

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

# FINANCIAL PROGRESS REPORT

Fiscal Year 2025 Quarter 3



Published  
June 2025



# TABLE OF CONTENT

Section	Page
<b>Q3 FY2025 At-A-Glance</b>	<b>3</b>
<b>Operating Results</b>	<b>4</b>
<b>Ridership</b>	<b>5</b>
<b>Operating Revenue</b>	<b>6</b>
<b>Operating Expenses</b>	<b>7</b>
<b>Capital Programs</b>	<b>8</b>
Railcar and Railcar Facilities Investments	9
Rail Systems Investments	11
Track and Structures Rehabilitation Investments	13
Stations and Passenger Facilities Investments	16
Bus, Bus Facilities and Paratransit Investments	19
Business and Operations Support Investments	21
Real Estate Update	22
<b>Federal Awards Update</b>	<b>23</b>
<b>Appendix I: Operating Financials &amp; Ridership</b>	<b>26</b>
<b>Appendix II: Capital Program Financials by Investment Category</b>	<b>28</b>
<b>Appendix III: Weekday Parking Facility Usage</b>	<b>29</b>

# Q3 FY2025 AT-A-GLANCE

During Q3 FY2025, Metro rolled out the “Metro Rewind” ridership report, continued its annual “Fill-A-Bus” campaign to support families in need, launched the Better Bus Network with new bus stop signage, and celebrated cherry blossom season with themed vehicles.

Metro’s operating expenses in Q3 FY2025 were \$1,830.5 million, unfavorable to budget by \$61.4 million due to the timing of the preventive maintenance transfer. Passenger revenue was favorable to budget due to higher paid ridership on Rail. Ridership continued to increase over the previous year across all modes.



**January 15:** Metro released “Metro Rewind,” its second annual personalized ridership report, offering customers insights into their 2024 travel habits, environmental impact, and Metro archetype.



**February 4:** In honor of Rosa Parks’ birthday, Metro reserved a seat on every bus and train, marking her legacy and commemorating the 20th anniversary of Metro’s historic Rosa Parks bus, which was used in her 2005 memorial procession.



**February 10:** Work began to modernize 27 elevators systemwide, starting at Archives-Navy Memorial-Penn Quarter Station. Additional upgrades at Benning Road and Dupont Circle stations will follow, with each project lasting up to three and a half months. Free shuttle service will be available at all affected stations to assist customers with accessibility needs.



**February 15:** The annual “Fill-A-Bus” campaign returned to help fight hunger across the region, with a goal to raise \$18,000 and collect 5,500 pounds of food—enough to provide 41,000 meals in partnership with the Capital Area Food Bank.



**February 27:** New bus stop signs began rolling out in Virginia as the first visible step in Better Bus Network implementation. About 7,000 signs will be installed ahead of the June 29 service launch, featuring clearer route info, bilingual details, and a new 202-GO-METRO contact line.



**February 27:** The 2025 Annual Transformation Report was released, highlighting a record 45 months of ridership growth, peak customer satisfaction, and \$500 million in cost savings—alongside major initiatives such as the Better Bus Network, the restoration of Red Line automation, and over 1 million Abilities-Ride trips.



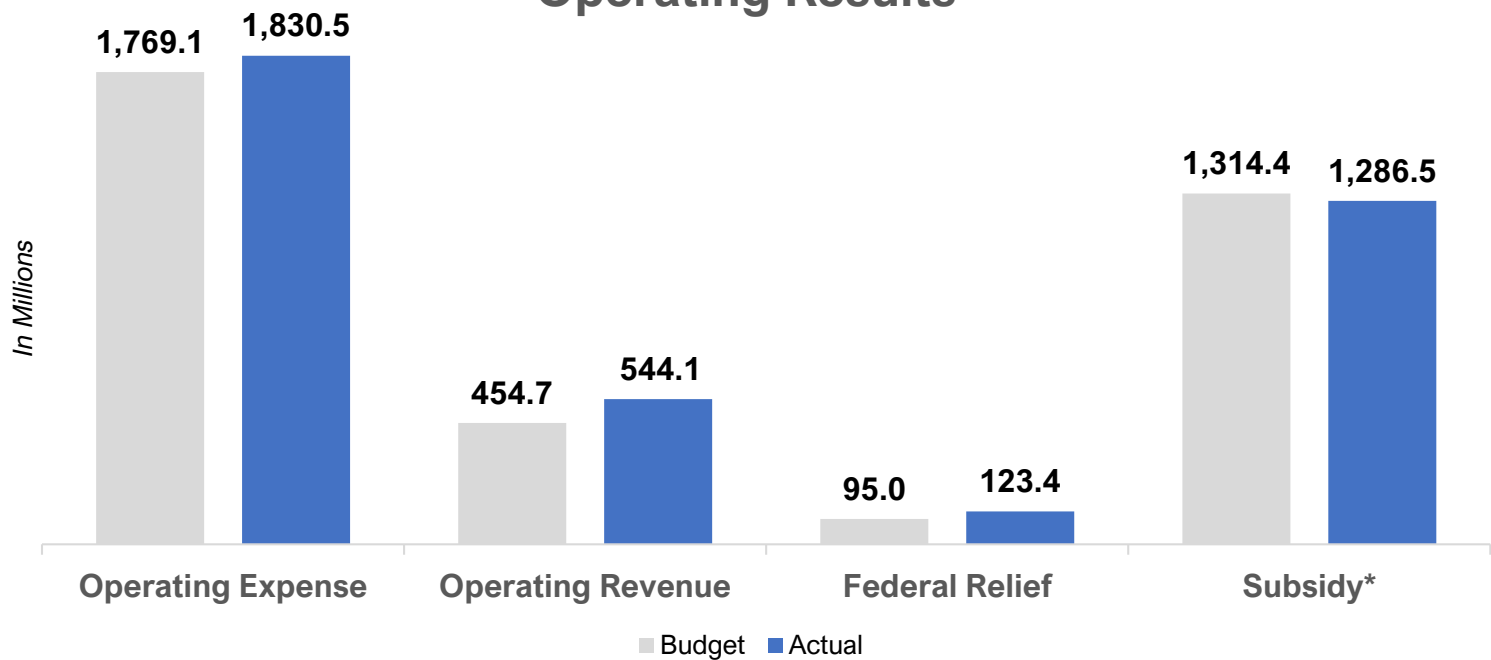
**March 21:** Metro celebrated cherry blossom season with the return of its themed train and bus wraps, a special edition SmarTrip card, and five weeks of no major track work, all while preparing for over 1.5 million visitors and aiming for its first 1 million-trip day since 2020.

# OPERATING RESULTS

The following highlights Metro’s system-wide financial performance through the third quarter of fiscal year 2025.

Operating expenses were \$1,830.5 million or \$61.4 million unfavorable to to budget. Excluding federal relief, operating revenues were \$420.7 million, favorable to budget by \$61.0 million and funding 23 percent of operating expenses. Total operating revenue was \$544.1 million including federal relief of \$123.4 million. Passenger revenue was favorable to budget by \$43.7 million through the third quarter, 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 due to the timing of the preventive maintenance transfer. However, non-personnel expenses were favorable to budget, mainly due to lower fuel, materials and supplies, and miscellaneous costs. Metro’s net subsidy<sup>1</sup> remains on budget for the fiscal year.

## Operating Results



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

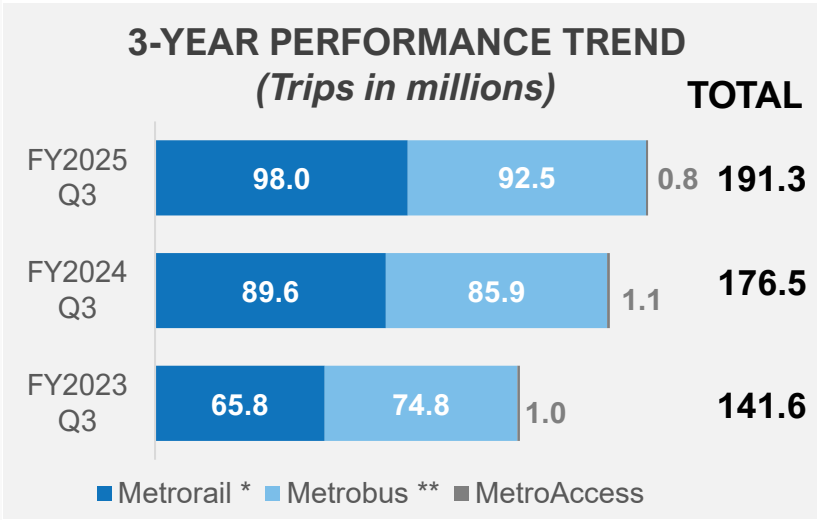
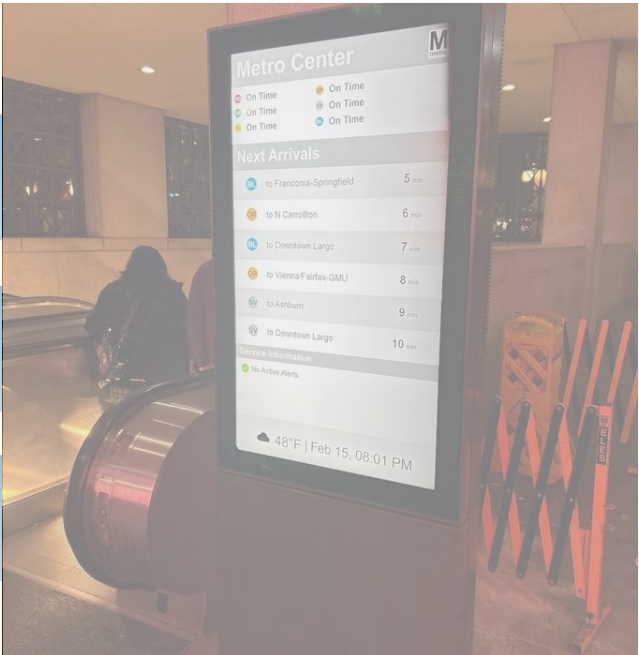
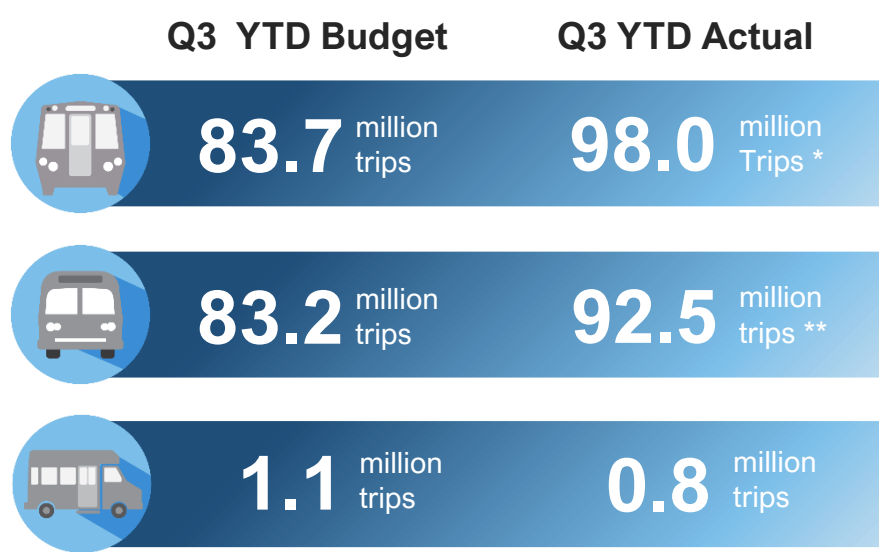




# RIDERSHIP

## Actual ridership for Metrorail, Metrobus, and MetroAccess combined as 191.3 million trips through Q3 of FY2025.

Through Q3, total ridership was 8 percent above the prior year, with Metrorail ridership exceeding Metrobus ridership. Rail ridership (including tapped and non-tapped ridership) totaled 98.0 million trips\*, an increase of 8.5 million or 9 percent from prior year and favorable to budget by 14.3 million trips or 17.1 percent. When including only tapped ridership, the rail variance was favorable to budget by 17.2 percent and favorable to prior year by 17.2 percent. Bus ridership, using automated passenger counts (APC), totaled 92.5 million trips through Q3, 9.3 million trips or 11.2 percent above budget and 6.6 million or 8 percent above prior year. Ridership on MetroAccess through the third quarter was 0.8 million trips, 28.1 percent below budget and 25.8 percent below prior year.



\* Rail total includes 94.2 million tapped ridership and 3.8 million non-tap ridership. Prior to January 2023, Metrorail ridership reported only tapped ridership, which understated the total number of riders. The completion of the installation of new faregates in January 2023 enabled Metro to now report all ridership (tapped and non-tap). FY2024 Budget includes only tapped trips.

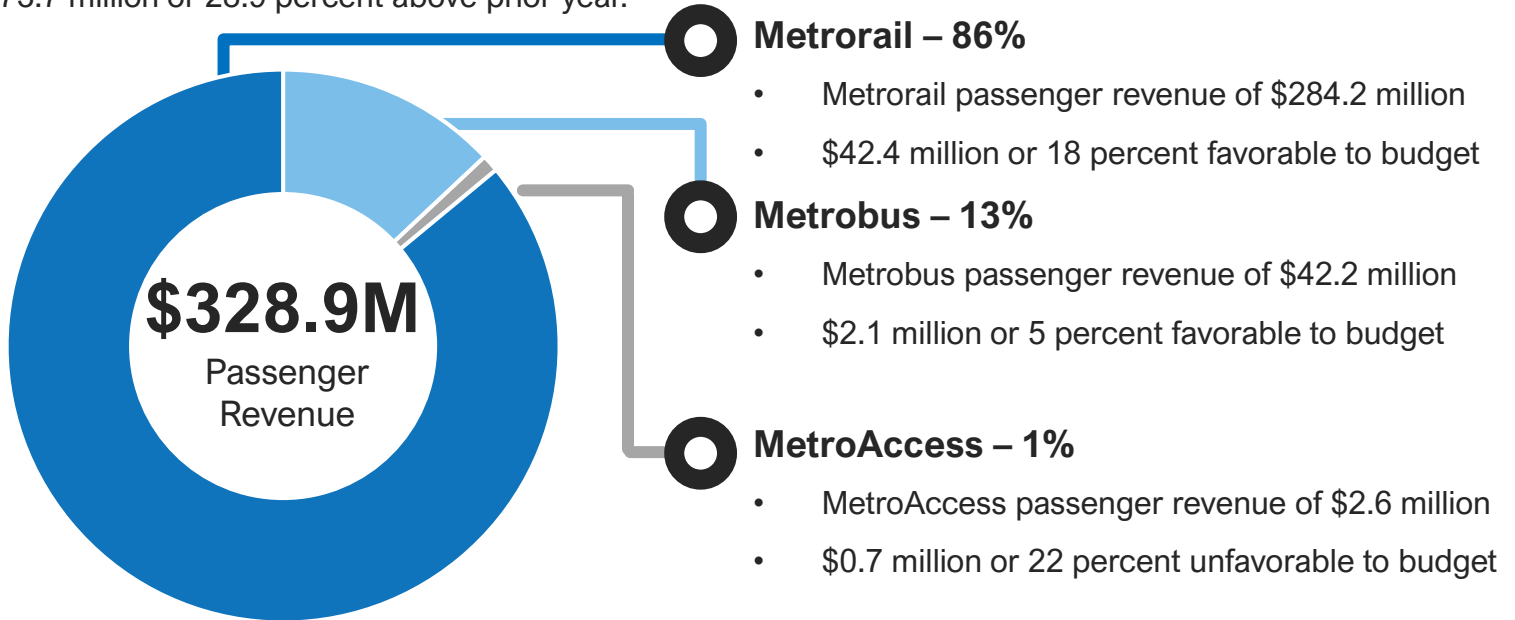
\*\* Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

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

# OPERATING REVENUE

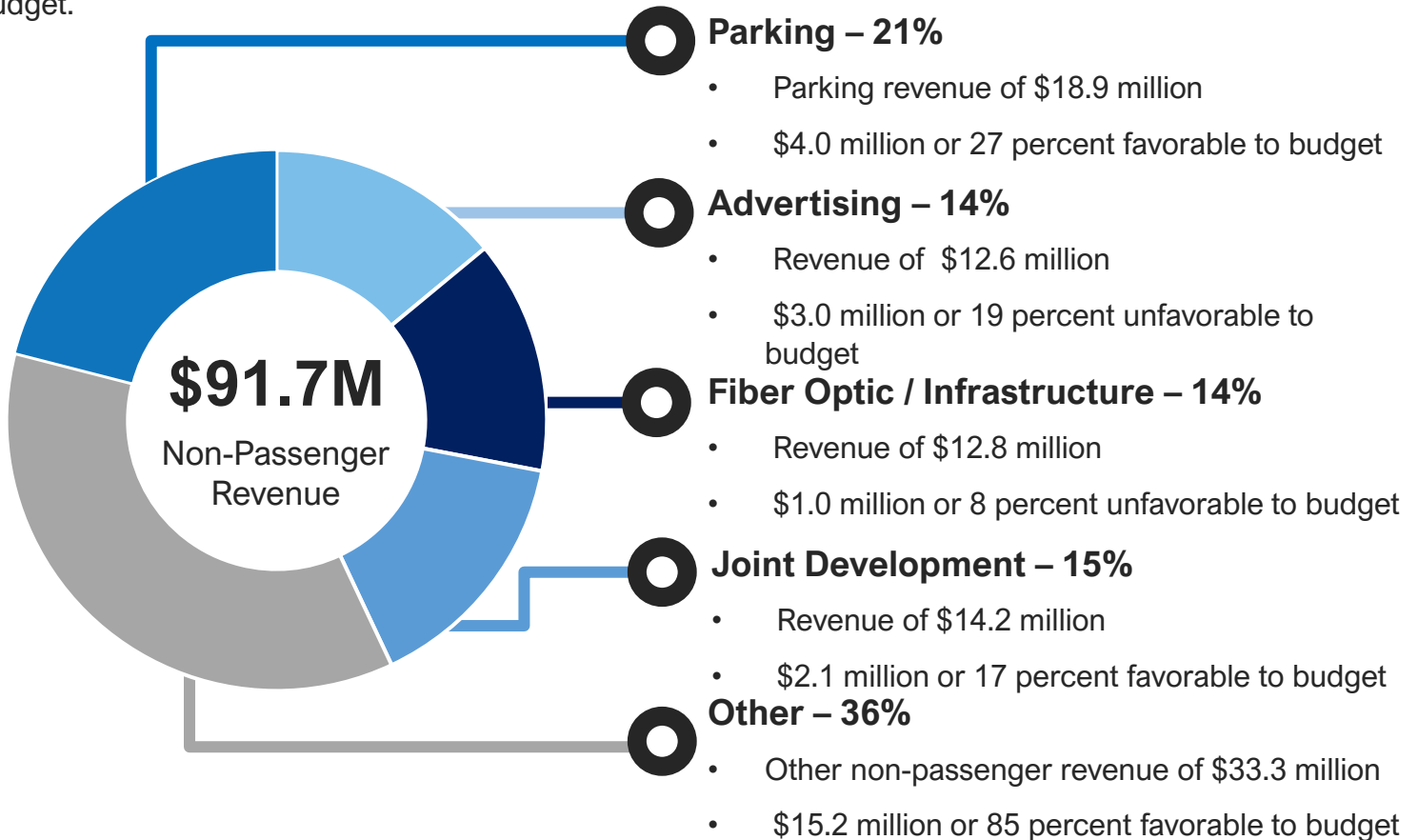
## PASSENGER REVENUE

Passenger revenue totaled \$328.9 million, which was \$43.7 million or 15.3 percent favorable to budget but \$73.7 million or 28.9 percent above prior year.



## NON-PASSENGER REVENUE

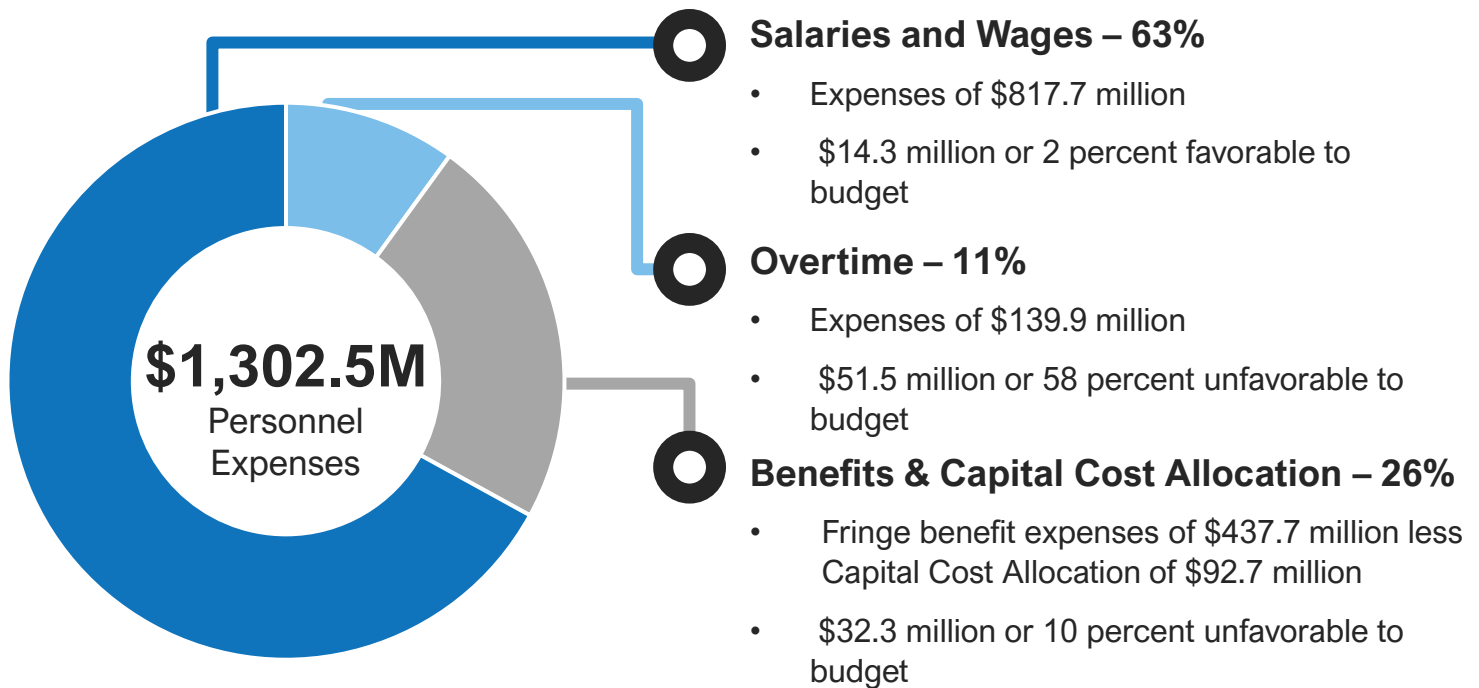
Non-passenger revenue totaled \$91.7 million through Q3, which was \$17.3 million or 23.3 percent favorable to budget.



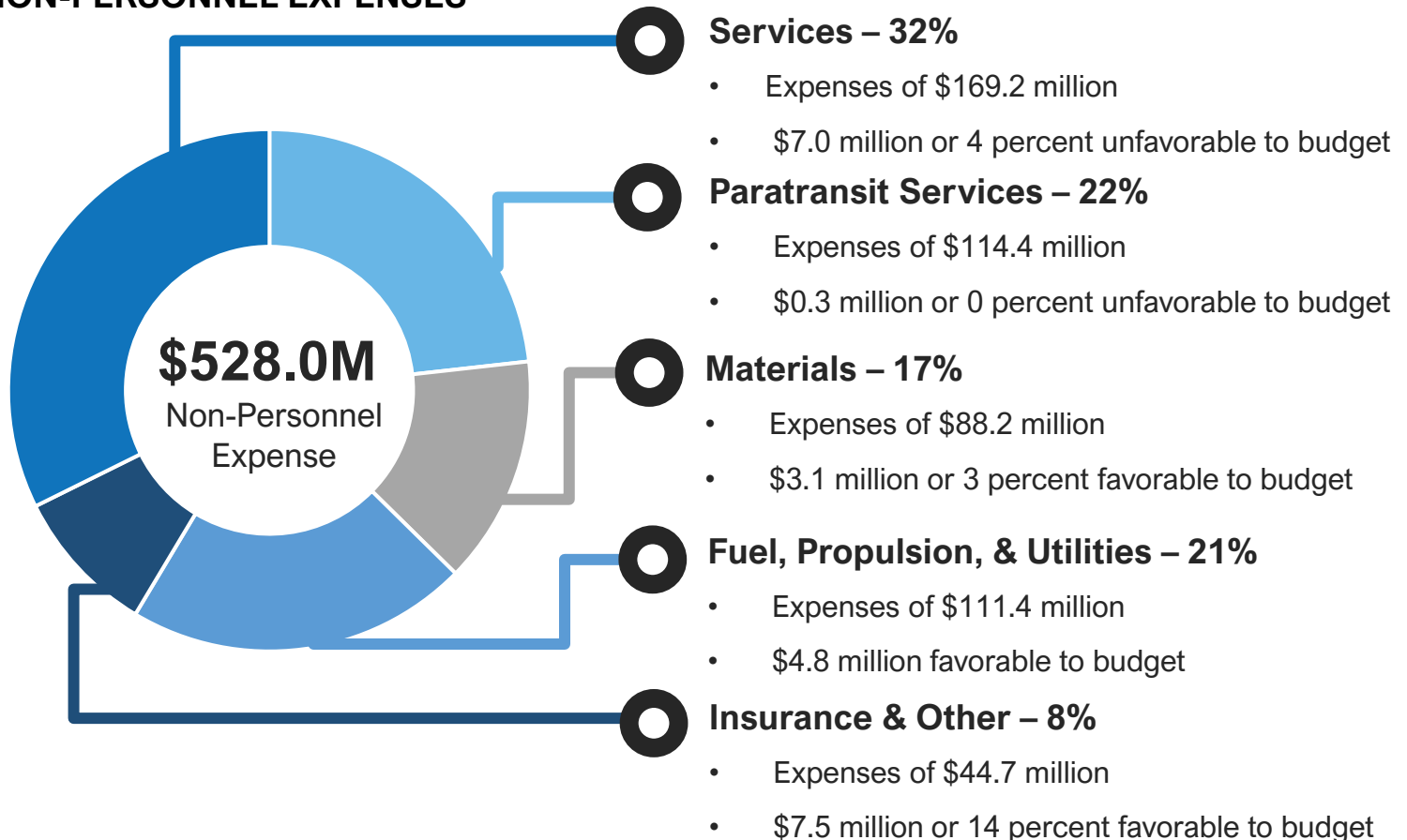
# OPERATING EXPENSES

FY2025 operating expenses through Q3 were \$1,830.5 million, favorable by \$61.4 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 has invested \$1,281.2 million in the Capital Improvement Program through Q3.**

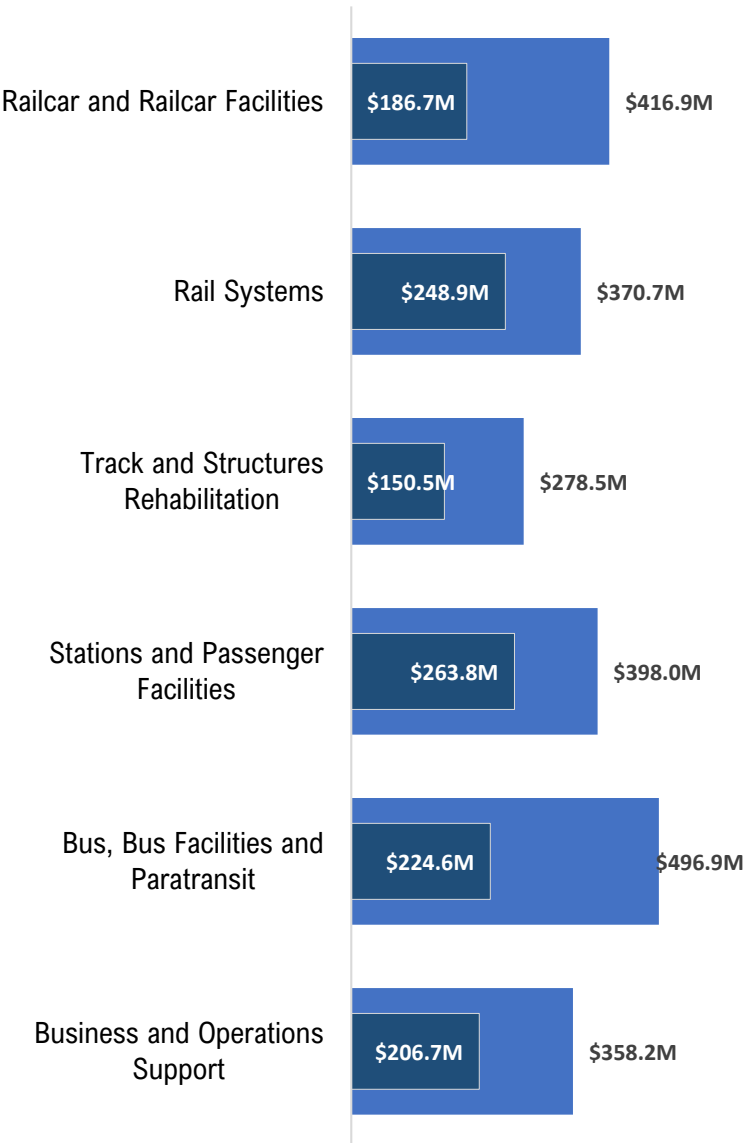
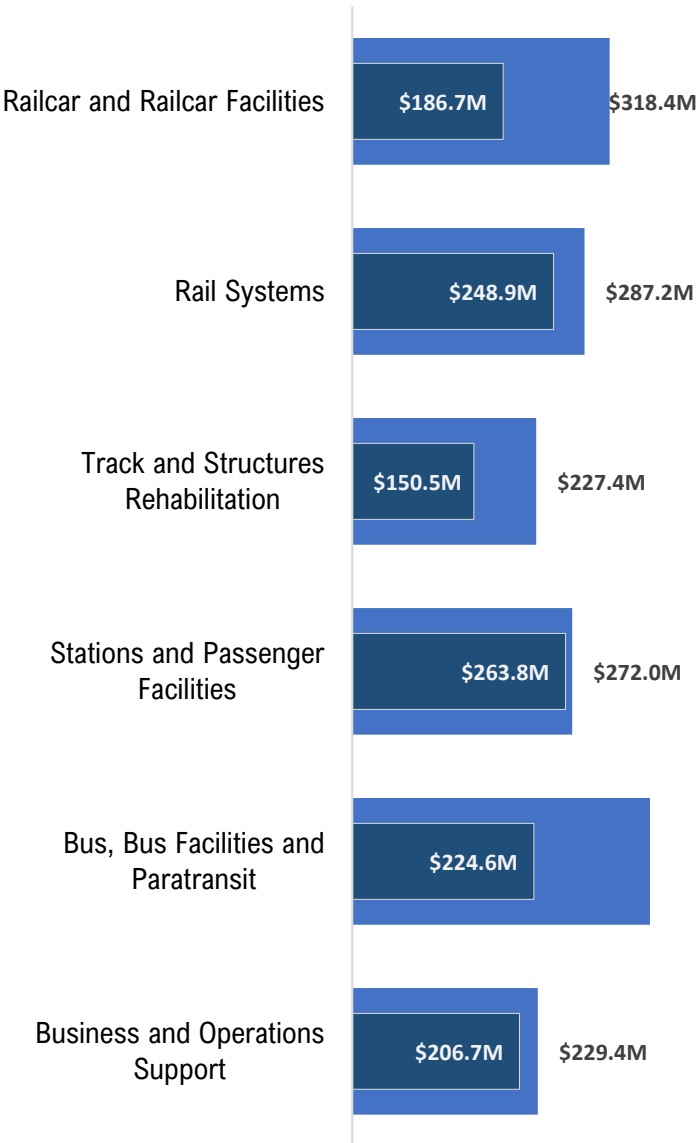
The capital improvement program for FY2025 addresses existing needs while also aiming to prevent the creation of new backlogged needs. This program is focused on advancing projects that enhance the state of good repair, reliability, and customer experience, all while prioritizing safety.

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

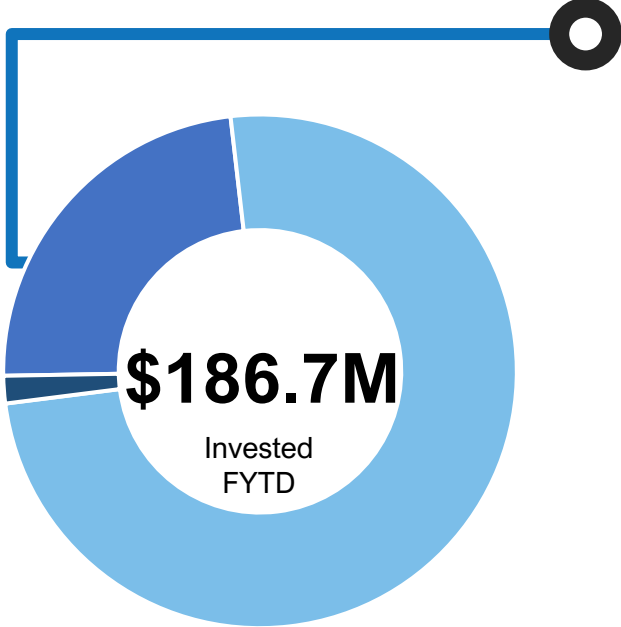
FY2025 Current Budget vs Fiscal  
Year-to-Date Expenditures

FYTD Budget    FYTD Expenditures

FY2025 Current Budget    FYTD Expenditures





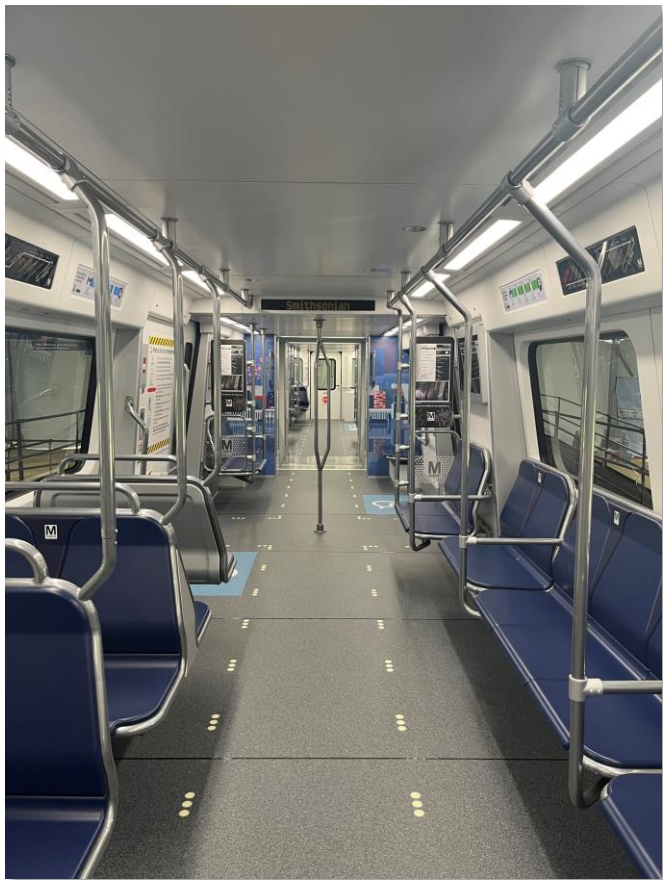


## Acquisition – \$43.8M

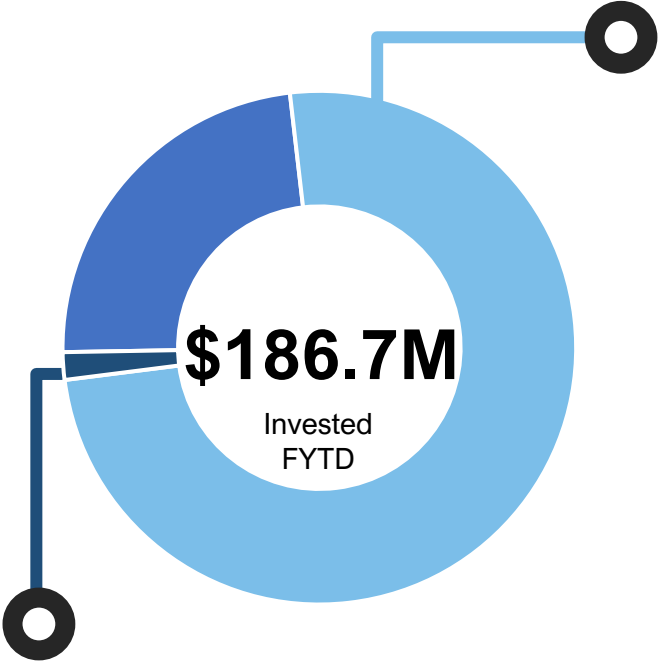
Preliminary design review for the 8000-series railcar project was successfully completed in Q3. Work also continued on several contract modifications introduced in earlier quarters, including the integration of 5G communication capabilities to enable real-time diagnostics and live video streaming, and passenger compartment enhancements based on customer feedback gathered during the Fleet of the Future Expo. These enhancements include updated seat designs, handholds, bike racks, expanded CCTV coverage for improved surveillance, additional door status indicators to support ADA accessibility, and maintenance lighting improvements.

The 2000-series railcar removal project also commenced in Q3 with a work plan to remove 72 railcars over FY2025 and 2026.

For the 7000-series railcars, the Network Video Recorder (NVR) upgrade received project-level approval and is now awaiting final legal review before proceeding. At the Carmen Turner Facility (CTF), construction of the simulator room is complete, with only final occupancy permitting pending for the last room—anticipated from Prince George’s County in early Q4. Progress also continued on the Inter-car Barrier project, with efforts focused on finalizing the Final Design Requirements (FDR) and associated test procedures.



*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 – \$3.2M

In Q3, work on the Greenbelt railcar lift upgrade progressed with the second of eight lift systems contracted for overhaul completed. Work at the Greenbelt truck and machine shop is also ongoing with work progressing on the wheel latches and presses which are used to mount and dismount parts of an axle.

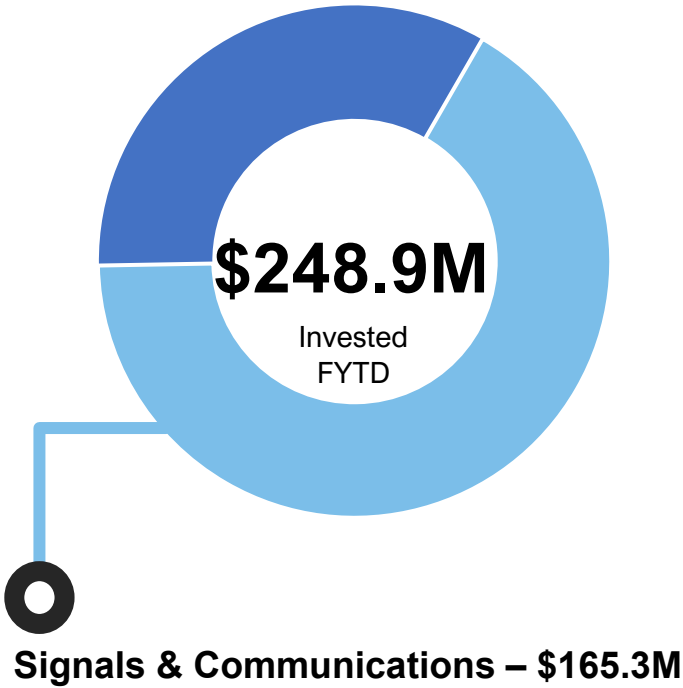
Greenbelt yard sewer ejector project design is still progressing towards the 90% complete milestone. The contract for the construction of the shop apron under the Car Track Equipment Maintenance (CTEM) improvement project at New Carrollton was awarded in Q3. For Sheriff Road HVAC facility construction, HVAC construction advanced to 90% completion with final project completion anticipated in Q4.

### Maintenance & Overhaul – \$139.7M

In Q3, Metro continued its Scheduled Maintenance Program (SMP) on the 7000 and 3000-Series railcars, as well as the coupler replacements on the 6000-Series railcars. The 7000 Series SMP progressed to a total of 22 completed cars, while the 3000-Series SMP, which began in Q2, have 26 cars in progress. The remaining coupler work on the last 2 railcars for the 6000-Series were completed this fiscal year.

The Automatic Wayside Inspection System (AWIS) program continued progressing across multiple sites. Work commenced at Site 5 (East Falls Church) following the completion of required civil engineering work by the Track and Structures team. This includes WMATA required site preparation such as electrical power runs, conduit installation, and concrete pour pads to support AWIS installation. For Site 6 (Branch Avenue), following early site preparation, pending civil work activities are scheduled to allow installation to progress as planned.





In Q3, progress continued on punch list closeout activities across seven Radio Frequency (RF) sites—Branch Avenue, Glenmont, Tantallon Drive, Brookeville, Alexandria, Rhode Island, and Rosslyn.

These locations are targeted for completion by the end of FY2025, maintaining alignment with project closeout goals. Meanwhile, planning and design work is underway for the remaining nine RF sites, which are currently scheduled for completion in FY2026.

*(cont'd)*

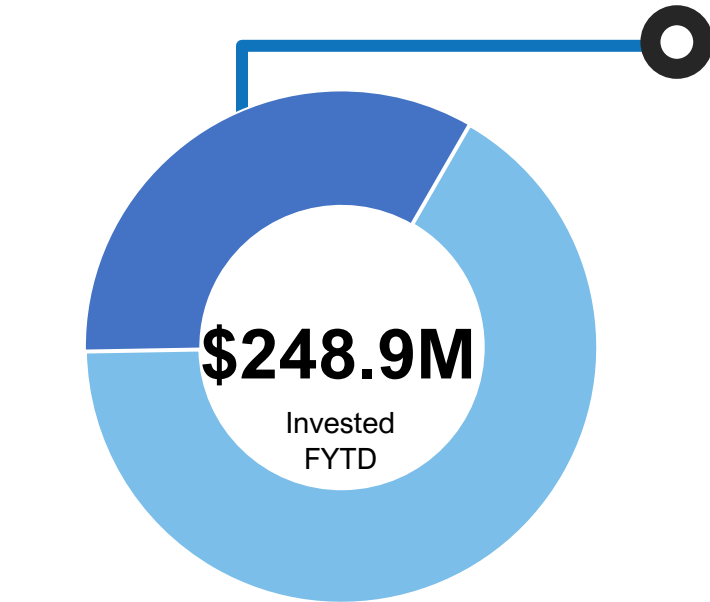
Under the Fiber Optic Installation program, Metro installed 80,000 linear feet of radio fiber. Metro continued to advance the Communication-Based Train Control (CBTC) Program, with ongoing support across multiple strategic workstreams.

Efforts remained focused on the development of the Independent Safety Assessment (ISA) RFP, railcar conversion strategy, community workforce engagement, scheduling and estimating, and marketing and branding, along with overall project coordination.

Metro continued advancing the Grade of Automation Level 2 Project (formerly the “Return to Automatic Train Operation”), marking a major milestone with the successful commissioning of Auto Doors on the Red Line, following Washington Metrorail Safety Commission (WMSC) concurrence in Q2 FY2025. While Auto Doors have been operational on all lines since Q1 FY 2025, the Red Line formally reactivated ATO in Q2 FY 2025, with operator training completed in Q3. ATO training continues across the rest of the system, with full completion anticipated by the end of the fiscal year.

Asset	FY2025 Plan	FYTD Progress	Completion Percentage
SOG Switch Replacement (Switch Machines)	20	20	100%
SOG Cable Replacement (Cables)	19	10	53%
SOG High-Current Bond Installation (Bonds)	4	11	275%
SOG Cable Meggering (Locations)	36	17	47%

# RAIL SYSTEMS (CONTINUED)



## Power – \$83.6M

Metro continued work under the Traction Power State of Good Repair (SOGR) Program) with the installation of approximately 9,000 linear feet of traction power cable. Key equipment deliveries were completed for the Pooka Hill Traction Power Substation, including DC and AC switchgear, transformers, negative switchboards, and bus ducts.

Under the Tagging Relay Contract, construction was completed at Jefferson Davis Traction Power Substation and Capitol South Tie Breaker Station. Additionally, construction began at L’Enfant Plaza Tie Breaker, Metro Center Traction Power, and Seward Square Traction Power, expanding the reach of critical traction power upgrades.

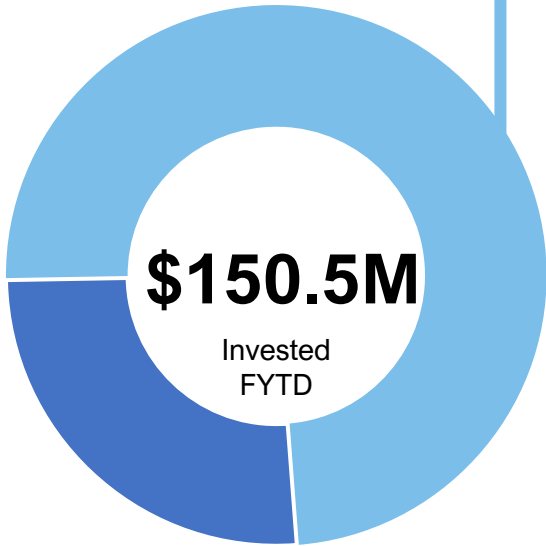


Asset	FY2025 Plan	FYTD Progress	Completion Percentage
SOGR Cable Installations (LF) <sup>1</sup>	36,560	38,278	105%
Cable Meggering	2,000	1,461	73%
Uninterruptable Power Supply Replacement	25	27	108%

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



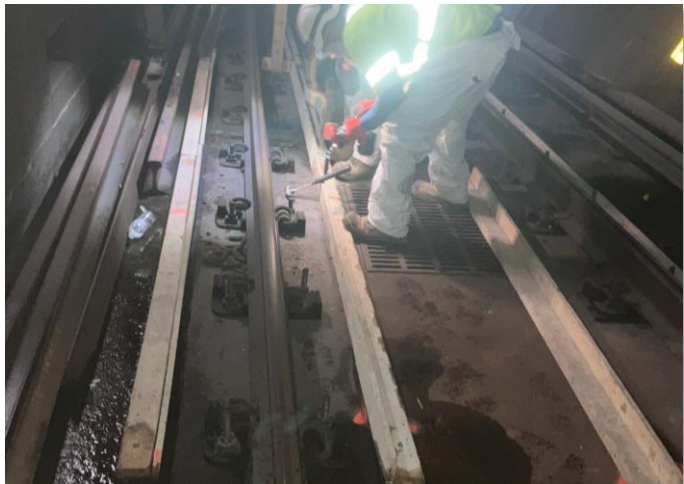
# TRACK AND STRUCTURES REHABILITATION



## Fixed Rail – \$111.4M

The Track Rehabilitation Program ensures a safe and reliable rail system through the repair and replacement of track and structures components. In Q3, the Track and Structures team carried out critical infrastructure upgrades and maintenance across the rail system, both during revenue service and planned shutdowns. Activities included restraining rail removal, joint elimination, track fastener and anchor bolt replacement, and grout pad rehabilitation.

Progress was made in the rail support vehicle program. Testing began on the first two units of the Ballast Car, following substantial assembly work completed in prior quarters. Meanwhile, the design review of the Flat Car, submitted in Q2, remains in progress as teams work through technical evaluations and feedback.



# TRACK AND STRUCTURES REHABILITATION (CONTINUED)

## Track Rehabilitation Work by Component Activity

Component Activity	FY2025 Plan	Total FYTD Complete	Completion Percentage
Crossties Replaced	7,000	5,089	73%
Third Rail Insulator Replacement	3,500	2,706	77%
Joint Elimination	550	554	101%
Running Rail Renewal	52,884	39,732	75%
Third Rail Rehabilitation	5,000	130	3%
Track Stabilization <sup>1</sup>	400	-	0%
Turnouts Rehabilitated	3	1	33%
Track Fasteners Replaced	10,000	10,105	101%
Track Surfacing <sup>3</sup>	111,000	48,139	43%

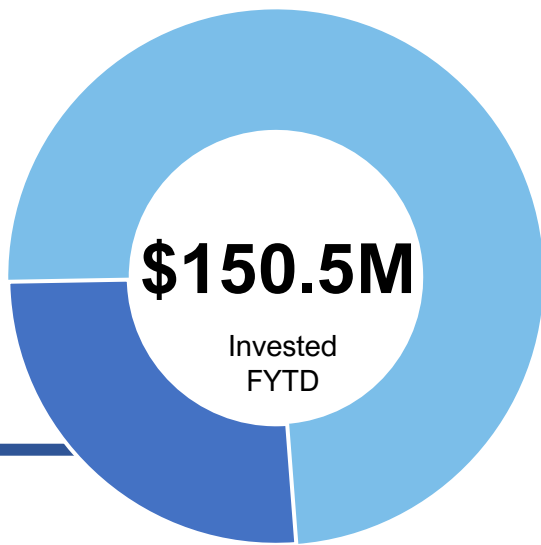
1. Track Stabilization for the Red Line Summer Shutdown was completed early during FY2024 Q4; Track and Structures will complete this activity in another location before the end of FY2025.

## Structures Rehabilitation Work by Component Activity

Component Activity	FY2025 Plan	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF)	1,800	1,358	75%
Deck Joint Replacement (LF)	450	128	28%
Drain Rodding (LF)	100,000	66,407	66%
Grout Pad Rehabilitation (LF)	8,000	10,306	129%
Leak Mitigation	2,000	828	41%
Track Bed Cleaning (LF)	350,000	115,690	33%
Track Signage Replaced <sup>3</sup>	800	500	63%

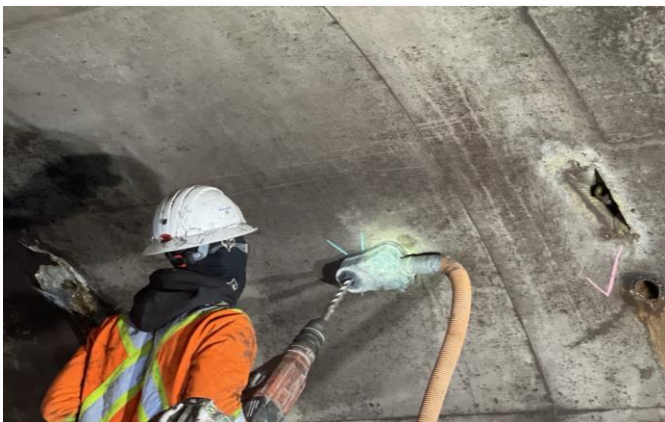
# TRACK AND STRUCTURES REHABILITATION

## (CONTINUED)



### Structures – \$39.0M

Under the Tunnel Leak Mitigation project, work continued on the Red Line between Metro Center and Shady Grove (A-Line), with walkthroughs conducted in early March to assess progress and identify remaining tasks. The project remains on track to complete all outstanding work by the end of Q4, allowing the six-month monitoring period to formally begin. On the Red line from Gallery Place to Glenmont (B-Line), all work remains on hold pending an internal review of project costs, work plans, and warranty considerations. Further action will be determined based on the outcome of that assessment.



*(cont'd)*

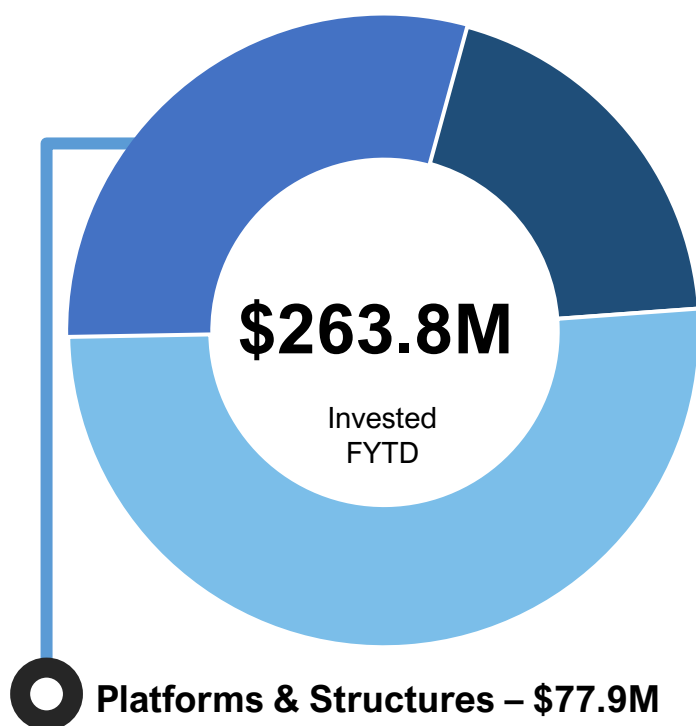
The Tunnel Ventilation project advanced despite utility coordination challenges. Metro advanced work at Woodley Park and Cleveland Park and is working closely with PEPCO to minimize schedule impacts, now targeting project completion in Q1 2026. In the meantime, partial administrative closeouts, punch list reviews, and training documentation are advancing. An initial Asset Management submittal is currently under internal review.

Structural Rehabilitation continued with remaining pier rehabilitation work at both the Grosvenor and Minnesota aerial structures. At Minnesota (D&G), planned grout pad installations were completed, while at Grosvenor, work progressed on the placement of remaining grout pads and the replacement of 26 expansion joints. Concrete surface repair efforts also continued at both locations, utilizing epoxy resin concrete sealant to address spalling and restore structural integrity.

The Shaft Rehabilitation Project progressed following the issuance of the Notice to Proceed in Q3. The contractor began onboarding activities, and field surveys were conducted to document existing site conditions. The design process is now underway, with Requests for Information (RFIs) initiated to clarify site-specific conditions and support ongoing design development, which is currently at 60% completion.

Metro continued progress on the load rating of WMATA bridges, a critical effort to assess and ensure structural integrity systemwide. To date, 79 out of 161 bridges have been completed by the consultant and fully approved by WMATA. Of the remaining 82 bridges assigned for internal review, Metro has completed 62 in-house as of the end of Q3, leaving 20 bridges still to be assessed. The project remains on track as teams work toward completing the final evaluations.

# STATIONS AND PASSENGER FACILITIES



The Bicycle & Pedestrian Facility project advanced toward implementation, with the project team preparing for equipment delivery and initial installations at select stations in early FY2026. Once launched, the phased installation process is expected to take approximately 18 months, gradually expanding improved bike parking access across the system.

In Q3, station rehabilitation work continued with the completion of Glenmont Station, while active work is underway at Wheaton, Archives, and Morgan Boulevard stations. At Shady Grove, the FMNT Base Building men's locker room restroom was completed and placed into service. Under the Garage Rehabilitation program, ADA upgrades were completed at Wheaton, Anacostia, New Carrollton, and Addison Road.

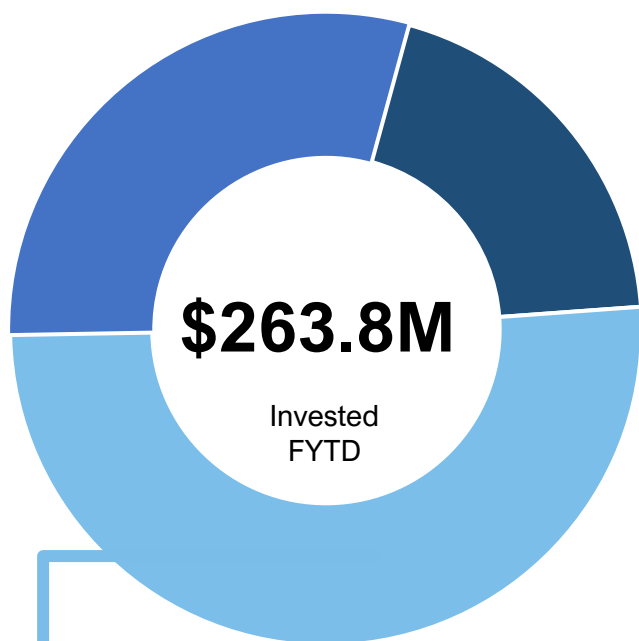
(cont'd)

At Huntington Garage, work continued on spall repairs, drainage improvements, column rehabilitation, and protective coating. At Shady Grove, the project completed roof deck repairs and coating, while work progressed on roof drainage systems, stormwater pipe replacement, and electrical updates. For surface lots, punch list work continued at Vienna, and active construction at Hyattsville Crossing remained in progress.

In Q3, Metro made continued progress across multiple station improvement projects as part of the broader safety certification and commissioning efforts. At Anacostia, work advanced to the final invoicing and safety certification documentation phase, signaling the closeout of all major activities. At Southern Avenue, the CCTV system has been completed, while Garage Emergency Telephones (GETs) remain pending final acceptance. The lighting systems have received approval, with final safety certification documentation and invoicing anticipated in Q4. At Naylor Road, the CCTV system is complete, and GETs remain pending acceptance, mirroring the closeout schedule of Southern Avenue. Final documentation for safety certification is also expected in Q4. At Cheverly, the solar system has been energized, and the Substantial Completion Inspection (SCI) for CCTV and GETs has been completed. Commissioning of the lighting and communication systems is pending and will continue into the next quarter.

Structural progress advanced at multiple canopy and stairway locations.





## Station Systems – \$134.2M

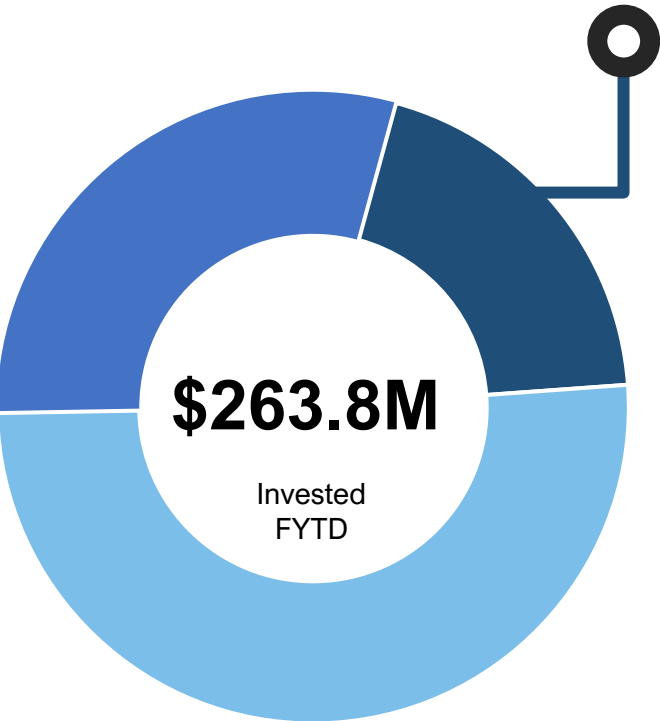
Metro continued advancing its lighting improvement initiatives. For platform edge lighting, pre-RSA preparatory work proceeded during non-revenue weeknights, with crews completing rework of settled glass block lenses. Lighting installation was finalized at Capitol South, Eastern Market, and Foggy Bottom.

Metro completed construction and punch list work for seven drainage pumping stations at Medical Center, Wheaton, Noyes Lane, Metro Center, Federal Triangle, Glenmont, and L'Enfant Plaza. Following construction completion, testing, commissioning, and staff training were finalized in March, and all systems are now fully operational.

(cont'd)

Progress continued the on Low Voltage Power Rehabilitation projects with switchgear replacement efforts ongoing at Brookland and Addison Road. Commissioning activities began at Anacostia and L'Enfant Plaza, while punch-list activities continued at Braddock Road, King Street, and Takoma, bringing several locations closer to closeout. Installation work began at Crystal City, while the start of work at Fort Totten and Archives was deferred to Q4 due to schedule adjustments.

In Q3, Metro continued to advance multiple fare technology initiatives under the broader modernization program. For fare vending machines, the award timeline remains pushed to FY2026, with approximately 500 machines included in the procurement scope. The Faregate Expansion project, saw its scope broadened to include polycarbonate shielding and fencing to help deter fare evasion through emergency exits. The Open Payments Backend System continued with hardware upgrades progressing and backend system development. Web SmartBenefits 2.0 modernization continues, aimed at increasing participation, revenue, and ADA compliance. Recent updates focused on reducing card fees, adding convenience fees, and streamlining benefit allocation processes. The Open Payments project advanced its integration efforts in coordination with Littlepay and Cubic, targeting phased system launches: Metrorail in Q4 FY2025, Metrobus in Q1 FY2026, and parking by Q4 FY2026, contingent on the completion of the TR (Tri-Reader) 4 upgrade. All installation work under the New Faregate Barriers project is now complete. Only final invoices remain, and minor lab work at Apple and Cubic is expected to be finished by Q4 FY2025.



**Vertical Transportation – \$51.7M**

In Q3, Metro completed 548 work orders, which included step chain, handrail, gearbox, and drive chain replacements, as well as elevator rope replacement and welding repairs. The build-out of the ELES auxiliary parts storage space and repair work area reached 90% completion, continuing progress from earlier quarters.

The water remediation assessment report was returned to the vendor for revisions, moving the effort closer to finalization. The elevator glass cleaning contract was completed and entered the closeout stage, while the truss and pan cleaning project remains in progress.

In Q3, Metro completed the installation of ten escalator units as part of its ongoing escalator rehabilitation and replacement program. This included three units at Franconia-Springfield, two at Rosslyn, and one unit each at L’Enfant Plaza, Vienna, Navy Yard, Pentagon, and Medical Center.

No elevators were rehabilitated in Q3 FY2025.

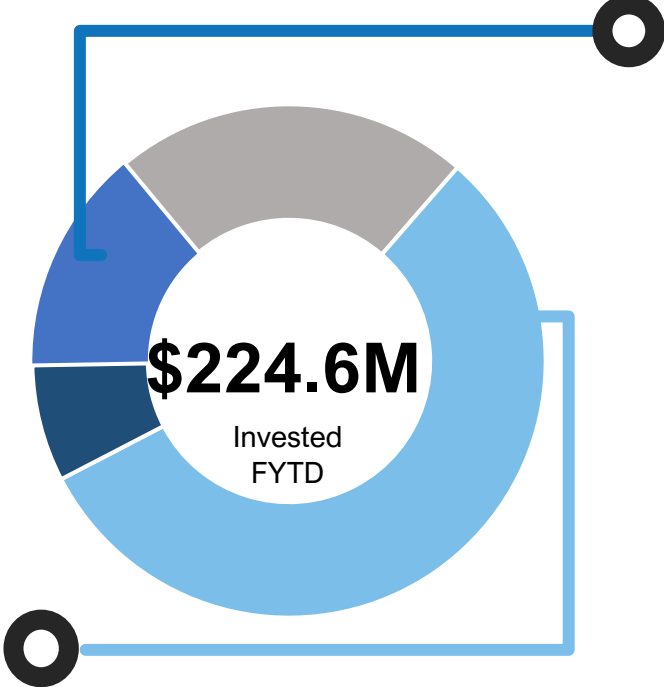


Image: Tyson’s Corner Escalators



Image: L’Enfant station escalators

# BUS, BUS FACILITIES AND PARATRANSIT



## Maintenance Facilities – \$125.7M

Building construction advanced at the Maintenance building for the Bladensburg Bus Garage, which remains on track for completion in July 2025. During the quarter, key activities included ongoing commissioning of critical systems (bus lifts, HVAC, panel boards, OH crane, etc.) completed paving works, continued architectural finishes, and installation of equipment.

At the Northern Bus Garage, construction continued with focus on structural steel erection and slab-on-grade (SOG) pours. Between January and March, the team advanced multiple SOG and SOMD (Slab on Metal Deck) concrete pours, began installation of interior concrete walls, and initiated work on air barrier membranes and mechanical, electrical, and plumbing rough-ins.

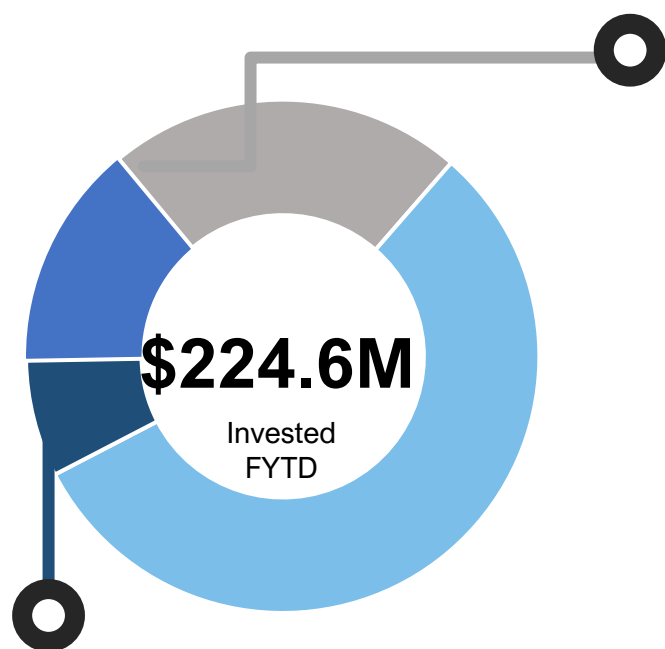
## Acquisition – \$32.0M

New buses contribute to improved customer experience and operational savings by replacing less reliable and less fuel-efficient buses. Following the awarding of the five-year replacement contract to New Flyer in Q2, Metro processed its first payment in Q3.

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

Metro continued preparations to support the next wave of battery-electric buses, with eight additional 40-foot New Flyer buses expected to begin arriving in spring 2025. These efforts build on earlier progress at Shepherd Parkway Bus Division, where two battery-electric buses remain in operation and staff previously completed familiarization training with Heliox charging equipment. Ongoing work focuses on ensuring readiness for fleet expansion, including infrastructure support, operational planning, and coordination with vendor partners.

Delivery of mini-vans continued with an additional 95 vehicles received, bringing the total to 169 out of 184 expected by the end of the fiscal year. Delivery of NextGen Vehicles also progressed, with 4 additional units received this quarter, for a cumulative total of 14 out of 50 planned for delivery by Q4. The NextGen vehicles can accommodate two wheelchairs while the minivan accommodates one.



## Passenger Facilities & Systems – \$16.5M

For CIEDS (Customer Information Electronic Display system), 10 LED signs were installed and completed at New Carrollton Bus Loop and Crystal City Bus loop.

Metro continued work on the punch list for the base contract covering at the New Carrollton parking garage and bus loop, with the project reaching 99% completion. Only minor closeout activities remain as the project moves toward final substantial completion.

In Q3, Metro advanced several key initiatives under the Bus Priority and Clear Lanes programs. NTP was issued for the TSP Cloud-based software support consultant, followed by kick-off meetings with jurisdictional and Metro partners to initiate implementation planning. Installation began on 70 additional buses in the District of Columbia as part of the Clear Lanes camera expansion, further supporting enforcement and performance tracking of dedicated bus lanes.

## Maintenance & Overhaul – \$50.4M

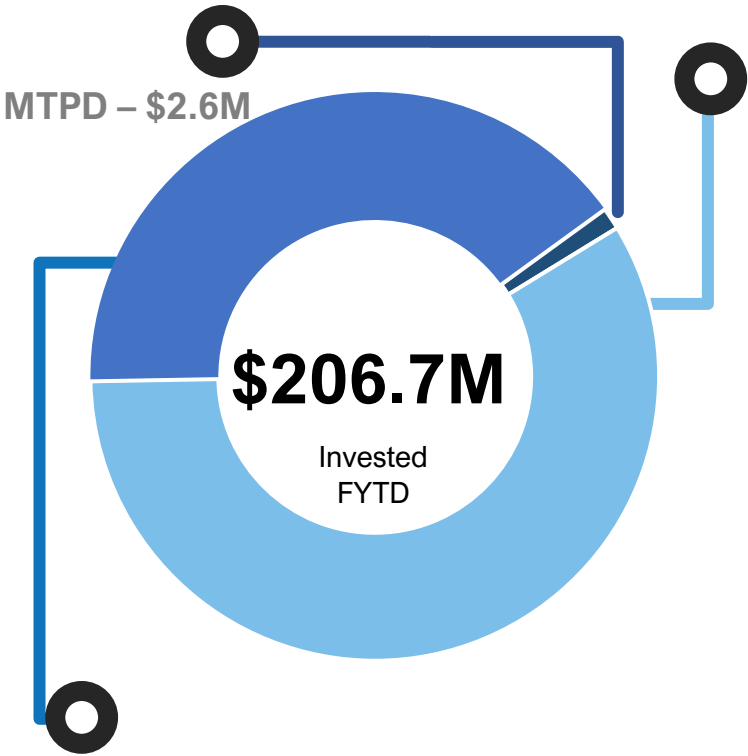
Metro continued receiving routine maintenance equipment in support of its ongoing bus technology modernization and system reliability efforts. These activities are part of the broader ITS maintenance services provided under the second contract year with Clever Devices, complementing earlier work on enhanced vehicle tracking and communication systems.

Metro continued advancing its bus technology modernization program. Upgrades to the Intelligent Vehicle Network (IVN), Automated Passenger Counters (APC), and Touchscreen Control Heads (TCH) were completed on 316 buses, as part of the first year of a multi-year upgrade to the Clever Devices Intelligent Transportation System. Metro also entered the second contract year of Premium Support Services and ITS Maintenance with Clever Devices, ensuring continued reliability and technical support across the fleet. Implementation began on Clever Insights, a new cloud-based ridership reporting system that will enhance data analysis across departments—supporting planning, scheduling, and National Transit Database (NTD) reporting. Additionally, Metro began deploying Clever EVMS, a new Electric Vehicle Management System designed to support EV charge management, scheduling, and vehicle planning.

In Q3, Metro continued to make progress under the Bus Rehabilitation program.

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





Information Technology (IT) – \$83.3M

Metro continued progress on the migration of its on-premises timekeeping system to a cloud-based platform. The team completed key foundational tasks, including project configuration, customer reporting setup, and change management analysis. Initial build activities, such as system configuration and integration development, are currently underway.

Metro continued to upgrade/replace outdated hardware and software assets, performed network maintenance and expansion to support operational needs and continued ongoing Authority-wide PC desktop, laptop and tablet replacements.

Support Equipment & Services – \$120.9M

In Q3, Metro continued advancing its fleet replacement program with the delivery of 17 Street Operations Manager (SOM)/Safety vehicles, 21 Service Support vehicles, and vehicles for the Metro Transit Police Department (MTPD).

Work continued under the Pollution Prevention Program at Alexandria and Shady Grove Yards. At Alexandria, the project advanced with the pouring of the concrete foundation for the new dispensing system, and track excavation and removal began. Work also progressed on the electrical tie-in installation to support the new system. At Shady Grove, track removal was completed, and the team began installing underground structures in preparation for new infrastructure. The stormwater management project at Pennsy Drive reached substantial completion and is now awaiting final closeout. For the Underground Storage Tank (UST) Replacement project, site preparation and removal of old equipment took place at New Carrollton Yard, along with the completion of all required permit submissions to state and local authorities. At Greenbelt and Glenmont Yards, the team-initiated permit submissions to support upcoming site activities.

Progress continued across multiple Non-Revenue Facilities projects. At Good Luck Road, closeout activities for the rooftop unit (RTU) replacement project are underway, with final completion expected in Q4. At the Montgomery Bus Garage, construction of the catwalk to provide access to exhaust fans is progressing and is also on track for completion in Q4. At Queenstown Road, the replacement of six exhaust fans was completed, finalizing the scope of work at that location. At Shepherd’s Parkway, the project received its construction permit from the Department of Consumer and Regulatory Affairs (DCRA), and work on the catwalk for fan access has begun, with completion expected by in Q4.

# 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](#).

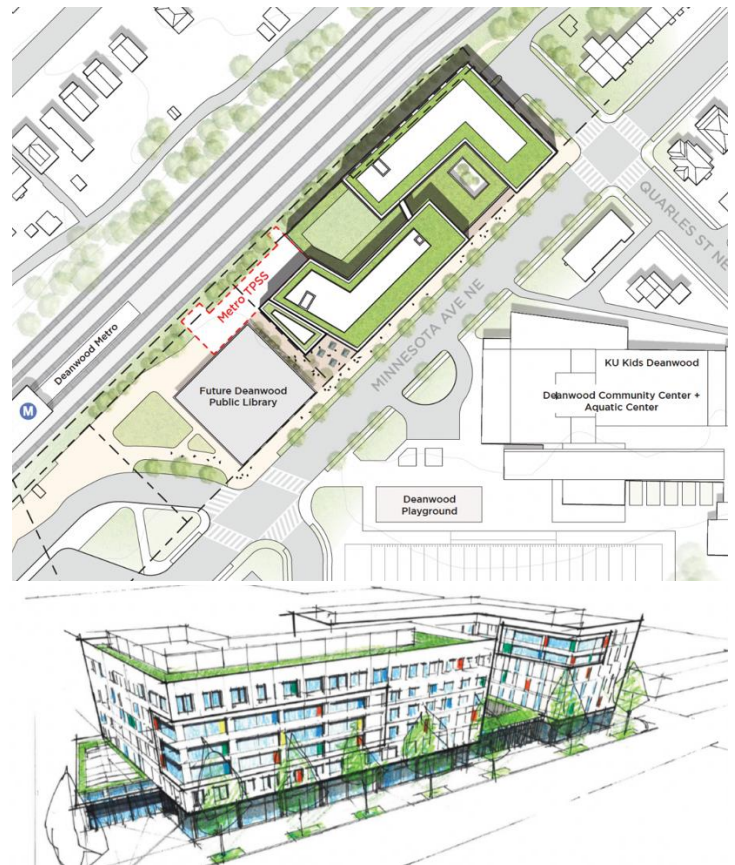
- Capitol Heights: Metro continued to evaluate developer submissions to the Request for Qualifications and prepare a Request for Proposals for release to selected respondents in Q4.
- Deanwood: Metro selected a development team for the 1.12-acre opportunity on the existing surface parking lot at Deanwood. The proposed development includes 169 mixed-income residential units (approximately 50% percent affordable) and ground floor retail and services including a teen tech center. Metro is commencing negotiations on the joint development agreement in anticipation of bringing it to Metro's Board in FY2026 for approval to execute the agreement.
- North Bethesda: Metro continued to evaluate developer submissions to a Request for Qualifications and anticipates selecting a developer in Q4. Montgomery County was announced as the recipient of a \$25 million federal RAISE grant for the construction of a new station entrance.

## Dispositions

- Downtown Largo: Metro completed the sale of excess property at the Downtown Largo station to Prince George's County for a new library and cultural center.

## Incidental Use

- Fifteen 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: Deanwood development rendering*

# FEDERAL AWARDS UPDATE

As of March 31, 2025, WMATA has 20 active awards from the Federal Transit Administration (FTA) with a combined value of \$2.4 billion.

In Federal Q2 FY2025, Metro was reimbursed \$187.1 million from FTA grants for projects that include, but are not limited to, assisting the operating budget revenue shortfall through the ARPA grant, State of Good Repair projects, the construction of new bus garages, and repairing station and track infrastructure. WMATA closed four grants last quarter and anticipates closure of at least three grants by the end of WMATA FY2025.

## Active FTA Awards as of 03/31/2025 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Updated Balance	POP End Date
DC-2020-007	5/27/2020	FFY19 Section 5310 Metro Access Replacement Vehicles	\$ 0.9	\$ 0.9	\$ -	1/30/2027
DC-2020-010	07/10/2020, 09/07/2021	FFY20 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion Improvement	\$ 328.7	\$ 321.7	\$ 7.0	9/30/2025
DC-2020-017	8/14/2020	FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility	\$ 293.8	\$ 288.2	\$ 5.6	9/30/2025
DC-2021-003	3/8/2021	FFY2020 5339 (c) Low-No Metrobus Zero-Emission Fleet Program	\$ 4.2	\$ 3.7	\$ 0.5	6/30/2026
DC-2021-008	5/19/2021	WMATA FFY19 Section 5312 Public Safety Pilot Study	\$ 0.2	\$ 0.1	\$ 0.1	12/30/2025
DC-2021-012	8/17/2021	FFY2021 5312 COVID-19 Research and Demonstration Project	\$ 0.6	\$ 0.3	\$ 0.3	6/30/2025
DC-2021-014	9/1/2021	FFY2021 5339 Bladensburg Bus Garage	\$ 33.6	\$ 25.1	\$ 8.5	12/30/2027
DC-2022-010	8/26/2022	FFY2022 PRIIA WMATA Office of Inspector General	\$ 15.0	\$ 12.1	\$ 2.9	9/1/2026
DC-2022-012	8/29/2022	FFY2022 Section 5337 Railcar Preventive Maintenance, Railcar Scheduled Maintenance Program and Track Preventive Maintenance Program	\$ 301.3	\$ 242.9	\$ 58.5	6/30/2026
DC-2022-014	9/7/2022	FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program	\$ 355.9	\$ 263.5	\$ 92.4	12/30/2027
DC-2022-015	9/7/2022	FFY2022 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance	\$ 160.4	\$ 73.7	\$ 86.7	12/30/2027
DC-2022-016	9/7/2022	FFY2022 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility	\$ 198.3	\$ 106.9	\$ 91.4	7/30/2027

Note: Drawn numbers are from inception through 03/31/2025 which include updated period of performance end dates.

# FEDERAL AWARDS UPDATE (CONTINUED)

## Active FTA Awards as of 03/31/2025 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Updated Balance	POP End Date
DC-2022-017	9/12/2022	FFY2022 Section 5307 Station Entrance Canopies and Stairways, Rehabilitation of Parking Facilities, and Rail Station Cooling and AC Power and Switches	\$ 35.4	\$ 25.7	\$ 9.7	12/30/2026
DC-2022-018	9/14/2022	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	\$ 136.1	\$ 7.4	6/30/2025
DC-2023-007	9/15/2023	FFY2023 PRIIA WMATA Vertical Transportation, Yellow Line Tunnel and Bridge Rehabilitation, Tunnel Water Leak Mitigation, Automatic Train Control Rooms	\$ 143.5	\$ 136.0	\$ 7.5	6/30/2026
DC-2024-002	6/3/2024	FFY24 VA CMAQ WMATA Bus Replacement	\$ 3.4	\$ -	\$ 3.4	6/30/2026
DC-2024-006	7/3/2024	FFY2023 5310 Enhanced Mobility Paratransit Van Replacement	\$ 1.7	\$ 1.7	\$ 0.0	6/31/2026
DC-2024-009	8/28/2024	FFY2024 PRIIA WMATA - ELES Water Intrusion, Escalator Replacement, Prime Mover Replacement, ATC Train Control Rooms, AC Switchgear Rehab, Railcar SMP and Tunnel Leak Mitigation	\$ 143.5	\$ 46.9	\$ 96.6	6/30/2027
DC-2024-013	9/11/2024	Section 5337 Preventive Maintenance Track and Railcars, Station Cooling, Parking Rehab, Station Gate Replacements	\$ 184.5	\$ 14.5	\$ 169.9	6/30/2026
DC-2024-014	9/16/2024	FFY24 Section 5307 Bus Preventive Maintenance and Rehabilitation, Security Systems, MTPD Projects, and ADA L'Enfant Elevator	\$ 45.6	\$ 19.6	\$ 26.0	12/1/2027

## FTA Awards Closed during Quarter 3 (as of 03/31/2025) (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
DC-2017-011	08/15/2017	Track Inspector Location Awareness with Enhanced Transit Worker Protection <sup>1</sup>	\$ 1.88	03/17/2025
DC-2018-012	09/09/2018	Bus Shelters Replacement	\$ 3.6	03/05/2025
DC-2022-011	08/26/2022	FFY 2021 American Rescue Plan (ARP) Additional Assistance for WMATA Operations	\$ 120.1	02/28/2025
DC-2023-006	08/23/2023	FFY2018 5307 Paratransit Van Replacements	\$ 0.17	03/07/2025

Note: Drawn numbers are from inception through 03/31/2025 which include updated period of performance end dates.



# FEDERAL AWARDS UPDATE (CONTINUED)

## Active Non-FTA Awards during Quarter 3 (as of 3/31/2025) (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
EMW-2021-RA-00030	09/01/2021	DHS Transit Security Grant Program	\$ 4.5	\$ 1.0	\$ 3.5	08/31/2025
EMW-2023-RA-0036	09/01/2023	DHS Transit Security Grant Program	\$ 4.5	\$ -	\$ 4.50	08/31/2026
EMW-2024-RA-0036	09/01/2024	DHS Transit Security Grant Program	\$ 7.2	\$ -	\$ 7.20	08/31/2027
OS69A3552441015	07/01/2024	Transit Data Standards & Analysis Infrastructure Framework	\$ 2.0	\$ -	\$ -	12/31/2025

## Closed Non-FTA Awards (as of 03/31/2025) (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
EMW-2020-RA-00019	09/1/2020	DHS Transit Security Grant Program	\$ 3.3	03/05/2025

Note: Drawn numbers are from inception through 03/31/2025 which include updated period of performance end dates.

# APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

## FY2025 – Q3 Year-To-Date (\$ in millions) \*

	Budget	Actual	Variance \$**	Variance %
Passenger Revenue	\$285.3	\$328.9	\$43.7	15.3%
Non-Passenger Revenue	\$74.4	\$91.7	\$17.3	23.3%
<b>Total Revenue</b>	<b>\$359.7</b>	<b>\$420.7</b>	<b>\$61.0</b>	<b>17.0%</b>
Personnel	\$1,233.0	\$1,302.5	\$(69.5)	-5.6%
Non-Personnel	\$536.1	\$528.0	\$8.1	1.5%
<b>Total Expenses</b>	<b>\$1,769.1</b>	<b>\$1,830.5</b>	<b>\$(61.4)</b>	<b>-3.5%</b>
<b>Gross Subsidy</b>	<b>\$1,409.4</b>	<b>\$1,409.9</b>	<b>\$(0.4)</b>	<b>0.0%</b>
Federal Relief	\$95.0	\$123.4	\$28.4	29.9%
<b>Net Subsidy ***</b>	<b>\$1,314.4</b>	<b>\$1,286.5</b>		
<b>Cost Recovery Ratio ****</b>	<b>26%</b>	<b>30%</b>		
<b>Farebox Recovery Ratio</b>	<b>16%</b>	<b>18%</b>		

\* All figures exclude reimbursables

\*\* 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

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

## FY2025 – Q3 Year-To-Date (Trips in millions)

Ridership	FY2024 Actual	FY2025 Budget	FY2025 Actual	Variance Prior Year	Variance Budget
Metrorail*	89.6	83.7	98.0	9.5%	17.1%
Metrobus**	85.9	83.2	92.5	7.7%	11.2%
MetroAccess	1.1	1.1	0.8	-25.8%	-28.1%
<b>All Modes</b>	<b>176.5</b>	<b>168.1</b>	<b>191.3</b>	<b>8.4%</b>	<b>13.8%</b>

\*Rail total includes 94.2 million tapped ridership and 3.8 million non-tap ridership. Prior to January 2023, Metrorail ridership reported only tapped ridership, which understated the total number of riders. The completion of the installation of new faregates in January 2023 enabled Metro to now report all ridership (tapped and non-tap). FY2024 Budget includes only tapped trips.

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

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

# APPENDIX I (continued): OPERATING FINANCIALS & RIDERSHIP

## FY2025 – Q3 Quarter-to-Date (\$ in millions) \*

	FY2024 Q3	FY2025 Q3	Variance \$**	Variance %
Passenger Revenue	\$87.5	\$114.4	\$73.7	30.8%
Non-Passenger Revenue	\$27.4	\$28.8	\$1.4	5.0%
<b>Total Revenue</b>	<b>\$114.9</b>	<b>\$143.2</b>	<b>\$28.3</b>	<b>24.6%</b>
Personnel	\$387.4	\$413.8	\$(26.5)	-6.8%
Non-Personnel	\$179.2	\$176.6	\$2.6	1.5%
<b>Total Expenses</b>	<b>\$566.6</b>	<b>\$590.4</b>	<b>\$(23.8)</b>	<b>-4.2%</b>
<b>Gross Subsidy</b>	<b>\$451.7</b>	<b>\$447.3</b>	<b>\$4.5</b>	<b>1.0%</b>
Federal Relief	\$139.3	\$4.1	\$(135.3)	-97.1%
<b>Net Subsidy ***</b>	<b>\$312.4</b>	<b>\$443.2</b>		
<b>Cost Recovery Ratio ****</b>	<b>45%</b>	<b>25%</b>		
<b>Farebox Recovery Ratio</b>	<b>15%</b>	<b>19%</b>		

\* All figures exclude reimbursables; In FY2025 Q3, Metro's headcount and total authorized positions were 12,329 and 13,565, 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

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

## FY2025 – Q3 Quarter-to-Date (Trips in millions)

Ridership	FY2024 Actual	FY2025 Budget	FY2025 Actual	Variance Prior Year	Variance Budget
Metrorail*	30.1	27.4	33.6	11.7%	22.8%
Metrobus**	28.7	26.1	29.4	2.4%	12.7%
MetroAccess	0.3	0.3	0.2	-33.0%	-34.3%
<b>All Modes</b>	<b>59.1</b>	<b>53.8</b>	<b>63.2</b>	<b>7.0%</b>	<b>17.5%</b>

\*Rail total includes 32.3 million tapped ridership and 1.4 million non-tap ridership. Prior to January 2023, Metrorail ridership reported only tapped ridership, which understated the total number of riders. The completion of the installation of new faregates in January 2023 enabled Metro to now report all ridership (tapped and non-tap). FY2024 Budget includes only tapped trips.

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

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

# APPENDIX II: CAPITAL PROGRAM FINANCIALS BY INVESTMENT CATEGORY

Dollar amounts are in millions.

Capital Investments	FY2025 Current Budget	FY2025 Actuals	YTD % Budget Expended
Acquisition	78.4	43.8	56%
Maintenance & Overhaul	322.3	139.7	43%
Maintenance Facilities	16.2	3.2	20%
<b>Railcar and Railcar Facilities</b>	<b>\$ 416.9</b>	<b>\$ 186.7</b>	<b>45%</b>
Power	133.3	83.6	63%
Signals & Communications	237.4	165.3	70%
<b>Rail Systems</b>	<b>\$ 370.7</b>	<b>\$ 248.9</b>	<b>67%</b>
Fixed Rail	189.4	111.4	59%
Structures	89.1	39.0	44%
<b>Track and Structures Rehabilitation</b>	<b>\$ 278.5</b>	<b>\$ 150.5</b>	<b>54%</b>
Platforms & Structures	104.3	77.9	75%
Vertical Transportation	62.0	51.7	83%
Station Systems	231.6	134.2	58%
<b>Stations and Passenger Facilities</b>	<b>\$ 398.0</b>	<b>\$ 263.8</b>	<b>66%</b>
Acquisition	155.0	32.0	21%
Maintenance & Overhaul	67.8	50.4	74%
Maintenance Facilities	233.0	125.7	54%
Passenger Facilities & Systems	41.1	16.5	40%
<b>Bus, Bus Facilities and Paratransit</b>	<b>\$ 496.9</b>	<b>\$ 224.6</b>	<b>45%</b>
IT	174.3	83.3	48%
MTPD	4.8	2.6	54%
Support Equipment & Services	179.2	120.9	67%
<b>Business and Operations Support</b>	<b>\$ 358.2</b>	<b>\$ 206.7</b>	<b>58%</b>
<b>Total Capital Programs</b>	<b>\$ 2,319.2</b>	<b>\$ 1,281.2</b>	<b>55%</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%	1%
North Bethesda	1,270	19%	6%
Twinbrook	1,097	32%	0%
Rockville	524	62%	14%
Shady Grove	5,745	35%	6%
Glenmont	2,998	33%	1%
Wheaton	977	14%	4%
Forest Glen	596	70%	17%
<b>Montgomery County Total</b>	<b>14,854</b>	<b>36%</b>	<b>5%</b>
<b>Prince George's County</b>			
New Carrollton	2,282	69%	9%
Landover	1,185	35%	7%
Cheverly	150	89%	26%
Addison Road	1,268	10%	- 7%
Capitol Heights	372	41%	4%
Greenbelt	3,399	32%	11%
College Park-U of MD	1,290	29%	8%
Hyattsville Crossing	1,068	17%	5%
West Hyattsville	453	50%	17%
Southern Avenue	1,089	28%	7%
Naylor Road	138	95%	- 12%
Suitland	1,890	21%	5%
Branch Avenue	2,768	41%	8%
Morgan Boulevard	633	37%	4%
Downtown Largo	2,200	37%	7%
<b>Prince George's County Total</b>	<b>20,185</b>	<b>36%</b>	<b>8%</b>
<b>Maryland Total</b>	<b>35,039</b>	<b>36%</b>	<b>6%</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	13%	2%
Minnesota Ave	333	52%	- 11%
Rhode Island Ave	221	60%	7%
Fort Totten	408	91%	-1%
Anacostia	786	23%	2%
<b>District of Columbia Total</b>	<b>1,942</b>	<b>45%</b>	<b>0%</b>
<b>Virginia</b>			
Huntington	1,451	48%	14%
West Falls Church	2,009	29%	3%
Dunn Loring	1,964	19%	5%
Vienna	5,169	39%	15%
Franconia-Springfield	5,069	31%	7%
Van Dorn Street	361	85%	9%
East Falls Church	422	103%	5%
Ashburn	1,555	32%	8%
Loudoun Gateway	2,115	10%	3%
Herndon Monroe	3,751	8%	2%
Innovation Center	2,072	3%	1%
Wiehle-Reston East	2,300	22%	2%
<b>Virginia Total</b>	<b>28,238</b>	<b>27%</b>	<b>6%</b>
<b>System Total</b>	<b>65,219</b>	<b>33%</b>	<b>6%</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, 1,281 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