

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

# FINANCIAL PROGRESS REPORT

Fiscal Year 2024 Quarter 4



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# Q4 FY2024 AT-A-GLANCE

During Q4 FY2024, Metro approved its FY2025 capital and operating budgets, announced ongoing collaboration in the DMVMoves project, officially retired its 2000-Series train fleet, and began a major construction project on the Red Line.

Metro's operating expenses through Q4 FY2024 were \$2,257.5 million, favorable by \$62.5 million to budget due to savings in Benefits & Capital Cost Allocation, Services, Paratransit, and Materials. While passenger revenue remained below budget, losses were partially offset through non-passenger revenue in advertising and interest on investments. Ridership continued to increase over the previous year across all modes.



**April 25:** The Board of Directors approved the FY2025 capital and operating budget, which began on July 1, 2024.



**April 29:** Metro deployed its improved faregate display screen messaging to streamline customer experience.



**May 1:** In collaboration with the Metropolitan Washington Council of Governments, Metro announced a historic regional planning initiative, DMVMoves, which will set the vision for comprehensive regional transit planning.



**May 10:** The 2000-Series rail fleet was officially retired. Introduced in the early 1980's, the trains operated nearly 200 million miles and carried over 775 million passengers.



**May 17:** The announcement of \$17 million for infrastructure improvements at Capitol Heights Station was made. The improvements will make the site suitable for future joint development.



**June 1:** Major construction began on the Red Line, closing the Glenmont, Wheaton, Forest Glen, Silver Spring and Takoma Metro Stations. The work, coordinated with the Maryland Transit Administration (MTA) Purple Line Project, will allow MTA to build a new mezzanine to better connect the future Purple Line to Metrorail at the Silver Spring Station. At the same time, safety-critical maintenance and repairs will be performed, along with customer experience improvements.



**June 6:** Metro received this year's Gold Safety Award for Heavy Rail Systems from the American Public Transportation Association (APTA).

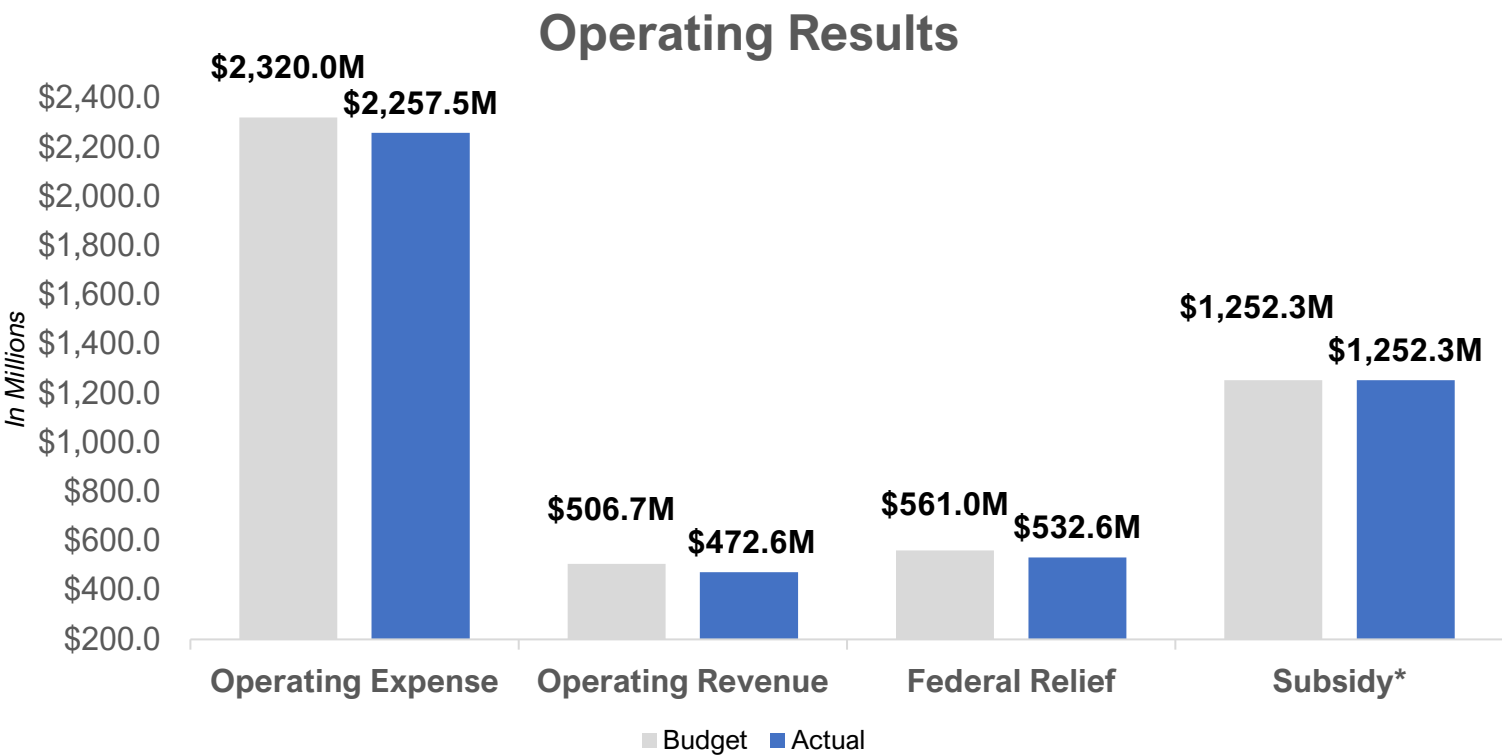


**June 25:** In response to customer feedback, Metro began replacing cloth bus seats with easier-to-clean, vinyl seats.

# OPERATING RESULTS

The following highlights Metro’s system-wide financial performance through the fourth quarter of fiscal year 2024.

Operating expenses were \$2,257.5 million or \$62.5 million favorable to budget. Excluding federal relief, operating revenues were \$472.6 million, unfavorable to budget by \$34.1 million and funding 21 percent of operating expenses. Total operating revenue was \$1,005.3 million including federal relief of \$532.6 million to offset decreased revenue. Passenger revenue was unfavorable to budget by \$47.9 million through the fourth quarter, while non-passenger advertising and other revenue were favorable to budget. Additionally, savings from capital cost allocation, services, paratransit and materials helped offset lower passenger revenues. Metro’s net subsidy<sup>1</sup> is on budget for the fiscal year.



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

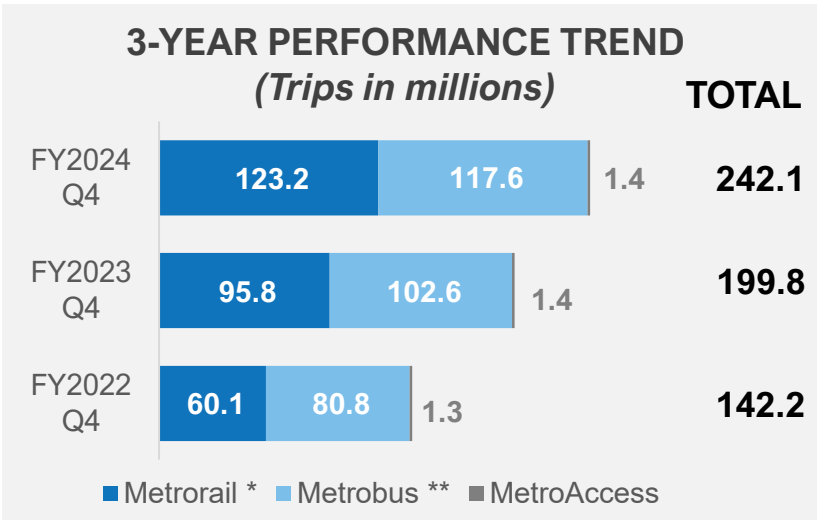
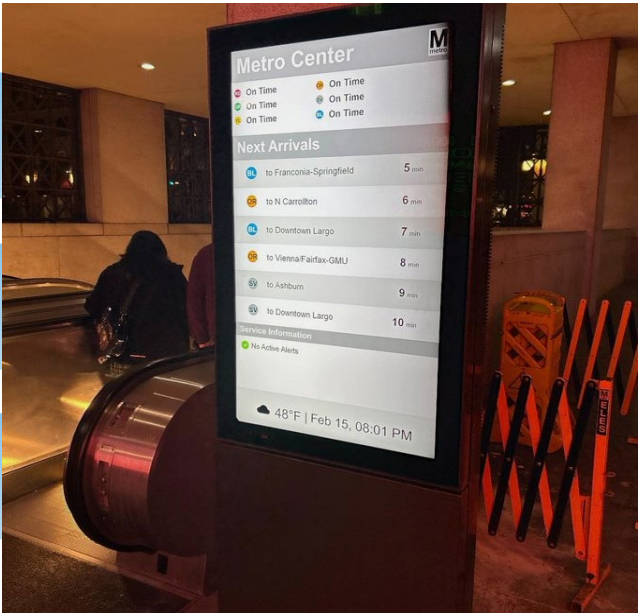
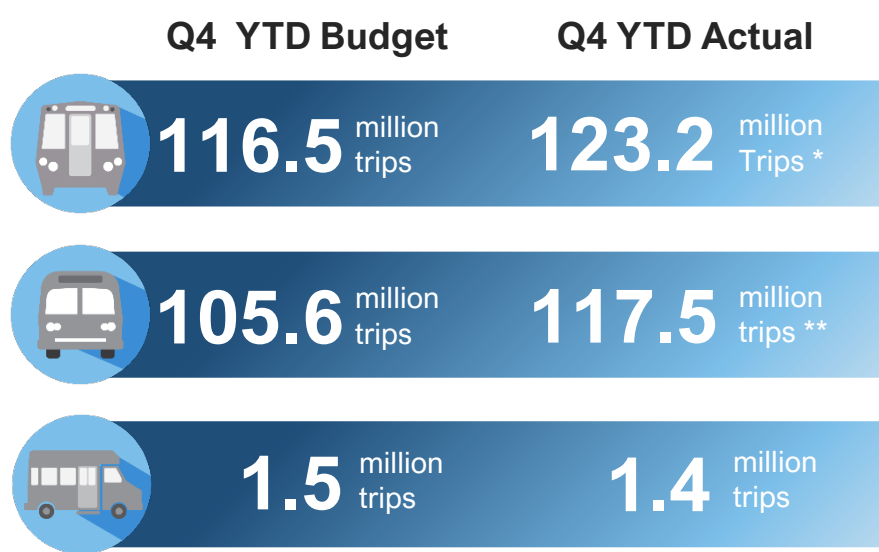




# RIDERSHIP

**Actual ridership for Metrorail, Metrobus, and MetroAccess combined is 242.1 million trips during FY2024.**

Through Q4, total ridership was 21 percent above the prior year, with Metrorail ridership exceeding Metrobus ridership. Rail ridership (including tapped and non-tapped ridership) totaled 123.2 million trips\*, an increase of 27.4 million or 29 percent from the prior year and favorable to budget by 6.7 million trips or 5.7 percent. When including only tapped ridership, the rail variance was unfavorable to budget by 3.3 percent but favorable compared to the prior year by 27 percent. Bus ridership, using automated passenger counts (APC), totaled 117.5 million trips through Q4, up 11.9 million trips or 11.3 percent above budget and 15 million trips or 15 percent above the prior year. MetroAccess ridership through the fourth quarter totaled 1.4 million trips, 9.4 percent below budget but 0.2 percent above the prior year.



\* Rail total includes 112.7 million tapped ridership and 10.5 million non-tap ridership. Prior to January 2023, Metrorail ridership reported only tapped ridership, which understated the total number of riders. Completing the installation of new faregates in January 2023 enabled Metro to now report all ridership (tapped and non-tap). The FY2024 Budget includes only tapped trips.

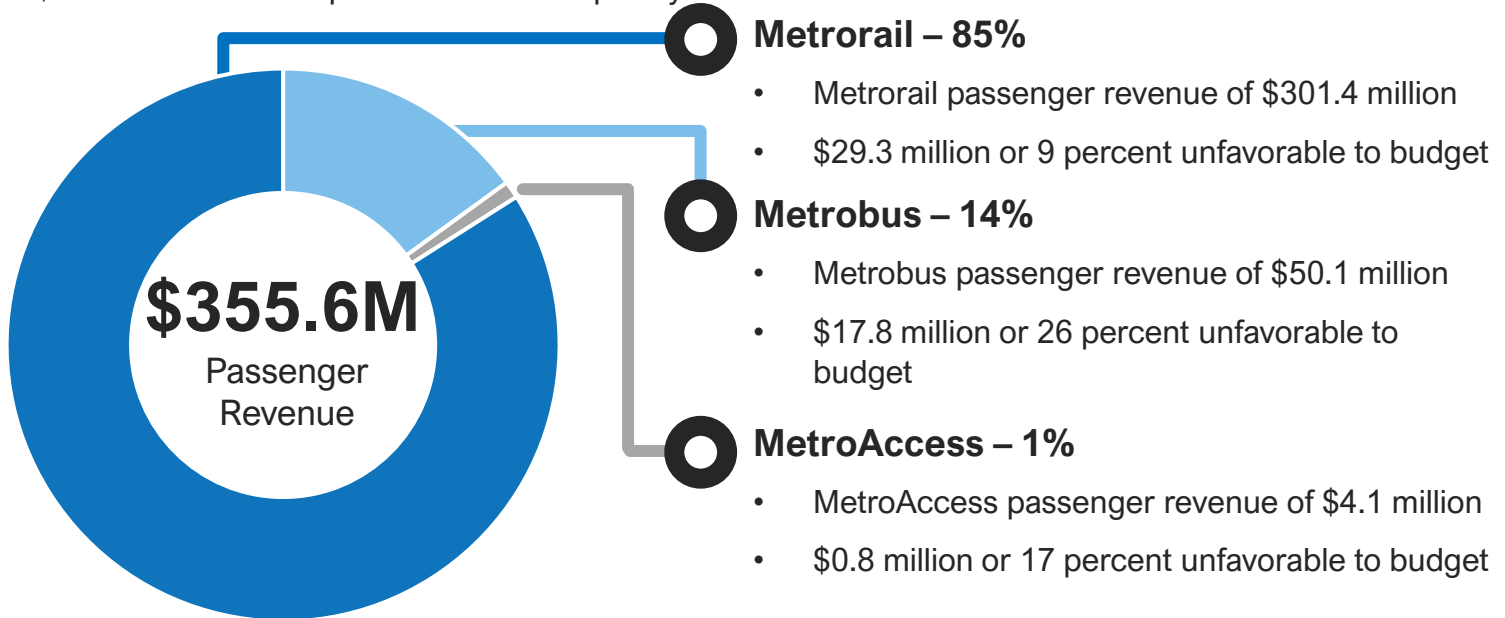
\*\* Bus totals include shuttles to accommodate rail station shutdowns and other track work.

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

# OPERATING REVENUE

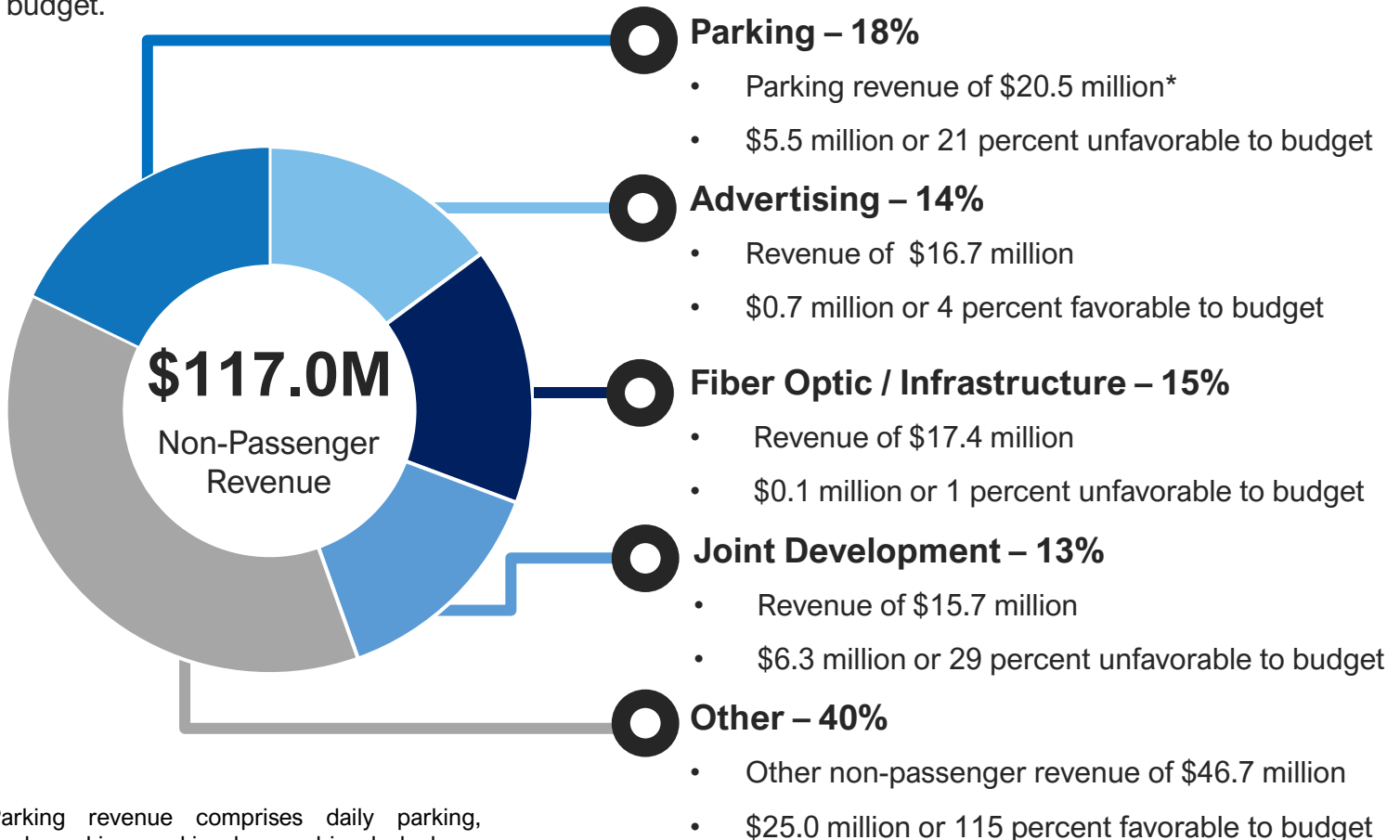
## PASSENGER REVENUE

Passenger revenue totaled \$355.6 million, which was \$47.9 million or 11.9 percent unfavorable to budget but \$64.0 million or 22.0 percent above the prior year.



## NON-PASSENGER REVENUE

Non-passenger revenue totaled \$117.0 million through Q4, which was \$13.8 million or 13.4 percent favorable to budget.

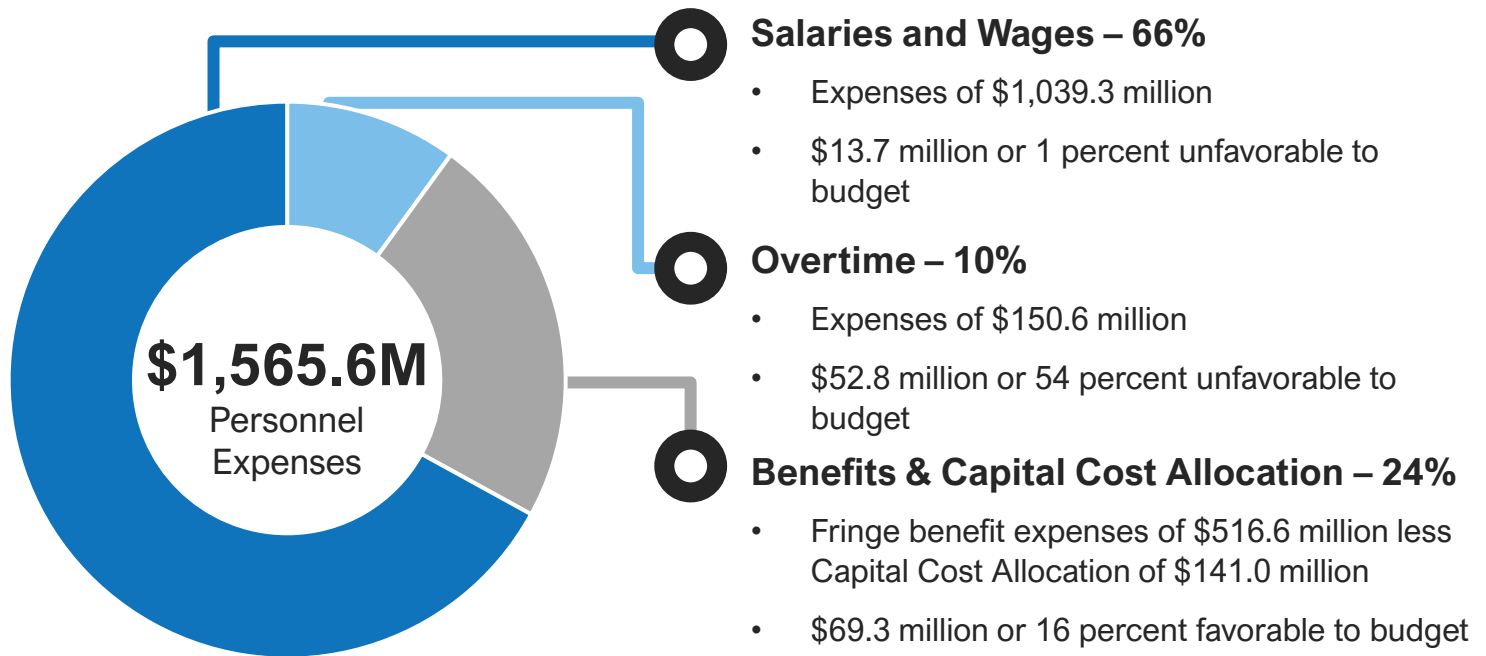


\*Parking revenue comprises daily parking, hourly parking, parking leases, bicycle lockers, and other special event funds.

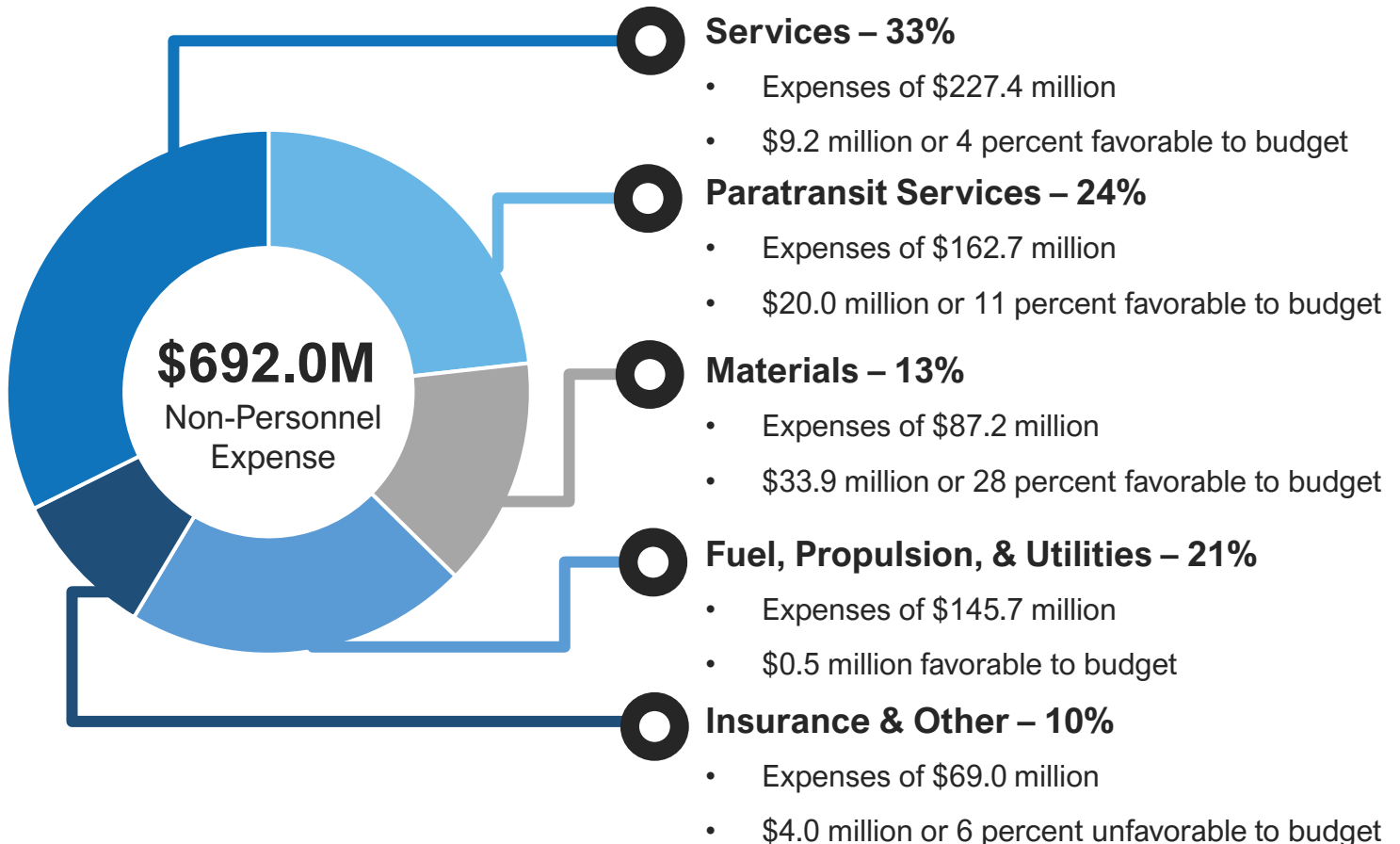
# OPERATING EXPENSES

FY2024 operating expenses through Q4 totaled \$2,257.5 million, favorable by \$62.5 million to budget due to savings in Benefits & Capital Cost Allocation, as well as across non-personnel expense categories.

## PERSONNEL EXPENSES



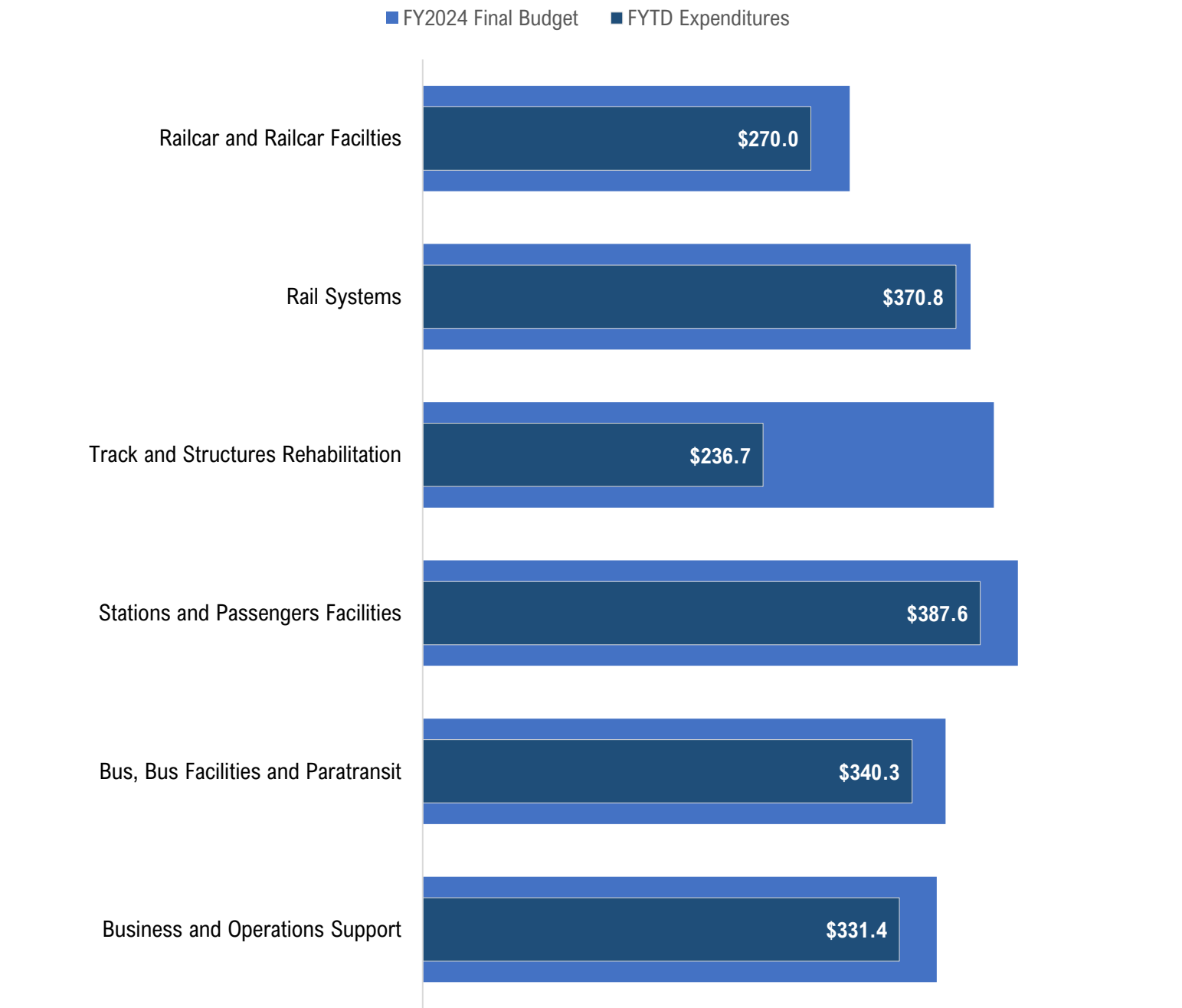
## NON-PERSONNEL EXPENSES



# CAPITAL IMPROVEMENT PROGRAM

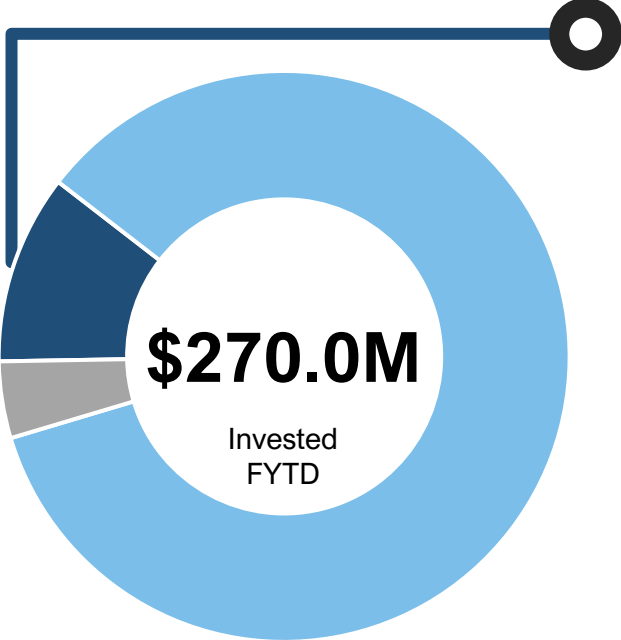
Metro has invested \$1.9 billion in the Capital Improvement Program through Q4.

The capital improvement program for FY2024 addresses existing needs while also proactively mitigating new backlogged needs. This program focuses on advancing projects that enhance state of good repair, reliability, and customer experience, all while prioritizing safety.





# RAILCAR AND RAILCAR FACILITIES



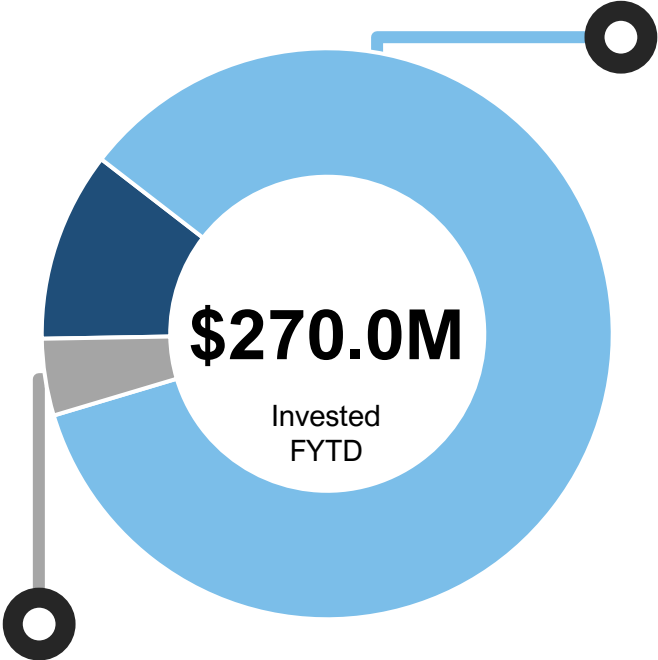
## Acquisition – \$29.0M

The 8000-series railcar project faced ongoing schedule impacts due to scope changes related to Open Gangway System and Enterprise Video System (EVS) integration with Hitachi. These scope changes modernize the design of the 8000-series railcars and improve the customer experience while aligning Metro with peer transit agencies around the world. As a result, project milestones and the overall timeline are under review with Hitachi. The approval of Carbody Stress Analysis was completed.

For the 7000-series railcars, TrackIT software upgrades and power consumption reduction are planned for Q4 FY25. Cybersecurity hardware Implementation Phase 2 progressed, with the Network Video Recorder (NVR) upgrade in procurement and conceptual software design nearing completion. Procurement for cybersecurity software and Unified Threat Management vulnerability testing are underway. The simulator room buildout at the Carmen Turner Facility is on track for completion in Q1 FY25, and the Inter-car barrier project is expected to begin in early FY25, with final design, prototype approvals, and testing to follow.



Pictured: The mockup of the 8000-series railcar on the National Mall as part of the ‘Fleet of the Future’ public event.



Maintenance Facilities – \$11.7M

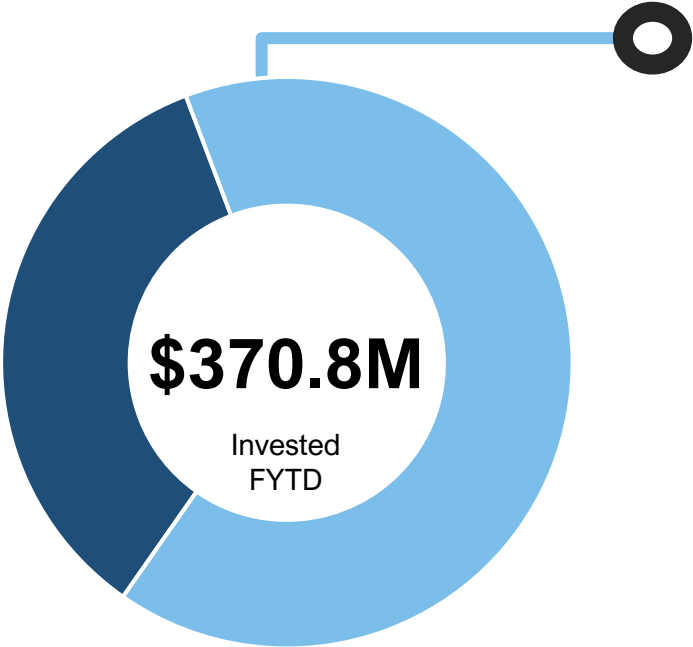
In Q4, six of the seven design packages for the Train Wash Facilities project have been received. The design package of the Alexandria Yard train wash facility was delayed due to location of Molybdenum plant details. A decision on which packages will be advanced for construction is still pending, with Shady Grove and Greenbelt locations as the initial priorities.

Following the termination for convenience of the Design Build contract in December 2023 for the Heavy Repair and Overhaul Facility, the close-out process continued in Q4. This included the collection of all deliverables, preparation, and negotiation of a financial close-out agreement, and compilation of contractual close-out documentation. The value engineering exercise to assess the feasibility of reusing existing warehouses for the HRO project was finalized and is under internal review.

Maintenance & Overhaul – \$229.2M

In Q4 FY24, Metro continued its focus on the Scheduled Maintenance Program (SMP) for railcar overhauls and rehabilitation. The 6000-Series Coupler Campaign saw two cars completed. For the 7000-Series SMP, on-car work commenced in Q4, although no railcars were completed during the quarter. The 7000-Series Wheelset Replacement Program (WRP) advanced with 108 cars completed in Q4, totaling 220 cars for the fiscal year. Work on the 7K WRP is progressing ahead of schedule, with full completion expected within three years. Additionally, the 2000-series railcars were officially retired in Q4 FY2024 ahead of an anticipated FY2025 retirement. These cars were originally introduced in the early 1980s and fulfilled their expected useful life.

Railcar Series	FY2024 Rehabilitation Plan	FYTD Progress
2000 Rehab	16	16
3000 Rehab	2	2
3000 SMP	12	0
6000 SMP	0	0
6000 Couplers	6	4
7000 SMP	12	0
7000 Wheelset Replacement	180	220



**Signals & Communications – \$242.8M**

The radio project continues to make progress. Planning and testing for the early activation of the 700MHz radio system at New Carrollton Yard and the 800MHz radio system for Arlington County are ongoing, with completion targeted by the end of Q2 FY25. Production installations on 6000-Series railcars were halted due to a quality issue with the radio harness, which the project team is addressing with the manufacturer. A cellular option was implemented to connect MTPD officers to the radio system when communications are unavailable. Advanced Station Distributed Antenna System (DAS) testing covered 27 additional stations, totaling 48 stations completed, with the scope extended to all 99 rail stations.

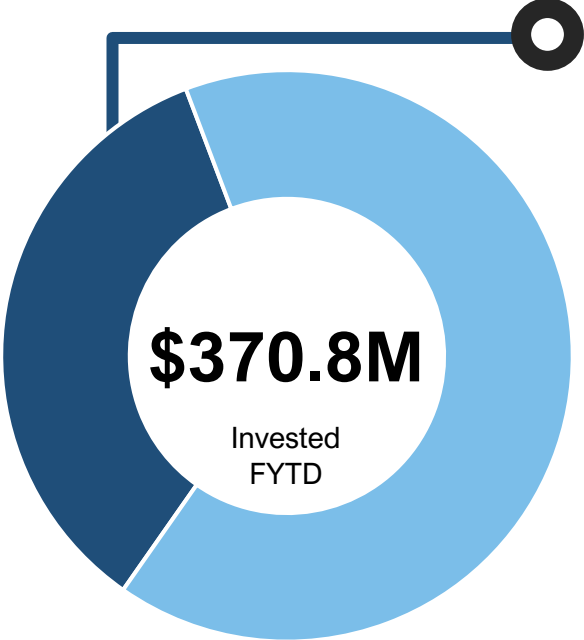


The Grade of Automation Level 2 Project made progress with the completion of Red Line Integrated Testing for Automatic Door Operation (ADO), achieving zero safety issues. Integrated Testing for Automatic Train Operation (ATO) on the Red Line passed all safety-critical milestones. The project is now on track to complete ATO testing in Q1 FY2025, with the return to ATO on the Red Line expected in Q2 FY2025. The target date for ATO on all other lines is set for Q4 FY2025. This revised timeline reflects enhanced coordination on rule updates and additional time for testing. The project team has synchronized training with service delivery to prevent service disruptions.

Asset	FY2024 Plan	FYTD Progress	Completion Percentage
SOGR Switch Replacement (Switch Machines)	25	25	100%
SOGR Cable Replacement (Cables)	36	59	164%
SOGR High-Current Bond Installation (Bonds)	25	26	104%
SOGR Cable Meggering (Locations)	45	38	84%



# RAIL SYSTEMS (CONTINUED)



## Power – \$128.0M

For the Blue Line Contract, additional Thyristor Controlled Rectifier and Reversible Controlled Rectifier (TCR/RCR) training was conducted for Maintenance and Engineering teams. Equipment deliveries included the RCR at Franconia-Springfield TP2.

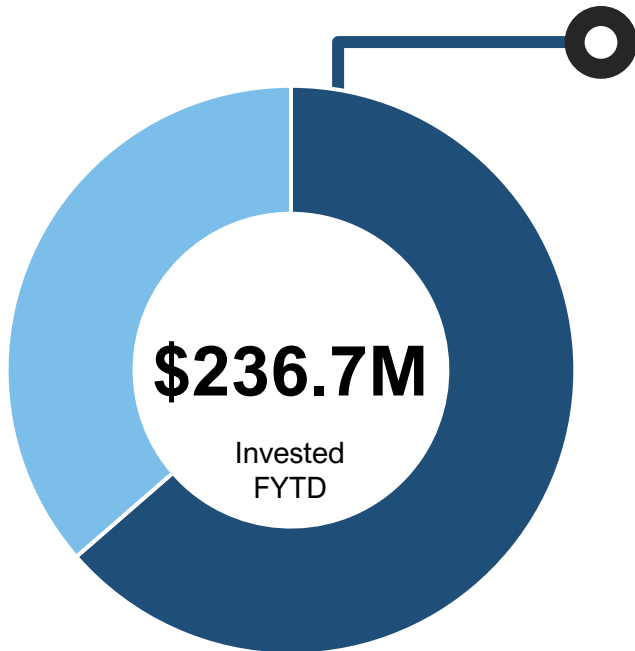
The SOGR Cable Additions & Replacements project continued its momentum with a total of 12,735 linear feet of cables installed and 419 cables meggered for testing. The development of the new Materials Contract advanced, and partial spare parts delivery was completed.



Asset	FY2024 Plan	FYTD Progress	Completion Percentage
SOGR Cable Installations (LF) <sup>1</sup>	16,000	77,357	483%
Cable Meggering	2,000	1,675	84%
Uninterruptable Power Supply Replacement	33	26	79%

1. LF – Linear Feet; Cable installations exceeded expectations due to extra track availability afforded by the Orange and Green line shutdowns. 4,000 LF per quarter is typically replaced. All cable installations (replacements and additions) are included in this line.

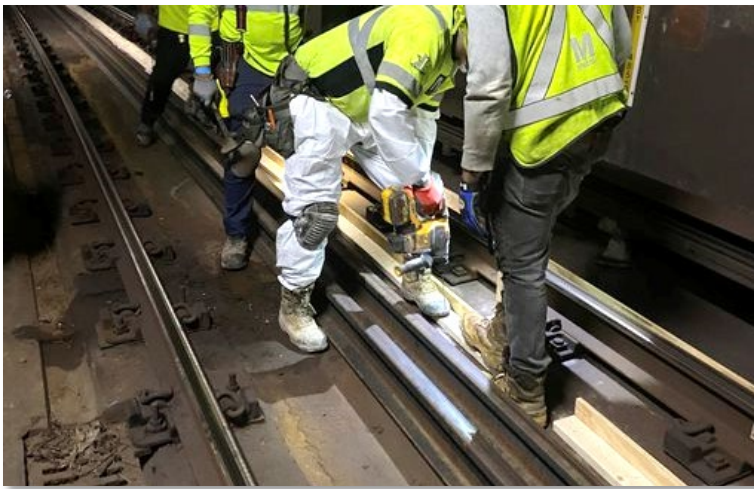
# TRACK AND STRUCTURES REHABILITATION



## Fixed Rail – \$150.6M

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

In Q4, progress was made with 9,307 linear feet of grout pad rehabilitation and the resolution of 2,955 station and tunnel leaks. The installation of 11,483 crossties further reinforced track stability. Track enhancements included the replacement of 11,018 track fasteners and the installation of 4,221 new third rail insulators. Rail renewal efforts covered 52,794 linear feet, while track surfacing activities addressed 169,675 linear feet. Vegetation clearing was extensive, totaling 1,811,842 linear feet, and 125,096 linear feet of drainage were rodded to prevent flooding and maintain operational integrity.





# TRACK AND STRUCTURES REHABILITATION (CONTINUED)

## Track Rehabilitation Work by Component Activity

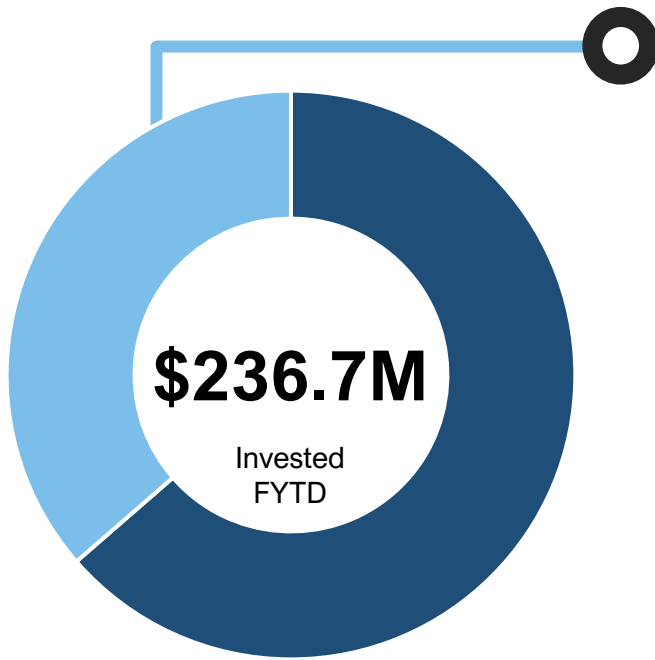
Component Activity	FY2024 Plan	Total FYTD Complete	Completion Percentage
Crossties Replaced	9,000	11,542	80%
Third Rail Insulator Replacement	3,200	4,221	132%
Joint Elimination	500	792	158%
Running Rail Renewal <sup>1</sup>	89,544	52,794	59%
Third Rail Rehabilitation <sup>2</sup>	5,000	1,678	34%
Track Stabilization	400	400	100%
Turnouts Rehabilitated <sup>3</sup>	4	2	50%
Track Fasteners Replaced	10,000	11,018	110%
Track Surfacing <sup>3</sup>	90,000	169,675	189%

1. Some planned Orange Line Hay Rail replacement completed during FY2023 Q4, as the shutdown bridged fiscal years.
2. Unable to complete during Red Line Shutdown due to staff being assigned to other needs such as running rail, joint elimination, and track fasteners.
3. Two turnouts on the Red Line did not require full rehabilitation and were repaired instead.

## Structures Rehabilitation Work by Component Activity

Component Activity	FY2024 Plan	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF)	1,250	2,216	177%
Deck Joint Replacement (LF) <sup>1</sup>	450	542	120%
Drain Rodding (LF) <sup>2</sup>	50,000	125,096	250%
Grout Pad Rehabilitation (LF)	8,500	9,321	110%
Leak Mitigation	2,000	2,959	148%
Track Bed Cleaning (LF)	300,000	359,624	120%
Track Signage Replaced <sup>3</sup>	300	1,036	345%

1. Goal expected to be met in Q4 once weather improves.
2. Structures afforded additional opportunities to complete Drain Rodding during Green Line summer shutdown and multiple Real Schedule Adjustment (RSA) events on the Red Line and Blue/Silver Line.
3. Track and Structures afforded opportunities to complete additional track signage during the Green Line Summer Shutdown and on the Orange Line.

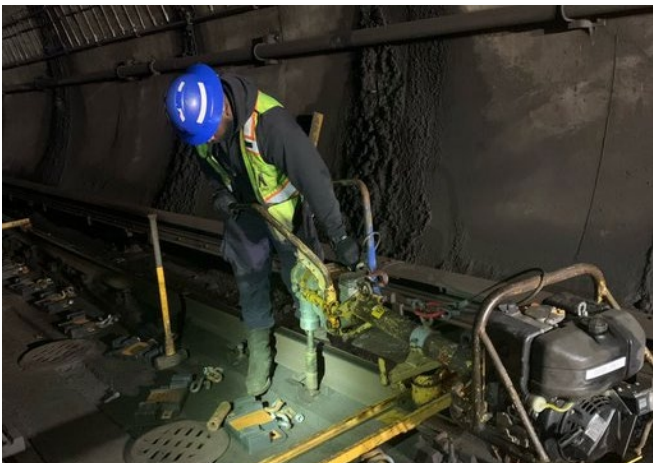


## Structures – \$86.1M

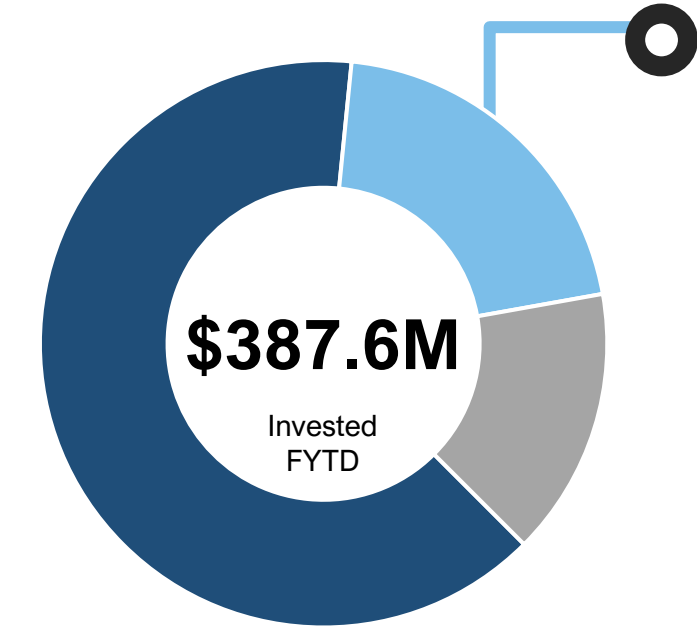
In the Tunnel Leak Mitigation Project, the monitoring phase for the Red Line between Silver Spring and Forest Glen stations is ongoing with a subsequent warranty period. The project progressed despite the unexpected discovery of large gaps that required additional cementitious grout. Drilling and grouting on the Red Line between Tenleytown-AU and Friendship Heights stations was ongoing in Q4. Inspection of three shafts between Tenleytown-AU Station and Friendship Heights Station is anticipated in FY25 Q1.

In Q4, Metro advanced structural rehabilitation work on aerial structures and segmental bridges. Construction was completed at Rockville Station canopy, with Grosvenor Station at 94 percent, Minnesota Ave Station at 76 percent completion, and Green Line segmental bridges at 91 percent completion. Pier rehabilitation continued at Grosvenor and Minnesota Ave. stations, including expansion joint connections and bearing replacements. Activities on a tiebreaker were completed at Anacostia Station, and work on a tiebreaker at Benning Road continued. Additionally, pressure washing, grouting, and primer coating on two Green Line bridges are in progress.

The Request for Proposals (RFP) has been issued for the Shaft Rehabilitation Project, with bids scheduled to be received in Q1 FY2025. The Shaft Fall Protection Assessment has progressed, with field investigations completed on 40 tunnel shafts. Recommendations have been developed based on data analyses, stakeholder workshops, and consultations with Occupational Safety and Health Administration (OSHA) to ensure the design complies with OSHA regulatory requirements.



# STATIONS AND PASSENGER FACILITIES



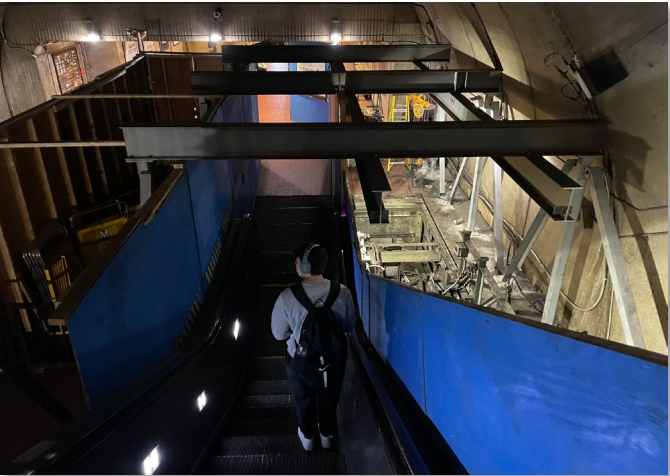
## Platforms & Structures – \$79.9M

Extensive track shutdowns commenced on Memorial Day, affecting five Red Line stations (Silver Spring, Glenmont, Wheaton, Forest Glen, and Takoma) to advance Maryland Transportation Authority’s Purple Line Project interconnecting at Silver Spring Station.

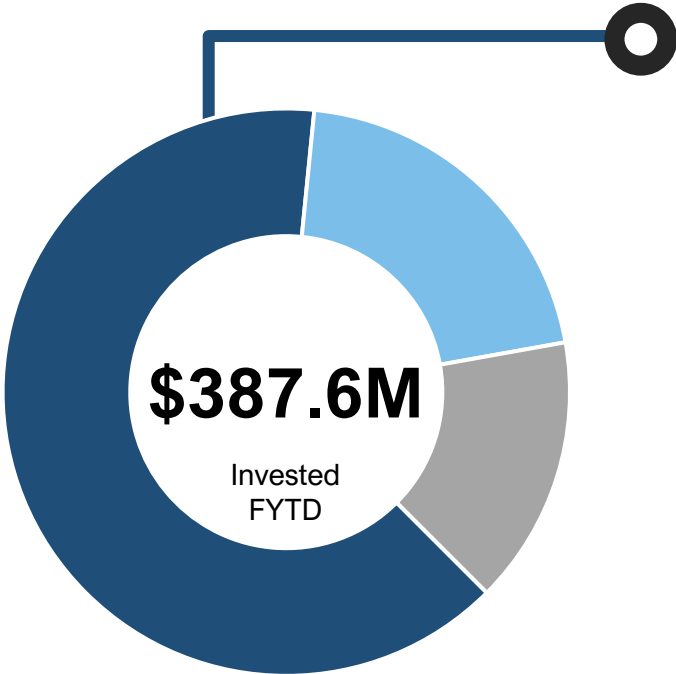
In Q4, completed station restorations included Tyson's Corner, Greensboro, Branch Avenue, Congress Heights, Gallery Place, Bethesda, Cleveland Park, and Eastern Market. These restorations include work such as deep cleaning, power washing, masonry work, and repair and replacement of worn station fixtures. For FY25, station restorations are planned for Downtown Largo, Fort Totten, Rhode Island Avenue, West Falls Church, Franconia-Springfield, Pentagon City, Union Station, Van Ness, Pentagon, Glenmont, Wheaton, Shady Grove, and Archives.

At College Park, Phase II of stairway work progressed with the installation of granite treads, pavers, and illuminated handrails. At Judiciary Square, onsite mobilization is set to begin for stairway construction. The erection phase of the Arlington Cemetery Station south canopy started with field welding and assembly of fabricated steel. Canopy shop drawings for U St., Capitol South, Smithsonian, Archives, and Tenleytown-AU stations are in development. Evaluation of wall conditions for future canopy installation for Potomac Ave Station began. Canopies are installed to protect escalators from precipitation, thereby extending their lifespan. Canopy and stair improvements ensure a safe and more reliable experience for customers.

Construction on the new parking garage at New Carrollton is ongoing, with an anticipated completion in Q2 of FY2025. The garage will contain approximately 1,900 spaces and a new bus loop. A contract for the management and procurement of new on-demand bicycle parking equipment and technology was awarded in March 2024, with phased installation anticipated to commence in FY2025.







**Station Systems – \$248.4M**

In Q4, Metro achieved significant progress across key projects. The Fare Vendors project completed scope development for nextgen fare vending machines, while the Faregate project reached near completion with ongoing software warranty work. The Fareboxes project saw over 90 percent installation completion, with approximately 1,700 bus rear-door readers deployed and final installations expected by Q1 FY2025.

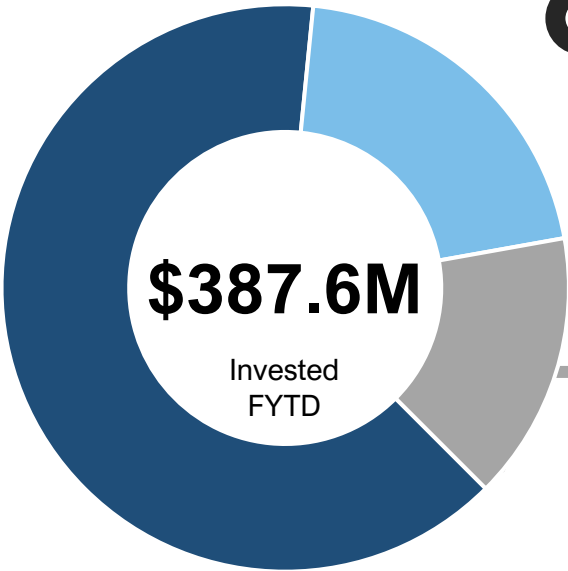
Website modernization focused on customer website navigation components, and the Exit Fare project was completed in June 2024, with spare equipment delivery pending. Web SmartBenefits 2.0 continued with digital modernization upgrades and SmartBenefits enhancements. Mobile Payments 2.0 advanced, and the High Fare Availability project made improvements in cybersecurity and updates to the reduced fare program. These updates help modernize Metro’s fare system as well as increase transit accessibility to passengers across the region. The New Faregate Barriers project progressed rapidly, with over 60 percent of stations updated with new doors and railings, set for completion by early fall 2024.

Lighting improvement projects progressed with the platform edge lighting initiative completing 16 Rail Service Adjustment (RSA) events, covering 20 stations and three single tracks. Additionally, the site lighting replacement at Takoma Station was finalized.

The Digital Display and Wayfinding Improvements project awarded the contract for digital displays in phone booths and finalized the contract package for the Station Entrance solicitation. Additionally, screen procurement for the Red Line Shutdown was completed.



*Pictured: Updated ‘saloon style’ faregates*



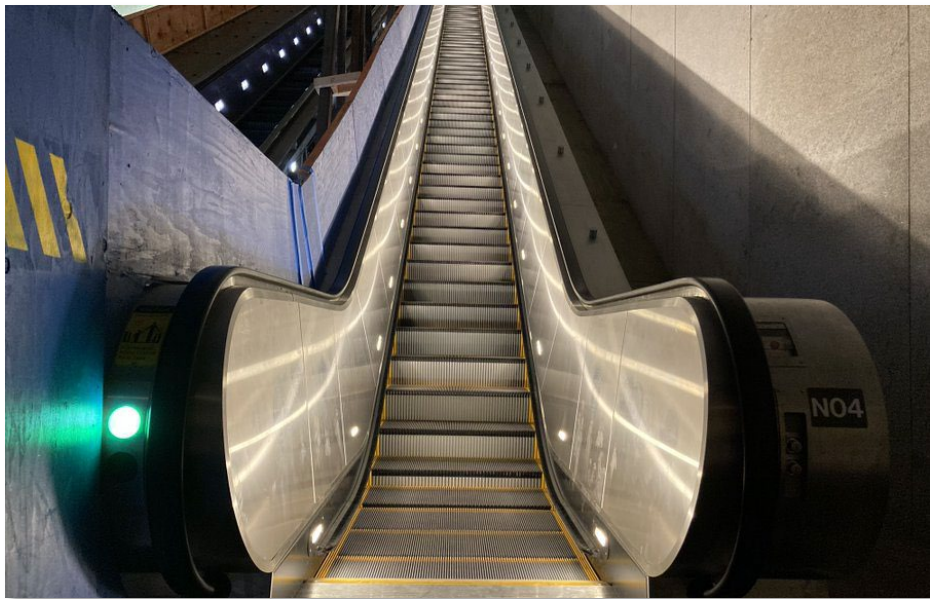
**Vertical Transportation – \$59.4M**

In Q4, Metro completed the installation of seven escalator units. These include two units at National Airport Station, one at Benning Rd Station, one at Twinbrook Station, one at Deanwood Station, and two at Fort Totten Station. Additionally, escalator maintenance activities involved the completion of 716 work orders, including welding, step chain, handrail, gearbox, and drive chain replacements.

The elevator glass cleaning project commenced, and water remediation engineering assessments were completed. A new elevator rehabilitation contract was awarded in Q4.

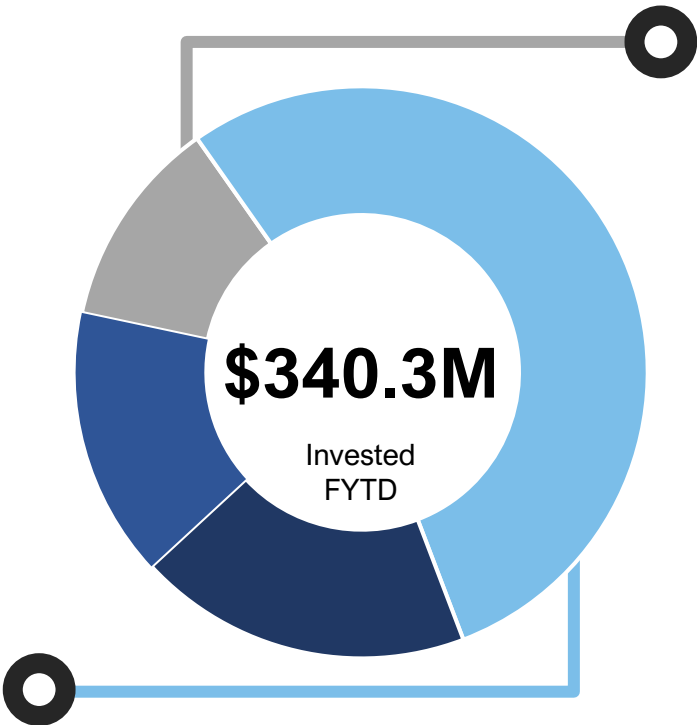
Activity	FY2024 Plan	FYTD Progress	Completed in Contract	Remaining in Contract
Elevators Rehabilitated	3	1	101	1
Escalator Overhauls <sup>1</sup>	0	4	n/a	n/a
Escalators Replaced	33	30	79	51

1. Metro cancelled the escalator rehab contract in Q4 FY2023 and moved escalators to the overhaul or replacement programs based on need.





# BUS, BUS FACILITIES AND PARATRANSIT



## Acquisition – \$40.5M

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

Bus Type	FY2023 Order	FY23 Delivered	FY24 Progress
Clean Diesel 40-ft.	100	54	41
Battery Electric Bus 60-ft.	2	1	3

In Q4, two electric buses were received from New Flyer. The project team continued working on the new bus contract for non-electric buses. A total of 10 electric buses are expected to be received in FY25, with five of these anticipated to arrive by Q4 FY25 from the manufacturer, Nova Bus.

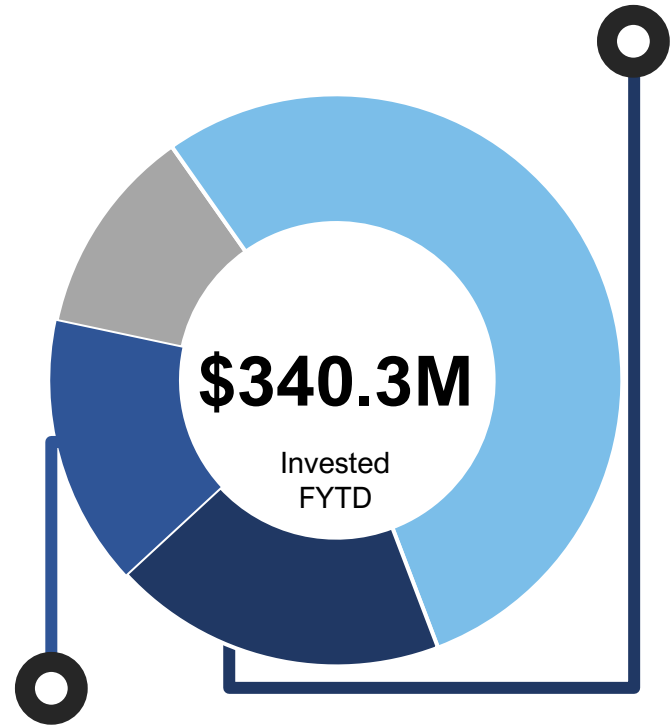
In FY2024, 25 Mobile Data Terminals (MDTs) were purchased and delivered. For FY25, 25 nextgen MetroAccess minivans are planned for purchase, with deliveries expected to start in January 2025. Additionally, 185 minivans are scheduled for purchase, with anticipated deliveries extending from July 2024 to November 2026. Another 50 MDTs are also set for purchase and delivery in FY25.

## Maintenance Facilities – \$183.6M

Installation of pantographs for electric bus charging at Shepherd Parkway bus garage was completed in May. These upgrades support the implementation of electric buses into passenger service and Metro’s goal of a fully-electrified fleet by 2042. Construction of the Bladensburg Bus Garage Maintenance Building continued with completion expected in Q3 FY25.

Foundation work began at Northern Bus Garage in May. Structural steel work at the site is set to begin Q1 FY25.





**Passenger Facilities & Systems – \$51.7M**

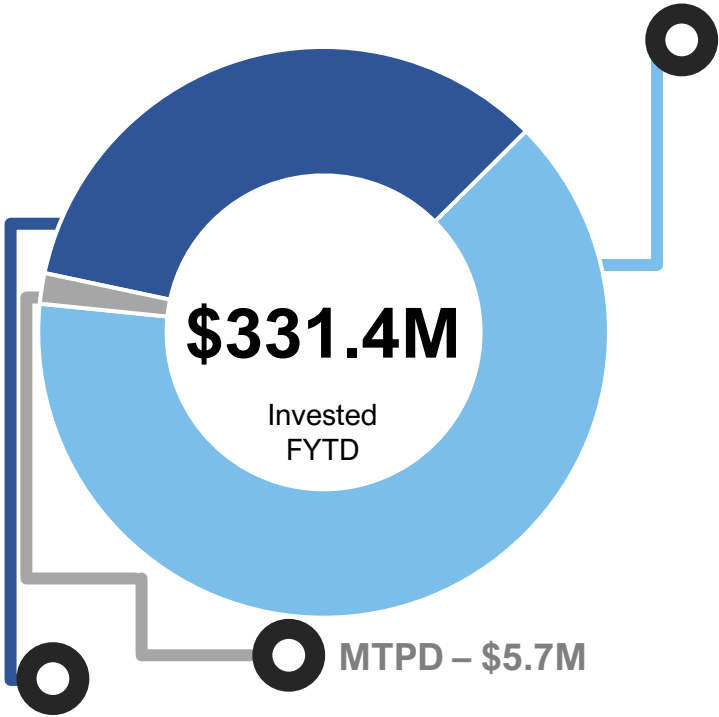
In Q4, progress on the Customer Electronic Information Displays project included the delivery of 34 LED and 15 ePaper signs, with installation in progress. The Bus Shelter design/build project saw the receipt of 33 shelters, with ongoing field construction. Notably, the replacement of 11 shelters at Fort Totten was completed, while four shelters at Brookland-CUA were finished, leaving six to be completed.

**Maintenance & Overhaul – \$64.4M**

Metro’s investments in bus maintenance and overhaul serve to ensure that the bus fleet maintains a State of Good Repair. These investments support Metro’s performance goal of 8,000 miles or more between failures, maintaining bus reliability. In the fourth quarter, these investments were comprised of the purchase of hand tools and diagnostic equipment for upgrades to the bus simulators. Metro also continued installation of Clever Devices for the Metrobus Intelligent Transportation System.

In Q4, Metro completed 31 out of 100 bus rehabilitations, 18 out of 120 engine assemblies, 44 out of 150 transmission assemblies, and 31 out of 140 fare box rehabilitations.

Asset	FY2024 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	98	98%
Energy Storage Systems	33	33	100%
Engine Assemblies	120	91	76%
Fare Boxes	140	99	71%
Transmission Assemblies	150	138	92%



Information Technology (IT) – \$113.4M

Metro finalized the procurement of Oracle Enterprise Performance Management (EPM) and Oracle Enterprise Data Management (EDM) to replace the Hyperion budget tool. Additionally, design sessions covering payroll, benefits, and remaining HCM modules were initiated. The Automated Proposal Management Software's system configuration and design were completed, with compliance checks underway; the launch is targeted for Q2 FY25.

Ongoing support for business and anti-virus software continued, focusing on maintaining system integrity and security. The Microsoft Modernization and Transformation (M&T) project advanced with Microsoft's collaboration to enhance the cybersecurity posture.

Support Equipment & Services – \$212.3M

In Q4, 41 service support vehicles were purchased and delivered in FY24. An additional 58 vehicles, including 53 service support and five passenger vehicles, are scheduled to arrive in FY25. For FY25, 146 vehicles are anticipated to be purchased and delivered, consisting of 104 service support vehicles and 42 passenger vehicles.

The Pollution Prevention Project at Track Refueling areas located at Alexandria and Shady Grove Yards completed the design phase and issued the Notice to Proceed (NTP), with initial pre-construction activities underway at Alexandria and Shady Grove yards. For pavement and stormwater management improvements at Pennsy Drive, the project is progressing with mobilization and construction activities ongoing, despite some delays due to soil testing and existing infrastructure challenges. The Storage Tank Replacement at three rail yards is moving forward with bid analysis and is set to advance into construction phases for New Carrollton, Greenbelt, and Glenmont. Finally, the design for sloped landscapes is complete.

Metro advanced Non-Revenue Facilities projects to close out punch list items for the Data Center and Dynamometer. Efforts continued on RTU and Humidifier replacements at Good Luck Road. Final design work for mechanical upgrades progressed at Montgomery Bus Garage, Queenstown Road, and Shepherd Parkway. The roof and skylight replacement project at Greenbelt Yard was extended by 90 days, now expected to be completed in Q2 FY2025. Three of the thirteen Maryland and DC Miscellaneous Roof Replacement locations have been completed.

# 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 continued to advance its joint development program in Q4, guided by its [10-Year Strategic Plan for Joint Development](#).

- **Brookland:** Metro's Board approved amendments to the Mass Transit Plan to reconfigure the bus loop and Kiss & Ride to enable future joint development.
- **Capitol Heights:** The State of Maryland announced \$17 million in infrastructure funding for this station to support future joint development. Metro's Board also approved amendments to the Mass Transit Plan to reconfigure the bus loop and Kiss & Ride and eliminate the 372-space Park and Ride lot. A Joint Development solicitation is planned to be issued in Q1 of FY2025.
- **Deanwood:** Metro's Board authorized staff to execute a Joint Development Agreement with the District of Columbia Public Library to construct a new 25,000 square foot library at the Deanwood Station. Additionally, in June, a solicitation was released for private development on the balance of the existing surface parking lot.
- **Downtown Largo (Lottsford Road):** Metro's Board authorized staff to execute a Joint Development Agreement with Banneker Ventures to develop 800 housing units and 70,000 square feet of retail on the site of Metro's water treatment facility and operations building.
- **Grosvenor:** Ravel & Royale, a 220-unit development supported by the Amazon Housing Equity Fund, was completed along with a 1.2-acre park.
- **New Carrollton:** The second of two multifamily buildings (The Margaux) was completed and includes 291 affordable units supported by the Amazon Housing Equity Fund.

## Acquisitions

- **Western Bus Garage:** In September 2023, Metro was awarded possession of the former Lord & Taylor site. The Department of Justice is scheduled to submit appraisals for exchange with the prior owner in Q1 of FY2025.



*Pictured: Ravel & Royale residential development at Grosvenor*



*Pictured: The Margaux at New Carrollton (on the right, adjacent to the Metro Building)*



# FEDERAL AWARDS UPDATE

As of June 30, 2024, Metro had 22 active awards from the Federal Transit Administration (FTA) with a combined value of \$3.5 billion. This includes Federal Fiscal Year 2023 formula funding of \$1.2 billion of American Rescue Plan Act (ARPA) Section 5307-WMATA Operating Assistance and \$120 million in ARPA Additional Assistance for WMATA Operations.

In Federal Q3, Metro received reimbursements totaling \$2.7 billion for projects that include, but are not limited to, assisting the operating budget revenue shortfall through the ARPA grant (through June 30, 2024), the purchase of new buses, the construction of new bus garages, and repairing station and track infrastructure. Metro is finalizing its FY2025 Budget grant applications and amendments. Metro closed three grants before the end of the Fiscal Year (June 30, 2024). Last quarter WMATA received notification of a \$2 million discretionary grant award from the U. S. Department of Transportation's Office of the Secretary under the Strengthening Mobility and Revolutionizing Transportation (SMART) Program.

## Active FTA Awards as of 06/30/2024 (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 <sup>1</sup>	\$1.88	\$1.88	\$0.0	12/31/2024
DC-2018-012-00	09/09/2018	Bus Shelters Replacement	\$3.6	\$1.7	\$1.9	09/30/2025
DC-2019-010-00	08/13/2019	FFY2019 5307/5340 Formula Funding	\$191.5	\$190.2	\$1.3	12/30/2024
DC-2020-007-00	05/27/2020	FFY19 Section 5310 Metro Access Replacement Vehicles	\$0.89	\$0.00	\$0.89	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	\$328.71	\$316.70	\$12.0	09/30/2025
DC-2020-017-01	08/14/2020	FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility	\$293.7	\$269.9	\$23.8	09/30/2024

Note: Draw down numbers are from inception through 06/30/2024

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



# FEDERAL AWARDS UPDATE (CONTINUED)

## Active FTA Awards as of 06/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Updated 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	\$0.1	\$0.1	09/30/2024
DC-2021-012	08/17/2021	FFY2021 5312 COVID-19 Research and Demonstration Project	\$0.6	\$0.03	\$0.3	06/30/2025
DC-2021-014	09/01/2021	FFY2021 5339 Bladensburg Bus Garage	\$21.8	\$19.5	\$2.3	12/30/2027
DC-2021-015	08/13/2021	ARPA Section 5307 - WMATA Operating Assistance	\$1,209.0	\$1,158.1	\$50.9	12/30/2024
DC-2022-010	08/26/2022	FFY2022 PRIIA WMATA Office of Inspector General	\$10.0	\$8.1	\$1.9	9/01/2025
DC-2022-011	08/26/2022	FFY 2021 American Rescue Plan (ARP) Additional Assistance for WMATA Operations	\$120.1	\$0.0	\$120.1	3/30/2025
DC-2022-012	08/29/2022	FFY2022 Section 5337 Railcar Preventive Maintenance, Railcar Scheduled Maintenance Program and Track Preventive Maintenance Program	\$301.3	\$165.5	\$135.8	6/30/2026
DC-2022-014	09/07/2022	FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program	\$243.0	\$173.0	\$70.0	12/30/2027
DC-2022-015	09/07/2022	FFY2022 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance	\$157.2	\$56.8	\$100.4	03/31/2026

Note: Draw down numbers are from inception through 06/30/2024 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 06/30/2024 (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	\$158.3	\$66.7	\$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	\$18.3	\$5.9	12/30/2024
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	\$132.3	\$11.2	6/30/2025
DC-2023-006	08/23/2023	FFY2018 5307 Paratransit Van Replacements	\$0.17	\$0.0	\$0.17	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	\$108.8	\$34.7	6/30/2026
DC-2024-002	09/15/2023	VA CMAQ Bus Replacement (FY2024)	\$3.4	\$0.0	\$3.4	12/30/2026

Note: Drawn numbers are from inception through 06/30/2024

# FEDERAL AWARDS UPDATE (CONTINUED)

## FTA Awards Closed in FY2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Date Closed
DC-2021-017-01	01/29/2024	FFY2021 PRIIA WMATA Railcars Rehabilitation, Platform Rehab (Phase 3), Vertical Transportation, Automatic Train Control and Radio Infrastructure	\$148.5	6/21/2024
DC-2022-008-01	04/23/2024	FFY2022 Section 5339 Bus Farebox Replacements	\$10.5	6/21/2024
DC-2023-005-01	10/12/2023	FY22 VA CMAQ Bus Replacements	\$3.5	6/20/2024

## FTA Applications in Progress Pending Award as of 06/30/2024

Federal Award ID	Application Name	Federal Request
DC-2024-006	FFY2024 5310 Enhanced Mobility Paratransit Van Replacement with \$1.7M for Federal Request	1,716,000

## Active Non-FTA Awards as of 06/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
EMW-2020-RA-00019	09/01/2020	DHS Transit Security Grant Program	\$3.3	\$0.5	\$2.8	08/31/2024
EMW-2021-RA-00030	09/01/2021	DHS Transit Security Grant Program	\$4.5	\$0.8	\$3.7	08/31/2025
EMW-2023-RA-0036	09/01/2023	DHS Transit Security Grant Program	\$4.5	\$0.0	\$4.5	08/31/2026
15PBJA-21-GG-04422-BWC	12/01/2021	DOJ Body Worn Camera Program	\$0.9	\$0.9	0	11/30/2024

## Closed Non-FTA Awards as of 06/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Date Closed
EMW-2019-RA-00011	09/01/2019	DHS Transit Security Grant Program	\$4.1	08/30/2023

# APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

## FY2024 (\$ in millions) \*

	Budget	Actual	Variance \$**	Variance %
Passenger Revenue	\$403.5	\$355.6	\$(47.9)	-11.9%
Non-Passenger Revenue	\$103.2	\$117.0	\$13.8	13.4%
<b>Total Revenue</b>	<b>\$506.7</b>	<b>\$472.6</b>	<b>\$(34.1)</b>	<b>-6.7%</b>
Personnel	\$1,568.4	\$1,565.6	\$2.9	0.2%
Non-Personnel	\$751.6	\$692.0	\$59.6	7.9%
<b>Total Expenses</b>	<b>\$2,320.0</b>	<b>\$2,257.5</b>	<b>\$62.5</b>	<b>2.7%</b>
<b>Gross Subsidy</b>	<b>\$1,813.3</b>	<b>\$1,784.9</b>	<b>\$28.4</b>	<b>1.6%</b>
Federal Relief	\$561.0	\$532.6	\$(28.4)	-5.1%
<b>Net Subsidy ***</b>	<b>\$1,252.3</b>	<b>\$1,252.3</b>		
<b>Cost Recovery Ratio ****</b>	<b>46%</b>	<b>45%</b>		
<b>Farebox Recovery Ratio</b>	<b>17%</b>	<b>16%</b>		

\* 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

## FY2024 Ridership (Trips in millions)\*

Ridership	FY2023 Actual	FY2024 Budget	FY2024 Actual	Variance Prior Year	Variance Budget
Metrorail**	95.8	116.5	123.2	28.5%	5.7%
Metrobus***	102.6	105.6	117.5	14.6%	11.3%
MetroAccess	1.4	1.5	1.4	0.2%	-9.4%
<b>All Modes</b>	<b>199.8</b>	<b>223.7</b>	<b>242.1</b>	<b>21.2%</b>	<b>8.2%</b>

\*Totals may not sum due to independent rounding

\*\*Rail total includes 112.7 million tapped riders and 10.5 million non-tap riders. Prior to January 2023, Metrorail ridership reported only tapped riders, 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.

# APPENDIX II: CAPITAL PROGRAM FINANCIALS BY INVESTMENT CATEGORY

Dollar amounts are in millions.

Capital Investments	FY2024 Current Budget	FY2024 Actuals	YTD % Budget Expended
Acquisition	35.9	29.0	81%
Maintenance & Overhaul	246.8	229.2	93%
Maintenance Facilities	14.2	11.7	82%
<b>Railcar and Railcar Facilities</b>	<b>\$ 297.0</b>	<b>\$ 270.0</b>	<b>91%</b>
Power	133.3	128.0	96%
Signals & Communications	247.6	242.8	98%
<b>Rail Systems</b>	<b>\$ 380.9</b>	<b>\$ 370.8</b>	<b>97%</b>
Fixed Rail	309.2	150.6	49%
Structures	87.9	86.1	98%
<b>Track and Structures Rehabilitation</b>	<b>\$ 397.1</b>	<b>\$ 236.7</b>	<b>60%</b>
Platforms & Structures	94.8	79.9	84%
Vertical Transportation	61.1	59.4	97%
Station Systems	257.9	248.4	96%
<b>Stations and Passenger Facilities</b>	<b>\$ 413.8</b>	<b>\$ 387.6</b>	<b>94%</b>
Acquisition	47.7	40.5	85%
Maintenance & Overhaul	72.3	64.4	89%
Maintenance Facilities	183.7	183.6	100%
Passenger Facilities & Systems	59.9	51.7	86%
<b>Bus, Bus Facilities and Paratransit</b>	<b>\$ 363.6</b>	<b>\$ 340.3</b>	<b>94%</b>
IT	122.6	113.4	93%
MTPD	5.7	5.7	100%
Support Equipment & Services	229.2	212.3	93%
<b>Business and Operations Support</b>	<b>\$ 357.5</b>	<b>\$ 331.4</b>	<b>93%</b>
<b>Total Capital Programs</b>	<b>\$ 2,209.9</b>	<b>\$ 1,936.9</b>	<b>88%</b>



# APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
<b>Montgomery County</b>			
Grosvenor-Strathmore	1,647	53%	16%
North Bethesda	1,270	14%	2%
Twinbrook	1,097	34%	13%
Rockville	524	52%	14%
Shady Grove	5,745	30%	7%
Glenmont*	2,998	30%	3%
Wheaton*	977	9%	0%
Forest Glen*	596	51%	11%
<b>Montgomery County Total</b>	<b>14,854</b>	<b>32%</b>	<b>7%</b>
<b>Prince George's County</b>			
New Carrollton	2,368	57%	16%
Landover	1,185	29%	10%
Cheverly	95	85%	73%
Addison Road	1,268	16%	-1%
Capitol Heights	372	39%	3%
Greenbelt*	3,399	24%	-5%
College Park-U of MD*	1,290	24%	-1%
Hyattsville Crossing*	1,068	13%	1%
West Hyattsville*	453	35%	-20%
Southern Avenue	1,089	23%	7%
Naylor Road	138	101%	1%
Suitland	1,890	17%	2%
Branch Avenue	2,768	34%	6%
Morgan Boulevard	633	32%	3%
Downtown Largo	2,200	31%	3%
<b>Prince George's County Total</b>	<b>20,216</b>	<b>29%</b>	<b>5%</b>
<b>Maryland Total</b>	<b>35,070</b>	<b>30%</b>	<b>6%</b>

\*An extended rail service shutdown occurred at this station in FY2024.

# APPENDIX III: WEEKDAY PARKING FACILITY USAGE (CONTINUED)

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
<b>District of Columbia</b>			
Deanwood	194	11%	1%
Minnesota Ave	333	62%	0%
Rhode Island Ave	221	53%	7%
Fort Totten	408	96%	16%
Anacostia	786	23%	13%
<b>District of Columbia Total</b>	<b>1,942</b>	<b>47%</b>	<b>10%</b>
<b>Virginia</b>			
Huntington	2,470	37%	18%
West Falls Church	2,009	26%	8%
Dunn Loring*	1,964	15%	4%
Vienna*	5,169	26%	6%
Franconia-Springfield	5,069	25%	8%
Van Dorn Street	361	79%	34%
East Falls Church	422	101%	20%
Ashburn	1,555	25%	3%
Loudoun Gateway	2,115	9%	-11%
Herndon Monroe	3,751	7%	2%
Innovation Center	2,072	3%	1%
Wiehle-Reston East	2,300	21%	-4%
<b>Virginia Total</b>	<b>29,257</b>	<b>22%</b>	<b>4%</b>
<b>System Total</b>	<b>66,269</b>	<b>27%</b>	<b>5%</b>

\*An extended rail service shutdown occurred at this station in FY2024.

## FY2024 Parking Transactions

	FY2023 Actual	FY2024 Budget	FY2024 Actual	Variance Prior Year	Variance Budget
Total Transactions	3,462,379	5,343,936	4,467,763	29.0%	-16.4%