

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

# FINANCIAL PROGRESS REPORT

Quarter 1 Fiscal Year 2025



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# Q1 FY2025 AT-A-GLANCE

**During Q1 FY2025, Metro launched Automatic Door Operations across all lines, approved a new four-year contract with its largest union, hosted multiple community engagement events and completed extensive Red Line rehabilitation work.**

Metro's operating expenses in Q1 FY2025 were \$600.8 million, favorable to budget by \$29.7 million due to savings in Benefits & Capital Cost Allocation, Services, Paratransit, and Materials. Passenger, parking, joint development, and other revenue were favorable to budget. Ridership continued its upward trend from the previous year, increasing across all modes.



**July 8:** Metro launched Automatic Door Operations (ADO) on all Metrorail lines after receiving concurrence from the Washington Metrorail Safety Commission.



**August 13:** The Metro Buildings at Eisenhower and New Carrollton received LEED® (Leadership in Energy and Environmental Design) Gold certification by the U.S. Green Building Council.



**August 21:** The Board of Directors approved a new four-year contract with Metro's largest union, Amalgamated Transit Union Local 689, which represents more than 8,000 employees.



**August 17:** Metro Transit Police Department hosted its second annual Back-to-School Bash, a community event to engage with area school children.



**September 1:** The Glenmont, Wheaton, Forest Glen, Silver Spring and Takoma stations reopened following extensive rehabilitation and construction projects to perform safety-critical maintenance and repairs. The work, coordinated with the Maryland Transit Administration (MTA) Purple Line Project, allowed MTA to build a new mezzanine to better connect the future Purple Line to Metrorail at Silver Spring Station.



**September 12:** Metro's Board of Directors approved a reimbursable agreement with the District of Columbia to provide additional Metrobus service as an alternative transportation option for former D.C. Circulator customers.



**September 14:** Metro hosted the annual Bus Rodeo at Andrews Bus Garage in Suitland, Maryland, a time-honored event that demonstrates the professional excellence of Metro's bus operators and mechanics.



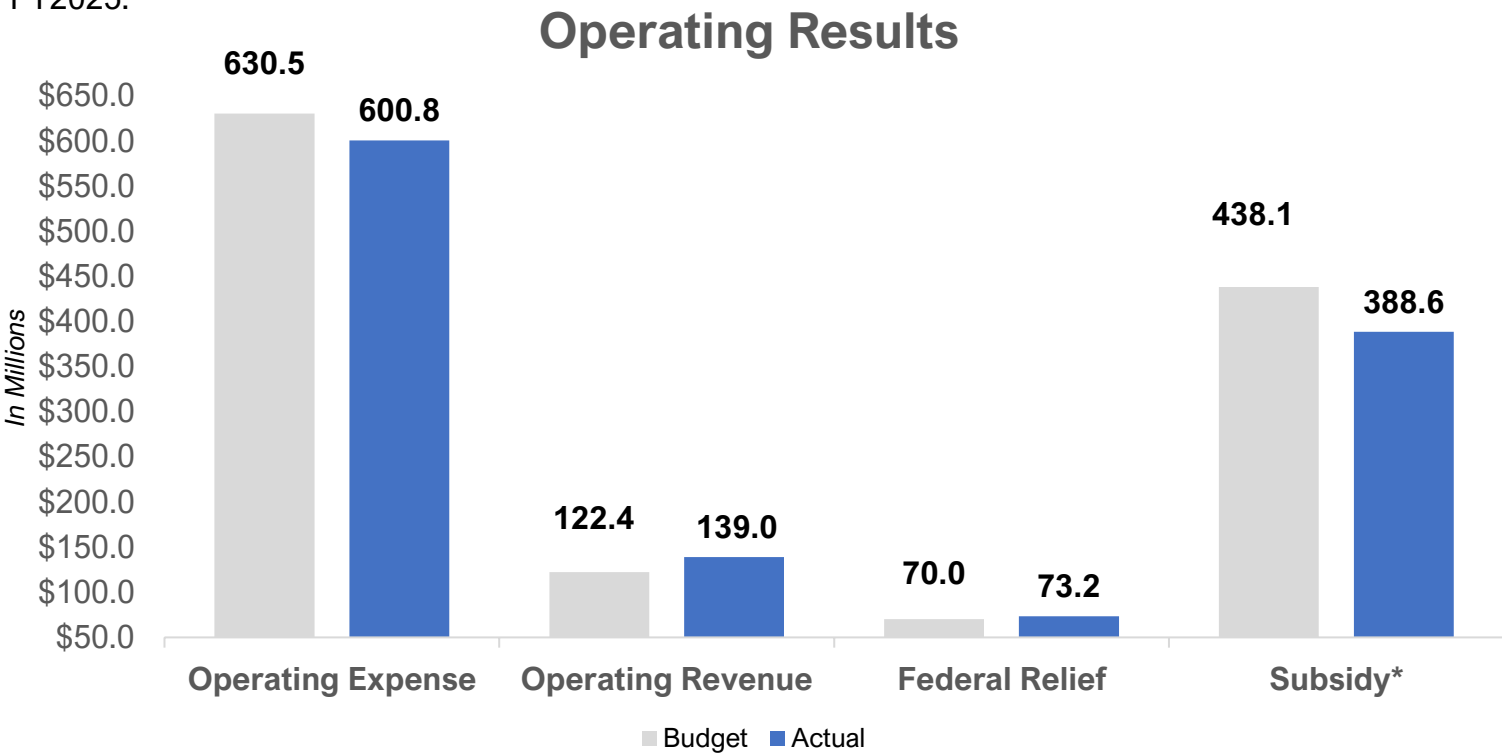
**September 19:** Metro completed the installation of more secure, retrofitted faregates at all 98 Metro stations, as well as completed the installation of new fareboxes across all 1,500 buses. These efforts are helping to significantly reduce fare evasion.



# OPERATING RESULTS

The following highlights Metro’s system-wide financial performance through Q1 FY2025.

Operating expenses were \$600.8 million or \$29.7 million favorable to budget. Excluding federal relief, operating revenues were \$139.0 million, favorable to budget by \$16.6 million and providing 23 percent of the funding for operating expenses. Total operating revenue was \$212.2 million including federal relief of \$73.2 million, which offset decreased revenue. Passenger revenue was favorable to budget by \$9.3 million through the first quarter. Non-passenger revenue, such as parking, joint development, and other revenue were also favorable to budget. Additionally, savings from capital cost allocation, services, materials, fuel and miscellaneous expenses helped offset lower passenger revenues. Metro’s net subsidy<sup>1</sup> is on budget for Q1 FY2025.



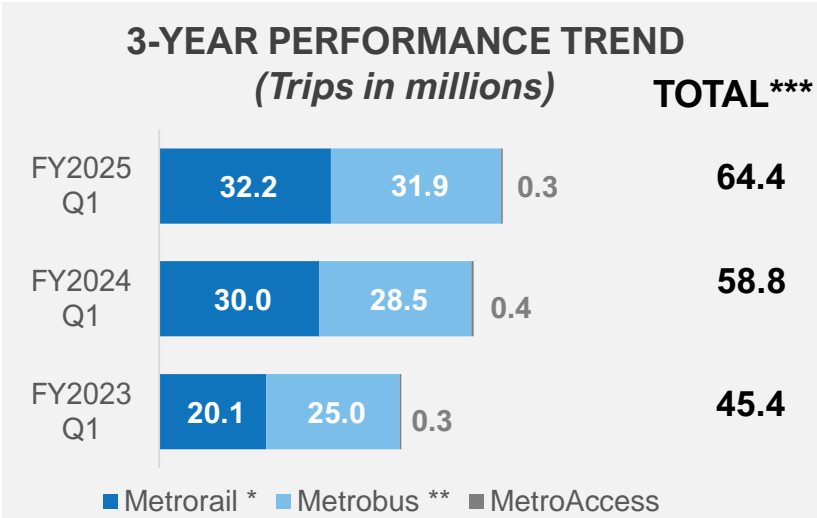
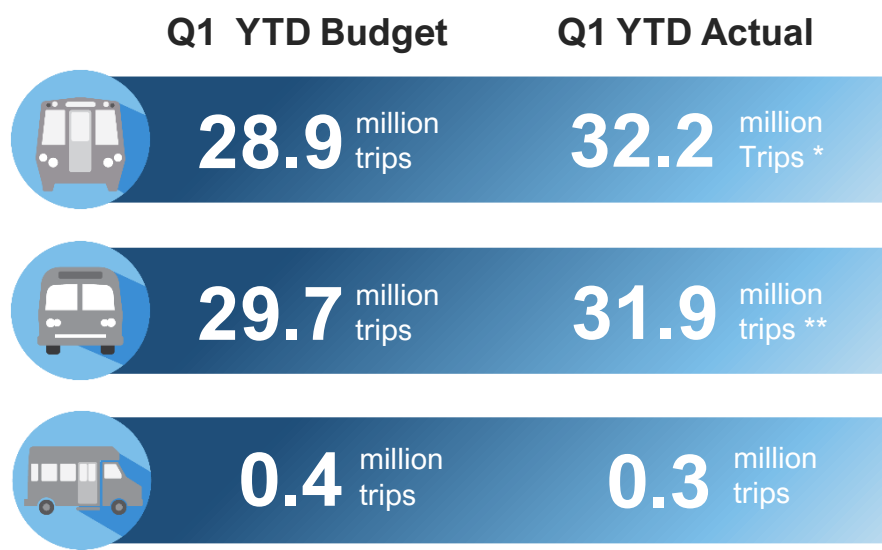
\*Subsidy refers to operating expense less operating revenues and Federal relief and does not reflect/equal actual jurisdictional subsidy payments.



# RIDERSHIP

**Actual ridership for rail, bus, and MetroAccess combined was 64.4 million trips through Q1 of FY2025.**

Through Q1, total ridership was 9 percent above the prior year, with rail ridership exceeding bus ridership. Rail ridership (including tapped and non-tapped ridership) totaled 32.2 million trips\*, an increase of 2.2 million or 7 percent from the prior year and favorable to budget by 3.3 million trips or 11.5 percent. When including only tapped ridership, the rail variance was favorable to budget by 7.3 percent and favorable to the prior year by 16.9 percent. Bus ridership, using automated passenger counts (APC), totaled 31.9 million trips through Q1, 2.2 million trips or 7.4 percent above budget and 3.4 million or 12 percent above prior year. Ridership on MetroAccess through the first quarter was 0.3 million trips, 18.0 percent below budget and 14.2 percent below the prior year.



\* Rail total includes 31.0 million tapped ridership and 1.2 million non-tap ridership. Prior to January 2023, rail ridership reported only tapped ridership, which understated the total number of riders. Completing the installation of new faregates at stations in January 2023 enabled Metro to now report all ridership (tapped and non-tap). The FY2024 Budget includes only tapped trips.

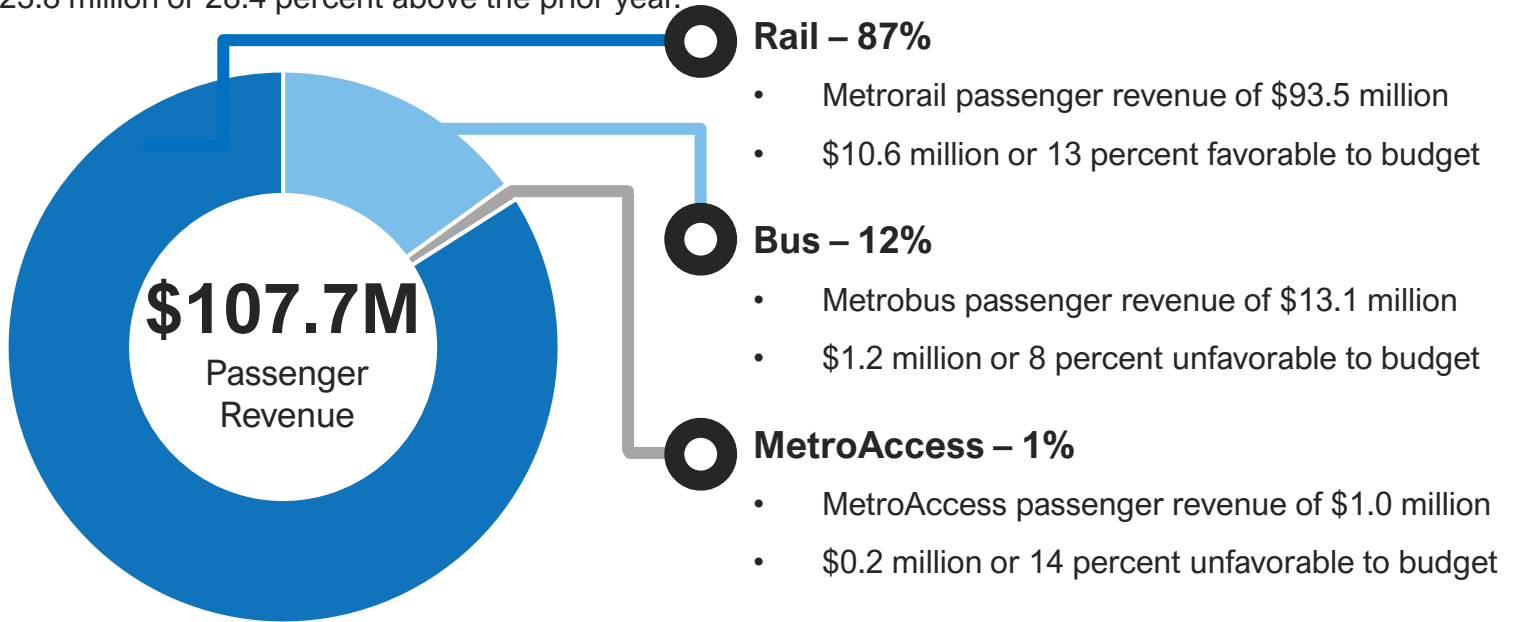
\*\* Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

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

# OPERATING REVENUE

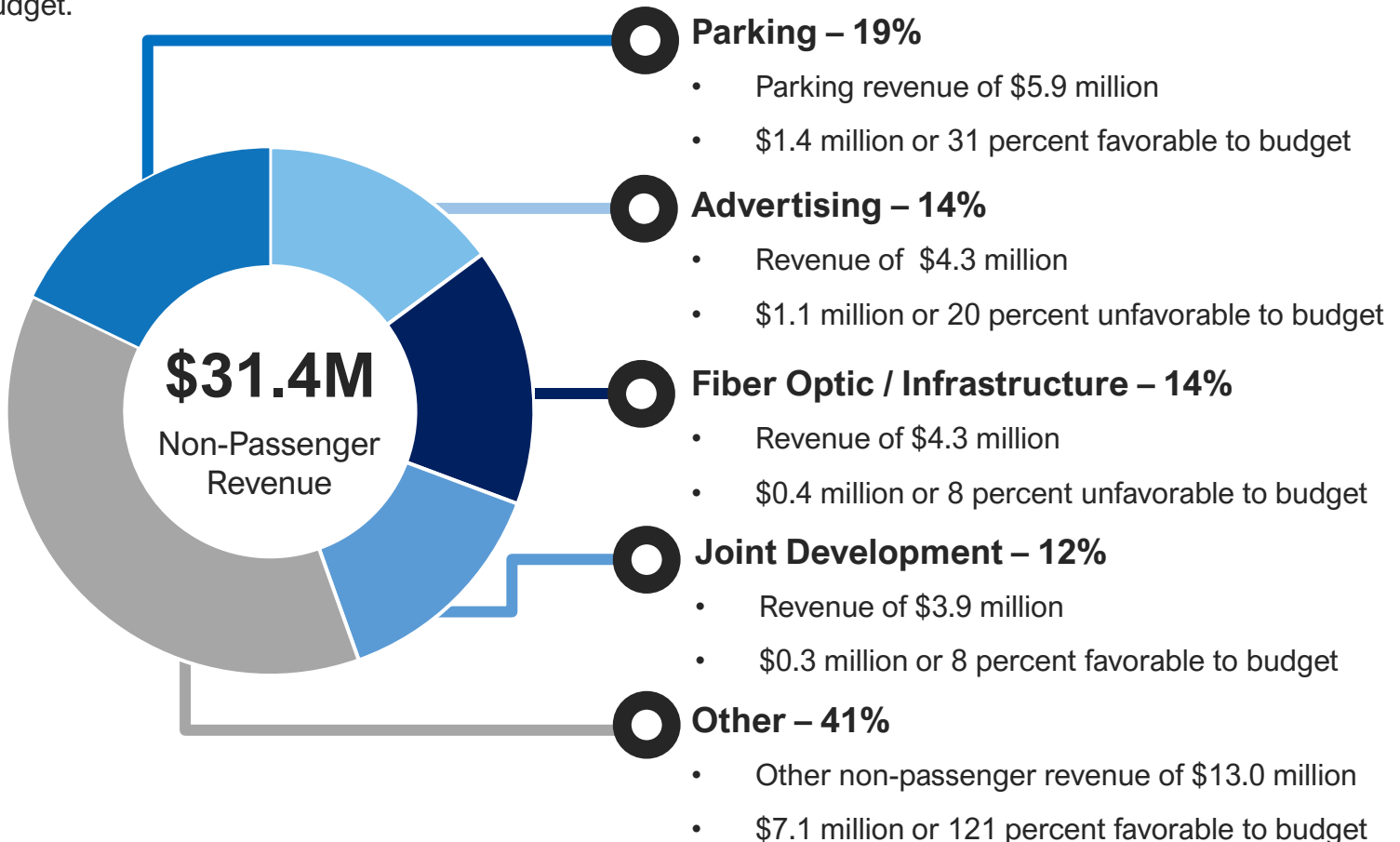
## PASSENGER REVENUE

Passenger revenue totaled \$107.7 million, which was \$9.3 million or 9.5 percent favorable to budget and \$23.8 million or 28.4 percent above the prior year.



## NON-PASSENGER REVENUE

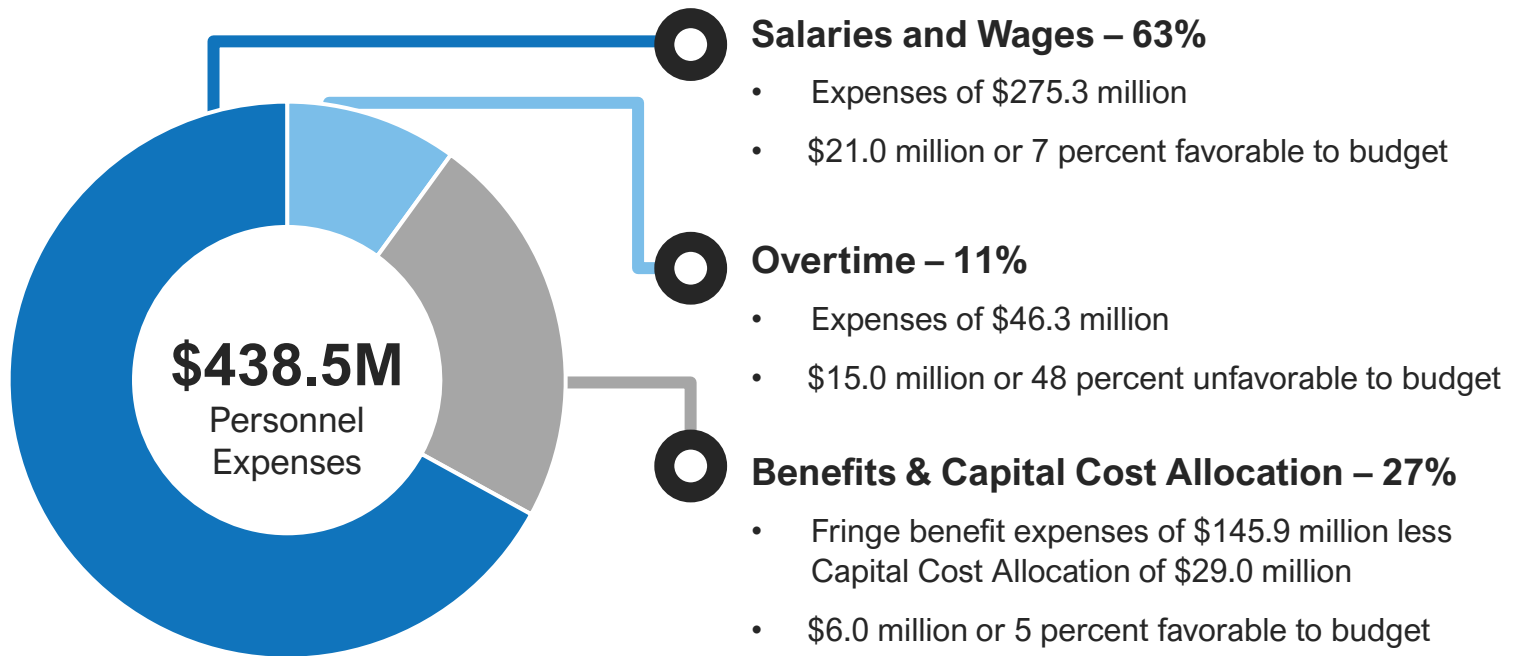
Non-passenger revenue totaled \$31.4 million through Q1, which was \$7.3 million or 30.5 percent favorable to budget.



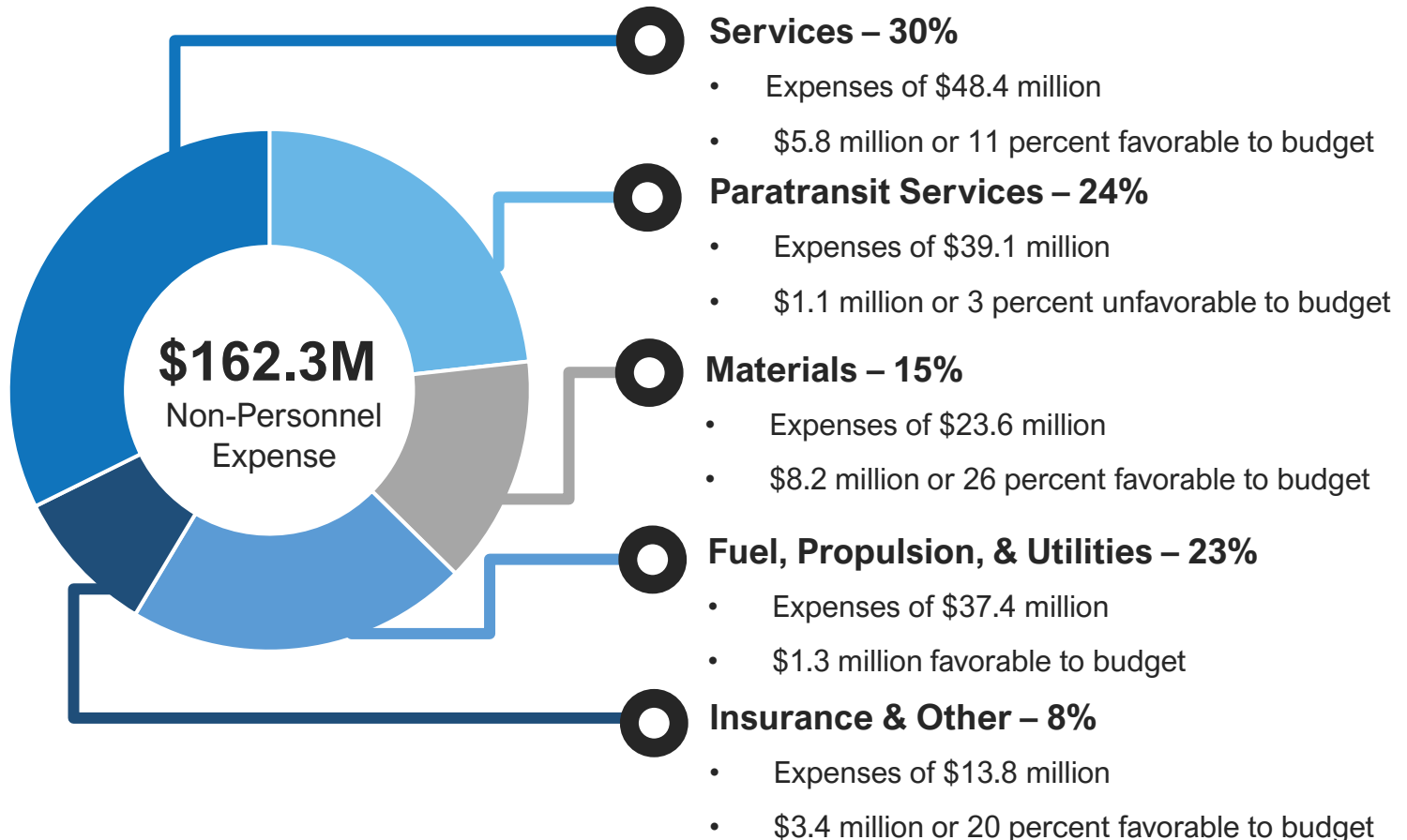
# OPERATING EXPENSES

FY2025 operating expenses through Q1 were \$600.8 million, favorable by \$29.7 million to budget due to savings in Benefits & Capital Cost Allocation, as well as savings across non-personnel expense categories.

## PERSONNEL EXPENSES



## NON-PERSONNEL EXPENSES

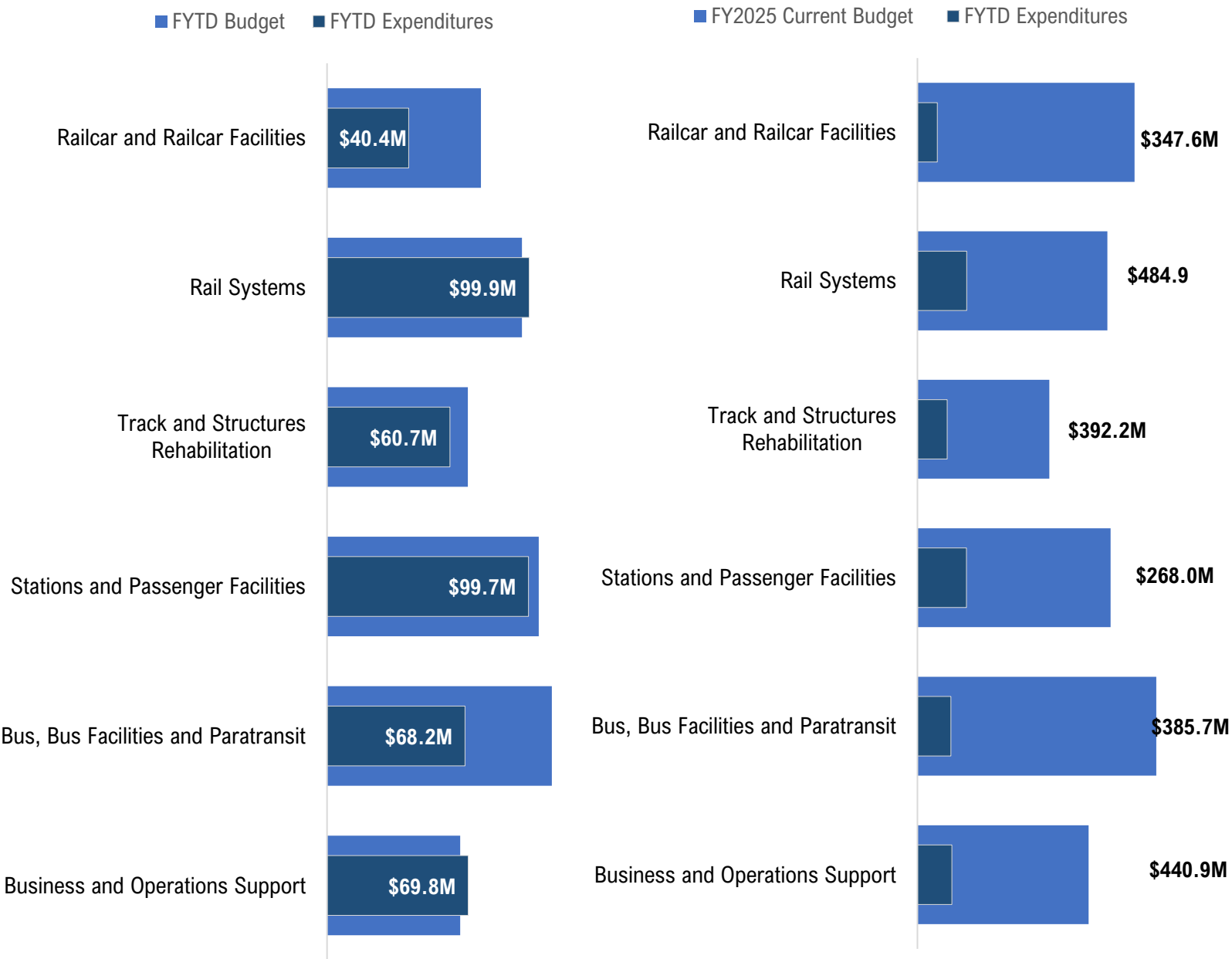




# CAPITAL IMPROVEMENT PROGRAM

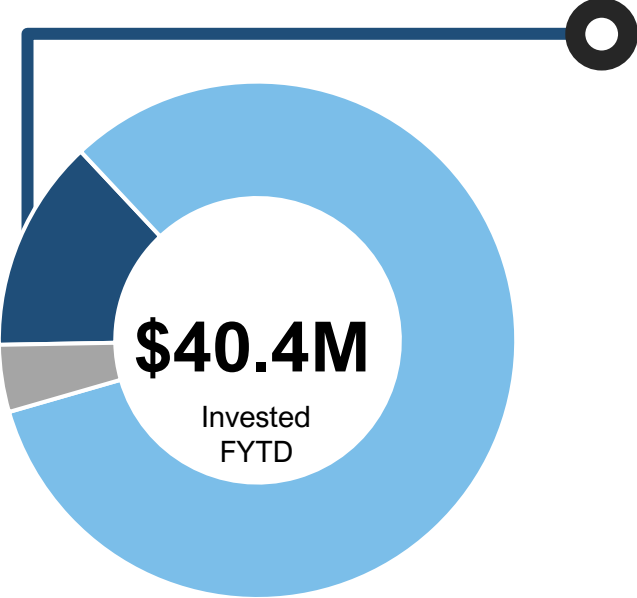
**Metro invested \$439 million in the Capital Improvement Program (CIP) through Q1.**

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





# RAILCAR AND RAILCAR FACILITIES



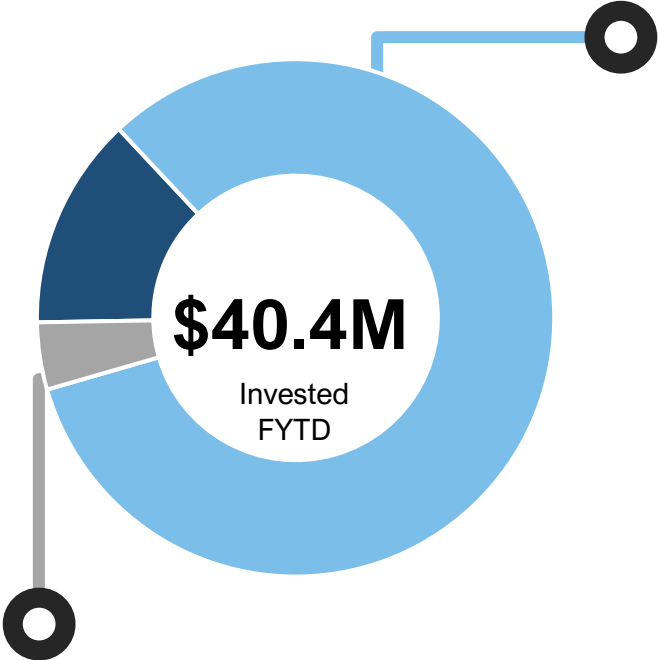
## Acquisition – \$5.4M

During the first quarter, the project schedule for the 8000-series (8K) railcars continued to face delays, primarily due to scope changes related to the Open Gangway System. Project milestones and schedules remain under review with Hitachi. A modification proposal has been submitted and is currently under review by the 8K program and Procurement. Additionally, the 2000-series or 2K railcar removal solicitation remains in the procurement stage and is expected to progress in Q2.

For the 7000-series (7K) railcars, cybersecurity hardware implementation Phase 2 is ongoing, and the conceptual software design is nearing completion. The Network Video Recorder (NVR) upgrade remains in procurement. The simulator room buildout at the Carmen Turner Facility (CTF) was completed and is pending occupancy permits. The Inter-car barrier project is scheduled to ramp up in Q3, with contract agreements completed and the Original Equipment Manufacturer (OEM) is expected to submit final design requirements and test procedures for review in Q2.



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



## Maintenance Facilities – \$1.7M

Support activities for railcar maintenance and overhaul facilities continued. The 70” industrial parts washer for the Dulles Truck and Machine Shop was delivered. Several activities took place at Greenbelt Railyard such as the commencement of the service contract for the maintenance of seven-wheel lathes and wheel press. No activity was reported for the Greenbelt Railcar Hoist Upgrade this quarter, with the project expected to continue in Q3 of FY2025 for the first lift repairs and acceptance. The design of the sewer ejector at the paint shop is nearing 60% completion.

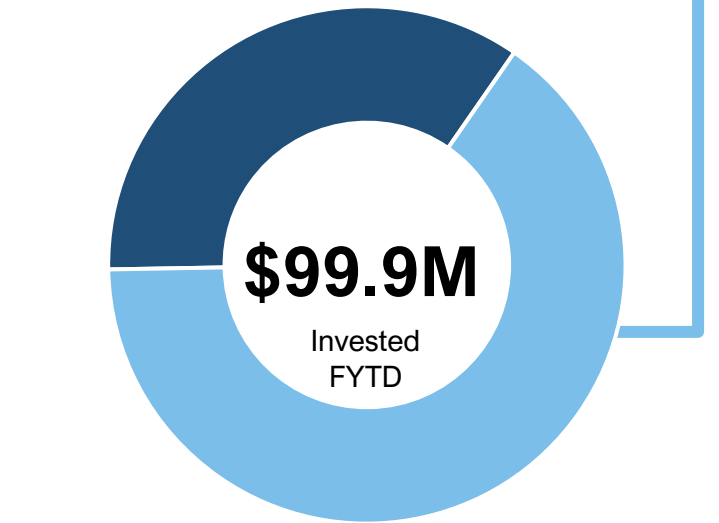
The Request for Proposal package for the West Falls Church Cable Trough Rehabilitation project was advertised in July 2024, with bids due in Q2. Construction at the Sheriff Road HVAC Facility has progressed to 75% completion, with further advancements expected in Q2 of FY2025.

## Maintenance & Overhaul – \$33.3M

Metro successfully completed work through the Scheduled Maintenance Program (SMP) for the 7000-series railcars, with two cars completed. Due to parts issues, no 3000-series cars were completed in the SMP in Q1. Work is expected to commence in Q2 on those areas where parts are available. There is no 6000-series rehabilitation work planned for this fiscal year; work on the 6000-series railcars will focus on completing coupler work. The 7000-series Wheelset Replacement Program (WRP) completed 86 cars in Q1, surpassing projected numbers for this quarter.

In FY2025, Metro is continuing the installation and evaluation of the Automatic Wayside Inspection System (AWIS). AWIS supports the full return of the 7000-series railcars to passenger service. Civil engineering work at East Falls Church is still incomplete. The focus has shifted to bringing the sites at Greenbelt, Shady Grove, Ft. Totten, and Potomac Yard stations to a state of good repair (SOGR). Civil engineering work at Branch Avenue is scheduled to begin in Q2.

Railcar Series	FY2025 Rehabilitation Plan	FYTD Progress
3000 SMP	76	0
6000 SMP	0	0
6000 Couplers	2	0
7000 SMP	120	2
7000 Wheelset Replacement	280	86



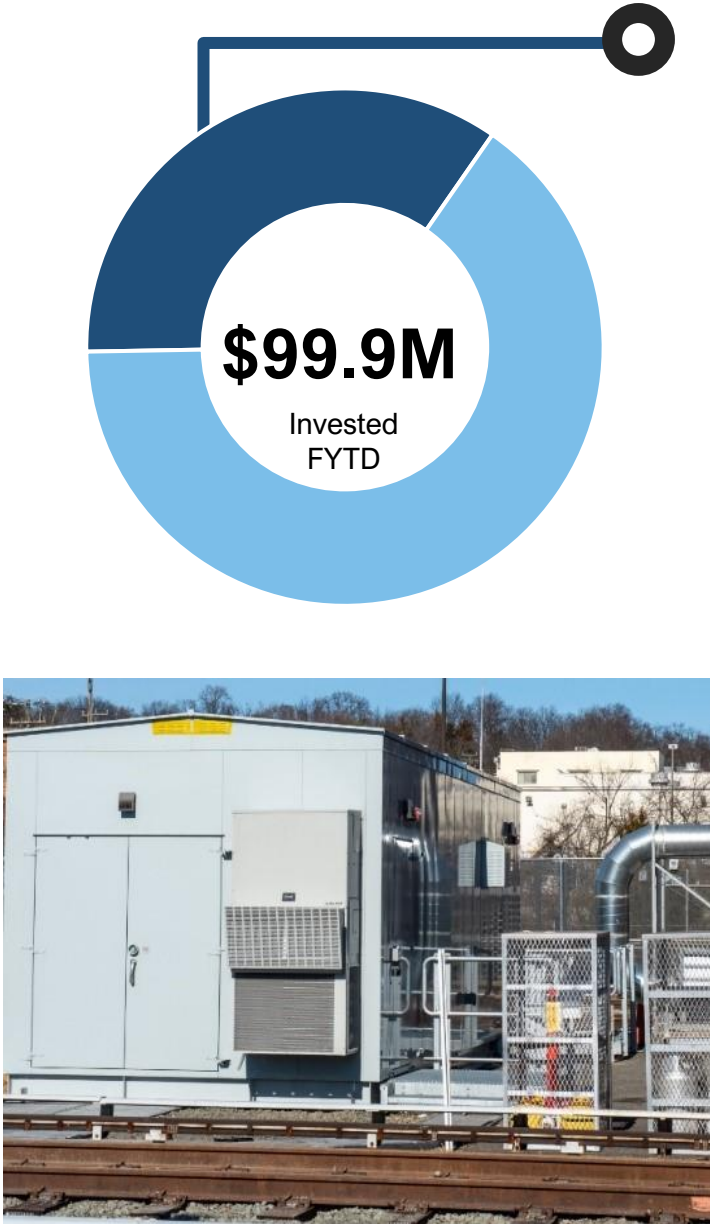
**Signals & Communications – \$65.0M**

For the Radio Infrastructure Replacement project, construction work continued at two radio frequency sites (Germantown and Rhode Island Avenue). Construction work at Shady Grove station was placed on hold while the teams worked on a solution to deal with contaminated groundwater found on-site. Advanced Station Distributed Antenna System (DAS) testing was finished at an additional 14 stations, bringing the total to 62 out of 98 stations completed. Planning and testing for the early activation of the 700MHz radio system at New Carrollton Yard continued, as well as for the 800MHz radio system for Arlington County. During the quarter, 137,000 linear feet of Radio Fiber and 200,000 linear feet of IT Ancillary Fiber were installed under the fiber optic infrastructure project.

In Q1, Automatic Doors were successfully commissioned system-wide following approval from the Washington Metrorail Safety Commission (WMSC). Integrated Testing for Automatic Train Operation (ATO) on the Red Line passed all safety-critical metrics, and ATO is on track to return on the Red Line by Q2 FY2025. The timeline was extended from Q4 FY2023 due to additional rule updates and coordinated training efforts to prevent service disruptions. The return of ATO across all lines is planned for Q3 FY2025.



Asset	FY2025 Plan	FYTD Progress	Completion Percentage
SOGR Switch Replacement (Switch Machines)	14	2	14%
SOGR Cable Replacement (Cables)	48	13	27%
SOGR High-Current Bond Installation (Bonds)	23	1	4%
SOGR Cable Meggering (Locations)	44	8	18%



**Power – \$34.9M**

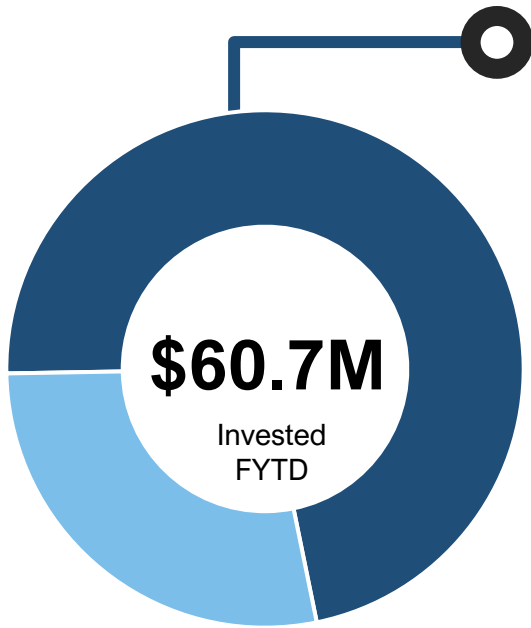
For the Blue Line Contract, the delivery of the Rectifier Transformer (RCR) at Franconia-Springfield Traction Power Station was completed. The contract closeout process is ongoing. Contract work included removing existing traction power equipment, installing, testing, and energizing new equipment to ensure safe and operational traction power substations within the Metrorail System. This also involves furnishing and installing any ancillary materials as required.

The Traction Power SOGR project continued with the installation of 10,405 linear feet of cables and 571 cables meggered for testing. Construction began at Twinbrook, was completed at White Flint Tie Breaker, and continued at three traction power substations: Alexandria Yard, Bethesda, and Shady Grove. The tagging relay contract began construction at two pilot locations: Greenbelt Tie Breaker and Pentagon Traction Power.

Asset	FY2025 Plan	FYTD Progress	Completion Percentage
SOGR Cable Installations (LF) <sup>1</sup>	36,560	10,405	28%
Cable Meggering	2,000	571	28%
Uninterruptable Power Supply Replacement	25	8	32%



# TRACK AND STRUCTURES REHABILITATION



## Fixed Rail – \$43.8M

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

During Q1 FY2025, Track and Structures took advantage of multiple Rail Service Adjustments (RSA) single tracking events extending from Naylor Road to Branch Avenue to complete crosstie replacement, track surfacing, running rail renewal, joint elimination, and vegetation control. Taking advantage of multiple (RSA) piggybacks from Van Ness to Grosvenor, Track and Structures completed leak mitigation, drain rodding, track bed cleaning, and track fastener replacement.



Metro continues to invest in several different types of track maintenance equipment to support track upkeep. The flat car contract was awarded, and the first milestone (Project Management Plan, Quality Management Program, and Master Program Schedule) was completed. The ballast cars project commenced assembly of the first car, and the fabrication of three other frames is in progress.



# TRACK AND STRUCTURES REHABILITATION (CONTINUED)

## Track Rehabilitation Work by Component Activity

Component Activity	FY2025 Plan	Total FYTD Complete	Completion Percentage
Crossties Replaced	7,000	2,374	34%
Third Rail Insulator Replacement	3,500	1,020	29%
Joint Elimination	550	114	21%
Running Rail Renewal	52,884	13,158	25%
Third Rail Rehabilitation <sup>1</sup>	5,000	0	0%
Track Stabilization <sup>2</sup>	400	0	0%
Turnouts Rehabilitated <sup>3</sup>	3	0	0%
Track Fasteners Replaced	10,000	2,885	29%
Track Surfacing <sup>3</sup>	110,000	26,222	24%

1. Track and Structures expects to complete Third Rail Rehabilitation before the end of FY2025.
2. Track Stabilization for the Red Line Summer Shutdown was completed early during FY2024 Q4; Track and Structures will complete this activity in another location before the end of FY2025.
3. Turnout Rehabilitation scheduled for FY2025 Q3 on the Red Line.

## Structures Rehabilitation Work by Component Activity

Component Activity	FY2025 Plan	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF) <sup>1</sup>	1,800	920	51%
Deck Joint Replacement (LF)	450	78	17%
Drain Rodding (LF)	100,000	47,865	48%
Grout Pad Rehabilitation (LF) <sup>1</sup>	8,000	5,916	74%
Leak Mitigation	2,000	356	18%
Track Bed Cleaning (LF)	350,000	75,840	22%
Track Signage Replaced <sup>3</sup>	800	214	27%

1. TRST afforded additional opportunities for Concrete Restoration and Grout Pad Rehabilitation during the Red Line Summer Shutdown during FY2025 Q1.

**\$60.7M**

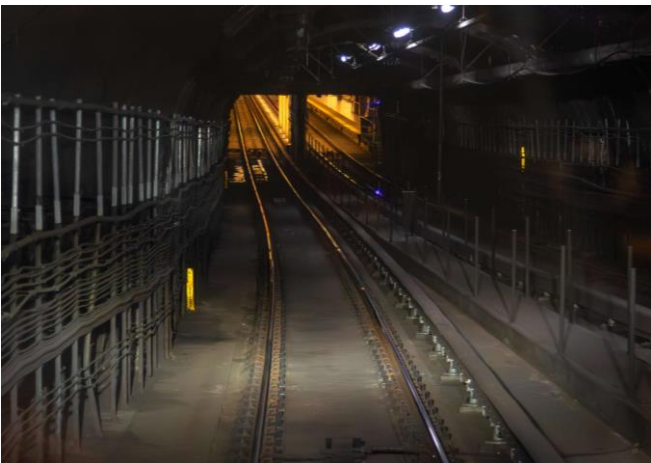
Invested  
FYTD

## Structures – \$17.0M

Work progressed at the Silver Spring to Forest Glen station tunnels via the Tunnel Leak Mitigation project but was not completed due to the identification of large voids that require additional cementitious grout work. The Substantial Completion Inspection (SCI) was not held, and the warranty period was not started.

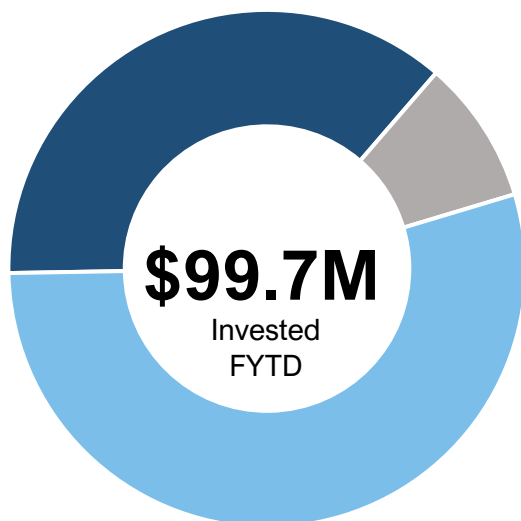
All structural inspections of bridges for the bridge inspection program were completed. The load rating of 79 out of the 161 bridges has been finalized and fully approved, while the remaining 82 are in draft.

In Q1, all egress doors, actuators, fans, transitions, and screens were installed for the Tunnel Ventilation Improvements pilot project. Dampers were delivered, and their installation is ongoing. Communications/IT PLCs (Project Logic Controller) have been installed but were not connected to the fiber network. PEPCO delays affected the de-energization and re-energization of the AC switchgear equipment at Cleveland Park and Woodley Park stations, with re-energization now expected in early Q2.





# STATIONS AND PASSENGER FACILITIES



## Platforms & Structures – \$36.5M

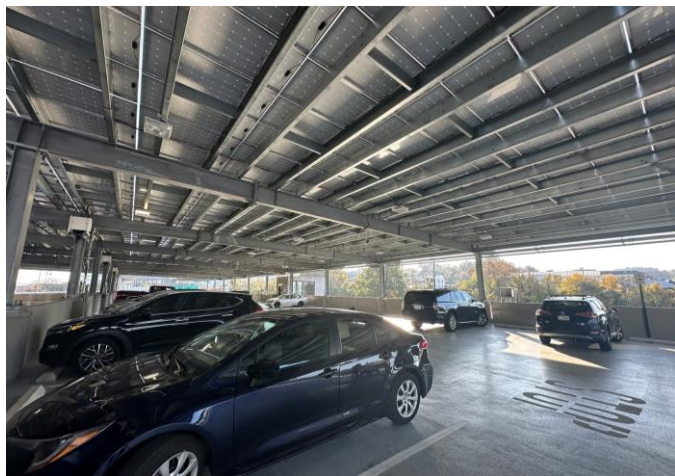
Extensive track shutdowns to perform Purple Line support construction work on the Red Line continued at five locations through Labor Day. The award for the design/build contract for the Bethesda station south mezzanine was delayed to Q2, with the contract solicitation still under review by the Office of Procurement.

Station restoration at Franconia-Springfield and West Falls Church were completed. Work is ongoing at Pentagon City, Union Station, and Van Ness. Breakroom restoration has been completed at Glenmont and Minnesota Ave stations.

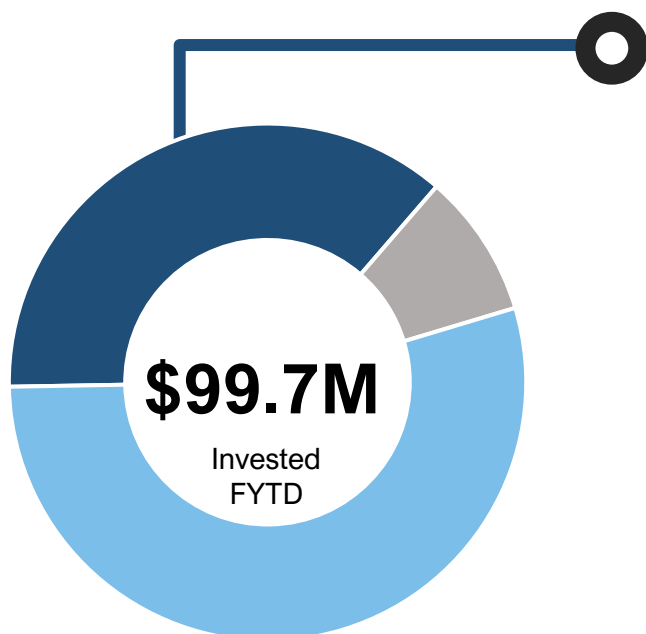
The station entrance canopy project continued to make progress. The College Park station stairways were completed, with punch list items being addressed. At Archives and Smithsonian stations, tube steel has been procured, and modifications to the onsite entrance wall and electrical rough-ins have been completed. Additionally, at Judiciary Square station canopy, entrance wall modifications were finalized, and tube steel was procured.

In Q1, maintenance activities for parking garages included power washing, cleaning, and leaf removal. Work progressed as planned at Shady Grove, with repairs on the roof deck, crack and concrete repair, and double tree joints. For surface lots, pre-construction administrative submittals were completed, and construction began at Vienna (north) parking lot, with signage and modification of traffic work plans in place.

Proposed bike parking layouts were finalized and the equipment procurement draft is nearing completion. The project will encompass 75 stations in total.







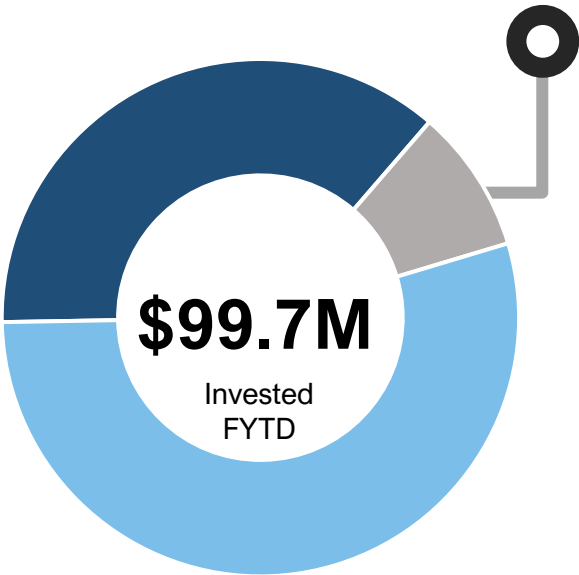
## Station Systems – \$54.2M

Metro continued lighting improvement initiatives. Pre-RSA work progressed in anticipation of a high number of RSA events scheduled for Q2. Edge lights at Suitland were replaced. Additionally, the site lighting replacement at Takoma was successfully completed. The design for flood resiliency upgrades at 10 locations is nearly 100% complete. Nine of the locations have been finalized, while Riggs Road remains pending due to CSX-related implications. The completion of Riggs Road is expected shortly.

In Q1, Metro made progress across various fare-related projects. The Faregate project is largely complete, with software warranty continuing. The back-end system scope of work is 90% complete, and the open payment Request for Proposals (RFP) process is ongoing. Implementing an open payment system would allow Metro customers to pay with their own credit/debit card instead of being required to have a SmarTrip card. This change would make the system more user-friendly and aligns with Metro's strategic goal of Service Excellence. Bus farebox replacements were completed on all 1,464 units, with final closeout pending. The installation of new 'saloon-style' faregate barriers reached 100% completion across the system. This year-long project installed the new faregates in all 98 stations to reduce fare evasion on Metrorail.



Replacement of passenger information screens at Rosslyn, Ballston, and Waterfront stations is underway, with 38 units including a total of 77 digital display screens installed during the quarter. The project to analyze and redesign passenger information guidelines and multi-modal wayfinding signage continues, with pilot stations L'Enfant Plaza, Gallery Place, Metro Center, and Rosslyn completed and signage refinements in progress. The next stations for redesign are under review.



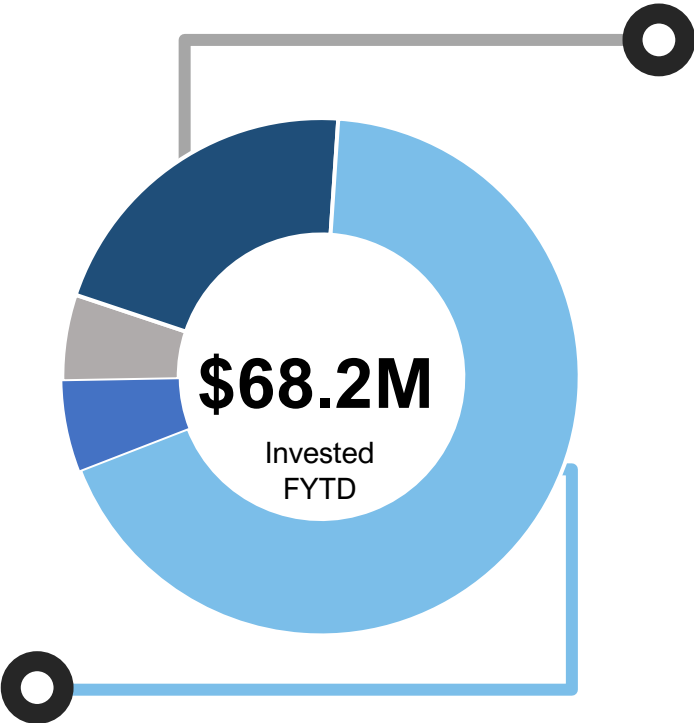
**Vertical Transportation – \$9.0M**

In the first quarter (Q1), significant work was done on three escalators at the Wheaton station during the Red Line shutdown, with step chains, rack and axles, handrails replaced, and units thoroughly cleaned. A total of 302 work orders addressing defects and maintenance issues were completed, including step and drive chain replacements, electric drive motor updates, gearbox replacements, and automatic lubrication system installations. The elevator glass cleaning contract was restructured to include a professional glass cleaning company working alongside the elevator contractor, with 25% of the contracted workload completed as of September 2024.

In Q1, Metro completed the installation of 10 replacement escalator units across multiple stations. This included two units each at National Airport and Rosslyn, as well as one unit each at Addison Road , Benning Road, Pentagon, Dupont Circle, L’Enfant Plaza, and Vienna. This progress marks continued advancements in Metro’s escalator improvement efforts across the network. The FY2025 plan for elevator rehabilitation is pending the approval of baseline schedule.

Activity	FY2025 Plan	Q1 Completed	FYTD
Elevators Rehabilitated	N/A	0	0
Escalators Overhauls	0	0	0
Escalators Replaced	31	10	10

# BUS, BUS FACILITIES AND PARATRANSIT



## Acquisition – \$3.7M

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

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

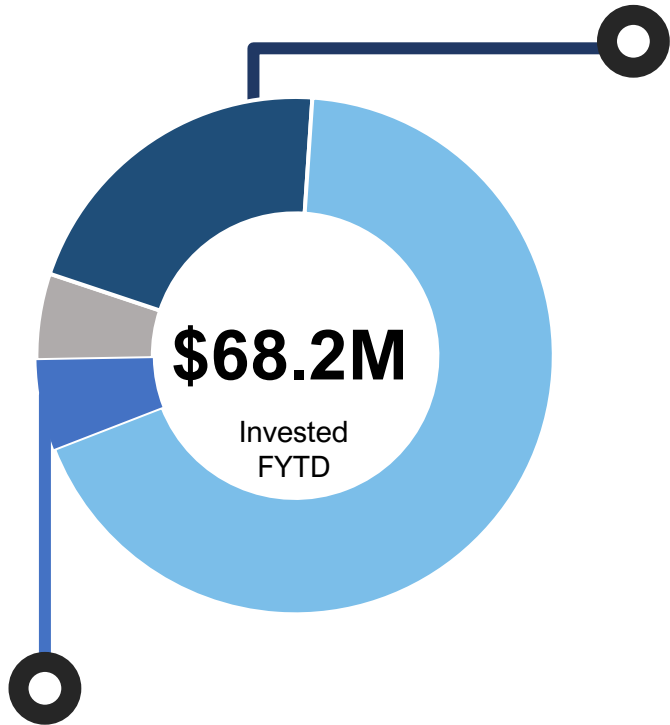
No traditional diesel or hybrid buses were delivered. The project team continued working on the new bus contract. Metro received two electric buses (40-42') from New Flyer. In Q1, 75 Mobile Data Terminals (MDTs) were purchased and delivered. Additionally, the first article inspection for 50 Next Gen Vehicles has been completed, with deliveries anticipated to follow throughout FY2025.

## Maintenance Facilities – \$46.4M

Construction progress continued on the Maintenance Building for Bladensburg Bus Garage. Completion is expected during Quarter 3 (Q3) of FY2025. At Northern Bus Garage, structural steel construction began in July and other ongoing work (water proofing, developing perimeter walls and slab on grade) continues.

Work continued on the conceptualization and development of the electric bus garage at Cinderbed Rd. The procurement package for design and staff augmentation was extended to FY2026, and no costs were charged. Electric bus garages such as Cinderbed and Northern are critical infrastructure necessary to support Metro's goal of a 100% electric bus fleet by 2042.





**Passenger Facilities & Systems – \$3.8M**

In Q1, 34 LED signs were installed at bus shelters, and 50 e-paper signs were installed on poles. Outside of the planned and installed 50 e-paper signs, an additional 15 were delivered in Q1, to be installed in Q2.. All 33 shelters for the bus shelter project were completed. These shelters contribute to a safer, more comfortable ride for bus passengers.

The Bus Priority and All Door Boarding initiatives continued. Metro reviewed District of Columbia Department of Transportation's (DDOT) proposals for bus lanes on MLK Ave SE, H St NE, and Georgia Avenue NW. The bus stop "no parking" sign project is nearly complete, with 95% of stops finished by DDOT. An analysis showed a 50% reduction in violations at stops with the signs. Work with DDOT is ongoing for the next batch of signs.

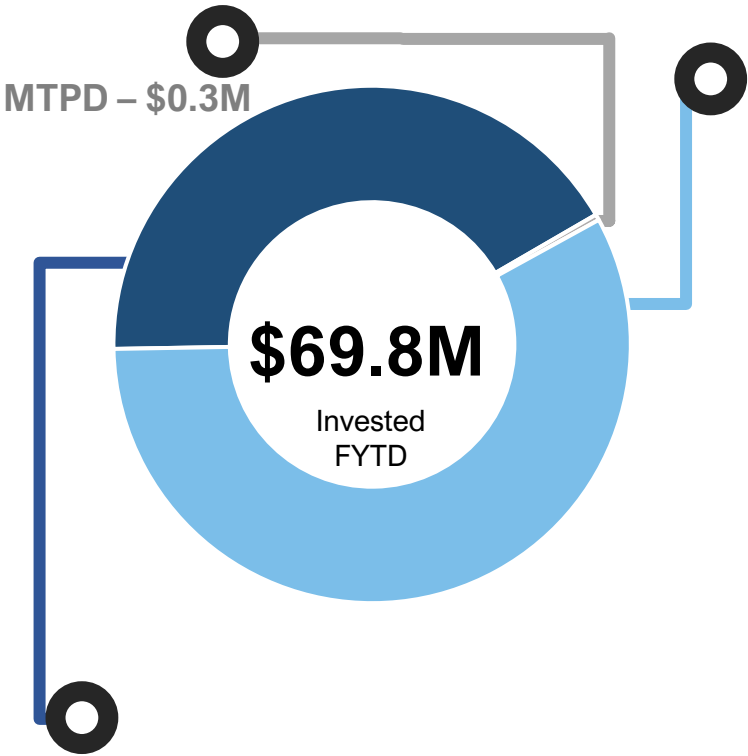
**Maintenance & Overhaul – \$14.3M**

Metro implemented an upgraded Bus Customer Information System, called the "Prediction Engine". This system now provides real-time bus arrival information to Metro customers through various platforms, including busETA, MetroPulse, and popular third-party applications such as TransitApp, Google Maps, and Apple Maps. One of the most common customer complaints is late or no-show buses. This system implementation improves customer satisfaction and delivers excellent service to the Metrobus service area. This project is categorized under Maintenance & Overhaul because it involves replacement of bus location equipment with modern systems that ensure reliability and efficiency in providing real-time updates.

In Q1, the Bus Maintenance Equipment Replacement project received replacement wrenches, drum blower fans, a refurbished trailer, and Cummins engine site software to further support equipment upgrades. Metro also completed 15 bus rehabilitations, 37 engine assemblies, and 42 transmission assemblies.

Asset	FY2025 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	80	15	19%
Engine Assemblies	120	37	31%
Transmission Assemblies	150	42	28%





### Information Technology (IT) – \$29.3M

Work continued on the HASTUS project to upgrade and improve bus and rail scheduling technology. In Q1, the HASTUS project continued with the Factory Acceptance Test (FAT), marking significant progress in the testing phase. An accelerated schedule for the HASTUS Rail Upgrade & Software for the Bus project was approved, with an aim to optimize the Bus Scheduling component by September 2026. Additionally, the contract for the BRTA (Bus Transportation Administration), Form Digitization Process Automation was awarded in late September and the vendor kickoff meeting will be held in Q2.

In Q1 Metro initiated a migration of its on-premise timekeeping system to a cloud-based platform; kickoff scheduled for Q2. The goal of this project is improved controls and compliance with regulations while reducing operating and maintenance costs.

### Support Equipment & Services – \$40.3M

In Q1, under the Service Vehicle Acquisition Program, a total of 31 vehicles were delivered, comprising 23 service support and 8 passenger vehicles. 10 vehicles are expected to be delivered in Q2.

The Roof and Skylight replacement at the Glenmont Bus Bay Canopy has been completed. Roof replacements have been finalized at Van Dorn Station, Alexandria Yard Operations Building, and the Alexandria Yard Covered Storage Building, with work ongoing at West Falls Church. Roof rehabilitation has also been completed at seven locations. Finally, the Parking Facility Stair Tower Roof Replacement at 12 locations is finished, with all construction and punch list items finalized.

The Sustainability Office continued advancing its key initiatives. The office evaluated grant opportunities and coordinated with regional partners to align strategies for expanding EV charging infrastructure. The Decarbonization Strategy progressed with the finalization of energy and emissions modeling, along with development of the strategy document. A new project was scoped in collaboration with Metro's Track & Structures to test and evaluate electric jackhammer equipment, with procurement expected to be completed in Q2. Work also continued on the development of additional battery-electric leaf blowers and trailer charging solutions, while draft contract language was created to support Metro's eligibility for clean energy investment rebates under the Federal Inflation Reduction Act. The office made progress in GIS mapping Metro station walksheds to assess regional heat, environmental justice, and tree canopy data which identified high heat risk areas and potential shade investment opportunities for transit riders.

# REAL ESTATE UPDATE

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

## Joint Development

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

- **Capitol Heights:** Metro released a Request for Qualifications for developers to create and implement a development plan for 3.88 acres at the Capitol Heights station. The State of Maryland previously announced \$17 million in infrastructure funding to support development at this site.
- **Twinbrook:** Metro's Board authorized staff to execute a Joint Development Agreement with Hines to develop 437 residential units and 5,000 square feet of retail on the site of Metro's stormwater site and adjacent property at the Twinbrook station. The Board also authorized a Compact Public Hearing and issuance of a Joint Development solicitation for a 3.3-acre site currently occupied by the surface parking lot, bus loop, and Kiss & Ride (to be relocated).
- **Deanwood:** The response window closed for the 1.12-acre development opportunity on the existing surface parking lot at Deanwood. Staff are evaluating proposals and anticipate selecting a developer in Q3.
- **North Bethesda:** Metro released a Request for Qualifications for developers to create and implement a development plan for the 13.9-acre site at the North Bethesda station. Metro and Montgomery County also executed a Memorandum of Understanding outlining respective roles and commitments to the project. The development will include the future headquarters for the University of Maryland's Institute of Health Computing.

## 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 Q2 of FY2025.



*Pictured: Twinbrook development rendering*



*Pictured: Development rendering of North Bethesda*

# FEDERAL AWARDS UPDATE

As of September 30, 2024, Metro had 25 active awards from the Federal Transit Administration (FTA) with a combined value of \$2.7 billion. This includes \$562 million in new grants awarded, new amendments, and includes the Passenger Rail Investment and Improvement Act (PRIIA), for Metro's FY2025.

In Federal Q4 (WMATA Q1), Metro received reimbursements totaling \$175 million for projects that include, but are not limited to: American Rescue Plan Act (ARPA) reimbursements, state of good repair, construction of new bus garages, and repair of station and track infrastructure. WMATA closed one grant in Q4 - ARPA Section 5307 - WMATA Operating Assistance.

From July 1, 2024, through September 30, 2024, Metro was awarded \$9.2M in non-FTA grants. These awards included funds from the Department of Homeland Security for Transportation Security Grant Programs; and the newly awarded SMART grant from the International Aviation & Transportation Policy division of the United State Department of Transportation (USDOT).

## Active FTA Awards as of 09/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Updated Balance	POP End Date
DC-2017-011	08/15/17	Track Inspector Location Awareness With Enhanced Transit Worker Protection	\$ 1.9	\$ 1.9	\$ 0.0	12/31/24
DC-2018-012	09/09/18	Bus Shelters Replacement	\$ 3.6	\$ 3.0	\$ 0.6	09/30/25
DC-2019-010	08/13/19	FFY2019 5307/5340 Formula Funding	\$ 191.4	\$ 191.4	\$ 0.0	12/30/24
DC-2020-007	05/27/20	FFY19 Section 5310 MetroAccess Replacement Vehicles	\$ 0.9	\$ -	\$ 0.9	01/30/27
DC-2020-010	07/10/20	FFY20 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion Improvements	\$ 328.7	\$ 316.8	\$ 11.9	09/30/25
DC-2020-017	08/14/20	FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility	\$ 293.8	\$ 274.3	\$ 19.5	09/30/25
DC-2021-003	03/08/21	FFY2020 5339 (c) Low-No Metrobus Zero-Emission Fleet Program	\$ 4.2	\$ 2.9	\$ 1.3	06/30/25
DC-2021-008	05/19/21	WMATA FFY 19 Section 5312 Public Safety Pilot Study	\$ 0.2	\$ -	\$ 0.2	12/30/25
DC-2021-012	08/17/21	FFY2021 5312 COVID-19 Research and Demonstration Project	\$ 0.6	\$ 0.3	\$ 0.3	06/30/25
DC-2021-014	09/01/21	FFY2021 5339 Bladensburg Bus Garage	\$ 33.6	\$ 21.6	\$ 11.9	12/30/27

Note: Drawn numbers are from inception through 09/30/2024

This award (DC-2017-011) must remain active until the final report is published.

For DC-2020-010 and DC-2020-017, the "Date of Award" is the initial award for the program of projects

POP is period of performance of the grant

# FEDERAL AWARDS UPDATE

## Active FTA Awards as of 09/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Updated Balance	POP End Date
DC-2022-010	08/26/22	FFY2022 PRIIA WMATA Office of Inspector General	\$ 15.0	\$ 8.5	\$ 6.5	09/01/26
DC-2022-011	08/26/22	FFY 2021 American Rescue Plan (ARP) Additional Assistance for WMATA Operations	\$ 120.1	\$ 69.9	\$ 50.2	03/30/25
DC-2022-012	08/29/22	FFY2022 Section 5337 Railcar Preventive Maintenance, Railcar Scheduled Maintenance Program and Track Preventive Maintenance Program	\$ 301.3	\$ 173.0	\$ 128.4	06/30/26
DC-2022-014	09/07/22	FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program	\$ 355.9	\$ 181.9	\$ 174.0	12/30/27
DC-2022-015	09/07/22	FFY2022 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance	\$ 160.4	\$ 57.4	\$ 103.0	12/30/27
DC-2022-016	09/07/22	FFY2022 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility	\$ 198.3	\$ 106.7	\$ 91.6	07/30/27
DC-2022-017	09/12/22	FFY2022 Section 5307 Station Entrance Canopies and Stairways, Rehabilitation of Parking Facilities, Rail Station Cooling, and AC Power and Switches	\$ 35.4	\$ 20.0	\$ 15.4	12/30/26
DC-2022-018	09/14/22	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	\$ 132.5	\$ 11.0	06/30/25



# FEDERAL AWARDS UPDATE (CONTINUED)

## Active FTA Awards as of 09/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Updated Balance	POP End Date
DC-2023-006	08/23/23	FFY2018 5307 Paratransit Van Replacements	\$ 0.2	\$ 0.1	\$ 0.1	02/28/25
DC-2023-007	09/15/23	FFY2023 PRIIA WMATA Vertical Transportation, Yellow Line Tunnel and Bridge Rehabilitation, Tunnel Water Leak Mitigation, Automatic Train Control Rooms	\$ 143.5	\$ 122.5	\$ 21.0	06/30/26
DC-2024-002	09/15/23	FFY24 VA CMAQ WMATA Bus Replacement	\$ 3.4	\$ -	\$ 3.4	12/30/26
DC-2024-006	07/03/24	FFY2023 5310 Enhanced Mobility Paratransit Van Replacement	\$ 1.7	\$ -	\$ 1.7	12/31/26
DC-2024-009	08/28/24	FFY2024 PRIIA WMATA - ELES Water Intrusion, Escalator Replacement, Prime Mover Replacement, ATC Train Control Rooms, AC Switchgear Rehab, Railcar SMP and Tunnel Leak Mitigation	\$ 143.5	\$ 5.6	\$ 137.9	06/30/27
DC-2024-013	09/11/24	Section 5337 Preventive Maintenance Track and Railcars, Station Cooling, Parking Rehab, Station Gate Replacements	\$ 184.5	\$ -	\$ 184.5	06/30/26
DC-2024-014	09/16/24	FFY24 Section 5307 Bus Preventive Maintenance and Rehabilitation, Security Systems, MTPD Projects, and ADA L'Enfant Elevator	\$ 45.6	\$ -	\$ 45.6	12/01/27

Note: Drawn numbers are from inception through 09/30/2024 which include updated period of performance end dates.  
Date of Award is the initial award date.

# FEDERAL AWARDS UPDATE (CONTINUED)

## Closed FTA Awards as of 09/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
DC-2021-015	08/13/2021	ARPA Section 5307 - WMATA Operating Assistance	\$1,209.0	09/12/2024

## FTA Applications in Progress Pending Award as of 09/30/2024

Federal Award ID	Application Name	Federal Request
N/A		

## Active Non-FTA Awards as of 09/30/2024 (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	\$3.7	\$0.43	\$3.3	08/31/2024
EMW-2021-RA-00030	09/01/2021	DHS Transit Security Grant Program	\$5.5	\$0.99	\$4.5	08/31/2025
EMW-2023-RA-0036	09/01/2023	DHS Transit Security Grant Program	\$4.5	\$0.00	\$4.5	08/31/2026
EMW-2024-RA-0036	09/01/2024	DHS Transit Security Grant Program	\$7.2	\$0.00	\$7.2	08/31/2027
SMART 2023	07/01/2024	Transit Data Standards and Analysis Infrastructure Framework	\$2.0	\$0.00	\$2.0	01/31/2026

## Closed Non-FTA Awards as of 09/30/2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
15PBJA-21-GG-04422-BWC	12/01/2021	DOJ Body Worn Camera Program	\$904,610	09/20/2024

# APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

## FY2025 – Q1 Year-To-Date (\$ in millions) \*

	Budget	Actual	Variance \$**	Variance %
Passenger Revenue	\$98.3	\$107.7	\$9.3	9.5%
Non-Passenger Revenue	\$24.0	\$31.4	\$7.3	30.5%
<b>Total Revenue</b>	<b>\$122.4</b>	<b>\$139.0</b>	<b>\$16.6</b>	<b>13.6%</b>
Personnel	\$450.5	\$438.5	\$12.0	2.7%
Non-Personnel	\$180.0	\$162.3	\$17.7	9.8%
<b>Total Expenses</b>	<b>\$630.5</b>	<b>\$600.8</b>	<b>\$29.7</b>	<b>4.7%</b>
<b>Gross Subsidy</b>	<b>\$508.1</b>	<b>\$461.8</b>	<b>\$46.3</b>	<b>9.1%</b>
Federal Relief	\$70.0	\$73.2	\$3.2	4.6%
<b>Net Subsidy ***</b>	<b>\$438.1</b>	<b>\$388.6</b>		
<b>Cost Recovery Ratio ****</b>	<b>31%</b>	<b>35%</b>		
<b>Farebox Recovery Ratio</b>	<b>16%</b>	<b>18%</b>		

\* All figures exclude reimbursables / Totals may not sum due to independent rounding / In FY2025 Q1, Metro's headcount and total authorized positions were 12,190 and 13,502, respectively.

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

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

\*\*\*\* Includes total federal relief funding

## FY2025 – Q1 Year-To-Date (Trips in millions)

Ridership	FY2024 Actual	FY2025 Budget	FY2025 Actual	Variance Prior Year	Variance Budget
Metrorail*	30.0	28.9	32.2	7.4%	11.5%
Metrobus**	28.5	29.7	31.9	11.9%	7.4%
MetroAccess	0.4	0.4	0.3	-14.2%	-18.0%
<b>All Modes</b>	<b>58.8</b>	<b>58.9</b>	<b>64.4</b>	<b>9.4%</b>	<b>9.2%</b>

• Rail total includes 31.0 million tapped ridership and 1.2 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

# APPENDIX II: CAPITAL PROGRAM FINANCIALS BY INVESTMENT CATEGORY

Dollar amounts are in millions.

Capital Investments	FY2025 Current Budget	FY2025 Actuals	YTD % Budget Expended
Acquisition	88.4	5.4	6%
Maintenance & Overhaul	339.1	33.3	10%
Maintenance Facilities	13.4	1.7	13%
<b>Railcar and Railcar Facilities</b>	<b>\$ 440.9</b>	<b>\$ 40.4</b>	<b>9%</b>
Power	133.3	34.9	26%
Signals & Communications	252.4	65.0	26%
<b>Rail Systems</b>	<b>\$ 385.7</b>	<b>\$ 99.9</b>	<b>26%</b>
Fixed Rail	179.1	43.8	24%
Structures	88.8	17.0	19%
<b>Track and Structures Rehabilitation</b>	<b>\$ 268.0</b>	<b>\$ 60.7</b>	<b>23%</b>
Platforms & Structures	99.0	36.5	37%
Vertical Transportation	62.0	9.0	14%
Station Systems	231.1	54.2	23%
<b>Stations and Passenger Facilities</b>	<b>\$ 392.2</b>	<b>\$ 99.7</b>	<b>25%</b>
Acquisition	155.0	3.7	2%
Maintenance & Overhaul	64.8	14.3	22%
Maintenance Facilities	232.8	46.4	20%
Passenger Facilities & Systems	32.4	3.8	12%
<b>Bus, Bus Facilities and Paratransit</b>	<b>\$ 484.9</b>	<b>\$ 68.2</b>	<b>14%</b>
IT	171.3	29.3	17%
MTPD	0.7	0.3	37%
Support Equipment & Services	175.7	40.3	23%
<b>Business and Operations Support</b>	<b>\$ 347.6</b>	<b>\$ 69.8</b>	<b>20%</b>
<b>Total Capital Programs</b>	<b>\$ 2,319.2</b>	<b>\$ 438.7</b>	<b>19%</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	52%	2%
North Bethesda	1,270	17%	5%
Twinbrook	1,097	37%	7%
Rockville	524	62%	17%
Shady Grove	5,745	33%	5%
Glenmont	2,998	13%	-19%
Wheaton	977	6%	-3%
Forest Glen	596	26%	-21%
<b>Montgomery County Total</b>	<b>14,854</b>	<b>29%</b>	<b>-1%</b>
<b>Prince George's County</b>			
New Carrollton	2,282	56%	-8%
Landover	1,185	31%	4%
Cheverly	150	84%	58%
Addison Road	1,268	10%	-25%
Capitol Heights	372	36%	3%
Greenbelt	3,399	31%	18%
College Park-U of MD	1,290	29%	14%
Hyattsville Crossing	1,068	16%	9%
West Hyattsville	453	46%	27%
Southern Avenue	1,089	28%	7%
Naylor Road	138	87%	-41%
Suitland	1,890	20%	3%
Branch Avenue	2,768	37%	5%
Morgan Boulevard	633	33%	1%
Downtown Largo	2,200	34%	5%
<b>Prince George's County Total</b>	<b>20,185</b>	<b>33%</b>	<b>6%</b>
<b>Maryland Total</b>	<b>35,039</b>	<b>33%</b>	<b>5%</b>

# 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	54%	-14%
Rhode Island Ave	221	56%	0%
Fort Totten	408	88%	-15%
Anacostia	786	23%	6%
<b>District of Columbia Total</b>	<b>1,942</b>	<b>44%</b>	<b>-4%</b>
<b>Virginia</b>			
Huntington	2,470	40%	11%
West Falls Church	2,009	25%	-3%
Dunn Loring	1,964	17%	6%
Vienna	4,869	33%	13%
Franconia-Springfield	5,069	27%	4%
Van Dorn Street	361	82%	10%
East Falls Church	422	104%	7%
Ashburn	1,555	29%	6%
Loudoun Gateway	2,115	13%	6%
Herndon Monroe	3,751	8%	2%
Innovation Center	2,072	3%	0%
Wiehle-Reston East	2,300	21%	1%
<b>Virginia Total</b>	<b>28,957</b>	<b>24%</b>	<b>5%</b>
<b>System Total</b>	<b>65,938</b>	<b>29%</b>	<b>4%</b>

- Notes:
- A. Landover Spaces given for CDL training, 684 spaces
  - B. New Carrollton Purple line work 647 spaces
  - C. Naylor Rd station; Solar panel installation 230 spaces
  - D. Huntington parking garage rehab, 262 spaces
  - E. Southern Ave. Solar panel project and structural work, 891 spaces
  - F. Branch Ave. - Bus operator training, 304 spaces
  - G. Anacostia rehab; Solar panel project 22 spaces
  - H. Cheverly rehab; Solar panel project 350 spaces
  - I. Vienna surface lot rehab - 300 spaces