

Washington Metropolitan Area Transit Authority

Financial Progress Report

Fiscal Year 2026 Quarter 3



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Q3 FY2026 At-A-Glance



Service Excellence

January

- 1/23-1/25: Regional Snow Winter Weather Response

February:

- 2/4: Rosa Parks Day
- 2/10: Crystal City Press Conference with VA leaders to support second station entrance as part of Arlington County's Crystal City Sector Plan
- 2/27: Escalators at Half Street Navy Yard entrance open one month early

March:

- 3/17: Metro Access announces 24/7 digital assistant
- 3/20: Metro kicks off Cherry Blossom Festival with wrapped trains, buses, Access vehicle
- 3/27: Metro 50th Anniversary Celebration



Talented Teams

January:

- 1/15: TSA recognizes MTPD with 5th Gold Standard Award for transit security
- 1/19: 8th Annual Capital Area Food Bank Employee Fill-A-Bus Volunteer Event raises more than \$20K to support food insecurities
- 1/30: Communications, Marketing, and Customer Experience and Human Capital and Talent Acquisition teams earn a First Place AdWheel Award recognizing Metro Rewind 2024 and Metro's Hiring Day events

February:

- 2/2: Randy Clarke (CEO/GM) and Leroy Jones (COO) testify at DC Council Hearing

March:

- 3/18: Annual Metro Awards honor employees for peer recognition of their work



Financial & Organizational Efficiency

January:

- 1/5: Dave Rickard joins Metro as Executive Vice President and Chief Financial Officer

February:

- Metro holds public hearings on FY2027 proposed budget

March:

- 3/4 – Metro expands Tap.Ride.Go to parking facilities
- 3/11 – Metro hosts 300 vendors for procurement fair
- 3/12 – Metro Board votes to expand U-Pass college program
- 3/12 – Maryland and Virginia endorse DMVMoves task force recommendations

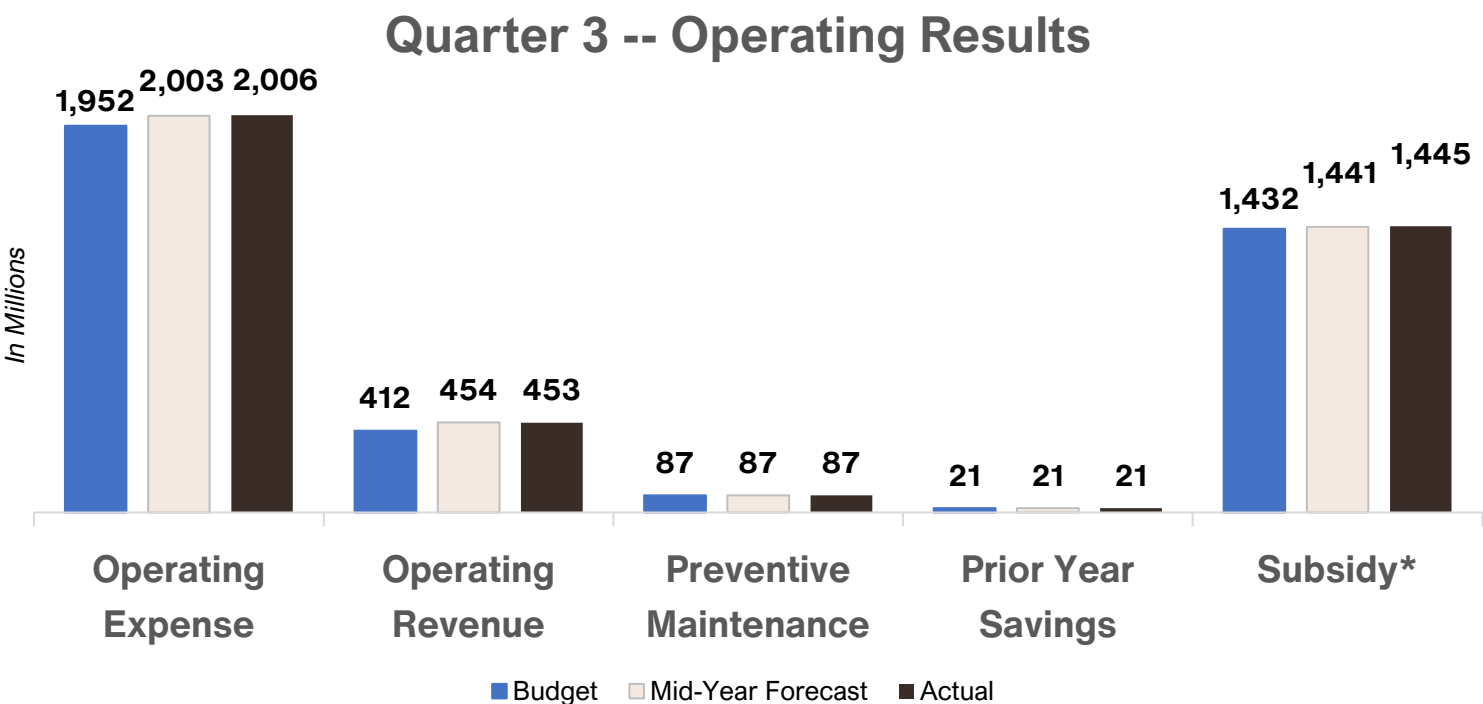


Operating Results

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

Operating revenues were \$453 million, favorable to budget by \$41 million and funding 22.6 percent of operating expenses. Passenger revenue was favorable to budget by \$23 million. Overtime and non-personnel expenses including paratransit and materials were unfavorable to budget.

Through the third quarter, revenue and expenses continued to perform in line with the FY2026 Mid-Year Forecast. Total revenues were \$1 million or 0.2 percent unfavorable to the forecast while gross operating expenses of \$2,006 million were unfavorable to forecast by \$3 million or 0.1 percent.



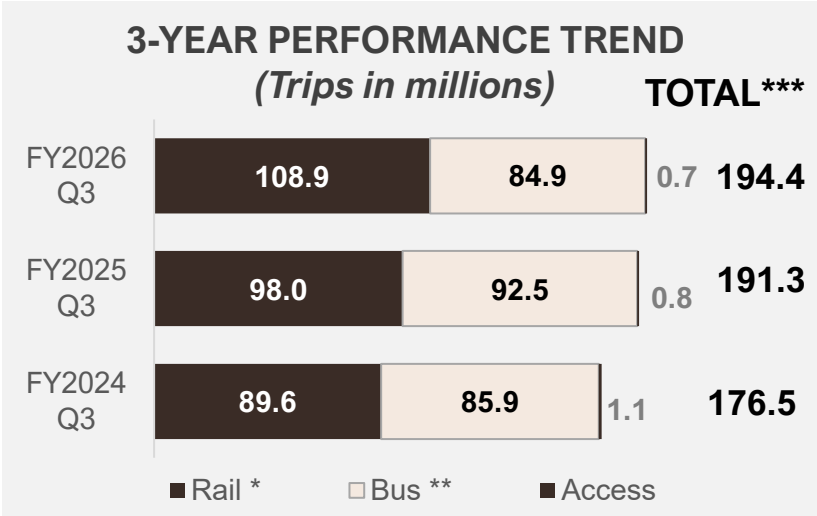
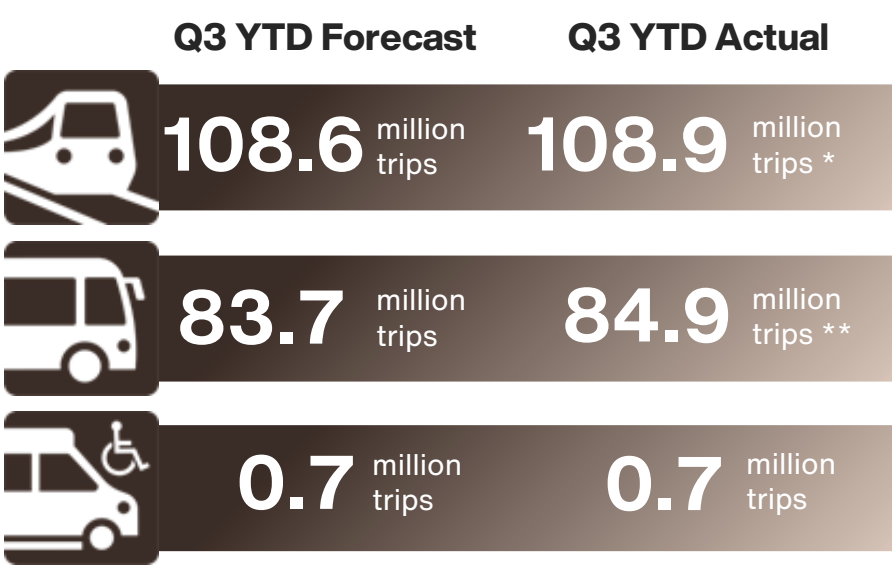
*Subsidy refers to operating expense less operating revenues and does not reflect/equal actual jurisdictional subsidy payments.



Ridership

Actual ridership for Metro Rail, Metro Bus, and Metro Access combined was 194.4 million trips through Q3 of FY2026.

Through Q3, total ridership was 2 percent above the prior year. Rail ridership (including tapped and non-tapped ridership) totaled 108.9 million trips*, an increase of 10.8 million or 11 percent from the prior year and favorable to the mid-year forecast by 0.3 million trips or 0.3 percent. When including only tapped ridership, the rail variance was 0.3 percent favorable to the mid-year forecast and 10.0 percent above the prior year. Bus ridership, using automated passenger counts (APC), totaled 84.9 million trips through Q3, 1.2 million trips or 1.4 percent favorable to the mid-year forecast, and 7.2 million or 8 percent below the prior year. Ridership on Access through the third quarter was 0.7 million trips, 0.2 percent favorable to the mid-year forecast, and 8.3 percent below the prior year.

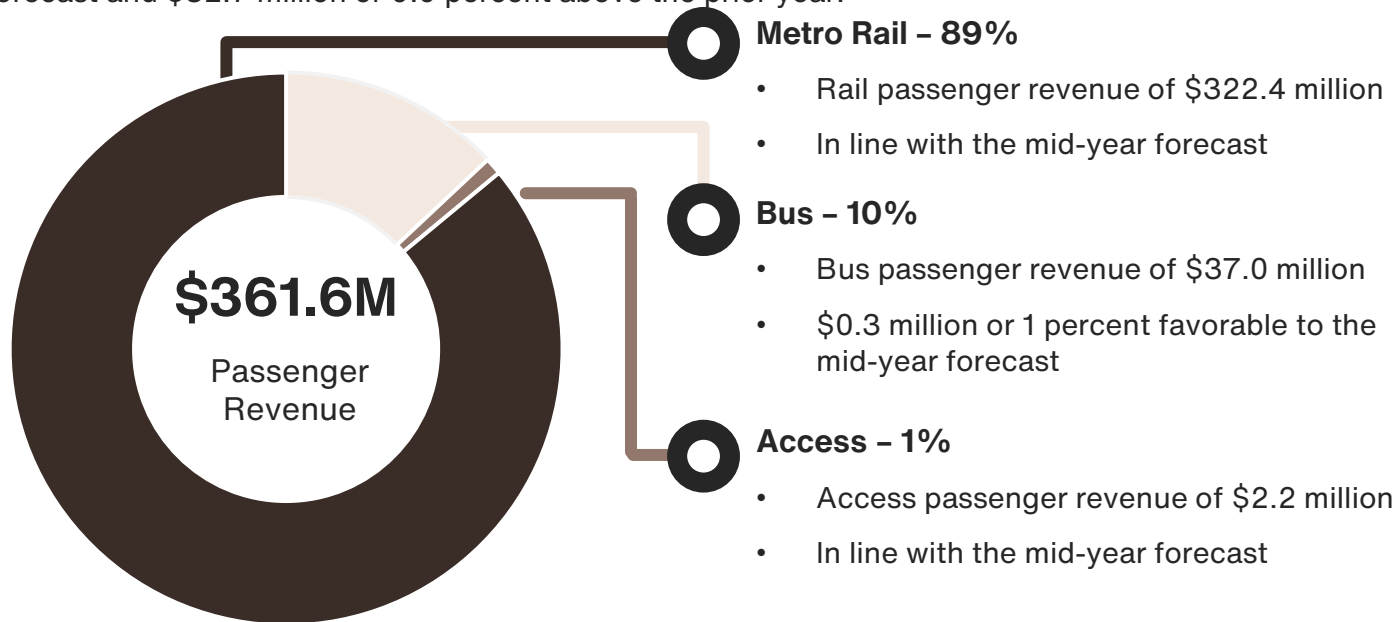


*Rail total includes 103.5 million tapped ridership and 5.3 million non-tap ridership.
**Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.
***Totals may not sum due to independent rounding.

Operating Revenue

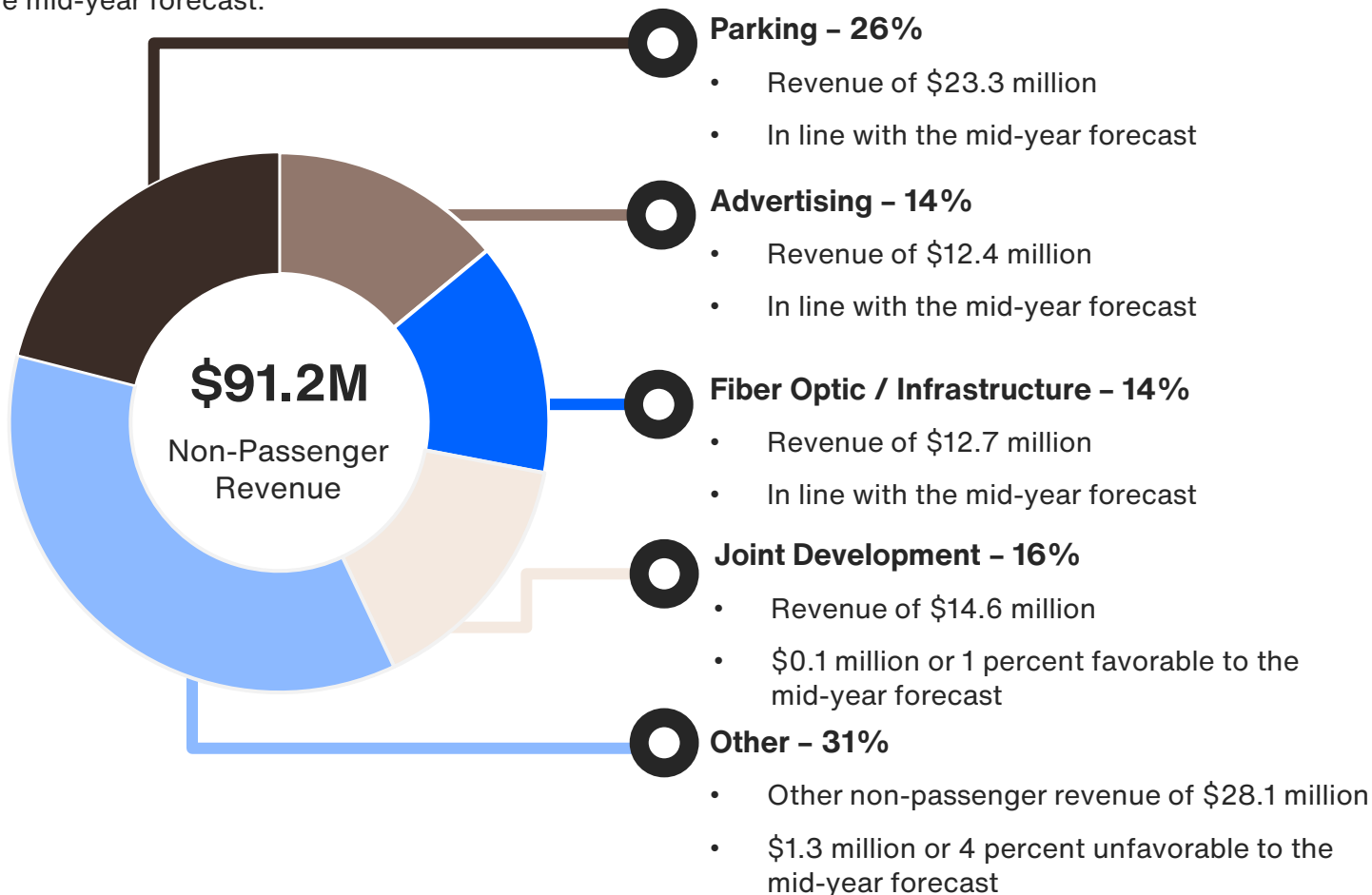
Passenger revenue

Passenger revenue totaled \$361.6 million, which was \$0.3 million or 0.1 percent favorable to the mid-year forecast and \$32.7 million or 9.9 percent above the prior year.



Non-passenger revenue

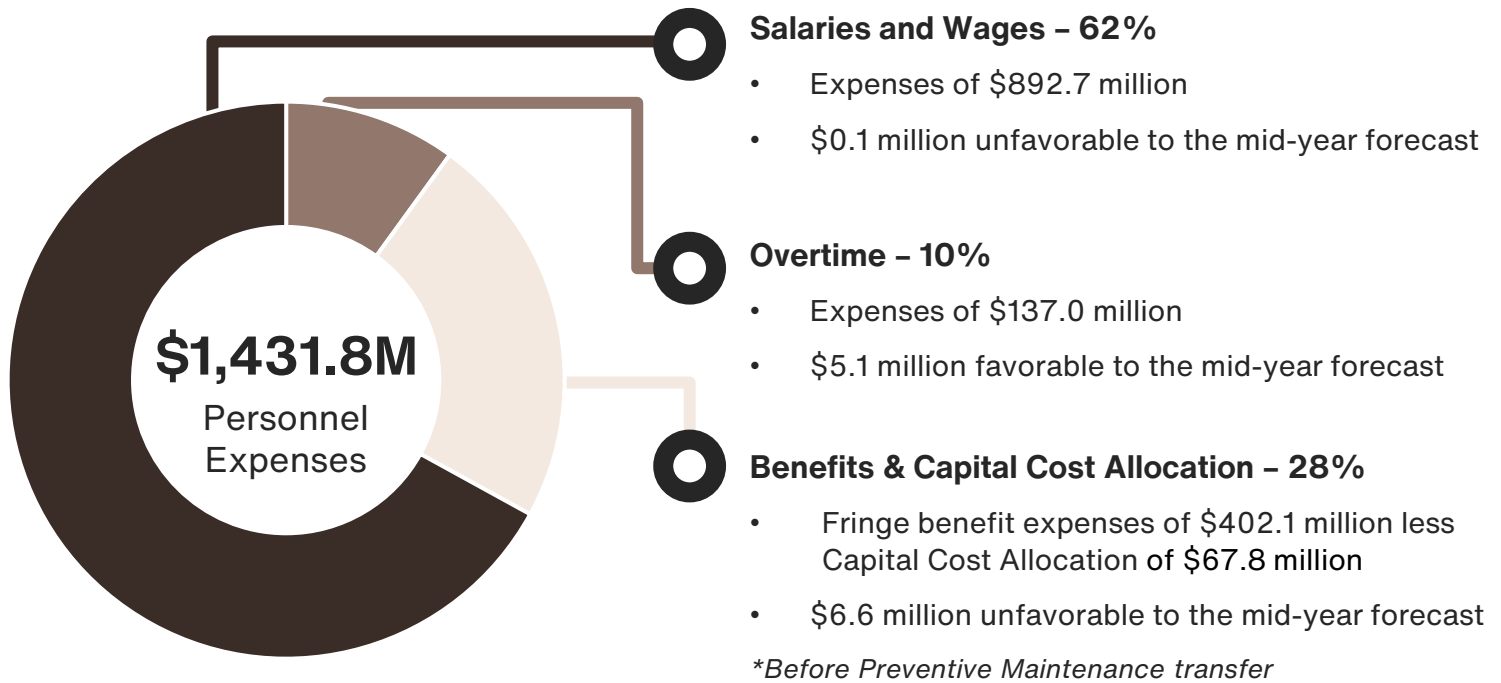
Non-passenger revenue totaled \$91.2 million through Q3, which was \$1.1 million or 1.2 percent unfavorable to the mid-year forecast.



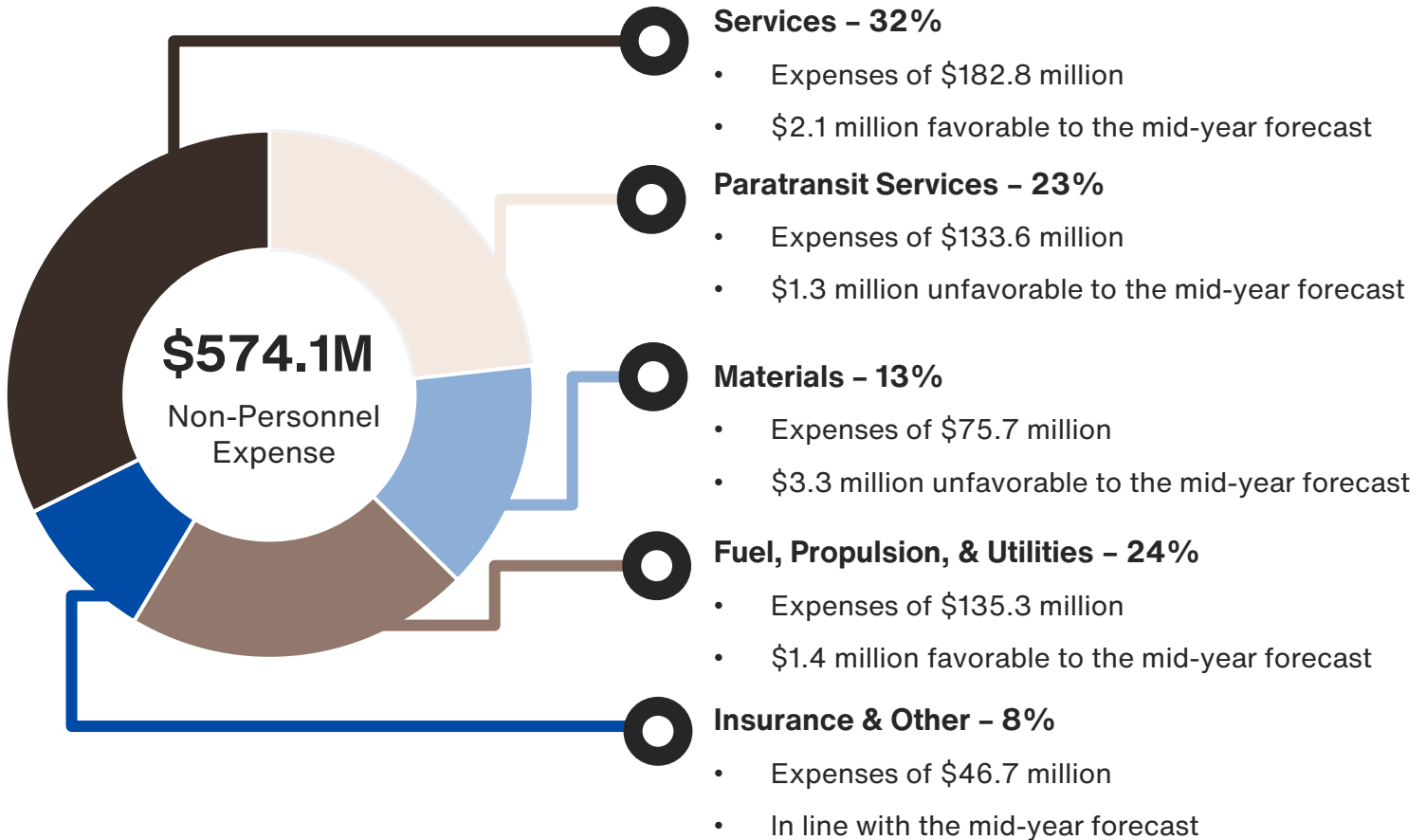
Operating Expenses

FY2026 personnel expenses and non-personnel expenses through Q3 were \$1,431.8 million and \$574.1 million, respectively, unfavorable by \$1.4 million and \$1.1 million, relative to the mid-year forecast.

Personnel expenses

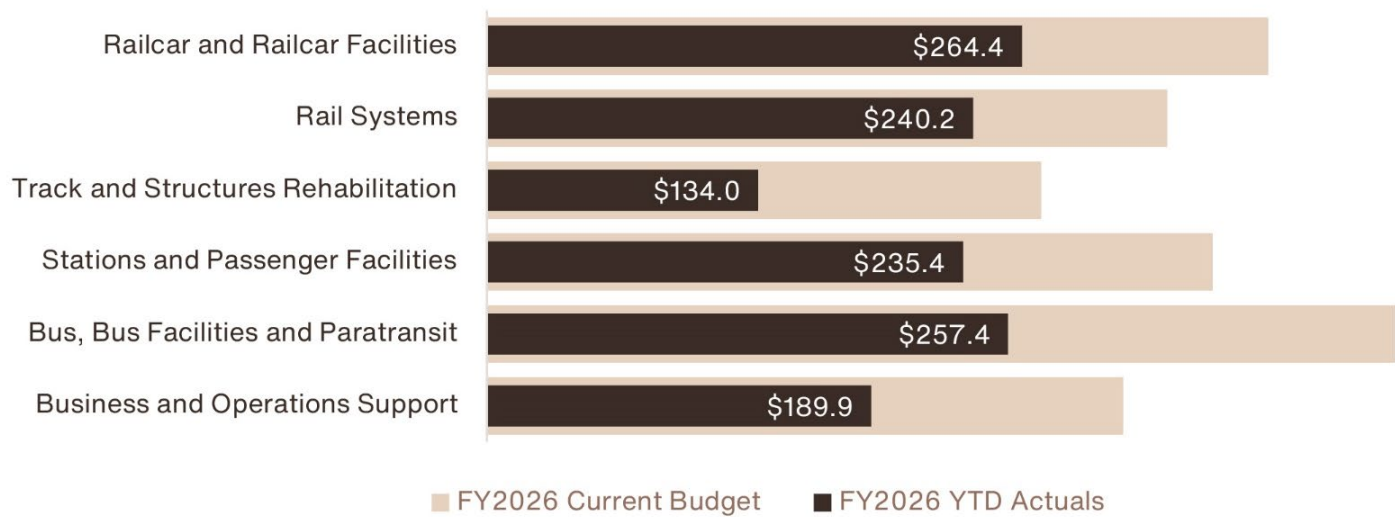


Non-personnel expenses



Capital Improvement Program

FY26 Q3 Capital Expenses
(\$M)



Metro has invested \$1,321.3 million in the Capital Improvement Program through Q3

The fiscal year 2026 Board-approved Capital Budget is \$2.1 billion. By the end of quarter 3 of fiscal year 2026 Metro invested \$1,321.3 million in the Capital Program. Metro forecasts year-end spending to be \$1.89 billion, consistent with Quarter 2 forecast. The variance between forecast and budget is due to cost reductions, schedule impacts, overly optimistic forecasts, and market conditions. To improve the accuracy of forecasts and program delivery, Metro is updating schedule and budgets to reflect current expenditure timelines and market conditions. Potential savings in FY2026 will be reinvested into the Capital Program. Metro internally analyzed and restructured its approach to forecasting the Capital Budget and developed an updated forecast of approximately \$1.89 billion for fiscal year 2026. It is important to note that expenditure typically increases later in the fiscal

year (i.e., preventative maintenance transfers, delivery of buses, spring/summer construction peaks, and end of year invoices). Simultaneously, Metro has adopted an aggressive approach to project management and delivery to accelerate outcomes. Metro will continue with this robust analytical approach to forecasted expenditures and apply structural changes to the fiscal year 2027 Capital Program to advance key initiatives.



Pictured: MetroBus

Railcar and Railcar Facilities



Q3 YTD Expenditure
(\$M)



Acquisition – \$47.5M

8K Series Railcar Program Advances Design with Supplier Partners

During FY26 Q3, the 8K Railcar program continued advancing design qualification and system integration activities in coordination with Hitachi and key suppliers. Contract modifications remained in development for the additional features requested by WMATA, including 5G communications for real-time diagnostics and live video streaming, passenger compartment enhancements informed by Fleet of the Future Expo, expanded cab and platform CCTV coverage,

Railcar and Railcar Facilities (continued)

additional ADA door status indicators, and underframe maintenance lighting.

Carbody and system design qualification testing remained ongoing during the quarter. The engineering team continued participation in Final Design Review activities in Italy, while system-specific working group discussions remained active to address open technical issues and support continued design refinement. Interior and exterior design updates also continued to align with WMATA’s current branding standards.

Maintenance and Overhaul – \$205.9M

Railcar Scheduled Maintenance Program Ensures System Reliability and Extends Fleet Longevity

During FY26 Q3, Metro continued scheduled maintenance activities under the Rail Vehicle Rehabilitation Program for both the 3000 Series and 7000 Series railcars, supporting ongoing fleet reliability and lifecycle management.

FY26 Q3 production totals include 4 cars completed under the 3000 Series Scheduled Maintenance Program (SMP) and 16 cars completed under the 7000 Series SMP. These activities continue to support state of good repair objectives and operational reliability across the rail fleet.

Scheduled Maintenance Program	Q3 Cars Completed
3000 Series	4
7000 Series	16

Maintenance Facilities – \$11.0M

Multiple railyard facility and design efforts are underway across New Carrollton, Shady Grove, West Falls Church, Greenbelt, and Dulles.

The New Carrollton Storage Optimization project advanced from 10% design to 30% design. For West Falls Church Yard Rehabilitation, the contractor began 30% design activities.

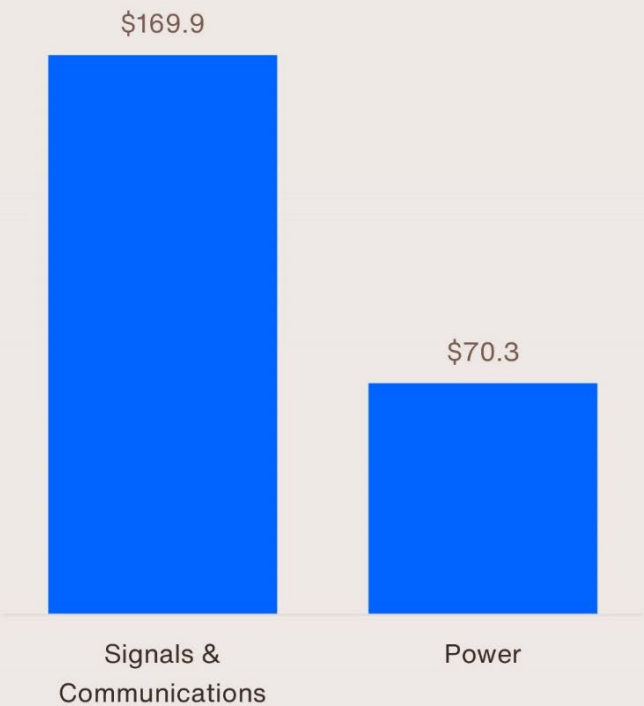
The HVAC Replacement project at Greenbelt Railyard is completed and is now awaiting final change order resolution for closeout. For the New Carrollton Car Track Equipment Maintenance Shop Improvement, 100% design was completed and approved, demolition was completed, and construction is now underway.

For Dulles Heavy Repair and Overhaul Facility Improvement, 30% design progressed during the quarter, with pre-final reports submitted to WMATA for review and comment ahead of final draft. In parallel, procurement activities began for the future design-build contract.



Q3 YTD Expenditures

(\$M)



Signals and Communications – \$169.9M

Automatic Train Control State of Good Repair Program continued progress across multiple field locations to support system reliability and automation readiness

Field activities during the quarter included the replacement of 2 switch machines, 2 cables (cross-bond and multi-conductor), and 9 high-current bonds. Cable meggering and insulation testing were completed at 4 locations.

For Train Control Room Renewal, the contractor continued operating three shifts to expedite installation of Automatic Train Protection modules, bonds, loops, MERCS, and Remote Terminal Unit. In parallel, implementation of the Embedded Rail Communication Server solution continued.

Rail Systems (continued)

Systemwide Automatic Train Operation remained in operation throughout Q3. The project team continued monitoring operations, addressing issues as needed, and submitting materials to the Washington Metrorail Safety Commission as part of the process toward final concurrence.

The Fiber Optic Cable Installation program continued system integration and testing activities following completion of fiber installation in the prior quarter

The program completed 13,328 splices, 8,981 terminations, tested 240 active circuits and 125 ATR circuits, and completed the OPS1 700 MHz and Montgomery County 800 MHz system-related fiber optic circuits. A Temporary Use Notice (TUN) was also issued and delivered to the Radio Team, supporting transition into operational use.

The Rail Modernization Program advanced planning and coordination activities in support of future system implementation

The program continued defining the baseline for current operations and advanced planning for the transition to the future communications-based train control (CBTC) signaling Concept of Operations. Ongoing coordination across railcar conversion, platform screen doors, and cybersecurity supported

alignment with the program schedule and capital funding strategy.

Procurement for the Platform Screen Door pilot also progressed during the quarter. Requirements were finalized, and staff augmentation actions advanced to support systemwide assessments, design planning, and Red Line station surveys. These activities position the pilot for award in Q4.

Power – \$70.3M

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

Traction Power State of Good Repair work continued across multiple locations, with approximately 13,440 linear feet of cable installed during the quarter.

Construction was completed at Twinbrook and continued at Grosvenor, Medical Center, Rockville, and the Shady Grove Service and Inspection traction power station.

For Tagging Relay and Supervisory Control & Data Acquisition Upgrades, construction was completed at Metro Center, Eastern Market, and Minnesota Avenue. Work continued at Farragut West and Federal Center, while new construction activities began at Arlington Cemetery, Smithsonian, and Herndon.

Traction Power Improvements	FY2026 YTD Actuals	FY2026 planned	Completion percentage
SOGR cable installations (LF) ¹	45,793	36,000	127%
Cable meggering	1,549	2,000	77%
Uninterruptable power supply replacement	14	14	100%

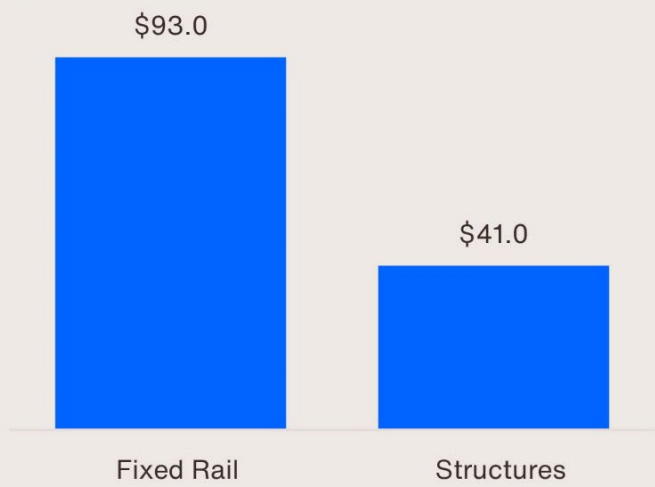
1 - LF – Linear Feet; All cable installations (replacements and additions) are included in this line.

Track and Structures Rehabilitation



Q3 YTD Expenditures

(\$M)



Fixed Rail - \$93.0M

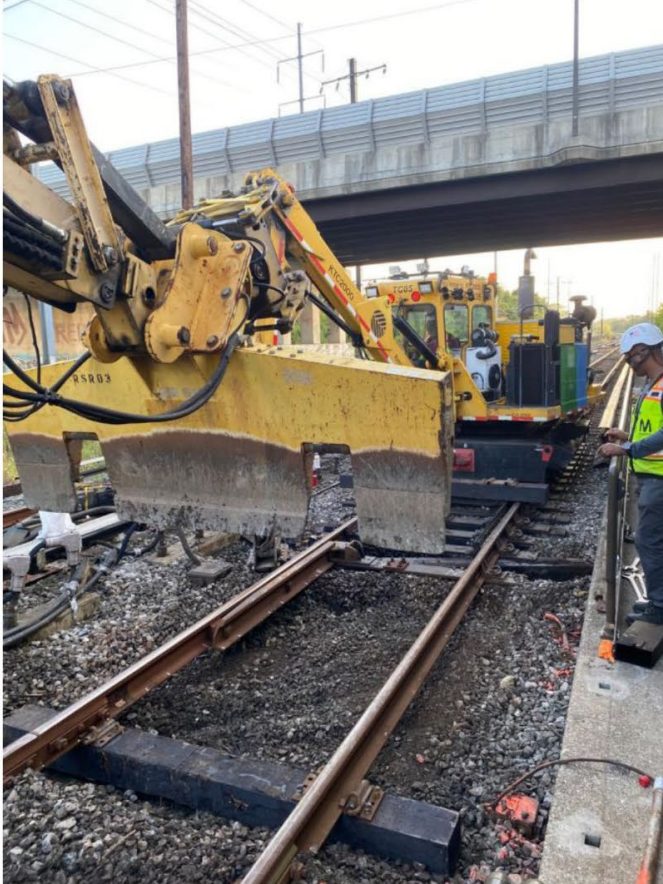
The Track and Structures team advanced critical state of good repair work across all rail lines

Crews focused on grout pad rehabilitation, running rail renewal, joint elimination, and replacement of crossties and fasteners, along with ongoing preventive maintenance activities such as leak mitigation/dome relief, vegetation management, drain rodding, and track bed cleaning.

Inclement weather, material delivery lead times, and track access constraints continued to influence the sequencing of activities. Key accomplishments

Track and Structures Rehabilitation (continued)

include 3,232 linear feet of grout pad rehabilitation, renewing 4,533 linear feet of rail, 18 joints eliminated, 243 crossties replaced, 3,199 fasteners replaced, 158 insulators replaced, and 595 leak mitigations completed.



associated testing, safety certification submittals, and bus tie connections are substantially complete. Supervisory Control and Data Acquisition (SCADA) integration and remote terminal unit (RTU) testing are nearing completion, pending final power energization and internal testing. Project construction completion remains anticipated in mid-May 2026, with systemwide ventilation evaluation to proceed once all AC rooms are fully re-energized.

Shaft Structural Rehabilitation Program Advances Design Work and Construction

Construction is currently in progress at two shaft locations. Design is complete for four additional sites, with the final site nearing completion (90% design) and under review.

For the remaining shafts, design work is actively progressing, with initial project planning deliverables underway and site survey activities in progress.

Structures – \$41.0M

The Tunnel Ventilation (Red Line Pilot) project progresses near completion, with remaining work focused on final power transition, testing, and system integration.

Metro continued advancing the Tunnel Ventilation – Red Line Pilot project toward completion during FY26 Q3, with remaining activities concentrated on final power transfer, testing, and system integration. The transition from temporary power to permanent switchgear at Woodley Park and Cleveland Park is in its final stage, with power transfer activities approximately 96% complete. Temporary Use Notices have been issued for both locations, and

Stations and Passenger Facilities



Q3 YTD Expenditures
(\$M)



Platforms and Structures – \$90.1M

Parking Garage and Surface Lot Rehabilitation activities progressed across maintenance, closeout, and design workstreams

Routine capital maintenance under Parking Facility Preventive Maintenance Program continued as needed across facilities, including cleaning, power washing, and seasonal upkeep. Several projects are advancing toward closeout: Garage Rehabilitation at 5 Metrorail Stations is complete and scheduled to close in Q4 FY26; Shady Grove South Garage is

Stations and Passenger Facilities (continued)

pending resolution of ADA signage and remains on track for Q4 closeout; and Surface Lots Project has completed all work and is also expected to close in Q4.

Crystal City East Entrance Project advanced through active construction

Major structural work is largely complete, including interior wall pours, grade slabs, and mezzanine steel and slab installation under Rail Service Adjustments. Breakthrough activities to connect the new entrance are currently underway.

Systems installation and relocations continue across key areas, including electrical, HVAC, fire alarm, communications, and security systems.

In parallel, the construction coordination agreement covering kiosk replacement and related scope updates has been finalized and is being prepared for presentation to the WMATA and Arlington County Boards.

Sewage Ejector Replacement activities progressed across both construction and design phases

Construction advanced at Forest Glen and Congress Heights, where new systems were installed, pumps were commissioned, and Substantial Completion Inspections were completed. Work also progressed at the next set of sites, with mobilization and demolition completed at Glenmont and Mount Vernon, and installation currently underway.

Vertical Transportation – \$46.0M

Elevator Rehabilitation Program focuses on phased modernization

Elevator Location	Number of Units	Rehabilitation Status
McPherson Square	1	Complete
Glenmont	1	Complete
New Carrollton	1	Complete

Elevator Location	Number of Units	Rehabilitation Status
Mount Vernon	1	Construction
Glenmont	1	Pending construction
Alexandria Yard	1	Pending construction
Rockville	1	Pending construction

Escalator and Elevator Overhaul Program Focuses on Preventive Maintenance

In Q3, the Escalator and Elevator Overhaul Program continued its focus on preventive maintenance, modernization, and infrastructure reliability. A total of 260 work orders were completed. The West Hyattsville Station modernization project was also completed.

Station Systems – \$99.3M

Fare Collection Modernization program advances across procurement, system development, and deployment efforts

The Tap. Ride. Go. initiative progressed with software stabilization, completed parking testing, and early-stage deployment at Metro parking facilities. Planning also continued for additional payment options and reduced fare program enhancements.

Digital Display Improvement Program Modernizes Customer Information Visibility

During Q3, Digital Display Improvement Program progressed across installations, project closeouts, and next-phase planning.

Key installations were completed at Navy Yard and Pentagon stations, while broader network screen deployment has been rescheduled.

Upcoming initiatives are advancing, including the Golden Triangle signage improvements and map design services. Website modernization efforts also progressed, with development, accessibility testing, and cloud integration underway.

Bus, Bus Facilities and Paratransit



Q3 YTD Expenditures

(\$M)



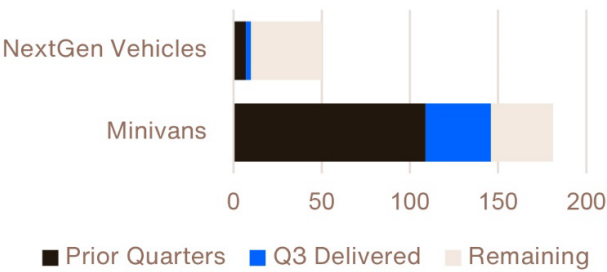
Acquisition – \$41.8M

Fleet Deliveries and Zero Emission Program Progress

For Metro Access fleet, 37 minivans were delivered during the quarter, bringing total FY26 deliveries to 146 out of 181 vehicles, with 35 remaining. Additionally, 3 NextGen vehicles were delivered in Q3, increasing cumulative deliveries to 10 out of 50 vehicles, with 40 remaining.

Bus, Bus Facilities, and Paratransit (continued)

Metro Access Vehicle Deliveries



Progress under the Zero Emission Bus Program included both fleet deployment and supporting implementation efforts. All battery-electric buses were placed into revenue service at Shepherd Parkway, while additional spare parts were received and charger training was approved to support operations and maintenance readiness.

Maintenance and Overhaul – \$50.8M

Multiple bus-related initiatives progressed across technology upgrades, maintenance improvements, and fleet rehabilitation.

Bus technology upgrades are nearing completion, with onboard equipment installations largely finalized and fleet configurations standardized to improve operator usability. In parallel, system enhancements continued to strengthen real-time operations, service monitoring, and overall system reliability.

Bus maintenance initiatives advanced through the continued procurement and deployment of tools and equipment across garages, improving operational readiness. A new bus simulator training room also moved into early project and construction phases.

Fleet rehabilitation efforts remained active, delivering bus overhauls and key component replacements to extend vehicle life and reliability. Additionally, driver safety barrier installations are being evaluated, with prototype designs to enhance safety features and address some early issues.

Bus Rehabilitation Activities	Q3 Completions
Bus Rehabilitations	23
Engine Assemblies	18
Transmission Assemblies	36
Driver Barriers	179

Maintenance Facilities – \$154.2M

Northern Bus Garage Construction Advances on Multiple Fronts

During Q3, construction at the Northern Bus Garage Replacement continued across the building exterior, interior, and parking structure areas. Exterior work included installation of stud framing, sheathing, air barrier, envelope insulation, face brick, window frames and panes, and the Ultra-High Performance Concrete panel system, along with selective demolition at the historic façade. Work also continued on the car parking roofing system, insulation, and topping slabs.

Inside the building, crews continued slab preparation and concrete pours, along with installation of mechanical, electrical, and plumbing hangers, piping, conduit, HVAC ductwork, building expansion joints, interior concrete masonry unit (CMU) walls, and door frames. Installation of the supplemental steel required for the battery electric bus (BEB) system also continued during the quarter.

Bladensburg Bus Garage Rehabilitation Progresses with Employee Parking Construction

During Q3, Phase 2 construction for the Employee Parking and New Entrance/Bus Parking areas progressed steadily, with work advancing from foundational elements into broader site development.

Foundation installation continued, with significant progress on structural supports and early concrete work. In parallel, underground utility installation moved forward to support future operations.

Bus, Bus Facilities and Paratransit (continued)

Site preparation activities also advanced, including grading, base preparation, and material removal to ready the area for subsequent construction phases. At the same time, remaining punch list items from Phase 1 were addressed to close out earlier work.

Coordination efforts also continued to support updates to the battery electric bus infrastructure design.

Passenger Facilities and Systems – \$10.6M

Bus Shelter Installations Expands to multiple stations

During Q3, bus shelter installation progressed across multiple locations, with several sites completed and others actively under construction. Installations were completed at Twinbrook and Shady Grove, while work at Medical Center advanced through early construction. Materials for upcoming installations have been received, and final inspections are planned for the next phase of work.

Bus Priority Program Continued Advancing Corridor Planning

During Q3, the Bus Priority Program progressed with planning and implementation efforts to improve bus reliability and corridor performance. Coordination continued across key corridors and regional partners (including Crosstown BRT & Wisconsin Avenue in Maryland), while development of the next phase of signal priority improvements moved forward with preparation of vendor solicitation.

Implementation of Clear Lanes also progressed, with installation planning underway and additional equipment deployment advancing. These efforts collectively support improved service reliability and stronger regional coordination.



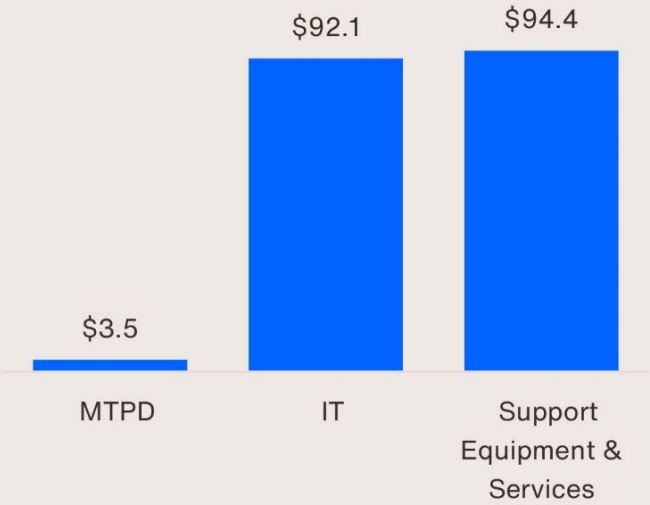
Pictured: Metro Bus in Rosslyn

Business and Operations Support



Q3 YTD Expenditure

(\$M)



MTPD – \$3.5M

MTPD Security and Readiness Initiatives

The Body-Worn Camera effort for MTPD Districts 1 and 2 was completed and fully closed out, and construction activities continued at the MTPD canine facility at Auth Place.

During the quarter, the program transitioned several initiatives into active execution. Work progressed on the MTPD Training and Wellness Facility at Pennsy, and deliveries began for upgraded officer equipment, including the Taser 10. Deployment of new police dogs and canine agility equipment was completed, further strengthening operational readiness. Planning and preparation continued for

Business and Operations Support (continued)

additional specialty equipment initiatives to support future MTPD operations.

Digital Modernization – \$92.1M

Bus and Rail Scheduling System Expands

During Q3, efforts to modernize scheduling and workforce management systems for Bus and Rail continued to make steady progress. Additional staff were onboarded to support operations, and training for the latest network redesign was completed. System enhancements also advanced, with key functionality demonstrations completed and core development nearing completion.

In parallel, digital forms and process automation efforts moved forward through engagement with internal teams to better understand operational needs and streamline workflows. Coordination with external partners also progressed to support improved credentialing and verification processes.

ERP Testing Advances and Financials Planning Progresses

During Q3, the ERP Software Replacement program advanced through key testing milestones and implementation planning. Cross-system testing was completed, and user acceptance testing began for workforce management functions. Payroll validation also progressed through multiple testing cycles, supporting readiness for the next phase.

In parallel, planning for financial management functions moved forward, including design work for grants and project cost tracking. Based on this progress, the project timeline was updated to align with a revised implementation schedule.

Support Equipment and Services – \$94.4M

Joint Development Program Advances Multiple Transit-Oriented Projects

During Q3, the Joint Development Program advanced key projects from partner selection through agreement negotiations. A developer was

selected for the Capitol Heights site, and approval was secured to move forward with a partnership at Congress Heights.

Work also progressed to prepare upcoming development opportunities, including advance preparation of solicitation materials for Braddock Road. At the same time, negotiations continued across several sites, as Metro worked with partners to refine project scope and finalize development terms.

Real Estate Update

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

Joint Development

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

Capitol Heights: Metro selected Atlantic Pacific Companies as the development team for the 3.8-acre joint development site at Capitol Heights, part of Prince George's County Blue Line Corridor initiative. The planned development includes 320 affordable housing units and 10,000 square feet of retail. Staff will commence negotiations on the joint development agreement in anticipation of Board authorization later this year.

Congress Heights: Metro received Board authorization to enter into a Joint Development Agreement with DC Public Library for a new 23,000 square foot library at Congress Heights. As part of the agreement, a new bus operator relief facility will be included in the library.

Twinbrook: Metro received Board approval of the Twinbrook Compact Public Hearing Staff Report and amendment of the Mass Transit Plan to relocate the bus loop and eliminate the surface parking lot to enable future joint development.

Incidental Use

Shady Grove: Metro entered into a new no-fee lease agreement for the day care facility operated by Montgomery County located south of the station.

Shady Grove: Metro entered into a lease agreement for approximately 2,500 sq/ft of Metro property on the northwest side of the station to support the construction of an adjacent multifamily development.



Pictured: Capital Heights development rendering



Pictured: Congress Heights library rendering

Federal Awards Update

FTA Active Awards

- 17 active awards (10 Formula, 3 Capital PRIIA, 1 OIG PRIIA, 3 Discretionary)

FTA Grant Actions

- WMATA is finalizing its FFY25 Formula Grant Applications (including amendments). Five 5 were awarded during the quarter.
- Applications include Formula Urban Section 5307 and State of Good Repair 5337, Low No Grant applications (FFY23 for \$104M and FFY25 for \$50M); Congestion Mitigation and Air Quality Discretionary application for buses and an application for 5310 Discretionary funds for paratransit vans.
- WMATA continues to coordinate with the participating jurisdictions to finalize the Split for the Federal FY26 Apportionment.
- FTA approved the PRIIA project listing and with the adoption of the FY2027 Capital Budget, the applications can be submitted for both the Capital program and the Office of Inspector General (OIG).

FTA Close Outs

- 3 FTA/DOT grants are targeted for close out.

Non-FTA Active Awards

- 3 DHS/FEMA Transit Security Grant Program (TSGP) awards and 1 USDOT Office of the Secretary SMART Grant

Non-FTA Discretionary programs

- Non-Federal awards include the Commuter Choice awards for operating assistance for four routes in Virginia.
- WMATA recently received notification of its award under the DOT Regional Infrastructure Accelerator (RIA) Program.

Non-FTA Close Outs

- One (1) DHS grant is targeted for closeout before the end of the Federal Fiscal Year.

Federal Awards Update (continued)

Federal Award ID	Application Name	Period of Perform End Date	Federal Award (\$M)	Drawn	Balance
DC-2021-003	FFY20 5339 (c) Low-No Metrobus Zero-Emission Fleet Program	12/30/2026	\$4.2	\$3.7	\$0.5
DC-2021-014	FFY21 5339 Bladensburg Bus Garage	12/30/2027	\$33.6	\$33.5	\$0.1
DC-2022-014	FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program	12/30/2027	\$355.9	\$348.9	\$7.0
DC-2022-015	FFY22 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance	06/30/2030	\$160.4	\$83.1	\$77.3
DC-2022-016	FFY22 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility	07/30/2027	\$198.3	\$106.9	\$91.4
DC-2022-017	FFY22 Section 5307 Station Entrance Canopies and Stairways, Rehabilitation of Parking Facilities, Rail	12/30/2028	\$35.4	\$30.1	\$5.3

Federal Awards Update (continued)

Federal Award ID	Application Name	Period of Perform End Date	Federal Award (\$M)	Drawn	Balance
	Station Cooling, and AC Power and Switches				
DC-2023-007	FFY23 PRIIA WMATA Vertical Transportation, Yellow Line Tunnel and Bridge Rehabilitation, Tunnel Water Leak Mitigation, Automatic Train Control Rooms	6/30/2026	\$143.5	\$142.0	\$1.5
DC-2024-002	FFY24 VA CMAQ WMATA Bus Replacement	12/30/2026	\$3.4	\$0	\$3.4
DC-2024-009	FFY24 PRIIA WMATA - ELES Water Intrusion, Escalator Replacement, Prime Mover Replacement, ATC Train Control Rooms, AC Switchgear Rehab, Railcar SMP and Tunnel Leak Mitigation	6/30/2027	\$143.5	\$86.8	\$56.7
DC-2024-013	Section 5337 Preventive Maintenance Track and Railcars, Station Cooling, Parking Rehab, Station Gate Replacements	6/30/2028	\$242.2	\$73.9	\$168.2
DC-2024-014	FFY24 Section 5307 Bus Preventive Maintenance and Rehabilitation, Security Systems,	12/29/2028	\$115.3	\$32.4	\$82.9

Federal Awards Update (continued)

Federal Award ID	Application Name	Period of Perform End Date	Federal Award (\$M)	Drawn	Balance
	MTPD Projects, and ADA L'Enfant Elevator				
DC-2025-004	PRIIA WMATA Office of Inspector General	6/30/2028	\$5.0	\$2.1	\$2.9
DC-2025-005	FFY25 PRIIA WMATA- Railcar SMP, Escalator Replacement, ATC Train Control Rooms, AC Switchgear Rehab, and Tunnel Leak Mitigation	12/29/2028	\$143.5	\$34.7	\$108.8
DC-2025-006	FFY25 VA CMAQ WMATA Bus Replacement	1/31/2028	\$3.8	\$0	\$3.8
DC-2026-003	Section 5339a Bladensburg Bus Garage	12/30/2028	\$12.3	\$0	\$12.3
DC-2026-004	Section 5307 Bus Barriers, Paratransit Vehicles, Bladensburg and Northern Bus Garages	12/30/2029	\$174.4	\$0	\$174.4
DC-2026-005	Section 5307 - MTPD Training Bldg., Metro Training Center, Bus CDL/MTPD Training Lot	12/30/2029	\$9.2	\$0	\$9.2

Note: Drawn numbers are from inception through 03/30/2026 which include updated period of performance end dates.

Appendix I: Operating Financials & Ridership

FY2026 – Q3 Year-To-Date Financials (\$ in millions)¹

	FY2026 Budget	FY2026 Mid-Year Forecast	FY2026 Actual	Variance \$ (Actual vs. Forecast)
Passenger Revenue	\$338.5	\$361.3	\$361.6	\$0.4
Non-Passenger Revenue	\$73.5	\$92.2	\$91.2	\$(1.1)
Total Revenue	\$412.1	\$453.5	\$452.8	\$(0.7)
Total Gross Expenses	\$1,951.9	\$2,003.4	\$2,005.9	\$(2.5)
Preventive Maintenance	\$87.0	\$87.0	\$87.0	\$0.0
Total Net Expenses	\$1,862.1	\$1,903.5	\$1,902.8	\$0.7
Prior Year Savings	\$20.6	\$20.6	\$20.6	\$0.0
Jurisdictional Subsidy	\$1,429.4	\$1,429.4	\$1,429.4	\$0.0
Net Income	\$(2.8)	\$(12.8)	\$(16.0)	\$(3.2)
Cost Recovery Ratio ²	22%	24%	24%	
Farebox Recovery Ratio	18%	19%	19%	

1. All figures exclude reimbursables; totals may not sum due to independent rounding; in FY2026 Q3, Metro's headcount and total authorized positions were 12,521 and 13,519.

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

FY2026 – Q3 Year-To-Date (Trips in millions)¹

Ridership	FY2025 Actual	FY2026 Budget	FY2026 Actual	Variance Prior Year	Variance Budget
Metro Rail ²	98.0	98.8	108.9	11.0%	10.1%
Metro Bus ³	92.5	97.8	84.9	-8.3%	-13.2%
Metro Access	0.8	0.9	0.7	-8.3%	-19.5%
All Modes	191.3	197.5	194.4	1.6%	-1.6%

1. Totals may not sum due to independent rounding

2. Rail total includes 103.5 million tapped ridership and 5.3 million non-tap ridership.

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

Appendix I: Operating Financials & Ridership (continued)

FY2026 – Q3 Only Financials (\$ in millions)¹

	FY2025 Q3	FY2026 Q3	Variance \$ ²	Variance %
Passenger Revenue	\$114.4	\$120.5	\$6.1	5.4%
Non-Passenger Revenue	\$28.8	\$27.6	\$(1.2)	-4.2%
Total Revenue	\$143.2	\$148.1	\$4.9	3.4%
Total Gross Expenses	\$623.1	\$677.0	\$(53.9)	-8.7%
Preventive Maintenance	\$32.6	\$32.7	\$(0.1)	-0.3%
Total Net Expenses	\$590.4	\$644.3	\$(53.9)	-9.1%
Gross Subsidy	\$447.3	\$496.2	\$(30.8)	-6.8%
Federal Relief	\$4.1	\$0.0	\$(4.1)	-100.0%
Prior Year Savings	\$0.0	\$7.8	\$7.8	100.0%
Jurisdictional Subsidy	\$443.2	\$476.5	\$33.2	7.5%
Net Income	\$0	\$(11.9)	\$(11.9)	-100.0%
Cost Recovery Ratio³	25%	23%		
Farebox Recovery Ratio	19%	19%		

1. All figures exclude reimbursables; includes total federal relief funding

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

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

FY2026 – Q3 Only Ridership (Trips in millions)¹

Ridership	FY2025 Actual	FY2026 Budget	FY2026 Actual	Variance Prior Year	Variance Budget
Rail ²	33.6	32.3	36.2	7.6%	12.2%
Bus ³	29.4	30.7	26.8	-8.9%	-12.8%
Access	0.2	0.3	0.2	-3.5%	-24.8%
All Modes	63.2	63.3	63.2	-0.1%	-0.1%

1. Totals may not sum due to independent rounding

2. Rail total includes 34.3 million tapped ridership and 1.9 million non-tap ridership.

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

Appendix II: Capital Program Financials by Investment Category

Dollar amounts are in millions.

Capital Investments	FY2026 Current Budget	FY2026 Actuals	YTD % Budget Expended
Acquisition	95.1	47.5	50%
Maintenance & Overhaul	259.8	205.9	79%
Maintenance Facilities	31.1	11.0	35%
Railcar and Railcar Facilities	\$386.0	\$264.4	68%
Power	112.1	70.3	63%
Signals & Communications	224.0	169.9	76%
Rail Systems	\$336.0	\$240.2	71%
Fixed Rail	197.4	93.0	47%
Structures	76.5	41.0	54%
Track and Structures Rehabilitation	\$273.8	\$134.0	49%
Platforms & Structures	122.0	90.1	74%
Vertical Transportation	64.1	46.0	72%
Station Systems	\$172.5	99.3	58%
Stations and Passenger Facilities	\$358.5	\$235.4	66%
Acquisition	102.1	41.8	41%
Maintenance & Overhaul	79.5	50.8	64%
Maintenance Facilities	240.3	154.2	64%
Passenger Facilities & Systems	27.0	10.6	39%
Bus, Bus Facilities and Paratransit	\$448.9	\$257.4	57%
IT	156.6	92.1	59%
MTPD	6.2	3.5	56%
Support Equipment & Services	151.5	94.4	62%
Business and Operations Support	\$314.3	\$189.9	60%
Total Capital Programs	\$2,117.6	\$1,321.3	62%

Appendix III: Weekday Parking Facility Usage

Station	Lot Capacity Spaces	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
Montgomery County			
Grosvenor-Strathmore	1,627	65%	13%
North Bethesda	1,270	26%	8%
Twinbrook	1,097	34%	2%
Rockville	524	77%	15%
Shady Grove	5,745	44%	9%
Glenmont	2,998	53%	20%
Wheaton	977	20%	6%
Forest Glen	596	95%	25%
Montgomery County Total	14,834	48%	12%
Prince George's County			
New Carrollton	3,677	62%	-8%
Landover	1,185	62%	26%
Cheverly	475	100%	11%
Addison Road	1,268	15%	5%
Capitol Heights	372	54%	13%
Greenbelt	3,399	41%	8%
College Park-U of MD	1,290	35%	5%
Hyattsville Crossing	1,068	22%	5%
West Hyattsville	453	58%	9%
Southern Avenue	1,980	25%	-3%
Naylor Road	368	35%	-60%
Suitland	1,890	23%	2%
Branch Avenue	2,768	49%	8%
Morgan Boulevard	633	53%	17%
Downtown Largo	2,200	53%	16%
Prince George's County Total	23,026	43%	6%
Maryland Total	37,860	46%	9%

Appendix III: Weekday Parking Facility Usage (continued)

Station	Lot Capacity Spaces	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
District of Columbia			
Deanwood	194	16%	3%
Minnesota Ave	333	66%	14%
Rhode Island Ave	221	76%	17%
Fort Totten	408	99%	8%
Anacostia	786	30%	7%
District of Columbia Total	1,942	54%	9%
Virginia			
Huntington	2,732	53%	5%
West Falls Church	1,377	55%	26%
Dunn Loring	1,964	27%	8%
Vienna	5,169	48%	9%
Franconia-Springfield	5,069	33%	2%
Van Dorn Street	361	80%	-5%
East Falls Church	389	112%	9%
Ashburn	1,555	43%	11%
Loudoun Gateway	2,115	20%	10%
Herndon Monroe	3,751	11%	2%
Innovation Center	2,072	6%	3%
Wiehle-Reston East	2,300	26%	5%
Virginia Total	28,854	34%	7%
System Total	68,656	41%	8%

- Notes: A. Landover spaces given for CDL training, 684 spaces
 B. West Falls Church, Joint Development, 632 spaces
 C. Branch Ave. - Bus operator training, 304 spaces
 D. Anacostia rehab; Solar panel project, 22 spaces
 E. Cheverly rehab; Solar panel project, 25 spaces
 F. East Falls Church; Bus Bay Expansion, 33 spaces
 G. Grosvenor; Next phase of new building construction, 20 spaces

Appendix IV: Key Capital Investment Updates

8000-Series Railcars

Acquire new railcars to replace legacy fleet and support safety and reliability

Current Total Project Cost Estimate: \$905.3M

Lifetime Spend to Date: \$146.4M (16%)

Description & Context

- Metro is procuring 8000-series railcars to replace legacy railcars that have been in service for nearly 40-45 years
- Procurement initiated in 2018 for railcars, spare parts and special tools, training and training aids, and cab simulators
- Contract awarded in 2020 for base order (256 railcars)
- Metro has been working with the supplier to finalize a design incorporating customer feedback throughout the process

Key Features

Railcars

- Fully ADA compliant
- Additional handholds and multi-purpose area for luggage, strollers, and bicycles
- Enhanced passenger comfort features such as heated floors
- Gangways to connect railcars
- Aluminum exteriors
- Enhanced inter-car barriers
- Undercar maintenance lighting

Safety & Security

- Improved video surveillance
- Integrated digital displays with real time information
- Developed to latest cyber security standards



Current Status

- Approved Capital Program does not fund railcar acquisition above the current base order of 256 railcars
- Exterior railcar design testing identified need for additional modifications; schedule impacts to base order under review
- Future options are dependent on additional regional investment
- Deadlines to execute future railcar options are contingent upon successful completion of exterior railcar design testing; anticipate delays

Key Milestones

☐ June 2026	Delivery of full-scale mockup
☐ TBD	Deadline to execute Option 1 (+104 railcars)
☐ TBD	Deadline to execute Option 2 (+104 railcars)
☐ Late 2027	Delivery of pilot cars
☐ May 2030	All base order railcars in revenue service

Identified Risks & Mitigations

Risk	Mitigation
Additional delivery delays	Focused and in-person meetings between Metro and the supplier to resolve critical issues
Updating railcar design based on public input	Streamline review of materials submitted by supplier

Appendix IV: Key Capital Investment Updates

Bladensburg Bus Garage

Rebuild & modernize outdated facility built in 1962 that has reached its end of useful life to continue to provide reliable, efficient service

Current Total Project Cost Estimate: \$541.0M

Lifetime Spend to Date: \$328.1M (61%)

Description & Context

- Metro is rebuilding the existing 60+ year old bus garage while providing service to customers
- Will have capacity for ~300 buses (mix of diesel, CNG, and electric buses)
- Facility runs the most bus service in the region
- Provides transportation services to customers on routes throughout the District of Columbia and parts of Maryland
- Facility includes operations and maintenance, fueling, and bus parking
- Improves work environment and condition for employees

Key Features

Facility

- Supports multiple fueling types
- Parking for ~300 buses
- Includes Metro Transit Police substation

Efficiency

- Consolidates multiple buildings into single modern bus operations and maintenance facility



Current Status

- Revised schedule to accommodate design changes for reduced electric bus fleet size
- Parking deck foundation complete, starting work on parking garage structure
- Future service will include a mix of 60-foot articulated and 40-foot electric buses to meet service requirements

Key Milestones

☒ July 2025	Operations & Maintenance Building Open
☒ August 2025	Begin Parking Facility Construction
☐ August 2027	Complete Parking Facility and New Entrance
☐ December 2028	Construction complete, including surface parking lot and electric bus charging equipment

Identified Risks & Mitigations

Risk	Mitigation
Complexity of installing new charging technology	Work with bus equipment supplier and project delivery team to minimize delays

Appendix IV: Key Capital Investment Updates

Bus Fleet Acquisition

Purchase new buses to deliver reliable and efficient service for the region

Current Total Project Cost Estimate: \$121.1M*

Lifetime Spend to Date: \$34.9M (29%)

Description & Context

- Metro replaces buses to maintain a 12- to 15-year lifecycle to support reliability
- Metro Bus fleet size is ~1,350 buses
- Procurement for new buses awarded in November 2024 to replace up to 500 buses
 - ~100 buses per contract year
 - Mix of fueling types
- Only two domestic bus manufacturers facing high demand
- Create runtime savings and reliability improvements, allowing Metro to deliver better services with fewer resources

Key Features

Safety

- Bus operator protective shields included in new bus contract and are being retrofitted into existing vehicles
- New cameras on buses
- Collision avoidance technology

Modern Elements

- Real-time tracking
- Durable vinyl seats
- New layout for more standing room and expanded multi-purpose area



Current Status

- Executed Option 1 of existing five-year contract for 25 electric and 75 hybrid buses; preparing to execute Option 2
 - Procurement for 60-foot articulated buses, including electric buses, is in development
 - Exploring ability to modify propulsion mix for Options 3 & 4 of existing five-year contract to meet fleet needs
 - Identifying root cause of hybrid-diesel bus incident
- Upcoming Strategic Decision:** Work with region and industry to standardize bus requirements

Key Milestones

☒ November 2024	Executed base contract for 100 buses
☒ February 2026	Executed Option 1 for additional 100 buses
☐ June 2026	Execute Option 2 for additional 100 buses and anticipate delivery of 9 hybrid buses
☐ March 2027	Anticipate completion of base contract bus delivery

Identified Risks & Mitigations

Risk	Mitigation
Supply chain constraints affect manufacturers' ability to build buses	Close coordination with vendor
Customization of transit buses	Participate in industry effort to reduce customization
Vendor production delays and high demand for domestic buses	Execute option years in a timely manner to maintain spot in production line and speed up delivery of buses in FY2026

*Base order for 100 New Flyer 40-foot hybrid buses

Appendix IV: Key Capital Investment Updates

Enterprise Resource Planning System

Streamline operations by modernizing legacy on-premises Enterprise Resource Planning (ERP) system

Current Total Project Cost Estimate: \$370.0M

Lifetime Spend to Date: \$133.0M (36%)

Description & Context

- Software that automates and streamlines core business processes by linking multiple systems and reporting on an integrated digital platform
- Transforms Metro’s current human capital management, financial planning, management and reporting, and payroll processes using modern, secure, industry-standard software

Key Features

Human Capital Management

- Secure management of personnel documentation and efficient job creation and hiring processes
- Modernized, automated payroll processes

Financial Management

- Automating, centralizing, and unifying budgeting, funding, accounting and reporting; and implementing controls to reduce errors and ensure auditability

Procurement

- Automate manual processes and improve reporting and tracking of contract activities



Current Status

- Began transition to new Human Capital Management and Payroll modules
- Progressing design of Finance Management module to be delivered Summer 2027

Key Milestones

☒ December 2025	Go/No-go (Go) Decision on Grants Made
☒ March–April 2026	Parallel Payroll Testing Round 2 & 3
☐ June 2026	Human Capital Management and Payroll modules go live
☐ Summer 2027	Finance Management modules go live

Identified Risks & Mitigations

Risk	Mitigation
Change management, i.e., user adoption and ability to use the new system	Blended learning approach to training users and additional contractor support for the immediate post go-live period to minimize disruption

Appendix IV: Key Capital Investment Updates

Fare Systems

Expand and modernize payment options, improve the customer experience, and reduce fare evasion

Current Total Project Cost Estimate: \$237.7M

Average Annual Spend (FY2020-FY2025): \$55.2M



Description & Context

- Metro must continue to innovate and modernize to adapt to evolving customer payment expectations
- To support modern payment methods and reduce fare evasion, Metro replaced faregates systemwide and fareboxes fleetwide, enabled acceptance of contactless debit and credit cards at all faregates and on-board all Metro Buses
- Beginning the process of modernizing fare vending machines with customer terminals and updating parking payment system

Key Features

Customer Experience

- Implement new methods for customers to pay through virtual Smart Trip cards and Tap. Ride. Go. functionality
- Streamlined fare policy and passes

Fare Evasion

- Modified 1,200 faregates with tall barrier doors and raised mezzanine fencing height to deter fare evasion
- Metro Transit Police enforcement policy on buses

Current Status

- Implementing Tap. Ride. Go. (i.e., acceptance of contactless credit and debit cards) on existing equipment at parking facilities
- Modernizing parking facility fare collection system, including license plate readers at select locations to collect revenue and facilitate ease of payment

Key Milestones

☒ May 2025	Launched Tap. Ride. Go. (i.e., open fare payment) for Metro Rail
☒ November 2025	Launched Tap. Ride. Go for Metro Bus
☐ April 2026	Awarded contract for customer fare terminals
☐ Fall 2026	Complete installation of Tap. Ride. Go. at parking facilities

Appendix IV: Key Capital Investment Updates

Fleet Maintenance Facility

Centralize railcar maintenance functions to be more efficient and increase number of railcars rehabilitated

Current Total Project Cost Estimate: \$194.9M

Lifetime Spend to Date: \$1.3M (1%)

Description & Context

- To improve railcar reliability, Metro is increasing the frequency of scheduled maintenance
- Facility will be constructed to support expanded scheduled maintenance program (SMP)
- Repurposing existing space at the Dulles Railyard in lieu of previously planned Heavy Repair and Overhaul Facility in Landover, MD, to reduce overall investment cost

Key Features

Facility

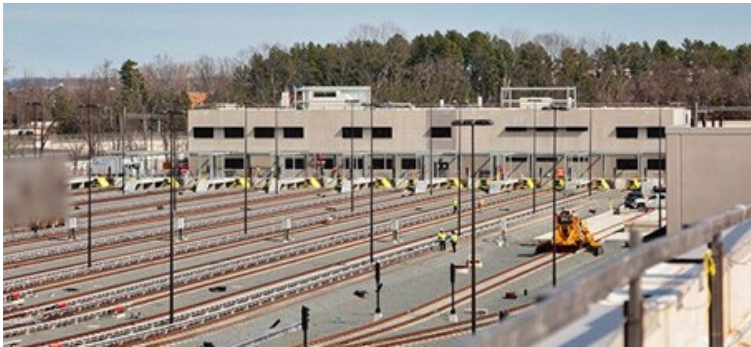
- Conversion of existing warehouse for additional repair bays and shop space
- Connection from maintenance facility to mainline efficiently move railcars

Operations

- Specialized railcar maintenance equipment
- Connection from maintenance shop to railyard improves operational performance

Financial Efficiency

- New facility will maximize use of existing infrastructure and minimize cost
- Additional capacity will improve timely output of SMP



Current Status

- Continue with Design & Engineering effort
- Explore modification to 30% design to incorporate automation technology and best practices that will increase reliability and operational efficiencies
- Anticipate scope, schedule, and cost impacts

Key Milestones

☒ Fall 2025	10% design (conceptual) complete
☒ Spring 2026	30% design complete
☐ Late 2026	Award contract
☐ Early 2027	Issue Notice to Proceed
☐ Late 2028	Anticipate construction completion

Appendix IV: Key Capital Investment Updates

Metro Training Center

To support modernizing the Metro system, Metro needs to modernize training

Current Total Project Cost Estimate: \$114.0M

Lifetime Spend to Date: \$4.7M (4%)

Description & Context

- Consolidated training facility that will centralize Metro training
- Provides modern and dedicated training spaces, and allows Metro to better utilize resources
- Currently, training is in disparate locations and in outdated and inefficient facilities
- Establishes best in class facility to support a world-class transit system with modular classrooms, simulators, augmented reality/virtual reality training

Key Features

Facility

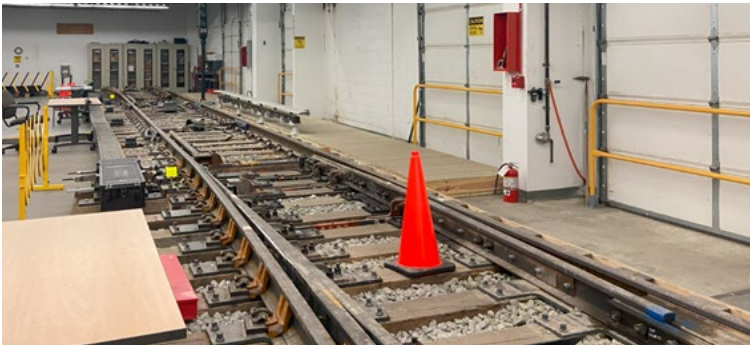
- State-of-the-art facility and technology
- Maximize existing infrastructure utilizing previously purchased site
- Reconstructed lot in Landover for bus, commercial driver, and MTPD training

Benefits

- Allows improved delivery of bus, rail and Metro Access service
- Jurisdictional first responders use
- Supports regional transit with potential shared services

Efficiency

- Reduce impact of training exercises and new maintenance techniques on the system
- Establish economies of scale and efficiencies through integrated facility



Current Status

- Completed site condition assessment
- Proceeding with Design & Engineering effort
- Reviewing proposed project approach that may impact scope, schedule, and cost

Key Milestones

☒ Fall 2025	Advertised Construction Manager at Risk contract
☐ Spring 2026	Advance 30% design
☐ Summer 2026	Anticipate 30% design completion
☐ Fall 2026	Start Early Works construction package*
☐ Late 2028	Anticipate construction completion

* Subject to permit approvals

Appendix IV: Key Capital Investment Updates

Northern Bus Garage

Rebuild and modernize outdated facility built in 1906 passed the end of useful life and closed in 2019

Current Total Project Cost Estimate: \$790.4M

Lifetime Spend to Date: \$465.4M (59%)

Description & Context

- Metro is rebuilding the 100+ year facility, originally a streetcar barn
- Garage closed in 2019 as it was deteriorating and could not support modern bus operations and maintenance needs
- Facility is being reconstructed into a modern bus operations and maintenance facility that will support an electric bus fleet
- Facility provides service to many routes in the Frequent Service Network

Key Features

Facility

- Charging infrastructure and equipment to fully support battery electric buses
- Provides multiple access points and parking for ~150 buses, including articulated buses

Community

- New retail opportunities and improved streetscapes
- Keeps the historical facade
- Provides community space
- Includes Metro Transit Police substation



Current Status

- Metro will begin advertising for retail tenants in the next 30-60 days
- Garage will operate with a combination of 40-foot and 60-foot electric buses
 - 40-foot electric buses to be ordered through Options 1 & 2 of existing five-year contract
 - 60-foot articulated buses to be ordered through forthcoming procurement

Key Milestones

☒ July 2025	Complete Steel Structure
☒ September 2025	Begin Plumbing Overhead Rough-In
☐ Spring 2027	Partial occupancy of facility (MTPD, retail space, community space)
☐ October 2028	Construction complete
☐ December 2028	Begin revenue service

Identified Risks & Mitigations

Risk	Mitigation
Complexity of installing new fueling technology	Work with battery electric bus equipment supplier and project delivery team to minimize delays

Appendix IV: Key Capital Investment Updates

Radio System

Essential for staff to provide service, communicate with Metro Integrated Command and Communications Center, first responders, and provide systemwide cellular coverage for customers

Current Total Project Cost Estimate: \$608.7M

Lifetime Spend to Date: \$513.7M (84%)

Description & Context

- Metro’s current internal communication and public safety radio systems are outdated, causing communication gaps
- Started in 2017, this project replaces Metro’s radio infrastructure and adds cellular coverage throughout the system
- All tunnel, facility, above ground infrastructure, as well as obsolete radio devices, will be replaced
- Project implemented alongside Fiber Optic Cable replacement

Key Features

Below Ground

- Systemwide cellular and radio coverage
- New fiber optic cabling throughout system to support new radio system

Above Ground

- Radio towers installed at 23 of 27 sites
- Provides coverage to 95% of Metro service area
- 3 of 6 jurisdictional systems complete and operational

Devices

- State-of-the-art radio units distributed to personnel and installed in vehicles



Current Status

- Implementation activities continue
- Have planned for and expect additional change orders to base contract

Key Milestones

☒ Fall 2025	Activated upgraded public safety radio system in Arlington County
☐ Fall 2026	Complete radio upgrades at six of nine rail yards and on 6000-series railcars*
☐ Summer 2027	Complete installation of a new radio system in remaining jurisdictions** and take delivery of all handheld radio and subscriber units
☐ December 2027	Anticipated completion

Identified Risks & Mitigations

Risk	Mitigation
Failure of legacy radio system	Increased maintenance of existing system
Dependent on vendor to construct remaining tower sites	Coordinate with vendor to complete in timely manner; explore options to complete work with third party contractor

*3000- and 7000-series railcars already complete
** Fairfax County, City of Alexandria, Montgomery County, Prince George’s County, and the District of Columbia

Appendix IV: Key Capital Investment Updates

Rail Modernization Program

Metro’s highest priority need

Description & Context

- Metro’s legacy rail signaling system is approaching obsolescence and faces growing maintenance costs and difficulty sourcing replacement parts
- The required investment will be implemented incrementally in phases to improve the safety, reliability, capacity, and efficiency of the existing 128-mile rail system with modern, automated operations
- Start systemwide rail modernization on the Red Line, allowing communications-based train control (CBTC) equipped railcars to operate in fully automatic train operation (GoA 4), with platform doors between Grosvenor-Strathmore and Silver Spring Stations.

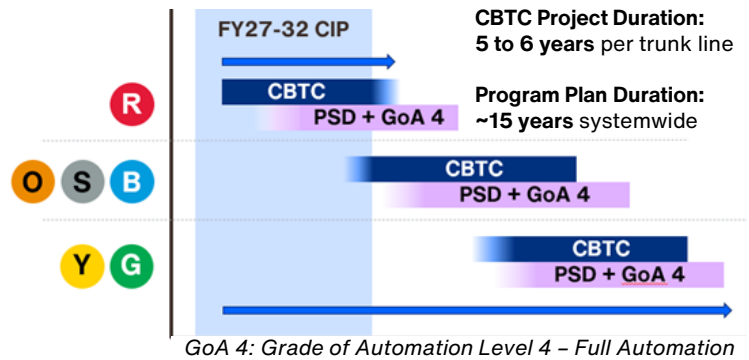
Key Features

Rail Modernization

- Construct a parallel, new rail signaling system with modern technology (CBTC), enabling efficient automated operations
- Phase out inefficient, legacy rail signaling system

Automatic Train Control

- Metro was originally designed for semi-automatic operation (GoA 2) which automates setting a train in motion and stopping a train
- Full automation (GoA 4) expands automated capabilities to closing doors and operating in the event of a disruption



Current Status

- Hired new Senior Vice President, Rail Modernization Program Executive
- Received Regional Infrastructure Accelerator grant (\$1.2M) to develop federal funding strategy
- Continue preliminary coordination with Federal Transit Administration (FTA) to build familiarity with the endorsed program and Red Line Modernization Project
- Requested entry into Project Development Phase of federal Capital Investment Grant Program
- Awarded contract to develop preliminary design for platform doors

Key Milestones

☒ March 2026	Held Industry Week
☒ April 2026	Met with FTA and hosted APTA Peer Review
☒ May 2026	Requested entry into federal CIG Program as Core Capacity project*
☐ Winter 2027	Select Locally Preferred Alternative (LPA)
☐ Spring 2027	Release RFP and award contracts for CBTC and PSD design work

* Local funding for the cost to complete all Project Development activities must be committed and available upon request to enter the CIG Program.

Appendix IV: Key Capital Investment Updates

Rail Modernization Program (Cont.)

Metro’s highest priority need

Budget Outlook

- The Approved FY2027-FY2032 Capital Improvement Program includes planning work to develop the systemwide implementation strategy and Red Line Modernization Project
- Pursue Capital Investment Grants (CIG) Program funding and other federal sources, e.g., federal financing through the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program
- DMVMoves funding needed to implement systemwide

Identified Risks & Mitigations	
Risk	Mitigation
Program Management	Establish core team to support internal coordination
Regulatory	Begin frequent, close coordination with FTA to ensure compliance with federal requirements (NEPA, etc.)
Schedule	Secure timely approvals to facilitate quick program delivery
Procurement	Work with industry partners to gauge interest and capability to deliver CBTC
Funding	Coordinate with funding partners to obtain additional regional funding

Investment	Phase	Rough Order of Magnitude (\$M)	Funded in Proposed Budget	Est. Percentage Federal
Strategic Implementation Plan Development	Underway Project	28.0	Yes	0%
Red Line Modernization Project	Design & Engineering	1,612.0	Yes	40–60%
Orange, Blue, Silver, Yellow, and Green Lines Signal Modernization	Concept	3,845.0	No	TBD
Platform Doors (Remaining Systemwide)	Concept	2,161.0	No	TBD
TOTAL		7,646.0		