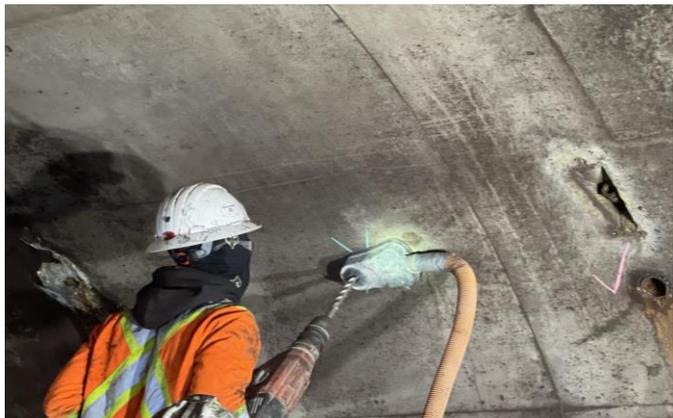
Structures – \$13.4M

Tunnel Water Leak Mitigation Work Reduces Infiltration and Improves Tunnel Reliability

In FY2026 Q1, the Tunnel Water Leak Mitigation program advanced through coordinated weekend and weekday work efforts aimed at reducing infiltration and improving tunnel reliability across the A and B Lines.

Following the completion of all pre-Substantial Completion Inspection (SCI) work in Q4, the A Line continues in its monitoring phase.

On the B Line, active drilling and grouting continued along Tracks 1 and 2 during non-revenue hours. To accommodate this expanded effort, the contract end date was extended from November 1, 2025, to June 30, 2026.



A total of seven Weekend Single Track (WST) and seven Weekday Early Out (WEO) Revenue Service Adjustment (RSA) events are planned to complete the remaining scope.

Shaft Structural Rehabilitation Program Advances Design Work

In Q1, design work advanced across all project locations. Final (100%) design submissions for shafts FA11 and FB8 were reviewed and approved, while FA5 and FA13 reached 90% design approval and are progressing toward finalization. Design development for FA7 and FG2 achieved 60% completion and received approval for continued work.

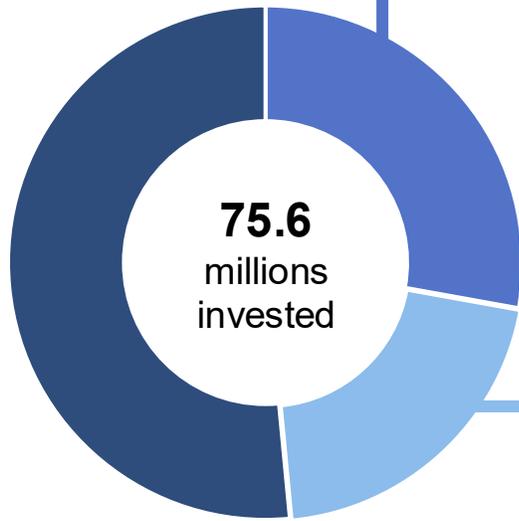
The site office setup, Maintenance of Traffic (MOT) controls, and noise monitoring systems were established to support upcoming demolition and construction phases. The scope of work for lead-based paint abatement was finalized among all parties, and the related change order is in closeout.

Track Structure Improvement Projects Following Vendor Onboarding

During Q1 FY2026, the project continued advancing Work Planning and Maintenance Improvements (WPMI) dashboards and related maintenance-of-way initiatives aimed at enhancing track access, wrench time, and tool utilization. Following the project's transfer to WPMI, a new vendor was onboarded in mid-September under a Limited Notice to Proceed (LNTP), with final contract negotiations concluded by late September. Current efforts are focused on implementing key priority projects, including:

- Infrastructure Maximo Asset Updates
- Digitization of the Labor Pick Process
- RSA Slide Deck Automation
- Outage Delivery Team Implementation

STATIONS AND PASSENGER FACILITIES



Platforms & Structures – \$21.1M

3 Station Restoration Work Completed

During the Q1 of FY2026, restoration work advanced at several stations under the Station and Facility Restoration Program. Three stations—Rockville, Twinbrook, and East Falls Church—were fully completed, making significant progress toward program goals.

Ongoing restoration work continues at Takoma, Medical Center, and Shaw stations. Tile deliveries, which had previously delayed completion at Morgan Boulevard, resumed in September FY2026, enabling the platform to reach 85% completion. The remaining tile shipments are expected in October 2025 to support full project closeout.

Metrorail Stations Entrance Enhancement Project Near Full Project Delivery

In Q1, installation of the final coiling door—the third and last of its type—was completed, marking a key milestone toward full project delivery. To date, eleven swing gates have been installed, with two remaining in active construction. Four of the seven project stations have reached readiness for Substantial Completion Inspection, reflecting steady progress toward closeout.

Rail Passenger Facility State of Good Repair Work Expansion

For the Sewage Ejector Replacement project, Metro issued the full Notice to Proceed (NTP) in mid-Q1, expanding the limited Q4 authorization to cover all eight project locations across Maryland and Washington, D.C.

Construction activities commenced at Forest Glen and Congress Heights, where the contractor mobilized crews and began disconnecting existing water and sewage lines in preparation for demolition of the old ejector systems. Work sequencing and safety planning were closely coordinated to minimize operational disruptions while ensuring full compliance with environmental and safety standards.

Vertical Transportation – \$15.6M

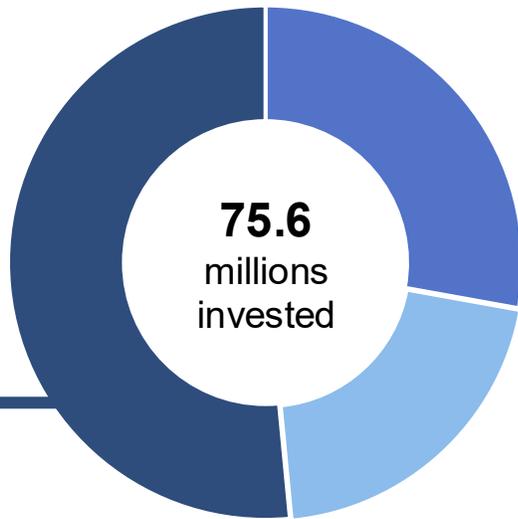
Elevator Rehabilitation Program on Schedule

During Q1, the Elevator Rehabilitation Program completed two units—one each at Dupont Circle and Capitol Heights. Work also commenced on two additional units at Pentagon City and Glenmont, while rehabilitation activities continue at Gallery Place. The program remains on schedule, with crews coordinating inspections and modernization efforts to enhance system reliability and customer accessibility.

Escalator and Elevator Overhaul Program Focuses on Preventive Maintenance

In Q1, the Escalator and Elevator Overhaul Program continued its focus on preventive maintenance, modernization, and infrastructure reliability. A total of 311 work orders were completed, encompassing step chain, handrail, gearbox, and drive chain replacements, as well as welding, and safety-related inspections.

Activity	FY26 Plan	Completed	Q1
Elevators Rehabilitated	9	2	
Escalators Overhauls	0	0	
Escalators Replaced	21	3	



Station Systems – \$39M

Fire Life Safety System Upgrade Work to Plan

In Q1, Metro maintained its fire alarm and life safety systems in a state of good repair across stations and tunnels, while advancing modernization efforts to enhance emergency response capabilities. Planning and initiation activities continued for the Fire Life Safety System Upgrade, which will introduce integrated and automated monitoring across multiple stations. Preliminary development also progressed for Phase 1 of the Emergency Management Platform Replacement Project, focused on Crystal City, Metro Center, and Gallery Place. The procurement package for this initiative is currently in development.

Meanwhile, the Forest Glen Fire Life Safety System Upgrade project advanced into the planning and initiation phase, establishing the foundation for future modernization at this critical station.

Digital Display Improvement Program Modernizes Customer Information Visibility

In Q1, preparations for large-format LED screen installations continued at Mt. Vernon Square, while the Navy Yard installation was deferred to Q3 due to the ongoing escalator entrance closure. The pylon pilot project also advanced, with fabrication and testing underway for delivery in late Q2.

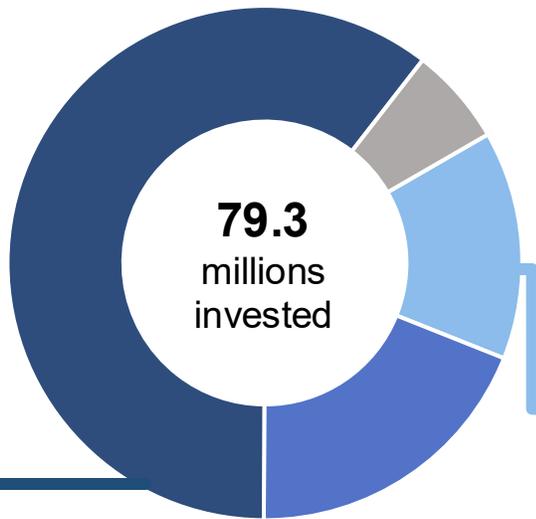
Progress continued on Passenger Information Display (PID) enhancements. Grout pad installations were completed and paid for in September, and new digital screens were installed at Silver Spring and Takoma. Technical evaluations for PID replacements at Grosvenor Station were also completed, with a contract award expected by mid-October.

Facility Security Monitoring Equipment Continues

During Q1 of FY2026, the team continued oversight and coordination of the Body-Worn Camera Project for MTPD Districts 1 and 2, ensuring that closeout milestones remain aligned with operational readiness requirements.

Systemwide, physical security assessments were completed across WMATA storerooms, identifying opportunities to enhance access control, surveillance coverage, and equipment standardization. To strengthen program continuity, an Electronic Safety and Security (ESS) Lead Engineer was onboarded to provide dedicated technical leadership for ongoing modernization efforts.

BUS, BUS FACILITIES AND PARATRANSIT



Maintenance Facilities – \$47.9M

Northern Bus Garage Replacement Project Prepares for Future Fleet Electrification

Construction continued through the quarter with steel erection, metal deck installation, and concrete pours across multiple areas of the garage. Crews also progressed on the installation of bus lift frames, door and window framing, and interior masonry walls, while exterior work advanced on stud framing, sheathing, and air barrier membrane installation.

Flood testing was completed on all roof sections above occupied spaces, and the backup generator was delivered and set in place. Coordination remains ongoing for the battery electric bus (BEB) system implementation, ensuring alignment with project sequencing and facility readiness.

Bladensburg Bus Garage Rehabilitation Reached Construction Milestone

Phase 1 construction for the Maintenance Building reached Substantial Completion in July 2025, and WMATA officially assumed possession of the facility.

Phase 2 construction, focused on the Employee Parking area, began in August 2025. Initial site work included demolition of concrete pavement, completion of construction entrances on 26th and 28th Streets, and installation of erosion and sediment control measures. The project also completed archaeological excavation, disconnected site utilities, and began abatement and waste removal inside the existing structures.

Acquisition – 11.4M

New MetroAccess Vehicles Received

Delivery of new minivans is well underway, with 70 of 181 new minivans received as of Q1 FY2026. These vehicles support Metro’s broader commitment to Service Excellence by enhancing fleet reliability and accessibility across the region.

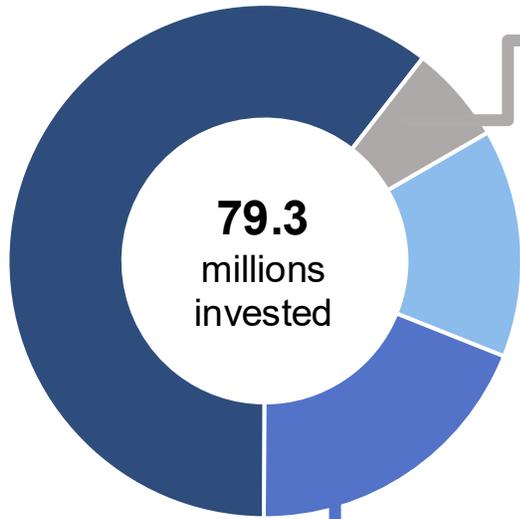
In addition, one NextGen vehicle was received in Q1, completing the remaining balance from the FY2025 procurement. Metro also took delivery of 100 DriveCams and 100 Mobile Data Terminals (MDTs) to further strengthen operator safety, fleet visibility, and data integration capabilities.

Bus Fleet Replacement Program & Zero Emissions Bus Acquisition Underway

In FY2026 Q1, production began on the 75 forty-foot Hybrid Electric Buses (units 26400–26474), with the official start date of September 8, 2025. Additionally, a modification was approved to replace 25 planned 35-foot Battery Electric Buses with 25 forty-foot Hybrid Buses.

Metro also received delivery of its first two of five battery-electric buses from Nova Bus and is preparing to put them into revenue service from the Shepherd Parkway Bus Division along with the existing New Flyer battery-electric fleet.

Bus Type	FY26 Expected Buses	FY26 Delivered
Battery Electric Bus 40-ft	5	2



Maintenance and Overhaul – \$15.1M

Bus Equipment Modernization Accelerates with Upgrades and New Implementations

In Q1, upgrades of the Clever Devices Intelligent Transportation System (Year 2) reached 93% completion, covering IVN 5 installations, new APC units, TCH relocations, and array microphone integrations. The final 22 buses, currently in rehabilitation, will be upgraded upon their return to service in Q2.

Premium Support Services and ITS maintenance continued uninterrupted, entering their third contract year to sustain fleetwide hardware and software performance. Additional modernization initiatives also advanced this quarter, including CleverInsights implementation, RTLS migration, 5-second AVL updates, EVMS integration, Busware-to-CleverWare migration, and the AMM application upgrade - all reinforcing Metro's commitment to system reliability and operational efficiency in alignment with the Strategic Transformation Plan's focus on modernization and customer experience.

Passenger Facilities & Systems - \$4.9M

Bus Planning Studies Focus on Cost Modeling, Design Coordination, and Stakeholder Engagement

A dedicated meeting was held with internal and jurisdictional partners to refine the pilot concept for an operator restroom and breakroom facility, ensuring that design and functional requirements align with operational realities and equity principles from the Better Bus Network Redesign.

Preliminary Rough Order of Magnitude (ROM) cost estimates were completed for all five candidate layover sites, incorporating updated bus blocking and schedule data. This refined analysis informed more accurate projections for bus parking demand and operator utilization.

Clear Lanes Enforcement Tools Expanded and Regional Coordination Continues

Metro refined and expanded its automated enforcement tools to align with the Better Bus Network Redesign. The team completed a full re-survey of bus stops within the Clear Lanes system, updating routes and data to improve accuracy. A continuous improvement program was launched in partnership with DDOT and the system vendor, introducing revised workflows for on-bus and back-end updates, a 24-month corrective action plan to reduce ticket rejections, and updated key performance indicators.

Coordination also advanced with Montgomery County to extend Clear Lanes enforcement along Georgia Avenue and University Boulevard, reinforcing regional consistency in priority bus corridors.

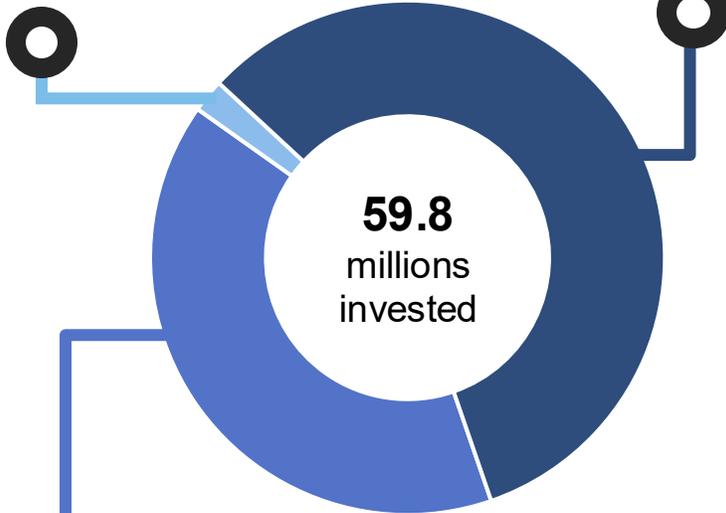
For Next Generation Transit Signal Priority (TSP), engagement continued across WMATA departments and jurisdictional partners to refine technical and operational requirements. The Concept of Operations document was further revised based on stakeholder feedback, while scope development began for the upcoming RFP to secure a technology vendor.

Advanced coordination on several high-priority corridors, including Georgia Avenue (DC) and Wisconsin Avenue (MD), and regional initiatives such as DMVMoves, Crosstown/East-West BRT, and the RFK redevelopment network. A Project Control Number (PCN) was secured, and a capital-funded staff position was advertised to support the program's growing scope.

Asset	FY26 Plan	Q1	Completion Percentage
Bus Rehabilitations	93	24	26%
Engine Assemblies	120	21	18%
Transmission Assemblies	150	40	27%

BUSINESS AND OPERATIONS SUPPORT

MTPD – \$1.2M



59.8
millions
invested

Information Technology (IT) – \$24.0M

Passenger information Display System Modernization across All Rail Stations

This quarter's work centered on ensuring that legacy PIDS units operating on older software could continue to integrate seamlessly with the upgraded EclipsX platform. Regular system optimization and troubleshooting remained a priority, supported by ongoing collaboration with SITA, the original software designer.

Equinix Data Center Operations Remained Stable

Following the pause recommended by the Office of the Inspector General (OIG), Metro continued evaluating options for a redundant PowerFlex environment at the Eisenhower Data Center to strengthen system resilience and continuity. A revised Phase 2 scope and project charter are under development to incorporate this recommendation, aligning future infrastructure work with Metro's Strategic Transformation Plan priorities around digital modernization and operational reliability.

Support Equipment & Services – \$34.6M

Joint Development Program Advances Multiple Transit-Oriented Projects

In Q1, a joint development agreement was executed for the Twinbrook stormwater site, and Metro received Board authorization to enter into an agreement for the Landover project. The second phase of the Grosvenor development also reached closing, clearing the way for construction of a 220-unit senior living building.

Elsewhere, the team reviewed RFP responses for the Capitol Heights joint development opportunity and continued contract negotiations at Deanwood, Forest Glen, and the Deanwood Library sites.

DC and Virginia Office Consolidations Close Out Underway

In DC, administrative closeout activities continued through Q1, focusing on lease negotiations at the Metro Headquarters for two retail tenants and coordination of tenant improvement plans scheduled for later in FY26.

All final mechanical, electrical, plumbing, and life safety systems were completed, with final inspections now underway. The Substantial Completion Inspection (SCI) and Certificate of Occupancy are expected in Q2, keeping final completion on track for January 2026.

In Virginia, administrative closeout continued during Q1, focusing on financial reconciliation, project management support, and ongoing integration of MICC functionality.

Planning Studies Underway for DC, Maryland and Virginia

In DC, the Columbia Heights Design and Evaluation (D&E) Station Capacity Study was delivered, marking the completion of consultant work. The final report is under internal review. In Virginia, the Planning team submitted a revised engineering feasibility report and constructability analysis for the Vienna Guaranteed Access project, incorporating feedback from prior reviews to refine design and cost assumptions.

Separately, Metro's Real Estate and Joint Development team began work on the Takoma Station Transit Requirements Division 01 effort. This activity initiates early-stage coordination for potential joint development opportunities. In Maryland, joint development planning studies continued at Morgan Boulevard, Shady Grove, College Park, Forest Glen, Twinbrook West, Glenmont West, Rockville, Southern, and West Hyattsville. In Virginia, the team advanced site planning and transportation analyses supporting Fairfax County's Bus Rapid Transit (BRT) initiative at Huntington Station.

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

See Metro's 10-Year Strategic Plan for Joint Development [2025 Progress Report](#).

- **Capitol Heights:** Metro interviewed the Joint Development solicitation respondents and continued analysis and clarifications in advance of a developer selection in Q2.
- **Grosvenor-Strathmore:** Metro closed on the second phase of joint development with Fivesquares Development which will include the construction of a 220-unit senior living building.
- **Landover:** Metro received Board authorization to enter into a Joint Development Agreement with Standard Communities for the sale of 2.17-acres to facilitate the development of a 260-unit affordable residential building. As part of the agreement, the developer would construct an emergency vehicle access road that would benefit a future joint development at Landover.
- **Twinbrook:** After receiving Board authorization in 2024, Metro executed a Joint Development Agreement with Hines to facilitate the construction of 437 residential units and 5,000 square feet of retail. The developer will relocate and maintain the displaced stormwater facility and construct a roadway that will support future bus operations.

Incidental Use

- Seventy-three ATMs from First National Bank have been installed in Metro stations. All 122 ATMs are projected to be installed across the system by the end of CY2025. This initiative provides Metro with non-passenger operating revenue.



Pictured: Landover development rendering



Pictured: Grosvenor development rendering

Federal Awards Status - Summary

FTA Active Awards

- 18 active awards (8 Formula, 4 Capital PRIIA, 2 OIG PRIIA, 4 Discretionary)

FTA Grant Post Award and New Grant Actions

- All applications for FFY2025 Federal Formula Grants will be entered into FTA's grant management system (TrAMS) by Thanksgiving

Close Outs

- 6 planned by end of calendar year (2 Federal Formula, 2 Federal Capital PRIIA, 1 Federal OIG PRIIA, 1 Federal Discretionary)

Other Active Awards

- 3 DHS/FEMA Transit Security Grant Program (TSGP) awards (includes recently awarded TSGP 2025 grant) and 1 USDOT Office of the Secretary SMART Grant
- Awarded 2 Northern Virginia Transportation Commission (NVTC) Commuter Choice grants for operating assistance in the Virginia I-395 corridor

Discretionary programs

- Awaiting selection announcements for USDOT Regional Infrastructure Accelerator Program and FTA Low/No Emission Program
- Working with Fairfax County on their involvement with \$104M Low/No Grant

FEDERAL AWARDS UPDATE

FTA Awards Status – Details

Federal Award ID	Application Name	PoP End Date	Federal Award	Drawn	Balance
DC-2021-003	FFY2020 5339 (c) Low-No Metrobus Zero-Emission Fleet Program	6/30/2026	\$4.2 M	\$3.7 M	\$0.5 M
DC-2021-012	FFY2021 5312 COVID-19 Research and Demonstration Project	3/30/2026	\$0.6 M	\$0.3 M	\$0.3 M
DC-2021-014	FFY2021 5339 Bladensburg Bus Garage	12/30/2027	\$33.6 M	\$33.3 M	\$0.3 M
DC-2022-010	FFY2022 PRIIA WMATA Office of Inspector General	9/1/2026	\$15.0 M	\$14.7 M	\$0.3 M
DC-2022-012	FFY2022 Section 5337 Railcar Preventive Maintenance, Railcar Scheduled Maintenance Program and Track Preventive Maintenance Program	6/30/2026	\$301.3 M	\$278.7 M	\$22.6 M
DC-2022-014	FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program	12/30/2027	\$355.9 M	\$320.2 M	\$35.7 M
DC-2022-015	FFY2022 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance	12/30/2027	\$160.4 M	\$84.7 M	\$75.7 M
DC-2022-016	FFY2022 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility	7/30/2027	\$198.3 M	\$106.9 M	\$91.4 M
DC-2022-017	FFY2022 Section 5307 Station Entrance Canopies and Stairways, Rehabilitation of Parking Facilities, Rail Station Cooling, and AC Power and Switches	12/30/2026	\$35.4 M	\$27.8 M	\$7.7 M
DC-2022-018	FFY2022 PRIIA WMATA Vertical Transportation, Support Facility Fire System Rehabilitation, Tunnel Water Leak Mitigation, Platform Rehab (Phase 4), Automatic Train Control and Radio Infrastructure	3/1/2026	\$143.5 M	\$140.0 M	\$3.5 M
DC-2023-007	FFY2023 PRIIA WMATA Vertical Transportation, Yellow Line Tunnel and Bridge Rehabilitation, Tunnel Water Leak Mitigation, Automatic Train Control Rooms	6/30/2026	\$143.5 M	\$139.0 M	\$4.5 M

Note: Drawn numbers are from inception through 06/30/2025 which include updated period of performance end dates.



FEDERAL AWARDS UPDATE

FTA Awards Status – Details Con't

Federal Award ID	Application Name	PoP End Date	Federal Award	Drawn	Balance
DC-2024-002	FFY24 VA CMAQ WMATA Bus Replacement	12/30/2026	\$3.4 M	\$0.0 M	\$3.4 M
DC-2024-009	FFY2024 PRIIA WMATA - ELES Water Intrusion, Escalator Replacement, Prime Mover Replacement, ATC Train Control Rooms, AC Switchgear Rehab, Railcar SMP and Tunnel Leak Mitigation	6/30/2027	\$143.5 M	\$69.4 M	\$74.1 M
DC-2024-013	Section 5337 Preventive Maintenance Track and Railcars, Station Cooling, Parking Rehab, Station Gate Replacements	6/30/2026	\$184.5 M	\$56.1 M	\$128.4 M
DC-2024-014	FFY24 Section 5307 Bus Preventive Maintenance and Rehabilitation, Security Systems, MTPD Projects, and ADA L'Enfant Elevator	12/1/2027	\$45.6 M	\$30.4 M	\$15.2 M
DC-2025-004	PRIIA WMATA Office of Inspector General	6/30/2028	\$5.0 M	\$0.0 M	\$5.0 M
DC-2025-005	FFY2025 PRIIA WMATA-Railcar SMP, Escalator Replacement, ATC Train Control Rooms, AC Switchgear Rehab, and Tunnel Leak Mitigation	12/29/2028	\$143.5 M	\$18.3 M	\$125.2 M
DC-2025-006	FFY2025 VA CMAQ WMATA Bus Replacement		\$3.8 M	\$0.0 M	\$3.8 M

Note: Drawn numbers are from inception through 06/30/2025 which include updated period of performance end dates.



APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

FY2026 – Q1 Year-To-Date (\$ in millions)¹

	FY2026 Budget	FY2026 Actual	Variance \$ ²	Variance %
Passenger Revenue	\$114.6	\$129.5	\$14.9	13.0%
Non-Passenger Revenue	\$26.6	\$32.7	\$6.2	23.2%
Total Revenue	\$141.1	\$162.2	\$21.1	14.9%
Total Gross Expenses	\$653.6	\$672.7	\$(19.0)	-2.9%
Preventive Maintenance	\$21.8	\$19.7	\$2.0	9.3%
Total Net Expenses	\$631.9	\$647.9	\$(16.1)	-2.5%
Prior Year Savings	\$5.0	\$5.0	\$0.0	0.0%
Jurisdictional Subsidy	\$476.5	\$476.5	\$0.0	0.0%
Net Income	\$(9.3)	\$(9.3)	\$0.0	0.0%
Cost Recovery Ratio ³	22%	25%		
Farebox Recovery Ratio	18%	20%		

1. All figures exclude reimbursables; totals may not sum due to independent rounding; In FY2026 Q1, Metro's headcount and total authorized positions were 12,288 and 13,590, respectively.

2. Positive numbers denote favorable variance to budget; negative numbers denote unfavorable variance to budget

3. Cost Recovery Ratio includes federal relief and is calculated using total net expenses (total gross expenses minus preventive maintenance)

FY2026 – Q1 Year-To-Date (Trips in millions)¹

Ridership	FY2025 Actual	FY2026 Budget	FY2026 Actual	Variance Prior Year	Variance Budget
Metrorail ²	32.2	33.3	37.9	17.6%	13.7%
Metrobus ³	31.9	33.9	29.5	-7.5%	-13.0%
MetroAccess	0.3	0.3	0.3	-15.0%	-13.0%
All Modes	64.4	67.5	67.6	5.0%	0.2%

1. Totals may not sum due to independent rounding

2. Rail total includes 36.2 million tapped ridership and 1.7 million non-tap ridership.

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

APPENDIX II: CAPITAL PROGRAM FINANCIALS BY INVESTMENT CATEGORY

Dollar amounts are in millions.

Capital Investments	FY2026 Current Budget	FY2026 Actuals	YTD % Budget Expended
Acquisition	95.1	12.2	13%
Maintenance & Overhaul	258.8	59.5	23%
Maintenance Facilities	46.6	2.7	6%
Railcar and Railcar Facilities	\$ 400.5	\$ 74.5	19%
Power	112.1	20.3	18%
Signals & Communications	224.0	64.3	29%
Rail Systems	\$ 336.0	\$ 84.6	25%
Fixed Rail	213.5	38.1	18%
Structures	76.5	13.4	17%
Track and Structures Rehabilitation	\$ 289.9	\$51.5	18%
Platforms & Structures	95.8	21.1	22%
Vertical Transportation	64.1	15.6	24%
Station Systems	172.1	39.0	23%
Stations and Passenger Facilities	\$ 331.9	\$ 75.6	23%
Acquisition	102.1	11.4	11%
Maintenance & Overhaul	77.8	15.1	19%
Maintenance Facilities	240.1	47.9	20%
Passenger Facilities & Systems	28.9	4.9	17%
Bus, Bus Facilities and Paratransit	\$ 448.8	\$ 79.3	18%
IT	125.7	24.0	19%
MTPD	3.7	1.2	34%
Support Equipment & Services	181.0	34.6	19%
Business and Operations Support	\$ 310.4	\$ 59.8	19%
Total Capital Programs	\$ 2,117.6	\$ 425.2	20%

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	68%	15%
North Bethesda	1,270	33%	16%
Twinbrook	1,097	35%	-3%
Rockville	524	80%	18%
Shady Grove	5,745	47%	14%
Glenmont	2,998	61%	48%
Wheaton	977	24%	18%
Forest Glen	596	118%	92%
Montgomery County Total	14,854	52%	24%
Prince George's County			
New Carrollton	3,677	79%	23%
Landover	1,185	68%	38%
Cheverly	150	149%	65%
Addison Road	1,268	18%	7%
Capitol Heights	372	60%	24%
Greenbelt	3,399	44%	13%
College Park-U of MD	1,290	38%	8%
Hyattsville Crossing	1,068	24%	7%
West Hyattsville	453	61%	14%
Southern Avenue	1,980	32%	4%
Naylor Road	368	32%	-54%
Suitland	1,890	21%	1%
Branch Avenue	2,768	45%	7%
Morgan Boulevard	633	60%	28%
Downtown Largo	2,200	61%	27%
Prince George's County Total	22,701	47%	14%
Maryland Total	37,555	51%	18%

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	16%	4%
Minnesota Ave	333	66%	13%
Rhode Island Ave	221	76%	20%
Fort Totten	408	103%	15%
Anacostia	786	36%	13%
District of Columbia Total	1,942	58%	13%
Virginia			
Huntington	2,732	60%	20%
West Falls Church	2,009	54%	28%
Dunn Loring	1,964	29%	12%
Vienna	5,169	57%	25%
Franconia-Springfield	5,069	31%	4%
Van Dorn Street	361	73%	-9%
East Falls Church	352	118%	14%
Ashburn	1,555	47%	17%
Loudoun Gateway	2,115	15%	2%
Herndon Monroe	3,751	12%	4%
Innovation Center	2,072	6%	3%
Wiehle-Reston East	2,300	28%	7%
Virginia Total	29,449	36%	12%
System Total	68,946	44%	15%

- Notes: A. Landover Spaces given for CDL training, 684 spaces
 B. New Carrollton current capacity 2,371
 C. Branch Ave. - Bus operator training, 304 spaces
 D. Anacostia rehab; Solar panel project 22 spaces
 E. Cheverly rehab; Solar panel project 350 spaces
 F. East Falls Church; Bus Bay Expansion 70 spaces