Washington Metropolitan Area Transit Authority

FY2026 BUDGET

Advancing America's Metro System



EFFECTIVE JULY 1, 2025

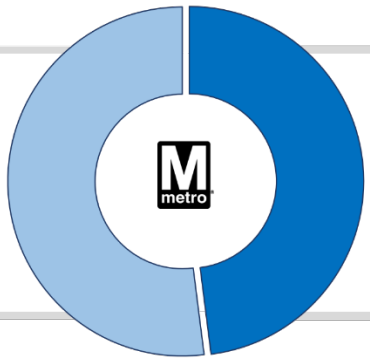
metro

METRO | *AT A GLANCE*

FY2026 Budget

Capital $2.4B*

Operating $2.6B**



$5.0B
total budget

**Includes Debt Service and Revenue Loss from Capital Projects*
***Includes Reimbursables and Debt Service*

Regional Investment

Metro station areas = 3% of land

Metro repays the ***region's investment*** many times over.

30%
of property value

65%
of new office developments

$3.2B
Tax revenue

Transit customers save **$2,800** **per year**
on average, by not having to pay for rideshares, taxis, parking, and tolls

*Metro's **Strategic Transformation Plan** is our North Star to Deliver a Modern, **World-Class Transit System***

APTA Rankings*

2nd



BUSIEST U.S. RAIL TRANSIT SYSTEM

6th



BUSIEST U.S. BUS NETWORK

**American Public Transportation Association*
Throughout this book, chart and table totals may not sum due to independent rounding.

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GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

Washington Metropolitan Area Transit Authority
District of Columbia

For the Fiscal Year Beginning

July 01, 2024

Christopher P. Morrill

Executive Director

METRO | *Board of Directors*

The Washington Metropolitan Area Transit Authority is governed by a Board of Directors that determines agency policy and provides oversight for funding, operations, and expansion of transit facilities within the Transit Zone. The 16-member Board of Directors is composed of eight Principal Directors and eight Alternate Directors. The District of Columbia, State of Maryland, Commonwealth of Virginia, and the federal government each appoint two Principal and two Alternate members. The Board performs its duty through three committees: Executive, Finance and Capital, and Safety and Operations. At the time of publication, one alternate board position for the District of Columbia is vacant.



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**Alternate Directors* | For Board Member biographies, please see Board of Directors | WMATA

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METRO | GENERAL MANAGER AND CHIEF EXECUTIVE OFFICER'S MESSAGE



I'm incredibly proud of our talented team and all the accomplishments we've achieved together over the past two years to show the nation that America's Metro System is continuously improving to support the National Capital Region. Ridership is growing, and our commitment is stronger than ever to continue delivering the service excellence our customers deserve. Metro is pivotal to the region's success, but it's our collective efforts that matter most as we build transit accessibility for the next generation of enthusiasts. Thanks to the hard work and dedication of our Board of Directors and collaboration with our jurisdictional partners, last fiscal year we balanced our budget and avoided severe service cuts, continuing our mission of connecting our customers to possibilities and focusing our attention on the modernization of our system. We've advanced our automation program, implementing Auto Doors and Automatic Train Operation after a 15-year hiatus. We also received Board approval to implement the Better Bus Network, one of the largest redesigns of our bus system in more than 50 years.

As we focus on modernization, customers should expect some exciting new developments. MetroPulse, our new transit app, is in development and being tested for release this spring. We are also preparing for the launch of Tap. Ride. Go. – a contactless payment option to promote a more seamless customer experience throughout the system. These are just a few of the customer improvements we have planned that are visible. There are even more technology upgrades to our internal systems underway, all efforts to make Metro the best it can be.

I appreciate our Board of Directors and all our jurisdictional partners who have worked to prioritize transit for the region. This FY2026 Budget of $5.0 billion includes $2.6 billion for operations and $2.4 billion for capital projects, which allows us to focus on every opportunity to improve Metro for the region. Having a balanced, thoughtful budget that supports both operating and capital projects helps us achieve these goals.

Efficiencies in the way we work with our partners in this region is critical to our success. For this reason, Metro remains a dedicated partner in DMVMoves, a regional initiative aimed at creating a unified transit vision. I am personally encouraged by all the work and support I've seen our regional leaders pour into this initiative. We are certainly better together and our collective efforts show the region benefits from our collaboration.

Our Strategic Transformation Plan, *Your Metro, the Way Forward*, guides Metro's financial, operational and strategic decisions by outlining our vision, mission, and goals. As we approach our third year in transforming Metro as an organization, we will work with our Board of Directors this summer to take inventory of what we've done and how our priorities may shift for the future. Your voice will play a critical role in guiding the future vision of Metro.

Despite what may lie ahead, we continue to put our customers first, building on service improvements and safety. We are close to reaching a million combined trips daily, crime is the lowest it's been in seven years and service is frequent and safe.

The FY2026 Budget continues our momentum toward excellence and will advance America's Metro System as a national model for our industry. Our pursuit of continuous improvement will never be complete, and we hope America continues to see our value as the major service provider in this region.

See you on board,

Randy Clarke



General Manager and Chief Executive Officer

Your Metro, The Way Forward

Metro's Mission: Your Metro – Connecting you to possibilities
Metro's Vision: Becoming the region's trusted way to move more people safely and efficiently

Metro's vision will be achieved by advancing four goals that were developed through data and direct input from our customers, staff, and stakeholders:



Goal 1: Service Excellence

- Objective 1A) Safety and security
- Objective 1B) Reliability
- Objective 1C) Convenience



Goal 2: Talented Teams

- Objective 2A) Recruitment and retention
- Objective 2B) Engagement, empowerment and recognition
- Objective 2C) Professional and technical skill development

Goal 3: Regional Opportunity and Partnership

- Objective 3A) Regional network and partner service optimization
- Objective 3B) Community partnership and engagement

Goal 4: Financial Stewardship and Resource Managment

- Objective 4A) Financial responsibility
- Objective 4B) Energy efficiency

METRO | *STRATEGIC PLANNING*

Metro's Strategic Transformation Plan (the Plan), *Your Metro, The Way Forward*, was adopted in February 2023 and outlines Metro's mission and vision. The Plan identifies four strategic goals: **Service Excellence, Talented Teams, Regional Opportunity & Partnership,** and **Financial Stewardship and Resource Management** in support of Metro's values, mission, and vision. The Plan was developed by the Board of Directors and senior management to guide Metro's decision making over the next five years. It serves as our North Star, guiding how we fund the Metro the region needs, wants, and deserves. As part of the Plan, Metro developed and incorporated performance metrics to monitor plan progress. These Key Performance Indicators (KPIs) are critical to the Plan, ensuring goals and objectives are data-driven and employees remain accountable for and transparent about progress.

The Plan establishes clear priorities, expands transparency around performance metrics, and promotes collaboration within our teams and with partners. Metrics identified in the Plan are used to drive performance and operational decisions. Metro reports on these metrics to the Board and its committees regularly—including through our Annual Transformation Report found at wmata.com—with metric progress and success evaluated based on targets to track improvements and identify when we aren't meeting targets.

Each goal within the Plan identifies supporting objectives and associated KPIs. Appendix I of this budget book presents Metro's performance metrics.

Metro executes the business improvements necessary to advance our strategic goals and objectives through several key initiatives, which are broken into two categories: **Administration** and **Operations**. These initiatives span multiple years, providing a long-term strategy for business continuity, with milestones to align Metro's day-to-day decision making with its strategic outlook. The graphic below outlines the initiatives within each category.



Administration

- Financial Stewardship
- Energy Efficiency
- Employee Development
- Employee Engagement and Performance
- Workforce Planning and Acquisition



Operations

- Safety and Security
- Fare System Modernization
- Data & Information Strategy
- Customer 360: Modernized Customer Experience
- System Automation
- Better Bus Program
- Rail Modernization
- Proactive Maintenance Program

This section outlines the key initiatives. These high-level initiatives are often cross-departmental and will help Metro achieve our strategic goals of **Service Excellence, Talented Teams, Regional Opportunity and Partnership,** and **Financial Stewardship and Resource Management**. This section highlights the need to be addressed and the importance of addressing it. Each of these key initiatives are associated with KPIs from the Plan and with various sub-projects that will help Metro achieve these initiatives.

Administration

The initiatives in the Administration category will transform the workforce culture by focusing on talented teams and improving core business functions to enable better-informed decisions. These initiatives aim to reduce costs and further develop efficiency efforts, while advancing strong working relations with external partners.

Financial Responsibility

Establishing partnerships across the region will help to enhance coordination, develop long-term regional plans, and secure long-term funding. We are also improving core business functions and implementing best practices and technologies to ensure efficiency.

Metro does not have a dedicated funding stream, which contributes to budget uncertainty and the risk of service cuts. Streamlining business processes can help reduce costs and produce a more efficient organization, while increasing ridership and revenues.

Energy Efficiency

Efforts under this initiative will establish plans and processes to manage energy consumption and increase financial resilience. Metro is a major energy consumer and can support the region by reducing energy and resource consumption, increasing energy efficiency. Metro will also actively contribute to the region to ensure livability and health for DMV residents. Removing cars from the road saves people time in their commute and provides a safer way to travel.

Employee Development

Metro is working to deliver best-in-class training, particularly through our Center of Excellence Training Academy. As Metro continues to transform and advance, it is critical that Metro's workforce is prepared for the new procedures and tasks of this evolving agency. Metro has also set a target of having 75 percent of staff agree with the statement "I receive the help I need to learn and grow professionally." This initiative will help achieve that goal.

Employee Engagement and Performance

This initiative includes efforts to increase job satisfaction and productivity by enhancing and strengthening organizational culture. Engaged employees are more productive and less likely to leave Metro. Retaining top talent for all types of jobs, and ensuring staff feel empowered to excel and innovate within their area of responsibility will help Metro be more nimble, cost-effective, and ready to support transformation throughout the organization.

Workforce Planning and Acquisition

Metro is working to improve the process for hiring new employees to increase efficiency and decrease the time it takes to hire. This initiative also includes efforts to improve the overall planning for agency-wide hiring and succession planning to have a more proactive process for hiring and maintaining a skilled and professional workforce. It is important that Metro has the necessary workforce in place throughout all levels of the organization to continue best-in-class operations and meet the demands of the system.

Operations

The initiatives in the Operations category aim to improve customer communications; modernize fleets, signals, staffing, and fare technology; and maximize connectivity and accessibility, all while improving safety and customer service.

Safety & Security

Continued research and implementation of current and future technology enhances security throughout the system for both customers and staff, with a focus on real-time video surveillance. Safety is one of Metro's core values, and safety from crime is one of the top three drivers of customer satisfaction. A safe system is critical to improving ridership and customer satisfaction. This focus contributed to a nearly 40 percent decline in the crime rate across the system in calendar year 2024.

Fare System Modernization

This initiative will modernize Metro's fare systems, including optimizing the fare strategy, providing new and more reliable equipment, and implementing Tap. Ride. Go. - a contactless, cashless fare system and software. It also includes continued efforts to reduce fare evasion and provides easier ways for customers to pay for their travel.

Metro's fare collection software and hardware, especially the vending machine program, is at the end of its useful life. Obsolete parts and more frequent breakdowns are increasing costs of maintaining the current equipment. Moving towards open payment platforms will reduce the

amount of hardware and software in our system permanently.

Data & Information Strategy

Efforts under this initiative seek to transform Metro into a fully digital enterprise with processes for collecting, analyzing, and using data to inform decision-making. To be a leader in the industry, Metro needs to better manage our data and use that data to make informed decisions.

Customer 360: Modernized Customer Experience

Metro is working to produce consistent, streamlined, high-quality customer communications and engagement across all channels and modalities – including the in-station experience – to ensure a best-in-class transit experience and wayfinding. Customer 360 builds digital experiences that allow customers to determine the fastest route, provides estimated times of arrival, and opens easy pathways to get questions answered quickly.

System Automation

This initiative works towards fully automating rail operations and prepares for bus automation, including automation in bus yards. In 2024, Metro reinstated Automatic Door Operations on all rail lines, and Automation Train Operations on the Red Line for the first time in 15 years, after extensive testing and concurrence from the Washington Metrorail Safety Commission.

Automation provides for safer vehicle movements, more reliable service, and reduced costs. Rail automation increases safety and reliability while reducing travel times, leading to increased customer satisfaction. It will help Metro achieve the 95 percent rail on-time performance goal established in the Strategic Transformation Plan. Yard automation increases the efficient use of space and prepares Metro for future automated on-street operations.

Better Bus Program

Metro is working internally and with its regional partners to deliver a full redesign of the bus network and implement a technology-driven bus priority program. Over 50 percent of customer trips are on bus, and on-time performance and bus speeds have declined in recent years due to traffic congestion. This program will help provide more frequent and reliable service, create new connections, and reduce travel times to meet its goals of achieving 85 percent customer satisfaction and 80 percent on-time performance.

Rail Car Modernization

Modernizing our rail fleet with the latest technology ensures the full fleet of 6000- and 7000- series railcars are digitized and in-service. This modernization will improve safety and help provide more reliable service to meet the on-time performance targets. At the same time, the new 8000-series railcars will incorporate design elements that improve the customer experience, such as open gangways, storage for luggage and bikes, and additional digital information screens.

Proactive Maintenance Program

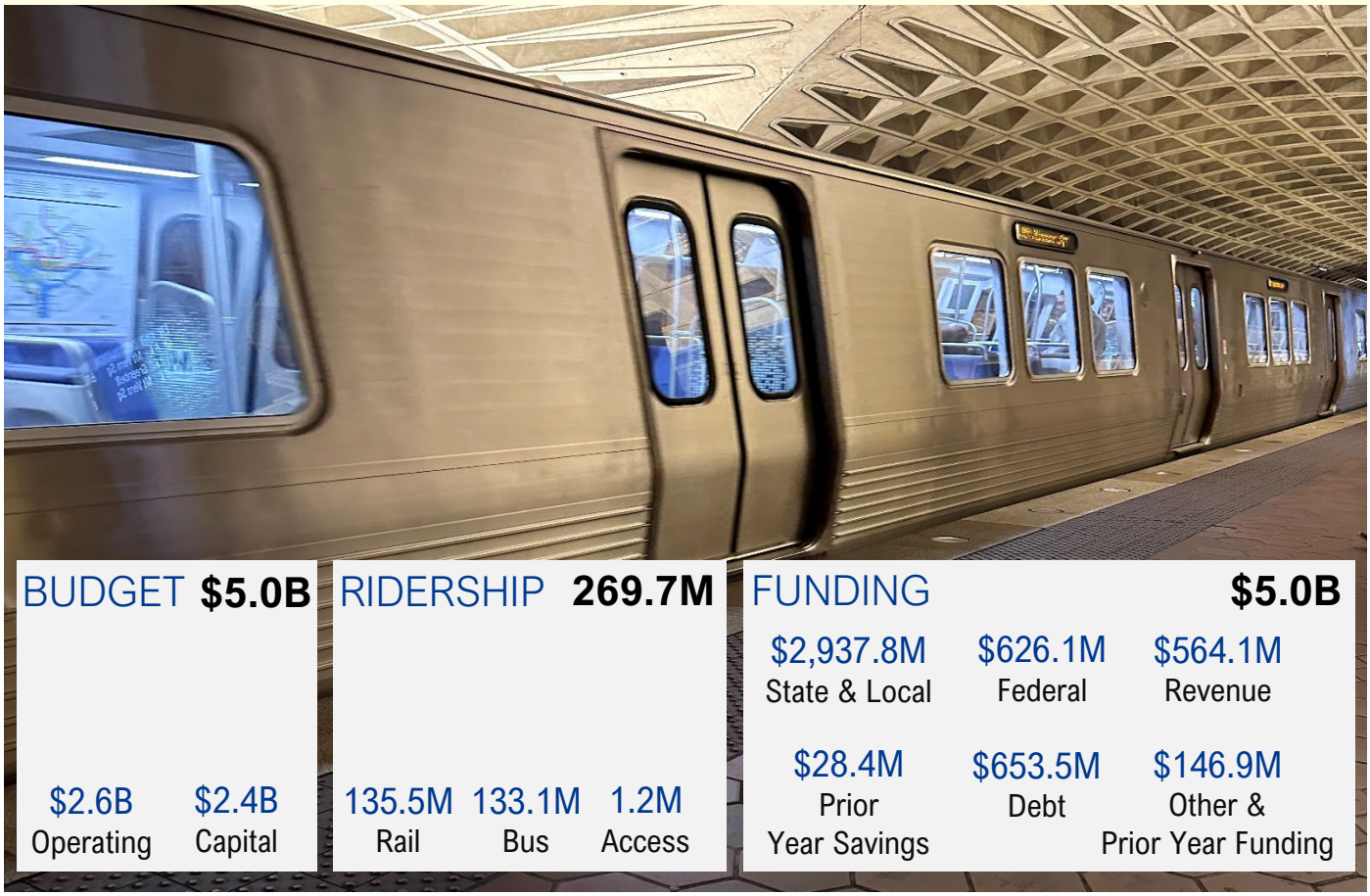
This initiative includes a variety of sub-projects to develop and implement processes to ensure Metro is using the most advanced techniques and efficient processes available. These efforts will ensure staff have the tools and information needed to plan and execute preventive maintenance.

Proactive maintenance strategies ensure our system can support the service our customers want and deserve, including maximizing on-time performance while minimizing costs. Maintenance activities comprise approximately 33 percent of Metro's operating expenses annually.

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Chapter 1 – Budget Summary

Metro connects people -- providing safe, reliable transportation to families, commuters, and tourists.



Pictured: Metrorail train leaving station platform

Executive Summary

Metro unites the Washington, D.C. Metropolitan region and drives economic activity through its commitment to safe and reliable transit solutions. Metro services connect people to jobs, schools, attractions, key destinations, and recreational activities, while supporting the region's growth through more connected and efficient transit options. As an engine for economic growth, Metro attracts development, creates new opportunities for housing and generates new tax revenue. As commuting patterns and work schedules continue to evolve, Metro fosters connections through accessible and affordable transportation options and is transforming service to meet the region's needs. Ensuring current levels of service and promoting long-term planning requires reliable and predictable funding. The FY2026 Approved Budget adopts a regional approach with collaboration and contributions across all stakeholders to deliver the most useful network within available resources.

Metro services are vital for daily commuters and visitors alike, offering efficient travel that enhances the region's overall quality of life. Through its extensive network of Metrobus, MetroAccess, and Metrorail services, Metro helps alleviate traffic congestion, encourages economic growth, and provides dependable travel options for the public. MetroAccess supports the independence and mobility of individuals whose disability prevents the use of Metrobus and Metrorail services by providing reliable alternatives to conventional transit options and connecting MetroAccess users to essential services, employment, and community engagements. Metro supports regional sporting events, concerts, and festivals

through coordinated transit solutions designed to accommodate large numbers of attendees.

Advancing Service Excellence	
	ATO will help trains operate more safely and efficiently through automatic control of trains' acceleration, deceleration, and speed.

As the public transit agency supporting the nation's capital, Metro provides essential transit support for national and international events such as the National Cherry Blossom Festival, Fourth of July celebrations, presidential inaugurations, and international summits. Metro's commitment to maintaining and preserving its expansive infrastructure ensures it continues to meet the evolving needs of the region's diverse and dynamic population and its visitors.

Metro's Strategic Transformation Plan, *Your Metro, The Way Forward*, outlines the mission, vision and strategic goals of Service Excellence, Talented Teams, Regional Opportunity and Partnership, and Financial Stewardship and Resource Management that guide Metro. The FY2026 Approved Budget advances each of these strategic goals through its Action Programs and initiatives with service enhancements such as Automated Train Operations (ATO), new options for bike storage solutions, and implementation of the Tap. Ride. Go. open payment system for contactless fare payments. Recent service improvements, simpler fares, and renewed emphasis on customer experience are growing Metro ridership and customer satisfaction.

The FY2026 Approved Budget is also influenced by external economic, legislative, and regional factors, including changes in commuting and ridership patterns, dependency on legislatively restricted jurisdictional subsidies, and structural funding challenges which the system has faced since inception. Financial stability and long-range regional planning are critical to optimizing service. The pandemic underscored the need for flexibility and adaptability in public transportation. Metro has responded with innovative strategies such as mobile ticketing applications and real-time updates offering a more convenient customer experience. Despite Metro's successes, fiscal challenges resulting from changes in commuting and work patterns, a lack of dedicated operating funding, and unprecedented inflationary pressures in recent years have contributed to a structural operating deficit that significantly impacts planning, long-term financial stability, and future service delivery. The Covid-19 pandemic altered Metro's operating model through significantly reduced ridership beginning in FY2020. To provide relief and help transit agencies continue to provide safe and reliable service to customers, the federal government provided temporary operating assistance through legislation such as the American Rescue Plan Act (ARPA). While federal relief funding played a critical role in bridging Metro's funding needs and ensuring continued delivery of essential transit service as the region recovered, Metro has spent its remaining ARPA funding during FY2025.

With the conclusion of federal relief funding, Metro relies on its traditional funding sources for its operating budget – operating revenue and subsidies from Metro's jurisdictional partners in the Commonwealth of Virginia, the State of Maryland, and the District of Columbia. Metro has also aggressively pursued expense reductions with targeted cost-savings and efficiencies. Additionally, innovative customer experience advancements and service improvements have encouraged ridership and increased revenue, with ridership demonstrating strong year-over-year growth. Regardless of Metro's positive momentum, resolving the structural funding shortfall requires a collective solution. The FY2026 Approved Budget relies on jurisdictional subsidies to provide a robust and reliable public transportation system. Following regional collaboration, jurisdictional partners committed additional subsidy funding in FY2025 to address funding challenges and support a fiscally responsible budget that offers the region a realistic transit solution. The FY2026 Operating Subsidy reflects a three percent annual growth rate and jurisdictionally sponsored bus service increases and replaces the $95 million in one-time savings from FY2025. Additionally, Metro identified $18.5 million in savings to help reduce the additional jurisdictional subsidy requirement from $95 million to $76 million. While Metro and its jurisdictional partners have resolved immediate funding constraints, long-range funding concerns persist.

Advancing Regional Partnerships	
	Metro and the Metropolitan Washington Council of Governments came together in a historic joint meeting to launch a comprehensive regional transit initiative, DMV*Moves*, that will shape how we plan, fund, and operate public transit in the DMV.

Metro is not alone in these funding constraints. Systemic funding challenges plague transit operators across the region and risk the region's ability to meet its long-term goals. Metro is committed to a regional transit solution built to support the region's emerging transit needs and advance integrated transit improvements. As such, Metro has played a pivotal role in the launch of DMV*Moves*, a comprehensive regional transit initiative. Through this project, Metro and the Washington Council of

Governments have connected business, community, and government leaders to create a unified vision and reliable funding model for the region's transit. Metro and its DMV*Moves* partners aim to create a more efficient, reliable, and accessible transportation network that meets the needs of the growing population.

The FY2026 Approved Budget prioritizes service optimization, financial stability, long-range planning, and investments that support increased efficiency and operational improvements. The service optimization goals in the FY2026 Approved Budget are designed to drive ridership, expand access, and optimize the use of our assets. As ridership continues to grow, Metro is proactively anticipating needs for additional capacity as passenger loads at key locations are approaching crowded conditions. Metrorail service optimization concepts will focus on adding peak capacity, adjusting rail service patterns and frequencies, and expanding weekend rail hours of operation, while ensuring the most efficient use of rail assets. Metro will also implement the first phase of its Better Bus Network in FY2026. This realignment will increase capacity within current resources, while also preparing for potential future expansion.

To further promote financial stability and long-range planning, Metro has expanded its budget process to include an operating forecast for FY2027. This forecast is not part of Metro's formal budget submitted for adoption by the Board, but rather Metro's current budget projection for FY2027 to support long-range planning and transparency.

The FY2026 Approved Budget continues to advance Metro's commitment to invest in new technologies and practices to enhance cost efficiencies and financial stewardship.

The FY2026 Approved Budget of $5.0 billion includes an operating budget of $2.6 billion and a capital budget of $2.4 billion. Metro's $2.6 billion operating budget includes operating expenses of $2,498.4 million to support its three modes: Metrobus, Metrorail, and MetroAccess. Additionally, the operating budget funds reimbursable projects of $13.5 million and debt service of $72.3 million. Metro's capital budget of $2.4 billion funds capital expenditures of $2,117.6 million across its six major investment categories, as well as debt service of $245.0 million and revenue losses from capital project rehabilitation and repair work of $10.0 million.

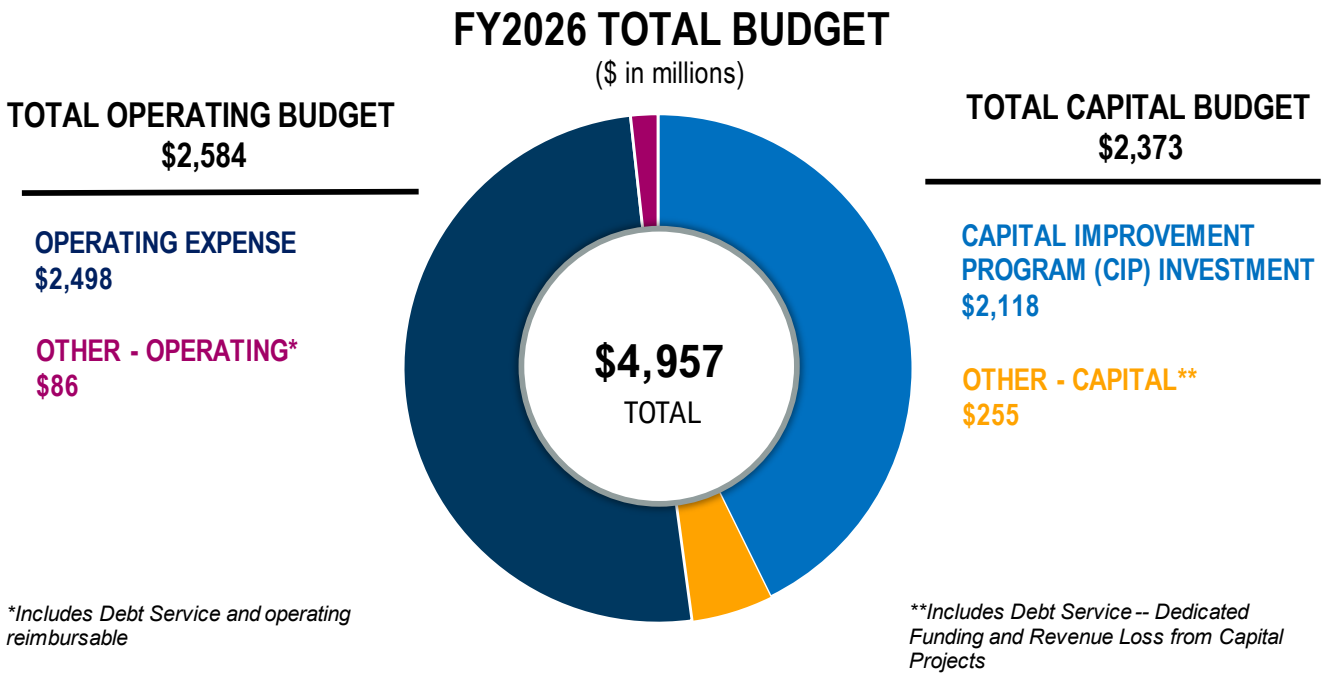
Metro continues to support the regional economy. With dependable funding, Metro can build on important steps taken in previous years to improve service and continue its customer-focused approach, which promotes our region's economic and system efficiency goals. Metro continues to look toward the future, focusing on services and initiatives that will encourage the region's long-term livability and economic growth.

Supporting Talented Teams

	The FY2026 Approved Budget of $5.0 billion supports 13,681 positions funded by the Operating and Capital Budgets.



Pictured: Cherry Blossom wrapped 7000 series Metrorail train



FY2026 Operating Budget

As an essential transportation provider to the region, Metro keeps the region moving and advances regional goals for growth, connectivity, service reliability, and economic development. Metro's operating budget includes the expenses necessary to operate Metrobus, Metrorail, and MetroAccess, funded through the revenues generated and jurisdictional subsidies provided to support these operations.

The landscape of public transportation fundamentally changed during the Covid-19 pandemic and subsequent recovery, altering ridership patterns, passenger revenue and operational strategies. In response, the federal government provided operating relief funding to assist transit agencies nationwide. Metro will spend the remainder of its federal relief funding during FY2025. As such, the FY2026 Approved Budget relies on Metro's traditional funding sources for operations.

The FY2026 Approved Budget addresses the impacts of persistent changes in ridership, the end of federal relief funding and ongoing structural funding challenges. In addition, the FY2026 Approved Budget incorporates new Collective Bargaining Agreements (CBA) negotiated with

Service Changes in the FY2026 Approved Budget

- Implement Year One of the Better Bus Network redesign to include:
  - 11 more routes in the Frequent Service Network
  - New connections to transit stations, jobs and other key destinations
  - Increased midday, evening and weekend service
- Operate the Yellow Line in two patterns at all times, with half of the trains terminating at Greenbelt and half terminating at Mt Vernon Square beginning December 2025
- Expand Metrorail system hours of operation by opening at 6 a.m. on weekend mornings and closing an hour later at 2 a.m. on Friday and Saturday to better align with regional travel demand
- Provide additional Silver and Red Line trains along certain segments during busiest peak timing to offer "Super Peak" frequency
- Shift half of Silver Line trains to terminate at New Carrollton rather than Downtown Largo to balance service between Downtown Largo and New Carrollton

Metro's labor unions. The FY2026 Approved Budget reflects robust financial management by Metro through administrative efficiencies and other cost reductions, as well as service optimization to maximize ridership within current funding. Metro is advancing service efficiencies through train automation and by optimizing its use of 6-car and 8-car trains. Service enhancements in the FY2026 Approved Budget include the implementation of the Year One Better Bus Network and adding capacity on Metrorail to address ridership growth through changes to service patterns and frequency. Metro will expand weekend hours of operation on Metrorail to support regional travel needs. All fares will remain at FY2025 levels and with the introduction of Tap. Ride. Go., customers will have the option of paying via contactless credit/debit mobile devices and cards.

The FY2026 Operating Budget of $2,498.4 million (excluding debt service and reimbursables) is funded with $564.1 million in operating revenue and $1,905.9 million in jurisdictional subsidies. In addition, Metro projects $28.4 million in prior year savings to apply to FY2026.

Metro continues to show strong year-over-year recovery, even as ridership patterns evolve with a mix of in-office, hybrid, and remote work. These changes continue to impact the number of peak-hour, daily commuters. In response to the evolving nature of commuting habits, Metro continues to adapt to its new reality through customer-focused service enhancements. Total ridership is budgeted at 269.7 million trips, a 19.0 percent increase relative to FY2025 budgeted ridership.

Advancing Financial Stewardship

	Metro has integrated long-range financial planning into its annual budget process by including a second-year forecast for planning purposes. This addition will advance financial transparency and long-term stability.

Operating revenue in the FY2026 Approved Budget of $564.1 million includes passenger fare revenue and non-passenger revenue. Passenger revenue is 82.2 percent of operating revenue. At $463.5 million, passenger revenue for FY2026 is projected to increase 19.7 percent from the FY2025 Approved Budget. Non-passenger revenue includes parking, proceeds from joint development agreements and the sale of fiber optic leases, and other sources such as interest on investments. For the FY2026 Approved Budget, non-passenger revenue totals $100.7 million, a $0.2 million or 0.2 percent increase relative to the FY2025 Approved Budget.

Following collaboration with jurisdictional partners, the FY2026 Operating Subsidy reflects a three percent annual growth rate and jurisdictionally sponsored Metrobus service increases. This subsidy also replaces the $95 million in one-time savings used to offset jurisdictional contributions in FY205.

In March 2025, Metro identified additional efficiencies of $18.5 million to lower operating costs and jurisdictional subsidies in response to the regional economic outlook. Savings include:

- **Rail Optimization ($2.5 million):** Efficiencies from Automatic Train Operations (ATO), deferring the Yellow Line extension, and reducing staffing at stations with multiple entrances during low-ridership periods
- **Better Bus Network Efficiencies ($6 million):** Reductions in peak bus and deadhead time made possible by new scheduling software
- **Modernization Investments ($10 million):** Targeted cost reductions achieved through:
  - Technology modernization
  - Cash collection modernization
  - Inventory and supply chain modernization

Jurisdictional subsidies of $1,905.9 million fund 76.3 percent of Metro's operating budget. To avoid draconian service cuts in the Proposed FY2025 Budget, the jurisdictions provided additional subsidy funding and agreed to provide an additional $95 million in FY2026 to replace one-time savings in FY2025. The $18.5 million in identified efficiencies reduced that additional requirement, lowering the net subsidy increase for FY2026 from $95 million to $76 million. Metro's FY2026 Approved Budget also includes further investments in Metrobus service, jurisdictionally sponsored by the District of Columbia and Arlington, Virginia.

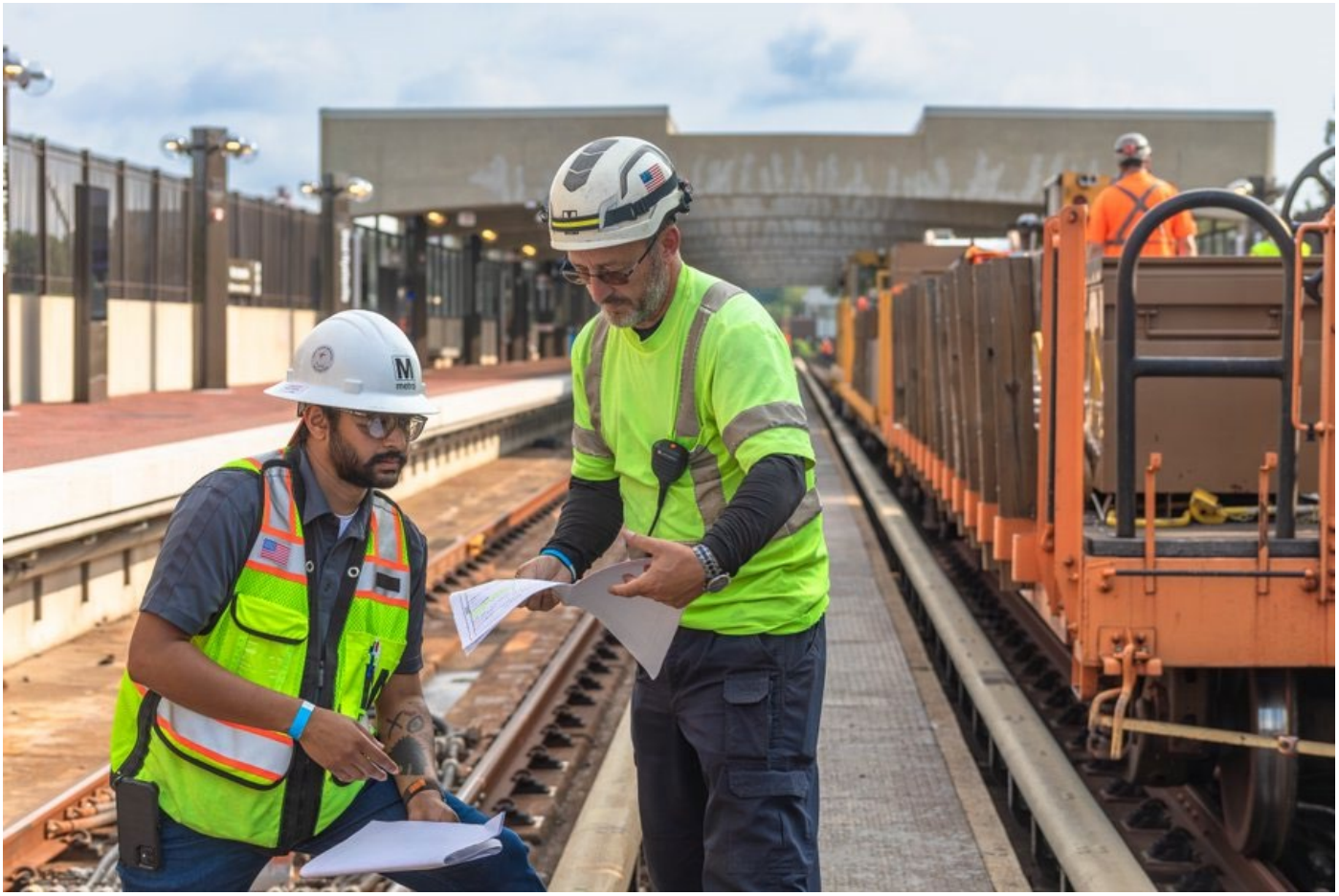
Metro continues to aggressively manage expenses and pursue operational improvements through administrative efficiencies, technological advances, and office consolidations.

FY2027 Operating Forecast

Metro remains dedicated to financial stewardship and transparency. As part of this commitment, Metro is presenting its FY2027 Operating forecast in its FY2026 Budget. The FY2027 forecast is not part of Metro's formal budget submitted for adoption by the Board, but rather Metro's current projection of revenue and expenses for a future period. The FY2027 forecast incorporates multiyear economic outlook assumptions such as anticipated inflation and other macroeconomic trends,

ridership estimates, and assumptions for future personnel growth, labor, and operating contracts.

For planning purposes, Metro anticipates a three percent increase in jurisdictional subsidies in FY2027. Based on current assumptions, the FY2027 forecast projects ridership growth of approximately two percent, and revenue and expense growth of 1.9 percent and 3.3 percent, respectively. The following tables present Metro's FY2027 Ridership and Financial Forecast, based on current assumptions. These forecasts are for planning purposes and are subject to change.



Pictured: Two rail construction workers planning maintenance on station track

Preventive Maintenance

Historical: Preventive maintenance (PM) includes operating maintenance costs eligible for reimbursement from the capital budget, subject to Federal Transit Administration (FTA) approval. The annual budget establishes the maximum amount of PM costs to be transferred from the operating budget to the capital budget. Historically, Metro has budgeted approximately $60 million annually for PM transfers.

Recent Budget Years: To mitigate the impact on service delivery during the ridership recovery, Metro increased preventive maintenance transfers to relieve stress to its operating budget. However, these transfers decrease capital funding for infrastructure projects. Due to strengthening ridership and revenue, the FY2026 operating budget can begin reducing this reliance on the capital budget.

- The FY2026 Approved Budget includes a total PM transfer of $109 million, $49 million above the historical level of $60 million.

RIDERSHIP BY SERVICE

(Trips in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget[2]	FY2026 Budget[2]	FY2027 Forecast[4]
Metrorail[1]	95,813	123,166	113,713	135,462	138,171
Metrobus[2]	102,477	117,540	111,408	133,069	135,730
MetroAccess	1,394	1,397	1,481	1,197	1,221
Total Ridership[3]	**199,684**	**242,103**	**226,603**	**269,727**	**275,122**

1. Ridership statistics beginning in January 2024 include both tapped and non-tapped ridership for Metrorail.
2. Metrobus ridership reflects Automated Passenger Count (APC) data
3. Metrorail ridership is based on linked trips; Metrobus ridership is based on unlinked trips from APC data; MetroAccess ridership is based on total passengers. Unlinked trips are total boardings, while linked trips are total number of complete trips from origin to destination, including transfers
4. Forecast is **subject to change** and is for planning purposes only. Based on current economic and ridership growth assumptions.

OPERATING BUDGET – REVENUE AND EXPENSES

	(Dollars in thousands)	FY2023 Actual[2]	FY2024 Actual	FY2025 Budget	FY2026 Budget	FY2027 Forecast[3]
REVENUE	Passenger	$291,610	$355,626	$387,100	$463,455	$480,872
	Parking	16,212	20,511	20,691	23,977	24,456
	Advertising	17,807	16,682	21,000	20,510	20,716
	Joint Development	13,477	15,693	15,884	15,876	16,034
	Fiber Optics	16,929	17,413	18,505	17,155	17,326
	Other Non-Transit Sources	24,904	46,717	24,426	23,168	23,400
	Total Revenues	**$380,940**	**$472,642**	**$487,605**	**$564,141**	**$582,804**
EXPENSE	Personnel	1,529,244	1,565,555	1,611,997	1,755,708	1,786,033
	Services (less Paratransit)	222,650	227,390	222,194	255,272	260,378
	Services - Paratransit	149,881	162,704	152,101	156,002	160,058
	Materials & Supplies	94,551	87,164	123,929	95,553	97,464
	Fuel (Gas/Diesel/Natural Gas)	36,546	34,225	41,748	44,102	45,249
	Utilities and Propulsion Power	100,615	111,438	113,197	118,796	121,885
	Casualty and Liability	43,475	46,076	45,180	51,196	52,527
	Leases and Rental	8,680	8,337	11,883	8,957	9,189
	Miscellaneous	11,899	14,626	12,940	12,859	13,077
	Total Expenses	**$2,197,541**	**$2,257,515**	**$2,335,170**	**$2,498,445**	**$2,545,861**
SUBSIDY	**Gross Subsidy**	**$1,816,602**	**$1,784,872**	**$1,847,564**	**$1,934,304**	**$1,963,056**
	Federal Relief[1]	(643,428)	(532,622)	(95,000)	-	-
	Prior Year Savings	-	-	-	(28,424)	
	Net Subsidy	**$1,173,174**	**$1,252,250**	**$1,752,564**	**$1,905,880**	**$1,963,056**
	Cost Recovery Ratio	17%	21%	21%	23%	23%

1. Federal relief includes CRRSSA and ARPA federal relief funding
2. OIG PRIIA account moved from Expense to Revenue for FY2023 Actuals
3. Forecast is **subject to change** and is for planning purposes only. Based on current growth assumptions for ridership, revenue and expense, as well as current projections for jurisdictional subsidy amounts.

FY2026 Capital Budget

Both the $2.4 billion FY2026 Capital Budget and $12.9 billion FY2026-2031 Capital Improvement Program (CIP), each inclusive of debt service and revenue loss from capital projects, focus Metro's capital investments on safety, state of good repair, and reliability of Metrorail, Metrobus, and MetroAccess assets. Of the $2.4 billion FY2026 Capital Budget, $2,117.6 million funds capital expenditures across its six major investment categories, $245.0 million funds debt service and $10.0 million in revenue loss from capital projects.

Metro's CIP is grouped in six major investment categories: Railcars and Railcar Facilities; Rail Systems; Track & Structures Rehabilitation; Stations & Passenger Facilities; Bus, Bus Facilities & Paratransit; and Operations and Business Support. Details regarding the Capital Budget and the Six-Year Capital Improvement Program can be found in Chapter 4. Additional information regarding WMATA's 10-Year Capital Needs can be found on-line at: www.wmata.com/initiatives/capital-improvement-program

FY2026 - FY2031 Capital Improvement Program

Dedicated capital funding in 2018 enabled investments in long-neglected state of good repair work. Metro's capital investments are defined through our CIP. The $12.9 billion planned FY2026-2031 CIP focuses on safety, state of good repair, reliability, security, and customer experience improvements with $2.4 billion to fund the FY2026 Capital Budget (each inclusive of debt service and revenue loss from capital projects). The CIP includes Passenger Rail Investment and Improvement Act (PRIIA) funding, authorized by Congress through Metro's Fiscal Year 2031, as well as assumptions about increases to Federal formula funding over the six-year planning horizon. Federal financial participation, including the increase in federal investment under the Infrastructure Investment and Jobs Act (IIJA), is critical for funding Metro's capital investment.

Metro's six-year CIP investments of $10.9 billion requires total funding of $12.9 billion from the federal government, state and local government partners and other sources due to an expected $10.0 million cost for revenue loss from service shutdowns for capital projects and $2.0 billion of debt service.

Within the $12.9 billion six-year funding plan, Metro is projecting almost $4.0 billion from federal grant funding, based on the IIJA authorization for formula funds and PRIIA funding; $2.9 billion in state and local contributions for matching of federal grants and system performance funds, of which $10.0 million is expected to fund revenue losses from long-term service shutdowns due to major capital projects; $3.0 billion in state dedicated funding; $2.5 billion in debt, secured by dedicated funding; and $126.1 million in funding from other local sources. Additionally, the six-year CIP includes $442.0 million of prior year funding.

FINANCIAL PLAN BY INVESTMENT CATEGORY

(Dollars in Millions)	FY2026 Budget	FY2027 Plan	FY2028 Plan	FY2029 Plan	FY2030 Plan	FY2031 Plan	6-Year Total
Railcar & Railcar Facilities	$399.5	$501.6	$499.4	$427.5	$380.5	$388.5	$2,597.0
Rail Systems	335.8	339.6	404.0	179.4	140.3	92.1	1,491.2
Track & Structures Rehabilitation	307.4	319.5	311.8	236.9	192.1	202.9	1,570.7
Stations & Passenger Facilities	327.9	433.4	319.8	247.1	134.6	155.7	1,578.6
Bus, Bus Facilities & Paratransit	440.5	401.6	436.1	372.5	283.6	362.7	2,297.1
Business & Operations Support	306.5	332.3	249.8	180.7	155.8	145.8	1,370.9
Total	**$2,117.6**	**$2,328.0**	**$2,220.9**	**$1,644.2**	**$1,287.0**	**$1,307.8**	**$10,905.5**
Revenue Loss from Capital Projects	$10.0	-	-	-	-	-	$10.0
Debt Service - Dedicated Funding[1]	245.0	299.6	351.4	372.3	372.3	372.3	2,012.7
Total Capital Program Cost[2]	**$2,372.6**	**$2,627.6**	**$2,572.3**	**$2,016.5**	**$1,659.3**	**$1,680.0**	**$12,928.2**

1. Projections subject to change based on actual debt requirements and terms of future debt issuance
2. Totals may not sum due to independent rounding

FY2026 Sources of Funds

Metro's operating and capital budgets are funded through a variety of sources including system generated revenues, state and local support, and federal funding sources.

State and local funding of $2.9 billion supports both the operating and capital budgets. The jurisdictional operating contribution of $1,978.1 million includes $1,905.9 million of net operating subsidy and $72.3 million of debt service contributions. State and local funding of $959.6 million supports the capital program and includes $500.0 million of dedicated funding, $311.1 million in federal match and system performance funds, and $148.5 million in state and local match to federal PRIIA grants.

Metro also receives federal funding in support of the capital program through Federal Transit Administration (FTA) and other federal grants. For FY2026, federal funding related to Metro's capital program totals $626.1 million, which includes $482.6 million from Federal Transit Administration (FTA) formula grants and other federal grants, as well as federal PRIIA funding. The PRIIA funding consists of $143.5 million in support of the capital program and $5.0 million for the Inspector General's Office. During the pandemic and recovery, Metro also received ARPA funding from the federal government to support operations. Metro has spent its remaining ARPA funding during FY2025.

Operating revenues derived from Metrorail, Metrobus and MetroAccess support the operating budget and total $564.1 million, which includes passenger fare revenue of $463.5 million and non-passenger revenue of $100.7 million. Non-passenger revenue consists of parking, advertising, real estate joint development and fiber optic proceeds of $77.5 million and other sources of revenue of $23.2 million.

Reimbursable project funding supports both the operating and capital budgets as follows:

- $13.5 million for operating projects requested by jurisdictions or other third parties and safety/security programs
- $42.4 million in jurisdictionally requested capital improvements

Debt proceeds totaling $653.5 million support the capital program.

Total funding in the FY2026 Budget is slightly lower than the FY2025 Budget; however, the composition of funding has shifted. Notable changes in funding (over 10 percent) include:

- Metro spent the remainder of its Federal Relief funding used to mitigate operating losses during FY2025
- Revenue from passenger fares is anticipated to increase by 19.7 percent as year-over-year ridership continues to grow
- Metro expects to carry forward $28.4 million in FY2025 operating savings and $91.0 million in prior year capital funding to support the FY2026 Operating and Capital Budgets
- Reimbursable funding varies based on projects

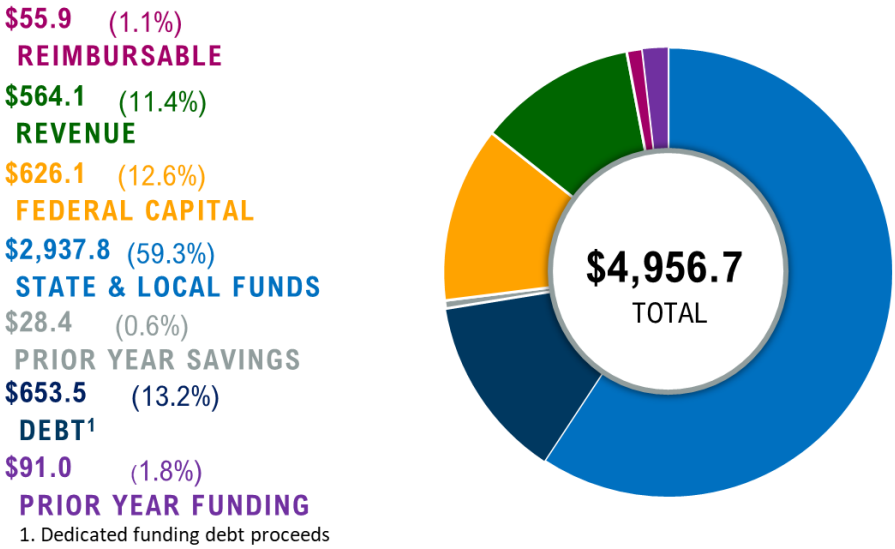


Pictured: Metrobus in Columbia Heights

Please note that chart and table totals throughout this publication may not add due to rounding.

SOURCES OF FUNDS – SUMMARY

($ in millions)



1. Dedicated funding debt proceeds

SUMMARY OF FUNDS BY SOURCE

	(Dollars in Millions)	FY2025 Budget	FY2026 Budget	$ Change	% Change
OPERATING	Passenger Fares	$387.1	$463.5	$76.4	19.7%
	Non-Passenger Revenue	100.5	100.7	0.2	0.2%
	State and Local Funds	1,752.6	1,905.9	153.3	8.7%
	Reimbursable Funds	15.3	13.5	(1.8)	(12.0%)
	Prior Year Savings	-	28.4	28.4	100.0%
	Federal Relief[1]	95.0	-	(95.0)	(100.0%)
	Subtotal	**$2,350.5**	**$2,511.9**	**$161.4**	**6.9%**
	Contributions for Debt Service[2]	$72.2	$72.3	$0.0	0.0%
	Subtotal Including Debt Service	**$2,422.7**	**$2,584.2**	**$161.4**	**6.7%**
CAPITAL	Federal Formula/Other Grants	$476.6	$482.6	$6.0	1.3%
	Federal Dedicated Funds (PRIIA)	143.5	143.5	-	-
	State and Local Funds	451.2	459.6	$8.4	1.9%
	Dedicated Funding	500.0	500.0	-	-
	Reimbursable Funds	32.3	42.4	10.1	31.2%
	Debt Strategy/Other Debt	963.0	653.5	(309.6)	(32.1%)
	Prior Year Funding	-	91.0	91.0	-
	Subtotal	**$2,566.6**	**$2,372.6**	**($194.0)**	**(7.6%)**
Grand Total[3,4]		**$4,989.4**	**$4,956.7**	**($32.6)**	**(0.7%)**

1. Includes ARPA
2. Year-over-year variance is less than $50,000 and thus rounds to $0.0 for this table
3. WMATA Compact requires Metro to have a balanced budget (i.e. projected funding equals planned expense). See Appendix B for additional discussion
4. Totals may not sum due to independent rounding

Operating Subsidy

The FY2026 subsidy, excluding debt service payments, is $1,905.9 million, an increase of $153.3 million from the FY2025 Budget. Metro's jurisdictional partners include the District of Columbia, two jurisdictions in the State of Maryland (Montgomery County and Prince George's County), and six jurisdictions in the Commonwealth of Virginia (City of Alexandria, Arlington County, City of Fairfax, Fairfax County, City of Falls Church, and Loudoun County).

Following collaboration with jurisdictional partners, the FY2026 Operating Subsidy reflects a three percent annual growth rate and jurisdictionally sponsored bus service increases and replaces the $95 million in one-time savings from FY2025. Additionally, Metro identified $18.5 million in savings to help reduce the additional jurisdictional subsidy requirement from $95 million to $76 million. The Debt service payments remain equivalent to FY2025 at $72.3 million, resulting in total jurisdictional contributions in FY2026 of $1,978.1 million.

In FY2025, the Board of Directors approved a restructuring of the Metrorail and Metrobus operating subsidy allocation formula to address challenges with the legacy formulas by improving clarity and transparency, aligning service costs with regional benefits and incentivizing ridership and revenue growth. This restructured operating subsidy formula allocates both costs and revenues to determine the jurisdictional subsidy using six subsidy allocation formulas: Metrobus Cost Allocation, Metrorail Cost Allocation, Metrobus Revenue Allocation, Metrorail Revenue Allocation, Paratransit subsidy allocation and Debt service allocation.

The following table provides the FY2026 subsidy by mode by jurisdiction. Appendix F provides further details on the variables used to calculate the restructured operating subsidy.

FY2026 BUDGET – SUMMARY OF STATE AND LOCAL OPERATING REQUIREMENTS

(Dollars in Millions)	Metrobus Subsidy	Metrorail Subsidy	MetroAccess Subsidy	Total Subsidy	Debt Service	Jurisdictional Contributions
District of Columbia	**$372.3**	**$319.2**	**$45.5**	**$737.0**	**$33.3**	**$770.3**
Montgomery County	$94.5	$153.5	$31.6	$279.6	$15.4	$295.0
Prince George's County	$161.5	$159.9	$76.1	$397.5	$15.8	$413.4
Maryland	**$256.0**	**$313.5**	**$107.7**	**$677.1**	**$31.3**	**$708.4**
City of Alexandria	$24.6	$36.4	$2.2	$63.1	$1.8	$64.9
Arlington County	$44.1	$97.6	$1.6	$143.3	$0.0	$143.3
City of Fairfax	$1.4	$2.2	$0.4	$4.0	$0.1	$4.1
Fairfax County	$68.7	$154.5	$17.3	$240.5	$5.6	$246.1
City of Falls Church	$1.8	$2.1	$0.1	$3.9	$0.2	$4.1
Loudoun County	$0.1	$36.7	$0.0	$36.9	$0.0	$36.9
Virginia	**$140.6**	**$329.5**	**$21.6**	**$491.7**	**$7.7**	**$499.4**
Net Operating Subsidy[1]	**$769.0**	**$962.1**	**$174.8**	**$1,905.9**	**$72.3**	**$1,978.1**

1. Totals may not sum due to independent rounding

Passenger and Non-Passenger Revenue

OPERATING REVENUE

(Dollars in Millions)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Metrorail	$231.4	$301.4	$328.9	$399.6	$70.7	21.5%
Metrobus	55.6	50.1	53.7	59.9	6.2	11.5%
MetroAccess	4.6	4.1	4.5	4.0	(0.5)	(11.6%)
Passenger Revenue Subtotal	**$291.6**	**$355.6**	**$387.1**	**$463.5**	**$76.4**	**19.7%**
Non-Passenger Revenue[1]	$89.3	$117.0	$100.5	$100.7	$0.2	0.2%
Total Revenue	**$380.9**	**$472.6**	**$487.6**	**$564.1**	**$76.5**	**15.7%**
Federal Relief[2]	$643.4	$532.6	$95.0	$0.0	($95.0)	(100.0%)
Total	**$1,024.4**	**$1,005.3**	**$582.6**	**$564.1**	**($18.5)**	**(3.2%)**

1. Other non-transportation revenue includes interest on investments, property disposal sales, vending machine sales, and miscellaneous revenues
2. Federal relief includes ARPA federal relief funding

Though federal relief funding aided Metro during recent years, Metro's principal source of operating revenue is passenger and non-passenger revenue generated through ongoing operations. Metro's operating revenue includes fare collection from its Metrorail, Metrobus and MetroAccess services, advertising placements within stations and on vehicles, and income from parking facilities at Metro stations. Metro also generates revenue through its joint development projects, fiber optic program and other general sources. These funds play a crucial role in maintaining the efficiency and reliability of Metro services and ensuring tens of millions of customers can travel safely and efficiently throughout the capital region.

As federal agencies and private employers bring more staff back to the office, these shifts are influencing current and future ridership, despite the continued presence of hybrid work models. Metro has actively addressed the changes in the way many people work and commute to work through customer-focused adjustments in coverage, fare structures and service frequency. Fare simplification implemented in FY2024 made Metro's pricing easier to understand and increased affordability through initiatives such as the Metro Lift income-based pass. The FY2026 Approved Budget will maintain fares at FY2025 levels. In addition, Metro is preparing to introduce Tap. Ride. Go. to Metrorail, Metrobus, and parking facilities during 2025. Tap. Ride. Go. will allow customers to use their contactless credit/debit card, mobile wallet, or linked smartwatch for fare payment without the need to use a SmarTrip card. All fares remain eligible for reduced fare programs such as Metro Lift and reduced fares for seniors and people with disabilities.

The FY2026 Approved Budget projects $564.1 million in operating revenue. This change represents a 15.7 percent increase from FY2025. Passenger fares of $463.5 million make up 82.2 percent of the operating revenue budget. Passenger revenue is projected to increase by 19.7 percent relative to the FY2025 Budget. Non-passenger revenues from parking, advertising, joint development, fiber optic leases and other sources are projected to be $100.7 million, an increase of $0.2 million relative to the FY2025 Budget.

FY2026 Fares Will Remain at FY2025 Levels Across all Three Modes



- Metrorail base fare will remain at $2.25, with a composite mileage charge of $0.45 per mile after the first three miles, and a maximum fare of $6.75
- Metrorail late-night and weekend fares will remain the same, ranging from $2.25 to $2.50
- Metrobus local fares will remain $2.25 and the express fare will remain at $4.80
- MetroAccess maximum fares will remain at $4.50

Ridership

RIDERSHIP BY SERVICE

(Trips in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	Change	% Change
Metrorail[1]	95,813	123,166	113,713	135,462	21,749	19.1%
Metrobus[2]	102,477	117,540	111,408	133,069	21,661	19.4%
MetroAccess	1,394	1,397	1,481	1,197	(284)	(19.2%)
Total Ridership[3]	**199,684**	**242,103**	**226,603**	**269,727**	**43,125**	**19.0%**

1. Ridership statistics beginning in January 2024 include both tapped and non-tapped ridership for Metrorail.
2. Metrobus ridership reflects Automated Passenger Count (APC) data
3. Metrorail ridership is based on linked trips; Metrobus ridership is based on unlinked trips from APC data; MetroAccess ridership is based on total passengers. Unlinked trips are total boardings, while linked trips are total number of complete trips from origin to destination, including transfers

Total Ridership is projected to increase to 269.7 million trips in FY2026, with 50.2 percent of trips on Metrorail, 49.3 percent on Metrobus and the remainder on MetroAccess.

Metrorail

As home to the nation's capital, the greater Washington D.C. Metropolitan area is a dynamic entertainment, cultural and historic destination, drawing individuals from around the world while also housing some of the country's most critical government institutions. Metrorail services support both residents and visitors, providing convenient service to area sporting events, festivals, and institutions.

Advancing Service Excellence

Metro began Automatic Door Operations (ADO) on all lines during FY2025. Upgrading and restoring the technology for Auto Doors will enable Metro to safely automate 20,000 daily door openings systemwide.

The increased prevalence of changing travel patterns continues to impact Metrorail. The FY2026 Approved Budget focuses on optimizing rail service to meet the current travel needs of the region, while simultaneously focusing on future requirements. To enhance customer experience, Metro continues efforts to modernize the rail program, replacing antiquated infrastructure, vehicles and obsolete signaling systems. By improving signage and communication throughout the rail system, Metro is enhancing customers' ability to move through the system seamlessly to a desired location. Metro is also expanding its improved wayfinding program across Metro stations, incorporating more recognizable icons to help customers navigate from the station to a chosen destination. This program, first introduced at L'Enfant Plaza station in Fall 2023, enhances customer experience and makes Metro easier to use.

Metrorail ridership continues to demonstrate strong year-over-year gains. The FY2026 Approved Budget recognizes the changes in ridership patterns and focuses on optimizing service to continue this positive momentum. Metrorail anticipates 135.5 million trips in FY2026 which represents a 19.1 percent increase from the FY2025 Approved Budget. Based on ridership projections, Metrorail passenger revenue for FY2026 is budgeted at $399.6 million, a $70.7 million or 21.5 percent increase relative to the FY2025 Budget.

The FY2026 Approved Budget incorporates targeted service changes, focused on addressing crowding, aligning with regional travel demand and maximizing the efficiency of Metro's rail assets. To address growing ridership, the FY2026 Approved Budget will extend half of the Yellow Line trains to Greenbelt beginning December 2025, open the Metrorail system at 6 a.m. on weekend mornings, close the Metrorail system at 2 a.m. on Fridays and Saturdays, adjust service patterns on the Silver Line and add additional trains during the busiest times of service along the Red and Silver Lines. Metrorail will also continue to advance service efficiency through train automation and optimizing the mix of 6-car and 8-car trains to increase capacity. Efficiencies from rail automation and train length optimization will enable approximately three percent more rail service with the same FY2026 resources. Metro will continue to assess ways to most effectively add peak capacity to address passenger loads at business times and locations. Metro fares will remain at FY2025 levels, a fare range of $2.25 to $6.75 for weekdays and $2.25 and $2.50 for late-night and weekends.

Metro continues to implement solutions to reduce fare evasion. Metro completed the installation of saloon style faregates at all 98 stations. Additionally, the Secure DC

Bill passed in 2024 enhanced penalties for assaulting a transit worker and includes a provision requiring anyone stopped for fare evasion to provide their true name and address, allowing police officers to issue civil citations. These efforts have helped to reduce fare evasion across the Metrorail system.

Metro's budget also includes up to $10.0 million as a rail fare revenue offset for closing stations for major capital improvement projects. Metrorail revenue also includes the Kids Ride Free program. In partnership with the District Department of Transportation (DDOT), District of Columbia Public Schools (DCPS), and the District of Columbia Public Charter School Board, Metro is reimbursed for District K-12 students riding Metrorail and Metrobus. Students can take unlimited trips on Metrorail and Metrobus using program specific SmarTrip® cards.

Metrobus

Due to its expansive and unique urban space, a reliable and convenient bus network is critical to the regional transportation system. As with Metrorail, Metrobus services connect individuals to personal, educational and professional opportunities. Metro's Better Bus Network Redesign is a crucial element of Metro's service optimization concepts. Launched to better meet the region's needs, this initiative will redesign the network with priority bus lanes and technology, standardized stops and covered shelters at bus stops, making connections across all transit providers easier and improving customer experience. This transformative bus service will reallocate resources to meet regional goals by adapting the network to current travel patterns. The implementation of its initial phase is included in the FY2026 service plans and is supported by the FY2026 Approved Budget. The Year One implementation will provide 11 more routes in the Frequent Service Network; offer new connections to transit stations, jobs and other key destinations; and increase midday, evening and weekend service.

The FY2026 Approved Budget maintains bus fares for both local and express service at FY2025 levels. Metrobus ridership is projected at 133.1 million trips in FY2026, an increase of 21.7 million trips, or 19.4 percent, from the FY2025 budget. Metrobus passenger revenue for the FY2026 Approved Budget is $59.9 million, an increase of $6.2 million from the FY2025 Approved Budget.

Metrobus ridership is based on data collected using Automatic Passenger Counters (APCs), which the transit industry considers a more accurate method of recording ridership than data acquired through the farebox. Accordingly, starting with FY2020, bus ridership is reported using APC figures unless otherwise noted.

MetroAccess

MetroAccess is a shared-ride, door-to-door, paratransit service for people whose disability prevents them from using Metrobus or Metrorail. MetroAccess fares will remain at FY2025 levels with a fare cap of $4.50. The FY2026 Approved Budget includes proposed expansion of service hours on Metrorail, as well as revisions to the Metrobus network through the implementation of the Better Bus Network, previously approved by the Board of Directors. To the extent that these changes increase the service hours or service area, MetroAccess services will, as required by law, expand to meet those requirements. MetroAccess is projected to provide 1.2 million trips in FY2026, a decrease of 0.3 million trips relative to the FY2025 budget. MetroAccess passenger revenue for the FY2026 Approved Budget is $4.0 million, a decrease of $0.5 million from the FY2025 Approved Budget

Nearly 61.6 percent of MetroAccess trips are provided in Montgomery and Prince George's counties in Maryland, 26.0 percent in Washington D.C., and the remaining 12.3 percent of the trips in combined Virginia jurisdictions based on FY2024 actual results.



Pictured: Metrobus at stop as customers cross street

Non-Passenger Revenue

Parking

Total parking revenue for the FY2026 Approved Budget is $24.0 million, a $3.3 million increase from the FY2025 Budget. Parking rates remain unchanged in the FY2026 Approved Budget from the FY2025 budget to encourage use of available capacity at parking facilities and bolster growth in long-distance Metro commutes. In addition, Metro bicycle lockers have been equipped with an hourly rental feature for fares of $0.05 per hour up to $1.00 per day.

Advertising

Total advertising revenue in FY2026 is budgeted at $20.5 million, a $0.5 million decrease from the FY2025 budget.

Fifty-seven Metrorail stations include digital advertising display panels. This technology has not only broadened Metro's advertising base but also provided a platform to communicate important Metro-specific information to customers.

Joint Development

Metro implements its Joint Development program to maximize our real estate assets and support regional economic growth. Since 1978, Metro has delivered more than 55 buildings at 30 Metro stations totaling 17 million square feet of mixed-use development. The fiscal benefits of these projects generate annual property, sales, and income taxes for state and local governments. Joint development revenues are estimated to be $15.9 million in the FY2026 Budget.

Advancing Regional Partnership and Opportunity

	Metro's 10-year Strategic Plan for Joint Development identifies 40 stations with land available for development to attract investment and prioritize future station opportunities.

Fiber Optics

The Metro Fiber Optic Program, initiated in September 1986, allows for the installation, operation, and maintenance of fiber optic cables in Metro's right-of-way. Under these lease agreements, Metro receives revenue from telecommunications companies as well as fiber optic lines for its own use. For FY2026, the fiber optic revenue budget is $17.2 million.

Other Revenue

Other revenues total $23.2 million in FY2026 and include lost revenue from capital projects as well as proceeds from agreements with cellular service providers, vending machine companies, surplus asset disposals, employee parking, and investment income.



Pictured: Digital signage in Metrorail station

OPERATING BUDGET REVENUES[1]

	(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
METROBUS	Passenger	$ 55,635	$ 50,108	$ 53,703	$ 59,881	$ 6,178	11.5%
	Parking	21	-	-	-	-	-
	Advertising	6,675	6,615	8,346	8,204	(141)	(1.7%)
	Joint Development	-	-	-	-	-	-
	Fiber Optics	-	-	-	-	-	-
	Other Non-Transit Sources	10,890	30,838	4,974	9,905	4,931	99.1%
	Metrobus Revenue Subtotal	**$ 73,222**	**$ 87,560**	**$ 67,022**	**$ 77,990**	**$ 10,968**	**16.4%**
	Federal Relief[2]	255,276	245,315	25,008	-	(25,008)	(100.0%)
	Metrobus Subtotal	**$ 328,498**	**$ 332,875**	**$ 92,030**	**$ 77,990**	**$ (14,040)**	**(15.3%)**
METRORAIL	Passenger	$ 231,417	$ 301,440	$ 328,909	$ 399,606	$ 70,697	21.5%
	Parking	16,191	20,511	20,691	23,977	3,286	15.9%
	Advertising	11,132	10,067	12,654	12,306	(348)	(2.8%)
	Joint Development	13,477	15,693	15,884	15,876	(8)	(0.1%)
	Fiber Optics	16,929	17,413	18,505	17,155	(1,350)	(7.3%)
	Other Non-Transit Sources	13,969	15,811	19,386	13,149	(6,236)	(32.2%)
	Metrorail Revenue Subtotal	**$ 303,115**	**$ 380,935**	**$ 416,028**	**$ 482,068**	**$ 66,041**	**15.9%**
	Federal Relief[2]	379,230	283,730	68,661	-	(68,661)	(100.0%)
	Metrorail Subtotal	**$ 682,345**	**$ 664,665**	**$ 484,689**	**$ 482,068**	**$ (2,620)**	**(0.5%)**
METROACCESS	Passenger	$ 4,558	$ 4,078	$ 4,489	$ 3,968	$ (521)	(11.6%)
	Parking	-	-	-	-	-	-
	Advertising	-	-	-	-	-	-
	Joint Development	-	-	-	-	-	-
	Fiber Optics	-	-	-	-	-	-
	Other Non-Transit Sources	45	69	66	114	48	71.6%
	MetroAccess Revenue Subtotal	**$ 4,603**	**$ 4,147**	**$ 4,555**	**$ 4,082**	**$ (473)**	**(10.4%)**
	Federal Relief[2]	8,922	3,577	1,331	-	(1,331)	(100.0%)
	MetroAccess Subtotal	**$ 13,525**	**$ 7,724**	**$ 5,886**	**$ 4,082**	**$ (1,804)**	**(30.7%)**
TOTAL	Passenger	291,610	355,626	387,100	463,455	76,355	19.7%
	Parking	16,212	20,511	20,691	23,977	3,286	15.9%
	Advertising	17,807	16,682	21,000	20,510	(490)	(2.3%)
	Joint Development	13,477	15,693	15,884	15,876	(8)	(0.1%)
	Fiber Optics	16,929	17,413	18,505	17,155	(1,350)	(7.3%)
	Other Non-Transit Sources	24,904	46,717	24,426	23,168	(1,258)	(5.1%)
	Revenue Subtotal	**$ 380,940**	**$ 472,642**	**$ 487,605**	**$ 564,141**	**$ 76,535**	**15.7%**
	Federal Relief[2]	$ 643,428	$ 532,622	$ 95,000	$ -	$ (95,000)	(100.0%)
Grand Total		**$ 1,024,368**	**$ 1,005,264**	**$ 582,605**	**$ 564,141**	**$ (18,465)**	**(3.2%)**

1. Please note that figures in tables and charts throughout this publication may not add due to independent rounding
2. Federal relief includes ARPA federal relief funding

Capital Funding

Metro's six-year CIP investments of $10.9 billion requires total funding of $12.9 billion from the federal government, state and local government partners and other sources due to an expected $10.0 million cost for revenue loss from service shutdowns for capital projects and $2.0 billion of debt service.

Within the $12.9 billion six-year funding plan, Metro is projecting:

- $4.0 billion from federal grant funding, based on the IIJA authorization for formula and PRIIA funding
- State and local contributions for matching federal grants and system performance totals $2.9 billion, of which $10.0 million is expected to fund revenue losses from long-term service shutdowns due to major capital projects
- State dedicated funding of $3.0 billion
- Debt, secured by dedicated funding, of $2.5 billion
- Other local sources for reimbursable projects in the amount of $126.1 million
- Prior year funding of $442 million

Additional information about capital funding sources is included in Chapter 4 – FY2025 Capital Budget.



Pictured: Farragut North Escalator Replacement

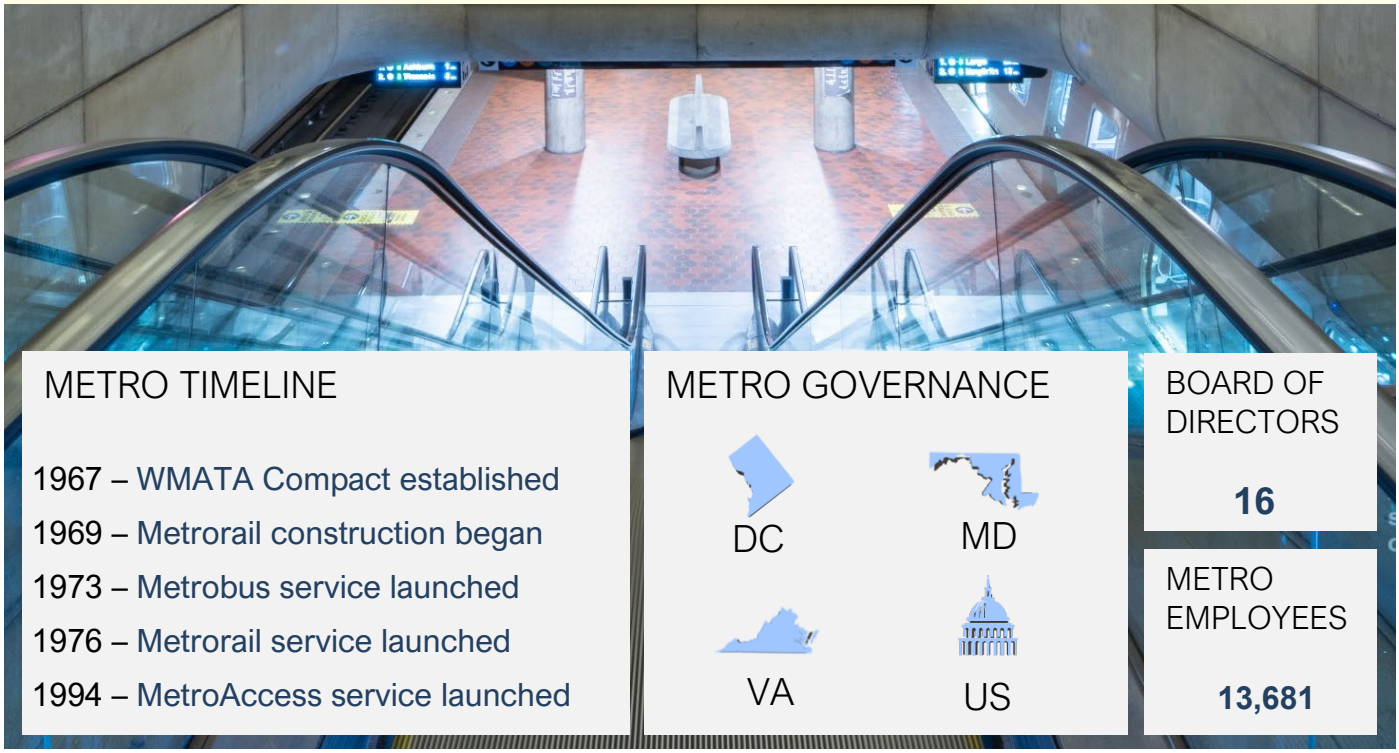
FINANCIAL PLAN - ALLOCATION OF STATE AND LOCAL CONTRIBUTIONS

	(Dollars in Millions)	FY2026 Budget	FY2027 Plan	FY2028 Plan	FY2029 Plan	FY2030 Plan	FY2031 Plan	6-Year Total
FEDERAL	Federal Formula Programs	$470.0	$481.2	$490.8	$500.6	$510.6	$520.8	$2,974.0
	Federal RSI/PRIIA	143.5	143.5	143.5	143.5	143.5	143.5	861.0
	Other Federal Grants	11.5	28.7	48.8	50.6	2.9	2.9	145.4
	Total - Federal Grants	**$625.0**	**$653.3**	**$683.1**	**$694.7**	**$657.0**	**$667.2**	**$3,980.4**
STATE AND LOCAL FUNDING CONTRIBUTIONS	Formula Match & System Performance	$116.8	$120.3	$123.9	$127.7	$131.5	$135.4	$755.6
	RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
	Dedicated Funding	178.5	178.5	178.5	178.5	178.5	178.5	1,071.0
	Subtotal - District of Columbia	**$344.8**	**$348.3**	**$351.9**	**$355.7**	**$359.5**	**$363.4**	**$2,123.6**
	Montgomery County	49.8	51.3	52.9	54.4	56.1	57.8	322.3
	Prince George's County	52.7	54.2	55.9	57.6	59.3	61.1	340.7
	Maryland RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
	Maryland Dedicated Funding	167.0	167.0	167.0	167.0	167.0	167.0	1,002.0
	Subtotal - Maryland	**$319.0**	**$322.1**	**$325.2**	**$328.5**	**$331.9**	**$335.3**	**$1,961.9**
	City of Alexandria	13.8	14.2	14.7	15.1	15.6	16.0	89.4
	Arlington County	26.0	26.8	27.6	28.4	29.3	30.1	168.2
	City of Fairfax	0.8	0.8	0.8	0.8	0.9	0.9	5.0
	Fairfax County	42.5	43.7	45.1	46.4	47.8	49.2	274.7
	City of Falls Church	1.0	1.0	1.1	1.1	1.1	1.2	6.5
	Loudoun County	7.7	8.0	8.2	8.4	8.7	9.0	50.0
	Virginia RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
	Virginia Dedicated Funding - Unrestricted	122.9	122.9	122.9	122.9	122.9	122.9	737.3
	Virginia Dedicated Funding - Restricted	31.6	31.6	31.6	31.6	31.6	31.6	189.7
	Congestion Mitigation and Air Quality (CMAQ)	1.1	0.9	0.7	0.7	0.6	0.6	4.6
	Subtotal - Virginia	**$296.9**	**$299.5**	**$302.1**	**$305.0**	**$307.9**	**$311.0**	**$1,822.5**
	Jurisdiction Planning Projects	3.0	3.0	3.0	3.0	3.0	3.0	18.0
	Other Reimbursable Projects	39.4	58.7	10.0	-	-	-	108.1
	Subtotal - Jurisdictional Reimbursable	**$42.4**	**$61.7**	**$13.0**	**$3.0**	**$3.0**	**$3.0**	**$126.1**
	Total - State and Local	**$1,003.1**	**$1,031.6**	**$992.2**	**$992.2**	**$1,002.3**	**$1,012.8**	**$6,034.2**
	Debt	**$653.5**	**$779.7**	**$739.9**	**$298.6**	**-**	**-**	**$2,471.7**
	Prior Year Funding	**$91.0**	**$163.0**	**$157.0**	**$31.0**	**-**	**-**	**$442.0**
Grand Total Funding[1,2]		**$2,372.6**	**$2,627.6**	**$2,572.3**	**$2,016.5**	**$1,659.3**	**$1,680.0**	**$12,928.2**

1. Total funding requirement includes capital program expenditures, other liabilities, debt service, and estimated revenue loss from major shutdowns
2. Totals may not sum due to independent rounding

Chapter 2 – Metro Officers

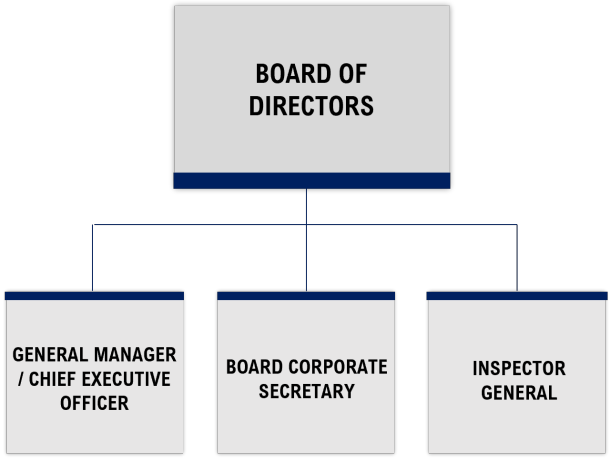
Metro enhances the region – helping to achieve and sustain economic and environmental improvements.



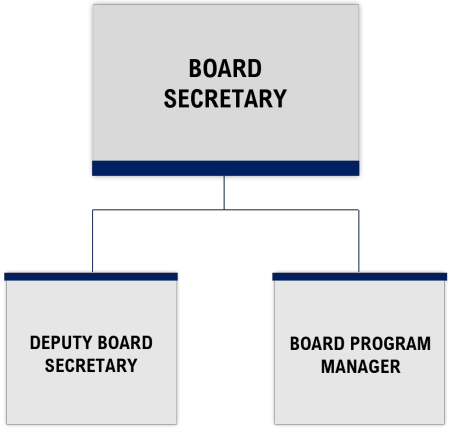
Pictured: Escalator view in L'Enfant station

Board Reporting Structure

The Metro Board of Directors Bylaws designate three Metro officers as direct reports to the Board: the General Manager and Chief Executive Officer (GM/CEO), the Inspector General, and the Board Corporate Secretary. The latter two officers are appointed by, and may only be removed by, the Metro Board of Directors and they operate independently of the GM/CEO. This chapter includes budget information for the departments that support the Board Corporate Secretary, Inspector General, and GM/CEO. The Authority-wide operating figures in Chapter 3 include the costs of these three departments in order to present a complete budget for the Authority.



Board Corporate Secretary



BOARD SECRETARY

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel[1]	$870	$972	$950	$996	$46	5%
Non-Personnel	$113	$1,064	$210	$211	$1	1%
Total[2]	**$983**	**$2,036**	**$1,160**	**$1,208**	**$47**	**4%**
Authorized Positions	4	4	4	4	-	-

1. Personnel figures include the department's share of total fringe expenses
2. Total operating budget cost for each fiscal year is based on Metro's organizational structure at the time of budget approval or proposal

The Office of the Board Corporate Secretary is an independent office that reports to the Metro Board of Directors and serves as a resource to advance the Board's goals, policies, and strategic plan.

The Office of the Board Corporate Secretary is responsible for managing the Board's activities across the Authority in support of executive decision-making. The office works with the Board on policy issues and provides guidance, represents the Board in policy matters, and advises on communications and governance best practices. The office also works proactively with management to carry out the policies, goals and initiatives of the Board; and serves as liaison between the Board, the Authority, Board advisory bodies and customers.

Other responsibilities include Board training and professional development; regulatory compliance and ethics; the coordination, review and distribution of Metro Board materials; maintaining official records of Board actions and resolutions; publishing legal notices and arranging public hearings approved by the Board; and representing the Board on a variety of issues relating to stakeholder groups.

Board Corporate Secretary – FY2026 Business Initiatives and Priorities
The Office of the Board Corporate Secretary will:
• Ensure Board operations and materials maintain a strategic focus and that the Board's work aligns with its priorities set forth in the Strategic Transformation Plan
• Support Board Members in their work on DMV Moves through communications and policy counsel
• Create and implement opportunities for the Board to develop and continually refine its priorities, including through retreats and updated committee work plans
• Provide policy, governance and communications counsel and recommendations regarding Board initiatives and policies on an ongoing basis
• Facilitate public access to Board meetings and other public events that provide riders an opportunity to offer feedback
• Manage the Compact public hearing process, including the administration of hearings and coordination with Metro's outreach processes under the Public Participation Plan to encourage and facilitate customer engagement and input
• Support the Board in fulfilling the requirements of dedicated funding legislation, the WMATA Compact and the Board's Bylaws
• Develop and lead Board orientation for new members as appointed
• Promote continuous learning through training and other educational and developmental opportunities for Board members, including mandatory trainings and professional conferences
• Update Board Travel Policy to reflect travel industry changes and simplify Board member reimbursement process
• Ensure completion of Board members' annual Ethics Disclosure process and support continued adherence to the Board's Code of Ethics
• Continue to expand functions of the Board's Ethics Portal to streamline the required disclosure reporting process
• Support Board member participation in Metro events with communications support and logistical assistance
• Oversee annual performance evaluation process for Board direct reports
• Provide policy and logistical support for the Riders' Advisory Council
• Provide support to the Board Liaison for the Youth Advisory Council
• Conduct recruitment for the Riders' Advisory Council and Metro Transit Police Department Investigations Review Panel to fill vacancies
• Review recommendations by the Metro Transit Police Department Investigations Review Panel
• Fulfill all Board-related Public Access to Records requests
• Continue working with appropriate staff to improve audio-visual capabilities for Board room and virtual access to Board meetings and Board-related events
• Leverage new technologies to improve efficiency in managing board activities

FY2025 Major Accomplishments

Service Excellence

- Facilitated opportunities for Riders' Advisory Council to provide input on Metro's customer-focused initiatives
- Improved the audio-visual capabilities to enhance Board meetings and public hearing broadcasts
- Conducted recruitment for MTPD Investigations Review Panel members

Talented Teams

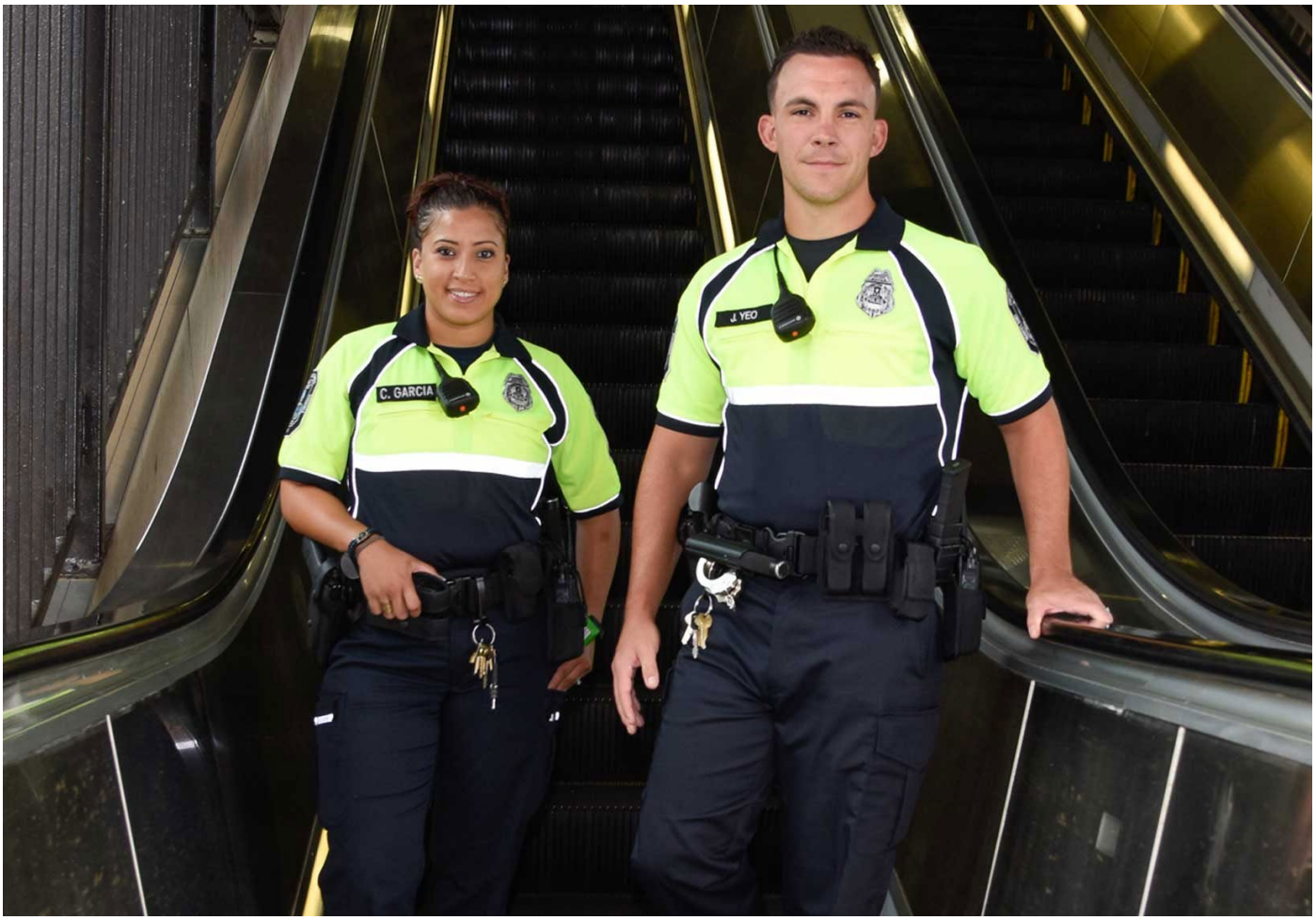
- Onboarded new Board Chair
- Facilitated opportunities for Board Chair and Board members to learn firsthand about Metro facilities, processes and employee roles through tours and employee ride-alongs
- Completed required annual Board trainings on Audit Awareness/Internal Controls and Ethics

Regional Opportunity and Partnership

- Supported Board members serving on the DMV*Moves* Task Force
- Facilitated hybrid Compact public hearings on jurisdictionally-supported projects
- Supported Board member participation in Metro events with communications support and logistical assistance

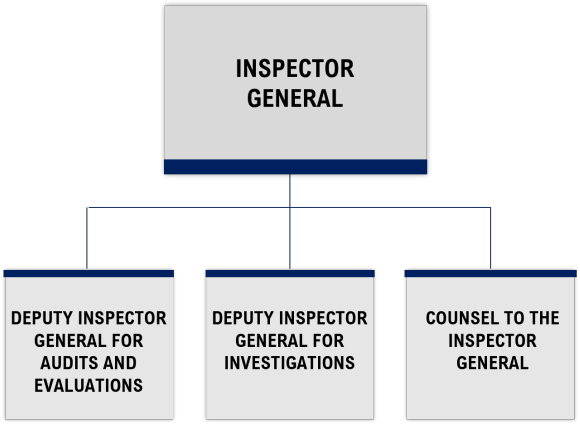
Financial Stewardship and Resource Management

- In collaboration with Legal and Compliance, launched streamlined Board documents approval process (BoardDocs)
- Continued to refine and expand functionality of online Board Ethics Portal to consolidate all ethics functions online



Pictured: Two MTPD officers coming down an escalator

Inspector General



INSPECTOR GENERAL

(Dollars in Thousands)	FY2023 Actual[1]	FY2024 Actual[1]	FY2025 Budget[1]	FY2026 Budget[1]	$ Change	% Change
Personnel[2]	$8,010	$8,211	$9,181	$10,060	$879	10%
Non-Personnel	$2,213	$2,327	$2,819	$2,957	$138	5%
Total[3]	**$10,222**	**$10,538**	**$12,001**	**$13,017**	**$1,017**	**8%**
Authorized Positions	48	48	48	48	-	-

1. The Inspector General's FY2023 - FY2026 budgets each include $5 million of PRIIA funding
2. Personnel figures include the department's share of total fringe expenses
3. The total operating budget cost for each fiscal year is based on Metro's organizational structure at the time of budget approval or proposal

The Office of Inspector General (OIG) is an independent office that reports to the WMATA Board of Directors (Board). Under the WMATA Compact, the Office of Inspector General is:

> [an] independent and objective unit of the Authority that conducts and supervises audits, program evaluations, and investigations relating to Authority activities; promotes economy, efficiency, and effectiveness in Authority activities; detects and prevents fraud and abuse in Authority activities; and keeps the Board fully and currently informed about deficiencies in Authority activities as well as the necessity for and progress of corrective action.

The Board's FY2026 Budget provides funding to OIG for ongoing operational expenses. This document highlights our key initiatives and presents perspective and context for our budget needs and focus areas for FY2026.

As the leading public transit agency for the Washington DC, Maryland, and Virginia (DMV) region, WMATA is pivotal to the DMV's success. With a budget of approximately $5 billion, WMATA operates the second-largest heavy rail system and sixth-largest bus network in the United States and employs over 13,000 individuals.

OIG continually aligns its mission and resources to concentrate on the agency's highest-risk areas. We expect our work to continue to focus on these areas as the agency implements its Strategic Transformation Plan. OIG's goal is to provide transparency into the impacts of these changes, making recommendations to enhance the efficiency of WMATA operations and to ensure the integrity of its finances, procurements, employees, and contractors. We will also continue to increase our focus on procurement activities and oversight of Capital Improvement Projects.

Our results represent a prudent return on investment (ROI), as the financial benefits to WMATA from our work are greater than the total cost of our annual budget. For example, in FY2024, the OIG monetary results were approximately $1.80 for every dollar invested based on our FY2024 actuals.

Office of Inspector General -- FY2026 Business Initiatives and Priorities
The Inspector General's Office of Investigations will:
Conduct criminal, civil and administrative investigations and refer them for prosecution or other resolution, as appropriate.
Handle and issue confidential reports of investigations involving fraud, waste, abuse, misconduct, gross mismanagement, or any investigation of Authority activities deemed necessary or desirable by the Inspector General.
Provide all oversight and administration of the Office of Inspector General's hotline, including timely referral of non-investigative matters to the appropriate WMATA departments for review and action as they deem appropriate.
Oversee and administer WMATA's whistleblower retaliation program, administer the OIG's Whistleblower Award Program, and provide confidential and timely investigative reports to the Whistleblower Panel.
Issue management alerts to the GM/CEO on matters with time sensitivity and those requiring management action.
Provide fraud awareness training to WMATA departments, offices, new staff, and staff with fiduciary responsibilities.
Oversee forensic and data analytics initiatives to identify fraud, waste, or abuse.
The Inspector General's Office of Audits and Evaluations will:
Conduct risk-based performance audits and evaluations to promote the economy, efficiency, and effectiveness of WMATA programs, operations, and activities.
Perform reviews and analyses of contractor proposals to determine the reasonableness of cost/pricing information and compliance with the Buy America Act.
Oversee the independent public accounting firm conducting WMATA's annual financial statement audit.
Keep the Board fully and currently informed about the progress of corrective actions on audit and evaluation recommendations.
Issue management alerts to the GM/CEO for matters with time sensitivity and those requiring management action.



Pictured: Zero-emissions Metrobus at stop

FY2025 Major Accomplishments

Service Excellence

- OIG's Office of Investigations (OI) continued to receive information from WMATA employees, customers, vendors, and the public through the OIG Hotline, receiving 415 complaints that led to investigations and referrals for resolution
- Investigative staff initiated 32 investigations focused on criminal, civil, and administrative violations impacting WMATA operations
- OI issued one Management Alert highlighting deficiencies in WMATA's contractor onboarding and offboarding procedures, helping to improve internal operational processes
- Two Investigative Referrals were issued to Management, one of which resulted in an employee's termination
- OIG also referred two companies and three individuals to WMATA's Procurement Office for suspension and debarment consideration

Talented Teams

- Closed 10 outstanding recommendations associated with five audit and evaluation reports, contributing to internal improvement and accountability through the corrective actions process

Regional Opportunity and Partnership

- Investigative work resulted in two former WMATA employees and one former contractor being sentenced in Federal Court for a procurement scheme aimed at defrauding WMATA and the District of Columbia, demonstrating strong coordination with external enforcement partners.

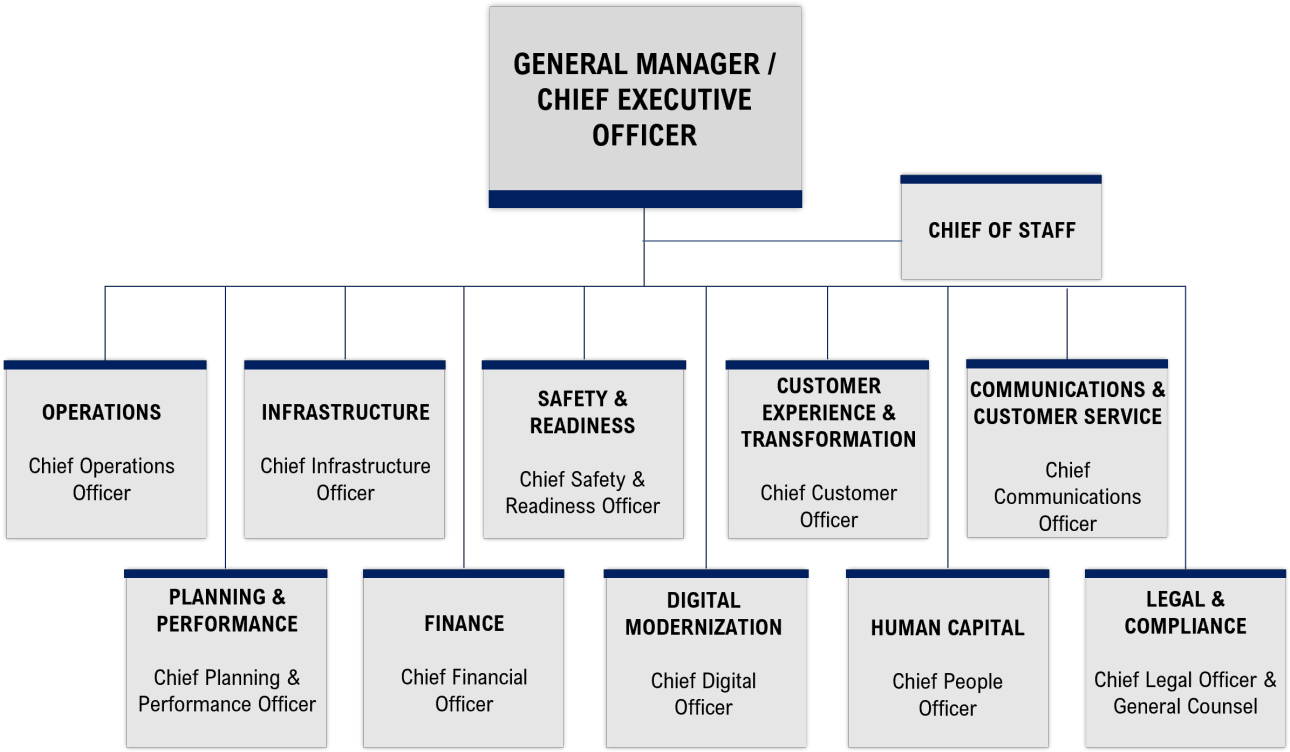
Financial Stewardship and Resource Management

- OIG's Office of Audits & Evaluations (OA) issued 30 procurement contract audit reports and seven other audit reports, identifying potential monetary benefits of $51.2 million
- Oversaw the audits of WMATA's Financial Statements for Fiscal Years 2024 and 2023, WMATA's Single Audit for Fiscal Year 2024, and WMATA's SmarTrip Regional Partner Comparative Billing Statements for Fiscal Years Ended 2023 and 2022
- Issued the Audit of WMATA's Travel Expenses to assess the effectiveness and efficiency of internal controls for employee travel costs
- Issued the Audit of WMATA's Contract Modifications Process to evaluate internal controls over contract changes and ensure procurement discipline
- Issued the Audit of WMATA's Data Center Cost Optimization to assess whether WMATA had implemented cost reduction strategies in its IT infrastructure



Pictured: Metrobus operator standing in bus entrance smiling at the camera

General Manager & Chief Executive Officer



GENERAL MANAGER & CHIEF EXECUTIVE OFFICER

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel	$1,520,435	$1,556,371	$1,601,865	$1,744,652	$142,786	9%
Non-Personnel	$665,971	$688,569	$720,143	$739,568	$19,425	3%
Total [1,2,3]	**$2,186,406**	**$2,244,940**	**$2,322,009**	**$2,484,220**	**$162,211**	**7%**
Authorized Positions	13,152	13,445	13,445	13,629	184	1%

1. Excludes expenses and positions of the Board Corporate Secretary and Inspector General as presented in this chapter
2. Total operating budget cost for each fiscal year is based on Metro's organizational structure at the time of budget approval or proposal
3. Totals may not sum due to independent rounding

The Strategic Transformation Plan, *Your Metro, the Way Forward*, provides a roadmap for Metro's future as a world-class transit agency. The Strategic Transformation Plan (STP) is being implemented through initiatives organized into two Action Programs categories: Administration and Operations. These Action Programs give Metro staff, leadership, and external partners a high-level schedule of projects and programs we will undertake to transform Metro over the next decade. This comprehensive long-term planning ensures that Metro's capital investments, service plans, and business operations align with and advance the plan's goals and objectives. Metro's Action Programs span multiple years, providing a long-term strategy for business continuity. Each Action Program consists of specific initiatives with associated actions, milestones, and key performance indicators.

The preface of this document outlines Metro's high-level initiatives.

FY2025 Major Accomplishments

Metro's 2025 Annual Transformation Report provides progress profiles on transformational efforts over the past year to achieve our Strategic Transformation Goals in Service Excellence, Talented Teams, Regional Opportunity and Partnership, and Financial Stewardship and Resource Management. A few highlights of major accomplishments and ongoing strategic initiatives of the Strategic Transformation Plan include:

Service Excellence

- Reinstated automatic door operations systemwide and automatic train operations (ATO) on the Red Line for the first time in 15 years, improving travel time consistency and operational reliability
- Passed the Board-approved redesigned Metrobus network—the first major update in 50 years—featuring simplified route names, more frequent service, and expanded weekend coverage
- Completed fare system upgrades across all 98 Metrorail stations and advanced new payment options through the Metro Tap. Ride. Go. contactless payment initiative.
- Improved station navigation and customer communication by installing new real-time information screens at 22 rail stations and 140 bus stops, as well as updated signage and system maps
- Enhanced customer convenience by expanding mobile fare payment options, with over 1.2 million mobile transactions occurring each week and 100 percent of stations surpassing 20 percent mobile fare usage
- Achieved measurable improvements in on-time performance for both Metrorail and Metrobus during FY2024, with service delivery metrics exceeding established targets
- Introduced a new fare machine prototype for customer testing, based on feedback from a local college student, as part of efforts to modernize fare equipment
- Reduced crime from 8.03 crimes per million in 2023 to 2.9 crimes per million year-to-date, the lowest crime rate in seven years
- Implemented operational changes to improve overnight maintenance productivity, including streamlining planning processes and expanding the use of GPS and data tools to track progress

Talented Teams

- Opened the MTPD Criminal Justice Academy, expanding Metro's in-house training capacity and reducing annual training costs
- Established MTPD District III Substation to support Prince George's County to bolster police presence and quicker response times in Maryland
- Trained more than 800 employees to support zero-emission bus operations and completed energy upgrades across several Metro facilities

Regional Opportunity and Partnership

- Enrolled more than 12,000 customers in the Metro Lift reduced fare program for eligible riders since its inception, supported by in-person events and outreach
- Advanced transit-supportive development with new projects at five Metro stations and three additional agreements approved

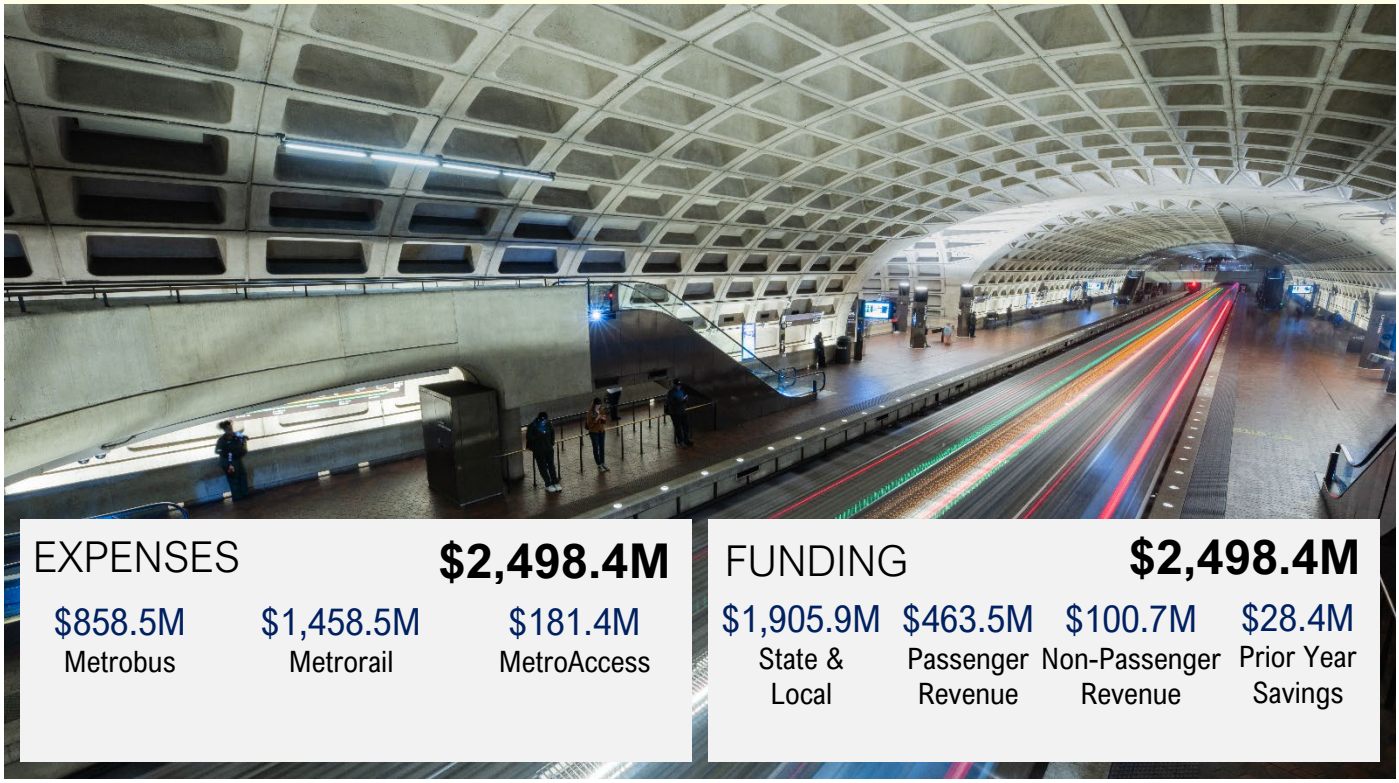
Financial Stewardship and Resource Management

- Executed four collective bargaining agreements continuing stability in service delivery for the region
- Reduced fare evasion on Metrorail by more than 80 percent through faregate upgrades and the expansion of fare enforcement efforts to Metrobus
- Initiated design work for additional bus garage upgrades to support future fleet needs and improve operational readiness

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Chapter 3 – Operating Budget

Metro is vital to the nation's capital - supporting special events and the economy.



Pictured: Trains leaving platform at L'Enfant Station

Introduction

Metro plays a pivotal role in the economic vitality of the National Capital Region, connecting customers to new activity centers. As the region grows, public transportation is critical to local businesses, residents and visitors. Fundamental changes in commuting and travel patterns, as well as unprecedented inflationary pressures in recent years have significantly impacted Metro's operating budget which funds expenses associated with Metrobus, Metrorail, and MetroAccess operations. To help provide continued public transit services for the region, Metro relies on jurisdictional subsidy funding. The FY2026 Approved Operating Budget is $2,498.4 million (excluding debt service and reimbursables). The FY2026 Approved Budget also includes reimbursable projects of $13.5 million and $72.3 million in debt service.

Sources of Funds

Metro operations are funded by passenger fares and other revenues, as well as state and local subsidies. Federal relief funding provided in the wake of the Covid-19 pandemic allowed transit agencies nationwide to sustain operations and offset lost revenue. Metro will spend its remaining federal relief funding in FY2025. In addition, Metro projects $28.4 million in prior year savings to apply to FY2026.

- Net operating subsidy of $1,905.9 million (excluding debt service) funds 76.3 percent of the operating budget
- Passenger fare revenue of $463.5 million and parking revenue of $24.0 million together represent 19.5 percent of the operating budget
- Collectively, advertising, joint development projects, fiber optic and property leases, and other revenues fund the remaining $76.7 million of operating revenue

SOURCES OF FUNDS – AUTHORITY WIDE

($ in millions)

$ 20.5 (0.8%)
ADVERTISING

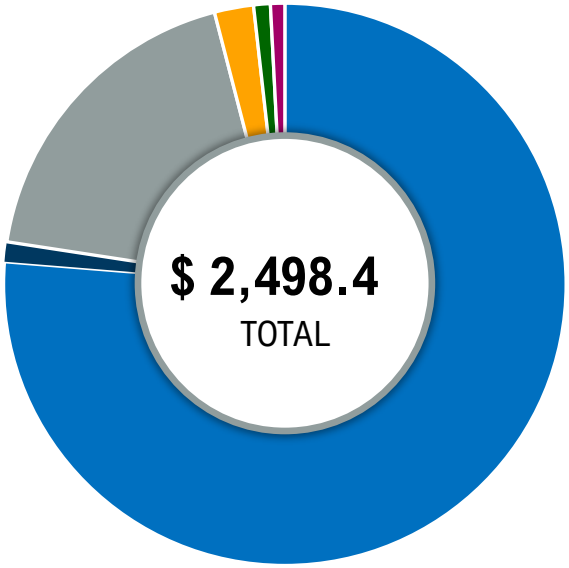
$ 24.0 (1.0%)
PARKING

$ 56.2 (2.2%)
OTHER

$ 463.5 (18.5%)
PASSENGER

$ 28.4 (1.1%)
PRIOR YEAR SAVINGS

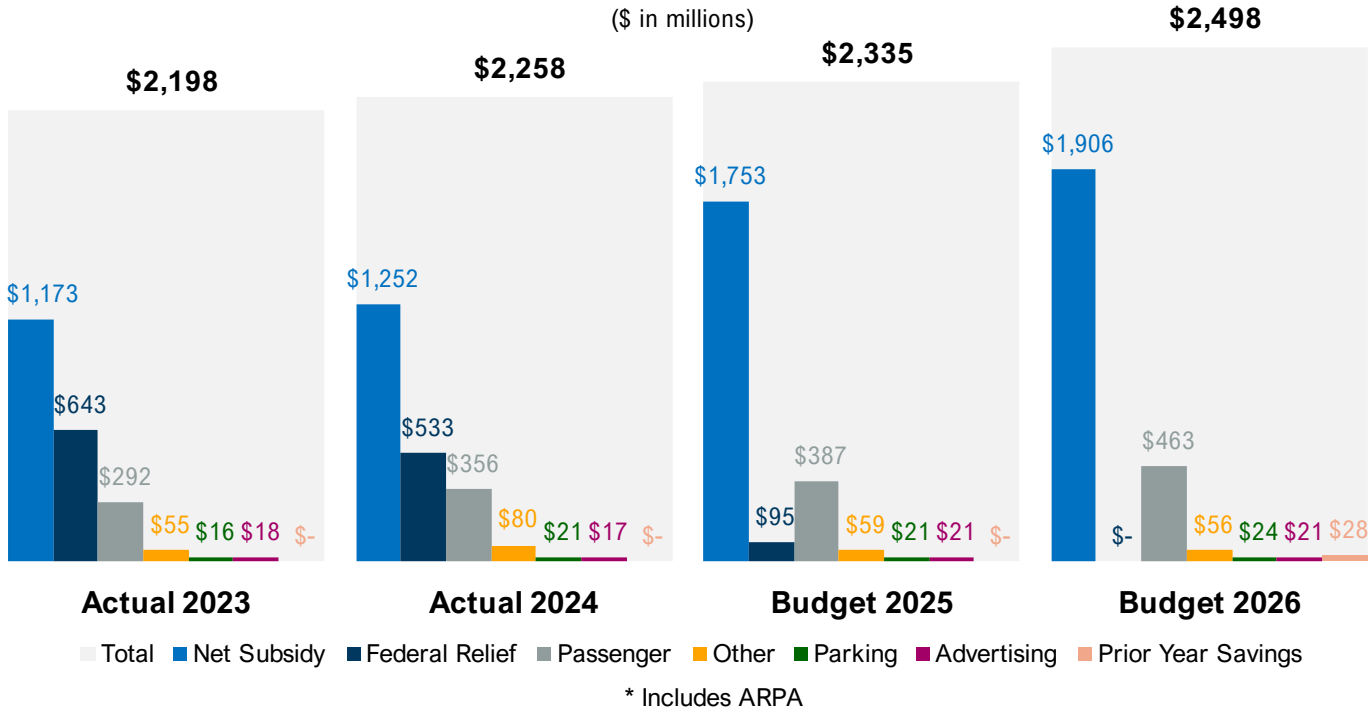
$ 1,905.9 (76.3%)
NET SUBSIDY



Please note that chart and table totals throughout this publication may not add due to rounding.

SOURCES OF FUNDS – OPERATING BUDGET

($ in millions)



* Includes ARPA



Pictured: Yellow line Metrorail train to Mt. Vernon Square at the L'Enfant Plaza station platform

Uses of Funds

Total operating expenses for the FY2026 Approved Budget are $2,498.4 million. This budget reflects a three percent year-over-year increase in gross expenses, achieved through robust financial management and continued efforts to identify operating and administrative efficiencies. Historically Metro has budgeted approximately $60 million in preventive maintenance transfers from the operating budget to the capital budget. In recent years, however, Metro has incorporated preventive maintenance transfers above the historical $60 million to alleviate pressure on the operating budget. The FY2026 budget begins to reduce this reliance on the capital budget. While the FY2025 Approved Budget included an additional $121 million over the historical $60 million for a total of $181 million, the FY2026 Approved Budget includes only $49 million in additional preventive maintenance transfers above the historical $60 million, for a total of $109 million.

- Personnel expenses, including labor, fringe benefits and capital overhead allocation, are the largest operating budget expense category at $1,755.7 million or 70.3 percent of total expenses. Operating personnel expenses are projected to increase by $143.7 million in FY2026 relative to the FY2025 Budget and supports 11,479 positions
- Total Services, to include Paratransit Services, are projected to be $411.3 million and account for 16.5 percent of total budgeted operating expenses for FY2026. Paratransit expenses are projected to be $156.0 million in FY2026, an increase of $3.9 million relative to the FY2025 Approved Budget. Other items reflected in the Services budget are expenses related to professional and technical services, contract maintenance, custodial services and temporary labor services. In FY2026, the Total Services budget of $411.3 million is an increase of $37.0 million compared to the FY2025 Budget
- Materials and Supplies budget consists primarily of maintenance parts for buses and railcars, track and structure maintenance, elevator and escalator, and general fleet repair for non-revenue vehicles. In the FY2026 Approved Budget, expenses for materials and supplies total $95.6 million, a decrease of $28.4 million, or 22.9 percent, from the FY2025 Budget
- Metro's energy budget (fuel, utilities, propulsion) consists of propulsion usage by the Metrorail system, diesel and compressed natural gas for Metrobus, gasoline for MetroAccess and non-revenue vehicles, and utilities at Metro facilities. Collectively, these costs are projected to increase by $8.0 million relative to the FY2025 Budget
- Other expenses include casualty and liability insurance, leases, capital overhead allocation credit and miscellaneous costs

USES OF FUNDS – AUTHORITY WIDE

($ in millions)

$ 73.0 (2.9%)
OTHER

$ 44.1 (1.8%)
FUEL

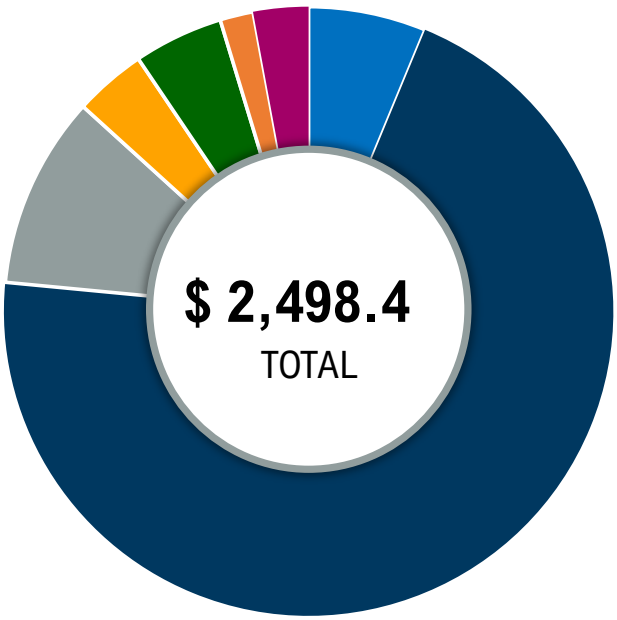
$ 118.8 (4.8%)
UTILITIES & PROPULSION

$ 95.6 (3.8%)
MATERIALS & SUPPLIES

$ 255.3 (10.2%)
SERVICES (less Paratransit)

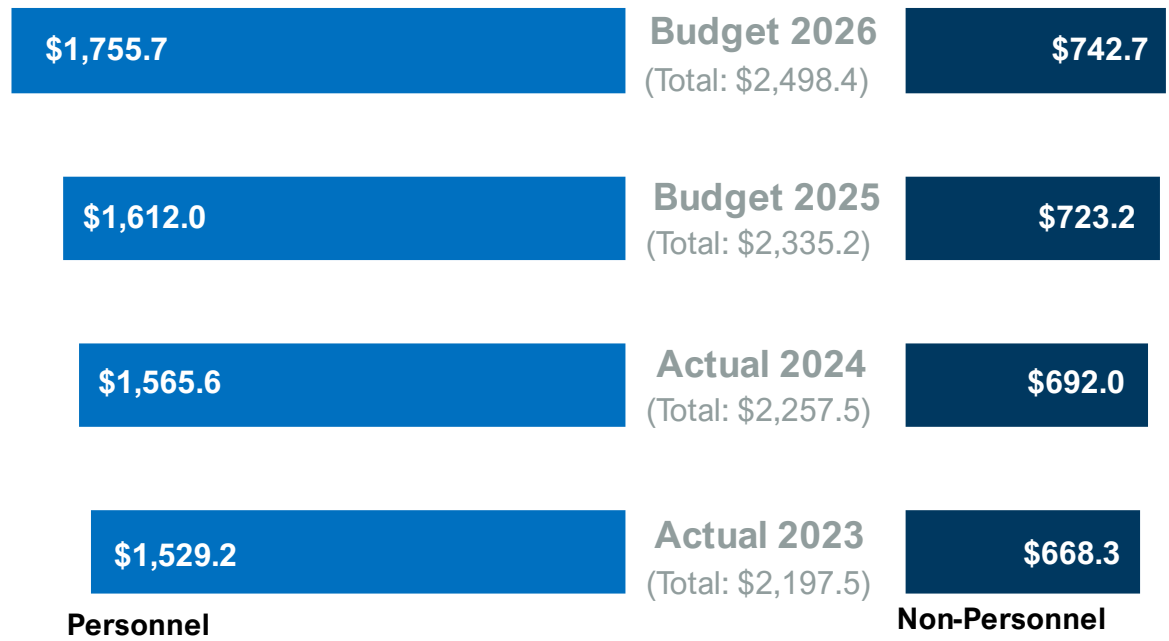
$ 156.0 (6.2%)
PARATRANSIT SERVICES

$ 1,755.7 (70.3%)
PERSONNEL



USES OF FUNDS (PERSONNEL vs NON-PERSONNEL)

($ in millions)



OPERATING BUDGET – REVENUE AND EXPENSES

	(Dollars in Thousands)	FY2023 Actual[2]	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change
REVENUES	Passenger	$291,610	$355,626	$387,100	$463,455	$76,355
	Parking	16,212	20,511	20,691	23,977	3,286
	Advertising	17,807	16,682	21,000	20,510	(490)
	Joint Development	13,477	15,693	15,884	15,876	(8)
	Fiber Optics	16,929	17,413	18,505	17,155	(1,350)
	Other Non-Transit Sources	24,904	46,717	24,426	23,168	(1,258)
	Total Revenues	**$380,940**	**$472,642**	**$487,605**	**$564,141**	**$76,535**
EXPENSES	Personnel	1,529,244	1,565,555	1,611,997	1,755,708	143,711
	Services (less Paratransit)	222,650	227,390	222,194	255,272	33,078
	Services - Paratransit	149,881	162,704	152,101	156,002	3,901
	Materials & Supplies	94,551	87,164	123,929	95,553	(28,376)
	Fuel (Gas/Diesel/Natural Gas)	36,546	34,225	41,748	44,102	2,354
	Utilities and Propulsion Power	100,615	111,438	113,197	118,796	5,600
	Casualty and Liability	43,475	46,076	45,180	51,196	6,015
	Leases and Rental	8,680	8,337	11,883	8,957	(2,926)
	Miscellaneous	11,899	14,626	12,940	12,859	(81)
	Total Expenses	**$2,197,541**	**$2,257,515**	**$2,335,170**	**$2,498,445**	**$163,275**
SUBSIDY	**Gross Subsidy**	**$1,816,602**	**$1,784,872**	**$1,847,564**	**$1,934,304**	**$86,740**
	Federal Relief[1]	(643,428)	(532,622)	(95,000)	-	95,000
	Prior Year Savings	-	-	-	(28,424)	(28,424)
	Net Subsidy	**$1,173,174**	**$1,252,250**	**$1,752,564**	**$1,905,880**	**$153,316**
Cost Recovery Ratio		17.3%	20.9%	20.9%	22.6%	

1. Federal relief includes ARPA federal relief funding
2. OIG PRIIA account moved from Expense to Revenue for FY2023 Actuals

OPERATING BUDGET – AUTHORITY WIDE

	(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
PERSONNEL	Salaries	$386,695	$407,757	$454,098	$498,935	$44,837	9.9%
	Wages	604,439	631,568	635,932	699,477	63,544	10.0%
	Overtime	169,571	150,615	118,675	122,235	3,560	3.0%
	Total Salaries and Wages	**$1,160,704**	**$1,189,939**	**$1,208,705**	**$1,320,647**	**$111,941**	**9.3%**
	Fringes	**$494,987**	**$516,607**	**$545,132**	**$579,047**	**$33,915**	**6.2%**
	Fringe Health	219,805	225,869	193,568	205,461	11,893	6.1%
	Fringe Pension	254,971	289,661	247,840	257,846	10,007	4.0%
	Other Fringe Benefits	(18,555)	(37,600)	62,925	69,358	6,433	10.2%
	Workers Compensation	38,766	38,677	40,799	46,381	5,583	13.7%
	Capital Allocation	**($126,448)**	**($140,992)**	**($141,840)**	**($143,985)**	**($2,145)**	**1.5%**
	Total Personnel Cost	**$1,529,244**	**$1,565,555**	**$1,611,997**	**$1,755,708**	**$143,711**	**8.9%**
NON-PERSONNEL	**Services**	**$372,531**	**$390,094**	**$374,295**	**$411,274**	**$36,979**	**9.9%**
	Professional and Technical	90,287	106,656	85,366	111,582	26,216	30.7%
	Contract Maintenance	63,517	59,222	78,476	79,602	1,126	1.4%
	Paratransit	149,881	162,704	152,101	156,002	3,901	2.6%
	Other	68,846	61,512	58,352	64,088	5,736	9.8%
	Materials and Supplies	**$94,551**	**$87,164**	**$123,929**	**$95,553**	**($28,376)**	**(22.9%)**
	Parts	61,750	55,394	57,532	32,809	(24,723)	(43.0%)
	Other	32,801	31,770	66,397	62,744	(3,653)	(5.5%)
	Fuel (Gas/Diesel/Natural Gas)	**$36,546**	**$34,225**	**$41,748**	**$44,102**	**$2,354**	**5.6%**
	Diesel Fuel	23,729	20,935	26,676	29,466	2,790	10.5%
	Gasoline	8,541	7,417	7,833	9,002	1,169	14.9%
	Natural Gas	4,276	5,874	7,239	5,634	(1,605)	(22.2%)
	Utilities and Propulsion	**$100,615**	**$111,438**	**$113,197**	**$118,796**	**$5,600**	**4.9%**
	Propulsion	56,581	64,903	62,034	66,824	4,790	7.7%
	Electricity	31,269	33,841	35,134	37,257	2,123	6.0%
	Utilities - Other	12,766	12,694	16,028	14,715	(1,313)	(8.2%)
	Casualty and Liability	**$43,475**	**$46,076**	**$45,180**	**$51,196**	**$6,015**	**13.3%**
	Insurance	28,742	33,112	31,502	36,970	5,468	17.4%
	Claims	14,733	12,964	13,679	14,226	547	4.0%
	Leases	**$8,680**	**$8,337**	**$11,883**	**$8,957**	**($2,926)**	**(24.6%)**
	Property	5,685	4,695	7,644	5,111	(2,533)	(33.1%)
	Equipment	2,996	3,642	4,239	3,846	(394)	(9.3%)
	Miscellaneous	**$11,899**	**$14,626**	**$12,940**	**$12,859**	**($81)**	**(0.6%)**
	Business Meeting/Subscriptions	1,572	1,711	1,543	1,625	82	5.3%
	Advertising	8,394	5,336	8,374	9,878	1,503	17.9%
	Reimbursements/Other	1,933	7,579	3,023	1,356	(1,667)	(55.1%)
	Total Non-Personnel Cost	**$668,297**	**$691,960**	**$723,173**	**$742,737**	**$19,564**	**2.7%**
TOTAL COST		**$2,197,541**	**$2,257,515**	**$2,335,170**	**$2,498,445**	**$163,275**	**7.0%**

OPERATING BUDGET – EXPENSES

	(Dollars in Thousands)	FY2026 Budget	FY2026 Metrobus	FY2026 Metrorail	FY2026 MetroAccess
PERSONNEL	Salaries	$498,935	$116,608	$375,699	$6,629
	Wages	699,477	334,575	364,425	476
	Overtime	122,235	54,399	67,654	183
	Total Salaries and Wages	**$1,320,647**	**$505,581**	**$807,778**	**$7,288**
	Fringes	**$579,047**	**$230,318**	**$343,272**	**$5,457**
	Fringe Health	205,461	79,583	123,795	2,082
	Fringe Pension	257,846	101,167	154,251	2,429
	Other Fringe Benefits	69,358	31,723	37,162	474
	Workers Compensation	46,381	17,845	28,064	472
	Capital Allocation	**($143,985)**	**($35,873)**	**($106,393)**	**($1,719)**
	Total Personnel Cost	**$1,755,708**	**$700,026**	**$1,044,656**	**$11,026**
NON-PERSONNEL	**Services**	**$411,274**	**$57,569**	**$190,400**	**$163,304**
	Professional and Technical	111,582	21,404	84,289	5,890
	Contract Maintenance	79,602	27,280	51,549	773
	Paratransit	156,002	-	-	156,002
	Other	64,088	8,886	54,563	640
	Materials and Supplies	**$95,553**	**$33,224**	**$61,969**	**$361**
	Parts	32,809	13,455	19,343	11
	Other	62,744	19,769	42,626	350
	Fuel (Gasoline/Diesel/Natural Gas)	**$44,102**	**$39,102**	-	**$5,000**
	Diesel Fuel	29,466	29,466	-	-
	Gasoline	9,002	4,002	-	5,000
	Natural Gas	5,634	5,634	-	-
	Utilities and Propulsion	**$118,796**	**$10,399**	**$107,665**	**$733**
	Propulsion	66,824	-	66,824	-
	Electricity	37,257	5,222	31,570	465
	Utilities - Other	14,715	5,177	9,271	268
	Casualty and Liability	**$51,196**	**$13,623**	**$36,830**	**$742**
	Leases	**$8,957**	**$1,683**	**$7,202**	**$72**
	Miscellaneous	**$12,859**	**$2,832**	**$9,826**	**$201**
	Total Non-Personnel Cost	**$742,737**	**$158,431**	**$413,893**	**$170,412**
TOTAL COST		**$2,498,445**	**$858,457**	**$1,458,550**	**$181,438**

Operating Budget by Mode: Metrobus



Pictured: Metrobus digital display

Profile

Metrobus provides a vital component of public transportation to the region through its extensive network of bus routes connecting neighborhoods, commercial districts, and key transit hubs. With flexible and affordable means of travel for commuters, students, and visitors alike, the system emphasizes reliability, service excellence and operational efficiency. Metrobus plays a crucial role in reducing traffic congestion and promoting long-term urban mobility. Service is provided on a combination of local, limited-stop (MetroExtra) and express routes connecting the region. All buses are equipped to accommodate riders with disabilities, and bike racks are available for use on all buses.

The Better Bus Network Redesign is a key initiative in the Strategic Transformation Plan, advancing core objectives in Service Excellence, Regional Opportunities and Partnership, and Financial Stewardship and Resource Management. In June 2022, Metro launched the Better Bus Network Redesign to create a bus network to better match the region's travel needs, by providing fast, frequent, and reliable service. To inform the network redesign, Metro combined customer input with data about its current network and future transit demand. Metro held 50 events, interacted with more than 15,000 people and gathered over 13,500 comments on routes during the spring of 2024. This overarching initiative to improve Metrobus for the region will span multiple years and incorporate new facilities, the expansion of the zero-emission fleet and improved bus communications.

The FY2026 Approved Budget will implement Year One of the Better Bus Network redesign, the first phase of its visionary network, as part of its commitment to improve service and connections using current resources. Service enhancements will include 11 more routes in the Frequent Service Network, as well as new connections and increased midday, evening, and weekend service.

Sources of Funds

SOURCES OF FUNDS – METROBUS

($ in millions)

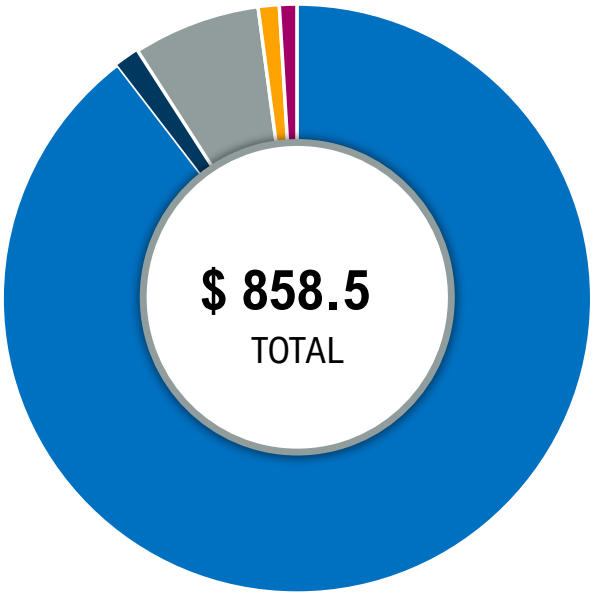
$ 8.2 (1.0%)
ADVERTISING

$ 9.9 (1.2%)
OTHER

$ 59.9 (7.0%)
PASSENGER

$ 11.5 (1.3%)
PRIOR YEAR SAVINGS

$ 769.0 (89.6%)
NET SUBSIDY



Metrobus sources of funds consist primarily of revenue from fares and advertising, as well as the subsidy from Metro's jurisdictional partners. The subsidy is $769.0 million, or 89.6 percent of the total funding need for Metrobus.

Operating revenue for Metrobus (revenue excluding federal funding and subsidy) for FY2026 is projected at $78.0 million. The largest revenue source, passenger revenues, is estimated at $59.9 million which includes fares and passes. The FY2026 Approved Budget projects passenger revenue will increase $6.2 million from the FY2025 Budget for Metrobus due to ridership growth. Metro is actively pursuing methods to decrease fare evasion and increase the average fare in FY2026.

Metrobus is projected to receive advertising revenue of $8.2 million, a decrease of 1.7 percent when compared to FY2025 Budget.

Other Metrobus revenue, which includes interest, property disposal, and miscellaneous revenue, is projected to total $9.9 million.

In addition, Metro projects prior year savings available to fund the FY2026 Budget, with $11.5 million allocated to Metrobus.



Pictured: Metrobus in motion from operators' point of view

Uses of Funds

USES OF FUNDS – METROBUS

($ in millions)

$ 18.1 (2.1%)
OTHER

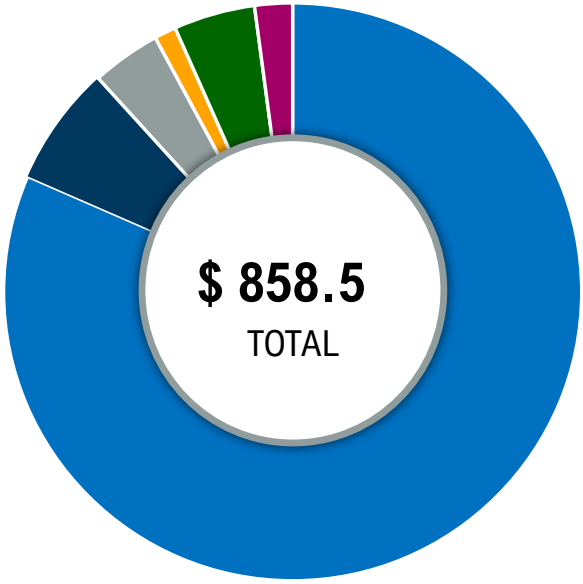
$ 39.1 (4.6%)
FUEL

$ 10.4 (1.2%)
UTILITIES & PROPULSION

$ 33.2 (3.9%)
MATERIALS & SUPPLIES

$ 57.6 (6.7%)
SERVICES

$ 700.0 (81.5%)
PERSONNEL



Personnel

Personnel expenses are the largest portion of the Metrobus budget. For FY2026, personnel costs are estimated at $700.0 million or 81.5 percent of the Metrobus budget. From FY2023 to FY2024, actual personnel expenses increased by $2.1 million, or 0.3 percent. Relative to the FY2025 Budget, FY2026 personnel expenses are projected to increase by $49.5 million.

A wage freeze enacted in the FY2025 Approved Budget held salaries and wages at FY2024 levels for non-represented and Local-689 members. The new Collective Bargaining Agreement (CBA) negotiated with Local-689 includes a three percent general wage increase for FY2026. The new CBA also minimizes the impact from future inflationary spikes with limits on total wage (general wage increase and cost-of-living adjustment) increases. Results from negotiations for other CBAs are also incorporated into the FY2026 Approved Budget. Additionally, the Metrobus personnel budget includes additional personnel to support jurisdictionally sponsored services included in the Better Bus Network implementation.

Non-Personnel

The FY2026 Approved Budget projects Services costs of $57.6 million. Services costs decreased by $1.7 million, or 3.3 percent, from FY2023 to FY2024. The FY2026 Approved Budget is expected to decrease by $3.9 million, or 6.4 percent, relative to the FY2025 Budget.

Materials and Supplies increased from FY2023 to FY2024 by $3.2 million or 8.9 percent. In FY2026, these costs are budgeted at $33.2 million, a decrease of $34.2 million, or 50.7 percent, from the FY2025 Budget.

Energy costs, including both fuel and utilities, are projected to increase by $11.8 million from the FY2025 Budget, driven primarily by increases in propulsion and electricity. Fuel costs, which include diesel, compressed natural gas and gasoline, are budgeted at $39.1 million, a $3.6 million increase from the FY2025 Budget. Utilities costs of $10.4 million are projected to increase by $8.1 million relative to the FY2025 Budget.

Other expenses total $18.1 million for FY2026, a decrease of $5.2 million versus the FY2025 Budget.

METROBUS – REVENUE AND EXPENSES

	(Dollars in Thousands)	FY2023 Actual[2]	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change
REVENUES	Passenger	$55,635	$50,108	$53,703	$59,881	$6,178
	Parking	21	-	-	-	-
	Advertising	6,675	6,615	8,346	8,204	(141)
	Joint Development	-	-	-	-	-
	Fiber Optics	-	-	-	-	-
	Other Non-Transit Sources	10,890	30,838	4,974	9,905	4,931
	Total Revenues	**$73,222**	**$87,560**	**$67,022**	**$77,990**	**$10,968**
EXPENSES	Personnel	621,310	623,414	650,574	700,026	49,452
	Services (less Paratransit)	51,802	50,087	61,501	57,569	(3,931)
	Services - Paratransit	-	-	-	(0)	(0)
	Materials & Supplies	35,602	38,786	67,436	33,224	(34,212)
	Fuel (Gas/Diesel/Natural Gas)	28,201	29,243	35,454	39,102	3,648
	Utilities and Propulsion Power	9,491	10,226	2,274	10,399	8,125
	Casualty and Liability	12,155	12,841	16,387	13,623	(2,763)
	Leases and Rental	1,633	1,545	2,919	1,683	(1,236)
	Miscellaneous	306	1,429	4,077	2,832	(1,245)
	Total Expenses	**$760,500**	**$767,571**	**$840,621**	**$858,457**	**$17,837**
SUBSIDY	**Gross Subsidy**	**$687,278**	**$680,011**	**$773,598**	**$780,467**	**$6,869**
	Federal Relief[1]	(255,276)	(245,315)	(25,008)	-	25,008
	Prior Year Savings				(11,459)	(11,459)
	Net Subsidy	**$432,002**	**$434,696**	**$748,591**	**$769,009**	**$20,418**
Cost Recovery Ratio		9.6%	11.4%	8.0%	9.1%	



Pictured: Buses parked at Rhode Island Ave Metrorail station

Operating Budget by Mode: Metrorail



Pictured: Metrorail train leaving Dupont Circle station

Profile

The Metrorail system is a rapid transit system that consists of 128 route miles with three main types of structures: underground, surface and elevated. Recent additions in 2022 included six new stations and 12 additional route miles, as well as the augmentation of the Blue and Yellow Lines with an in-fill station at Potomac Yard in May 2023. With the addition of the Potomac Yard station, Metro began operating 98 stations across the region. All Metrorail stations and railcars provide accessibility to passengers in compliance with ADA standards.

Metrorail is enhancing its system through key improvements in automation and security, including resuming Automatic Door Operations (ADO), advancing Automatic Train Operations (ATO), and the installation of upgraded faregates to boost service reliability and deter fare evasion. During FY2025, Metro resumed ADO systemwide, a critical step in Metro's rail automation program. Upgrading and restoring the technology for Auto Doors enables Metro to safely automate door openings systemwide. Throughout FY2025, Metro will continue to advance plans to initiate ATO which will increase reliability, safety, and efficiency. In addition, Metro completed the installation of more secure, retrofitted faregates to deter fare evasion. These investments promote safe and reliable operations, focused on service excellence.

Metrorail's design is highly reliant on vertical mobility through the utilization of elevators and escalators. Most customers access Metrorail via escalators to the train platform, while elevators provide accessibility for persons with disabilities, seniors, customers with strollers, travelers carrying luggage, and other riders.

Federal relief funding enabled continued service throughout the pandemic and recovery. As this pivotal source of funding ends, Metro must rely on jurisdictional subsidies to continue service at these levels. The FY2026 Approved Budget focuses on service optimization to maximize the value of the network through the most efficient use of available resources. As rail ridership continues its strong year-over-year recovery, Metrorail will implement targeted service improvements to address ridership growth and anticipate upcoming needs for future capacity. The FY2026 Approved Budget will extend half of Yellow Line trains to Greenbelt beginning in December of 2025, realign Silver Line service patterns to balance demand at New Carrollton and Downtown Largo, add additional trains during peak periods on the Red and Silver Lines and expand the weekend hours of operation for the Metrorail system to better align with regional travel demands.

Sources of Funds

SOURCES OF FUNDS – METRORAIL

($ in millions)

$ 12.3 (0.8%)
ADVERTISING

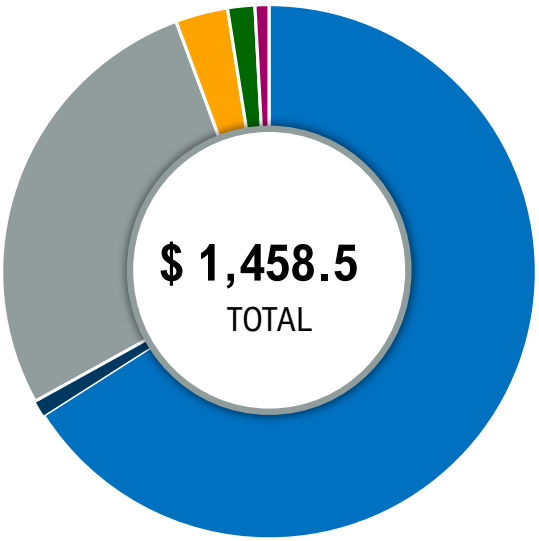
$ 24.0 (1.6%)
PARKING

$ 46.2 (3.2%)
OTHER

$ 399.6 (27.4%)
PASSENGER

$ 14.4 (1.0%)
PRIOR YEAR SAVINGS

$ 962.1 (66.0%)
NET SUBSIDY



Metrorail sources of funds consist of operating revenue including passenger fares, parking fees, advertising and lease revenues, as well as subsidies from Metro's jurisdictional partners. The subsidy for FY2026 is $962.1 million or 66.0 percent of the Metrorail funding need.

Operating revenue for Metrorail (revenue excluding federal funding and subsidy) for FY2026 is projected at $482.1 million. Passenger revenues, including fares and passes, are projected at $399.6 million. Passenger revenue is expected to increase 21.5 percent from the FY2025 Approved Budget due to increases in paid rail ridership and higher average fares.

Parking revenue at Metrorail facilities will contribute $24.0 million in revenue, a 15.9 percent increase from the FY2025 budget to FY2026.

Advertising revenue applied to Metrorail will contribute $12.3 million to revenue in FY2026, a $0.3 million decrease from the FY2025 budget.

Other revenue, which includes joint development, fiber optics, and other non-transit revenue is projected to contribute $46.2 million in FY2026.

In addition, Metro projects prior year savings available to fund the FY2026 Budget, with $14.4 million allocated to Metrorail.



Pictured: Busy Metrorail platform at L'Enfant station

Uses of Funds

USES OF FUNDS – METRORAIL

($ in millions)

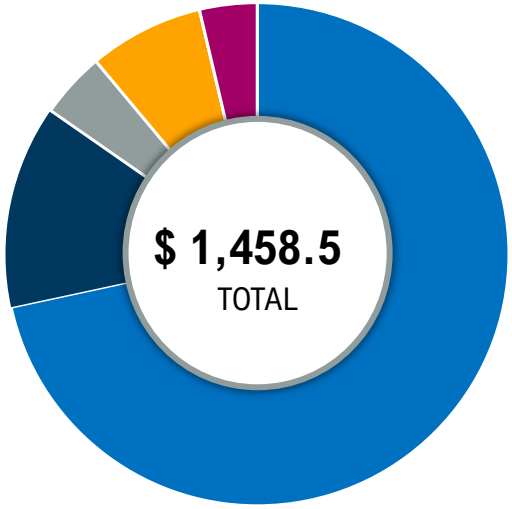
$ 53.9 (3.7%)
OTHER

$ 107.7 (7.4%
ENERGY (UTILITIES, PROPULSION, FUEL)

$ 62.0 (4.2%)
MATERIALS & SUPPLIES

$ 190.4 (13.1%)
SERVICES

$ 1,044.7 (71.6%)
PERSONNEL



Personnel

Personnel expenses are the largest portion of the FY2026 Metrorail budget, estimated at $1,044.7 million, or 71.6 percent of total Metrorail expenses. Personnel expenses increased by $34.6 million, or 3.9 percent, from FY2023 to FY2024 as post-pandemic service recovered. Personnel expenses are projected to increase $93.1 million in FY2026 from the FY2025 Budget.

Non-Personnel

Services are budgeted at $190.4 million in FY2026. Services increased from FY2023 to FY2024 by $6.6 million or 4.1 percent. The FY2026 Approved Budget projects Services expenses will increase by $36.5 million relative to the FY2025 Budget.

Materials and Supplies are budgeted at $62.0 million in FY2026. Actual materials and supplies expenses decreased $10.6 million from FY2023 to FY2024. The FY2026 Approved Budget projects an increase of $5.7 million, or 10.1 percent, from the FY2025 Budget.

Utilities and Propulsion expenses of $107.7 million are projected to decrease by $3.2 million, or 2.9 percent, from the FY2025 Budget.

Other expenses consisting of Casualty and Liability insurance, leases and miscellaneous expenses total $53.9 million, which is a $7.7 million increase over the FY2025 Budget.



Pictured: Silver line (Largo) Metrorail train at Tyson's station platform

METRORAIL – REVENUE AND EXPENSES

	(Dollars in Thousands)	FY2023 Actual[2]	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change
REVENUES	Passenger	$231,417	$301,440	$328,909	$399,606	$70,697
	Parking	16,191	20,511	20,691	23,977	3,286
	Advertising	11,132	10,067	12,654	12,306	(348)
	Joint Development	13,477	15,693	15,884	15,876	(8)
	Fiber Optics	16,929	17,413	18,505	17,155	(1,350)
	Other Non-Transit Sources	13,969	15,811	19,386	13,149	(6,236)
	Total Revenues	**$303,115**	**$380,935**	**$416,028**	**$482,068**	**$66,041**
EXPENSES	Personnel	899,793	934,441	951,577	1,044,656	93,079
	Services (less Paratransit)	162,068	168,876	153,857	190,400	36,544
	Services - Paratransit	173	-	-	-	-
	Materials & Supplies	58,629	48,053	56,300	61,969	5,669
	Fuel (Gas/Diesel/Natural Gas)	3,760	486	1,806	-	(1,806)
	Utilities and Propulsion Power	90,349	100,578	110,845	107,665	(3,180)
	Casualty and Liability	30,728	32,622	28,463	36,830	8,367
	Leases and Rental	6,956	6,730	8,929	7,202	(1,726)
	Miscellaneous	11,450	13,104	8,720	9,826	1,107
	Total Expenses	**$1,263,906**	**$1,304,889**	**$1,320,496**	**$1,458,550**	**$138,054**
SUBSIDY	**Gross Subsidy**	**$960,790**	**$923,954**	**$904,468**	**$976,481**	**$72,013**
	Federal Relief[1]	(379,230)	(283,730)	(68,661)	-	68,661
	Prior Year Savings				(14,396)	(14,396)
	Net Subsidy	**$581,560**	**$640,224**	**$835,807**	**$962,085**	**$126,278**
	Cost Recovery Ratio	24.0%	29.2%	31.5%	33.1%	

1. Federal relief includes ARPA federal relief funding
2. OIG PRIIA account moved from Expense to Revenue for FY2023 Actuals

Operating Budget by Mode: MetroAccess



Pictured: MetroAccess van parked in residential neighborhood

Profile

Metro ensures the ongoing accessibility of Metrobus and Metrorail for customers with disabilities and, in accordance with the Americans with Disabilities Act (ADA) standards, provides MetroAccess paratransit service for passengers unable to use Metrobus and Metrorail. MetroAccess, a shared-ride door-to-door service, is offered for the same days, hours, and locations as fixed-route transit. Service contractors operate the van service and manage the operations control center and quality assurance functions.

Demand for paratransit service is increasing as the population of people with disabilities in the region grows. Metro provides travel training to assist customers with disabilities in navigating the Metrobus and Metrorail systems, while encouraging customers to take full advantage of the many accessibility and safety features. MetroAccess partners with Metrobus and Metrorail to provide group orientations and workshops to educate organizations on providing travel training to their clients. Metro also partners with the jurisdictions to improve the accessibility of bus stops in the region, further enhancing customers' ability to use the fixed-route system.

Current MetroAccess service and fare policies surpass federal minimum requirements and include providing trips to some customers traveling outside of the federally mandated ADA service area as well as supporting MetroAccess trips equivalent to Metrobus routes no longer in service. Federal law requires paratransit service be provided to areas within three-quarters of a mile of fixed-route bus service and rail stations during the same hours as those services. Current MetroAccess fares will remain at FY2025 levels.

Metro also facilitates the use of lower-cost alternatives and more convenient options through the following programs:

- Coordinated Alternatives to Paratransit Services (CAPS), established in 2013, provides transportation service for clients of two human services agencies (HSA) in Maryland between the HSAs' main facilities and clients' homes at a lower per trip cost relative to MetroAccess.
- The Abilities-Ride program is a public-private partnership to provide generally available on-demand and reserve trip service to MetroAccess customers for trips throughout the MetroAccess service area.

MetroAccess will continue to facilitate these more convenient, lower-cost paratransit alternatives as appropriate to best serve the needs of customers.

Sources of Funds

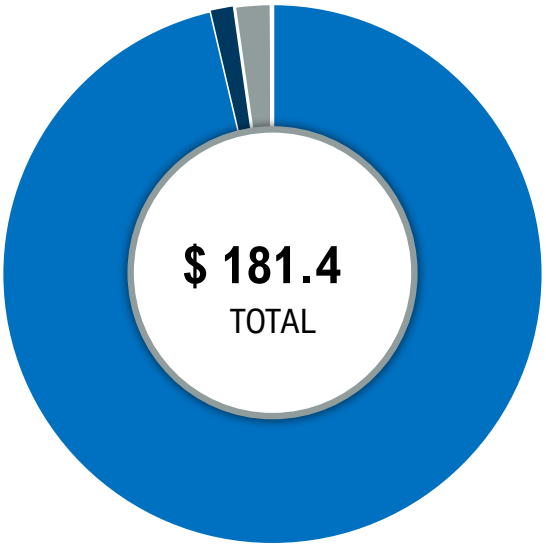
SOURCES OF FUNDS – METROACCESS

($ in millions)

$ 4.1 (2.2%)
PASSENGER & OTHER REVENUE

$ 2.6 (1.4%)
PRIOR YEAR SAVINGS

$ 174.8 (96.3%)
NET SUBSIDY



MetroAccess sources of funds include operating revenue and subsidies from Metro's jurisdictional partners.

- Jurisdictional subsidies of $174.8 million support 96.3 percent of the MetroAccess budget
- Operating revenues are projected at $4.1 million and cover 2.2 percent of Metro's paratransit costs. MetroAccess passenger revenues are $4.0 million in the FY2026 Approved Budget, a decrease of 11.6 percent when compared to FY2025 budget
- In addition, Metro projects prior year savings available to fund the FY2026 Budget, with $2.6 million allocated to MetroAccess



Pictured MetroAccess van in front of L'Enfant Headquarters

Uses of Funds

USES OF FUNDS – METROACCESS

($ in millions)

$ 5.0 (2.8%)
FUEL

$ 1.0 (0.6%)
OTHER

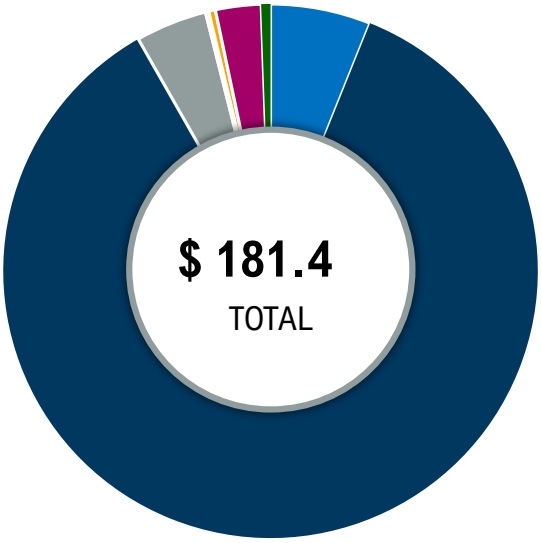
$ 0.7 (0.4%)
UTILITIES & PROPULSION

$ 0.4 (0.2%)
MATERIALS & SUPPLIES

$ 7.8 (4.3%)
SERVICES (less Paratransit)

$ 155.5 (85.7%)
SERVICES - PARATRANSIT

$ 11.0 (6.1%)
PERSONNEL



Personnel costs are budgeted at $11.0 million, which is a $1.2 million increase relative to the FY2025 Approved Budget.

Services expenses, which include Paratransit service expenses, account for the largest portion of the MetroAccess budget. From FY2023 to FY2024, these costs increased by $12.6 million or 8.0 percent. In FY2026, total Services expenses are budgeted at $163.3 million, an increase of $4.4 million or 2.7 percent from FY2025. At $156.0 million for FY2026, Paratransit service expenses account for the majority of MetroAccess Service expenses. Many alternative carriers offer MetroAccess passengers more convenient options at lower cost. MetroAccess continues to facilitate the use of these alternative providers when available.

Energy costs, consisting of fuel and utilities, are projected to increase by 25.5 percent from FY2025 to FY2026.



Pictured: MetroAccess van parked on street

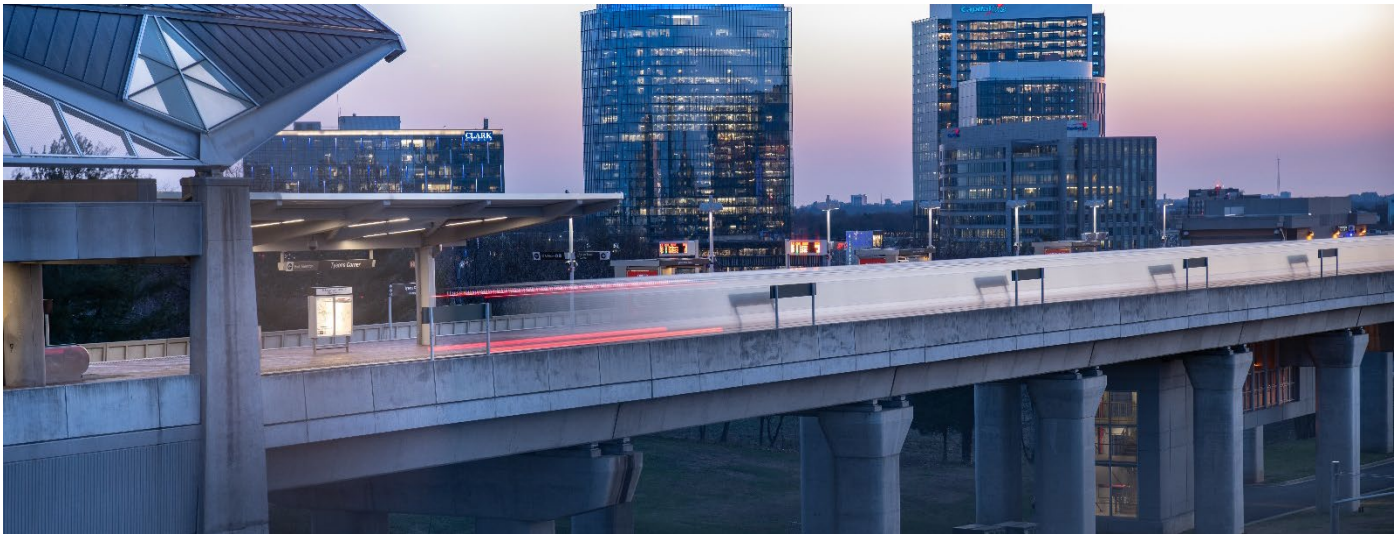
METROACCESS – REVENUE AND EXPENSES

	(Dollars in Thousands)	FY2023 Actual[2]	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change
REVENUES	Passenger	$4,558	$4,078	$4,489	$3,968	($521)
	Parking	-	-	-	-	-
	Advertising	-	-	-	-	-
	Joint Development	-	-	-	-	-
	Fiber Optics	-	-	-	-	-
	Other Non-Transit Sources	45	69	66	114	48
	Total Revenues	**$4,603**	**$4,147**	**$4,555**	**$4,082**	**($473)**
EXPENSES	Personnel	8,141	7,699	9,845	11,026	1,180
	Services (less Paratransit)	8,780	8,427	6,837	7,303	466
	Services - Paratransit	149,709	162,704	152,101	156,002	3,901
	Materials & Supplies	320	325	194	361	167
	Fuel (Gas/Diesel/Natural Gas)	4,585	4,497	4,488	5,000	512
	Utilities & Propulsion Power	775	635	78	733	655
	Casualty and Liability	592	613	331	742	412
	Leases & Rental	91	62	35	72	36
	Miscellaneous	143	93	144	201	57
	Total Expenses	**$173,135**	**$185,055**	**$174,053**	**$181,438**	**$7,385**
SUBSIDY	**Gross Subsidy**	**$168,533**	**$180,908**	**$169,498**	**$177,356**	**$7,858**
	Federal Relief[1]	(8,922)	(3,577)	(1,331)	-	1,331
	Prior Year Savings				(2,569)	(2,569)
	Net Subsidy	**$159,611**	**$177,330**	**$168,167**	**$174,786**	**$6,619**
Cost Recovery Ratio		2.7%	2.2%	2.6%	2.2%	

1. Federal relief includes ARPA federal relief funding
2. OIG PRIIA account moved from Expense to Revenue for FY2023 Actuals

Reimbursable Budget

Reimbursable projects are those unique services, programs and projects for which separate funding is provided by a jurisdiction or third-party entity. Metro is reimbursed on a dollar-for-dollar basis to provide the arranged services. Overall, the FY2026 Metro Reimbursable budget is $13.5 million, a decrease of 12 percent from the FY2025 Board-approved budget.



Pictured: Outer view of Metrorail train pulling into Tyson's station

FUNDING SOURCES FOR REIMBURSABLE PROJECTS

(Dollars in Millions)	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change
Federal Grant Funding				
Federal Grants	$2.4	$5.1	$3.4	($1.6)
Other Sources of Funding				
Joint Development and Adjacent Construction Projects	$4.4	$5.1	$6.9	$1.8
Metrobus Lane Violation Detection	$1.5	$2.4	$3.1	$0.8
National Explosive Detection Canine	$0.0	$0.5	$0.0	($0.5)
Overnight Bus	$6.7	$2.3	$0.0	($2.3)
Total	**$15.0**	**$15.3**	**$13.5**	**($1.8)**

Federal Grants

Metro has been awarded several grants under the Transit Security Grant Program (TSGP) from the Department of Homeland Security (DHS). The security grants provide funding for capital and operational security activities. The funding enhances the ability of the Metropolitan Transit Police Department (MTPD) to detect and deter potential attacks of international and homegrown terrorism through increased visibility, unpredictable presence, security assessments, and employee/public awareness. As Federal appropriations become available, Metro continues to pursue new funding to further enhance security activities.

Joint Development and Adjacent Construction Projects

Metro's Office of Joint Development and Adjacent Construction reviews and approves construction activities for projects adjacent to Metrorail and Metrobus property, facilities, and operational right of way to ensure that:

- Metro facilities and operations are not damaged or affected during or after the project's construction

- The requesting private entity or jurisdiction reimburses Joint Development expenditures

The Joint Development office performs the following activities for the entities:

- Provides internal Authority departmental coordination with the project's owner/developer/ contractor (ODC), including external agencies, jurisdictions, property owners, consultants, developers, utilities, and/ or anyone who impacts Metro property, facilities, and/or operations
- Prepares project agreements in conjunction with Real Estate and Station Area Planning and the General Counsel
- Provides coordination/oversight for all aspects of a project, including design, safety, operations, constructability, compliance with Metro standards, monitoring/coordinating construction activities, and acceptance of on-site installations and facilities
- Provides oversight and acceptance for joint development and jurisdictional reimbursable projects that Metro will ultimately own and operate

Metrobus Lane Violation Detection

To deter vehicle operators in the District of Columbia from blocking Metro's bus lanes, Metro entered an agreement with the District of Columbia Department of Transportation (DDOT) to enforce tickets and fines on violators who obstruct bus movement along the routes. Metro and DDOT employ an automated camera-based enforcement system, the Metrobus Detection System. Metro has acquired and mounted cameras on its buses operating within the District Bus Priority Infrastructure (bus zones and lanes). Metro has no enforcement rights for bus lane violations in the District of Columbia. Metro provides the necessary administrative and maintenance services on the violation detection system and photo equipment, including administrative services, installation, testing support, recordkeeping, and related maintenance of the vehicle detection system equipment and data. Additionally, Metro manages applicable vendor system requirements. DDOT, in return for Metro's services, pre-deposits funds based on a projected annual cost to cover Metro's upkeep of the violation detective system. Staff periodically reconciles the account as required and submits it to DDOT to replenish the account. The covered expenses are as follows:

- Vehicle base licensing
- Vehicle cellular data and vehicle base systems software licensing
- Other fees and possible vendor incentive

National Explosive Detection Canine Team Program

Metro participated in the National Explosive Detection Canine Team Program (NEDCTP), a training program for transit agencies by the Federal Transportation Security Administration (TSA). However, this award was withdrawn due to TSA program cancelation in FY2025, and no funding is budgeted for FY2026 for related Canine Patrol Operation expenditures.

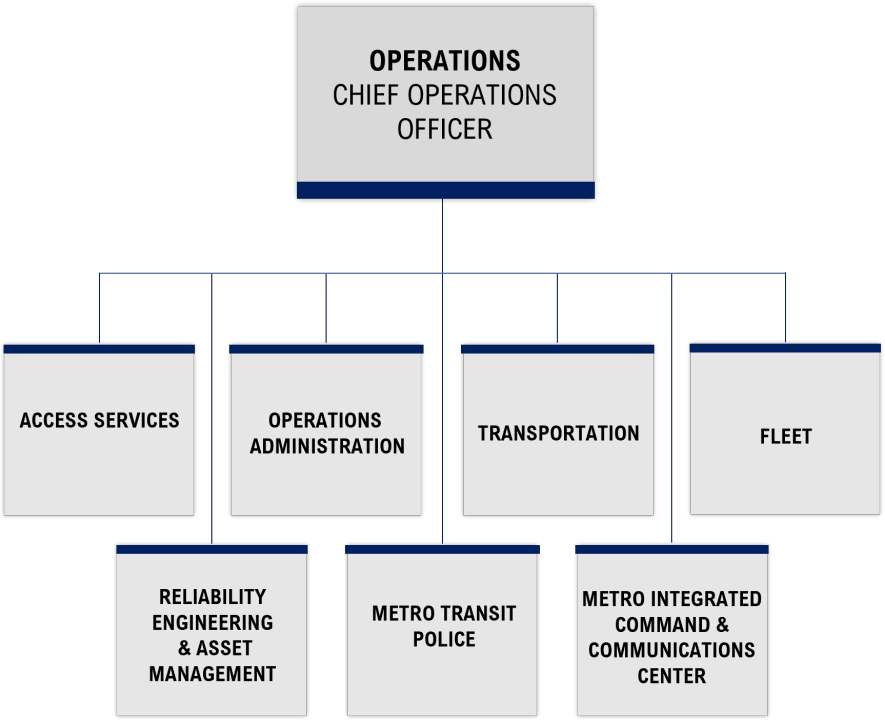
Overnight Bus Program

Metro operates an overnight bus program to provide 24-hour enhanced service in the District of Columbia along selected routes. The District of Columbia funds all incremental operating costs for operations, security and communications. The overnight bus program provides bus ridership services at late hours to meet customer and public demand for a safe and reliable customer experience. Beginning with the FY2026 Budget, funding for this program is moved to the Operating Budget to ensure appropriate functional reporting. All costs continue to be fully funded through the District of Columbia.



Pictured: Outer view of Dupont circle station and escalators

Operations



FY2026 APPROVED OPERATING EXPENSE: OPERATIONS

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget[2]	FY2026 Budget	$ Change	% Change
Personnel	$766,822	$799,063	$767,339	$829,251	$61,911	8.1%
Non-Personnel	$404,741	$422,994	$389,502	$411,733	$22,231	5.7%
Total Cost	**$1,171,563**	**$1,222,058**	**$1,156,842**	**$1,240,984**	**$84,142**	**7.3%**
Authorized Positions[1]	n/a	7,721	7,725	7,868	143	1.9%

1. Due to the re-organization of November 2022, headcount by department is not available for FY2023

Operations staff operate buses and trains, maintain Metro vehicle fleets, and ensure a safe and secure environment for passengers and employees.

The offices within Operations are **Transportation, Fleet, Access Services, Metro Transit Police Department, Metro Integrated Command & Communications Center, Reliability Engineering & Asset Management,** and **Operations Administration.**

Transportation provides bus and rail service in the District of Columbia, Maryland, and Virginia. The department manages operators, station managers, supervisors, and administrative functions for all bus and rail transportation divisions, including bus operations, bus division operations, station operations, train operations, and rail division operations.

Fleet maintains and procures vehicles for rail and bus passenger and non-revenue use, including related engineering, quality, and administrative functions.

Access Services provides paratransit service to eligible customers through overseeing contracted services and assessing eligibility for MetroAccess Service and the Reduced Fare Program.

The **Metro Transit Police Department (MTPD)** is responsible for the security of Metro customers, personnel, and transit facilities throughout the 2,000-square-mile Transit Zone that includes the District of Columbia, State of Maryland, and Commonwealth of Virginia.

The **Metro Integrated Command & Communications Center** (MICC) safely and efficiently moves people, via buses and trains, throughout the system seven days a

week. The Metro Integrated Command & Communications Center has four main functions: controlling bus and rail traffic, coordinating system information for both internal and external stakeholders, overseeing the safety and security of the system, and managing maintenance requests.

Reliability Engineering & Asset Management takes advantage of the many synergies and efficiencies provided by having complementary individual elements of maintenance planning, reliability, and asset management under one centralized office.

Operations Administration ensures Metro's internal clients are well-equipped, providing direct support and managing oversight of financials, resources, policies, workforce availability, and administrative functions within Operations to ensure that all activities are accomplished.

FY2026 Key Efforts

Operations continues to support Metro's Strategic Transformation Plan goals and has identified the following key efforts for FY2026 to advance these goals.

Service Excellence

- Continue implementation and continuous improvement following the re-introduction of Automatic Train Operations and Return to Design Speeds
- Advance the 8000-series railcar procurement
- Continue focus on problem-oriented policing
- Continue to embed the Rules Compliance program across Operations and Infrastructure

Talented Teams

- Grow MTPD recruitment and training efforts through the Cadet Program and Criminal Justice Academy
- Enhance a proactive safety culture by implementing elements of the agency safety plan, identifying and managing risks, and promoting safety

Regional Opportunity and Partnership

- Continue implementation and continuous improvement following the launch of the Better Bus Network Redesign
- Continue to implement fleet enhancements to improve the customer experience
- Increase customer knowledge and use of available transportation options in the region

Financial Stewardship and Resource Management

- Continue implementation of the Zero-Emissions Vehicle strategy for Bus and MetroAccess
- Continue to transition to digital forms in operational and administrative functions
- Continue growth of lower-cost alternatives to MetroAccess, enabling customers to maximize their abilities to take advantage of transportation options in exchange for a discounted fare

FY2025 Major Accomplishments

Service Excellence

- Recorded the highest on-time performance (OTP) on Metrorail since October 2022, reaching 93.8 percent in March 2025
- Increased year-to-date ridership by 35 percent
- Launched the Better Bus Network, the biggest overhaul in Metrobus history, and installed more than 500 new bus signs throughout the region
- Successfully implemented new Paratransit contract
- Achieved bus availability of 87 percent
- Recorded the lowest crime rate in seven years, with a year-to-date reduction of 64 percent
- Achieved record-high customer satisfaction levels: 92 percent for Metrorail and 83 percent for Metrobus

Talented Teams

- Awarded a bus maintenance apprenticeship contract
- Implemented WMATA's police academy, with the first class beginning in October 2024
- Partnered with Labor to negotiate new L689 and L922 contracts

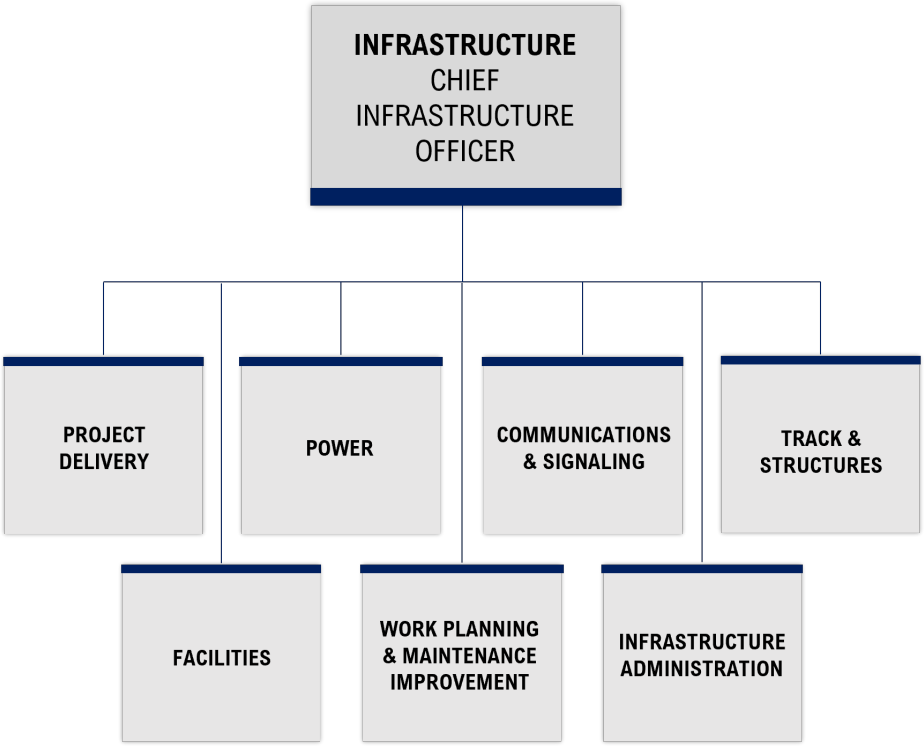
Regional Opportunity and Partnership

- Partnered with federal and local law enforcement for Inauguration support

Financial Stewardship and Resource Management

- Reduced operating costs by creating an in-house police training academy that will double training capacity, shorten training by seven weeks
- Prevented $12.25 million in Supply Chain material discrepancies through continued focus on vendor compliance, process improvements and proactive communication

Infrastructure



FY2026 APPROVED OPERATING EXPENSE: INFRASTRUCTURE

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel	$281,298	$270,149	$255,468	$281,084	$25,616	10.0%
Non-Personnel	$77,024	$55,267	$63,861	$64,573	$712	1.1%
Total Cost	**$358,322**	**$325,416**	**$319,329**	**$345,657**	**$26,328**	**8.2%**
Authorized Positions[1]	n/a	3,785	3,785	3,785	-	0.0%

1. Due to the re-organization of November 2022, headcount by department is not available for FY2023

Department of Infrastructure executes the inspection, maintenance, and rehabilitation of all fixed assets throughout Metro and delivers the capital construction program from the development of implementation strategy for all approved projects through the daily oversight of project execution.

The Department of Infrastructure's organizational structure consists of seven main divisions: Project Delivery, Power, Communications & Signaling, Track & Structures, Facilities, Work Planning & Maintenance Improvement, and Infrastructure Administration. The Department continues to implement processes to support the organizational realignment to focus on asset types (e.g., power) and the stages of the infrastructure life cycle (design, build, maintenance, etc.).

Communications and Signaling ensures the seamless functioning of Metro, safeguarding communication, movement, and the well-being of our employees and passengers. Communications and Signaling manages and plans the signaling and communication system operations, maintenance, and quality assurance for bus, rail, and MetroAccess services, including the engineering required to complete the work and technical projects to support the future state of Computer Based Train Control.

Facilities inspects, maintains, and rehabilitates system-wide facilities and related infrastructure assets to include Plant, Systems, Elevators/Escalators, Mechanical, and Architecture. In addition, Facilities coordinates weather-related activities for infrastructure stations, parking lots, and buildings.

Project Delivery delivers the Authority's capital program for all approved projects, from the development of implementation strategy through the daily oversight of project execution, until assets are turned over to Operations.

Power inspects, maintains, and rehabilitates power assets throughout the Authority to include low voltage assets, hundreds of AC Rooms, Tie Breaker Stations, Traction Power Substations, and a High Voltage cable plant of over 10,000 High Voltage cables.

Track & Structures inspects and maintains the state of good repair and capital delivery program for 260 miles of mainline track, 100 miles of tunnel, and 35 miles of aerial structures. Responsibilities include the development and execution of inspections, repairs, and the engineering required to complete this work.

Work Planning & Maintenance Improvement delivers efficient use of track occupancy by planning and coordinating track access, maintenance improvement strategies of all fixed assets, and developing long-range maintenance plans.

Infrastructure Administration delivers strategic direction and management of Infrastructure by establishing guidelines and processes for administrative functions. Infrastructure Administration directs strategic priorities for infrastructure leadership and a diverse workforce of approximately 4,000 Infrastructure employees.

FY2026 Key Efforts

The Infrastructure Organization continues to support Metro's Strategic Transformation Plan goals and have identified the following key efforts for FY2026 to advance these goals.

Service Excellence

- Continue to advance the next generation signaling program to include implementation of Automatic Train Control on Metrorail lines
- Implement phase 2 of track inspection frequency program to increase inspection efficiencies
- Continue construction and upgrade of Train Control Rooms on A-line (Farragut North), E-Line (Columbia Heights, Georgia Ave., Fort Totten, West Hyattsville, Prince Georges, College Park, Greenbelt), and F-Line (Congress Heights, Southern Avenue, Naylor Road, Suitland, Branch Avenue) to improve system reliability and remove obsolete assets as part of the TRC Renewal project
- Award design-build construction contract and begin construction at West Falls Church Yard to replace obsolete switch machine and upgrade yard control system
- Complete Signal Training Lab Room Construction and delivery of equipment from Hitachi at Dulles Yard
- Complete 20 Switch Machine Replacements, 19 Cable Replacements (Cross Bond and Multi-Conductor Cables), 24 High Current Bond Replacements, and 30 Cable Meggering/Insulation Tests as part of State of Good Repair program
- Complete remaining installation of Radio fiber across WMATA system. Continue testing and commissioning of fiber on 12 locations and 870 primary radio circuits.
- Increase Power efficiency to 99 percent in conjunction with modernizing Traction Power and Tie Breakers

Talented Teams

- Continue increased recruitment of interns and recent college graduates to train the next generation of Metro employees and leaders
- Award remaining contracts for Metro Training Center and commence construction

Regional Opportunity and Partnership

- Alignment of the Maintenance Operations Center (MOC) under Power Operations to increase efficiency in Maintenance monitoring and support
- Advance planning and preparation for a station closure around Bethesda to build the Maryland Purple Line Second Entrance in Summer 2026
- Construct and Commission four aboveground tower sites (Missouri Ave., St. Elizabeth, Dulles, and L'Enfant)
- Complete control station design process for all 39 sites (excluding 19 Silver Line TPSS/TBS sites) and control station installation at 10 sites. Begin the design process for consolette installation at Silver Line TPSS/TBS sites.
- WMATA expects to cutover three 800 MHz PSRS systems for Arlington County, the City of Alexandria, and Fairfax County. This work is inclusive of completion of 800 MHz coverage testing.
- Issue Temporary Use Notices (TUNs) for Early Activation of the following 4 Rail Yards on 700MHz (New Carrollton Rail Yard, Alexandria Rail Yard, Glenmont Rail Yard, Branch Avenue Rail Yard) and Mill Rd. Training Room Modification

Financial Stewardship and Resource Management

- Initiate plan for comprehensive review of signaling, communications, and security system equipment spare parts to link items to Maximo assets
- WMATA will initiate the designs and installation work to remediate the Distributed Antenna System (DAS) in stations beginning with Arlington County
- Radio Program will install an estimated 127 antennas for tunnel coverage and test all 127 priority Emergency Egress Shafts
- Collaboration and prioritization with Capital Delivery to ensure Power Rehabilitation and Modernization is conducted in a fiscally responsible manner

FY2025 Major Accomplishments

Service Excellence

- Achieved 95 percent completion of Train Control Room Renewal on the B-Line (Forest Glen, Wheaton, Glenmont)
- Completed the successful reactivation of Automatic Train Operation (ATO) on the Red Line, and WMATA returned to operating at design speeds throughout the Red Line
- Replaced 14 Switch Machines, 8 Cross Bond and Multi-Conductor Cables, 4 High Current Bonds, and conducted 17 Cable Meggering/Insulation Tests as part of the State of Good Repair program
- Installed Rail Operator Platform Monitors at 6 stations (L'Enfant, Gallery Place, Smithsonian, Union Station, Fort Totten, and Metro Center) in support of Inauguration
- Installed 106,000 LF of Ancillary Fiber and 73,100 LF of Radio Fiber
- Reached approximately 86 percent completion for aboveground design and construction scope; 13 of 31 sites achieved construction completion with continued punch list remediation; 95 percent design maturity achieved for four sites (Missouri Ave, Dulles, St. Elizabeth, and McCourt)
- Implemented Phase 1 of the track inspection frequency program, reducing walking inspections from twice weekly to once weekly at the following locations: K&N junction to Ashburn, K&N Junction to Vienna, King St. to Franconia Springfield, and Deanwood to New Carrollton
- Achieved a 98 percent compliance rate for de-energization/re-energization through Outage Release Code implementation
- Increased average wrench time by 23 percent since FY2024
- Reduced average time to start work by 10% since FY2024

Talented Teams

- Completed Systemwide Automatic Train Operation (ATO) training
- Applied Red Line ATO testing lessons learned across the system through Observation Runs
- Delivered 25 weeks of training to Maintenance and Engineering teams on Microlock II as part of the Train Control Room Renewal project
- Provided advanced professional seminars, leadership programs, and professional certifications for Communication and Signaling personnel

Regional Opportunity and Partnership

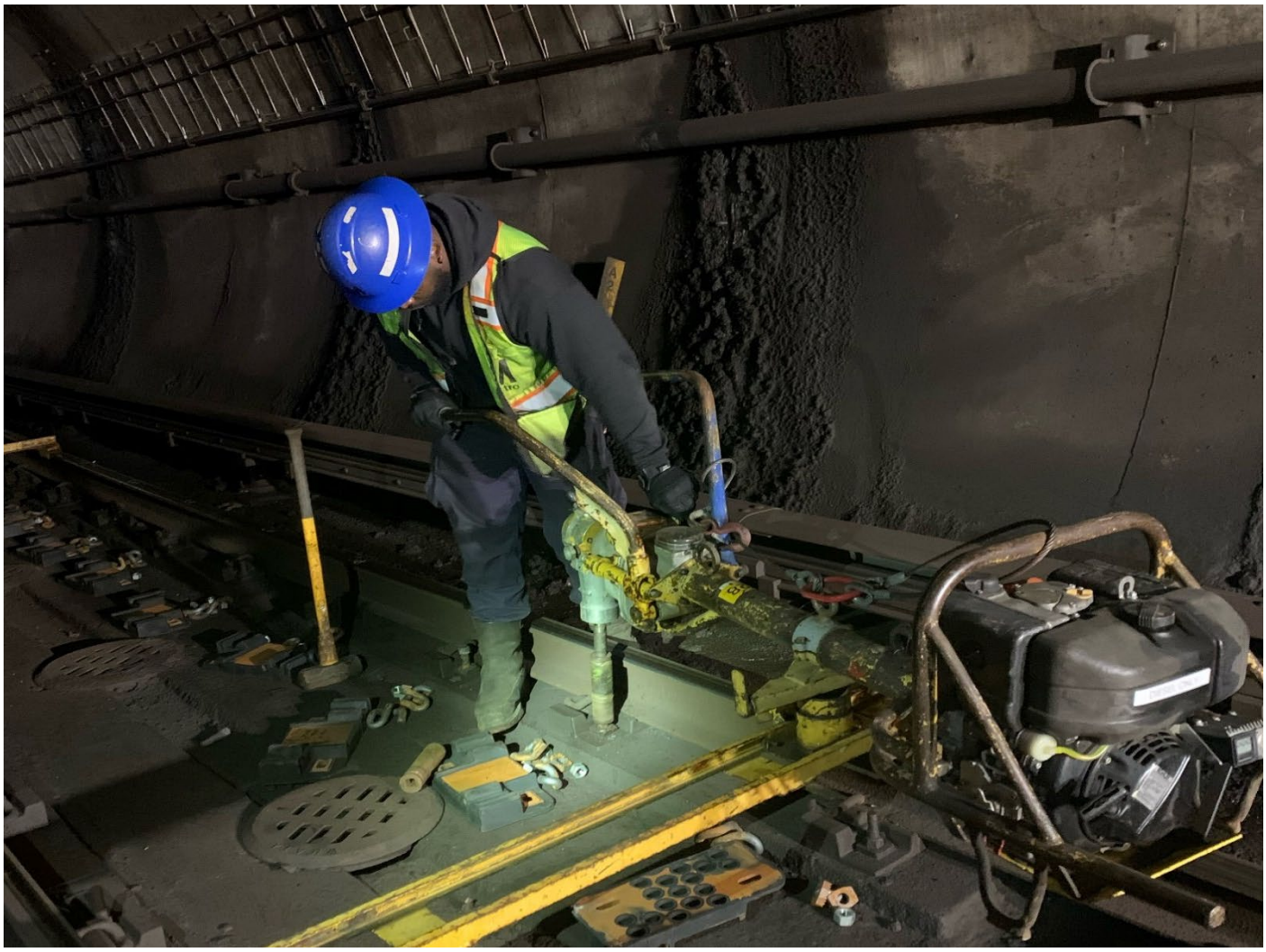
- Awarded Design-Build contract for Bethesda South Mezzanine and commenced advance planning and preparation for a station closure around Bethesda to build the Maryland Purple Line Second Entrance in Summer 2026
- Completed successful summer shutdown to support Purple Line work at Silver Spring station
- Substantially completed Above Ground Radio Construction at seven sites (Alexandria, Branch Ave., Tantallon, Brookeville, Glenmont, Rosslyn, and Rhode Island)
- Completed Advanced DAS Station Testing at 91 stations to identify coverage lapses in support of 700/800 MHz activation; advanced physical readiness for Arlington County 800 MHz activation at all 12 designated stations
- Developed Certifiable Item Lists (CILs) for Alexandria, Glenmont, and Branch Rail Yards RF Sites, and Arlington County PSRS to support the safety and security certification process for the radio project

Financial Stewardship and Resource Management

- Launched a pilot of WMATA Configuration Management for the Herndon train control room to improve lifecycle tracking of critical signaling assets
- Rescoped the Radio and Fiber program, reducing 162 locations and 370,000 LF of fiber installation—resulting in an estimated $100 million in capital funding savings
- Completed final (A12 Tie Breaker) replacement of nine Tie Breaker Stations on the Red Line as part of

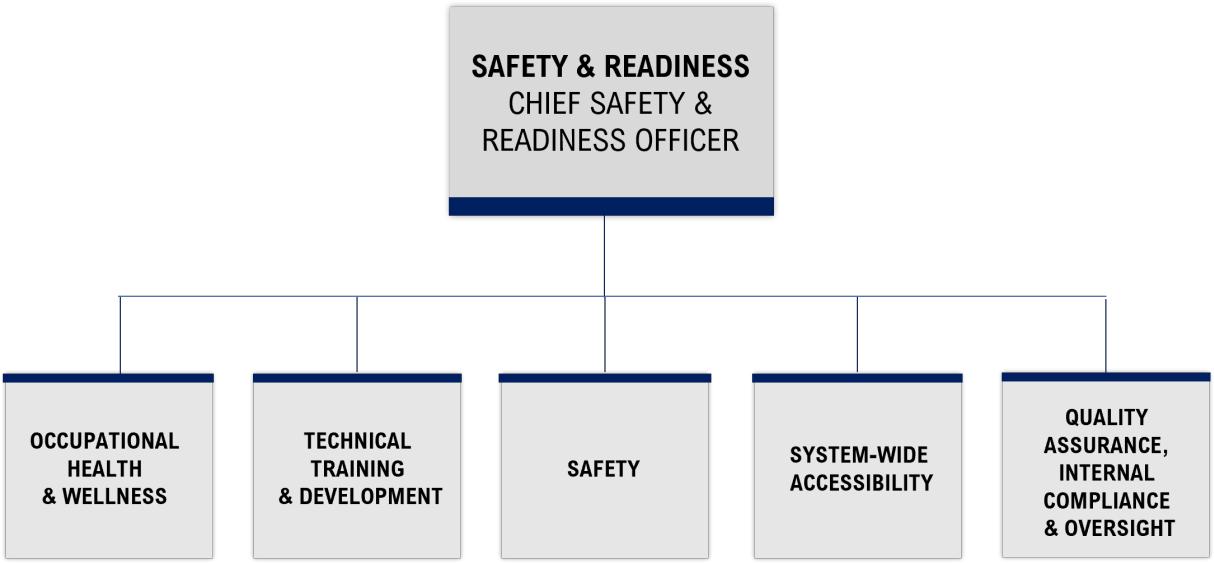
the Traction Power State of Good Repair Contract #1

- Placed new passenger station AC switchgear online at four locations
- Completed meggering of 1,361 traction power cables and replaced 44,351 linear feet of cable as part of State of Good Repair efforts



Pictured: Metrorail track maintenance worker in tunnel

Safety & Readiness



FY2026 APPROVED OPERATING EXPENSE: SAFETY & READINESS

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget[2]	FY2026 Budget	$ Change	% Change
Personnel	$67,256	$73,140	$78,433	$85,444	$7,011	8.9%
Non-Personnel	$18,416	$28,082	$27,492	$32,329	$4,837	17.6%
Total Cost	**$85,672**	**$101,223**	**$105,925**	**$117,773**	**$11,847**	**11.2%**
Authorized Positions[1]	n/a	591	591	591	-	0.0%

1. Due to the re-organization of November 2022, headcount by department is not available for FY2023

Safety & Readiness ensures Metrobus, Metrorail, MetroAccess, and Metro's facilities are operationally safe and physically secure for all employees, customers and surrounding communities; the team also provides internal occupational health and regulatory safety services. In collaboration with all other departments, Safety & Readiness promotes Metro's safety culture throughout the organization from the Board of Directors to every employee, regardless of position or location. Safety & Readiness is responsible for the management and compliance of policies and procedures in the following areas:

- Hazard identification and mitigation
- Incident and accident investigation
- Emergency preparedness
- Safety and security certification
- Oversight of construction safety
- Occupational safety and health
- Environmental management and compliance
- Quality business practices for Metro's overall quality, efficiency, reliability, and safety
- All-inclusive operational and safety training
- Accessibility standards to improve customer and workplace safety

Safety & Readiness is organized into five groups:

Safety: Safety leads the strategic implementation of a safety management system (SMS), a systematic way to continuously identify and monitor hazards and control risks while maintaining assurance that these risk controls are effective. Safety's main responsibilities include Safety Assurance (to include Safety Certification, Investigations, Operational Oversight, and Data Analytics); Safety Risk Management (to include Operating Practices, Occupational Safety & Health, and Environmental Management and Compliance); Safety Policy and Promotion; and Emergency Preparedness.

Occupational Health and Wellness: Occupational Health and Wellness provides occupational health

services (clinical, drug and alcohol compliance, etc.) to employees and prospective employees, as well as employee support programs to current employees to include health and wellness offerings, lactation support and reasonable accommodations in compliance with Title I of the Americans with Disabilities Act (ADA). Occupational Health and Wellness promotes and monitors health and wellness to encourage a healthy workforce and supports public safety by: ensuring Metro employees meet physical and psychological standards for safety-sensitive duties; monitoring Metro's compliance with FTA Regulations in the prevention of alcohol misuse and prohibited drug use; endeavoring to improve and monitor employees' overall health and quality of life to include support programs, health and wellness offerings, and lactation support; and ensuring compliance with Title I of the Americans with Disabilities Act of 1990 and any associated regulations pertaining to individuals with disabilities.

Quality Assurance, Internal Compliance & Oversight: Quality Assurance, Internal Compliance & Oversight (Quality) manages a system of internal controls to elevate Metro's overall quality compliance, efficiency, reliability, and safety through unbiased internal reviews and assessments of service delivery, new railcar commissioning, engineering & maintenance, capital program management, and safety functions. Quality also coordinates and oversees the development and implementation of corrective/preventive action plans to address internal and regulatory safety findings, recommendations, and required actions. Additionally, Quality manages Metro's Policy Instruction (P/I) Manual and leads the development and implementation of Metro's Quality Management System (QMS) and the WMATA document repository, MetroDocs.

Technical Training & Development: Technical Training & Development addresses operational readiness by centralizing and streamlining operational and safety training and certifications across the organization. Additionally, it manages the Technical Skills Programs to recruit, train, and graduate new employees into hard to source skill-based areas such as elevator/escalator, railcar, and automatic train control maintenance. Technical Training and Development is also responsible for developing the Training Center of Excellence and building the Metro Training Center.

System-Wide Accessibility: The Office of System-Wide Accessibility establishes enhanced accessibility standards to improve customer and workplace safety by consolidating all accessibility-related roles, working in partnership with Metro Departments to promote accessibility compliance as required by regulations, such as the Americans with Disabilities Act (ADA).

FY2026 Key Efforts

The Safety and Readiness Organization continues to support Metro's Strategic Transformation Plan goals and has identified the following key efforts for FY2026 to advance these goals.

Service Excellence

- Continue to mature Metro's Safety Management System, which is a comprehensive framework where management and staff continue the procurement and implementation of an ADA Case Management system to ensure compliant and timely management of disability accommodations for employees and applicants.
- Collaborate to continuously improve how safety risks are identified, assessed, and mitigated. Key initiatives include progressing the Incident Management Framework Training; implementing Fatigue Management across Metro; training on the 11 recently established workplace occupational safety and health-related programs; recalibrating safety data gathered to ensure accuracy and use hazard data to drive risk-based decisions; sustaining and maturing the After Action Review process; launching the next phase of Roadway Worker Protection Improvements; sustaining and maturing the Safety Committee structure; using environmental safety data to drive safety decisions; and enhancing recognition to grow participation and trust in the Safety Management System.
- Continue to implement and execute the Employee Assistance Program (EAP) Critical Incident Response Plan to ensure a response by skilled Mental Health Clinicians to immediate employee needs, which is included in Metro's Strategic Transformation Plan initiative

Talented Teams

- Establish a comprehensive, incentive-based wellness program to drive employee engagement, as well as strengthen employee health and wellness programs
- Define measurable goals and standards consistent across the agency to enable all employees to contribute to the quality, safety, and reliability of work and services through the Authority-Wide implementation of the Quality Management System (QMS) program by the Quality Team.

- Build a dedicated facility for the new Metro Training Center which will be the hub for Operations, Infrastructure, and Safety Training for Metro. It will incorporate non-revenue assets for technical trainings (railcars, bus maintenance equipment, etc.) and multiple learning modalities (simulated, hands-on applied, class instruction, etc.)
- Update and standardize departmental policies and procedures to incorporate Instructional System Design for adult learners throughout all technical training and the development of training materials
- Advance ADA compliance in high-impact projects such as system-wide updates to wayfinding, 8k fleet design, Metro Access fleet certification, and new fare machine pilot rollout
- Continue to oversee the implementation and compliance of WMATA's Fitness for Duty Program to ensure all Safety Sensitive employees report for work "Fit for Duty," meaning that the employee is physically, medically, and mentally able to competently and safely perform their job duties

FY2025 Major Accomplishments

Service Excellence

- Completed full rail system scanning and modeling to enhance wayfinding for riders with visual impairment (Metro has the first fully scanned system for accessibility in the world)
- Increased QMSP implementation from 60 percent in July 2024 to 72 percent in December 2024, reflecting improvements in document status, computer-based training completion, and quality core standards
- Successfully completed Phase 1 of the implementation of a multi-year Electronic Health Records (EHR) System, designed to effectively monitor employee health and wellness
- Successfully launched a comprehensive wellness platform (Personify Health) in 2025, providing eligible employees with centralized access to health and wellness resources. The platform offers tailored programs, accessible resources, and engagement opportunities, empowering employees to prioritize their health

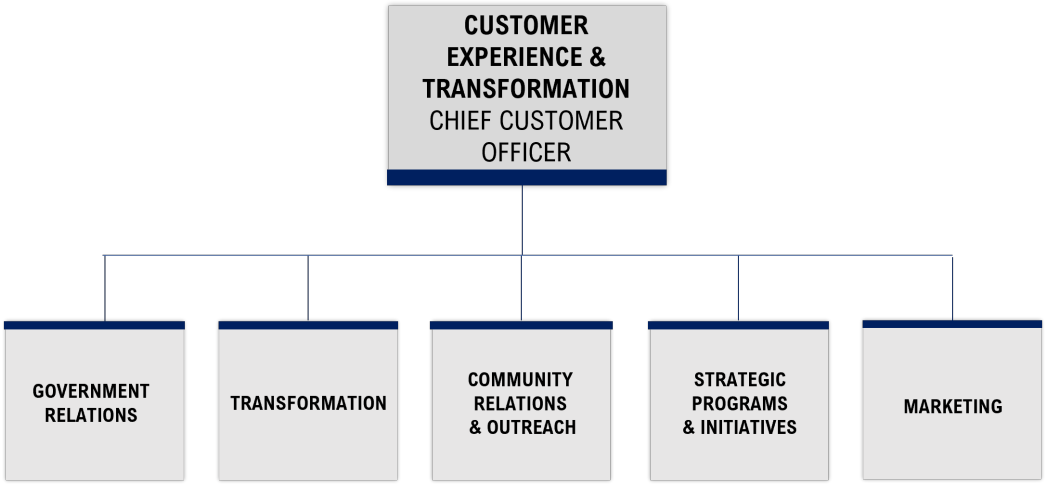
Talented Teams

- Matured the agency's Safety Management System, with record number of voluntary employee safety reports and enhancements to seventeen occupational safety and health programs

Regional Opportunity and Partnership

- Implemented return to Automatic Train Operations on the Red Line and Better Bus Network Training to support timely launch of both critical Metro initiatives
- Reported by the Department of Transportation (DOT) National Transit Database as leading comparable peers in the transit industry with the lowest rates of rail vehicle collisions and rail customer injuries

Customer Experience & Transformation



FY2026 APPROVED OPERATING EXPENSE: CUSTOMER EXPERIENCE & TRANSFORMATION

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel	$5,602	$5,828	$8,094	$8,578	$483	6.0%
Non-Personnel	$10,687	$7,894	$11,967	$11,790	($177)	-1.5%
Total Cost	**$16,288**	**$13,722**	**$20,061**	**$20,368**	**$307**	**1.5%**
Authorized Positions[1]	n/a	n/a	53	56	3	5.7%

1. Due to the re-organizations of November 2022 and December 2025, headcount by department is not available for FY2023 and FY2024

The mission of the Department of Customer Experience & Transformation is to grow and maintain a satisfied customer base. At the core, our primary goal is to deliver better service, market and explain that service, and provide helpful information to customers along their journey. Whether customers are deciding to take a train, bus, or car, or standing on a train platform viewing information displays, at a bus stop looking for real time arrival data, planning a trip with Google Maps, getting email alerts about a specific line/bus route, or following us on social media, our messaging should be accurate and helpful.

This team extends and leverages efforts to employees, stakeholders, elected officials, the public, and the media using a variety of tools within five complementary divisions.

The five divisions include: **Government Relations, Transformation, Community Relations & Outreach**, **Strategic Programs & Initiatives, and Marketing.** Partnering with other departments, this team develops strategies, processes, messaging and programs informed by customer insights to improve and resolve pain points. This department champions what customers value through insightful, data-driven research to deliver customer satisfaction. Together, this team is tasked with building and maintaining strong relationships with Metro's stakeholders, partners, customers, employees, regional elected officials, business and community groups, and the Board of Directors. A key priority includes engagement of stakeholders in support of Metro's Strategic Transformation Plan, *Your Metro, The Way Forward*, which helps drive business goals and objectives. Tracking progress and mitigating risks helps ensure widespread understanding of where we stand in relation to the key priorities.

Through collaboration within the Customer Experience & Transformation organization, collectively our teams are the voice of the customer. Actively we drive cultural shifts toward a more customer-centric approach to what we do.

Each of our divisions makes key contributions:

Government Relations engages stakeholders in support of our business goals and objectives, coordinating with federal agencies, safety oversight organizations, jurisdictions, and Congress to ensure needed operating

and capital funding support and foster collaboration with regional transportation providers.

Transformation engages stakeholders in support of Metro's Strategic Transformation Plan with the goal of driving business goals and objectives, tracking progress and mitigating risks.

Community Relations & Outreach provides proactive customer outreach to all, regarding planned events impacting service, fare increases, annual budgets, and strategic community outreach as part of the public participation plan aimed at Limited English Proficiency (LEP) and American with Disabilities Act (ADA) customers.

Strategic Initiatives & Programs leverages technology, in conjunction with thoughtful customer research, to resolve and reduce pain points across the entire customer journey.

Marketing improves public confidence and helps grow ridership and non-fare revenue through advertising programs, merchandise development, and informational campaigns.

FY2026 Key Efforts

The Customer Experience and Transformation Organization continues to evolve in support of Metro's Strategic Transformation Plan goals and has identified the following key efforts for FY2026 to advance these goals.

Service Excellence

- Launch Contact Center as a Solution (CCaaS) technology that reduces call times by providing self-service options for customers and modern tools for staff while offering customers a vanity number (202-GO-METRO) to reach Metro
- Expand strategic wayfinding efforts to create a unified system of screens, signs, maps, and real-time information at key moments throughout the customer journey
- Ensure a customer-first approach to all new and existing product/service design. This is achieved by incorporating a "Service Design" operating framework into new product launches as well as ongoing initiatives such as: 8000-Series railcars, MetroPulse app, and development of a new www.wmata.com website

Talented Teams

- Partner with operations training department to launch an updated customer experience (CX) training program for bus and rail front-line employees organization-wide
- Pilot new WMATA frontline uniforms

Regional Opportunity and Partnership

- Support Better Bus Network Redesign Program implementation, including aligning regional signage system, marketing, community outreach, and training for customer service staff
- Grow merchandising and licensing opportunities through events and online promotions
- Engage stakeholders, including Metro's regional Congressional delegation and business leaders, in support of Metro's business goals and objectives; coordinate with federal agencies and safety oversight organizations

Financial Stewardship and Resource Management

- Support DMV*Moves* in partnership with the Metropolitan Washington Council of Governments, to advance a unified vision and long-term funding model for public transit in our region
- Drive, market, and incorporate a customer centric approach to implementing Open Payment system (Tap. Ride. Go.) to transform how Metro collects fares
- Introduce a minimum of two marketing communication campaigns designed to reach visitors and increase off-peak ridership

FY2025 Major Accomplishments

Service Excellence

- Upgraded real-time screens at 22 additional rail stations and 140 additional bus stops in 2025
- Provided real-time bus information inside 16 rail stations
- Generated over 1.2 million mobile transactions each week through targeted marketing efforts
- Sold out Inauguration SmarTrip cards in only six days

Talented Teams

- Modified existing uniform options to include higher-quality, breathable fabrics for employees
- Updated nine job descriptions to include more relevant skills and competencies

Regional Opportunity and Partnership

- Rebranded Metro's messaging and identity to resonate with a modern audience while preserving the agency's heritage

- Achieved significant retail gains through Metro Pop-Up Shops, with sales totaling $80K at the Cherry Blossom Festival, $10K at Metro Fests, and $220K at the Traditional Holiday Pop-Up
- Tested a more customer-friendly fare machine design at L'Enfant Plaza, inspired by a local college student's concept
- Reached over 2.1 million individuals on social media, 600,000 through display media, and 118,000 via paid influencer campaigns through the Metro Rewind digital marketing initiative

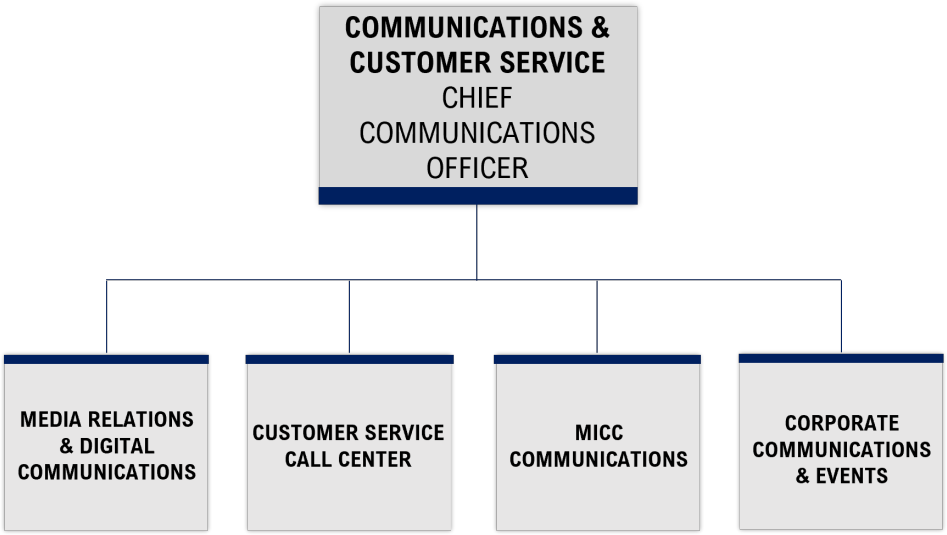
Financial Stewardship and Resource Management

- Reduced spending for contracted outreach services by 20 to 50 percent by utilizing in-house resources and the Metro Information Person (MIP) program



Pictured: Metro customers gathered at faregates to exit

Communications & Customer Service



FY2026 APPROVED OPERATING EXPENSE: COMMUNICATIONS & CUSTOMER SERVICE

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel	$6,224	$7,827	$12,988	$13,240	$252	1.9%
Non-Personnel	$2,476	$2,001	$2,370	$2,392	$23	1.0%
Total Cost	**$8,700**	**$9,829**	**$15,358**	**$15,632**	**$274**	**1.8%**
Authorized Positions[1]	n/a	n/a	114	123	9	7.9%

1. Due to the re-organizations of November 2022 and December 2025, headcount by department is not available for FY2023 and FY2024

The Organization of Communications and Customer Service's primary function is to grow and sustain a satisfied customer base, maintaining historic satisfaction numbers through clear, concise messaging. Our focus is delivering accurate, timely, and helpful information to customers that guides their decision-making during every part of their transit journey. Whether our customers are on the platform viewing information displays, at a bus stop looking for real-time arrival data, planning a trip through wmata.com, or following us on social media, our service messaging should be an accurate and helpful source of information. This unified approach helps us build trust and transparency in the community, improving the customer's journey throughout our system.

To accomplish synchronization of customer messaging, we leverage owned and earned channels within four complementary divisions: **Media Relations & Digital Communications, Customer Service Call Center, MICC Communications, and Corporate Communications & Events.**

Working collaboratively with other departments to support the voice of employees and customers, this team develops strategies, processes, messaging, and programs informed by customer insights to enhance customer experiences and resolve pain points. Collectively, this team is tasked with building and maintaining strong relationships with Metro's Board of Directors, employees, customers, partners and stakeholders, regional elected officials, businesses, and community groups. We craft impactful messages, report relevant metrics, implement tracking mechanisms, provide positive reinforcements, offer recommendations for recognition, and actively drive our culture towards a more customer-centric approach.

Integrating these diverse channels is paramount in supporting our Strategic Transformation Plan priorities: Service Excellence, Talented Teams, Regional Opportunity and Partnership, and Financial Stewardship and Resource Management.

The following are key areas of focus for each group:

Media Relations & Digital Communications engages new customers by growing all social media channels and relationships with local, regional, and national media. This group works to elevate positive narratives that educate and inform customers about new initiatives, emphasizing accurate reporting to ensure Metro is shown in the best light.

Customer Service Call Center supports the procurement, implementation, and launch of Contact Center as a Solution (CCaaS). This team will also focus on updating and integrating new customer relationship management (CRM) functions to provide a better customer experience for SmarTrip and trip planning.

Metro Integrated Command and Communications Section (MICC Communications) will continue building support of the Metro Integrated Command and Communications Center to fully support operational communications 24/7. This team also monitors and responds to social inquiries, investigates, and documents issues and provides immediate response to inquiries from customers and up-to-date information for executives.

Corporate Communications & Events engages frontline and administrative employees to ensure knowledge and awareness of Metro initiatives and elevates Metro employee accomplishments through programs and award opportunities using storytelling through owned channels to highlight Talented Teams. This team's focus on the Communications and Customer Service Organization continues to support Metro's Strategic Transformation Plan goals and has identified the following key efforts for FY2026.



Pictured: Employees working in the Metro Integrated Command and Communications (MICC)

FY2026 Key Efforts

Service Excellence

- Implement and launch Contact Center as a Solution (CCaaS) program that reduces call times by providing self-service options for customers and modern tools for staff
- Continue building the Communications Section of the Metro Integrated Command and Communications Center to fully support operational communications 24/7
- Highlight wayfinding efforts through narratives that showcase continuous improvements in the customer's journey
- Execute one-stop shop for customer initiatives through call center support, lost and found services, and merchandise promotions, fostering cross-departmental and external collaboration to ensure operational support matches large-scale regional events

Talented Teams

- Build new organizational channels to support employee engagement and highlight initiatives
- Continue to build support that expands Communications and Customer Service

Regional Opportunity and Partnership

- Support Better Bus Program implementation by pitching in-depth media stories and creating robust public education campaigns
- Collaborate with regional partners to ensure understanding of Metro initiatives: Metro Pulse, Open Payment, World Pride 2025, Better Bus, and SmarTrip operations

Financial Stewardship and Resource Management

- Support DMV*Moves*: in partnership with the Metropolitan Washington Council of Governments to advance a unified vision and viable funding model for public transit in our region

FY2025 Major Accomplishments

Service Excellence

- Used Metro-owned channels to highlight ongoing customer improvements, helping to secure historic customer satisfaction ratings on Metrobus and Metrorail, and to elevate ridership success through social messaging and customer newsletters; emphasized that Metro led the nation in ridership recovery on both services
- Promoted safety and security systemwide to increase MTPD and Special Police Officer visibility, and to highlight fare enforcement efforts on Metrorail, contributing to an 82 percent decline in fare evasion and expanded enforcement on Metrobus
- Increased Metro brand affinity and social media followers by aligning content with social trends and refreshing messaging to emphasize ridership, merchandise, and community impact

Talented Teams

- Hired key leadership and support positions for the MICC Communications Section team
- Assisted with development and implementation of staff training modules to support new Public Communications Coordinator role, transitioning Customer Call Center operational responses to MICC Communications Section in full support of designed support model

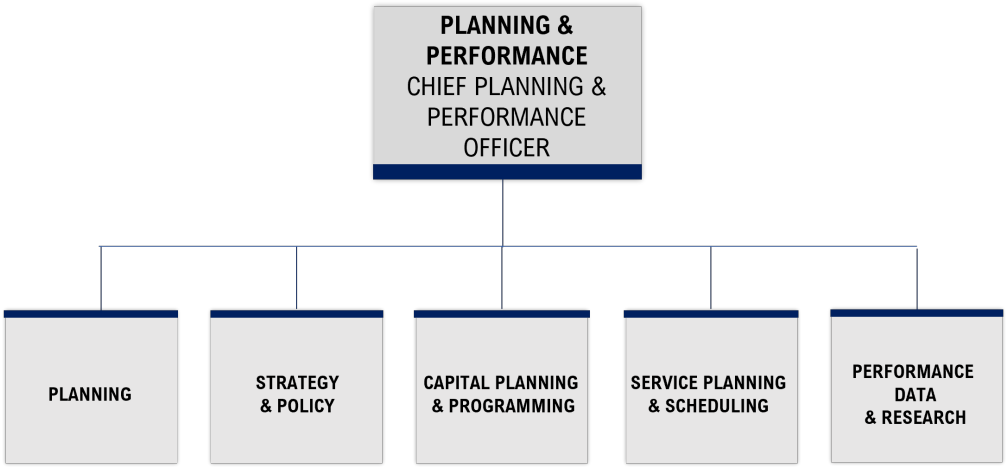
Regional Opportunity and Partnership

- Leveraged new Metro events to deepen community engagement and emphasize the significance of America's Metro System in the region
- Garnered positive media coverage for DMV*Moves*, spotlighting regional collaboration toward a unified transit vision
- Facilitated public engagement in the Better Bus initiative, resulting in widespread adoption and 53 percent awareness of the Network Redesign

Financial Stewardship and Resource Management

- Established a consistent messaging cadence to support ongoing education and awareness of FY2025 budget implementation efforts

Planning & Performance



FY2026 APPROVED OPERATING EXPENSE: PLANNING & PERFORMANCE MANAGEMENT

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel	$16,721	$16,594	$14,894	$15,608	$714	4.8%
Non-Personnel	$2,473	$3,236	$6,209	$6,132	($77)	(1.2%)
Total Cost	**$19,194**	**$19,830**	**$21,103**	**$21,740**	**$637**	**3.0%**
Authorized Positions[1]	n/a	190	187	192	5	2.7%

1. Due to the re-organization of November 2022, headcount by department is not available for FY2023

The Planning and Performance Organization drives Metro's strategy, plans new and on-going programs and projects, develops bus and rail service schedules, and measures Metro's success at delivering against those plans. Planning and Performance includes five Departments: P**erformance Data & Research, Planning, Strategy & Policy, Service Planning & Scheduling,** and **Capital Planning & Programming.**

The **Performance, Data, and Research** department leverages research, data, and analysis to inform, propose, and implement strategic recommendations that enhance Metro's performance and drive its transformation.

The **Service Planning and Scheduling** department prepares bus and rail service plans and schedules to ensure adequate capacity and reliability with the most efficient use of Metro's resources for new vehicle and operator schedules, including special events and planned service disruptions.

The **Planning** department develops medium- and long-range transformational plans and projects and injects the values of efficiency and effectiveness into Metro's programs and projects.

The **Strategy & Policy** department develops long-range and overarching visions for the Authority while also assisting in the tactical implementation of those goals.

The **Department of Capital Planning & Programming** builds and oversees Metro's prioritized capital program. The programs and projects delivered by Metro advance the strategic transformation plan associated with Service Excellence, Talented Teams, Regional Opportunity and Partnership, and Financial Stewardship and Resource Management.

FY2026 Key Efforts

The Planning and Performance Organization continues to support Metro's Strategic Transformation Plan goals and have identified the following key efforts for FY2026 to advance these goals.

Service Excellence

- Implement the 2025 Better Bus Network: facilitate the delivery and communication of the new network in the summer of 2025 and transform bus data to enable an analysis of the new network
- Transform Business and Operations: continue to elevate the impact of dashboards, performance and ridership reports, open data portal, the STAT program, and industry benchmarking by aligning them with annual agency strategies, priorities, and initiatives
- Lead in Data Science: develop reliable data tools and provide essential technical resources to support researchers and analysts, fostering a robust data science environment. Develop and refine quantitative models to forecast, optimize, and refine service delivery.

Talented Teams

- Support Business Operations and Staff Management: equip leaders with advanced tools and methods, such as new budget and training dashboards, centralized contractor management, and expedited hiring and onboarding processes. Boost morale by measuring staff sentiment through annual and pulse surveys and implement engagement action plans to enhance workplace satisfaction.
- Foster Employee Innovation: continue to support testing and evaluation of new technologies and practices that improve resource- and cost-efficiency through the Lab and host the annual Innovation Challenge to recognize employees who go above and beyond in advancing Metro's long-term performance, service value, and operational excellence
- Modernize Fare Payment: launch Tap. Ride. Go., Metro's program that enables customers to pay fares using their credit/debit card—this program adds to earlier initiatives such as mobile wallet or smart watch; develop fare policies and collections infrastructure designed to decrease fare evasion while increasing accessibility to the system

Regional Opportunity and Partnership

- Develop and Publish Metro's Capital Improvement Program (CIP) and Long-Range Plan: inform the community and regional stakeholders of future investments and the performance of ongoing investments, including related community and service impacts
- Prioritize Buses on Region's Roads: continue to work with local and state road owners to advance red bus lanes, expand Clear Lanes, and analyze benefits and impacts of bus priority measures

Financial Stewardship and Resource Management

- Efficiencies in the Capital Program: continue to review capital investments to identity efficiencies and free up resources for capital initiatives by identifying overhead cost savings and simplifying standards, requirements, and practices to drive long term capital cost savings
- Formulate Metro's Capital Program: Capital Planning and Programming ensures Metro's resources are prioritized by undertaking a State of Good Repair Needs Outlook to inform the proposed capital program and completing Performance Outcome Measures to evaluate how well the capital program helps Metro reach its overall goals
- Advance Energy Strategy: continue strategic engagement in the energy sector – including through onsite solar generation, multiple-year energy contracts, and energy efficiency rebates – to meet Board-adopted energy goals, control costs, and support the region's energy and efficiency priorities
- Plan for Environmental Risk: continue to develop tools and provide technical resources to integrate into agency-wide risk management, support cost effective incremental investment to minimize future cost, and work with jurisdictional partners to resolve problems upstream
- Support DMV*Moves*: in partnership with the Metropolitan Washington Council of Governments, advance a unified vision and long-term funding model for public transit in our region

FY2025 Major Accomplishments

Service Excellence

- Adopted the Better Bus Network Redesign—the first major overhaul of the Metrobus network in its 50-year history—focused on making the bus system easier to use, faster, and more reliable
- Launched a suite of Metro Daily Reports distributed to over 700 staff, covering key performance indicators including ridership, service delivery, prediction accuracy, farebox reliability, safety, overnight trackwork, customer service, elevators and escalators, parking utilization, application uptime, and radio outages

- Facilitated over 30 mode-level STAT meetings that identified more than 100 opportunities for improvement
- Produced seven public reports to the Board on Service Excellence, Regional Opportunity and Partnership, and Talented Teams
- Built and deployed research-based models and tools to support service improvements—such as estimating ridership impacts of development near stations, measuring rail service expansion, processing bus navigation data, and assessing rider sentiment from social media and Customer Relationship Management (CRM) systems

Talented Teams

- Launched the Mandatory Training Dashboard in collaboration with the Enterprise Learning Management (ELM) team to promote transparency and support completion of mandatory training
- Launched the Contractor Management Dashboard to enhance reporting, compliance tracking, and audit readiness

Regional Opportunity and Partnership

- Added 12 lane miles of bus lanes across the region, including seven miles on Georgia Avenue in Maryland, improving travel time and reliability for customers and enhancing operational safety for drivers
- Hosted two international transit industry events—Community of Metros and the UITP Annual Metropolitan Railways Conference—welcoming over 100 senior leaders from 23 countries to share best practices

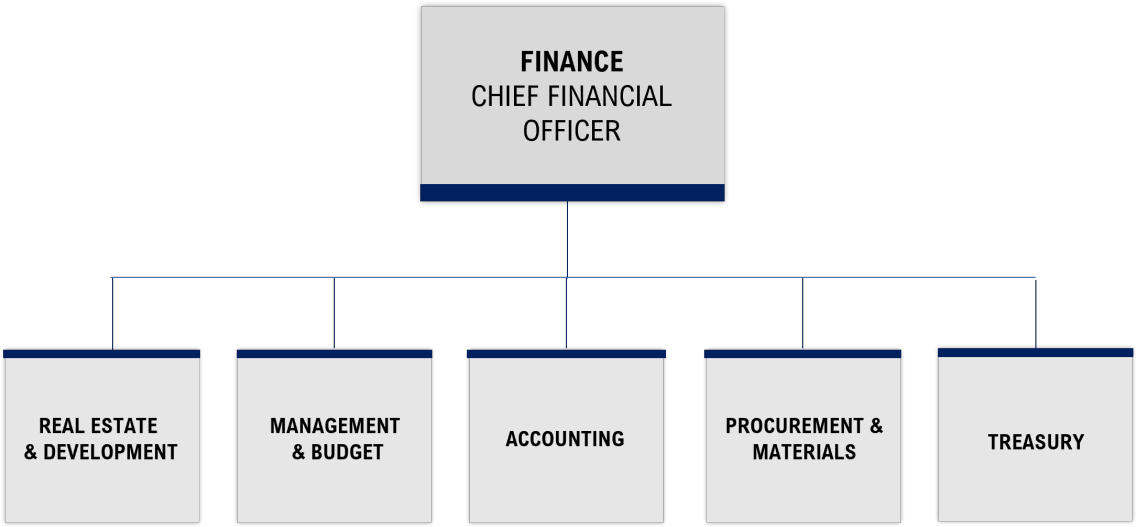
Financial Stewardship and Resource Management

- Restructured the Metrorail and Metrobus subsidy allocation formulas to better align service levels with investment, creating a transparent and more understandable model for regional partners
- Awarded a ten-year electricity supply contract to meet Metro's Maryland electricity needs, mitigating market volatility, securing favorable pricing, and supporting long-term financial planning



Pictured: Empty underground tunnel and track maintenance of Metro Capital improvement project CIP0349

Finance



FY2026 APPROVED OPERATING EXPENSE: FINANCE

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel	$30,352	$34,128	$36,356	$41,589	$5,233	14.4%
Non-Personnel	$73,553	$86,805	$78,242	$82,745	$4,503	5.8%
Total Cost	**$103,904**	**$120,934**	**$114,598**	**$124,334**	**$9,736**	**8.5%**
Authorized Positions[1]	n/a	406	406	430	24	5.9%

1. Due to the re-organization of November 2022, headcount by department is not available for FY2023

The Finance organization ensures Metro moves the region forward in a fiscally responsible manner through safe and reliable public transportation; improved service; and enhanced customer experience. Finance advances fiscal integrity through budget development and management; financial planning, reporting, and analysis; resource management and allocation; cash flow and investment management; quality procurement; and compliance with accounting standards and regulatory requirements. Finance enhances the Authority's fiscal strength by maximizing capital program funding through capital budget management and the pursuit of grant opportunities, facilitating revenue collection and fare programs, and managing Metro's real estate portfolio.

Finance comprises the offices of **Management and Budget, Accounting, Real Estate and Development, Treasury,** and **Procurement and Materials.**

Management and Budget formulates and manages the annual operating and capital budget; conducts long-range financial planning and reporting, including ridership and revenue forecasts; and manages revenue, while leveraging data analysis of Metro initiatives to optimize performance and service to customers. Management and Budget also manages all Federal, State and local formula and competitive grant opportunities and provides oversight of awards from application to closeout including compliance with federal rules and regulations.

Accounting manages payroll operations, accounts payable and receivable, asset management, Metro's travel program (MetroTravel), and labor certification. Accounting directs the annual financial statements and single audits, as well as SmarTrip audits and tax filings.

Real Estate and Development optimizes the Authority's real estate and parking portfolios, as well as identifying and pursuing joint development opportunities that support long-term value and regional growth.

Treasury is responsible for risk management, revenue collection, liquidity management, corporate investments, debt management, and fare media sales and distribution. Regional fare programs are an essential component of

Metro's product offerings. The diverse range of fare discounts promotes ridership across age, income status, and reason for commuting. Treasury provides support to key Metro initiatives such as Metro Lift, Senior Cards, University Pass (U·Pass), and Kids Ride Free, as well as facilitating relationships with local banks that directly support the regional economy.

Procurement and Materials manages Authority-wide acquisition services and is responsible for managing the acquisition of all goods and services for Metro. Procurement and Materials plays a critical role in ensuring the Authority has the resources necessary for efficient and effective operations, as well as providing a direct link to local vendors, fostering relationships with businesses across the region.

FY2026 Key Efforts

The Finance Organization continues to support Metro's Strategic Transformation Plan goals.

Service Excellence

- Provide support to the Better Bus Network redesign and Tap. Ride. Go. initiatives
- Begin implementation of upgraded cloud-based Parking Access Revenue Control System with License Plate Recognition at phase one stations
- Install on-demand bicycle lockers and secured racks systemwide to be completed by Fall 2027

Regional Opportunity and Partnership

- Increase joint development readiness through strategic site and transit facility planning to generate new revenue and ridership as identified in the Ten-Year Strategic Plan for Joint Development, which set a goal of 20 new joint development agreements by 2032
- Implement the U·Pass regional growth strategy by engaging diverse student rider populations from academic settings

Financial Stewardship and Resource Management

- Implement MetroSync, the Enterprise Resource Planning (ERP) software system for Human Capital Management, Finance, and Digital Modernization
- Leverage dedicated funding revenues via capital market opportunities and utilize short- and long-term debt instruments, including the Transportation Infrastructure Finance and Innovation Act (TIFIA) and lines of credit and direct purchase borrowings to complement and increase efficiencies as needed to bridge funding gaps
- Support DMV*Moves*: in partnership with the Metropolitan Washington Council of Governments, to advance a unified vision and long-term funding model for public transit in our region
- Implement long-term financial planning and refine cost control and budget management processes for operating and capital budgets
- Streamline procurement process to improve customer service, procurement times, costs and inclusive contracting
- Implement new discretionary grants council to maximize Metro's pursuit of grant funding opportunities
- Support implementation of a strategy to minimize WMATA's warehouse footprint, resulting in financial savings

FY2025 Major Accomplishments

Service Excellence

- Awarded a contract to *LittlePay Inc*. to update the fare collection system, providing customers with multiple open payment options

Talented Teams

- Collaborated on the negotiations of new Collective Bargaining Agreements (CBAs) with Local 689, Local 922, and the transit police (FOP)

Regional Opportunity and Partnership

- Received Board approval to enter into a Joint Development Agreement with Hines to construct 437 residential units at Twinbrook
- Selected a developer for Deanwood joint development and issued developer solicitations for North Bethesda and Capitol Heights
- Executed a Memorandum of Understanding (MOU) with Montgomery County outlining $37 million in state and county support for the North Bethesda joint development
- Completed a new parking garage and bus loop at New Carrollton, unlocking future development opportunities in front of the station
- Began installation of automated teller machines (ATMs) in Metro stations and opened retail at Metro's L'Enfant headquarters, both generating non-passenger operating revenue

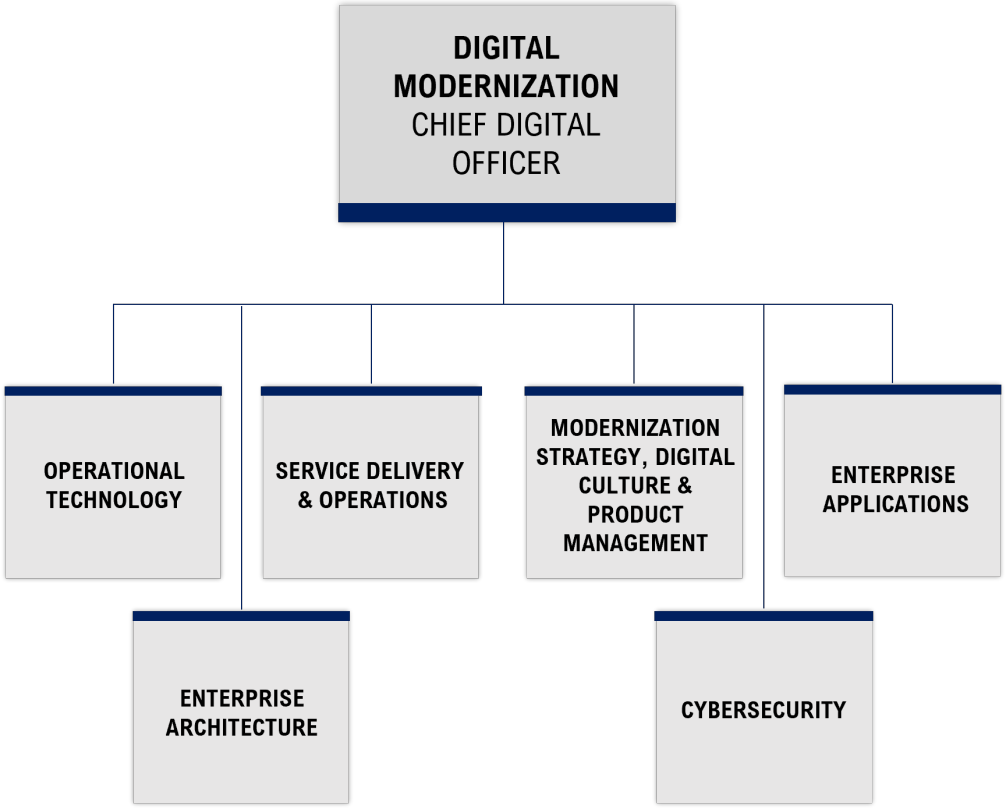
Financial Stewardship and Resource Management

- Collaborated with the *Boston Consulting Group's* Procurement team to review and streamline procurement processes
- Partnered with Amazon Business to reduce material costs and enhance product delivery times
- Restructured the operating subsidy formula and implemented an enhanced budgeting process that incorporates a second-year financial forecast
- Successfully issued WMATA Second Lien Series 2024A Bonds, providing critical funding for capital investments
- Received a clean audit opinion on Metro's FY2024 Financial Statements for the tenth consecutive year and on the FY2024 Single Audit for the ninth consecutive year. FY2024 also marked the fifth straight year with no new or repeat audit findings.
- Exceeded the FY2025 enrollment target for MetroLift's Reduced Fare Program, with 12,000 activated passes compared to the target of 11,200
- Surpassed year-one activation goals for the Kids Ride Free SmarTrip® Card in Apple Wallet, with over 7,000 students onboarded, exceeding the target of 4,500 activations and indicating strong early adoption
- Earned the Government Finance Officers Association's (GFOA) Distinguished Budget Presentation Award for the 14th consecutive year, recognizing Metro's commitment to meeting the highest standards in budget transparency and fiscal responsibility



Pictured: New Bike and Ride locker at a Metrorail station.

Digital Modernization



FY2026 APPROVED OPERATING EXPENSE: DIGITAL MODERNIZATION

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel	$45,337	$46,017	$48,791	$50,908	$2,117	4.3%
Non-Personnel	$53,134	$49,485	$58,360	$65,835	$7,475	12.8%
Total Cost	**$98,471**	**$95,502**	**$107,151**	**$116,742**	**$9,591**	**9.0%**
Authorized Positions[1]	n/a	383	382	382	-	0.0%

1.Due to the re-organization of November 2022, headcount by department is not available for FY2023

Digital Modernization supports all operating components of Metro by providing technological solutions to protect, maintain, and support Metro's daily operations. This department provides a safeguard to Metro data and network access and promotes the security, compatibility, integration, and interoperability of information and operational technologies. Additionally, incorporating Enterprise Architecture industry standards ensures the maintainability, affordability, scalability, and performance of all digital assets and infrastructure.

Digital Modernization includes the offices of: **Cybersecurity**, **Enterprise Applications, Enterprise Architecture, Modernization Strategy, Digital Culture & Product Management; Operational Technology,** and **Service Delivery & Operations**.

The **Office of Cybersecurity** enhances the safety, security, and reliability of Metro's operations through innovative, resilient, risk-based, and intelligence-driven cybersecurity programs, standards, and guidelines in partnership with departments Authority-wide and Metro's employees.

The **Enterprise Applications** team supports the modernization of Metro's key business functions through strategic collaboration, digital technology enhancement, and continuous innovation and improvement. Included within Enterprise Applications is Data Analytics and



Pictured Customers at faregate with modernized fare payment system, Tap. Ride. Go.

Artificial Intelligence, charged with advancing the digital transformation and continual modernization of Metro's technology by leveraging artificial intelligence, machine learning, robotic process automation, data science, and other technologies.

The **Office of Enterprise Architecture** partners with stakeholders throughout the authority to co-create Metro's technology vision (digital ecosystem) and drive innovation to support business goals and actualize the Strategic Transformation Plan. The team guides Metro's digital transformation and realizes the technology vision through the collaborative development and continuous improvement of technology roadmaps, strategic architectures, and standards-driven governance frameworks. This transformation will enable a "digital-first, customer-focused" Metro.

Modernization Strategy, Digital Culture & Product Management enables digital platforms and the delivery of digital experiences through strategic planning, budgeting, policy development, continual innovation, and incorporating departmental strategy into our project and program delivery.

The **Office of Operational Technology** enhances the technology that powers our Rail, Bus, and Paratransit services, ensuring efficient, reliable, and innovative transit solutions for the national capital region through strategic collaboration, digital technology enhancement, and continuous innovation and improvement.

Service Delivery & Operations enables robust rail and bus metro access and business services by enabling an integrated network and digital infrastructure, also providing responsive, reliable, automated customer service to support our internal customers.

FY2026 Key Efforts

The Digital Modernization Organization continues to support Metro's Strategic Transformation Plan goals and has identified the following key efforts for FY2026 to advance these goals.

Service Excellence

- Improved customer experience to include modernized fare payment, mobile schedules and trip prediction, a modernized customer call center, and more accessible wayfinding in cooperation with our regional partners

Talented Teams

- Front-line operations digitization to include increased automation of critical operational workflows and forms and processes to better

enable our teams to efficiently do their jobs and to ensure safety and reliability across Metro

Regional Opportunity and Partnership

- Enterprise-wide video to improve safety, security and collaboration in regional law enforcement

Financial Stewardship and Resource Management

- Advance robust asset management, both work order standardization management and IT asset management, to improve the state of good repair of our vehicles
- Streamlined and enhanced business processes through digital workflows and electronic signatures; used artificial intelligence to enable business processes through modernized Enterprise Resource Planning and timekeeping/scheduling systems, which will provide modern enterprise analytics capabilities
- Implementation of a Zero-based Trust architecture for our cyber protections to enhance Metro's ability to protect customer data and safety
- Modernization of our information technology network and migration to a cloud-based architecture to provide a more robust foundation for continued digital innovation

FY2025 Major Accomplishments

Service Excellence

- Replaced the outdated MetroAlerts application with a newer platform that provides more timely and accurate updates on train and bus schedules
- Successfully concluded a proof of concept to centralize content for real-time passenger information on the rail system using modernized content technology

Talented Teams

- Replaced paper-based certification processes for practical field examinations with an automated system, reducing downtime for rail operators and manual tracking of certification status
- Launched the development and deployment of Enterprise Data and Analytics Infrastructure funded by a USDOT SMART Grant. This project is designed to improve workforce efficiency by centralizing data across the authority into an integrated environment for Metro analysts

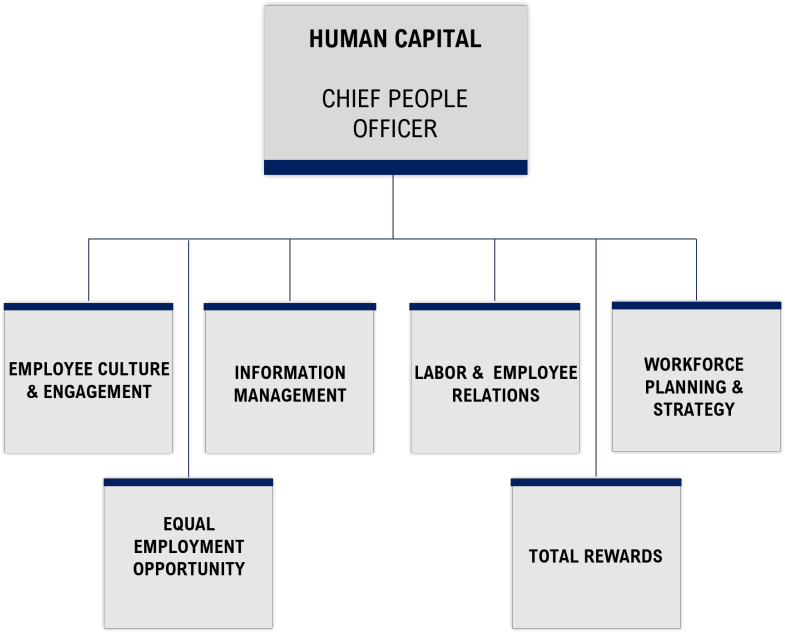
Regional Opportunity and Partnership

- Replaced the MyMTPD Text Tips tool with a newer application to enhance MTPDs ability to respond to customer-generated alerts, improving safety and security

Financial Stewardship and Resource Management

- Initiated a project to replace the legacy asset management and work order system to improve repair and maintenance timelines
- Implemented a traffic ticket and citation management application to reduce delays and minimize fines and late fees on WMATA vehicle citations

Human Capital



FY2026 APPROVED OPERATING EXPENSE: HUMAN CAPITAL

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel	$13,384	$14,771	$18,823	$19,738	$915	4.9%
Non-Personnel	$14,538	$13,367	$19,130	$19,313	$183	1.0%
Total Cost	**$27,921**	**$28,138**	**$37,953**	**$39,050**	**$1,098**	**2.9%**
Authorized Positions[1]	n/a	134	134	134	-	0.0%

1. Due to the re-organization of November 2022, headcount by department is not available for FY2023

Human Capital supports employee and labor relations matters by developing, maintaining, and improving employee relationships through communication and performance management and interpreting and conveying Metro's policies and collective bargaining agreements. The department is also responsible for sourcing and supporting the selection of highly qualified talent by delivering customer-friendly onboarding, implementing employee performance management programs, providing employee development and learning opportunities, and promoting an engaged organization free from discrimination.

Human Capital focuses on business innovation through organizational transformation and integrating strategic priorities across functions with the goal of establishing a culture of high performance at all levels of the organization. The Human Capital portfolio includes Workforce Planning and Strategy, Special Projects and Information Management, Labor and Employee Relations, Equal Employment, and Fair Practices and Total Rewards

The **Office of Workforce Planning and Strategy** supports talent acquisition, compensation, human capital solutions, and performance and learning. Drawing on the skills and talents of a team of certified professional recruiters and sourcing specialists, Talent Acquisition facilitates Metro's recruitment efforts for new talent, promotes a positive employment brand, and enables employee mobility through the employee job posting process. Human Capital Solutions drives transformational change by formulating workforce and talent strategies and redefining practices, including the enterprise-wide workforce planning and the refinement of competency architecture and its integration into Human Capital processes. The office also develops and implements innovative Human Capital programs designed to enhance organizational strength and employee engagement (e.g.,

Metro Elevate Succession Management Program, Staged Retirement Program, *Metro Compass* Mentorship Program, etc.).

The Office of Special Projects and Information Management is responsible for the strategic oversight, development, and management of the department's human capital information systems. This office plays a critical role in supporting workforce management by ensuring that Human Resource data systems are accurate, secure, and accessible. The Office of Special Projects and Information Management manages employee records, payroll information, benefits administration, and other personnel data.

The **Office of Labor and Employee Relations** is responsible for fostering a positive, productive, and compliant workplace environment that supports both organizational objectives and employees' rights. This office strengthens the employer-employee relationship and serves as a liaison to management for both non-represented and represented (unionized) employees. This office manages all aspects of labor relations, including collective bargaining negotiations, contract administration, dispute resolution, and adherence to labor laws and regulations.

The **Office of Total Rewards** is dedicated to designing, implementing, and managing a comprehensive compensation and benefits program that supports the Authority's mission, values, and strategic objectives. This office focuses on creating a balanced mix of health and wellness benefits and retirement planning. It also manages all aspects of the Family and Medical Leave Act administration and provides guidance to both employees and managers. By maintaining transparency and consistent practices, this office plays a pivotal role in building a culture of trust, engagement, and shared success.

FY2026 Key Efforts

Human Capital continues to support Metro's Strategic Transformation Plan goals and has identified the following key efforts for FY2026 to advance these goals.

Service Excellence

- Launch improved employee Exit Surveys and Exit Interviews framework and processes
- Develop initiatives to recognize and celebrate WMATA's staff and foster an environment of trust and respect through townhalls, sponsored events, and engagement opportunities

Talented Teams

- Advance Authority-wide programs that were piloted in FY2025, including the Mentoring Program, Manager Coaching Program, an updated Staged Retirement Program, and New Hire Orientation 2.0
- Design and launch an engagement committee with collaboration across Authority and external partner relationships
- Design and deliver an Authority-wide engagement strategy through a cross-departmental committee and create a role for engagement champions
- Create a comprehensive learning strategy focused on frontline and leadership development and psychological safety
- Enhance integration and data consistency with vendors, improve accessibility for candidates to include mobile devices, enhance proactive talent sourcing and management, and improve the candidate experience

Regional Opportunity and Partnership

- Establish a WMATA Learning and Development Council and increase engagement; partner with Community Engagement to increase awareness of WMATA opportunities

Financial Stewardship and Resource Management

- Roll out Metro Elevate Succession Management Program organization-wide and finalize the review of the Competency Architecture (structure, definitions)
- Eliminate paper training guides, resources, and materials by 40 percent

FY2025 Major Accomplishments

Service Excellence

- Implemented a streamlined, cross-functional process for organizational structure and design changes
- Completed three successful Collective Bargaining negotiations with minimal disruption
- Provided extensive training on grievance operations, nondiscrimination policies, and supervisory skills to over 500 employees
- Completed the first full FMLA audit and ensured concurrent management of FMLA and Worker's Compensation

- Concluded the Metro Awards program, recognizing over 100 employees for their achievements
- Partnered with Metro Transit Police to implement Metro's first Cadet Program, providing hands-on training, mentorship, and career pathways for aspiring law enforcement professionals
- Initiated over 3,000 background checks as outlined in the Criminal Background Check Policy and Instruction related to hiring, investigations, and reinstatements/return to work

Talented Teams

- Developed and piloted the WMATA Mentoring Program and Job Description Manager Tool
- Finalized the revision of the Staged Retirement Program and improved exit surveys and interviews
- Partnered with the Department of Infrastructure to design and deliver a project management structure
- Conducted training sessions on unconscious bias, grievance management, and Labor and Employee Relations (LER) onboarding
- Reviewed and concluded over 200 deliberation cases and collaborated on job descriptions and union affiliations
- Enhanced data management and analysis for grievances and arbitrations to ensure data integrity
- Earned the 2025 Military Friendly Employer and Military Spouse Friendly Employer designations for the twelfth consecutive year
- Selected as one of the Top 50 Best Companies for Latinas to Work for in the United States by LATINA Style Inc. for the seventh consecutive year
- Partnered with the International Transportation Learning Center (ITLC) to share best practices and the success of Metro's military recruitment efforts through the Mission Metro strategy
- Partnered with Recruit Military to feature two current Metro employees, strengthening the employer brand and attracting veteran talent
- Filled 1,511 positions using a multi-faceted recruitment approach including partnerships with 18 jurisdictional entities, visits to nearly 20 colleges and universities, and participation in 154 hiring-related events
- Partnered with Lincoln Technical Institute to install Metro-branded wallpaper on its Maryland campus as a strategic investment in talent branding and future workforce development

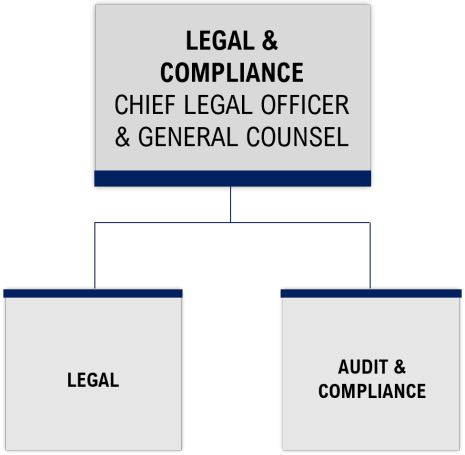
Regional Opportunity and Partnership

- Advanced the Fresh Start Second Chance Program by identifying external partners and refining its operational framework
- Introduced a Roth (post-tax) contribution option to the 457 Deferred Compensation Plan
- Compiled key wage provisions from bargaining unit contracts to support future wage adjustment strategies

Financial Stewardship and Resource Management

- Finalized analytical models for workload and staffing to support workforce planning and integrate competency architecture
- Completed financial audits and reviews of retirement plans and benefit offerings; implemented a new Voluntary Benefits package
- Streamlined systems and processes with payroll and third-party administrators to improve compliance and operational efficiency

Legal & Compliance



FY2026 APPROVED OPERATING EXPENSE: LEGAL & COMPLIANCE

(Dollars in Thousands)	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget	$ Change	% Change
Personnel	$9,345	$10,187	$10,888	$11,580	$692	6.4%
Non-Personnel	$5,200	$7,125	$8,730	$8,702	($28)	(0.3%)
Total Cost	**$14,546**	**$17,312**	**$19,618**	**$20,282**	**$664**	**3.4%**
Authorized Positions[1]	n/a	63	63	63	-	0.0%

1. Due to the re-organization of November 2022, headcount by department is not available FY2023

Metro's **Legal** & **Compliance** organization includes the Legal department and the Audit & Compliance department. The **Legal** department is responsible for all legal affairs of Metro and provides high-quality legal advice and counsel to the Board of Directors, executive management, and all Metro departments and offices. The **Audit & Compliance** department conducts internal audits, reviews, and assessments of Metro's internal controls and business processes to help Metro more effectively manage risks.

FY2026 Key Efforts

The Legal & Compliance organization continues to support Metro's mission and goals and has identified the following key efforts for FY2026 to advance these goals.

Service Excellence

- Continue to understand, manage, and mitigate legal and operational risks
- Optimize legal services to departments and types of matters to align with Enterprise Risk Management framework
- Fully execute the FY2026 Internal Audit Plan that supports Metro's mission and goals

Talented Teams

- Continue to support the professional development of the entire Legal & Compliance team, including through continuing education courses
- Optimize legal services to departments and types of matters to align with the Enterprise Risk Management framework
- Provide guidance on relevant laws, provide training on ethics and other topics, proactively address potential risks, and create a culture of ethical behavior at Metro

Regional Opportunity and Partnership

- Provide legal advice and support for new and existing reimbursable service agreements and reimbursable project agreements
- Provide legal advice and support for joint development and other projects that advance

transit-oriented development around Metro stations

Financial Stewardship and Resource Management

- Continue to understand, manage, and mitigate legal and operational risks
- Provide legal support to departments on funding and financing agreements for operating and capital budgets as needed

FY2025 Major Accomplishments

Service Excellence

- Registered the MetroPulse trademark with the United States Patent and Trademark Office (USPTO) and successfully enforced WMATA's trademarks
- Provided legal advice and support for the enactment of the Better Bus Network Redesign
- Provided legal advice and support for the new "Open Payment" initiative
- Collaborated with the Executive Safety Committee to identify and mitigate risks arising in operations
- Provided risk advisory service to Digital Modernization in developing AI guidance and an acceptable use policy

Talented Teams

- Provided training on ethics, custodians of record, procurement contract administration, and processing of governmental and public requests
- Strengthened the Enterprise Risk Management Program by establishing the Executive Risk Management Council, a cross-functional group of Metro leaders delegated to enhance risk management culture, address risk-related issues, and improve decision-making

Regional Opportunity and Partnership

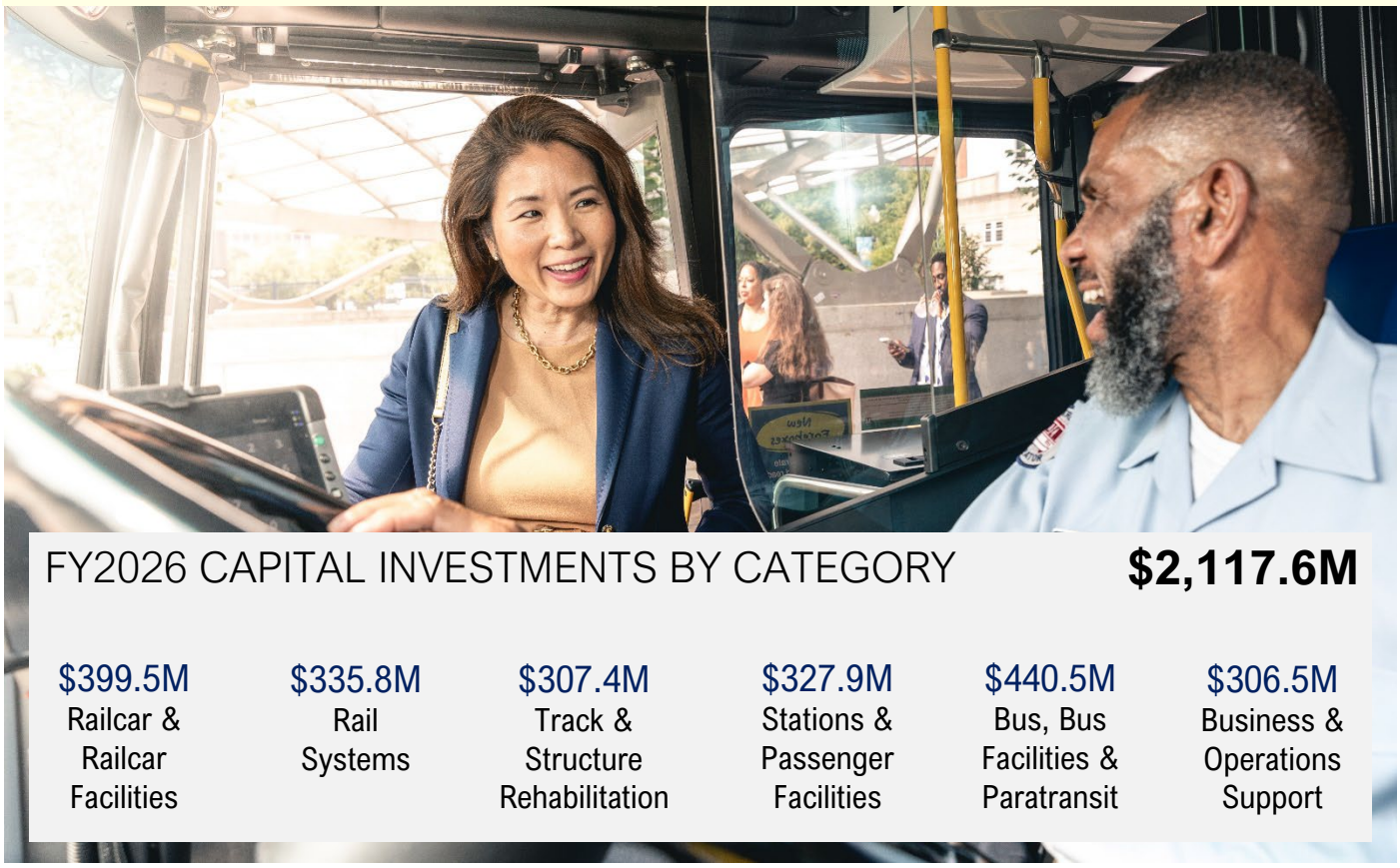
- Provided legal advice and support in drafting and negotiating co-promotion agreements and marketing initiatives to promote the Metro brand
- Drafted and negotiated reimbursable service agreements and reimbursable project agreements with jurisdictional partners
- Provided legal advice and support for joint development agreements for joint development projects in the Transit Zone

Financial Stewardship and Resource Management

- Provided legal advice and support for the issuance of the $636 million Series 2024A Second Lien Dedicated Revenue bonds.
- Provided legal advice and support to successfully apply for tax rebates on electric buses and charging equipment
- Provided legal advice and support in connection with the development and passage of the new jurisdictional subsidy formulas for bus and rail
- Provided legal advice and support for funding agreements with jurisdictional partners

Chapter 4 – Capital Budget

Metro looks to the future – planning to provide the world-class transit system the region deserves.



Pictured: Metrobus operator greeting customer boarding bus

Overview

The Washington Metropolitan Area Transit Authority (Metro) FY2026 Capital Budget includes $2.1 billion in capital investments and the FY2026-2031 Capital Improvement Program (CIP) totals $10.9 billion in capital investments. This does not include debt service and revenue loss from capital projects. Metro's capital investments focus on state of good repair and reliability of MetroAccess, Metrobus, and Metrorail assets. The CIP is constrained and acknowledges limited capital funding capacity due to exhaustion of dedicated funding used to issue debt by the end of FY2029. The CIP includes investments to improve the cost effectiveness of Metro's operations and reduction of asset lifecycle costs.

Highlights of the budget include:

- Continued state of good repair investments
- Replacement of Northern & Bladensburg Bus Divisions and facility investments to run electric vehicles
- Lifecycle replacement of Bus and Paratransit vehicles
- Initial 8000-Series Railcar acquisition
- Continued planning for an advanced signaling system, including the installation of platform screen doors at one Metrorail station

There is limited capacity to advance new capital projects between FY2026 – FY2031. The lack of funding will force Metro to adopt a primarily reactive capital investment strategy. To best position Metro to support this strategy a limited number of major capital investments, with a focus on both customer facing and back-office operation cost effectiveness, are recommended to move from project

development into execution between FY2026-FY2031 including:

- A Metro Training Center to enhance operational and safety training for Metro's workforce in an integrated and cost-effective manner
- Re-investment in the backup Metro Integrated Control Center
- Facility improvements / retrofits at railyards to partially mitigate near-term railcar maintenance facility constraints and improve operational efficiencies
- Continued project development of the new advanced signaling system, including a demonstration project of platform screen doors at one station
- Replacement of legacy systems with modern technology to establish a modern, flexible digital ecosystem to support efficient operations
- Allocations for primarily reactive state of good repair needs to address assets as performance or inspection data requires in lieu of full-scale proactive replacement

Additional information regarding Metro's 10-Year Capital Needs can be found online at: www.wmata.com/initiatives/capital-improvement-program/

CAPITAL INVESTMENT STRATEGY

Metro's Value to the Region and the Need for Capital Investment

Metro is the public transportation backbone of the National Capital Region, connecting residents and visitors across the area to jobs, housing, food, education, healthcare, essential services, opportunities, and entertainment. The system supports the livability and economy of the region, protects the environment and strengthens our community. Metro also plays a critical role in supporting the federal government.

The Metro system is the result of substantial regional and federal infrastructure investment. Continued capital reinvestment is vital to providing safe and efficient service to customers who depend on Metro. Through the CIP, Metro advances capital projects and programs to restore and sustain the system.

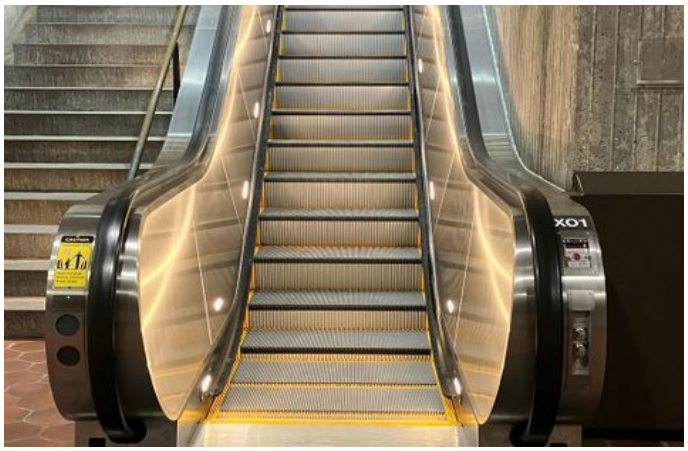
Metro has an adopted strategic plan, #YourMetro, The Way Forward, that guides Metro and the CIP. It defines the organization's top priorities, including commitment to customers, safety, service reliability and financial responsibility.

Capital Strategy

Metro's Capital Strategy is to:

- Invest in efforts to improve cost efficiency of operations
- Address state of good repair needs
- Invest in the system to provide safe, efficient, and reliable service for customers, employees, and the region
- Sustain safety and reliability through recurring maintenance, rehabilitation, and replacement programs

Metro's capital program focuses on providing safe and reliable service while maintaining the system in a state of good repair. After decades of deferred maintenance and underinvestment, Metro accumulated a significant backlog of overdue safety and state of good repair needs. Capital investments implemented over the last several years such as track rehabilitation, replacement of legacy vehicles and equipment, and the Station Platform Improvement Program have successfully reduced the backlog, improved performance and reliability, and have started to address the impact of years of underinvestment. Metro is seeing a significant improvement in performance, including sustained escalator availability rates, a continued steady decrease in smoke and fire events in the rail system and 17% growth in railcar reliability rates, compared to FY2023. Improvements to the performance and reliability of assets have a direct impact on the quality of Metro's service. Metro is seeing the highest levels of customer satisfaction in several years and 21% ridership growth in FY2024 compared to FY2023.



Pictured: Newly repaired escalator

Capital Investment Priorities

Metro's strategy in this constrained resource environment is to:

- Advance investments to reduce long-term operational costs
- Address near-term essential state of good repair needs
- Continue ongoing contract commitments (projects that are underway)
- Identify cost savings within underway capital investments
- Move forward with targeted investments in a cost-effective approach to improve reliability and maintenance activities

Metro's typical planning cycle includes:

- Identification and submission of new investment needs for funding
- Annual evaluation of capital needs against organizational constraints impacting the ability to execute (i.e., maturity of project development, track access requirements, and other operational constraints)
- Alignment of investments with strategic organizational goals and restricting the six-year capital program to the available funding envelope

The FY2026 – FY2031 CIP continues to face budget constraints over the next six years, delaying the initiation of investments and placing recent progress in jeopardy. This includes new investments necessary for maintaining a state of good repair. Consequently, Metro is forced to shift from a proactive asset replacement program to a reactive maintenance strategy. This six-year program postpones approximately $4 billion worth of state of good repair investments. To support the move to a primarily reactive state of good repair program, new allocations have been set aside for reactionary investments into Infrastructure, Facilities, Equipment, and Rolling Stock.

In response to limited funding capacity, Metro is acting now to reduce capital program costs and administrative-related functions to reallocate future funding to advance additional state of good repair work for critical assets. Since February 2024, approximately $170 million in program and project management cost savings have been identified and redirected back into the capital program. In parallel, efforts to deliver projects more efficiently through reviewing standards and improving efficiency have started and since February 2024, over $100 million has been identified. These cost savings, which have not impacted the outcomes to be achieved by these capital investments, have been redirected to advance other capital investments.

Supporting Metro's Goals

Metro's Strategic Transformation Plan (STP), #YourMetro, The Way Forward [click here], provides a long-term strategy and directs Metro's day-to-day decision making over the next five-plus years. The plan established four goals:

- *Service Excellence:* Deliver safe, reliable, convenient, accessible, and enjoyable services for all customers
- *Talented Teams:* Attract, develop, and retain top talent where individuals feel valued, supported, and proud of their contributions
- *Regional Opportunity & Partnership*: Design transit service to serve more people and connect a growing region
- *Financial Stewardship & Resource Management*: Manage resources responsibly to achieve an enduring operating, capital, and energy-efficient model

Service Excellence

Metro customers rely on aging infrastructure and equipment that requires constant attention to remain in good working order and prevent major disruptions. Failures of any of these assets can jeopardize customer safety or reduce the system's reliability. Metro's CIP includes investments that support delivering safe, reliable, convenient, accessible, and enjoyable services for all customers, including investing in:

- Robust camera and monitoring systems to quickly identify and respond to incidents
- Escalator rehabilitations and replacements to increase availability for customers and reduce the risk of slips, trips, and falls due to asset failures.
- Cybersecurity system upgrades to secure data, software, and applications
- Bus and rail vehicle overhauls and maintenance to reduce failures, extend useful service life, and enhance customer comfort through upgraded amenities
- Train control rooms and signaling systems to prevent service disruption and improve on-time

performance, while exploring a new advanced signaling system

- Body-worn cameras for Metro's police force to improve officer safety, increase evidence quality, and reinforce accountability
- Traction power systems to improve rail service reliability contributing to on-time performance

Talented Teams

The Capital Program will contribute to progress in talented teams by investing in projects to support this initiative, including:

- Employee training facility investments to address Metro's challenges with preparing our staff to provide operational and maintenance services to support the system
- MetroSync, an advanced platform that will support more seamless and efficient business operations

Regional Opportunity and Partnership

The Capital Program will contribute to progress in regional opportunity and partnership by investing in the following activities:

- Bus shelters and bus customer information
- Planning support for the District of Columbia, Maryland, and Virginia to explore potential future projects
- Supporting design and construction efforts to integrate the Purple Line with the Metrorail system

Financial Stewardship & Resource Management

Notable investments will help reduce Metro's energy cost profile, reducing expenses and helping Metro become more cost effective. Metro plays a significant role in managing environmental resources. The following initiatives contribute to progress in improving infrastructure efficiency:

- Continuing the initial phase to transition the bus fleet to zero-emission vehicles
- Northern and Bladensburg bus garage replacements with capabilities to support electric fleets
- Cinder Bed bus garage conversion to support electric fleets

State of Good Repair Investments

Significant progress has been made since FY2016 to address state of good repair needs. Metro reduced the state of good repair backlog from $7 billion to $4 billion, increasing customer satisfaction and ridership. Even with this notable effort, Metro has more work to do to continue that progress

Metro's largest state of good repair backlog needs include the signaling system and passenger facility systems. Metro's signaling system operates with equipment that is past its useful life. The capital strategy for the signaling system is to continue to fund near-term investments to bridge this critical system until funding can be acquired for replacement with a new advanced signaling system. The six-year program includes funding for planning and development to advance this investment.

Passenger facility needs continue to grow as many long-life assets begin to exceed their useful life; including station power equipment, public address systems, and structural components routinely exposed to water. By the end of FY2031, Metro will have made progress in both signaling systems and passenger facility investments, but significant needs will remain in both asset categories. Additionally, Metro is predicting the facilities, equipment, and traction power asset categories, will require significant investment by FY2031 without capital resources to address them.

At the beginning of FY2026, the total estimated capital state of good repair need will reach $5 billion, and the state of good repair backlog is estimated at $4.2 billion. At the end of FY2031, the state of good repair backlog is estimated to hold steady at $4 billion, a demonstration of the continued commitment to use available capital resources to reinvest in the system.

However, funding for reinvestment into the Metro system is declining and the state of good repair backlog is predicted to begin to significantly increase starting after FY2031. Metro's 2024 State of Good Repair Needs Outlook has identified a minimum 10-year need of $15 billion for direct state of good repair reinvestments to rehabilitate and replace aging assets and address past due capital needs.

The FY2026 – FY2031 capital program is recommending deferral of about $4 billion of direct and indirect state of good repair investments into the future. Although different assets will regress on different timelines, this budget recommendation is forcing Metro into a reactive asset replacement strategy where assets will be rehabilitated or replaced as performance or near-term inspection data begin to indicate near-term failure. This strategy will lead to decreases in reliability and increases in incidents. More

details are provided in the State of Good Repair Needs Outlook contained in Metro's 10-Year Capital Plan.

Safety Investments

Metro's commitment to the region is to run safe and reliable service for customers and employees. To support this commitment, a federally compliant Safety Management System (SMS) and Agency Safety Plan (ASP) have been established and are updated regularly. As priority risks are identified, they are quickly mitigated to ensure the continued safety of customers and employees. These types of safety risks are addressed through changes to budgets (operating or capital) when necessary. Once the immediate safety hazard is mitigated, a long-term mitigation may require capital investment. These mitigations are identified and included for inclusion in the Capital Program based on assigned priority as established through the ASP.

In addition, the Capital Program includes long-term investments to reduce the likelihood or prevent failures of assets and equipment that could potentially create a future safety risk. As articulated in the Strategic Transformation Plan and Metro's agency safety plan, there are key performance metrics to monitor Metro's safety progress. Capital investments that impact these metrics are identified through the capital planning process. Safety and security are key objectives of the Service Excellence goal, and the capital project pages identify which initiatives meet this goal.

Financial Stewardship

Metro is committed to responsible stewardship of federal, state and local capital investments that have enabled the progress made over the past six years. Following through on that commitment, Metro continues to improve its development of:

- A structured process for capital planning, prioritization, and decision-making
- The capital program website and frequent progress updates
- Detailed and timely capital program financial reporting for funding partners
- Reduced capital program costs and administrative-related functions
- Identify more cost-effective procurement and contracting strategies

Capital Program Performance

Metro has developed and implemented a program to measure the performance outcomes of its capital investments and the overall capital program. The primary overall measure used by Metro to evaluate the success of its capital program is the reduction of the state of good repair backlog. Additionally, capital investments are assessed based on their support of Metro's strategic goals, benefiting customers, employees, stakeholders, and the region. This initiative enhances transparency and promotes the efficient use of resources.

The Capital Investment Performance Outcome Measures Program measures investment-specific outcomes, identifies and assesses the benefits and impacts of capital investments, and demonstrates their alignment with Metro's Strategic Transformation Plan, #YourMetro, The Way Forward. Data and results will be used to inform future capital investment decisions and support overall operational efficiencies and effectiveness.

More details about Metro's Capital Investment Performance Outcome Measures Program are included in Metro's 10-Year Capital Plan.

CAPITAL PROGRAM HIGHLIGHTS

Capital Improvement Program Highlights

Metro's $2.1 billion FY2026 capital investments and $10.9 billion FY2026-2031 Capital Improvement Program (CIP) focus capital investments on service reliability, safety, security, and state of good repair of MetroAccess, Metrobus, and Metrorail, and systems that support the transit network. Metro is advancing investments that support efforts to improve efficiency of operations and reduce costs. Highlights of priority CIP investments to restore, modernize, and sustain the system include:

Metrorail

- Rehabilitation of Bridges & Aerial Structures
- Rehabilitation of Train Control Equipment & Planning for an Advanced Signaling System
- Rehabilitation & Upgrade of Rail Power Systems
- Railcar Fleet Maintenance Facility
- Replacement & Upgrade of Communications Systems – Including Radio Infrastructure & Equipment
- Track Rehabilitation & Maintenance
- Ventilation Improvements – Red Line Pilot
- Initial 8000-Series Railcar Acquisition
- Railcar Rehabilitation & Maintenance
- Replacement & Rehabilitation of Elevators & Escalators

- Deployment of Open Fare Payments & Replacement of Fare Vending Machines

Metrobus

- Bus Vehicle Replacement and Rehabilitation
- Replacement of Bus Divisions at Northern & Bladensburg and investments to enable them to support electric fleets
- Upgrades to the Cinder Bed Bus Division to support electric fleets
- Bus Customer Facility Improvements – Bus Shelters and Customer Information Displays
- Roadway and Signal Improvements for Bus Priority (with jurisdictions)

MetroAccess

- Lifecycle Replacement of Paratransit Vehicles
- Paratransit Technology Scheduling System Replacement

Operations and Business Support

Priority investments to restore, modernize and sustain support functions include:

- Information Technology Hardware & Software Replacement, System Preservation
- Asset Management Software Replacement
- New Business system, MetroSync, to replace current enterprise resource planning system
- Replacement of legacy systems with modern technology to accelerate efficient service delivery

Metro's CIP is grouped into six major investment categories: Railcars and Railcar Facilities; Rail Systems; Track & Structures; Stations & Passenger Facilities; Bus, Bus Facilities & Paratransit; and Business & Operations Support. Detailed CIP project and program information is available in Appendix D.

FINANCIAL PLAN BY INVESTMENT CATEGORY

(Dollars in Millions)	FY2026 Budget	FY2027 Plan	FY2028 Plan	FY2029 Plan	FY2030 Plan	FY2031 Plan	6-Year Total
Railcar & Railcar Facilities	$399	$502	$499	$428	$380	$389	$2,597
Rail Systems	$336	$340	$404	$179	$140	$92	$1,491
Track & Structures Rehabilitation	$307	$319	$312	$237	$192	$203	$1,571
Stations & Passenger Facilities	$328	$433	$320	$247	$135	$116	$1,579
Bus, Bus Facilities & Paratransit	$440	$402	$436	$373	$284	$363	$2,297
Business & Operations Support	$307	$332	$250	$181	$156	$146	$1,371
Total	**$2,118**	**$2,328**	**$2,221**	**$1,644**	**$1,287**	**$1,308**	**$10,906**
Revenue Loss from Capital Projects	$10.0	-	-	-	-	-	$10.0
Debt Service - Dedicated Funding[1]	$245	$299	$351	$372	$372	$372	$2,013
Total Capital Program Cost[2]	**$2,373**	**$2,628**	**$2,572**	**$2,017**	**$1,659**	**$1,680**	**$12,928**

1. Projections subject to change based on actual debt requirements and terms of future debt issuance
2. Totals may not sum due to independent rounding

CAPITAL PROGRAM DEVELOPMENT

Capital Planning and Program Development

Metro's capital program includes the 10-year Capital Plan, Six-Year Capital Improvement Program (CIP), annual Capital Budget, Capital Investment Performance Outcome Measures Program, and State of Good Repair Needs Outlook that will be updated at select intervals. Collectively, these form the framework for the development, evaluation, strategic alignment and delivery of capital investments with a focus on improved operational efficiency and cost effectiveness.

To ensure capital needs are addressed, and that capital funding is invested wisely, Metro has established and improved a structured and centralized approach to identify, develop, evaluate, align, select, and approve capital investments to advance through the capital program. Metro is also analyzing and implementing best practices and approaches to deliver these investments more cost efficiently.

Metro's capital program process begins each year with a review of state of good repair needs, updates to current and ongoing projects and programs, as well as known potential investments still in development. Management then utilizes the best available information and works with internal operations, maintenance, and business support leads as well as oversight entities and the jurisdictions to identify potential investment needs that might have emerged.

For significant new and emerging needs, Metro applies a structured approach to develop and evaluate potential major capital investments.

This approach includes:

- An objective assessment of the need
- An evaluation of alternatives and development of business cases to assess financial impacts and customer and public benefits of a potential investment
- Development of project implementation plans and charters to select a delivery strategy; establish project scopes, schedules, and budgets
- Utilization of performance outcome evaluations to identify and address best practices and areas for improvement
- Alignment of potential capital investments to measurable strategic goals and objectives, expected outcomes, benefits, and impacts.
- Develop the most cost-effective approach to implement capital investments that deliver the goals of Metro and serve customers

Annual Capital Expenditure Budget

In accordance with Article VIII, paragraph 26 of Metro's Compact, the Board adopts an annual Capital Budget. This budget identifies capital investments by category that are expected to expend during the budget period. The budget also includes the anticipated funding sources for the upcoming year.

Metro's capital program and annual budget are managed on an expenditure basis – program and project costs, including costs for programs and projects that will occur over multiple fiscal years, are budgeted and planned in the fiscal year that they are forecasted to be expended. Metro's fiscal year begins on July 1 and ends on June 30.

Metro's CIP and Capital Budget include estimated costs for capital expenditures to procure or construct fixed assets, or to improve and extend the useful life of an existing fixed asset. The CIP and Capital Budget also include estimated costs for planning, program management, and preventive maintenance costs.

The Metro Board of Directors has delegated authority to the General Manager (GM)/CEO to move capital budget and funding between programs, projects, and investment categories to adjust for schedule changes and to address emergency or unanticipated needs.

Annual Schedule

Metro's 10-year Capital Plan, Six-Year CIP, and Capital Budget are formally updated through the annual budget process. The process begins each summer/fall with the development of a preliminary proposal for Metro's Senior Executive Team's consideration. The GM/CEO then presents the proposed CIP to the Board of Directors in the fall/winter of each year.

The Board authorizes a public hearing on the budget and Metro initiates a public input process. The Board considers the proposal and typically adopts the six-year CIP and Capital Budget in March or April each year. Adoption of the Capital Budget by April allows Metro to start the process to apply for Federal Transit Administration grants before the beginning of the fiscal year.



Pictured: Track maintenance worker checking Metrorail track

CAPITAL PROGRAM FUNDING SOURCES

Metro's CIP is primarily funded by contributions from the region and federal grant programs. Current regional and federal funding sources are for restoring and sustaining safety, security, reliability, and state of good repair. The value of Metro's capital funding has eroded over time and Metro is approaching the end of its debt issuance capacity to support the capital program, limiting available resources for the capital program. The table on the following page details the FY2026 funding plan and six-year funding outlook.

Federal Grant Programs

Metro receives federal formula grant funding from the Federal Transit Administration (FTA) through 49 U.S.C. 5307 Urbanized Area Formula grants, 49 U.S.C. 5337 State of Good Repair grants, and 49 U.S.C. 5339 Bus and Bus Facilities grants. Metro also competes for federal discretionary grant programs for specific investments. Metro expects to receive about $625 million in FTA grants for Metro FY2026 and the six-year program assumes continued FTA funding, adjusted for inflation.

Passenger Rail Investment and Improvement Act (PRIIA) Funding

PRIIA provides annual funding in federal grants for Metro's CIP, which is matched with funding from Maryland, the District of Columbia, and Virginia for Metro's safety and state of good repair capital program. These grants are subject to a 1% holdback for FTA administration.

The FY2026 Capital Budget assumes $144 million of federal PRIIA funding matched by funding from the region. The six-year program assumes federal PRIIA funding through FY2031, as PRIIA has been reauthorized through that period. Metro's capacity to support state of good repair programs is dependent on continued Federal and State support of this program.

Dedicated Capital Funding

In 2018, Virginia, Maryland, and the District of Columbia approved a combined $500 million per year in new dedicated capital funding to restore the system to a state of good repair and improve safety and reliability. Dedicated funding is limited to capital projects.

Metro is leveraging dedicated funding in the capital markets, issuing bonds to fund the capital program. The FY2026 budget assumes approximately $654 million of dedicated funding-backed debt. Over the next few years, as Metro issues debt to address overdue and ongoing capital needs, a growing share of the annual $500 million of dedicated funding will be committed to debt service, reducing funding capacity for future capital needs, and driving a need for new capital funding sources. Metro anticipates reaching the debt limit in FY2029, impacting the ability to issue new debt and further restricting Metro's capital program and hindering the progress made to reduce the state of good repair backlog.

Jurisdictional Contributions

Maryland, the District of Columbia, and the local governments in Northern Virginia provide annual capital funding in the form of "allocated contributions." These contributions provide the required local match to federal formula, competitive and other grants and system performance funding. Allocated contributions are governed by the Capital Funding Agreement (CFA) for FY2022 to FY2027. FY2026 allocated contributions total $961 million. The six-year program assumes a total of $5.91 billion.

Jurisdiction Sponsored Projects

Metro also advances projects sponsored and funded by jurisdictions. These "reimbursable projects" are typically improvements to the system. One example is the second entrance to the Crystal City Metrorail Station that is under construction, sponsored and funded by Arlington County.

FINANCIAL PLAN - ALLOCATION OF STATE AND LOCAL CONTRIBUTIONS

	(Dollars in Millions)	FY2026 Budget	FY2027 Plan	FY2028 Plan	FY2029 Plan	FY2030 Plan	FY2031 Plan	6-Year Total
FEDERAL	Federal Formula Programs	$470.0	$481.2	$490.8	$500.6	$510.6	$520.8	$2,974.0
	Federal RSI/PRIIA	143.5	143.5	143.5	143.5	143.5	143.5	861.0
	Other Federal Grants	11.5	28.7	48.8	50.6	2.9	2.9	145.4
	Total - Federal Grants	**$625.0**	**$653.3**	**$683.1**	**$694.7**	**$657.0**	**$667.2**	**$3,980.4**
STATE AND LOCAL FUNDING CONTRIBUTIONS	Formula Match & System Performance	$116.8	$120.3	$123.9	$127.7	$131.5	$135.4	$755.6
	RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
	Dedicated Funding	178.5	178.5	178.5	178.5	178.5	178.5	1,071.0
	Subtotal - District of Columbia	**$344.8**	**$348.3**	**$351.9**	**$355.7**	**$359.5**	**$363.4**	**$2,123.6**
	Montgomery County	49.8	51.3	52.9	54.4	56.1	57.8	322.3
	Prince George's County	52.7	54.2	55.9	57.6	59.3	61.1	340.7
	Maryland RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
	Maryland Dedicated Funding	167.0	167.0	167.0	167.0	167.0	167.0	1,002.0
	Subtotal - Maryland	**$319.0**	**$322.1**	**$325.2**	**$328.5**	**$331.9**	**$335.3**	**$1,961.9**
	City of Alexandria	13.8	14.2	14.7	15.1	15.6	16.0	89.4
	Arlington County	26.0	26.8	27.6	28.4	29.3	30.1	168.2
	City of Fairfax	0.8	0.8	0.8	0.8	0.9	0.9	5.0
	Fairfax County	42.5	43.7	45.1	46.4	47.8	49.2	274.7
	City of Falls Church	1.0	1.0	1.1	1.1	1.1	1.2	6.5
	Loudoun County	7.7	8.0	8.2	8.4	8.7	9.0	50.0
	Virginia RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.0
	Virginia Dedicated Funding - Unrestricted	122.9	122.9	122.9	122.9	122.9	122.9	737.3
	Virginia Dedicated Funding - Restricted	31.6	31.6	31.6	31.6	31.6	31.6	189.7
	Congestion Mitigation and Air Quality (CMAQ)	1.1	0.9	0.7	0.7	0.6	0.6	4.6
	Subtotal - Virginia	**$296.9**	**$299.5**	**$302.1**	**$305.0**	**$307.9**	**$311.0**	**$1,822.5**
	Jurisdiction Planning Projects	3.0	3.0	3.0	3.0	3.0	3.0	18.0
	Other Reimbursable Projects	39.4	58.7	10.0	0.0	-	-	108.1
	Subtotal - Jurisdictional Reimbursable	**$42.4**	**$61.7**	**$13.0**	**$3.0**	**$3.0**	**$3.0**	**$126.1**
	Total - State and Local	**$1,003.1**	**$1,031.6**	**$992.2**	**$992.2**	**$1,002.3**	**$1,012.8**	**$6,034.2**
	Debt	**$653.5**	**$779.7**	**$739.9**	**$298.6**	**-**	**-**	**$2,471.7**
	Prior Year Funding	**$91.0**	**$163.0**	**$157.0**	**$31.0**	**-**	**-**	**$442.0**
Grand Total Funding[1,2]		**$2,372.6**	**$2,627.6**	**$2,572.3**	**$2,016.5**	**$1,659.3**	**$1,680.0**	**$12,928.2**

1. Total funding requirement includes capital program expenditures, other liabilities, debt service, and estimated revenue loss from major shutdowns
2. Totals may not sum due to independent rounding

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Appendix A – Metro Profile



Pictured: Historic photo of Virginia Opening Day July 4, 1977

Metro Introduction

The Washington Metropolitan Area Transit Authority (WMATA) was created in 1967 through an interstate compact among Washington, D.C., Maryland, and Virginia. Construction of the Metrorail system began in 1969 and the first phase of Metrorail operation began in 1976.

Metro added a second transit service to its network in 1973 when, under direction from the United States Congress, it acquired four Washington-area bus systems and merged them to create Metrobus.

In 1994, as mandated by the Americans with Disabilities Act (ADA), Metro began providing MetroAccess paratransit service for people with disabilities who are unable to use the fixed route transit service.

Metro completed the originally planned 103-mile Metrorail system in 2001.

In 2004, Metro expanded the rail system, opening the Blue Line extension to Largo Town Center station (now Downtown Largo), as well as the NoMa-Gallaudet U station on the Red Line. These expansions increased the Metrorail system to 86 stations and 106 miles.

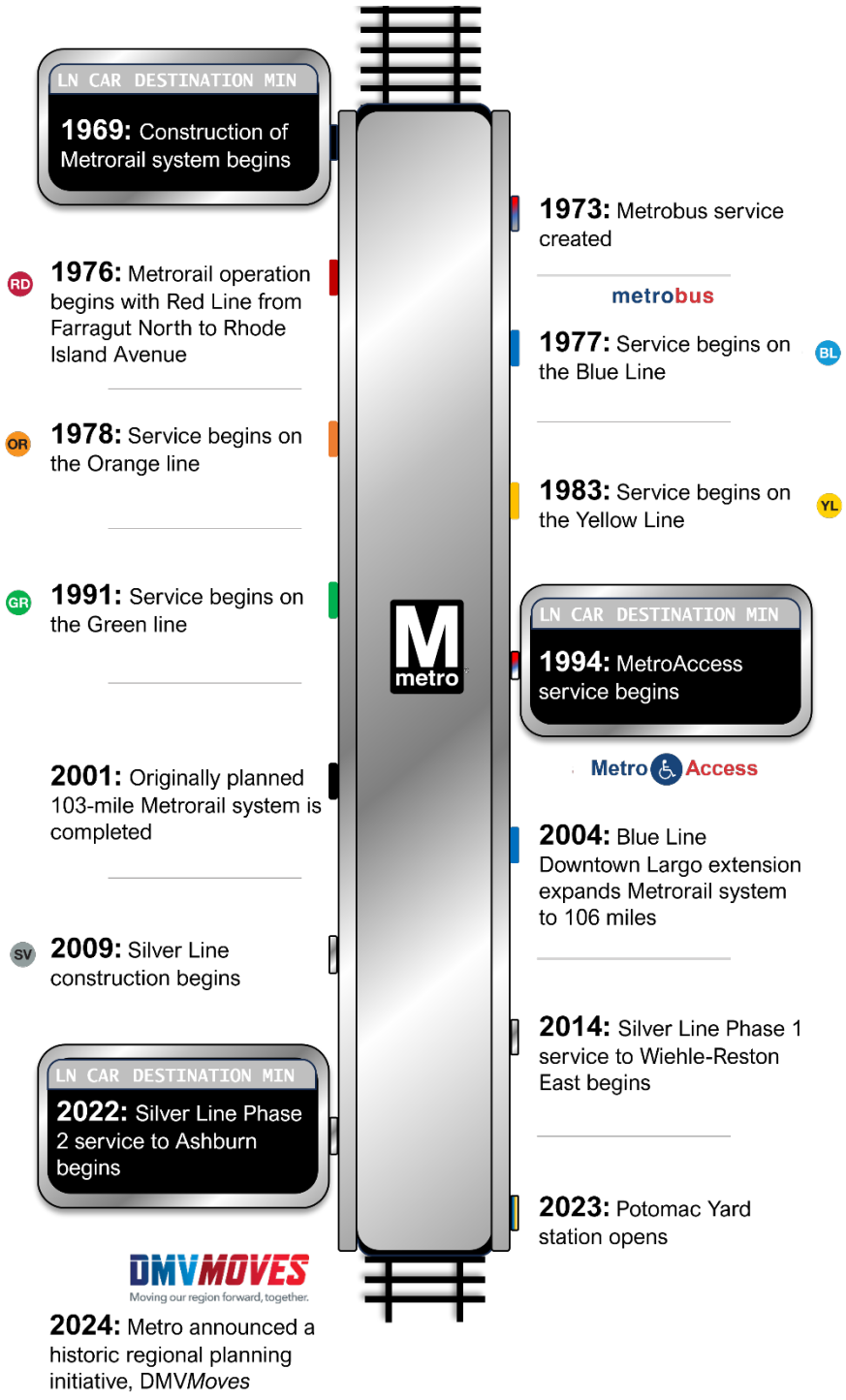
In March 2009, Metropolitan Washington Airports Authority (MWAA) started construction on the Silver Line, a 23-mile rail extension in Fairfax and Loudoun Counties in Virginia. Supported by a Full-Funding Grant Agreement from the Federal Transit Administration (FTA) plus toll and other revenues from funding partners, Phase 1 opened in 2014 with 11.6 miles and five new stations, extending service to Tysons Corner and Reston. Phase 2 opened on November 15, 2022, with an additional 11.4 miles and six new stations, providing service to Dulles International Airport and Loudoun County.

In addition, Metro opened the new Potomac Yard infill station on the Blue and Yellow lines in Alexandria, Virginia in 2023.

Key Metro Facts

- Metro's service area size is approximately 1,500 square miles with a population of over four million
- Metro's transit zone consists of Washington, D.C., the Maryland counties of Prince George's and Montgomery, and the Northern Virginia counties of Arlington, Fairfax and Loudoun, and the cities of Alexandria, Fairfax and Falls Church
- Metrorail currently has approximately 128 miles of track, six rail lines, 98 stations and 1,204 railcars in the active fleet
- Metrobus serves over 9,000 bus stops throughout the region with over 1,500 buses
- Metro is the second busiest heavy rail transit system and the sixth largest bus network in the country.[1]
- More than a quarter of the region's property tax base is located within a half mile of a Metrorail station
- More than half of the region's jobs are located within a half mile of a Metro station or a Metrobus stop
- More than half of Metrorail stations serve federal facilities and approximately one-third of Metrorail's peak period commuters are federal employees
- Metro moves more than three times the amount of people each year as the region's three major airports combined

In preparation for the opening of revenue service on Silver Line Phase 2, Metro welcomed Loudoun County as a contributing jurisdiction in FY2021. The Silver Line is Metro's largest rail expansion project since the opening of the Ronald Reagan Washington National Airport to the Stadium-Armory segment in 1977.



[1] American Public Transportation Association. Q4 Quarterly Ridership Report. https://www.apta.com/wp-content/uploads/2024-Q4-Ridership-APTA.pdf. Retrieved April 2025.

Oversight

A variety of internal and external offices, committees, and administrations provide oversight of Metro. These oversight entities include, but are not limited to, the Federal Transit Administration (FTA), the Washington Metrorail Safety Commission (WMSC), the Office of Inspector General, the Office of Quality Assurance, Internal Compliance & Oversight, the Office of Audit & Compliance, and various advisory entities.

Federal Transit Administration

The FTA is the agency of the United States Department of Transportation that provides financial and technical assistance to local public transit systems. The FTA also establishes safety measures and helps develop next-generation technology research.

The Federal Government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. In addition, the FTA provides and monitors grants to state and local transit providers.

Washington Metrorail Safety Commission

The WMSC serves as Metro's State Safety Oversight Agency (SSOA) and enforces transit safety requirements for Metro's Metrorail system. The Moving Ahead for Progress in the 21st Century Act (MAP-21) established the requirement for the creation of an SSOA.

In 2017, Washington, D.C., Maryland and Virginia passed legislation to create the WMSC. Following Congressional consent and approval by the President through Public Law No: 115-54, the WMSC began directly overseeing the safety of the Metrorail system on March 18, 2019, upon its oversight program receiving federal certification.

Office of the Inspector General

Authorized by Metro's Board of Directors in April 2006, the Office of the Inspector General serves as an independent office reporting directly to the Board. The Office of the Inspector General supervises and conducts independent audits, investigations and reviews of Metro programs and operations to promote efficiency and financial integrity. This office also provides oversight to prevent and detect fraud, waste and abuse in such programs and operations.

Office of Quality Assurance, Internal Compliance & Oversight

The Office of Quality Assurance, Internal Compliance & Oversight provides independent reviews of Metro's operational and engineering processes and assets to promote compliance with internal and external regulatory requirements and advance quality improvement initiatives.

Office of Audit & Compliance

The Office of Audit & Compliance is Metro's internal audit function. It provides independent and objective audits, reviews and assessments of Metro's system of internal controls and related business processes designed to add value and improve Metro's operations.

Advisors

Metro has four primary advisory groups: the Riders' Advisory Council (RAC), the Accessibility Advisory Committee (AAC), the Amplify Community and the Joint Coordinating Committee (JCC). These advisory entities focus on specific issues as described in the following sections.

Riders' Advisory Council

In September 2005, the Metro Board of Directors established RAC. The Council provides Metro customers a forum to provide input on Metrobus, Metrorail and paratransit services. The 11-member council includes six representatives from Washington, D.C., Maryland and Virginia, four at-large members, and the chair of Metro's AAC.

Accessibility Advisory Committee

Metro's AAC was created to address the needs of senior citizens and customers with disabilities. Its efforts have resulted in numerous service upgrades including gap reducers, which make it easier for customers who use wheelchairs or for visually impaired riders to board Metrorail trains.

Amplify by Metro

Metro is leveraging a new web-based platform called Amplify to engage and solicit input from riders in the community. As Metro's first ever customer community, Amplify brings together riders, transit advocates, and transit experts in an on-going digital forum. Through a structured environment of online surveys, polls, and discussion forums, Amplify community members share their experiences as riders and influence how Metro

responds to issues affecting those who use the system. People who live in the national capital region and ride any bus, train, or on paratransit at least once a month may sign up to participate at amplifybymetro.com.

Joint Coordinating Committee

The JCC consists of staff members from the jurisdictions supporting Metro. The JCC was established by the Metro Board of Directors to facilitate the exchange of information between jurisdictions and Metro staff. Meeting agendas are developed by Metro staff and the JCC chair and include items referred by the Board or Metro staff, as well as items requested by JCC members.

Regional Transit Planning

According to 2020 U.S. Census data[2], the greater Washington D.C. Metropolitan Area is home to more than six million people, two million households, and three million jobs. As the primary transit provider in the region, Metro is integral to the regional transportation planning process. The WMATA Compact allows the Authority to adopt a Mass Transit Plan as part of the region's continuous, comprehensive transportation planning process. Metro's regional planning function encompasses preparing transit system plans in partnership with other regional transit providers, conducting system planning analysis and transportation studies, communicating transit needs to regional planning bodies, and participating in planning processes at the regional and sub-regional levels. Metro has a special responsibility to ensure that the needs of the region's transit providers, both capital and operating, are reflected during the establishment of the Mass Transit Plan and that the region achieves a balanced transportation system.

Metro coordinates with its regional partners to determine transit-based priorities and projects. The WMATA Board of Directors, composed of members from the Compact jurisdictions and federal government, helps determine those priorities and provides policy direction. The JCC brings together jurisdictional staff to coordinate various budget and operational issues with Board Committee meetings. Internal planning and programming are designed to work within this institutional framework.

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) to coordinate transportation planning and funding for the Washington region. The TPB serves as a forum for the region to develop transportation plans, policies and actions, as well as to set regional transportation priorities through the Constrained Long-Range Plan (CLRP) and the six-year Transportation Improvement Plan (TIP). The TPB also provides technical resources for planning and policymaking. As an implementing agency in the TPB planning process and a TPB voting member, Metro remains an active member of the TPB Technical Committee and several subcommittees such as Travel Forecasting, Bicycle and Pedestrian, Regional Bus, Regional Transportation Demand Management Marketing, and Human Services Subcommittee.

The Northern Virginia Transportation Commission (NVTC) administers transit finance and operations in Northern Virginia and coordinates transit service across jurisdictional boundaries. The Northern Virginia Transportation Authority (NVTA) is responsible for developing a Northern Virginia Regional Transportation Plan which provides long-range planning and inter-agency coordination in Northern Virginia. Metro collaborates with NVTC and NVTA on essential transit funding and corridor development initiatives, aiming to enhance public transit service and integrate transit solutions into highway investments and the Department of Transportation (DOT) projects. Metro also collaborates with its local jurisdictions in Washington, D.C., Maryland, and Virginia on critical local plans and project development initiatives to integrate service and planning opportunities.

In May 2024, the Metropolitan Washington Council of Governments (COG) and Metro launched DMVMoves, a joint initiative to create a unified vision and viable funding model for the region's transit network. The Task Force is being advised by two groups – a Government Partners Advisory Group representing area jurisdictions and transit service providers and a Community Partners Advisory Group representing business, labor, and community organizations.

Demographics

Within the greater Washington, D.C. Metropolitan area is Metro's Compact area comprised of five counties (Montgomery and Prince George's in Maryland and Fairfax, Arlington, and Loudoun in Virginia), three cities (Alexandria, Falls Church, and Fairfax in Virginia), and one federal district. According to the American Community Survey (ACS)[3], the population of the Metro Compact jurisdictions is 4.7 million people with the following demographic profile:

- 38.8 percent of the population is non-Hispanic white

[2] US Census Data. 2020: ACS 5-Year Estimates Data Profile. Retrieved from: https://data.census.gov

[3] US Census Data. 2021: ACS 5-Year Estimates Data Profile. Retrieved from https://data.census.gov

- 26.9 percent is Black or African American
- 17.0 percent is Hispanic or Latino
- 12.4 percent is Asian
- 4.7 percent is mixed-other

The median income of households residing in these jurisdictions is approximately $124,429, with a mean income of $163,480. Of the 1.8 million households living in the jurisdictions served by Metro, 58.5 percent reside in single family homes, 41.1 percent in apartments or multi-unit structures, and 0.3 percent in mobile homes and other housing forms. Over 40 percent of households in the Metro Compact area reside in multi-unit structures, exceeding both the national average and offering density supportive of mass transit opportunities. Further, this same ACS data reports that of the 2.5 million workers in the Compact area, 11 percent commute to work using public transportation (excluding taxicabs) and 12.4 percent of workers do not have access to a vehicle.

Economy

Metro's ridership and overall financial outlook are directly influenced by the population, economic conditions, and employment growth in the greater Washington, D.C. Metropolitan area. Covid-19 had broad and significant global, national and regional impacts; the lasting consequences in terms of changes to work and commuting patterns remain unclear.

Job Growth in Metropolitan Washington

Econometric modeling published in May 2023 by the Metropolitan Washington Council of Governments (COG)[4] predicts that by 2050 the Metropolitan Washington area will add one million jobs (31 percent) over its base year of 2020. The model also projects similar increases in population and households, rising 25 percent and 32 percent respectively by 2050.

Over Metro's previous fiscal year, the greater Washington, D.C. Metropolitan area experienced improvements in key economic indicators, including employment and pricing data, with unemployment rates returning to pre-pandemic levels. According to data from the Bureau of Labor Statistics (BLS) Current Employment Statistics (CES), the unemployment rate for the Metropolitan Washington area was 3.1 percent in October 2024, remaining below the national average of 3.9 percent[5]. While inflation remains an ongoing economic concern, the year-over-year inflation rate for this area as measured by the Consumer Price Index for All Urban Wage Earners and Clerical Workers (CPI-W) has fallen from 7.9 percent in October 2022 to 2.4 percent in October 2024[6].

Changing Federal Presence

Transporting the federal workforce has always been one of Metro's core tasks. From the earliest days of planning the system, regional leaders designed stations to serve key government facilities (such as the Capitol and the Pentagon), enabling federal employees to efficiently commute to work. With Metro's growth, the federal government prioritized new office locations next to Metro stations. While the federal government remains a dominant employer in the region, the greater Washington D.C. Metropolitan area is experiencing changes in its industry composition of jobs and job growth. Historically growth in the federal sector has served as a catalyst for overall regional job growth. Between 2000 and 2010 the number of federal workers in the Washington D.C. Metropolitan area grew by 19.3 percent[7]. However, in recent years the structure of the regional economy has started to change. The number of federal workers has fallen or remained stagnant since 2010, with an overall 4.5 percent decrease in the number of federal workers from its height in July 2010. Historically, between 11 and 13 percent of employment in metropolitan Washington has been federal; however, a recent COG[8] model predicts the portion of federal employment will decline from 12 percent of employment in 2015 to eight percent in 2045. Further, while the model forecasts a 31 percent growth rate for overall employment between 2020 and 2050, the COG model predicts only three percent growth in the federal government sector over the same period, indicating a more diverse composition of jobs for the region.

[4] Metropolitan Washington Council of Governments. May 2023. COG Jurisdictional Round 10.0 Cooperative Forecasts Of Employment, Population, And Households.

[5] Bureau of Labor Statistics. October 2024. Washington D.C. Area Economic Summary. Retrieved from: https://www.bls.gov/regions/mid-atlantic/ summary/blssummary_washington_div.pdf

[6] Bureau of Labor Statistics. September 2024. Consumer Price Index Archived Consumer Price Index Supplemental Files. Retrieved from: https://www.bls.gov/eag/eag.dc_washington_msa.htm

[7] Bureau of Labor Statistics. 2023. Employed and Office of Employment and Unemployment Statistics: Government-Federal Government, Washington DC Metropolitan Statistical Area, 2000-2023. Retrieved from: https://beta.bls.gov/dataViewer/view/timeseries/SMU11479009091000001

[8] Metropolitan Washington Council of Governments. June 2022. Round 9.2 Growth Trends. Washington DC.

Shifting Work Patterns and Their Impact on Transit

Workforce and commuting patterns in the Washington D.C. Metropolitan region have continued to evolve. While remote and hybrid work arrangements grew significantly during and immediately after the COVID-19 pandemic, recent trends show a return to more traditional in-office schedules. In particular, policy shifts at the federal level have increased the number of employees required to report to the office regularly, contributing to a notable rise in weekday Metrorail ridership.

Though some hybrid work remains, the share of employees working remotely has declined. According to recent data from the Survey of Working Arrangements and Attitude (SWAA)[9], the average number of work-from-home days has gradually decreased nationwide, and regional observations reflect this trend. The Washington D.C. region, with its strong base of federal and professional services employment, is experiencing a renewed presence in urban cores and employment centers during peak hours, signaling a shift back toward pre-pandemic travel behavior.

As these shifts unfold, Metro continues to monitor work arrangements closely, recognizing their direct impact on commuting demand, service planning, and financial forecasting. Adjusting service levels to meet renewed demand while maintaining flexibility remains central to Metro's approach.

Where is Metropolitan Washington's Economy Headed?

The economic outlook for the Washington, D.C. Metropolitan region has shown signs of improvement over the past year, supported by steady job growth, easing inflation, and recovery in key service sectors. However, some uncertainty remains due to evolving market conditions, shifting business investments, and ongoing adjustments in commercial real estate and labor trends. Despite these challenges, recent data indicates growing activity in private-sector industries such as technology, professional services, and hospitality.

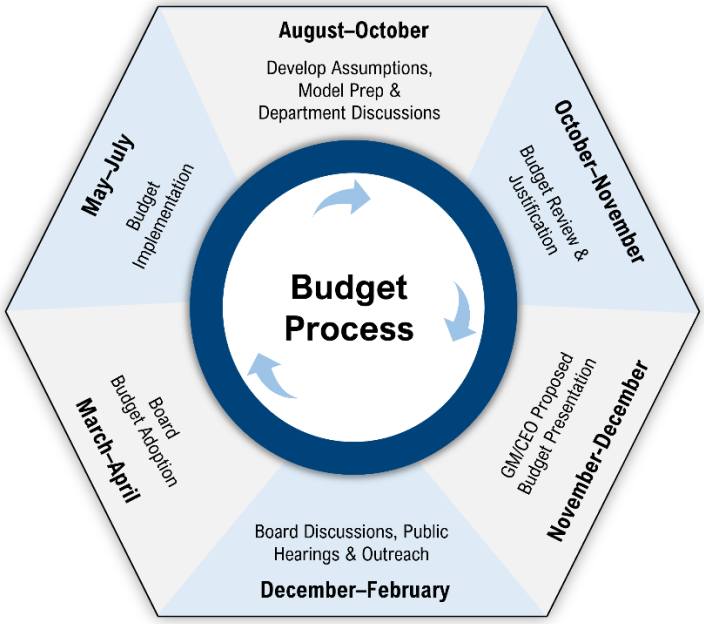
Rising office occupancy, increased tourism, and stronger retail performance have contributed to ridership growth and signal renewed momentum in the region's economic recovery.[10] At the same time, the composition of employment is shifting, reflecting changes in how and where work is performed.

As Metro responds to these evolving conditions, it remains focused on aligning transit service with regional priorities in land use, economic development, and workforce mobility—reinforcing its role as a critical link in the region's economic future.

[9] Barrero, Jose Maria, Nicholas Bloom, and Steven J. Davis, 2024. "The Evolution of Working from Home," Survey of Working Arrangements and Attitudes (SWAA), WFH Research.

[10] Federal Reserve Bank of Richmond, 2025. "Beige Book – Summary of Commentary on Current Economic Conditions," April 2025 Edition.
District of Columbia Office of the Chief Financial Officer, 2025. "Revenue Estimates and Economic Indicators," March 2025.
Metropolitan Washington Council of Governments, 2025. "Regional Economic Monitoring Report," February 2025.

Appendix B – Budget Process



Metro's annual budget serves as the foundation for its financial planning and control. The General Manager/Chief Executive Officer (GM/CEO), Chief Financial Officer, and staff prepare and submit the budget to the Metro Board of Directors for consideration and approval. The annual budget consists of two components: operating and capital. Each department is responsible for operating in such a manner to ensure the use of the funds is consistent with the goals and programs authorized by the Board and spending remains within approved levels. Metro's budget planning begins in August of the preceding fiscal year with the development of budget priorities and assumptions for the plan year. The budget must be adopted and implemented by June 30th for the fiscal year beginning on July 1st. The budget process consists of six major phases:

1. Development of key assumptions and drivers, model preparation, and budget formulation which includes department submissions
2. Budget review/justification
3. GM/CEO's submission of the proposed budget to the Board
4. Board discussions, public hearings and outreach
5. Budget adoption by the Board
6. Budget implementation

Budget Development and Departmental Submissions

Metro begins its annual budget development shortly following the adoption of the previous year's budget. The annual budget is significantly influenced by current economic conditions, funding sources, and legislative action. Staff collect and analyze economic data, regional workforce trends, and changes to funding and the legislative landscape to inform budget assumptions. Key factors that informed assumptions during the development of the FY2026 Approved Budget include:

- Strong regional employment and potential growth opportunities for the region
- Robust year-over-year ridership growth
- Evolving trends in hybrid and remote work

- Decrease in inflationary pressure relative to recent years
- New Collective Bargaining Agreements for Metro's represented workforce
- Conclusion of federal relief funding in FY2025
- Increases to jurisdictional subsidies contingent upon legislative action across multiple jurisdictions

For its FY2026 Approved Budget, Metro used the FY2025 Budget with specific programmatic changes as the baseline for FY2026 budget development. As additional information became available during the budget development process, ridership and revenue assumptions and scenarios were refined. Staff also evaluated expense data from the FY2025 Approved Budget and the FY2024 actuals to establish cost baselines for personnel and other expenses. Position data from the approved FY2025 Budget and benefits obligations established the baseline for personnel related costs. Next, staff modified pertinent assumptions, including contractually obligated union wages and benefits, fuel prices, service levels, and ridership and revenue projections to refine budgeted expenses, as required. Based on the analysis of the data, Metro assigned targets to each department.

Metro's Strategic Transformation Plan (STP), *Your Metro, The Way Forward*, adopted in February 2023, steers the development of both the Operating and Capital Budget and the execution of Metro's mission. The STP defines Metro's priorities and connects the mission, vision, and goals with actionable initiatives to drive progress, enhance transparency, and build trust with customers, staff, and stakeholders.

In addition, the General Manager's Business Plan identifies Metro's priorities, provides the foundation for department-specific work plans, and keeps the agency focused on the long-term goals described in the STP. It outlines necessary actions to achieve priorities, provides measures to monitor success and offers the Board and public with a transparent and accountable framework. The resulting budgets and multi-year capital investment plans reflect these priorities.

The Office of Management and Budget staff develops guidelines and assumptions in line with the STP and General Manager's Business Plan that are incorporated into department budgets and systematically drive the budgeting process.

- The initial planning, development of assumptions, and preparation of instructions and training materials are conducted in August
- The annual budget kickoff meeting is held in September with department leaders and budget staff to develop new budget initiative requests

The annual budget is developed based on two budget methodologies: current services-level and zero-based. Staff use current services-level budgeting to develop the funding and resources necessary to sustain multi-year critical operations, special programs, and previously approved capital projects for the FY2026 budget.

Metro uses a hybrid zero-based budgeting strategy to develop additional sections of the FY2026 operating budget, specifically utilizing the zero-based approach to determine resources for anticipated changes to service levels and new programs.

Budget Review and Proposal

Metro develops its proposed Capital Improvement Program (CIP) concurrently with its proposed operating budget. Starting in July, operations, maintenance, engineering and other stakeholders submit capital investment need requests. In addition, Metro utilizes available asset condition data, fleet management plans, and other documents to identify capital investment needs. In the fall, Metro evaluates all identified needs, in concert with ongoing projects and programs, and strategically aligns these priorities to develop Metro's CIP. Funding constraints are then applied to the capital program and results are presented to the Senior Executive Team and GM/CEO for their review.

The Office of Management & Budget, the Office of Planning & Performance, and the Senior Executive Team review all operating and capital budget requests. The proposed budget recommendations are presented to the GM/CEO in the second quarter of the fiscal year. Following review by the GM/CEO, the annual budget proposal and multi-year plans are presented to the Metro Board of Directors and the public.

Budget Discussion and Adoption

Metro is required to adopt an annual capital and operating budget for each fiscal year, prior to the conclusion of the preceding fiscal year.

- The proposed budget is presented and reviewed in the Finance and Capital Committee. The Board deliberates through early spring
- Metro engages in significant outreach efforts regarding the budget, particularly for any proposed

service and fare changes, prior to adoption. The outreach occurs in three key areas:

- Public hearings: During the budget process, Metro holds at least one public hearing to review any proposed service or fare changes, as well as the proposed use of federal funding in the CIP. To meet Virginia Dedicated Funding Legislation requirements, one hearing must be held in a jurisdiction supported by the Northern Virginia Transportation Commission. The comments and feedback received from residents throughout the region are presented to the Board for consideration
- Public participation: Metro's Public Participation Plan guides substantial additional outreach efforts beyond the public hearings through open houses, station pop-ups, and community events. The outreach provides specific and convenient opportunities for riders and local organizations to provide input and discuss their views. It ensures full and fair participation for all potentially affected communities, including minority, low-income, and limited English proficient populations
- Rider survey: Metro periodically conducts online surveys to solicit rider input on key questions regarding the budget

- Metro staff summarizes data collected from these efforts, as well as all public comments and feedback received during the outreach process in a staff report delivered to the Board for review
- Collectively, Metro's outreach efforts meet or exceed the requirements of both the WMATA Compact and the Federal Transit Administration's Title VI guidelines

Amendments

When necessary, amendments to the budget are presented to the Finance and Capital Committee. The committee then advances the amendments to the Board for review and adoption.

Budget Implementation

Metro begins budget implementation planning prior to the beginning of the new fiscal year and monitors budget compliance throughout the year to ensure transparency.

- The FY2026 Budget is effective July 1, 2025
- The Office of Management & Budget prepares monthly budget variance reports to monitor and control expenses and revenues
- Quarterly financial reports are prepared by the Office of Management & Budget and presented to the Board of Directors to monitor financial performance and ensure compliance with the approved budget

The underlying financial statements informing this budget process have been prepared in accordance with Generally Accepted Accounting Principles (GAAP) per the Governmental Accounting Standards Board (GASB) Statement No. 34 (Basic Financial Statements and Management's Discussion and Analysis - for State and Local Governments). All financial information is consolidated into business-type activities that comprise Metro's Enterprise Fund. These business-type activities include transit operating and capital costs, infrastructure construction and debt activities. The budget is based on the provisions of GAAP, as applicable to government entities in the United States. Annual budgets are adopted in accordance with GAAP with the following exceptions:

- Depreciation and amortization are excluded
- Net actuarial determined post-employment benefit obligation recognized under GASB Statement No. 45, which was implemented by Metro in FY2008, has been excluded from the budget expenses; such costs are included in operating expenses in the annual financial statements but are not budgeted

In accord with the Financial Standards and good business practices, the Office of Management & Budget monitors revenues and budget expenditures throughout the fiscal year.

Balanced Operating Budget

Each year Metro must propose and adopt an operating budget that balances predicted operating expenses for the fiscal year with the expected operating revenues and subsidies for that year. The Board annually approves a current expense budget for the fiscal year in accordance with Article VIII of WMATA's Compact. Based on the Compact, this balanced budget includes the Board's estimated expenditures for administration, operation, maintenance and repairs, debt service requirements and payments into any required funds.

Total expenditures are balanced with estimated revenues and receipts from all sources, excluding funds included in the capital budget or otherwise earmarked for other purposes. Board Resolution 2020-09, adopting the FY2021 Budget, revised the Board's policy regarding budget surplus and shortfall to comply with Dedicated Funding legislation.

The operating budget focuses on the personnel, material/supplies, and services necessary to operate

Metrobus, Metrorail, and MetroAccess. Budgetary issues for the operating budget pertain to the cost of continuing operations, expanding services to meet demand, and improving the efficiency of service.

Capital Budget

In accordance with Article VIII, paragraph 26 of WMATA's Compact, the Board adopts an annual capital budget. This budget identifies capital investments by category that are expected to commence or continue during the budget period. The budget provides the planned funding sources for the program.

The primary focus of the capital budget is to ensure reliable, efficient, and safe service while maintaining the condition of Metro's current assets and infrastructure in a state of good repair. The capital budget supports the reliable, continuous, and safe operation of each mode (Metrobus, Metrorail, and MetroAccess).

Capital Expenditures

Capital expenditures are expenses leading to a future benefit beyond the current fiscal year. Expenditures are classified as capital when an entity spends money to procure or construct fixed assets or to maintain, improve, or extend the useful life of an existing fixed asset.

The capital programming process assists Metro's leadership in decisions regarding the assets and infrastructure required to support and/or grow the bus, rail, and paratransit operations. Metro's assets and infrastructure include, but are not limited to: paratransit and service vehicles, buses and bus facilities, railcars, stations and tunnels, track and wayside, signal and power systems, and administration and maintenance facilities.

Enterprise Fund

The Enterprise Fund is the sole fund for Metro. Within this Fund, income sources are classified in one of seven categories: passenger fares and parking fees, federal funds, state and local funds, dedicated funding, business revenues, other sources and debt. Passenger fares and parking fees support the operating budget. Beginning in FY2020, federal grants partially funded the operating budget to offset lost revenue and increased expenses from the Covid-19 pandemic. Metro has spent its remaining ARPA funding during FY2025. Other federal funds consist of federal grants to support the capital program. State and local funds support the capital program, as well as jurisdictional contributions for debt service and the operating budget subsidy. Legislation passed in 2018 by Washington, D.C., Maryland, and Virginia established annual dedicated capital funding of $500 million. Debt proceeds serviced by the annual dedicated funding further support the capital program. Metro expects to carry forward $28.4 million in FY2025 operating savings and $91.0 million in prior year capital funding to support the FY2026 Operating and Capital Budgets.

($ in millions)	FY2025 Budget	FY2026 Budget
Unrestricted Beginning Balance	**$0**	**$0**
Operating Revenue	$488	$564
Jurisdictional Operating Subsidy[1]	$1,753	$1,906
State and Local Funding - Capital	$951	$960
Federal Funding	$715	$626
Prior Year Savings (Operating)	-	$28
Prior Year Funding (Capital)	-	$91
Debt	$1,035	$726
Reimbursable Projects	$48	$56
Subtotal Projected Sources[2]	**$4,989**	**$4,957**
Operating Expense[3]	$2,350	$2,512
CIP Investment	$2,319	$2,118
Revenue Loss	$10	$10
Debt Service[4]	$310	$317
Subtotal Projected Uses	**$4,989**	**$4,957**
Unrestricted Ending Balance	**$0**	**$0**

1.Subsidy payments from jurisdictions per WMATA Compact
2. For additional details on funding sources, see Chapter 1
3. Includes operating expense of reimbursable projects
4. Debt Service includes current debt payments to service CIP budget and debt payments for Gross Transit Revenue Bonds (Appendix G)

Business revenues include advertising and joint development, among other funding sources.

The above table projects the Enterprise Fund activity for FY2025 and FY2026. Chapter 1 provides additional information on funding sources and changes greater than 10 percent from FY2025.

Appendix C – Human Capital Summary

Human capital management defines and categorizes employees' skills and abilities to ensure alignment with the objectives of the organization. At Metro, the management of human capital involves workforce planning and investment in support of Metro's strategic plan and core mission to operate and maintain a safe, reliable, and affordable transit system.

One measure of human capital is the number of positions to be employed and the various costs associated with such employment, referred to as personnel costs. Metro's personnel costs fall into three categories: labor, fringe benefits, and capital allocation. Capital allocation is a net zero-dollar adjustment between operating and capital.

Labor costs include regular wage and overtime pay for operations employees and salary expense for management, professional, and administrative personnel. For FY2026, the Authority-wide labor budget for operating and capital is $1,539.4 million, an increase of $98.8 million from the previous year.

Fringe benefit costs are personnel-related expenses that are in addition to the direct cost of employee wages and salaries. Metro's fringe benefits are comprised of health insurance and pension plan costs, as well as government mandated expenses including unemployment insurance and payroll taxes. The Authority-wide FY2026 fringe benefit budget for operating and capital is $705.2 million, which is a $53.6 million or 8.2 percent increase from the prior year.

The following tables compare human capital staffing levels and personnel costs for the FY2025 Approved Budget and FY2026 Approved Budget. The staffing projection for FY2026 is 13,681 positions, consisting of 11,479 operating positions and 2,202 capital positions. This staffing level represents an overall increase of 184 positions from the FY2025 Approved Budget.

HUMAN CAPITAL BY DEPARTMENT[1]

	FY2025 Budget	FY2026 Budget	Change
Board Corporate Secretary	4	4	-
Office of Inspector General	48	48	-
General Manager & CEO[2]	5	5	-
Safety & Readiness	591	591	-
Customer Experience & Transformation[2]	53	56	3
Communications & Customer Service[2]	114	123	9
Planning & Performance	187	192	5
Finance	406	430	24
Digital Modernization	382	382	-
Human Capital	134	134	-
Legal & Compliance	63	63	-
Infrastructure	3,785	3,785	-
Operations	7,725	7,868	143
Total	**13,497**	**13,681**	**184**

1. Reflects the WMATA organizational structure realignment of November 2024
2. Due to realignment of personnel among these categories, FY2025 Budget numbers differ from amounts reported in previous year's budget book

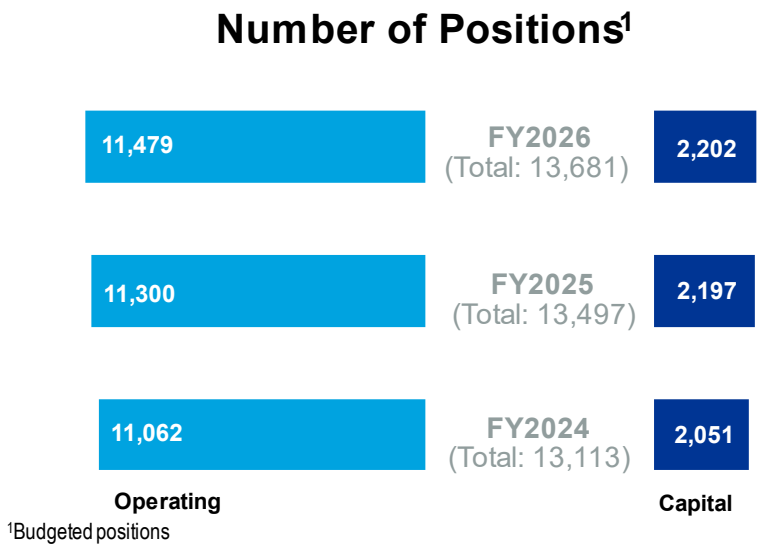
A comparison of total human capital costs in the operating and capital budgets is presented below.

HUMAN CAPITAL SUMMARY - ALL MODES, FRINGE DATA

(Dollars in Millions)	FY2025 Budget	FY2026 Budget	$ Change
Positions	13,497	13,681	184
Labor	$1,440.6	$1,539.4	$98.8
Fringe			
Taxes - FICA	$107.3	$109.5	$2.3
Pension - Defined Benefits	229.9	239.1	9.2
Pension - Defined Contributions	22.6	23.3	0.7
Health Care	234.1	248.1	14.0
Life Insurance	1.8	1.7	(0.1)
Long Term Disability Insurance	0.9	0.9	0.0
Taxes - Unemployment	1.5	1.6	0.0
Workers' Compensation Reserve and Assessment	40.8	46.4	5.5
Allowances (Uniform, Clothing, Tools, etc.)	12.7	34.7	22.0
Total Fringe Benefits	**$651.7**	**$705.2**	**$53.6**

HUMAN CAPITAL SUMMARY – RATES

	FY2025 Budget	FY2026 Budget	$ Change
Average Annual Pay	$106,736	$112,522	$5,786
Average Full Fringe Cost	48,282	51,549	3,267
Full Fringe Rate	45.2%	45.8%	



Appendix D – Capital Projects

CAPITAL IMPROVEMENT PROGRAM INVESTMENT PAGES

Metro's planned CIP investments are presented in this document in one-page CIP investment summaries..

How to Read CIP Investment Pages

1 ***Investment Title & Overview***

- ***Title*** Each investment has a title and CIP number.
- ▲ Indicates shift from proactive investment to primarily reactive approach.
- ***Initiative Type*** assigns the investment as either a **Project** – typically a major investment with a defined beginning and end or a **Program** – an ongoing, recurring, or cyclical investment.
- ***Category*** assigns the investment category: Railcar & Railcar Facilities, Rail Systems, Track & Structure Rehabilitation; Stations & Passenger Facilities; Bus, Bus Facilities & Paratransit; or Business & Operations Support.
- ***Location*** assigns the geographic location of the investment. Most investments are "Systemwide". When a specific location is known, the jurisdiction is listed. Many location-specific investments also have region-wide benefits.
- ***Mode*** assigns the service the investment supports: Bus, Rail, Paratransit, or Systemwide.
- ***Program*** shows the grouping of the investment within the broader investment category.
- ***Federal Participation (all years)*** indicates if the investment is or is planned to be funded by federal grants.

2 ***Metro's Goals*** highlight the STP goals that are measurable and most closely align with the expected outcome of the CIP investment, including Service Excellence, Talented Teams, Regional Opportunity and Partnership, and Financial Stewardship & Resource Management. While multiple goals may apply, the primary strategic goal is highlighted with an orange circle.

3 ***Description*** provides a basic summary of the scope of the investment.

4 ***Expected Performance Outcome*** describes how the investment benefits Service Excellence, Talented Teams, Regional Opportunity & Partnership, and/or Financial Stewardship & Resource Management. CIP pages include a primary strategic goal, objective, measure, and expected performance outcome and additional impacts for funded capital investments. Assessments of completed investments can be found in the Capital Investment Performance Outcome Measures section.

5 ***Near Term Deliverables*** show anticipated activities over the next 12 to 24 months.

6 ***Anticipated Funding Source*** indicates how Metro currently expects to fund an investment in FY2026. Anticipated funding sources are subject to change.

7 ***Schedule*** is included on CIP **Project** pages including three project phases: Development and Evaluation, Implementation/ Construction, and Operations Activation. Schedules show how projects are expected to progress over the next ten years. CIP **Programs** do not include schedules as they are ongoing.

8 ***Cost*** displays the estimated cost of the investment. The estimated cost of **Programs** shows forecasted investment for the current year, upcoming six-year period, and 10-Year Plan. The estimated cost of **Projects** displays life-to-date costs and forecasted investment for the current year, upcoming six-year period, 10-Year Plan, and beyond. **Projects** also include an estimate of the total cost of the project, labeled "**Total Estimated Investment**."

1 8000-Series Railcars (CIP0059)

Initiative Type: Project
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Acquisition
Federal Participation (all years): No

2 Metro's Goals • Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

3 Description

This project involves the initial delivery of 360 new 8000-series railcars, out of a total of 800 available under all contract options, to replace the legacy fleet. Future unfunded 8000-series options (beyond Option 2) have been removed from the Beyond FY35 budget to better align with DMV Moves discussions.



4 Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve Safety and Security ↑ Improve Customer Satisfaction ↑ Improve On-Time Performance ↑ Promote Financial Responsibility and Energy Efficiency

5 Near Term Deliverables

Metro will continue final railcar design and Pilot Car Production of the 8000-series railcars. Approval is required to execute Option 1 by Summer 2026.

8 Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$94.5
FY25 Forecast	$58.1
Planned Investments	
FY26	$75.8
FY27	$56.4
FY28	$173.5
FY29	$221.9
FY30	$200.5
FY31	$189.3
6-Year Total (FY26-FY31)	**$917.4**
10-Year Total (FY26-FY35)	**$1,095.6**
Beyond FY35	**$348.2**
Total Estimated Investment	**$1,596.4**

6 Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$75.8

7

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Operations Activation				✓	✓	✓	✓	✓	✓	✓	✓

CIP Investment Pages

Project Number and Name	
Bus and Paratransit Investments	
	CIP8805 - Reactive State of Good Repair - Bus, Bus Facilities & Paratransit
Acquisition	
	CIP0006 - Bus Fleet Acquisition Program
	CIP0015 - MetroAccess Fleet Acquisition
	CIP0355 - Zero-Emission Bus Acquisition and Evaluation
Maintenance Facilities	
	CIP0311 - Bladensburg Bus Garage Replacement
	CIP0315 - Northern Bus Garage Replacement
	CIP0376 - Western Bus Garage Replacement
	CIP0383 - Cinder Bed Electric Bus Garage
Maintenance/Overhaul	
	CIP0002 - Bus Onboard Location Equipment and Software Program
	CIP0004 - Bus Maintenance Facility and Equipment State of Good Repair Program
	CIP0005 - Bus Vehicle Rehabilitation Program
	CIP0143 - Bus Vehicle Preventive Maintenance
Passenger Facilities/Systems	
	CIP0220 - Bus Planning Studies Program
	CIP0221 - Bus Customer Facility Improvements
	CIP0254 - Bus Priority Program Development
	CIP0275 - New Carrollton Garage and Bus Bays
	CIP0396 - Better Bus Implementation
Business Support Investments	
IT	
	CIP0043 - Bus and Rail Scheduling and Operations Software Improvements
	CIP0259 - Employee Timekeeping System
	CIP0330 - Information Technology Data Center
	CIP0331 - Enterprise Resource Planning Software Replacement
	CIP0342 - Information Technology Hardware State of Good Repair
	CIP0357 - Cybersecurity Legacy Software Improvements
	CIP0361 - Service Oriented Architecture (SOA) Program
	CIP0362 - Independent Verification and Validation Program
	CIP0382 - Content Management System Upgrade
	CIP0384 - Information Technology Investments
	CIP0389 - Enterprise Resource Planning Systems Maintenance
	CIP0390 - Web-Based Applications Maintenance
	CIP0391 - Shared Enterprise Systems Maintenance
	CIP0392 - Transit Systems Applications Maintenance
	CIP0393 - Asset Management Software Maintenance
	CIP0395 - Asset Management Applications Maintenance

Project Number and Name
CIP8029 - D&E Information Technology Improvements
CIP8030 - Future Information Technology Projects
MTPD
CIP0127 - Transit Police Support Equipment
Support Equipment/Services
CIP0009 - Service Vehicle Acquisition Program
CIP0010 - Environmental Compliance Program
CIP0036 - Procurement Program Support
CIP0039 - System Planning and Development
CIP0099 - Joint Development Program Support
CIP0101 - Internal Compliance Capital Management Support
CIP0131 - Capital Program Financing Support
CIP0150 - Support Facility Fire System Rehabilitation
CIP0170 - Facility Roof Rehabilitation and Replacement
CIP0197 - Support Facility Improvements
CIP0212 – Energy and Environment Program
CIP0213 - Capital Program Development Support
CIP0270 - Capital Delivery Program Support
CIP0273 - Support Facility Rehabilitation
CIP0277 - Supply Chain Modernization
CIP0324 - Capital Program Financial Support
CIP0335 - Office Consolidation - District of Columbia
CIP0337 - Office Consolidation - Virginia
CIP0338 - Office Consolidation - Maryland
CIP0339 - Rail Station Emergency Egress Improvements
CIP0347 - Accounting Capital Program Support
CIP0381 - Metro Training Facility
CIP0397 - Backup Operations Control Center
CRB0005 - Planning Support for the District of Columbia
CRB0009 - Planning Support for Maryland Jurisdictions
CRB0018 - Planning Support for Virginia Jurisdictions
Rail Systems Investments
CIP8802 - Reactive State of Good Repair - Rail Systems
Power
CIP0253 - Traction Power State of Good Repair
CIP0286 - Power Generator Replacement
Signals & Communications
CIP0136 - Radio Infrastructure Replacement
CIP0251 - Automatic Train Control State of Good Repair
CIP0332 - Fiber Optic Cable Installation
CIP0380 - New Advanced Signaling System
CRB0138 - Signaling Training Lab
CRB0139 - Silver Line Phase 2 Intrusion Detection

Project Number and Name	
Railcar Investments	
	CIP8801 - Reactive State of Good Repair - Railcar & Railcar Facilities
Acquisition	
	CIP0059 - 8000-Series Railcars
	CIP0256 - 7000-Series Railcars
	CRB0019_19 - Silver Line Phase 1 Railcars
	CRB0020_01 - Silver Line Phase 2 Railcars
Maintenance Facilities	
	CIP0279 - Railyard Shop Equipment Replacement
	CIP0284 - Railyard Facility and Site Rehabilitation
Maintenance/Overhaul	
	CIP0063 - Rail Vehicle Scheduled Maintenance Program
	CIP0067 - Rail Vehicle Safety & Reliability Improvements
	CIP0142 - Rail Vehicle Preventive Maintenance
Stations and Passenger Facilities Investments	
	CIP8804 - Reactive State of Good Repair - Station & Passenger Facilities
Platforms & Structures	
	CIP0035 - Bicycle and Pedestrian Facility Rehabilitation
	CIP0087 - Station and Facility Restoration Program
	CIP0088 - Station Entrance Canopy Installation
	CIP0152 - Parking Garage and Surface Lot Rehabilitation
	CIP0218 - Metrorail Station Improvements
	CIP0243 - L'Enfant Plaza Station Improvements
	CIP0297 - Union Station Improvements
	CIP0305 - Rail Passenger Facility State of Good Repair Program
	CIP0310 - Station Platform Rehabilitation - Phase 4
	CIP0379 - Silver Line Phase 2 Defects Remediation
	CIP0398 – Grosvenor Metrorail Station
	CRB0020 - Silver Line Phase 2 Construction Support
	CRB0127 - Purple Line Construction Support
	CRB0140 - Ballston West Entrance
Station Systems	
	CIP0145 - Facility Security Monitoring Equipment Program
	CIP0151 - Rail Station Cooling Rehabilitation Program
	CIP0219 - Rail Station Lighting Improvements
	CIP0242 - Rail System Drainage Rehabilitation Program
	CIP0252 - Low Voltage Power State of Good Repair
	CIP0255 - Fare Collection Modernization
	CIP0258 - Station and Tunnel Fire Alarm Rehabilitation
	CIP0272 - Digital Display and Wayfinding Improvements
	CIP0276 – Station Design Guidelines and Installation
	CIP0341 - Rail System Standpipe Replacement Program

Project Number and Name
CIP0386 - Enterprise Video Operations Program
CRB0141 - East Falls Church Bus Loop Expansion
Support Equipment/Services
CIP0241 - Flood Resiliency Infrastructure Upgrades
Vertical Transportation
CIP0072 - Elevator Rehabilitation Program
CIP0073 - Escalator Rehabilitation Program
CIP0132 - Escalator and Elevator Overhaul Program
CIP0185 - Escalator Replacement
CRB0137 - Crystal City East Entrance
Track and Structures Rehabilitation Investments
CIP8803 - Reactive State of Good Repair - Track & Structures
Fixed Rail
CIP0024 - Track Rehabilitation Program
CIP0025 - Roadway Equipment and Vehicle Program
CIP0246 - General Engineering
CIP0247 - Emergency Construction and Emerging Needs Program
CIP8011 - D&E Fixed Rail Improvements
Structures
CIP0262 - Tunnel Water Leak Mitigation
CIP0294 - Bridge Rehabilitation Program
CIP0348 - Aerial Structure Rehabilitation A
CIP0356 - Tunnel Ventilation Improvements - Red Line Demonstration
CIP0370 - Aerial Structure Rehabilitation B
CIP0375 - Shaft Structural Rehabilitation
CIP8013 - D&E Track & Structures Improvements

Bus Onboard Location Equipment and Software Program (CIP0002)

Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports the design and replacement of automatic vehicle location (AVL) and related equipment on buses. This equipment is vital to bus operations, bus location tracking via Global Positioning System (GPS), and generating reliable bus customer information.



Expected Performance Outcome

Primary Goal/Objective	• **Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Operational Efficiency ↑ Promote Financial Responsibility ↑ Improve Employee Sentiment About Working for Metro

Near Term Deliverables

Metro will continue replacement of equipment with new investments in software systems and onboard ancillary equipment.

Cost ($M)

Investments	($M)
FY25 Forecast	$6.7
Planned Investments	**($M)**
FY26	$7.0
FY27	$19.5
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$26.5**
10-Year Total (FY26-FY35)	**$26.5**
Beyond FY35	**$0.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$7.0

Bus Maintenance Facility and Equipment State of Good Repair Program (CIP0004)

Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program replaces existing equipment past their useful life and provides new equipment to support the repair and maintenance of the bus and non-revenue fleets. It also supports the implementation of minor bus garage improvements.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↑ Improve Employee Safety	
Additional Impacts:	↑ Improve Reliability	↑ Improve Customer Satisfaction
	↑ Improve Employee Sentiment	↑ Promote Energy Efficiency

Near Term Deliverables

Scheduled replacement of bus maintenance equipment including forklifts, toolbox kits, bus diagnostic equipment, and mechanic training equipment.

Cost ($M)

Investments	($M)
FY25 Forecast	$4.0
Planned Investments	**($M)**
FY26	$2.5
FY27	$2.5
FY28	$2.5
FY29	$2.5
FY30	$2.5
FY31	$2.5
6-Year Total (FY26-FY31)	**$15.0**
10-Year Total (FY26-FY35)	**$37.0**
Beyond FY35	**$0.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$2.5

Bus Vehicle Rehabilitation Program (CIP0005)

Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program provides for the complete rehabilitation of bus mechanical, electrical, and structural systems when a bus is approximately 7.5 years of age. Additionally, the program supports the procurement of components to replace assets that can no longer be overhauled.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	→ Maintain Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve Customer Satisfaction

Near Term Deliverables

Metro will perform an annual scheduled overhaul of approximately 100 buses, 120 engines, 150 transmission assemblies, and 33 energy storage systems. Various other components will be rebuilt to include axles, HVAC units, pro-heat units, and steering boxes. Work will be completed to retrofit 1000 buses with new enclosures to ensure operator safety.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$59.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$57.1
Planned Investments	**($M)**
FY26	$59.0
FY27	$60.8
FY28	$62.6
FY29	$64.5
FY30	$66.4
FY31	$68.4
6-Year Total (FY26-FY31)	**$381.7**
10-Year Total (FY26-FY35)	**$699.4**
Beyond FY35	**$0.0**

Bus Fleet Acquisition Program (CIP0006)

Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Acquisition
Federal Participation (all years): Yes

Metro's Goals • **Primary**


Service Excellence


Talented Teams


Regional Opportunity & Partnership


Financial Stewardship & Resource Management

Description

This program acquires and replaces standard 30-foot, 40-foot, and 60-foot articulated buses consistent with the Metrobus Fleet Management Plan. Metro continues to advance the purchase and deployment of hybrid buses. The program also includes bus maintenance training, and the purchase of spare parts.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	→ Maintain Operational Capacity
Additional Impacts:	↑ Improve State of Good Repair ↑ Improve Customer Satisfaction ↑ Improve Mean Distance Between Failure ↑ Improve Resource Efficiency

Near Term Deliverables

Metro will advance the scheduled acquisition of approximately 100 buses per year.

Cost ($M)

Investments	($M)
FY25 Forecast	$15.1
Planned Investments	**($M)**
FY26	$70.0
FY27	$108.5
FY28	$184.9
FY29	$200.7
FY30	$161.5
FY31	$238.4
6-Year Total (FY26-FY31)	**$964.0**
10-Year Total (FY26-FY35)	**$1,462.9**
Beyond FY35	**$0.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$70.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Service Vehicle Acquisition Program (CIP0009)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Metro's Goals • Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program acquires service and maintenance support vehicles, primarily to replace vehicles that are past their useful life, including police vehicles. Metro will explore transitioning to zero-emission vehicles and plans to reduce the number of vehicles in the fleet.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety with Improved Response Times ↑ Improve Employee Sentiment About Working for Metro ↑ Improve Operational Efficiency ↑ Promote Energy Efficiency

Near Term Deliverables

Metro will replace vehicles beyond their useful life, taking delivery of service vehicles, including safety, Metro Transit Police Department (MTPD), and maintenance vehicles.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$7.3
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$14.0
Planned Investments	**($M)**
FY26	$7.3
FY27	$11.2
FY28	$13.8
FY29	$13.8
FY30	$11.5
FY31	$11.7
6-Year Total (FY26-FY31)	**$69.3**
10-Year Total (FY26-FY35)	**$133.6**
Beyond FY35	**$0.0**

Environmental Compliance Program (CIP0010)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program designs, upgrades, and replaces equipment and facilities to mitigate environmental impacts and maintain compliance with environmental regulations and directives from regulatory agencies.



Expected Performance Outcome

Primary Goal/Objective •	**Financial Stewardship & Resource Management | Energy Efficiency**
Expected Outcome Measure:	↑ Improve Regional Environmental Impacts
Additional Impacts:	↑ Improve Employee Safety ↑ Improve State of Good Repair → Support Compliance

Near Term Deliverables

Metro will advance storage tank replacement at New Carrollton, Glenmont, and Greenbelt Railyards; modify track fueling within Alexandria and Shady Grove Railyards to comply with environmental regulations; replace the parking lot at 3421 Pennsy Drive to accommodate stormwater runoff, pretreatment, and connection to sewer systems; and evaluate repairs to the Twinbrook Metrorail Station stormwater detention system.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$10.3
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$13.2
Planned Investments	**($M)**
FY26	$10.3
FY27	$15.1
FY28	$4.8
FY29	$2.0
FY30	$2.0
FY31	$2.0
6-Year Total (FY26-FY31)	**$36.2**
10-Year Total (FY26-FY35)	**$81.2**
Beyond FY35	**$211.3**

MetroAccess Fleet Acquisition (CIP0015)

Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Paratransit
Program: Acquisition
Federal Participation (all years): Yes

Metro's Goals • Primary

- Service Excellence
- Talented Teams
- Regional Opportunity & Partnership
- Financial Stewardship & Resource Management

Description

This program acquires vehicles for the MetroAccess paratransit fleet, consistent with the MetroAccess Fleet Plan. Vehicle acquisition includes purchase of vans, minivans and sedans, in addition to making the necessary retrofits to add paratransit equipment and features. This program primarily supports the replacement of paratransit vehicles on a lifecycle basis.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve Operational Efficiency ↑ Improve Customer Satisfaction ↑ Promote Mobility

Near Term Deliverables

Metro will purchase approximately 200 vehicles in FY2026. Metro will monitor and evaluate the performance of these vehicles to inform future decisions on the appropriate mix of vans, sedans, and next-generation vans.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$24.8
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$29.1
Planned Investments	**($M)**
FY26	$24.8
FY27	$16.6
FY28	$17.5
FY29	$18.3
FY30	$19.3
FY31	$20.2
6-Year Total (FY26-FY31)	**$116.7**
10-Year Total (FY26-FY35)	**$208.2**
Beyond FY35	**$0.0**

Track Rehabilitation Program (CIP0024)

Initiative Type: Program
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Fixed Rail
Federal Participation (all years): Yes

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This program replaces, rehabilitates and provides preventative maintenance to rail systems in an effort to maintain a State of Good Repair. This includes rail replacement, stray current mitigation, track bed cleaning, drain rodding, vegetation controls, and other activities.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Improve On-Time Performance ↑ Improve Operational Efficiency

Near Term Deliverables

Metro will continue the systemwide State of Good Repair program which includes stabilization and tamping of track, cleaning of the track bed, and replacement or renewal of crossties, fasteners, grout pads, drains, insulators, and switches.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$86.6
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$20.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$111.8
Planned Investments	**($M)**
FY26	$106.6
FY27	$108.5
FY28	$108.9
FY29	$115.1
FY30	$118.6
FY31	$124.2
6-Year Total (FY26-FY31)	**$681.9**
10-Year Total (FY26-FY35)	**$1,208.3**
Beyond FY35	**$0.0**

Roadway Equipment and Vehicle Program (CIP0025)

Initiative Type: Program
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Fixed Rail
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program acquires roadway maintenance machines (RMMs) to maintain, repair, construct, and inspect track and infrastructure across the rail system. This program replaces equipment that has reached the end of its useful life and is no longer feasible to maintain.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve State of Good Repair
Additional Impacts:	↑ Improve Employee Safety

Near Term Deliverables

Metro will purchase, inspect, and put into service several types of track maintenance equipment including prime movers, flat cars, and ballast cars.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$15.0
System Performance	$0.0
Dedicated Funding	$11.9
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$22.8
Planned Investments	**($M)**
FY26	$26.9
FY27	$43.4
FY28	$37.6
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$107.9**
10-Year Total (FY26-FY35)	**$115.2**
Beyond FY35	**$91.3**

Bicycle and Pedestrian Facility Rehabilitation (CIP0035)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program will improve non-vehicular access to Metrorail stations including replacing bicycle racks that have reached the end of their useful life and improving sidewalks and curb designs.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	↑ Increase General Customer Satisfaction
Additional Impacts:	↑ Improve Customer Safety and Security ↑ Promote Energy Efficiency ↑ Promote Regional Goals

Near Term Deliverables

Metro will continue replacing existing covered bike racks, U-shaped racks, scooter corrals, and bike fix-it stations. Metro will also continue planning activities for future bicycle and pedestrian pathways throughout the system to improve access.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$2.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$2.4
Planned Investments	**($M)**
FY26	$2.0
FY27	$2.9
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$4.9**
10-Year Total (FY26-FY35)	**$11.6**
Beyond FY35	**$0.0**

Procurement Program Support (CIP0036)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Staff support for capital program procurement activity including support for the management and oversight of Metro's Small Business and Disadvantaged Business Enterprise Programs.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	➔ Support Program Operations
Additional Impacts:	↑ Improve Employee Sentiment About Working for Metro ↑ Promote Financial Responsibility ↑ Promote Mobility

Near Term Deliverables

Metro will continue to provide support for capital-funded procurements to facilitate compliance in the issuance and management of those contracts.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$12.8
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$11.1
Planned Investments	**($M)**
FY26	$12.8
FY27	$11.0
FY28	$10.0
FY29	$9.1
FY30	$8.2
FY31	$8.5
6-Year Total (FY26-FY31)	**$59.6**
10-Year Total (FY26-FY35)	**$96.1**
Beyond FY35	**$0.0**

System Planning and Development (CIP0039)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program conducts near-term and long-range planning studies and produces plans for station improvements that improve pedestrian flow, travel time, customer experience, vertical transportation, bus and rail operations, and station access.



Expected Performance Outcome

Primary Goal/Objective • **Service Excellence | Reliability**		
Expected Outcome Measure:	↑ Improve Planning	
Additional Impacts:	↑ Improve Operational Efficiency	↑ Improve Customer Satisfaction
	↑ Improve Employee Sentiment About Working for Metro	↑ Promote Mobility and Community Partnerships

Near Term Deliverables

Metro will advance the planning, development, and review of potential improvements systemwide.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$4.6
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$4.1
Planned Investments	**($M)**
FY26	$4.6
FY27	$22.5
FY28	$7.5
FY29	$5.0
FY30	$5.0
FY31	$5.4
6-Year Total (FY26-FY31)	**$50.0**
10-Year Total (FY26-FY35)	**$123.8**
Beyond FY35	**$0.0**

Bus and Rail Scheduling and Operations Software Improvements (CIP0043)

Initiative Type: Project
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project will acquire and implement software for both bus and rail scheduling functions.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**	
Expected Outcome Measure:	↑ Improve Operational Efficiency	
Additional Impacts:	↑ Improve Customer Satisfaction	↑ Improve Employee Sentiment About Working for Metro
	↑ Promote Revenue Opportunities	

Near Term Deliverables

Metro will advance design, development and implementation of the bus and rail scheduling system and complete small improvements to the current bus schedule applications.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$15.4
FY25 Forecast	$5.9
Planned Investments	
FY26	$3.2
FY27	$7.6
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$10.8**
10-Year Total (FY26-FY35)	**$10.8**
Beyond FY35	**$0.0**
Total Estimated Investment	**$32.1**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$3.2
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								

8000-Series Railcars (CIP0059)

Initiative Type: Project
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Acquisition
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project involves the initial delivery of 360 new 8000-series railcars, out of a total of 800 available under all contract options, to replace the legacy fleet. Future unfunded 8000-series options (beyond Option 2) have been removed from the Beyond FY35 budget to better align with DMV Moves discussions.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve Safety and Security ↑ Improve Customer Satisfaction ↑ Improve On-Time Performance ↑ Promote Financial Responsibility and Energy Efficiency

Near Term Deliverables

Metro will continue final railcar design and Pilot Car Production of the 8000-series railcars. Approval is required to execute Option 1 by Summer 2026.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$94.5
FY25 Forecast	$58.1
Planned Investments	
FY26	$75.8
FY27	$56.4
FY28	$173.5
FY29	$221.9
FY30	$200.5
FY31	$189.3
6-Year Total (FY26-FY31)	**$917.4**
10-Year Total (FY26-FY35)	**$1,095.6**
Beyond FY35	**$348.2**
Total Estimated Investment	**$1,596.4**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$75.8

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Operations Activation				✓	✓	✓	✓	✓	✓	✓	✓

Rail Vehicle Scheduled Maintenance Program (CIP0063)

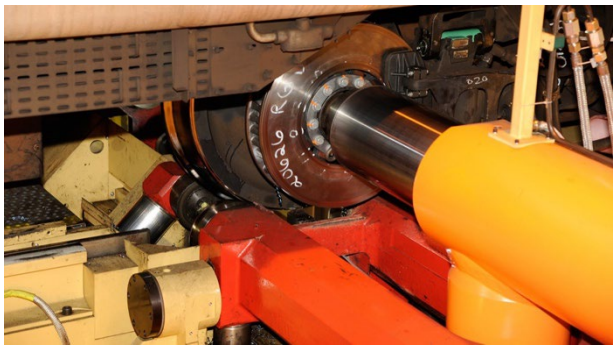
Initiative Type: Program
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program will support scheduled maintenance programs for all railcars. Major rail vehicle systems that will be addressed include, but are not limited to, replacement of components associated with wheels, brakes, traction motors, propulsion systems, HVAC, couplers, and vital relays.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve Rail Service and On-Time Performance ↑ Improve Customer Satisfaction ↑ Increase Asset Lifespan

Near Term Deliverables

Metro will maintain the 3000-, 6000-, and 7000-series railcars in a State of Good Repair by performing preventive maintenance via the Scheduled Maintenance Program (SMP). This involves subsystem equipment overhauls at specified intervals.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$95.0
System Performance	$0.0
Dedicated Funding	$55.2
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$156.1
Planned Investments	**($M)**
FY26	$150.2
FY27	$85.0
FY28	$125.0
FY29	$131.3
FY30	$110.0
FY31	$111.0
6-Year Total (FY26-FY31)	**$712.5**
10-Year Total (FY26-FY35)	**$1,284.5**
Beyond FY35	**$0.0**

Rail Vehicle Safety & Reliability Improvements (CIP0067)

Initiative Type: Program
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Maintenance/Overhaul
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program performs engineering analysis, diagnosis, testing and resolution of safety, maintenance, and operational issues for Metro railcars.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve Safety ↑ Improve Reliability ↑ Improve Employee Sentiment About Working for Metro ↑ Promote Financial Responsibility

Near Term Deliverables

Metro will continue the evaluation and monitoring of the Automatic Wayside Inspection System.

Cost ($M)

Investments	($M)
FY25 Forecast	$2.0
Planned Investments	**($M)**
FY26	$0.9
FY27	$2.9
FY28	$3.0
FY29	$3.0
FY30	$3.1
FY31	$3.2
6-Year Total (FY26-FY31)	**$16.1**
10-Year Total (FY26-FY35)	**$34.3**
Beyond FY35	**$0.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.9
Reimbursable	$0.0
Debt	$0.0

Elevator Rehabilitation Program (CIP0072)

Initiative Type: Program
Mode: Rail
Category: Stations and Passenger Facilities Investments
Program: Vertical Transportation
Location: Systemwide
Federal Participation (all years): Yes

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program rehabilitates elevators at Metrorail stations across the system, including the replacement of internal elevator components and lighting upgrades to maintain a State of Good Repair and improve accessibility and security.



Expected Performance Outcome

Primary Goal/Objective • **Service Excellence | Reliability**			
Expected Outcome Measure:	↑ Maintain (Or Increase) Elevator Availability		
Additional Impacts:	↑ Enhance Security	↑	Improve Customer Satisfaction
	↑ Promote Mobility	↑	Promote Energy Efficiency

Near Term Deliverables

Metro will rehabilitate approximately 12 elevator units at ten various locations around the system in FY2026.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$8.5

Cost ($M)

Investments	($M)
FY25 Forecast	$6.8
Planned Investments	**($M)**
FY26	$8.5
FY27	$9.0
FY28	$3.7
FY29	$2.0
FY30	$9.8
FY31	$14.5
6-Year Total (FY26-FY31)	**$47.5**
10-Year Total (FY26-FY35)	**$63.8**
Beyond FY35	**$0.0**

Escalator Rehabilitation Program (CIP0073)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Systemwide
Program: Vertical Transportation
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program replaces escalators at Metrorail stations to maintain a State of Good Repair and installs lighting to improve customer safety and security.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Maintain (Or Increase) Escalator Availability
Additional Impacts:	↑ Enhance Security ↑ Promote Energy Efficiency ↑ Improve Customer Satisfaction

Near Term Deliverables

Rehab of Westinghouse units will be migrated to CIP0185 for replacement of escalators based upon prioritization.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$5.7
Planned Investments	**($M)**
FY26	$0.0
FY27	$9.9
FY28	$9.9
FY29	$9.9
FY30	$9.9
FY31	$11.9
6-Year Total (FY26-FY31)	**$51.5**
10-Year Total (FY26-FY35)	**$99.5**
Beyond FY35	**$0.0**

Station and Facility Restoration Program (CIP0087)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program consists of evaluating station condition, replacement of worn materials and fixtures, thorough cleaning and power washing of concrete and architectural features, and the rehabilitation of restrooms and breakrooms. Each Metrorail station is scheduled for restoration approximately every four years.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**	
Expected Outcome Measure:	↑ Increase General Customer Satisfaction	
Additional Impacts:	↑ Improve State of Good Repair	↑ Improve Employee Sentiment About Working for Metro

Near Term Deliverables

Metro will complete station restoration for a minimum of 12 Metrorail stations per year, which will include concrete cleaning, masonry work, painting, and station signage.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$11.3

Cost ($M)

Investments	($M)
FY25 Forecast	$11.7
Planned Investments	**($M)**
FY26	$11.3
FY27	$12.4
FY28	$12.8
FY29	$13.2
FY30	$13.6
FY31	$14.0
6-Year Total (FY26-FY31)	**$77.3**
10-Year Total (FY26-FY35)	**$172.1**
Beyond FY35	**$145.6**

Station Entrance Canopy Installation (CIP0088)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project installs new station entrance canopies over entry escalators and stairways.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	↑ Increase General Customer Satisfaction
Additional Impacts:	↑ Improve Reliability and Useful Life ↑ Promote Financial Responsibility

Near Term Deliverables

Metro will continue construction of station entrance canopies at select stations, including: Judiciary Square, Capitol South, Potomac Ave, Arlington Cemetery, Smithsonian, U Street, and Archives/Navy Memorial and construction of stairs at College Park, Judiciary Square, and Bethesda.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$61.2
FY25 Forecast	$10.5
Planned Investments	
FY26	$10.0
FY27	$8.0
FY28	$5.7
FY29	$2.6
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$26.3**
10-Year Total (FY26-FY35)	**$26.9**
Beyond FY35	**$9.4**
Total Estimated Investment	**$108.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$2.5
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$7.5

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											✓
Implementation and Construction	✓	✓	✓	✓							
Operations Activation	✓	✓	✓	✓	✓						

Joint Development Program Support (CIP0099)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Metro's Goals • Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports the technical, legal, real estate advisory, and related services to support joint development planning and execution.



Expected Performance Outcome

Primary Goal/Objective • **Regional Opportunity & Partnership | Community Partnership & Engagement**	
Expected Outcome Measure:	↑ Support Program Operations
Additional Impacts:	↑ Improve Employee Sentiment About Working for Metro ↑ Promote Ridership ↑ Promote Economic Development

Near Term Deliverables

Metro will continue to assess market readiness, infrastructure needs, and development capacity in order to align station-adjacent land development and jurisdictional interests.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$2.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$3.4
Planned Investments	**($M)**
FY26	$2.0
FY27	$2.0
FY28	$2.0
FY29	$2.0
FY30	$2.0
FY31	$2.0
6-Year Total (FY26-FY31)	**$12.0**
10-Year Total (FY26-FY35)	**$24.8**
Beyond FY35	**$0.0**

Internal Compliance Capital Management Support (CIP0101)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program supports the performance of internal audits and oversight of the capital program.



Expected Performance Outcome

Primary Goal/Objective •	**Financial Stewardship & Resource Management | Financial Responsibility**
Expected Outcome Measure:	➔ Support Program Operations
Additional Impacts:	↑ Promote Organizational Governance ↑ Promote Effective Risk Management

Near Term Deliverables

Metro will perform audits of various capital projects and business processes related to the delivery of capital programs and projects.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$1.1
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$1.2
Planned Investments	**($M)**
FY26	$1.1
FY27	$1.0
FY28	$0.9
FY29	$0.8
FY30	$0.8
FY31	$0.8
6-Year Total (FY26-FY31)	**$5.4**
10-Year Total (FY26-FY35)	**$8.8**
Beyond FY35	**$0.0**

Transit Police Support Equipment (CIP0127)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: MTPD
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program will provide acquisition and lifecycle replacement of various support equipment for the Metro Transit Police Department (MTPD), including personal protection, surveillance, and access control equipment.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↑ Improve Customer and Employee Security	
Additional Impacts:	↑ Improve Operational Efficiency	↑ Promote Professional and Technical Skill Development

Near Term Deliverables

Metro will continue acquisition and lifecycle replacement of support equipment for MTPD, including body cameras.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.8
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$1.5

Cost ($M)

Investments	($M)
FY25 Forecast	$1.7
Planned Investments	**($M)**
FY26	$2.3
FY27	$2.8
FY28	$0.8
FY29	$0.8
FY30	$0.8
FY31	$0.8
6-Year Total (FY26-FY31)	**$8.3**
10-Year Total (FY26-FY35)	**$12.8**
Beyond FY35	**$0.0**

Capital Program Financing Support (CIP0131)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program funds the availability fees and interest expense for Metro's short-term line of credit used for capital program expenditures.



Expected Performance Outcome

Primary Goal/Objective •	**Financial Responsibility**	
Expected Outcome Measure:	→ Support Program Operations	
Additional Impacts:	↑ Improve Operational Efficiency	↑ Promote Financial Responsibility

Near Term Deliverables

Metro will continue to fund the lines of credit and interim financing costs necessary to finance capital program cash flow needs.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$2.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$2.0
Planned Investments	**($M)**
FY26	$2.0
FY27	$2.0
FY28	$2.0
FY29	$2.0
FY30	$2.0
FY31	$2.0
6-Year Total (FY26-FY31)	**$12.0**
10-Year Total (FY26-FY35)	**$20.0**
Beyond FY35	**$0.0**

Escalator and Elevator Overhaul Program (CIP0132)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Vertical Transportation
Federal Participation (all years): Yes

Metro's Goals • Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program rehabilitates or replaces escalator and elevator components based on asset condition and management criteria.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**	
Expected Outcome Measure:	↑ Maintain (Or Increase) Elevator Availability	
Additional Impacts:	↑ Enhance Security	↑ Improve Customer Satisfaction
	↑ Promote Mobility	↑ Promote Energy Efficiency

Near Term Deliverables

Metro will repair and replace escalator and elevator components including speed reducer motors and rack and axle units, brake boards, and escalator steps, as well as refurbish gearboxes. At 52 station locations where escalators and elevators experience water intrusion and poor or blocked drainage, Metro will snake/clear existing drainage piping and perform escalator wellway, truss, and pan cleaning.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$24.8
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$20.2
Planned Investments	**($M)**
FY26	$24.8
FY27	$8.2
FY28	$8.4
FY29	$8.7
FY30	$9.0
FY31	$9.2
6-Year Total (FY26-FY31)	**$68.3**
10-Year Total (FY26-FY35)	**$108.1**
Beyond FY35	**$0.0**

Radio Infrastructure Replacement (CIP0136)

Initiative Type: Project
Category: Rail Systems Investments
Location: Systemwide
Mode: Rail
Program: Signals & Communications
Federal Participation (all years): Yes

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project replaces Metro's outdated internal communication and public safety radio systems. This includes the public safety radio system, the Metro area radio system, and cellular services throughout the system, allowing customers to utilize cellular service while underground.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Communications and Enhance Safety and Security
Additional Impacts:	↑ Improve Service Reliability ↑ Promote Professional and Technical Skill Development ↑ Improve Customer Satisfaction ↑ Improve Communication with Jurisdictional First Responders

Near Term Deliverables

Metro will complete the installation of the new radio system both above and below ground, take delivery of additional handheld radio and subscriber units, and install the remaining Metro box enclosures to cover Metro's above and underground system for both radio and wireless use.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$31.3

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$439.9
FY25 Forecast	$47.2
Planned Investments	
FY26	$31.3
FY27	$51.5
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$82.8**
10-Year Total (FY26-FY35)	**$82.8**
Beyond FY35	**$0.0**
Total Estimated Investment	**$569.9**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation		✓	✓								

Rail Vehicle Preventive Maintenance (CIP0142)

Initiative Type: Program
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports a portion of the annual preventive maintenance activities of the railcar fleet. The balance of activity is charged to Metro's operating budget.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve Customer Safety ↑ Improve Rail Service and On-Time Performance ↑ Improve State of Good Repair ↑ Improve Customer Satisfaction

Near Term Deliverables

Metro will continue to perform routine inspections and scheduled maintenance on railcars.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$73.5
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$34.3
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$180.4
Planned Investments	**($M)**
FY26	$107.8
FY27	$131.6
FY28	$59.0
FY29	$59.0
FY30	$59.0
FY31	$59.0
6-Year Total (FY26-FY31)	**$475.4**
10-Year Total (FY26-FY35)	**$711.4**
Beyond FY35	**$0.0**

Bus Vehicle Preventive Maintenance (CIP0143)

Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports a portion of the annual preventive maintenance activities of the Metrobus fleet. The balance of activity is charged to Metro's operating budget.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve State of Good Repair ↑ Improve Operational Efficiency

Near Term Deliverables

Metro will continue to perform routine inspections and scheduled maintenance on buses.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$1.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$1.0
Planned Investments	**($M)**
FY26	$1.0
FY27	$1.0
FY28	$1.0
FY29	$1.0
FY30	$1.0
FY31	$1.0
6-Year Total (FY26-FY31)	**$6.0**
10-Year Total (FY26-FY35)	**$10.0**
Beyond FY35	**$0.0**

Facility Security Monitoring Equipment Program (CIP0145)

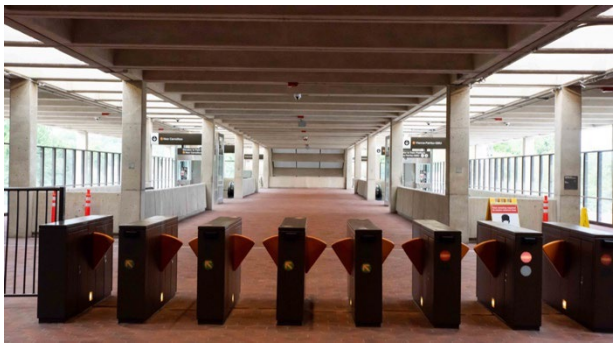
Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Systemwide
Program: Station Systems
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program will provide for security improvements at various railyards, stations, and facilities by installing public address systems, intercoms, and additional security measures, and maintain a State of Good Repair for those various related systems. It also includes the monitoring and support of Metro's legacy camera systems during the transition to the Enterprise Wide Video system.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↓ Deter Major Crimes (Part 1 Crimes)	
Additional Impacts:	↑ Improve Customer Perception of Safety from Crime	↑ Increase Staff Sentiment About Working for Metro

Near Term Deliverables

Advance replacement and upgrade of life-safety and security systems at various locations systemwide. These modernization upgrades can include intrusion detection and access control systems, new intercoms and communication equipment, and the infrastructure needed to support this equipment.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$5.7
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$8.1
Planned Investments	**($M)**
FY26	$5.7
FY27	$0.9
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$6.6**
10-Year Total (FY26-FY35)	**$38.0**
Beyond FY35	**$356.3**

Support Facility Fire System Rehabilitation (CIP0150)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Rail
Program: Support Equipment/Services
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project upgrades fire alarm and electronic security systems at support facilities including bus garages, railyards, and administrative buildings.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Employee Safety
Additional Impacts:	↑ Improve State of Good Repair ↑ Improve Employee Sentiment About Working for Metro → Support Compliance

Near Term Deliverables

Complete fire alarm replacement at Greenbelt Railyard and Carmen Turner Facility.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.1

Cost ($M)

Investments	($M)
FY25 Forecast	$1.6
Planned Investments	**($M)**
FY26	$0.1
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$0.1**
10-Year Total (FY26-FY35)	**$13.1**
Beyond FY35	**$147.1**

Rail Station Cooling Rehabilitation Program (CIP0151)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Metro's Goals • Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program rehabilitates and replaces station cooling system components including, but not limited to, chiller plants, cooling towers, water piping, ventilation systems, air handling units, and ductwork. During the warmer months of the calendar year, Metro operates equipment to cool and circulate the ambient air in parts of the station.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve State of Good Repair
Additional Impacts:	↑ Improve Customer and Employee Safety ↑ Improve Customer Satisfaction ↑ Promote Energy Efficiency

Near Term Deliverables

Complete rehabilitation of five chillers at the following four facilities: Van Ness, Rosslyn, L'Enfant, and Stadium Armory Stations.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$1.1
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$6.3
Planned Investments	**($M)**
FY26	$1.1
FY27	$5.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$6.1**
10-Year Total (FY26-FY35)	**$6.8**
Beyond FY35	**$19.4**

Parking Garage and Surface Lot Rehabilitation (CIP0152)

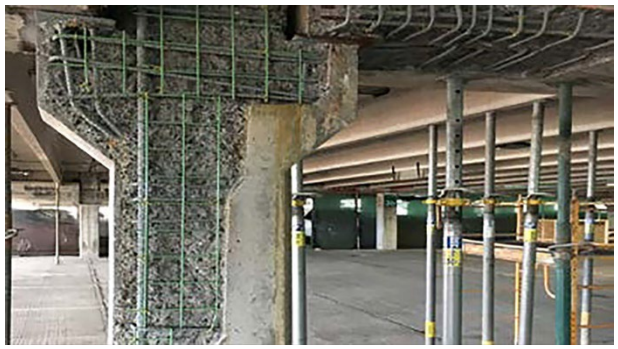
Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program rehabilitates parking facilities including garages and surface lots.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Customer Safety ↑ Improve Customer Satisfaction ↑ Improve Operational Efficiency ↑ Promote Mobility

Near Term Deliverables

Advance necessary maintenance activities to allow parking assets to achieve their intended useful life. Metro will complete the rehabilitation of parking garages at Huntington (East), New Carrollton and Shady Grove (South), and the surface lots at Hyattsville Crossing, Twinbrook, and Vienna Metrorail Stations (the surface lot at Morgan Boulevard will have small-scale repairs).

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$12.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$21.2
Planned Investments	**($M)**
FY26	$12.0
FY27	$7.5
FY28	$6.0
FY29	$5.5
FY30	$5.5
FY31	$5.5
6-Year Total (FY26-FY31)	**$42.0**
10-Year Total (FY26-FY35)	**$92.6**
Beyond FY35	**$0.0**

Facility Roof Rehabilitation and Replacement (CIP0170)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program supports facility roof rehabilitation and replacement including the preparation of assessment reports, sampling, removal, and installation of new roofing systems. Metro has over 600 locations that need to be maintained in a State of Good Repair.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Improve Customer Satisfaction ↑ Improve Employee Sentiment About Working for Metro ↑ Promote Energy Efficiency

Near Term Deliverables

Metro will complete roof replacements at 15 power facilities in Maryland and Virginia and 7 smaller facilities in Maryland, Virginia, and the District of Columbia.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$4.4

Cost ($M)

Investments	($M)
FY25 Forecast	$8.7
Planned Investments	**($M)**
FY26	$4.4
FY27	$1.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$5.4**
10-Year Total (FY26-FY35)	**$26.4**
Beyond FY35	**$0.0**

Escalator Replacement (CIP0185)

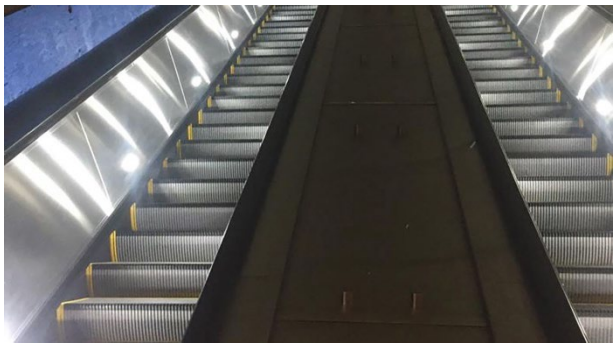
Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Vertical Transportation
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program replaces escalators that have reached the end of their useful life and installs lighting to improve customer safety and security.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Maintain (Or Increase) Escalator Availability
Additional Impacts:	↑ Enhance Security ↑ Promote Energy Efficiency ↑ Improve Customer Satisfaction

Near Term Deliverables

Metro will replace approximately 20 of the oldest and poorest performing escalator units in the system, and begin to plan for the replacement of the next escalators at locations throughout the Metrorail system.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$30.8
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$46.3
Planned Investments	**($M)**
FY26	$30.8
FY27	$39.2
FY28	$38.6
FY29	$55.4
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$164.0**
10-Year Total (FY26-FY35)	**$164.0**
Beyond FY35	**$134.8**

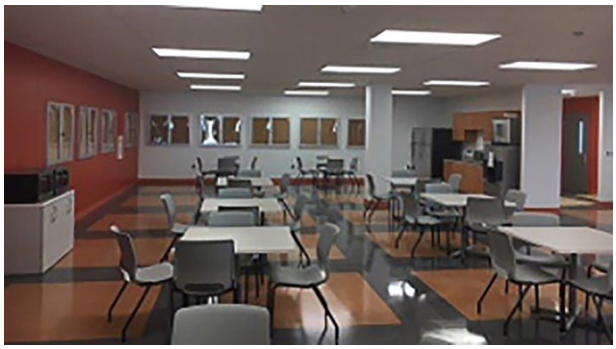
Support Facility Improvements (CIP0197)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): TBD

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program provides for the rehabilitation of support facilities to maintain a State of Good Repair and purchase related equipment and services.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Improve Employee Experience

Near Term Deliverables

Metro will construct or renovate employee breakrooms at bus garages and railyards, and purchase medical equipment for the Occupational Health and Wellness Department.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$3.6

Cost ($M)

Investments	($M)
FY25 Forecast	$12.6
Planned Investments	**($M)**
FY26	$3.6
FY27	$15.5
FY28	$0.5
FY29	$0.5
FY30	$0.5
FY31	$0.5
6-Year Total (FY26-FY31)	**$21.1**
10-Year Total (FY26-FY35)	**$23.1**
Beyond FY35	**$0.0**

Energy and Environment Program (CIP0212)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program is focused on methods to reduce waste, decrease consumption of energy and water, and assess resilience against hazards and threats. The program includes testing and evaluating new technology and processes for suitability and performance across Metro operations. Once developed, technologies and processes can be rolled out fully across Metro to achieve cost savings as part of capital investments or operational improvements.



Expected Performance Outcome

Primary Goal/Objective •	**Energy Efficiency**	
Expected Outcome Measure:	↑ Improve Resource Efficiency	
Additional Impacts:	↑ Promote Innovative Investments	↑ Improve Employee Experience
	↑ Promote Regional Quality of Life	↑ Promote Mobility

Near Term Deliverables

Continue cost-effective energy and environment projects and staff support.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$3.3
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$2.9
Planned Investments	**($M)**
FY26	$3.3
FY27	$3.3
FY28	$3.5
FY29	$2.9
FY30	$3.0
FY31	$3.0
6-Year Total (FY26-FY31)	**$19.0**
10-Year Total (FY26-FY35)	**$40.2**
Beyond FY35	**$1,124.0**

Capital Program Development Support (CIP0213)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program supports resources necessary to perform capital program development, monitoring, reporting, and strategic planning.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**	
Expected Outcome Measure:	➔ Support Program Operations	
Additional Impacts:	↑ Promote Community Partnership and Engagement	↑ Promote Financial Responsibility

Near Term Deliverables

Support Metro's Capital Program planning and programming, transit asset management, and financial and grant management.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$24.6
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$25.9
Planned Investments	**($M)**
FY26	$24.6
FY27	$15.2
FY28	$13.0
FY29	$12.4
FY30	$11.3
FY31	$10.8
6-Year Total (FY26-FY31)	**$87.3**
10-Year Total (FY26-FY35)	**$155.1**
Beyond FY35	**$0.0**

Metrorail Station Improvements (CIP0218)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports rehabilitation of station components throughout the system including shaft repairs, entry gates, flooring, other components and amenities.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Customer and Employee Safety
Additional Impacts:	↑ Improve State of Good Repair

Near Term Deliverables

Metro will install new and improved station entrance gates at priority Metrorail stations and address emergency egress.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.7
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$3.1
Planned Investments	**($M)**
FY26	$0.7
FY27	$1.1
FY28	$0.5
FY29	$2.7
FY30	$4.9
FY31	$5.3
6-Year Total (FY26-FY31)	**$15.2**
10-Year Total (FY26-FY35)	**$27.0**
Beyond FY35	**$70.0**

Rail Station Lighting Improvements (CIP0219)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program improves the lighting and illumination levels within rail stations, replacing mezzanine, lower-level platform, and track bed lighting in Metrorail stations with higher-efficiency and more cost-effective fixtures. Exterior lighting for customers accessing the stations, including station pathways and bus loops, are also replaced through this program.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↓ Reduce Customer Injuries	
Additional Impacts:	↑ Increase Asset Lifespan	↑ Improve Customer Satisfaction
	↑ Promote Mobility	↑ Promote Financial Responsibility and Energy Efficiency

Near Term Deliverables

Metro will continue upgrades to Metrorail station platform edge lighting and exterior site lighting.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$15.4

Cost ($M)

Investments	($M)
FY25 Forecast	$34.4
Planned Investments	**($M)**
FY26	$15.4
FY27	$19.3
FY28	$9.1
FY29	$8.2
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$52.0**
10-Year Total (FY26-FY35)	**$52.0**
Beyond FY35	**$0.0**

Bus Planning Studies Program (CIP0220)

Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program advances Metrobus planning studies necessary to sustain the network of services and facilities. Efforts focus on service plans, customer information, facilities management, bus stop accessibility, transit operations, traffic management, and service delivery.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**	
Expected Outcome Measure:	↑ Increase General Customer Satisfaction	
Additional Impacts:	↑ Improve Bus Service Reliability	↑ Promote Mobility

Near Term Deliverables

Metro will advance bus planning studies evaluating integrating systems, services, and facilities.

Cost ($M)

Investments	($M)
FY25 Forecast	$0.7
Planned Investments	**($M)**
FY26	$0.7
FY27	$1.0
FY28	$1.0
FY29	$1.0
FY30	$1.0
FY31	$1.0
6-Year Total (FY26-FY31)	**$5.7**
10-Year Total (FY26-FY35)	**$10.9**
Beyond FY35	**$0.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.7
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Bus Customer Facility Improvements (CIP0221)

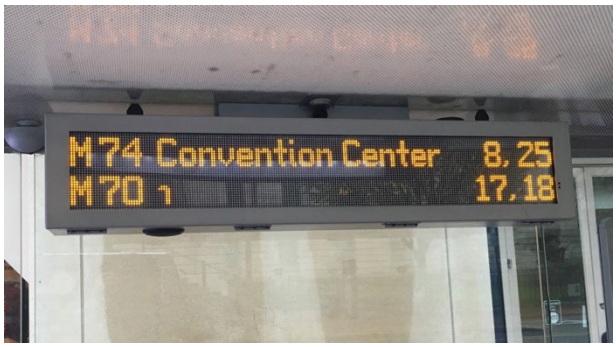
Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): Yes

Metro's Goals • Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program upgrades Metrobus facilities, including amenities, to maintain a State of Good Repair and improve delivery of customer information.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	↑ Increase General Customer Satisfaction
Additional Impacts:	↑ Improve Safety ↑ Improve State of Good Repair ↑ Promote Mobility ↑ Promote Financial Responsibility

Near Term Deliverables

Metro will replace bus shelters in service beyond their useful life, replace paper signage, and improve bus stop infrastructure (e.g., route/sign poles, bus stop decals, wayfinding signage, etc.).

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$13.8
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$9.5
Planned Investments	**($M)**
FY26	$13.8
FY27	$6.4
FY28	$7.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$27.2**
10-Year Total (FY26-FY35)	**$27.2**
Beyond FY35	**$0.0**

Flood Resiliency Infrastructure Upgrades (CIP0241)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): TBD

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

Since the opening of the first Metro line over 40 years ago, changes in local development, aging of the system, updates in design guidelines and criteria, and the effects of extreme weather events have led to flooding vulnerabilities in the system. This project will assess and implement mitigations to protect stations from flood waters entering into the rail system.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↓ Reduce Fire and Smoke Events
Additional Impacts:	↑ Promote Reliable Revenue Service and Financial Responsibility

Near Term Deliverables

Metro will develop implementation projects based on the completed assessment and plan the next set of stations to assess for flood resiliency improvements.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$9.9
FY25 Forecast	$0.5
Planned Investments	
FY26	$0.0
FY27	$0.7
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$0.7**
10-Year Total (FY26-FY35)	**$0.7**
Beyond FY35	**$29.4**
Total Estimated Investment	**$40.5**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓	✓								
Implementation and Construction											
Operations Activation											

Rail System Drainage Rehabilitation Program (CIP0242)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program replaces and rehabilitates drainage pumping stations throughout the Metrorail system that have exceeded their lifecycle and supports implementation of flood resiliency improvements.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Operational Capacity with Reduced Track Under Performance Restrictions
Additional Impacts:	↑ Improve Safety; ↓ Reduce Fires; ↓ Reduce Speed Restrictions; ↑ Promote Financial Responsibility

Near Term Deliverables

Metro plans to complete drainage pump station renewals at the next two stations (e.g., Noyes Road and Medical Center) identified in the priority list. Drainage pump station renewals include replacement of pumps, piping, controls, lighting, and other structural and drainage elements. Continue designs of drainage pump stations at the following seven locations: Van Ness-UDC, Judiciary Square, Friendship Heights, Medical Center, Forest Glen, Fort Totten, and Gallery Place-Chinatown.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$1.7

Cost ($M)

Investments	($M)
FY25 Forecast	$15.6
Planned Investments	**($M)**
FY26	$1.7
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$1.7**
10-Year Total (FY26-FY35)	**$44.7**
Beyond FY35	**$0.0**

L'Enfant Plaza Station Improvements (CIP0243)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: District of Columbia
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project adds a new elevator to connect the northbound Yellow/Green platform to the Blue/Orange/Silver platform and replace three escalators with three staircases to improve mobility and access for customers at L'Enfant Plaza Metrorail Station.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**	
Expected Outcome Measure:	↑ Increase General Customer Satisfaction	
Additional Impacts:	↑ Promote Ridership	↑ Promote Mobility

Near Term Deliverables

Metro will award a design-build contract and begin construction activities.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$0.0
Planned Investments	
FY26	$1.5
FY27	$5.0
FY28	$3.4
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$9.9**
10-Year Total (FY26-FY35)	**$9.9**
Beyond FY35	**$0.0**
Total Estimated Investment	**$9.9**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$1.5
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓									
Implementation and Construction		✓	✓	✓							
Operations Activation				✓							

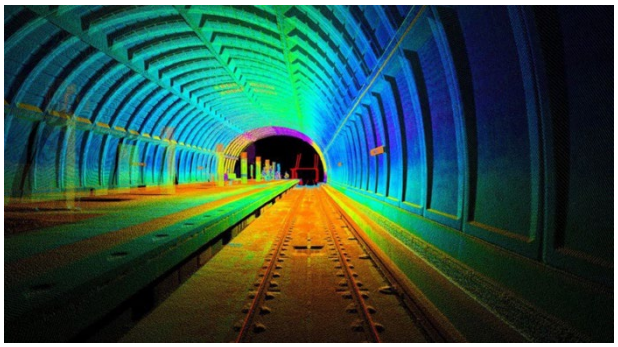
General Engineering (CIP0246)

Initiative Type: Program
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Fixed Rail
Federal Participation (all years): No

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program provides general engineering support services for the development of architectural and engineering concept designs to help define the capital projects and address needs that may not be captured as part of other larger capital initiatives. This program helps resolve priority issues identified by Metro's engineers.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	→ Maintain System Operations
Additional Impacts:	↑ Support System Improvements

Near Term Deliverables

Metro will identify and support specific initiatives that require engineering services.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$16.6
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$20.1
Planned Investments	**($M)**
FY26	$16.6
FY27	$10.0
FY28	$7.8
FY29	$7.0
FY30	$6.4
FY31	$6.6
6-Year Total (FY26-FY31)	**$54.4**
10-Year Total (FY26-FY35)	**$107.2**
Beyond FY35	**$0.0**

Emergency Construction and Emerging Needs Program (CIP0247)

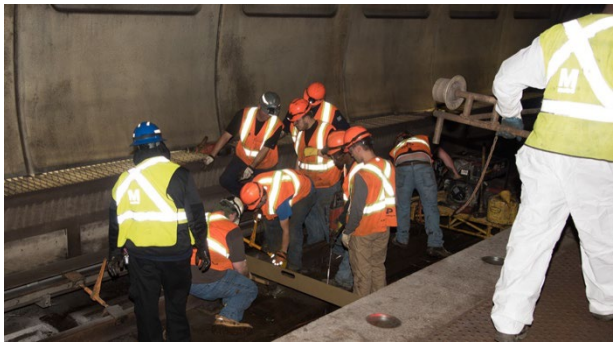
Initiative Type: Program
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Fixed Rail
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports emergent and emergency needs that arise across the system beyond the scope of other established capital investments.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↑ Improve Customer and Employee Safety	
Additional Impacts:	↑ Improve Rail Service Reliability	↑ Promote Regional Network & Partnership Optimization

Near Term Deliverables

Metro will address emergent construction needs as they arise.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$93.9

Cost ($M)

Investments	($M)
FY25 Forecast	$32.5
Planned Investments	**($M)**
FY26	$93.9
FY27	$61.8
FY28	$51.0
FY29	$51.0
FY30	$51.0
FY31	$51.0
6-Year Total (FY26-FY31)	**$359.7**
10-Year Total (FY26-FY35)	**$589.1**
Beyond FY35	**$0.0**

Automatic Train Control State of Good Repair (CIP0251)

Initiative Type: Program
Category: Rail Systems Investments
Location: Systemwide

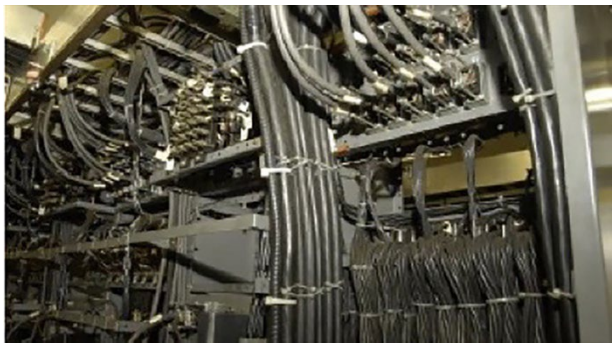
Mode: Rail
Program: Signals & Communications
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program replaces aging signaling systems, Train Control Room (TCR) infrastructure and wayside equipment (including devices to replace remote terminal units). Obsolete and failing equipment are planned to be replaced at intervals ranging from 20 to 40 years.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan/Improve State of Good Repair
Additional Impacts:	↑ Improve Rail Service Reliability ↑ Improve Customer Satisfaction ↑ Promote Professional and Technical Skill Development

Near Term Deliverables

Metro will continue the switch machine power supply replacements and State of Good Repair programs for high current bonds, interlocking, signals, circuit cable, switch machines, control cable insulation, and remote terminal units. Metro will complete the rehabilitation of 24 train control rooms and outfit a second training lab.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$86.5
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$87.9
Planned Investments	**($M)**
FY26	$86.5
FY27	$84.8
FY28	$74.7
FY29	$49.9
FY30	$32.5
FY31	$33.1
6-Year Total (FY26-FY31)	**$361.5**
10-Year Total (FY26-FY35)	**$546.2**
Beyond FY35	**$0.0**

Low-Voltage Power State of Good Repair (CIP0252)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program replaces low-voltage power systems, improves various power components (e.g., remote terminal units), and maintains existing low-voltage power systems in a State of Good Repair.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase On-Time Performance (OTP)
Additional Impacts:	↑ Improve Employee Safety and Security ↑ Improve State of Good Repair ↑ Improve Customer Satisfaction

Near Term Deliverables

Metro will continue the installation of switchgears, transformers, cabling, and electrical panels at nine locations. Uninterruptible Power Supplies will be replaced systemwide.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$60.9
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$55.6
Planned Investments	**($M)**
FY26	$60.9
FY27	$63.1
FY28	$6.8
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$130.8**
10-Year Total (FY26-FY35)	**$206.6**
Beyond FY35	**$128.9**

Traction Power State of Good Repair (CIP0253)

Initiative Type: Program
Category: Rail Systems Investments
Location: Systemwide
Mode: Rail
Program: Power
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program replaces traction power systems, improves various traction power components (e.g., remote terminal units), and maintains existing traction power systems in a State of Good Repair to deliver safe and reliable Metrorail operations.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve State of Good Repair
Additional Impacts:	↑ Improve Employee Safety ↑ Improve Customer Satisfaction ↑ Improve Rail Service Reliability and Operational Efficiency

Near Term Deliverables

Metro will replace equipment in traction power substations and tie breaker stations throughout the system. Approximately 600 cables will be inspected and tested, and 8,000 linear feet of cable will be replaced per quarter.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$105.7

Cost ($M)

Investments	($M)
FY25 Forecast	$120.5
Planned Investments	**($M)**
FY26	$105.7
FY27	$98.4
FY28	$163.7
FY29	$93.9
FY30	$56.7
FY31	$18.9
6-Year Total (FY26-FY31)	**$537.4**
10-Year Total (FY26-FY35)	**$664.4**
Beyond FY35	**$303.2**

Bus Priority Program Development (CIP0254)

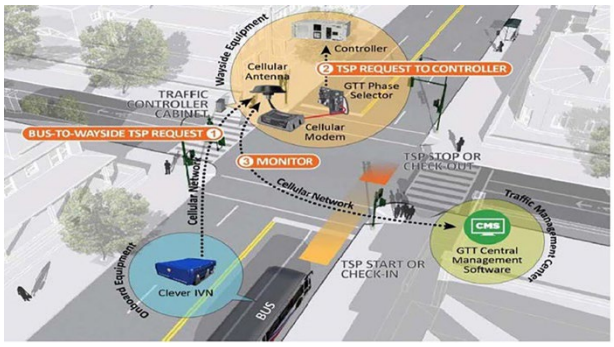
Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

The Bus Priority Program aims to improve bus service and mobility by allowing buses to travel smoothly and efficiently with the aid of new technology and intelligent roadway design. This program plans and implements new initiatives and technology to advance bus priority strategies.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**	
Expected Outcome Measure:	↑ Increase Bus Speeds	
Additional Impacts:	↑ Improve Customer Safety and Satisfaction	↑ Promote Regional Network & Partnership Optimization
	↑ Promote Mobility	↑ Promote Energy Efficiency

Near Term Deliverables

Near-term projects include the continued rollout of Bus Priority Clear Lanes and the expansion of transit signal priority and queue jumps across the region.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$2.4
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$3.1

Cost ($M)

Investments	($M)
FY25 Forecast	$5.0
Planned Investments	**($M)**
FY26	$5.5
FY27	$5.7
FY28	$6.1
FY29	$7.6
FY30	$6.9
FY31	$6.2
6-Year Total (FY26-FY31)	**$38.0**
10-Year Total (FY26-FY35)	**$62.3**
Beyond FY35	**$0.0**

Fare Collection Modernization (CIP0255)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Systemwide
Program: Station Systems
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project replaces Metro's aging fare collection systems in rail stations, on Metrobuses, and upgrades the back-end system that supports fare collection. The investment includes new methods for customers to pay and manage payment accounts, and modifications to faregates to help reduce fare evasion.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Fare Collection Reliability ↑ Improve Customer Satisfaction ↑ Promote Regional Network & Partnership Optimization ↑ Promote Financial Responsibility

Near Term Deliverables

Metro will continue development and implementation of the open payment system, as well as continue project development and planning for the replacement of fare machines.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$309.2
FY25 Forecast	$53.5
Planned Investments	
FY26	$44.4
FY27	$42.6
FY28	$62.9
FY29	$55.9
FY30	$28.2
FY31	$0.0
6-Year Total (FY26-FY31)	**$234.0**
10-Year Total (FY26-FY35)	**$234.0**
Beyond FY35	**$0.0**
Total Estimated Investment	**$596.7**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$44.4

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓	✓								
Implementation and Construction	✓	✓	✓	✓	✓	✓					
Operations Activation	✓	✓	✓	✓	✓	✓					

7000-Series Railcars (CIP0256)

Initiative Type: Project
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Acquisition
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project acquires 620 of the 7000-series railcars to replace 1000-, 4000-, and 5000-series fleets, plus 28 additional railcars. The Metropolitan Washington Airports Authority (MWAA) funded 128 additional 7000-series railcars in support of the Silver Line Phase 1 and 2 extension projects under CRB0019_19 and CRB0020_01.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Enhance Security ↑ Improve Customer Satisfaction ↑ Improve Operational Efficiency and Reliability ↑ Promote Professional and Technical Skill Development

Near Term Deliverables

Metro will continue to make milestone payments for railcar warranties while closely working to address various railcar modifications, including improved training and troubleshooting. All 7000-series railcars associated with this project have been acquired.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$18.2
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25) *	$1,254.1
FY25 Forecast	$15.6
Planned Investments	
FY26	$18.2
FY27	$133.6
FY28	$3.8
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$155.6**
10-Year Total (FY26-FY35)	**$155.6**
Beyond FY35	**$0.0**
Total Estimated Investment	**$1,425.3**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓							
Operations Activation											

* 7000-series prior-year expenditures have been spread across several CIPs over its lifetime. The FY26 Budget Book corrects this historical omission. The CIP does not include the cost to purchase railcars for the extension to Loudon County.

Station and Tunnel Fire Alarm Rehabilitation (CIP0258)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Station Systems
Federal Participation (all years): TBD

Metro's Goals • Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program upgrades fire alarm systems in Metrorail tunnels and stations.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Customer and Employee Safety
Additional Impacts:	↑ Promote Compliance with Fire Safety Standards

Near Term Deliverables

Metro will begin the design for replacement of the fire door shutter system and complete the platform fan and fire systems repair at Forest Glen Metrorail Station. Planning will begin to identify priority Metrorail stations for fire system upgrades.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$2.0

Cost ($M)

Investments	($M)
FY25 Forecast	$6.3
Planned Investments	**($M)**
FY26	$2.0
FY27	$22.5
FY28	$30.9
FY29	$15.4
FY30	$5.0
FY31	$3.7
6-Year Total (FY26-FY31)	**$79.5**
10-Year Total (FY26-FY35)	**$79.7**
Beyond FY35	**$267.2**

Employee Timekeeping System (CIP0259)

Initiative Type: Project
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project will acquire and maintain cloud-based software that will manage timekeeping for various Metro employees.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve Operational Efficiency
Additional Impacts:	↑ Improve System Controls ↓ Reduce Costs ➔ Support Compliance

Near Term Deliverables

Metro will continue migrating the outgoing on-premise based timekeeping system to the cloud-based software that will manage timekeeping for various Metro employees.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$2.3
Planned Investments	
FY26	$0.5
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$0.5**
10-Year Total (FY26-FY35)	**$0.5**
Beyond FY35	**$0.0**
Total Estimated Investment	**$2.8**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.5
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓										
Implementation and Construction	✓	✓									
Operations Activation	✓	✓									

Tunnel Water Leak Mitigation (CIP0262)

Initiative Type: Program
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Structures
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program mitigates water infiltration into the Metrorail tunnel and vent shaft system.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↓ Reduce Fire and Smoke Events	
Additional Impacts:	↑ Improve Rail Service Reliability	↑ Improve Asset Lifespan
	↑ Improve Customer Satisfaction	

Near Term Deliverables

Metro will continue tunnel grouting to mitigate water intrusion along two segments of the Red Line. Evaluation of the effectiveness of the mitigation work is included in the scope. Prioritization of locations in Metrorail stations and tunnels for water leak mitigation will begin.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$6.9
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$2.0

Cost ($M)

Investments	($M)
FY25 Forecast	$14.9
Planned Investments	**($M)**
FY26	$8.9
FY27	$15.3
FY28	$19.7
FY29	$38.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$82.0**
10-Year Total (FY26-FY35)	**$82.2**
Beyond FY35	**$111.9**

Capital Delivery Program Support (CIP0270)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program provides project administration, planning, scheduling, and management support for the portfolio of major construction projects.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**	
Expected Outcome Measure:	➔ Support Program Operations	
Additional Impacts:	↑ Improve State of Good Repair	↑ Promote Financial Responsibility

Near Term Deliverables

Metro will support the advancement of project implementation planning, scheduling, and management services for the delivery of the portfolio of major capital construction projects.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$38.6
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$34.8
Planned Investments	**($M)**
FY26	$38.6
FY27	$23.9
FY28	$21.2
FY29	$18.8
FY30	$16.5
FY31	$17.2
6-Year Total (FY26-FY31)	**$136.2**
10-Year Total (FY26-FY35)	**$213.6**
Beyond FY35	**$0.0**

Digital Display and Wayfinding Improvements (CIP0272)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Systemwide
Program: Station Systems
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Metro is advancing new ways to inform customers through the installation of digital signs. This program invests in new equipment and space improvements designed to upgrade digital displays, improve signage and wayfinding, and deliver other customer amenities.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**	
Expected Outcome Measure:	↑ Increase General Customer Satisfaction	
Additional Impacts:	↑ Promote Modern Wayfinding and Digital Signage	↑ Improve State of Good Repair
	↑ Promote Financial Responsibility	

Near Term Deliverables

Plan for the installation of customer entrance digital displays at additional high-ridership Metrorail stations, install digital signage at Bethesda Station as part of the summer shutdown, progress the strategy for customer information screens on railcars, and build in-house capability to roll out improved static signage at Metrorail stations.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$8.1

Cost ($M)

Investments	($M)
FY25 Forecast	$9.3
Planned Investments	**($M)**
FY26	$8.1
FY27	$24.6
FY28	$37.1
FY29	$32.4
FY30	$15.1
FY31	$0.0
6-Year Total (FY26-FY31)	**$117.3**
10-Year Total (FY26-FY35)	**$117.3**
Beyond FY35	**$0.0**

Support Facility Rehabilitation (CIP0273)

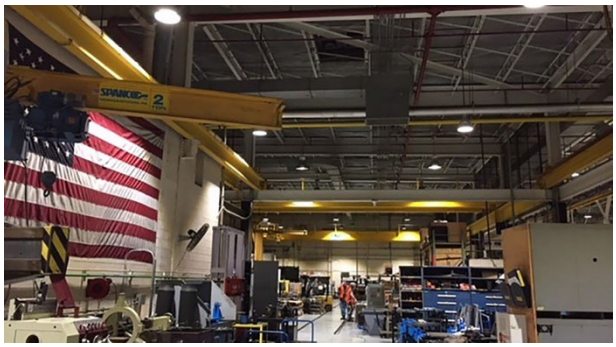
Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program provides assessments on condition, designs for necessary improvements, and performs minor emergent improvements for facilities for employees, including breakrooms, bathrooms, and work areas.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Improve Employee Sentiment ↑ Promote Financial Responsibility

Near Term Deliverables

Implement small-scale facility improvement projects at operational, maintenance, and administrative facilities.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$5.0

Cost ($M)

Investments	($M)
FY25 Forecast	$3.6
Planned Investments	**($M)**
FY26	$5.0
FY27	$2.5
FY28	$5.0
FY29	$5.0
FY30	$5.0
FY31	$2.5
6-Year Total (FY26-FY31)	**$25.0**
10-Year Total (FY26-FY35)	**$45.3**
Beyond FY35	**$0.0**

New Carrollton Garage and Bus Bays (CIP0275)

Initiative Type: Project
Category: Bus and Paratransit Investments
Location: State of Maryland
Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project supports the joint development at New Carrollton Metrorail Station. Metro has entered into a third-party joint development agreement for mixed-use development in the New Carrollton Station area, including the new Metro office building. As a part of this development, Metro will demolish the obsolete parking garage and construct a replacement garage and bus loop.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Operational Efficiency ↑ Promote Station Access ↑ Improve Customer Satisfaction ↑ Promote Ridership and Economic Stimulus

Near Term Deliverables

Metro will complete construction of the new bus loop and parking garage structure.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$100.5
FY25 Forecast	$15.2
Planned Investments	
FY26	$1.9
FY27	$4.7
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$6.6**
10-Year Total (FY26-FY35)	**$6.6**
Beyond FY35	**$0.0**
Total Estimated Investment	**$122.3**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$1.9

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation	✓	✓	✓								

Station Design Guidelines and Installation (CIP0276)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Systemwide
Program: Station Systems
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program restores and adds to Metro's art collection and helps Metro develop plans to commercialize underutilized space in Metrorail stations.



Expected Performance Outcome

Primary Goal/Objective •	**Regional Opportunity & Partnership | Community Partnership & Engagement**
Expected Outcome Measure:	↑ Enhance Community Engagement
Additional Impacts:	↑ Improve Customer Satisfaction ↑ Promote Diversified Revenue Streams

Near Term Deliverables

Finish the remediation of the Art in Transit installation at the north entrance of the Dupont Circle Metrorail Station.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$3.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$2.2
Planned Investments	**($M)**
FY26	$3.0
FY27	$2.7
FY28	$2.2
FY29	$2.1
FY30	$0.7
FY31	$0.0
6-Year Total (FY26-FY31)	**$10.7**
10-Year Total (FY26-FY35)	**$11.3**
Beyond FY35	**$0.0**

Supply Chain Modernization (CIP0277)

Initiative Type: Project
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Metro manages an extensive supply chain. There is a multi-year proposal to modernize and centralize the supply chain systems, storerooms, and inventory management, as well as to replace material handling equipment (e.g., forklifts, swing reach trucks, order pickers, utility vehicles, etc.)



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Improve Operational Efficiency ↑ Promote Professional and Technical Skill Development ↑ Promote Financial Responsibility

Near Term Deliverables

Metro will procure new material handling equipment to replace current warehouse material handling equipment that is at the end of its lifecycle. This will include forklifts, pallet jacks, order pickers, swing reach trucks, and utility vehicles.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.6

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$3.0
FY25 Forecast	$0.7
Planned Investments	
FY26	$0.6
FY27	$0.5
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$1.1**
10-Year Total (FY26-FY35)	**$9.9**
Beyond FY35	**$0.0**
Total Estimated Investment	**$13.6**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation									✓	✓	✓
Implementation and Construction	✓	✓							✓	✓	✓
Operations Activation	✓	✓									

Railyard Shop Equipment Replacement (CIP0279)

Initiative Type: Program
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Maintenance Facilities
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program replaces or rehabilitates Metro rail shop maintenance equipment, such as overhead cranes, rail train lifts, hoists, or industrial shop air compressors that are inoperable, deficient, or have reached the end of their useful life.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↓ Reduce Failures → Maintain Operational Capacity

Near Term Deliverables

Scheduled rehabilitation/replacement of maintenance equipment including shop lifts, tramming tables, cranes, drop tables, hoists, wheel lathes, press, and bore truing machines.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$2.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$7.9

Cost ($M)

Investments	($M)
FY25 Forecast	$2.4
Planned Investments	**($M)**
FY26	$9.9
FY27	$10.8
FY28	$7.1
FY29	$0.5
FY30	$0.5
FY31	$0.5
6-Year Total (FY26-FY31)	**$29.3**
10-Year Total (FY26-FY35)	**$31.3**
Beyond FY35	**$0.0**

Railyard Facility and Site Rehabilitation (CIP0284)

Initiative Type: Program
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Maintenance Facilities
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program rehabilitates railyard facilities, systems, and site assets to achieve and maintain a State of Good Repair and improve employee safety and operational efficiency. It will also support the creation of a Fleet Maintenance Facility to support the scheduled maintenance program for Metro's railcar fleet.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Improve Employee Sentiment ↑ Improve Operational Efficiency ↑ Promote Financial Responsibility and Energy Efficiency

Near Term Deliverables

Metro will launch planning and design for the Fleet Maintenance Facility, repair damaged cable troughs at the West Falls Church Railyard, complete designs for the sewage ejector and the paint shop lift in the Greenbelt Railyard, design targeted operational improvements at New Carrollton Railyard, and procure railyard equipment.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$35.6

Cost ($M)

Investments	($M)
FY25 Forecast	$12.9
Planned Investments	**($M)**
FY26	$35.6
FY27	$76.4
FY28	$123.0
FY29	$6.7
FY30	$2.3
FY31	$0.0
6-Year Total (FY26-FY31)	**$244.0**
10-Year Total (FY26-FY35)	**$627.4**
Beyond FY35	**$117.7**

Power Generator Replacement (CIP0286)

Initiative Type: Program
Category: Rail Systems Investments
Location: Systemwide
Mode: Rail
Program: Power
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program provides for the replacement of power generators throughout the Metrorail system.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Customer Safety and Security ↑ Improve Employee Safety and Security

Near Term Deliverables

Metro plans to replace generators at 19 locations throughout the system, as identified by the developed priority list.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$6.3

Cost ($M)

Investments	($M)
FY25 Forecast	$1.1
Planned Investments	**($M)**
FY26	$6.3
FY27	$11.3
FY28	$6.7
FY29	$5.0
FY30	$3.7
FY31	$0.0
6-Year Total (FY26-FY31)	**$33.0**
10-Year Total (FY26-FY35)	**$33.0**
Beyond FY35	**$0.0**

Bridge Rehabilitation Program (CIP0294)

Initiative Type: Program
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Structures
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program rehabilitates structural and system components of 162 aerial structures across the Metro system.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Promote Financial Responsibility ↑ Improve Operational Efficiency ↑ Promote Energy Efficiency

Near Term Deliverables

Metro will begin planning for State of Good Repair improvements on the Minnesota Avenue Bridge Pocket Track to improve operations at this location, and complete inspections of Metro's aerial structures.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$3.3

Cost ($M)

Investments	($M)
FY25 Forecast	$1.2
Planned Investments	**($M)**
FY26	$3.3
FY27	$15.9
FY28	$5.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$24.2**
10-Year Total (FY26-FY35)	**$78.4**
Beyond FY35	**$90.7**

Union Station Improvements (CIP0297)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: District of Columbia
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project encompasses a redesign of the First Street Northeast entrance, featuring an expansion of the north mezzanine with new stairs, additional fare gates, and relocated fare vending machines. Concurrently, at Amtrak's request and with reimbursement, Metro is repairing the deteriorated structural slab above the entrance mezzanine during the renovation.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	↑ Increase General Customer Satisfaction
Additional Impacts:	↑ Improve Safety ↑ Improve Customer Satisfaction ↕ Improve Lighting ↓ Reduce Station Crowding

Near Term Deliverables

Metro will advance site design and prepare for the procurement process to award the construction contract for the First Street Northeast entrance at Union Station.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$1.2
FY25 Forecast	$0.5
Planned Investments	
FY26	$1.9
FY27	$4.1
FY28	$6.2
FY29	$4.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$16.2**
10-Year Total (FY26-FY35)	**$16.2**
Beyond FY35	**$0.0**
Total Estimated Investment	**$17.9**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$1.9
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓							
Operations Activation				✓	✓						

Rail Passenger Facility State of Good Repair Program (CIP0305)

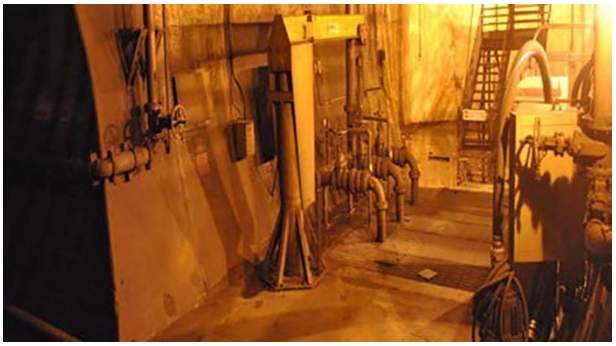
Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program repairs and replaces antiquated systems and infrastructure in customer facilities, including ceilings, sewage ejector pumps, fan components, and other systems.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Efficiency; ↑ Improve Safety; ↑ Improve Customer Satisfaction; ↑ Promote Energy Efficiency

Near Term Deliverables

Metro will rehabilitate 10 sewer ejectors at the following stations: Capitol Heights, Morgan Boulevard, Forest Glen, Glenmont, Judiciary Square, Mt. Vernon Sq., Shaw-Howard U, Columbia Heights, Gallery Pl-Chinatown, and Congress Heights. Work will begin on prioritizing the replacement of fan dampers and attenuators.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$7.8
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$2.8
Planned Investments	**($M)**
FY26	$7.8
FY27	$12.5
FY28	$9.5
FY29	$3.1
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$33.0**
10-Year Total (FY26-FY35)	**$116.5**
Beyond FY35	**$233.7**

Station Platform Rehabilitation - Phase 4 (CIP0310)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: State of Maryland
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project rehabilitates and repairs platforms and station systems at the following Orange Line stations to address potentially unsafe and deteriorating conditions: Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton. Customer experience improvements include slip-resistant tile, improved lighting, upgraded passenger shelters, new passenger information displays, improved public address system, new camera systems, and renovated bathrooms.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve State of Good Repair
Additional Impacts:	↑ Improve Safety and Security ↑ Improve Customer Satisfaction ↑ Promote Energy Efficiency

Near Term Deliverables

Address outstanding items and close out the project.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$326.7
FY25 Forecast	$2.9
Planned Investments	
FY26	$0.0
FY27	$14.2
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$14.2**
10-Year Total (FY26-FY35)	**$14.2**
Beyond FY35	**$0.0**
Total Estimated Investment	**$343.8**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction											
Operations Activation	✓	✓	✓								

Bladensburg Bus Garage Replacement (CIP0311)

Initiative Type: Project
Category: Bus and Paratransit Investments
Location: District of Columbia
Mode: Bus
Program: Maintenance Facilities
Federal Participation (all years): Yes

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This project demolishes and replaces the existing obsolete bus maintenance and operations facility at Bladensburg to improve use and capacity of limited facility space. The new facility is designed to achieve LEED certification, will have multiple access points, parking for up to 300 buses and 31 maintenance bays, fueling both diesel and compressed natural gas, and an on-site employee parking lot. The facility will be built to support zero-emission electric vehicles. This project will also construct a combined natural gas facility at Shepherd Parkway Bus Division.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**	
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)	
Additional Impacts:	↑ Promote Employee Safety	↑ Promote Bus Reliability
	↑ Promote Professional and Technical Skill Development	↑ Promote Resource Efficiency

Near Term Deliverables

Reallocate the staff to the new operations and maintenance (O&M) building, commence Phase 2 with the archaeological study, and commence and complete the excavation of the existing facility.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$218.7
FY25 Forecast	$96.4
Planned Investments	**($M)**
FY26	$100.0
FY27	$45.4
FY28	$32.2
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$177.6**
10-Year Total (FY26-FY35)	**$177.6**
Beyond FY35	**$0.0**
Total Estimated Investment	**$492.7**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$94.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$6.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓							
Operations Activation			✓	✓							

Northern Bus Garage Replacement (CIP0315)

Initiative Type: Project
Category: Bus and Paratransit Investments
Location: District of Columbia
Mode: Bus
Program: Maintenance Facilities
Federal Participation (all years): Yes

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project involves replacing the outdated Northern Bus Garage to remedy structural issues and optimize the use of limited facility space. The new facility will maintain the historical façade while being designed for LEED certification. It will accommodate around 150 buses, feature multiple access points, and include parking, along with potential retail or public space. Upon reopening, the facility will support the operation of a full zero-emissions bus fleet.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve Employee Safety ↑ Promote Professional and Technical Skill Development ↑ Improve Bus Reliability ↑ Improve Resource Efficiency

Near Term Deliverables

Metro will advance the project through construction activities (e.g., structure and mechanical, electrical and plumbing (MEP)) and that will preserve the historic façade.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$225.4
FY25 Forecast	$123.4
Planned Investments	
FY26	$135.0
FY27	$85.1
FY28	$70.6
FY29	$25.4
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$316.1**
10-Year Total (FY26-FY35)	**$316.1**
Beyond FY35	**$0.0**
Total Estimated Investment	**$664.9**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$128.4
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$6.6

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓	✓						
Operations Activation					✓						

Capital Program Financial Support (CIP0324)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program provides support for the financial management of the capital program, including jurisdictional funds and federal grants.



Expected Performance Outcome

Primary Goal/Objective •	**Financial Stewardship & Resource Management | Financial Responsibility**
Expected Outcome Measure:	→ Support Program Operations
Additional Impacts:	↑ Improve Operational Efficiency

Near Term Deliverables

Metro will support the financial management of the capital program to include management of grants, accounting services, maintenance of financial systems, and alignment of capital costs to appropriate funding.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$1.9
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$1.5
Planned Investments	**($M)**
FY26	$1.9
FY27	$1.9
FY28	$2.0
FY29	$2.0
FY30	$2.1
FY31	$2.1
6-Year Total (FY26-FY31)	**$12.0**
10-Year Total (FY26-FY35)	**$20.8**
Beyond FY35	**$0.0**

Information Technology Data Center (CIP0330)

Initiative Type: Project
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project constructed a new data center to replace the existing data center at the Jackson Graham Office Building that was vacated. Metro will build a modern data center that blends new technologies with existing capabilities to continually improve and scale services to users, customers, and partners.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve Operational Efficiency
Additional Impacts:	↑ Enhance Data Security ↑ Promote Energy Efficiency ↓ Reduce Costs

Near Term Deliverables

Metro will continue to maintain installed servers, racks, telecommunications, and networking equipment at the off-premises data center through FY2026 and will conclude support thereafter.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$2.9

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$118.3
FY25 Forecast	$2.6
Planned Investments	
FY26	$2.9
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$2.9**
10-Year Total (FY26-FY35)	**$2.9**
Beyond FY35	**$0.0**
Total Estimated Investment	**$123.8**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation	✓	✓									

Enterprise Resource Planning Software Replacement (CIP0331)

Initiative Type: Project
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project implements a new Enterprise Resource Planning (ERP) system. Metro will perform necessary upgrades to the current ERP system to maximize vendor support until the current system sunsets.



Expected Performance Outcome

Primary Goal/Objective •	**Talented Teams | Engagement, Empowerment & Recognition**
Expected Outcome Measure:	↑ Increase Staff Sentiment About Working for Metro
Additional Impacts:	↑ Improve Business Process Efficiency ↑ Improve Customer and Employee Services

Near Term Deliverables

Metro will continue implementation of the new ERP system, including integration of new ERP and various Metro software and modules, and migration of information from the old system to the replacement.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$43.0
FY25 Forecast	$90.5
Planned Investments	
FY26	$74.3
FY27	$18.2
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$92.5**
10-Year Total (FY26-FY35)	**$92.5**
Beyond FY35	**$0.0**
Total Estimated Investment	**$226.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$74.3

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation		✓	✓								

Fiber Optic Cable Installation (CIP0332)

Initiative Type: Project
Category: Rail Systems Investments
Location: Systemwide
Mode: Systemwide
Program: Signals & Communications
Federal Participation (all years): No

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project installs fiber optic cable, replacing outdated copper wiring that connects communication rooms along the rail right-of-way (ROW) throughout the system. It also identifies strategies for fiber optic installations in ancillary facilities, including traction power substations, low voltage power rooms, vent shafts, and tie breaker stations. This initiative serves as the foundation for other key investments, notably the radio infrastructure replacement.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**	
Expected Outcome Measure:	↑ Improve System Operations	
Additional Impacts:	↑ Improve Metro's Radio System Functionality	↑ Improve Employee Communications
	↑ Improve Safety	

Near Term Deliverables

In FY2026, Metro will transition to testing and handoff of fiber to the radio upgrade effort. Metro will also install roughly 20,000 linear feet of fiber in support of the ancillary work that remains in the contract.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$219.6
FY25 Forecast	$100.8
Planned Investments	
FY26	$86.8
FY27	$20.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$106.8**
10-Year Total (FY26-FY35)	**$106.8**
Beyond FY35	**$0.0**
Total Estimated Investment	**$427.2**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$86.8

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								

Office Consolidation - District of Columbia (CIP0335)

Initiative Type: Project
Category: Business Support Investments
Location: District of Columbia
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

As part of Metro's regional office consolidation plan, this project funds the construction of a D.C. office building at 300 7th St. SW. The new site will be renovated to modern workplace standards, including new commercial amenities on the ground floor to activate the streetscape and benefit the community. In addition, Metro will improve the exterior appearance and add three floors, creating space for leases to generate additional revenue, achieve energy efficiency and cost savings. The building achieved LEED Platinum status in September of 2023.



Expected Performance Outcome

Primary Goal/Objective •	**Talented Teams | Engagement, Empowerment & Recognition**
Expected Outcome Measure:	↑ Increase Staff Sentiment About Working for Metro
Additional Impacts:	↑ Improve Safety ↑ Improve Cost Savings ↑ Promote Economic Stimulus ↑ Promote Energy Efficiency

Near Term Deliverables

Metro will continue construction to move the chiller that was at the Jackson Graham Office Building.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$292.0
FY25 Forecast	$6.0
Planned Investments	
FY26	$1.5
FY27	$10.3
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$11.8**
10-Year Total (FY26-FY35)	**$13.8**
Beyond FY35	**$0.0**
Total Estimated Investment	**$311.8**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$1.5

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation								✓	✓		
Implementation and Construction	✓	✓						✓	✓		
Operations Activation	✓	✓	✓					✓	✓		

Office Consolidation - Virginia (CIP0337)

Initiative Type: Project
Category: Business Support Investments
Location: Commonwealth of Virginia
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project constructs a new office building in Virginia as part of Metro's regional office consolidation plan. The office building is near the Eisenhower Avenue Metrorail Station in Alexandria, Virginia, and has been designed with the goal of achieving LEED certification as part of the larger redevelopment of the Eisenhower Avenue corridor.



Expected Performance Outcome

Primary Goal/Objective •	**Talented Teams | Engagement, Empowerment & Recognition**	
Expected Outcome Measure:	↑ Increase Staff Sentiment About Working for Metro	
Additional Impacts:	↑ Improve Safety and Security	↑ Promote Economic Stimulus
	↑ Promote Financial Responsibility	↑ Promote Energy Efficiency

Near Term Deliverables

Metro will make the final payments related to the construction of the new administrative office building located at Eisenhower Avenue in Virginia.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$294.1
FY25 Forecast	$6.9
Planned Investments	
FY26	$0.5
FY27	$7.3
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$7.8**
10-Year Total (FY26-FY35)	**$7.8**
Beyond FY35	**$0.0**
Total Estimated Investment	**$308.8**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.5

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓										
Operations Activation	✓	✓	✓								

Office Consolidation - Maryland (CIP0338)

Initiative Type: Project
Category: Business Support Investments
Location: State of Maryland
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project constructs a new office building in Maryland as part of Metro's regional office consolidation plan. The new office building consolidates employees near New Carrollton Metrorail Station in Prince George's County, Maryland. The station is one of the region's most significant transit hubs and is served by Metro, MARC, multiple local and regional buses, Amtrak, Greyhound, and the future Maryland MTA Purple Line. The building has been designed with the goal of achieving LEED certification and is part of the continued development of New Carrollton.



Expected Performance Outcome

Primary Goal/Objective •	**Talented Teams | Engagement, Empowerment & Recognition**
Expected Outcome Measure:	↑ Increase Staff Sentiment About Working for Metro
Additional Impacts:	↑ Improve Safety ↑ Promote Financial Responsibility ↑ Promote Economic Stimulus ↑ Promote Energy Efficiency ↑ Improve Safety and Security

Near Term Deliverables

Metro will make the final payments related to the construction of the new administrative office building located at New Carrollton in Maryland.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$208.3
FY25 Forecast	$2.8
Planned Investments	
FY26	$0.0
FY27	$3.9
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$3.9**
10-Year Total (FY26-FY35)	**$3.9**
Beyond FY35	**$0.0**
Total Estimated Investment	**$215.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation	✓	✓	✓								

Rail Station Emergency Egress Improvements (CIP0339)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program improves first responder access and direction throughout the Metrorail system. Addresses blocked access to fire department connections (FDCs) on standpipes and sprinklers, lack of access or limited signage of evacuation shafts, and unclear emergency egress routes that could impede first responder access and customer or employee evacuation.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↑ Improve Customer and Employee Safety	
Additional Impacts:	↑ Enhance Security	↑ Promote Mobility
	↑ Improve First Responder Access	→ Support Compliance

Near Term Deliverables

No activities planned in FY2026.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$1.2
Planned Investments	**($M)**
FY26	$0.0
FY27	$0.9
FY28	$2.1
FY29	$3.4
FY30	$4.4
FY31	$5.3
6-Year Total (FY26-FY31)	**$16.1**
10-Year Total (FY26-FY35)	**$18.7**
Beyond FY35	**$0.0**

Rail System Standpipe Replacement Program (CIP0341)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program replaces dry standpipes throughout the system that have reached the end of their useful life or need to be replaced based on asset condition.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↑ Improve Customer and Employee Safety	
Additional Impacts:	↑ Improve State of Good Repair	↑ Promote Regional Network & Partnership Optimization
	→ Support Compliance	

Near Term Deliverables

Metro will complete the replacement of dry standpipes in 18 shafts on the Red and Green Lines that have reached the end of their useful lives.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$11.7

Cost ($M)

Investments	($M)
FY25 Forecast	$13.2
Planned Investments	**($M)**
FY26	$11.7
FY27	$7.0
FY28	$10.0
FY29	$3.3
FY30	$7.8
FY31	$11.7
6-Year Total (FY26-FY31)	**$51.5**
10-Year Total (FY26-FY35)	**$140.7**
Beyond FY35	**$37.4**

Information Technology Hardware State of Good Repair (CIP0342)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program replaces outdated data center infrastructure technology to achieve higher operational efficiencies, increase capacity and service availability, and reduce risk to the underlying business functions, employee productivity, and communications network.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve Reliability and State of Good Repair
Additional Impacts:	↑ Enhance Data Security

Near Term Deliverables

Metro will upgrade or replace outdated hardware assets, perform network maintenance to support operational needs, and continue ongoing computing equipment replacements.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$17.1

Cost ($M)

Investments	($M)
FY25 Forecast	$16.0
Planned Investments	**($M)**
FY26	$17.1
FY27	$27.9
FY28	$28.5
FY29	$29.2
FY30	$29.8
FY31	$30.5
6-Year Total (FY26-FY31)	**$163.0**
10-Year Total (FY26-FY35)	**$292.3**
Beyond FY35	**$0.0**

Accounting Capital Program Support (CIP0347)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program provides accounting support to Metro's capital program. This includes tracking depreciation, maintaining an inventory of capital assets, reviewing invoices for projects, and communicating with stakeholders.



Expected Performance Outcome

Primary Goal/Objective •	**Financial Stewardship & Resource Management | Financial Responsibility**
Expected Outcome Measure:	➔ Support Program Operations
Additional Impacts:	➔ Support System Operations ↑ Promote Financial Responsibility

Near Term Deliverables

Metro will continue to provide accounting services to the capital program, including review and control of expenditures.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$3.4
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$3.2
Planned Investments	**($M)**
FY26	$3.4
FY27	$3.5
FY28	$1.8
FY29	$1.6
FY30	$1.5
FY31	$1.5
6-Year Total (FY26-FY31)	**$13.3**
10-Year Total (FY26-FY35)	**$19.9**
Beyond FY35	**$0.0**

Aerial Structure Rehabilitation A (CIP0348)

Initiative Type: Project
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Structures
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project rehabilitates structural and system components of nine aerial structures, and the station platform canopy at Rockville Station. The list of bridges and aerial structures includes: Minnesota Avenue Structure, Grosvenor Aerial Structure, West Hyattsville Aerial Structure, Branch Avenue Bridge (A & B), Cameron Run Bridge, Eisenhower Avenue Bridge, Naylor Road Aerial Structure, and South Van Dorn Street Bridge.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Improve Customer Satisfaction

Near Term Deliverables

Metro will complete structural rehabilitation of the Minnesota Avenue aerial structure, Grosvenor aerial structure, and six segmental bridges.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$113.6
FY25 Forecast	$33.5
Planned Investments	
FY26	$13.5
FY27	$11.7
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$25.2**
10-Year Total (FY26-FY35)	**$25.2**
Beyond FY35	**$0.0**
Total Estimated Investment	**$172.3**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$13.5

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								

Zero-Emission Bus Acquisition and Evaluation (CIP0355)

Initiative Type: Project
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Acquisition
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project purchases electric buses to transition the initial portion of the bus fleet to zero-emissions technology. Results will inform, guide, and direct Metro's future bus fleet strategy and plans for supporting equipment, infrastructure, and zero-emission facilities. As the zero-emission bus landscape continues to evolve, technologies other than electric will be evaluated through this project. Future unfunded zero-emission conversion costs have been included in the 10-Year and Beyond FY35 budget to better align with DMVMoves discussions.



Expected Performance Outcome

Primary Goal/Objective •	**Financial Stewardship & Resource Management | Energy Efficiency**
Expected Outcome Measure:	↑ Manage Environmental Resources
Additional Impacts:	↑ Promote Regional Energy Goals ↑ Promote Energy Efficiency

Near Term Deliverables

Metro expects to conduct closeout actions for buses and Shepherd Parkway Bus Facility chargers for zero-emission vehicle development Phase 1.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$23.5
FY25 Forecast	$13.7
Planned Investments	
FY26	$7.3
FY27	$2.3
FY28	$1.5
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$11.1**
10-Year Total (FY26-FY35)	**$510.8**
Beyond FY35	**$394.3**
Total Estimated Investment	**$942.3**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$7.3

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation								✓			
Implementation and Construction	✓	✓	✓					✓	✓	✓	✓
Operations Activation	✓	✓	✓	✓				✓	✓	✓	✓

Tunnel Ventilation Improvements - Red Line Demonstration (CIP0356)

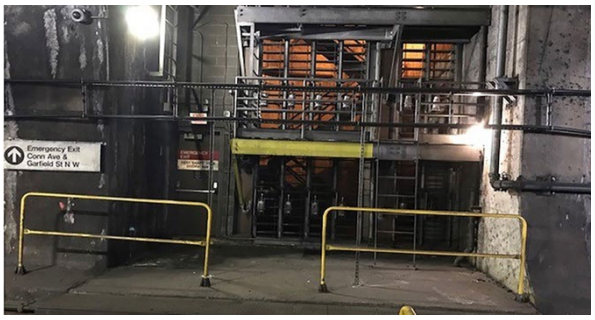
Initiative Type: Project
Category: Track and Structures Rehabilitation Investments
Location: District of Columbia
Mode: Rail
Program: Structures
Federal Participation (all years): TBD

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

The project demonstrates and evaluates the addition of ventilation fans and upgraded shaft components on the Red Line between Woodley Park and Cleveland Park Metrorail Stations.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Fire / Life Safety Systems
Additional Impacts:	↑ Promote Improved Ventilation Infrastructure

Near Term Deliverables

Metro will complete the Red Line demonstration and evaluate its effectiveness while developing a strategy for future systemwide tunnel ventilation improvements.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$56.7
FY25 Forecast	$15.6
Planned Investments	
FY26	$0.0
FY27	$9.9
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$9.9**
10-Year Total (FY26-FY35)	**$9.9**
Beyond FY35	**$0.0**
Total Estimated Investment	**$82.2**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								

Cybersecurity Legacy Software Improvements (CIP0357)

Initiative Type: Project
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This project improves cybersecurity in Metro's legacy applications, including maintenance and upgrades, to protect all categories of data from theft and damage.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Data Security
Additional Impacts:	↑ Promote IT System Operations

Near Term Deliverables

Compete security patches and updates, specific IT and software patches and updates, resolution of technical issues, and IT support for software application configurations. Metro will complete security assessments of systems, and modify, upgrade, replace, and decommission technology based on these assessments.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$6.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$15.2
FY25 Forecast	$0.0
Planned Investments	
FY26	$6.0
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$6.0**
10-Year Total (FY26-FY35)	**$6.0**
Beyond FY35	**$0.0**
Total Estimated Investment	**$21.2**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation	✓	✓									

Service Oriented Architecture (SOA) Program (CIP0361)

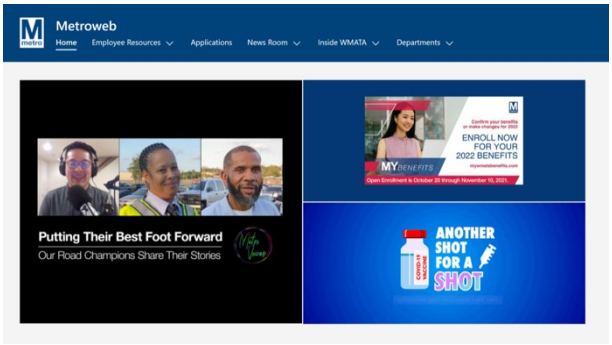
Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Service-Oriented Architecture (SOA) application platform enables organizations to share independent services to accomplish business goals. SOA enables the development of applications to be more efficient and secure. This supports the ability to adjust applications to align with changing business needs.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	➔ Maintain System Operations
Additional Impacts:	↑ Support Business Process Efficiency and Improvement

Near Term Deliverables

Metro will continue maintaining and improving its Service-Oriented Architecture services and systems to meet operating and business requirements. Annual program activities include but are not limited to support for technological maintenance of the software such as patches, security fixes, replacement of outdated or faulty equipment, security and threat upgrades, and recommended warranty compliance maintenance activities.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$1.6
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$0.9
Planned Investments	**($M)**
FY26	$1.6
FY27	$1.4
FY28	$1.7
FY29	$1.5
FY30	$1.5
FY31	$1.3
6-Year Total (FY26-FY31)	**$9.0**
10-Year Total (FY26-FY35)	**$14.7**
Beyond FY35	**$0.0**

Independent Verification & Validation Program (CIP0362)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Execute a fixed-price procurement for a vendor to do an assessment of Metro's technology landscape to identify what is needed to establish an Independent Verification and Validation (IV&V) program, including program requirements, projected costs, and a statement of work for IV&V implementation procurement.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	➔ Maintain and Develop IV&V and Review Standard for Technology Development
Additional Impacts:	↑ Improve the Development of System Applications

Near Term Deliverables

Procurement for a vendor to do an assessment of the technology landscape to identify what is needed to establish an IV&V program.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.1
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$0.1
Planned Investments	**($M)**
FY26	$0.1
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$0.1**
10-Year Total (FY26-FY35)	**$0.1**
Beyond FY35	**$0.0**

Aerial Structure Rehabilitation B (CIP0370)

Initiative Type: Project
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Structures
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project rehabilitates structural and system components of priority bridges and aerial structures at Minnesota Avenue, Grosvenor, Shady Grove, and Greenbelt Stations.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Improve Rail Service Reliability

Near Term Deliverables

Metro will award the construction package for the prioritized list of locations and begin construction activities on various bridge structures throughout the system.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$1.1
FY25 Forecast	$0.0
Planned Investments	
FY26	$10.0
FY27	$16.0
FY28	$29.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$55.0**
10-Year Total (FY26-FY35)	**$55.0**
Beyond FY35	**$0.0**
Total Estimated Investment	**$56.1**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$10.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓									
Implementation and Construction		✓	✓	✓							
Operations Activation		✓	✓	✓							

Shaft Structural Rehabilitation (CIP0375)

Initiative Type: Project
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Systemwide
Program: Structures
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project rehabilitates shafts to address damage to the structure from water infiltration, including repairs to grouting, concrete, ladders, stairs, electrical equipment, bollards, and drainage systems. It also addresses targeted fall protection investments in shafts. Future unfunded locations have been included in the 10-Year and Beyond FY35 to better align with DMVMoves discussions.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Asset Lifespan / Improve State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Improve Operational Efficiency

Near Term Deliverables

Metro will continue the remediation of six shafts: five located on the Red Line and one on the Green Line, and start planning for the next priority locations. A strategy will be developed for addressing fall protection needs at select locations.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$2.8
FY25 Forecast	$14.9
Planned Investments	
FY26	$26.1
FY27	$25.7
FY28	$41.8
FY29	$19.7
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$113.3**
10-Year Total (FY26-FY35)	**$113.3**
Beyond FY35	**$296.2**
Total Estimated Investment	**$427.2**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$26.1

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓							
Operations Activation				✓	✓						

Western Bus Garage Replacement (CIP0376)

Initiative Type: Project
Category: Bus and Paratransit Investments
Location: District of Columbia
Mode: Bus
Program: Maintenance Facilities
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project replaces the obsolete Western Bus Garage maintenance and operations facility to improve use and capacity of limited facility space. The new facility designed to achieve LEED certification, will support full implementation of 100% electric vehicles, multiple access points, bus parking, and maintenance bays.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Improve Employee Safety ↑ Improve Employee Experience ↑ Improve Operational Efficiency ↑ Promote Energy Efficiency

Near Term Deliverables

Metro will continue progressing the land purchase at 5255 Western Avenue NW, Washington DC.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$48.2
FY25 Forecast	$0.8
Planned Investments	
FY26	$0.0
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$0.0**
10-Year Total (FY26-FY35)	**$155.6**
Beyond FY35	**$494.4**
Total Estimated Investment	**$699.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓								✓		
Implementation and Construction									✓	✓	✓
Operations Activation											

Silver Line Phase 2 Defects Remediation (CIP0379)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Commonwealth of Virginia
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): No

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This investment addresses known defects identified along Phase 2 of the Silver Line and will be funded through the trust account between the Metropolitan Washington Airports Authority (MWAA) and Metro.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve Reliability and State of Good Repair
Additional Impacts:	↑ Improve Safety ↑ Promote Energy Efficiency

Near Term Deliverables

Metro will address heat tape deficiencies along Phase 2 of the Silver Line.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$1.3
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$8.5
Planned Investments	**($M)**
FY26	$1.3
FY27	$6.9
FY28	$5.5
FY29	$5.5
FY30	$5.3
FY31	$0.0
6-Year Total (FY26-FY31)	**$24.5**
10-Year Total (FY26-FY35)	**$24.5**
Beyond FY35	**$0.0**

New Advanced Signaling System (CIP0380)

Initiative Type: Project
Category: Rail Systems Investments
Location: Systemwide
Mode: Rail
Program: Signals & Communications
Federal Participation (all years): TBD

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project focuses on developing an advanced signaling system and platform screen doors, which will be implemented across the entire Metrorail system to replace existing signaling infrastructure. The unfunded rough order of magnitude cost estimates in Beyond FY35 have been updated to better align with DMVMoves discussions.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve System Operations
Additional Impacts:	↑ Improve Safety and Security ↑ Promote Professional and Technical Skill Development ↑ Improve Customer Satisfaction ↑ Promote Financial Responsibility and Energy Efficiency

Near Term Deliverables

Complete program development activities including: establishing the overall program goals and objectives, implementation strategy, cost, and schedule. Design and develop a demonstration of platform screen doors at a Metrorail station.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$6.1
FY25 Forecast	$7.4
Planned Investments	
FY26	$16.4
FY27	$43.6
FY28	$153.0
FY29	$20.7
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$233.7**
10-Year Total (FY26-FY35)	**$242.3**
Beyond FY35	**$9,372.4**
Total Estimated Investment	**$9,628.2**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$16.4

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓	✓	✓	✓						✓
Implementation and Construction	✓	✓									✓
Operations Activation											

Metro Training Facility (CIP0381)

Initiative Type: Project
Category: Business Support Investments
Location: State of Maryland
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Metro's current training facilities are scattered throughout the region and are inefficient at addressing often overlapping training needs, and systemic training shortfalls. Additionally, dedicated, off-system space is not available for first responder training exercises and new maintenance techniques. A new, co-located Metro Training Facility will facilitate the cost-effective delivery of training opportunities for employees across all departments. Through cutting-edge technology, interactive learning platforms, and hands-on simulations, employees will be equipped with the tools and knowledge needed to deliver the highest level of service to customers.



Expected Performance Outcome

Primary Goal/Objective •	**Talented Teams | Professional & Technical Skills Development**
Expected Outcome Measure:	↑ Increase Staff Perception of Support for Learning & Development
Additional Impacts:	↑ Improve Service Reliability ↑ Improve Customer Satisfaction

Near Term Deliverables

Gather requirements and develop designs for a unified Metro Training Facility.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$1.1
Planned Investments	
FY26	$10.0
FY27	$44.7
FY28	$44.2
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$98.9**
10-Year Total (FY26-FY35)	**$98.9**
Beyond FY35	**$0.0**
Total Estimated Investment	**$100.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$10.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓									
Implementation and Construction			✓	✓							
Operations Activation				✓							

Content Management System Upgrade (CIP0382)

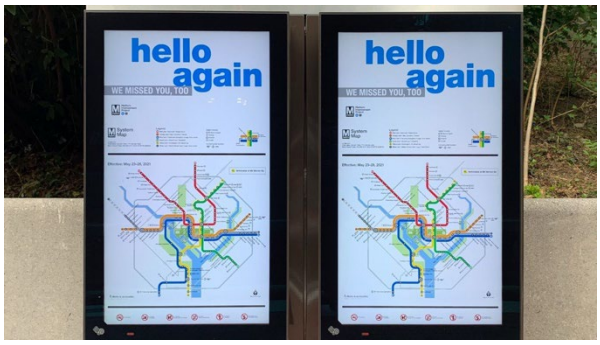
Initiative Type: Project
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project addresses the need for Metro to upgrade its digital communications technology used for bus, rail, and web searches to streamline passenger information across channels.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	↑ Increase General Customer Satisfaction
Additional Impacts:	→ Support System Operations ↑ Promote Streamlined Digital Communications

Near Term Deliverables

Begin survey of potential technology and product solutions to procure the best product to meet Metro's needs and begin to collect business requirements.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$1.0
FY25 Forecast	$2.6
Planned Investments	
FY26	$2.5
FY27	$3.7
FY28	$3.7
FY29	$3.6
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$13.5**
10-Year Total (FY26-FY35)	**$13.5**
Beyond FY35	**$0.0**
Total Estimated Investment	**$17.1**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$2.5
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓	✓							
Operations Activation			✓	✓	✓						

Cinder Bed Electric Bus Garage (CIP0383)

Initiative Type: Project
Category: Bus and Paratransit Investments
Location: Commonwealth of Virginia
Mode: Bus
Program: Maintenance Facilities
Federal Participation (all years): Yes

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

The electrification infrastructure and facility upgrades, conducted in partnership with Fairfax County, will support 100% zero-emission bus operations at the existing Cinder Bed Bus Garage. This will include service delivery reconfiguration, garage infrastructure enhancements, and training and workforce development to support an electric bus fleet.



Expected Performance Outcome

Primary Goal/Objective •	**Financial Stewardship & Resource Management | Energy Efficiency**
Expected Outcome Measure:	↑ Promote Energy Efficiency
Additional Impacts:	↑ Improve Safety and Operational Efficiency ↑ Promote Professional and Technical Skill Development ↑ Promote Regional Network & Partnership Optimization ↑ Promote Financial Responsibility

Near Term Deliverables

Install necessary equipment and infrastructure to support battery electric buses at Cinder Bed Bus Garage.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$0.5
Planned Investments	
FY26	$5.1
FY27	$32.8
FY28	$43.9
FY29	$46.6
FY30	$14.8
FY31	$0.0
6-Year Total (FY26-FY31)	**$143.2**
10-Year Total (FY26-FY35)	**$143.2**
Beyond FY35	**$0.0**
Total Estimated Investment	**$143.7**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$5.1

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓										
Implementation and Construction		✓	✓	✓	✓						
Operations Activation					✓	✓					

Information Technology Investments (CIP0384)

Initiative Type: Project
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This program develops multiple new information technology investment projects that address various business needs at Metro.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve System Operations
Additional Impacts:	↑ Improve Customer Satisfaction ↑ Promote Community Engagement ↑ Improve Employee Sentiment About Working for Metro

Near Term Deliverables

This project will support development and requirements gathering for the Consolidated Call Center, Public Participation Management System, and Microsoft Modernization projects that are ongoing at Metro.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$1.8
FY25 Forecast	$2.1
Planned Investments	
FY26	$1.4
FY27	$0.8
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$2.2**
10-Year Total (FY26-FY35)	**$2.2**
Beyond FY35	**$0.0**
Total Estimated Investment	**$6.1**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$1.4
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								

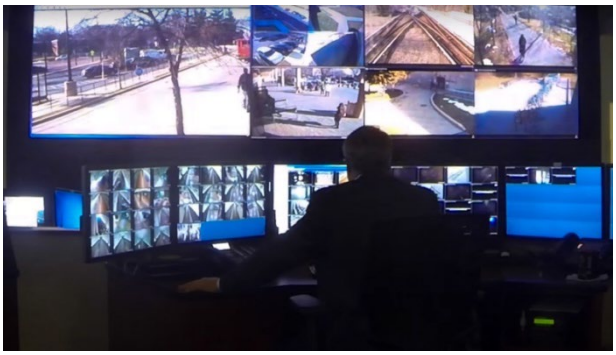
Enterprise Video Operations Program (CIP0386)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Systemwide
Program: Station Systems
Federal Participation (all years): TBD

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program provides Metro with an integrated video surveillance and operations system, installing new cameras and updating backend systems to support camera operations.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↑ Improve Safety and Security	
Additional Impacts:	→ Support System Operations	↑ Promote Professional and Technical Skill Development

Near Term Deliverables

Advance creation of an enterprise-wide video base system. Install cameras and routers on 6000-series railcars, and install upgraded cameras, storage and routers for video transmission on 7000-series railcars.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$15.9
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$13.5
Planned Investments	**($M)**
FY26	$15.9
FY27	$29.7
FY28	$20.5
FY29	$4.8
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$69.1**
10-Year Total (FY26-FY35)	**$135.8**
Beyond FY35	**$0.0**

Enterprise Resource Planning Systems Maintenance (CIP0389)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• **Primary**

- **Service Excellence**
- **Talented Teams**
- **Regional Opportunity & Partnership**
- **Financial Stewardship & Resource Management**

Description

This program supports State of Good Repair activities for critical business applications including financial and human capital systems.



Expected Performance Outcome

Primary Goal/Objective • **Service Excellence | Reliability**

Expected Outcome Measure: ➔ Maintain State of Good Repair.

Additional Impacts:

Near Term Deliverables

Metro will continue maintaining and enhancing this portfolio of software applications to meet operating and business requirements. Annual program activities include support for maintenance of the software such as patches, replacement of outdated or faulty equipment, security and threat upgrades, and recommended warranty compliance activities.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$11.5

Cost ($M)

Investments	($M)
FY25 Forecast	$6.8
Planned Investments	**($M)**
FY26	$11.5
FY27	$9.9
FY28	$11.3
FY29	$11.3
FY30	$11.3
FY31	$11.7
6-Year Total (FY26-FY31)	**$67.0**
10-Year Total (FY26-FY35)	**$117.5**
Beyond FY35	**$0.0**

Web-Based Applications Maintenance (CIP0390)

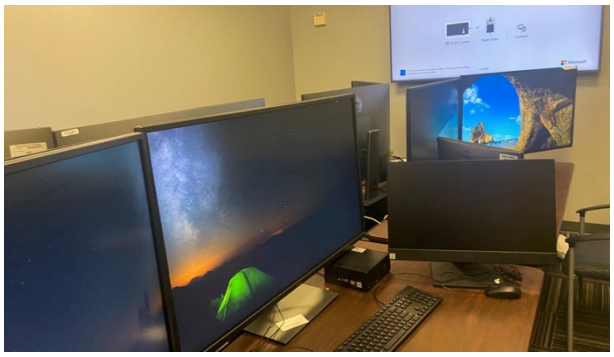
Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports State of Good Repair activities for critical web-based applications in support of the business, customers, and operations.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	↑ Increase General Customer Satisfaction
Additional Impacts:	↑ Improve Data Security; → Maintain Continuity of Operations

Near Term Deliverables

Metro will continue maintaining and enhancing this portfolio of software applications to meet operating, customer, and business requirements. Annual program activities include support for maintenance of the software such as patches, replacement of outdated or faulty equipment, security and threat upgrades, and recommended warranty compliance activities.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$9.3
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$5.9
Planned Investments	**($M)**
FY26	$9.3
FY27	$9.1
FY28	$8.9
FY29	$8.7
FY30	$10.4
FY31	$9.9
6-Year Total (FY26-FY31)	**$56.3**
10-Year Total (FY26-FY35)	**$97.9**
Beyond FY35	**$0.0**

Shared Enterprise Systems Maintenance (CIP0391)

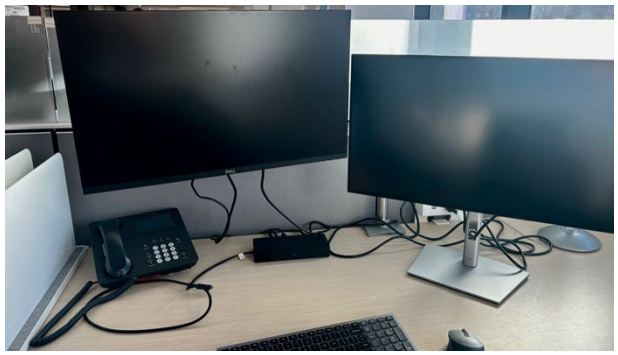
Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports State of Good Repair activities for critical enterprise shared services including business intelligence, storing and building data structures, and other shared enterprise tools.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve State of Good Repair
Additional Impacts:	→ Maintain Business Operations and Processes

Near Term Deliverables

Metro will continue implementation of functional improvements, system integrations, data management, reporting, and maintaining and enhancing existing enterprise applications. Annual program activities include support for maintenance of the software such as patches, replacement of outdated or faulty equipment, security and threat upgrades, and recommended warranty compliance activities.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$6.1

Cost ($M)

Investments	($M)
FY25 Forecast	$3.6
Planned Investments	**($M)**
FY26	$6.1
FY27	$5.9
FY28	$5.8
FY29	$5.7
FY30	$6.7
FY31	$6.4
6-Year Total (FY26-FY31)	**$36.6**
10-Year Total (FY26-FY35)	**$64.2**
Beyond FY35	**$0.0**

Transit Systems Applications Maintenance (CIP0392)

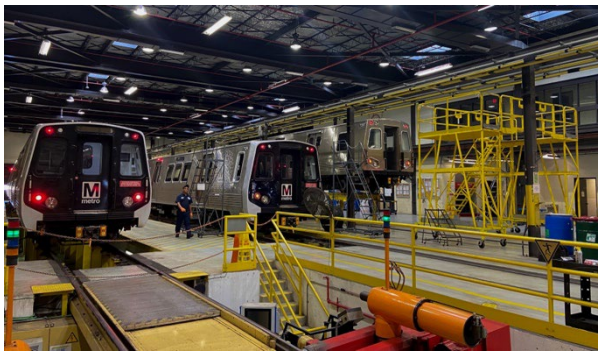
Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports State of Good Repair activities for critical transit applications including Bus, Rail, Safety and Metro Transit Police Department (MTPD) systems.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Safety and Security
Additional Impacts:	↑ Improve Customer Satisfaction

Near Term Deliverables

Metro will continue maintaining software systems including activities which support software related to rail operations, rail performance management, train progress and loss of shunt alert systems, station passenger information displays, document and storage retention software and general transit program support. Annual program activities include but are not limited to, security patches and updates, specific IT and software patches and updates, resolution of technical issues, and IT support for software application configurations.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$4.7
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$2.8
Planned Investments	**($M)**
FY26	$4.7
FY27	$4.7
FY28	$4.6
FY29	$4.5
FY30	$5.3
FY31	$5.0
6-Year Total (FY26-FY31)	**$28.8**
10-Year Total (FY26-FY35)	**$49.9**
Beyond FY35	**$0.0**

Asset Management Software Maintenance (CIP0393)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports State of Good Repair activities for critical asset management applications supporting Bus and Rail activites.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	➔ Maintain State of Good Repair
Additional Impacts:	➔ Maintain System Operations

Near Term Deliverables

Metro will continue maintaining asset management software systems used to provide asset management tracking for Bus and Rail. Annual program activities for critical asset management include but are not limited to, security patches and updates, specific IT and software patches and updates, resolution of technical issues, and IT support for software application configurations.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$1.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$0.5
Planned Investments	**($M)**
FY26	$1.0
FY27	$0.7
FY28	$0.6
FY29	$0.4
FY30	$0.2
FY31	$0.7
6-Year Total (FY26-FY31)	**$3.6**
10-Year Total (FY26-FY35)	**$6.8**
Beyond FY35	**$0.0**

Asset Management Applications Maintenance (CIP0395)

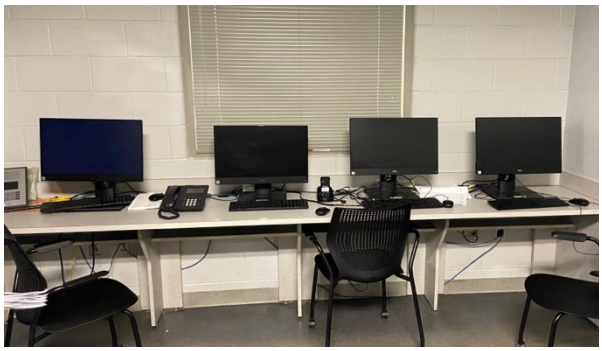
Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports State of Good Repair activities for critical asset management applications supporting Bus and Rail activities.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	➔ Maintain State of Good Repair
Additional Impacts:	➔ Maintain System Operations

Near Term Deliverables

Annual program activities for critical asset management include but are not limited to, security patches and updates, specific IT and software patches and updates, resolution of technical issues, and IT support for software application configurations. This also includes replacement of outdated or faulty equipment, security and threat upgrades, and recommended warranty compliance maintenance activities.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.3
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$0.2
Planned Investments	**($M)**
FY26	$0.3
FY27	$0.2
FY28	$0.2
FY29	$0.2
FY30	$0.2
FY31	$0.2
6-Year Total (FY26-FY31)	**$1.3**
10-Year Total (FY26-FY35)	**$2.5**
Beyond FY35	**$0.0**

Better Bus Implementation (CIP0396)

Initiative Type: Project
Category: Bus and Paratransit Investments
Location: Systemwide
Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

Better Bus is an initiative to rethink, redesign, and revitalize bus service to better serve the needs of customers in the region - through new facilities and buses, better and faster service, and better customer information and amenities. The proposed 2025 Better Bus Network is a bus network and service plan that reshapes the entire Metrobus system within Metro's current resource levels, while improving service and connections throughout the system.

Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Bus Speeds
Additional Impacts:	↑ Improve Customer Safety ↑ Improve Customer Satisfaction ↑ Promote Regional Network & Partnership Optimization ↑ Promote Energy Efficiency

Near Term Deliverables

Deliver the on-street infrastructure to support the transition to the 2025 Better Bus Network.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$7.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$5.0
Planned Investments	
FY26	$7.0
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$7.0**
10-Year Total (FY26-FY35)	**$7.0**
Beyond FY35	**$0.0**
Total Estimated Investment	**$12.0**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓										
Implementation and Construction	✓	✓									
Operations Activation											

Backup Operations Control Center (CIP0397)

Initiative Type: Project
Category: Business Support Investments
Location: State of Maryland
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

A backup location for Metro's Integrated Command and Communications Center (MICC) will upgrade and integrate existing backup control centers under one facility, providing operational redundancy to Metro's system and unifying incident responses.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Customer and Employee Safety
Additional Impacts:	↑ Improve System Reliability ↑ Improve Customer Satisfaction

Near Term Deliverables

Complete design for the backup control center.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$0.0
Planned Investments	
FY26	$5.0
FY27	$10.3
FY28	$14.7
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$30.0**
10-Year Total (FY26-FY35)	**$30.0**
Beyond FY35	**$0.0**
Total Estimated Investment	**$30.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$5.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation		✓	✓								
Implementation and Construction			✓	✓							
Operations Activation				✓							

Grosvenor Metrorail Station (CIP0398)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: Grosvenor Metrorail Station
Mode: Rail
Program: Platform & Structures
Federal Participation (all years): TBD

Metro's Goals • Primary

- Service Excellence
- Talented Teams
- Regional Opportunity & Partnership
- Financial Stewardship & Resource Management

Description

The Grosvenor Metrorail Station platform is in need of reconstruction, to address deterioration of the platform structural slab and cantilevered edge.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve State of Good Repair
Additional Impacts:	↑ Improve Operational Efficiency ↑ Improve Safety ↑ Reduce Energy Use

Near Term Deliverables

Finalize design and prepare for reconstruction of platform.

Cost ($M)

Investments	($M)
FY25 Forecast	$0.0
Planned Investments	**($M)**
FY26	$10.0
FY27	$15.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$25.0**
10-Year Total (FY26-FY35)	**$25.0**
Beyond FY35	$0.0

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$10.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation		✓									
Implementation and Construction		✓	✓								
Operations Activation			✓								

D&E Fixed Rail Improvements (CIP8011)

Initiative Type: Program
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Fixed Rail
Federal Participation (all years): No

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program supports the development and evaluation of new initiatives associated with railway improvements.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve System Operations
Additional Impacts:	↑ Promote Safety ↑ Promote State of Good Repair → Support Potential Solutions to Emerging Needs

Near Term Deliverables

Metro will continue to study the benefits of composite ties and alternative designs for rail interlockings to make them more resilient and reduce maintenance needs.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.1
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$0.6
Planned Investments	**($M)**
FY26	$0.1
FY27	$0.3
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$0.4**
10-Year Total (FY26-FY35)	**$12.1**
Beyond FY35	**$0.0**

D&E Track & Structures Improvements (CIP8013)

Initiative Type: Program
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Rail
Program: Structures
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports Metro's efforts to complete surveys, studies, engineering, and design tasks for track and structure capital initiatives.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve System Operations
Additional Impacts:	→ Support Potential Solutions to Emerging Needs

Near Term Deliverables

Metro will continue to procure engineering support for maintenance-of-way modernization

Cost ($M)

Investments	($M)
FY25 Forecast	$1.6
Planned Investments	**($M)**
FY26	$1.5
FY27	$1.1
FY28	$1.1
FY29	$1.1
FY30	$1.2
FY31	$1.2
6-Year Total (FY26-FY31)	**$7.2**
10-Year Total (FY26-FY35)	**$16.4**
Beyond FY35	**$27.6**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$1.5
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

D&E Information Technology Improvements (CIP8029)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports the development and evaluation of new information technology investment needs that may progress into future projects based on the outcome of this process.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**	
Expected Outcome Measure:	↑ Improve System Operations	
Additional Impacts:	↑ Improve Safety and Security	↑ Improve State of Good Repair
	↑ Improve Operational Efficiency	↑ Promote Financial Responsibility

Near Term Deliverables

Metro will research and formulate proposed solutions to critical technology needs by using assessments, demonstrations, or studies.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$1.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$6.3

Cost ($M)

Investments	($M)
FY25 Forecast	$5.6
Planned Investments	**($M)**
FY26	$7.3
FY27	$4.3
FY28	$8.0
FY29	$4.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$23.6**
10-Year Total (FY26-FY35)	**$40.9**
Beyond FY35	**$0.0**

Future Information Technology Projects (CIP8030)

Initiative Type: Program
Category: Business Support Investments
Location: Systemwide
Mode: Systemwide
Program: IT
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program supports individual technology projects that are not part of other programs.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve System Operations
Additional Impacts:	↑ Improve Employee Experience; → Support Compliance

Near Term Deliverables

This program supports multiple future technology needs that have not yet started at Metro, and are developing elements related to the scope, schedule and cost. The program will house efforts that still require project management deliverables, procurement, planning, development, implementation and eventual transition into an operational state for stand-alone technology projects.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$8.8

Cost ($M)

Investments	($M)
FY25 Forecast	$1.7
Planned Investments	**($M)**
FY26	$8.8
FY27	$22.5
FY28	$23.7
FY29	$26.5
FY30	$10.7
FY31	$0.9
6-Year Total (FY26-FY31)	**$93.1**
10-Year Total (FY26-FY35)	**$159.8**
Beyond FY35	**$12.0**

Reactive State of Good Repair - Railcar & Railcar Facilities (CIP8801)

Initiative Type: Program
Category: Railcar Investments
Location: Systemwide

Mode: Rail
Program:
Federal Participation (all years): No

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

Due to funding constraints, Metro is forced to move away from a proactive State of Good Repair capital program. This program supports emergent railcar and railcar facility needs that arise as Metro moves to a more reactive stance on system State of Good Repair.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Customer and Employee Safety
Additional Impacts:	↑ Improve Rail Service Reliability

Near Term Deliverables

Metro will address emergent needs as they arise.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$0.0
Planned Investments	**($M)**
FY26	$0.0
FY27	$5.0
FY28	$5.0
FY29	$5.0
FY30	$5.0
FY31	$25.5
6-Year Total (FY26-FY31)	**$45.5**
10-Year Total (FY26-FY35)	**$45.5**
Beyond FY35	**$0.0**

Reactive State of Good Repair - Rail Systems (CIP8802)

Initiative Type: Program
Category: Rail Systems Investments
Location: Systemwide

Mode: Rail
Program:
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Due to funding constraints, Metro is forced to move away from a proactive State of Good Repair capital program. This program supports emergent rail system needs that arise as Metro moves to a more reactive stance on system State of Good Repair.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**
Expected Outcome Measure:	↑ Improve Customer and Employee Safety
Additional Impacts:	↑ Improve Rail Service Reliability

Near Term Deliverables

Metro will address emergent needs as they arise.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$0.0
Planned Investments	**($M)**
FY26	$0.0
FY27	$28.2
FY28	$5.9
FY29	$9.9
FY30	$47.5
FY31	$40.0
6-Year Total (FY26-FY31)	**$131.4**
10-Year Total (FY26-FY35)	**$131.4**
Beyond FY35	**$0.0**

Reactive State of Good Repair – Track & Structures (CIP8803)

Initiative Type: Program
Category: Track and Structures Rehabilitation Investments
Location: Systemwide
Mode: Systemwide
Program:
Federal Participation (all years): No

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

Due to funding constraints, Metro is forced to move away from a proactive State of Good Repair capital program. This program supports emergent track and structures needs that arise as Metro moves to a more reactive stance on system State of Good Repair.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**	
Expected Outcome Measure:	↑	Improve Customer and Employee Safety
Additional Impacts:	↑	Improve System Reliability

Near Term Deliverables

Metro will address emergent needs as they arise.

Cost ($M)

Investments	($M)
FY25 Forecast	$0.0
Planned Investments	**($M)**
FY26	$0.0
FY27	$0.0
FY28	$10.0
FY29	$5.0
FY30	$15.0
FY31	$20.0
6-Year Total (FY26-FY31)	**$50.0**
10-Year Total (FY26-FY35)	**$50.0**
Beyond FY35	**$0.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Reactive State of Good Repair - Stations & Passenger Facilities (CIP8804)

Initiative Type: Program
Category: Stations and Passenger Facilities Investments
Location: Systemwide
Mode: Rail
Program:
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Due to funding constraints, Metro is forced to move away from a proactive State of Good Repair capital program. This program supports emergent station and passenger facility needs that arise as Metro moves to a more reactive stance on system State of Good Repair.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**			
Expected Outcome Measure:	↑	Improve Customer and Employee Safety		
Additional Impacts:	↑	Improve Customer Satisfaction	↑	Improve System Reliability

Near Term Deliverables

Metro will address emergent needs as they arise.

Cost ($M)

Investments	($M)
FY25 Forecast	$0.0
Planned Investments	**($M)**
FY26	$0.0
FY27	$4.1
FY28	$20.0
FY29	$12.4
FY30	$20.0
FY31	$40.0
6-Year Total (FY26-FY31)	**$96.5**
10-Year Total (FY26-FY35)	**$96.5**
Beyond FY35	**$0.0**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Reactive State of Good Repair – Bus, Bus Facilities & Paratransit (CIP8805)

Initiative Type: Program
Category: Bus and Paratransit Investments
Location: Systemwide

Mode: Bus
Program:
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Due to funding constraints, Metro is forced to move away from a proactive State of Good Repair capital program. This program supports emergent bus, bus facility, and paratransit needs that arise as Metro moves to a more reactive stance on system State of Good Repair.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Safety & Security**			
Expected Outcome Measure:	↑	Improve Customer and Employee Safety		
Additional Impacts:	↑	Improve Bus Service Reliability	↑	Improve Paratransit Service Reliability

Near Term Deliverables

Metro will address emergent needs as they arise.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$0.0
Planned Investments	**($M)**
FY26	$0.0
FY27	$9.2
FY28	$5.0
FY29	$5.0
FY30	$10.2
FY31	$25.1
6-Year Total (FY26-FY31)	**$54.5**
10-Year Total (FY26-FY35)	**$54.5**
Beyond FY35	**$0.0**

Planning Support for the District of Columbia (CRB0005)

Initiative Type: Program
Category: Business Support Investments
Location: District of Columbia
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

This program facilitates planning and design of potential future transit projects and transit-oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the District of Columbia.



Expected Performance Outcome

Primary Goal/Objective •	**Regional Opportunity & Partnership | Community Partnership & Engagement**
Expected Outcome Measure:	→ Support Program Operations
Additional Impacts:	↑ Promote Regional Network & Partnership Optimization ↑ Promote Joint Development

Near Term Deliverables

Planning for transit-oriented development in the District of Columbia. Metro will also coordinate planning requirements for other station passenger circulation improvements, joint developments, rail improvements, and bus facilities as requested by the District of Columbia.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$1.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$2.0
Planned Investments	**($M)**
FY26	$1.0
FY27	$1.0
FY28	$1.0
FY29	$1.0
FY30	$1.0
FY31	$1.0
6-Year Total (FY26-FY31)	**$6.0**
10-Year Total (FY26-FY35)	**$9.0**
Beyond FY35	**$0.0**

Planning Support for Maryland Jurisdictions (CRB0009)

Initiative Type: Program
Category: Business Support Investments
Location: State of Maryland
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program facilitates planning and design of potential future transit projects and transit-oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and Maryland jurisdictions.



Expected Performance Outcome

Primary Goal/Objective •	**Regional Opportunity & Partnership | Community Partnership & Engagement**
Expected Outcome Measure:	→ Support Program Operations
Additional Impacts:	↑ Promote Regional Network & Partnership Optimization ↑ Promote Joint Development

Near Term Deliverables

Planning for transit-oriented development in Maryland. Metro will also coordinate planning requirements for other station passenger circulation improvements, joint developments, rail improvements, and bus facilities as requested by localities in Maryland.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$1.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$2.3
Planned Investments	**($M)**
FY26	$1.0
FY27	$1.0
FY28	$1.0
FY29	$1.0
FY30	$1.0
FY31	$1.0
6-Year Total (FY26-FY31)	**$6.0**
10-Year Total (FY26-FY35)	**$9.0**
Beyond FY35	**$0.0**

Planning Support for Virginia Jurisdictions (CRB0018)

Initiative Type: Program
Category: Business Support Investments
Location: Commonwealth of Virginia
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Metro's Goals
• **Primary**

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This program facilitates planning and design of potential future transit projects and transit-oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the Commonwealth of Virginia jurisdictions.



Expected Performance Outcome

Primary Goal/Objective •	**Regional Opportunity & Partnership | Community Partnership & Engagement**
Expected Outcome Measure:	→ Support Program Operations
Additional Impacts:	↑ Promote Regional Network & Partnership Optimization; ↑ Promote Joint Development

Near Term Deliverables

Planning for transit-oriented development in Virginia. Metro will also coordinate planning requirements for other station passenger circulation improvements, joint developments, rail improvements, and bus facilities as requested by localities in Virginia.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$1.0
Debt	$0.0

Cost ($M)

Investments	($M)
FY25 Forecast	$1.6
Planned Investments	**($M)**
FY26	$1.0
FY27	$1.0
FY28	$1.0
FY29	$1.0
FY30	$1.0
FY31	$1.0
6-Year Total (FY26-FY31)	**$6.0**
10-Year Total (FY26-FY35)	**$9.0**
Beyond FY35	**$0.0**

Silver Line Phase 1 Railcars (CRB0019_19)

Initiative Type: Project
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Acquisition
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project acquires 64 new 7000-series railcars for Phase 1 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority (MWAA).



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Enhance Security and Reliability ↑ Improve Customer Satisfaction ↑ Promote Professional and Technical Skill Development ↑ Promote Regional Network & Partnership Optimization

Near Term Deliverables

Metro will complete the performance milestone payments and commence final acceptance payments.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$107.0
FY25 Forecast	$8.7
Planned Investments	
FY26	$0.0
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$0.0**
10-Year Total (FY26-FY35)	**$0.0**
Beyond FY35	**$0.0**
Total Estimated Investment	**$115.7**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓										
Operations Activation											

Silver Line Phase 2 Construction Support (CRB0020)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: Commonwealth of Virginia
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project provides support for Metro's role in Silver Line Phase 2 construction, integration, and infrastructure improvements. The Silver Line Phase 2 project is managed and funded by the Metropolitan Washington Airports Authority (MWAA).



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Enhance Security and Reliability ↑ Improve Customer Satisfaction ↑ Promote Professional and Technical Skill Development ↑ Promote Regional Network & Partnership Optimization

Near Term Deliverables

Support the completion of final MWAA activities for Silver Line Phase 2, which include installing artwork at the Ashburn and Reston Metrorail stations, and managing the acquisition and warranty of remaining equipment.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$1.4
Debt	$0.0

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$158.9
FY25 Forecast	$3.8
Planned Investments	
FY26	$1.4
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$1.4**
10-Year Total (FY26-FY35)	**$1.4**
Beyond FY35	**$0.0**
Total Estimated Investment	**$164.1**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓									
Implementation and Construction											
Operations Activation											

Silver Line Phase 2 Railcars (CRB0020_01)

Initiative Type: Project
Category: Railcar Investments
Location: Systemwide
Mode: Rail
Program: Acquisition
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project acquires 64 new 7000-series railcars for Phase 2 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority (MWAA).



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Increase Mean Distance Between Failure (MDBF)
Additional Impacts:	↑ Enhance Security and Reliability ↑ Improve Customer Satisfaction ↑ Promote Professional and Technical Skill Development ↑ Promote Regional Network & Partnership Optimization

Near Term Deliverables

Metro will complete the performance milestone payments and commence final acceptance payments.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$136.2
FY25 Forecast	$0.0
Planned Investments	
FY26	$1.2
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$1.2**
10-Year Total (FY26-FY35)	**$1.2**
Beyond FY35	**$0.0**
Total Estimated Investment	**$137.4**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$1.2
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation											

Purple Line Construction Support (CRB0127)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: State of Maryland
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

This project supports the Purple Line, a 16-mile light rail transit line extending from Bethesda to New Carrollton. The Maryland Transit Administration (MTA) is managing and funding the development of the line which will connect to four Metrorail stations: Bethesda, Silver Spring, College Park, and New Carrollton. This project includes design and engineering support to integrate Metro facilities with the Purple Line and new station entrances at Bethesda and Silver Spring Metrorail Stations.



Expected Performance Outcome

Primary Goal/Objective •	**Regional Opportunity & Partnership | Community Partnership & Engagement**	
Expected Outcome Measure:	→ Support Program Operations	
Additional Impacts:	↑ Improve Customer Satisfaction	↑ Improve Regional Transit Access

Near Term Deliverables

Metro will support design and construction efforts to integrate the Purple Line with the Metrorail system. Metro will begin to construct the South Mezzanine connector to the Purple Line system at Bethesda Metrorail Station.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$29.1
Debt	$0.0

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$40.1
FY25 Forecast	$31.8
Planned Investments	
FY26	$29.1
FY27	$54.8
FY28	$10.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$93.9**
10-Year Total (FY26-FY35)	**$93.9**
Beyond FY35	**$0.0**
Total Estimated Investment	**$165.8**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓									
Implementation and Construction	✓	✓	✓	✓							
Operations Activation		✓	✓	✓							

Crystal City East Entrance (CRB0137)

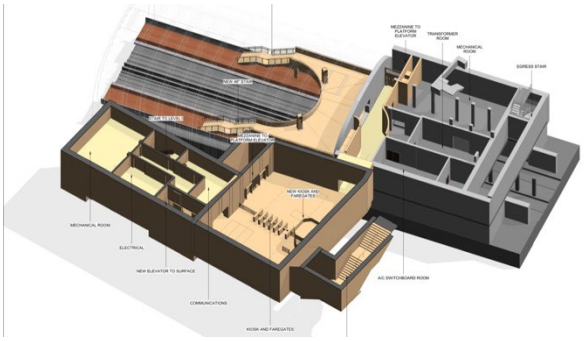
Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: Commonwealth of Virginia
Mode: Rail
Program: Vertical Transportation
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | Talented Teams | Regional Opportunity & Partnership | Financial Stewardship & Resource Management

Description

Crystal City Metrorail Station, one of the more highly-used stations in Arlington County, is reaching capacity during peak periods and has limited emergency egress. With redevelopment underway in the area, overall trip-making will increase and may overburden the existing station entrance. The construction of a new entrance at the east end of the station is being managed and funded by Arlington County. The new entrance will have two new street-to-mezzanine elevators and new platform-to-mezzanine elevators, and will provide easier access from Crystal Drive, the nearby Virginia Railway Express (VRE) station, and the Metroway transit station.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	↑ Increase General Customer Satisfaction
Additional Impacts:	↑ Promote Regional Network & Partnership Optimization; ↑ Improve Regional Transit Access

Near Term Deliverables

Through this project, Metro will provide support for excavation at the site and the construction of a concrete underground structure.

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$4.5
Debt	$0.0

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.9
FY25 Forecast	$2.0
Planned Investments	
FY26	$4.5
FY27	$2.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$6.5**
10-Year Total (FY26-FY35)	**$6.5**
Beyond FY35	**$0.0**
Total Estimated Investment	**$9.4**

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation			✓								

Signaling Training Lab (CRB0138)

Initiative Type: Project
Category: Rail Systems Investments
Location: Commonwealth of Virginia
Mode: Systemwide
Program: Signals & Communications
Federal Participation (all years): TBD

Metro's Goals • Primary	Service Excellence	Talented Teams	Regional Opportunity & Partnership	Financial Stewardship & Resource Management

Description

The signaling training lab will consist of a classroom and simulation track located at Dulles Railyard, to provide centralized training opportunities for signaling maintenance staff.



Expected Performance Outcome

Primary Goal/Objective •	**Talented Teams | Professional & Technical Skills Development**
Expected Outcome Measure:	↑ Increase Staff Perception of Support for Learning & Development
Additional Impacts:	↑ Improve Employee Safety ↑ Improve Operational Efficiency

Near Term Deliverables

Install equipment for the signaling training lab.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$1.0
Planned Investments	
FY26	$1.6
FY27	$1.8
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$3.4**
10-Year Total (FY26-FY35)	**$3.4**
Beyond FY35	**$0.0**
Total Estimated Investment	**$4.4**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$1.6
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓										
Implementation and Construction		✓	✓								
Operations Activation			✓								

Silver Line Phase 2 Intrusion Detection (CRB0139)

Initiative Type: Project
Category: Rail Systems Investments
Location: Commonwealth of Virginia
Mode: Rail
Program: Signals & Communications
Federal Participation (all years): No

Metro's Goals
• Primary

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

An Intrusion Detection Warning (IDW) system indicates when unauthorized people or objects access the trackside area. This project replaces faulty IDW equipment on the Silver Line Phase 2.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Reliability**
Expected Outcome Measure:	↑ Improve State of Good Repair
Additional Impacts:	↑ Improve Safety and Security ↑ Improve Customer Satisfaction

Near Term Deliverables

Replace Intrusion Detection Warning equipment alongside Silver Line Phase 2 track.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$0.3
Planned Investments	
FY26	$1.2
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$1.2**
10-Year Total (FY26-FY35)	**$1.2**
Beyond FY35	**$0.0**
Total Estimated Investment	**$1.5**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$1.2
Debt	$0.0

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓										
Implementation and Construction	✓	✓									
Operations Activation		✓									

Ballston West Entrance (CRB0140)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: Commonwealth of Virginia
Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Metro's Goals
• **Primary**

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project will design and construct an additional entrance at the west end of the Ballston-MU Metrorail Station. A second station entrance will improve access to new development in the area and egress in emergency situations. Arlington County is leading design and construction on this project.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	↑ Increase General Customer Satisfaction
Additional Impacts:	↑ Improve Safety ↑ Improve Regional Transit Access ↑ Promote Regional Network & Partnership Optimization

Near Term Deliverables

Metro support for the entrance design and construction.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$0.1
Planned Investments	
FY26	$0.1
FY27	$0.0
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$0.1**
10-Year Total (FY26-FY35)	**$0.1**
Beyond FY35	**$0.0**
Total Estimated Investment	**$0.2**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.1

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓									
Implementation and Construction											
Operations Activation											

East Falls Church Bus Loop Expansion (CRB0141)

Initiative Type: Project
Category: Stations and Passenger Facilities Investments
Location: Commonwealth of Virginia
Mode: Bus
Program: Station Systems
Federal Participation (all years): TBD

Metro's Goals
• Primary

Service Excellence | **Talented Teams** | **Regional Opportunity & Partnership** | **Financial Stewardship & Resource Management**

Description

This project redesigns and expands the bus loop at East Falls Church Metrorail Station to increase its capacity. The project also includes pedestrian access improvements from the Metrorail station park-and-ride lot, improvements to accessible parking, and improvements to the crosswalks at the entrance to the existing bus loop on North Sycamore Street. Arlington County is sponsoring and leading this project.



Expected Performance Outcome

Primary Goal/Objective •	**Service Excellence | Convenience**
Expected Outcome Measure:	↑ Increase General Customer Satisfaction
Additional Impacts:	↑ Promote Regional Network & Partnership Optimization

Near Term Deliverables

Metro support for the bus loop design and expansion.

Cost ($M)

Investments	($M)
Expenditure Life to Date (up to FY25)	$0.0
FY25 Forecast	$0.1
Planned Investments	
FY26	$0.3
FY27	$0.1
FY28	$0.0
FY29	$0.0
FY30	$0.0
FY31	$0.0
6-Year Total (FY26-FY31)	**$0.4**
10-Year Total (FY26-FY35)	**$0.4**
Beyond FY35	**$0.0**
Total Estimated Investment	**$0.5**

Anticipated Funding Sources ($M)

FY26 Funding Source(s)	($M)
Federal Grants	$0.0
PRIIA/RSI Grants	$0.0
System Performance	$0.0
Dedicated Funding	$0.0
Reimbursable	$0.0
Debt	$0.3

Fiscal Year	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Development and Evaluation	✓	✓	✓								
Implementation and Construction											
Operations Activation											

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Appendix E – Energy and Environment



Pictured: Customers waiting at Metrobus stop under covered carport

Energy and Environment at Metro

Metro is a vital partner supporting delivery of regional goals. Metro service provides an efficient, clean, affordable and safe transportation option for the region's residents and visitors. As Metro's ridership grows, our positive impact increases. That is why Metro's biggest regional impact is providing fast, frequent, reliable, and safe service.

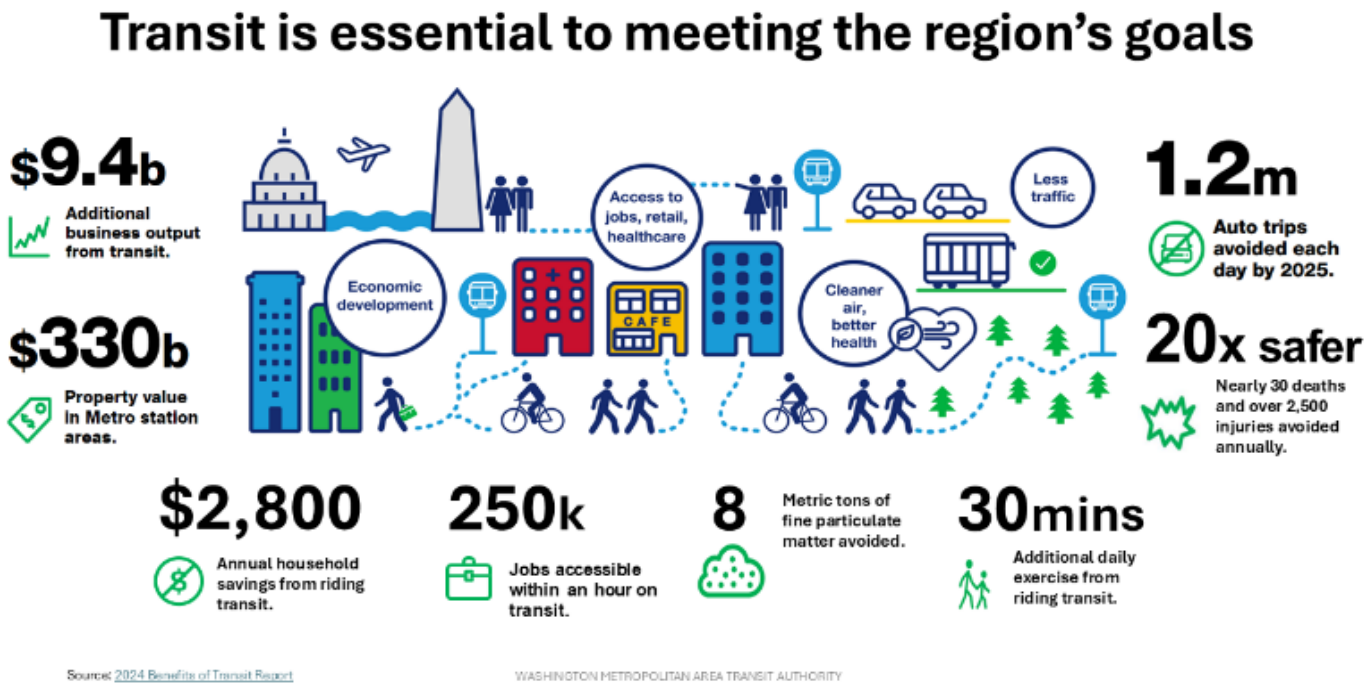
By providing mobility for customers while reducing travel-related emissions and traffic congestion, transit helps the region meet its goals, which include providing efficient transportation, promoting cleaner air, improving health, and advancing livability.

Metro continues progress towards delivering key strategic plan targets aligned with regional goals including resource consumption efficiency, mobility, resiliency, and clean air.

As Metro moves forward, the Authority's strategic plan will continue to serve as a guide to ensure Metro delivers what customers deserve and the region needs. Major energy and environment initiatives are described in the following pages.

Clean and Efficient Operations

As one of the largest energy consumers in the region, Metro is an important partner for meeting regional energy and environmental goals. In FY2026 Metro will maintain and continue efforts to support achieving regional targets



by taking fiscally responsible action to implement energy audit identified investments, modernize design, construction, and operations, and engage dynamically in the energy market.

Metro's energy efficiency investments to date have yielded significant cost savings, for example:

- $4.7M annually in energy cost savings from LED lighting upgrades across the system
- $1.4M in one-time energy efficiency utility rebates to date with an additional $840K anticipated by the end of FY25

Energy Market Engagement

In 2025, Metro will begin receiving energy through a ten-year electricity contract for our Maryland supply needs. Metro's continued partnership with the General Services Administration has helped mitigate exposure to energy market volatility, secure favorable pricing for a critical operating expense, and promote financial stability while advancing energy and environmental goals.

In summer of 2025, Metro is anticipated to wrap-up final delivery of the revenue generating partnership that brought solar carports to Anacostia, Southern Avenue, Naylor Road, and Cheverly Metrorail stations. This public-private partnership has provided nearly 10MW of electricity generation to the region while delivering improved customer safety and comfort.

Resilient Operations

In line with the Strategic Transformation Plan, Metro launched a resilience risk assessment focusing on local flooding and high heat hazards. In 2024, Metro updated the Manual of Design Criteria to cost effectively address dynamic threats and hazards when planning for capital projects. The revised criteria help Metro align with regional resilience planning efforts while ensuring investments are fiscally responsible.

Innovation and Continuous Improvement

Metro is also driving resource efficiency through modernization. Metro has embedded tools to support innovation and data-driven business decisions into operations. For example, Metro utilizes energy monitoring software that centralizes all utility data and enables insight into operations and opportunities for cost savings

Metro's Energy and Environment Lab promotes cost effective innovation and operational efficiency across the Authority. Since its inception, the Lab has sponsored several business case analyses, test and evaluation programs, and operational improvements. Projects include:

- Efficient rail switch heaters
- Remote chiller water treatment
- Maintenance of way vehicle tracking
- Portable battery-powered track maintenance equipment

In line with Metro's strategic plan, Metro is committed to reducing resource consumption, improving efficiency, controlling costs, and advancing employee wellness and health. Metro recently obtained certification for our fifteenth high-performance certified facility and is on the path to reach 18 – certified high-performance buildings by 2028. In FY2026, Metro will continue advancing delivery of Northern and Bladensburg bus garages, which are being built to Leadership in Energy and Environmental Design (LEED) standards. As the most widely used green building standard in the world, targeted use of LEED helps Metro create safe and healthy workspaces for employees, enhance building operations and efficiency, and be a good neighbor in the communities we serve.

Metro is also receiving support from local partners to make nature-based investments to improve customer experience. For example, Metro partnered with Casey Trees to plant and maintain (for five years) up to 450 trees at up to nine Metrorail stations, at no cost to Metro. Trees provide health and environmental benefits, such as mitigating stormwater impacts and improving air quality, and enhance customer experience by providing shade and cooling. Additionally, in FY2026, we intend to partner with the University of Maryland to develop and evaluate the efficacy of native plantings to reduce station landscaping costs and beautify stations. If successful, the project is likely to be replicated across the system.

Appendix F – Financial Standards

Metro's Financial Standards can be grouped into three major areas: general, business planning, and debt policy. General standards ensure that Metro prudently manages its daily financial operations, including banking services, investments and risk management to maintain adequate liquidity and appropriate cash reserves.

The business planning directives from the General Manager provide management with a set of parameters for developing the upcoming year's budget and other longer-term financial plans, as well as establishing future business targets for management to achieve.

The debt policy establishes parameters that govern the incurrence of Metro Debt and ensure that debt issuances are based on financial parameters similar or more conservative than those that would be placed on Metro by the financial marketplace. Actual debt covenants may differ from these standards, and in accordance with the debt policy, the actual covenants will be disclosed in any Board resolution approving a debt issuance.

This appendix also explains how Metro allocates state and local funding support among the jurisdictions.

Financial Standards – General

GAAP

Metro maintains complete and accurate accounting records in accordance with generally accepted accounting principles in the United States of America (US GAAP) as applicable to governmental entities. The Government Accounting Standards Board is the standard setting body establishing governmental accounting and financial reporting standards.

Revenue and Expenditure Recognition

Revenues are recognized in the period they are earned, and expenses are recognized in the period in which they are incurred.

- Metro distinguishes between operating and non-operating revenues and expenses in its financial statements
- Operating revenues, which do not include state or local operating subsidy contributions or federal operating grants, are primarily composed of passenger fares and parking fees, as well as revenue for fiber optic leases and joint development agreements

Fiscal Year

The fiscal year-end for financial reporting purposes is June 30th of each year. The Board approves the budget for each fiscal year by June 30th of the previous year.

Annual Comprehensive Financial Report (ACFR)

An independent certified public accounting firm performs an audit of Metro's financial statements. Metro's aims to receive an unmodified ("clean") opinion on its financial statements and to receive the Government Finance Officers Association (GFOA) award for excellence in financial reporting for its ACFR.

Other Financial Policies and Guidelines

Funds are invested within the guidelines of the Board's approved investment policies and in compliance with the investment guidelines in WMATA's Compact.

- In accordance with Board Resolution No. 2021-07, designated Metro officials are empowered to open, close, or authorize changes to accounts and are authorized to appoint individuals as official signatories for financial accounts
- An annual actuarial analysis is performed on all Metro-administered pension plans. Based on the results of such analysis, Metro makes contributions as required in agreement with the terms of each plan
- Appropriate insurance coverage is maintained to mitigate the risk of material loss. For self-insured retentions, Metro records the liabilities, including losses incurred but not reported, at 100 percent of the net present value
- The budget includes the operating and capital resources necessary to implement the policy directions set by the Board. The budget is prepared in a fashion to clearly describe the projects and programs for the period
- Metro engages in regional long-range transportation planning for the Washington metropolitan area in conjunction with the National Capital Region Transportation Planning Board (TPB) and other jurisdictional partners

- Staff provide transit system inputs to TPB for the Constrained Long-Range Plan (CLRP) and identify changes affecting the major financial assumptions of the plan and progress toward the implementation of new projects and programs
- Metro also engages in short-range transit planning for the Washington metropolitan area. Staff provide inputs to the region's six-year Transportation Improvement Program (TIP) and identify the capital investment needs to support the existing regional transit system and regional service expansion
- The Office of Inspector General develops an annual work plan each year. The Board of Directors and Metro's Senior Executive Team provide input on the work plan, which covers audits and evaluations. Finalized complete audit and evaluation reports are submitted to the Board via the Executive Committee
- Recommendations for improvements are based on audits and evaluations performed by the Inspector General's office. Audits are performed in accordance with Government Auditing Standards, while evaluations are performed in accordance with the Association of Inspectors General (AIG) *Principles and Standards for Offices of Inspector General* (Green Book). These recommendations, management corrective action plans, and progress toward implementation are reported quarterly or as needed to the Board by the Inspector General. Semi-annual reports provide an overview of the Office of Inspector General's audits, evaluations and investigations for that period. The reports are provided to the Board and significant stakeholders identifying work performed, results, and recommendations

Financial Standards – Business Planning

Passenger revenue forecasts are derived from historical ridership and revenue trends as well as forecasts of regional growth in population and employment. Since ridership may be affected by future fare policy changes, the impacts on ridership and average fare forecasts are based on conservative estimates.

- The Board has adopted fare policy principals and reviews the fares on a regular cycle. Management may propose fare modifications to achieve transit ridership improvements, maintain financial stewardship or support the other goals defined in Metro's fare policy principles
- Service plan assumptions are based on demonstrated needs as defined through short-range planning
- Capital programs are funded according to the terms of the Capital Funding Agreement (CFA), laws, regulations and discretionary procedures approved by the Board. The capital program covers Metro's assets, including major transportation projects, and is included in each annual budget
- From time to time, Metro applies for and receives discretionary federal and state funding. Discretionary funding is requested when projects or programs may be competitive for receiving an award. Discretionary funding levels are estimated based on federal and state criteria and the likelihood of obtaining approvals

Financial Standards – Debt Policy

Metro may not enter into a debt or financing arrangement unless the transaction is in compliance with all applicable provisions of WMATA's Compact.

- Pursuant to WMATA's Compact (Article IX paragraph 27), Metro may borrow money in pursuit of its mission. All such bonds and evidences of indebtedness are authorized by resolution of the Board and are payable solely out of the revenues of Metro. The bonds and other debt obligations of Metro, except as may be otherwise provided in the indenture under which they are issued, are direct and general obligations of Metro and the full faith and credit of Metro are pledged for the prompt payment of the debt service
- There is no dollar borrowing limit set in WMATA's Compact
- Long-term debt may be included in the budget or long-range plans; however, no such debt can be incurred without the specific approval of the Board
- The average life of debt instruments is matched to the average economic lives of the assets financed
- Reserve funds that may be required by the financial markets for each debt issuance are maintained. Cash and securities, insurance or surety bonds may fund these reserves. For financial planning purposes, reserve requirements are included in the face value of debt issued
- Further guidelines beyond the Compact are included in the Board's annual adopted Debt Management Policy, which reviews and provides

additional guidance for the use of debt for financing the Authority's infrastructure, capital projects and operational needs each fiscal year. The Debt Management Policy principles: (a) identify efficient use of debt, (b) provide for timely debt service payments, and (c) balance the cost of capital with high credit ratings and access to capital markets

Allocation of State and Local Operating Subsidy

State and local funds to support Metro's annual operating and capital budgets are based on Board-approved subsidy calculations described in this section. In FY2025, the Board of Directors approved a restructuring of the Metrorail and Metrobus operating subsidy allocation formula to address the challenges with the legacy formulas by improving clarity and transparency, aligning service costs with regional benefits and incentivizing ridership and revenue growth. This restructured operating subsidy formula allocates both costs and revenues to determine the jurisdictional subsidy using six subsidy allocation formulas:

1. Metrobus Cost Allocation
2. Metrorail Cost Allocation
3. Metrobus Revenue Allocation
4. Metrorail Revenue Allocation
5. Paratransit Subsidy Allocation
6. Debt Service Allocation

Formulas 1 and 2: Metrobus and Metrorail Cost Allocation

Cost Classification

Metrobus and Metrorail operating costs are divided into formula cost categories prior to the cost allocation:

- **Metrobus and Metrorail System Costs:** commonly known as administrative costs (such as finance and legal functions) that support the Metro system
- **Metrobus and Metrorail Service Costs:** costs associated with service delivery (such as operators, hours and miles of revenue service, and station manager functions)
- **Metrorail Infrastructure Operating Costs**: costs associated with rail infrastructure and facility maintenance (such as track, stations, structures) that result regardless of the amount of rail service provided

Formula cost categories are determined by aligning to cost categories in the most recently approved Metro National Transit Database (NTD)[10] data submission by the Federal Transit Administration (FTA). The four NTD cost categories of General Administration (GA), Vehicle Maintenance (VM), Vehicle Operations (VO) and Facility Maintenance (FM) are applied as follows:

NTD Cost Category	Metrobus Formula Costs	Metrorail Formula Costs
General Administration by Mode	Metrobus System Cost	Metrorail System Cost
Vehicle Maintenance plus Vehicle Operation by Mode	Metrobus Service Costs	Metrorail Service Costs
Facilities Maintenance by Mode	Metrobus System Costs	Metrorail Infrastructure Operating Costs

The formula cost categories in each fiscal year are determined by taking the proportion of System, Service and Rail Infrastructure Operating Costs by mode based on the NTD categories as above and multiplying each category by mode times the proposed fiscal year budget Metrobus and Metrorail operating costs.

Cost Allocation

The five formula cost categories (Metrobus System Costs, Metrorail System Costs, Metrobus Service Costs, Metrorail Service Cost and Metrorail Infrastructure Operating Costs) are each allocated based on specific variables as described below:

- **Metrobus and Metrorail System Costs by Mode:** Allocated based on two equally weighted variables, Ridership and Population
  - Ridership (see Appendix H, Operating Statistics): Jurisdiction average weekly ridership by mode divided by the Compact area total average weekly ridership by mode[11]

[10] See NTD Uniform System of Accounts (USOA) | FTA

[11] Determined by Metrobus and Metrorail Passenger Surveys. Riders who live outside the Metro Compact area are excluded from the calculation.

- Population: Jurisdiction U.S. Decennial Census Population divided by the Metro Compact area census population.[12, 13]

- **Metrobus Service Costs:** Allocated based on Revenue Hours and Peak Vehicles
  - Revenue Hours.[14]: proposed fiscal year bus vehicle operations expense divided by the total proposed fiscal year bus revenue hours (see Appendix H, Annual Revenue Hours). The result is multiplied by each jurisdiction's share of bus revenue miles.[15] (see Appendix H, Annual Revenue Mile)
  - Peak Vehicles: proposed fiscal year bus vehicle maintenance expense divided by the total proposed fiscal year bus peak vehicles[15] (see Appendix H, Active Fleet). The result is multiplied by each jurisdiction's share of bus revenue miles (see Appendix H, Annual Revenue Mile)
- **Metrorail Service Costs**: Allocated based on Railcar Miles weighted at 90 percent and Peak Vehicles weighted at 10 percent
  - Railcar miles: proposed fiscal year scheduled revenue railcar miles by rail line (see Appendix H, Railcar Miles) times the proposed fiscal year rail route miles by line and by jurisdiction. The result is divided by the total rail system proposed fiscal year scheduled revenue railcar miles.[16] (see Appendix H, Operating Statistics)
  - Peak vehicles (see Appendix H): proposed fiscal year scheduled revenue peak vehicles by rail lines times the proposed fiscal year rail route miles by line (see Appendix H, Rail Service Levels Scheduled) and by jurisdiction (see Appendix H). The result is divided by the total rail system proposed fiscal year scheduled revenue peak vehicles[16] (see Appendix H, Rail Service Levels Scheduled)
- **Metrorail Infrastructure Operating Costs**: Allocated based on two equally weighted variables, Track Miles and Stations
  - Track miles: proposed fiscal year rail center line revenue track miles (see Appendix H, Railcar Miles) divided by the proposed fiscal year total rail system center line revenue track miles.[17] (see Appendix H, Railcar Miles)
  - Stations: proposed fiscal year rail stations by jurisdiction, divided by the proposed fiscal year total number of rail system stations.[18] (see table). Metro operates 98 stations with some stations allocated across jurisdiction[18]. Arlington Cemetery is not assigned to any jurisdiction and not in this calculation

Jurisdiction	Number of Stations
District of Columbia	40.27
Montgomery County	11.50
Prince George's County	14.23
City of Alexandria	4.83
Arlington County	9.33
City of Fairfax	0.33
Fairfax County	13.83
City of Falls Church	0.33
Loudoun County	2.33
TOTAL[18]	97

Total does not include Arlington Cemetery Metro Station
See Note 18

[12] See Decennial Census of Population and Housing

[13] The Metrobus System Cost allocation population factor for Loudoun County is set to zero since it does not receive Metrobus service. This is consistent with Board of Directors policy in resolution 2019-34.

[14] Metrobus Service costs allocation (revenue hours and peak vehicles) for the City of Fairfax are allocated as follows: Fairfax County (80%), City of Fairfax (20%). City of Falls Church bus service costs (revenue hours and peak vehicles) are allocated as follows: City of Falls Church (50%), Arlington County (25%) and Fairfax County (25%)

[15] Revenue miles by Metrobus line by jurisdiction, the geo-distribution that determines each jurisdiction's share, is only recalculated in a budget year when a major bus service change takes place.

[16] Rail route miles are the one-way center line mileage for each rail line or route, accounting for service interlining, which serve as the geo-distribution that determines each jurisdiction's share. Scheduled revenue railcar miles and peak vehicles excludes special event, gap trains, and spares.

[17] For formula purposes, revenue track center line miles are measured within each jurisdiction's borders, measured to each terminal station.

[18] Arlington Cemetery is excluded. Border station allocations are as follows: Capitol Heights: 50% District of Columbia and 50% Prince George's County; Friendship Heights: 50% District of Columbia, 50% Montgomery County; Southern Avenue: 27% District of Columbia, 73% Prince George's County; Van Dorn Street: 50% City of Alexandria, 50% Fairfax County. Reagan National Airport and Washington Dulles International Airport station costs are allocated to each Virginia jurisdiction at a 1/6th share.

Formulas 3 and 4: Metrobus and Metrorail Revenue Allocation

Revenue Classification

Metrobus and Metrorail revenues are divided into passenger and non-passenger revenues, as determined in each proposed fiscal year's operating budget, prior to revenue allocation. As an illustrative example, the passenger and non-passenger revenue categories by mode from the FY2025 budget are shown below:

- Metrobus and Metrorail Passenger Revenues: revenues from bus and rail passenger fares, passes, and fare programs
- Metrobus Non-Passenger Revenues: revenues from advertising and other sources
- Metrorail Non-Passenger Revenues: revenues from parking, joint development, fiber optics, advertising, and other sources

Revenue Allocation

Passenger and non-passenger revenue are allocated based on the methods described below:

- **Metrobus Passenger Revenue**: Metrobus Paid Ridership calculated as the share of aggregate prior fiscal year actual paid bus trips multiplied times the total fiscal year budgeted Metrobus Passenger Revenue.[19] (see Appendix H, Operating Statistics)
- **Metrorail Passenger Revenue:** Metrorail Paid Ridership calculated as the share of aggregate prior fiscal year actual paid rail trips multiplied times the total fiscal year budgeted Metrorail Passenger Revenue.[20, 21] (see Appendix H, Operating Statistics)
- **Metrobus and Metrorail Non-Passenger Revenue:** Each jurisdiction's operating cost allocation share by mode for Metrobus and Metrorail is determined based on the factors described above in Cost Allocation (weighted average of system, service, and rail infrastructure costs). Within Virginia, the state-level subtotal is allocated to the jurisdictions within Virginia based on share of track miles. The resulting allocation share by mode is multiplied times the proposed fiscal year budgeted non-passenger revenue by mode (see Chapter 3, Operating Summary by Mode)

Formula 5: Paratransit Subsidy Allocation

The paratransit subsidy is allocated to the jurisdictions using a two-factor formula with sub-allocations used for the Virginia jurisdictions.

1. Direct Costs - the contract carriers' actual per trip, reservation and eligibility charges will be allocated directly to the jurisdictions
2. Overhead Costs - all other (non-direct) costs of the paratransit program will be allocated in proportion to the direct costs

Virginia sub-allocations of direct costs require that per trip charges be adjusted to reflect the average time of trips provided for each jurisdiction. Overhead costs assigned to Virginia jurisdictions will be sub-allocated based on the direct cost allocation as calculated above.

Formula 6: Debt Service Allocation

The allocation of local match and system performance funding is determined in accordance with the CFA. Any debt service from Gross Revenue Transit Bonds is allocated to the jurisdictions based on the request by one or more jurisdiction that Metro issue debt in an amount equal to the jurisdiction's share of local match. Any jurisdiction opting for debt in lieu of making cash payment of its capital subsidy agrees to pay the debt service for the term of the debt. Gross Revenue Transit Bond debt service for a given debt issue is allocated only to each jurisdiction that opted into such debt and shall be paid in accordance with the CFA, as amended. Dedicated Revenue Bonds debt service is paid by Metro from available, non-restricted dedicated revenue proceeds.

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[19] Prior fiscal year paid bus trips are allocated by bus line. Bus line paid ridership is distributed by each jurisdiction's share of bus revenue miles by line. For proposed fiscal year budget Major Bus Service changes, the incremental proposed fiscal year budgeted passenger revenue resulting from those services are allocated to each jurisdiction in the proposed budget. Major Service Changes are defined in the Board-approved Title VI Program as may be amended from time to time.

[20] Allocation of station level paid rail ridership is distributed by the percentage of each station's riders from in each jurisdiction. For proposed fiscal year budget Major Rail Service changes, the incremental proposed fiscal year budgeted passenger revenue resulting from those services are allocated to each jurisdiction in the proposed budget. Major Service Changes are defined in the Board-approved Title VI Program as may be amended from time to time.

[21] Revenue for the City of Fairfax and Falls Church is redistributed to all other Compact jurisdictions. This is done because, except for the share of costs of National and Dulles Airport stations, those cities are not allocated rail service nor infrastructure costs due to the lack of rail service or infrastructure within their borders (e.g., track miles, stations, railcar miles, and peak vehicles).

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Appendix G – Debt Service

Debt Policy/Borrowing Powers

WMATA's Compact allows the Authority to borrow money in pursuit of its mission. All such bonds and evidences of indebtedness are payable solely out of Metro's properties and revenues. The bonds and other obligations, except as may be otherwise provided in the indentures under which they were issued, are direct and general obligations of the Authority. The full faith and credit of Metro is pledged for the prompt payment of the debt service.

There is no legal debt limit for Gross Revenue Transit Bonds which are issued on behalf of Metro's jurisdictional partners in lieu of cash payment of all or a portion of a jurisdiction's capital subsidy obligation for a fiscal year. Debt Service for the life of Gross Revenue Transit Bonds is paid by jurisdiction(s) that opted into the bond issuance. Metro receives $500 million annually in Dedicated Capital Funding Revenues which is used as security for Dedicated Revenue Bonds. The legal debt limit for Dedicated Revenue Bonds is approximately $470 million which is the estimated amount of non-restricted Dedicated Capital Funding Revenues which may be used for payment of debt service on Metro's bonds.

Metro is required to make semi-annual payments of principal and interest on each series of bonds. The Authority must comply with certain covenants associated with these outstanding bonds. The most significant are:

- Metro is to punctually pay principal and interest according to provisions in the bond document
- Metro will use its best efforts to operate the transit system properly and in a sound and economical manner. Metro will use its best efforts to maintain, preserve, and keep the system in good repair, working order and condition
- Metro must maintain insurance or self-insurance coverage for assets and operations of the transit system at all times
- Metro will make timely financial disclosures on at least an annual basis

Gross Revenue Transit Bonds

2017A Bonds

In July 2017 WMATA issued bonds (2017A-1) as an advance refunding of the series 2009A bonds and advance crossover refunding bonds (2017A-2) for the 2009B series bonds. The 2009A and the 2009B series bonds were refunded and retired on July 1, 2019.

2017B Bonds

On August 17, 2017, Metro issued new money Gross Revenue Transit Bonds, series 2017-B bonds in the principal amount of $496.5 million. Net bond proceeds with premiums totaled $588.9 million. The bonds provide for semi-annual payments of interest and annual payments of principal, with final maturity in July 2042. To service interest on debt through July 2018, $21.7 million was placed in a capitalized interest fund. The annual jurisdictional debt service payment on the bonds is $35.8 million. One jurisdiction fully opted out of the bond issuance, and two jurisdictions partially opted out of the bond issuance. In all, the three jurisdictions provided $78.7 million in funding to bring the total capital project fund related to the bond issuance to $575.2 million.

2018 Bonds

On December 18, 2018, Metro issued new money Gross Revenue Transit Bonds, series 2018 bonds in the principal amount of $239.9 million. Net bond proceeds with premiums totaled $269.1 million. The bonds provide for semi-annual payments of interest and annual payments of principal, with final maturity in July 2043. To service interest on the debt through July 2019, $6.4 million was placed in a capitalized interest fund. The annual jurisdictional debt service payment on the bonds is approximately $17.3 million. Five jurisdictions fully opted out of the bond issuance.

Dedicated Revenue Bonds

2020A Bonds

On June 11, 2020, Metro issued new money Dedicated Revenue Bonds. This sale, in the principal amount of $545.0 million, was the inaugural issue under the Dedicated Capital Funding Revenues credit. Net bond proceeds with premium totaled $690.7 million. The bonds provide for semi-annual payments of interest and annual payments of principal, with final maturity in July 2045. To service interest on the debt through July 2022, $55.4 million was placed in a capitalized interest fund. Principal payments were deferred until July 2023. The annual debt service payment on the bonds is $39.1 million. Debt service is paid from unrestricted Dedicated Capital Funding revenues proceeds.

2021A Bonds

On June 8, 2021, Metro issued new money Dedicated Revenue Bonds. This sale, in the principal amount of $784.4 million, was issued under the Dedicated Capital Funding Revenues credit. Net bond proceeds with premium totaled $970.0 million. The bonds provide for semi-annual payments of interest and annual payments of principal, with final maturity in July 2046. Principal payments were deferred until July 2023, after which time the level annual debt service payment on the bonds is $52.0 million. Debt service is paid from unrestricted Dedicated Capital Funding Revenues proceeds.

2023A Bonds

On March 14, 2023, Metro issued new money Dedicated Revenue Bonds. This sale, in the principal amount of $392 million, was issued under the Dedicated Capital Funding Revenues credit. Net bond proceeds with premium totaled $425.0 million. The bonds provide for semi-annual payments of interest and annual payments of principal, with final maturity in July 2051. Annual debt service payment on the bonds through 2043 is $25.8 million. Debt service is paid from unrestricted Dedicated Capital Funding Revenues proceeds.

Second Lien 2023A Bonds

On August 17, 2023, Metro issued new money Second Lien Dedicated Revenue Bonds. This sale, in the principal amount of $797.8 million, was issued as a second lien, subordinate to the Series 2020A, 2021A, and 2023A, under the Dedicated Capital Funding Revenues credit. Net bond proceeds with premium totaled $869.8 million. The bonds provide semi-annual payments of interest and annual payments of principal with debt service payments of $50.5 million through 2045 and sinking fund payments in 2046 through 2053 to retire two term bonds maturing in July 2048 and July 2053. Debt service is paid from unrestricted Dedicated Capital Funding Revenues proceeds.

Second Lien 2024A Bonds

On July 24, 2024, Metro issued new money Second Lien Dedicated Revenue Bonds. This sale, in the principal amount of $635.9 million, was issued on parity with the Second Lien Series 2023A bonds under the Dedicated Capital Funding Revenues credit and subordinate to the Series 2020A, 2021A, and 2023A, under the Dedicated Capital Funding Revenues credit. Net bond proceeds with premium totaled $666.1 million. The bonds provide annual interest-only payments through 2047 of $31.1 million with semi-annual interest and annual principal payments through 2054 of $37.2 million followed by semi-annual interest and annual principal payments through 2059 of $112.5 million. Debt service is paid from unrestricted Dedicated Capital Funding Revenues proceeds.

Lines of Credit

Metro has access of up to $500 million in short-term lines of credit, for terms less than two years. The lines of credit support Metro's capital program and are available to manage cash flow needs. The lines of credit may be renewed annually in May and October.

GROSS REVENUE TRANSIT BONDS		FY2026 JURISDICTION FUNDING		
		Principal	**Interest**	**Total Due**
Debt Service Payments Funded by FY2026 Jurisdictional Contributions				
Series 2017A-1	- Due Bondholders 1/1/26	$ -	$ 2,156,375	$ 2,156,375
Series 2017A-1	- Due Bondholders 7/1/26	12,255,000	2,156,375	14,411,375
Series 2017A-2	- Due Bondholders 1/1/26	-	1,221,375	1,221,375
Series 2017A-2	- Due Bondholders 7/1/26	-	1,221,375	1,221,375
Series 2017B	- Due Bondholders 1/1/26	-	10,170,750	10,170,750
Series 2017B	- Due Bondholders 7/1/26	15,570,000	10,170,750	25,740,750
Series 2018	- Due Bondholders 1/1/26	-	5,093,625	5,093,625
Series 2018	- Due Bondholders 7/1/26	7,155,000	5,093,625	12,248,625
Grand Total		**$ 34,980,000**	**$ 37,284,250**	**$ 72,264,250**

GROSS REVENUE BONDS - DEBT SERVICE PAYMENT AND FUNDING DETAIL

Date	Interest	Principal	Total Funding Required	Total Fiscal Year Funding Required	Funding Fiscal Year [1]
1/1/2025	19,474,375	-	19,474,375		FY25
7/1/2025	19,474,375	33,290,000	52,764,375	72,238,750	
1/1/2026	18,642,125	-	18,642,125		FY26
7/1/2026	18,642,125	34,980,000	53,622,125	72,264,250	
1/1/2027	17,767,625	-	17,767,625		FY27
7/1/2027	17,767,625	36,760,000	54,527,625	72,295,250	
1/1/2028	16,848,625	-	16,848,625		FY28
7/1/2028	16,848,625	38,620,000	55,468,625	72,317,250	
1/1/2029	15,883,125	-	15,883,125		FY29
7/1/2029	15,883,125	40,585,000	56,468,125	72,351,250	
1/1/2030	14,868,500	-	14,868,500		FY30
7/1/2030	14,868,500	42,650,000	57,518,500	72,387,000	
1/1/2031	13,802,250	-	13,802,250		FY31
7/1/2031	13,802,250	44,820,000	58,622,250	72,424,500	
1/1/2032	12,681,750	-	12,681,750		FY32
7/1/2032	12,681,750	47,120,000	59,801,750	72,483,500	
1/1/2033	11,503,750	-	11,503,750		FY33
7/1/2033	11,503,750	49,500,000	61,003,750	72,507,500	
1/1/2034	10,266,250	-	10,266,250		FY34
7/1/2034	10,266,250	51,980,000	62,246,250	72,512,500	
1/1/2035	8,966,750	-	8,966,750		FY35
7/1/2035	8,966,750	35,645,000	44,611,750	53,578,500	
1/1/2036	8,075,625	-	8,075,625		FY36
7/1/2036	8,075,625	37,470,000	45,545,625	53,621,250	
1/1/2037	7,138,875	-	7,138,875		FY37
7/1/2037	7,138,875	39,395,000	46,533,875	53,672,750	
1/1/2038	6,154,000	-	6,154,000		FY38
7/1/2038	6,154,000	41,410,000	47,564,000	53,718,000	
1/1/2039	5,118,750	-	5,118,750		FY39
7/1/2039	5,118,750	43,535,000	48,653,750	53,772,500	
1/1/2040	4,030,375	-	4,030,375		FY40
7/1/2040	4,030,375	45,770,000	49,800,375	53,830,750	
1/1/2041	2,886,125	-	2,886,125		FY41
7/1/2041	2,886,125	48,115,000	51,001,125	53,887,250	
1/1/2042	1,683,250	-	1,683,250		FY42
7/1/2042	1,683,250	50,585,000	52,268,250	53,951,500	
1/1/2043	418,625	-	418,625		FY43
7/1/2043	418,625	16,745,000	17,163,625	17,582,250	
Total	**$ 392,421,500**	**$ 778,975,000**	**$ 1,171,396,500**	**$ 1,171,396,500**	

1. The jurisdiction funding dates for WMATA debt service are April 1 and October 1 of each year

DEDICATED CAPITAL REVENUE BONDS - DEBT SERVICE PAYMENT DETAIL

Date	Principal	Interest	Total Principal & Interest	Total FY Principal & Interest	Net Debt Service
7/15/2025	52,255,000	73,885,778	126,140,778	-	126,140,778
1/15/2026	-	72,579,403	72,579,403	198,720,181	72,579,403
7/15/2026	54,935,000	72,579,403	127,514,403	-	127,514,403
1/15/2027	-	71,206,028	71,206,028	198,720,431	71,206,028
7/15/2027	57,755,000	71,206,028	128,961,028	-	128,961,028
1/15/2028	-	69,762,153	69,762,153	198,723,181	69,762,153
7/15/2028	60,715,000	69,762,153	130,477,153	-	130,477,153
1/15/2029	-	68,244,278	68,244,278	198,721,431	68,244,278
7/15/2029	63,830,000	68,244,278	132,074,278	-	132,074,278
1/15/2030	-	66,648,528	66,648,528	198,722,806	66,648,528
7/15/2030	67,105,000	66,648,528	133,753,528	-	133,753,528
1/15/2031	-	64,970,903	64,970,903	198,724,431	64,970,903
7/15/2031	70,545,000	64,970,903	135,515,903	-	135,515,903
1/15/2032	-	63,207,278	63,207,278	198,723,181	63,207,278
7/15/2032	74,160,000	63,207,278	137,367,278	-	137,367,278
1/15/2033	-	61,353,278	61,353,278	198,720,556	61,353,278
7/15/2033	77,965,000	61,353,278	139,318,278	-	139,318,278
1/15/2034	-	59,404,153	59,404,153	198,722,431	59,404,153
7/15/2034	81,800,000	59,404,153	141,204,153	-	141,204,153
1/15/2035	-	57,516,203	57,516,203	198,720,356	57,516,203
7/15/2035	85,670,000	57,516,203	143,186,203	-	143,186,203
1/15/2036	-	55,537,928	55,537,928	198,724,131	55,537,928
7/15/2036	89,545,000	55,537,928	145,082,928	-	145,082,928
1/15/2037	-	53,637,853	53,637,853	198,720,781	53,637,853
7/15/2037	93,790,000	53,637,853	147,427,853	-	147,427,853
1/15/2038	-	51,293,103	51,293,103	198,720,956	51,293,103
7/15/2038	98,410,000	51,293,103	149,703,103		149,703,103
1/15/2039	-	49,017,178	49,017,178	198,720,281	49,017,178
7/15/2039	103,075,000	49,017,178	152,092,178	-	152,092,178
1/15/2040	-	46,632,153	46,632,153	198,724,331	46,632,153
7/15/2040	107,600,000	46,632,153	154,232,153	-	154,232,153
1/15/2041	-	44,491,003	44,491,003	198,723,156	44,491,003
7/15/2041	112,505,000	44,491,003	156,996,003	-	156,996,003
1/15/2042	-	41,723,778	41,723,778	198,719,781	41,723,778
7/15/2042	117,895,000	41,723,778	159,618,778	-	159,618,778
1/15/2043	-	39,102,478	39,102,478	198,721,256	39,102,478
7/15/2043	123,260,000	39,102,478	162,362,478	-	162,362,478
1/15/2044	-	36,357,528	36,357,528	198,720,006	36,357,528
7/15/2044	128,945,000	36,357,528	165,302,528	-	165,302,528
1/15/2045	-	33,418,222	33,418,222	198,720,750	33,418,222
7/15/2045	134,965,000	33,418,222	168,383,222	-	168,383,222
1/15/2046	-	30,339,641	30,339,641	198,722,863	30,339,641
7/15/2046	141,320,000	30,339,641	171,659,641		171,659,641
1/15/2047	-	27,061,619	27,061,619	198,721,259	27,061,619
7/15/2047	59,750,000	27,061,619	86,811,619	-	86,811,619
1/15/2048	-	25,656,856	25,656,856	112,468,475	25,656,856
7/15/2048	62,780,000	25,656,856	88,436,856	-	88,436,856
1/15/2049	-	24,033,994	24,033,994	112,470,850	24,033,994
7/15/2049	66,155,000	24,033,994	90,188,994	-	90,188,994
1/15/2050	-	22,277,863	22,277,863	112,466,856	22,277,863
7/15/2050	69,765,000	22,277,863	92,042,863	-	92,042,863
1/15/2051	-	20,425,813	20,425,813	112,468,675	20,425,813
7/15/2051	73,570,000	20,425,813	93,995,813	-	93,995,813
1/15/2052	-	18,472,669	18,472,669	112,468,481	18,472,669
7/15/2052	77,550,000	18,472,669	96,022,669	-	96,022,669
1/15/2053	-	16,447,006	16,447,006	112,469,675	16,447,006
7/15/2053	81,710,000	16,447,006	98,157,006	-	98,157,006
1/15/2054	-	14,312,656	14,312,656	112,469,663	14,312,656
7/15/2054	85,995,000	14,312,656	100,307,656		100,307,656
1/15/2055	-	12,162,781	12,162,781	112,470,438	12,162,781
7/15/2055	90,325,000	12,162,781	102,487,781		102,487,781
1/15/2056	-	9,981,078	9,981,078	112,468,859	9,981,078
7/15/2056	94,795,000	9,981,078	104,776,078		104,776,078
1/15/2057	-	7,691,031	7,691,031	112,467,109	7,691,031
7/15/2057	99,525,000	7,691,031	107,216,031		107,216,031
1/15/2058	-	5,252,866	5,252,866	112,468,897	5,252,866
7/15/2058	104,525,000	5,252,866	109,777,866		109,777,866
1/15/2059	-	2,691,259	2,691,259	112,469,125	2,691,259
7/15/2059	109,775,000	2,691,259	112,466,259		112,466,259
1/15/2060				112,466,259	
Total	**$ 3,074,265,000**	**$ 2,759,706,903**	**$ 5,833,971,903**	**$ 5,833,971,903**	**$ 5,833,971,903**

DEBT SERVICE FUNDING BY JURISDICTION BY FISCAL YEAR

Date	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church	Total Jurisdictional Debt Service
FY2026	33,313,773	15,428,725	15,827,808	1,779,128	—	111,721	5,626,650	176,446	72,264,250
FY2027	33,327,676	15,435,058	15,834,002	1,780,193	—	111,788	5,630,018	176,515	72,295,250
FY2028	33,337,396	15,439,511	15,838,326	1,781,010	—	111,839	5,632,604	176,565	72,317,250
FY2029	33,352,212	15,446,491	15,845,262	1,782,236	—	111,916	5,636,481	176,652	72,351,250
FY2030	33,368,409	15,454,022	15,852,903	1,783,252	—	111,980	5,639,693	176,740	72,387,000
FY2031	33,385,308	15,461,774	15,860,591	1,784,453	—	112,055	5,643,493	176,827	72,424,500
FY2032	33,412,702	15,474,561	15,873,921	1,785,717	—	112,134	5,647,488	176,976	72,483,500
FY2033	33,422,117	15,479,009	15,877,877	1,787,166	—	112,225	5,652,071	177,035	72,507,500
FY2034	33,421,855	15,478,973	15,876,833	1,788,664	—	112,320	5,656,811	177,045	72,512,500
FY2035	23,880,065	11,046,816	10,960,058	1,790,076	—	112,408	5,661,276	127,801	53,578,500
FY2036	23,899,085	11,055,628	10,968,802	1,791,513	—	112,498	5,665,820	127,903	53,621,250
FY2037	23,921,693	11,066,221	10,979,331	1,793,321	—	112,612	5,671,539	128,032	53,672,750
FY2038	23,941,864	11,075,551	10,988,588	1,794,832	—	112,707	5,676,318	128,140	53,718,000
FY2039	23,966,205	11,086,791	10,999,737	1,796,641	—	112,820	5,682,036	128,269	53,772,500
FY2040	23,992,271	11,098,809	11,011,655	1,798,560	—	112,941	5,688,108	128,406	53,830,750
FY2041	24,016,643	11,110,399	11,023,199	1,800,654	—	113,072	5,694,728	128,556	53,887,250
FY2042	24,045,588	11,123,668	11,036,347	1,802,722	—	113,202	5,701,269	128,703	53,951,500
FY2043	10,153,130	3,794,875	3,634,245	—	—	—	—	—	17,582,250
Total	**$502,157,992**	**$231,556,882**	**$234,289,485**	**$30,420,138**	**-**	**$1,910,238**	**$96,206,403**	**$2,616,611**	**$1,099,157,750**

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Appendix H – Operating Statistics

SUMMARY METRICS

	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget
Metro Overview				
Ridership	199.7M	242.1M	226.6M	269.7M
Passenger Revenue	$291.6M	$355.6M	$387.1M	$463.5M
Operating Budget % YoY Change	17.50%	2.70%	3.40%	7.00%
Crime Rate (Part 1 Crimes per Million Trips)	7.7	6.6	4.6	4.4
Metrorail Statistics				
Rail Ridership	95.8M	123.2M	113.7M	135.5M
Railcar Revenue Miles[1]	108.5M	132.3M	115.5M	117.2M
Rail Customer Satisfaction	84%	90%	89%	85%
On-Time Performance	90%	87%	89%	92%
Escalator Availability	93.60%	94.50%	94.80%	93%
Elevator Availability	98.30%	98.20%	98%	98%
Average Fare (tapped ridership only)[2]	$2.60	$2.67	$3.00	$3.04
Average Fare (tapped and non-tapped ridership)	$2.42	$2.45	$2.89	$2.95
Customer Trips with 6 Minutes or Better Service	17%	60%	70%	75%
Passengers per Train Trip (Average)	284	267	280	284
Operating Expense per Vehicle Revenue Mile ($)	$11.65	$9.86	$11.44	$12.44
Railcar Mean Distance Between Failure (mi)	26,350	31,925	27,300	29,000
Metrobus Statistics				
Bus Ridership	102.5M	117.5M	111.4M	133.1M
Bus Revenue Miles[1]	38.2M	38.5M	38.1M	38.5M
Bus Customer Satisfaction	71%	79%	75%	80%
On-Time Performance	77%	76%	76%	78%
Average Fare	$0.54	$0.43	$0.48	$0.45
Customer Trips with 12 Minutes or Better Service	41%	45%	45%	50%
Passengers per Bus Trip (Average)	19	21	25	26
Operating Expense per Vehicle Revenue Mile	$19.90	$19.92	$22.09	$22.31
Bus Mean Distance Between Failure (mi)	7,770	6,350	5,800	7,300
MetroAccess Statistics				
MetroAccess Ridership	1.4M	1.4M	1.5M	1.2M
MetroAccess Customer Satisfaction	77%	84%	71%	80%
On-Time Performance	93%	91%	88%	92%
Average Fare	$3.27	$2.92	$3.03	$3.31

1. Rail and bus revenue miles are scheduled and not actual
2. For FY2023, the average rail fare calculation includes both tapped and non-tapped ridership from July 2022 through December 2022, as this data was not separately tracked until January 2023

Metrobus Revenue Vehicle Fleet Management Plan

The Metrobus Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which Metro establishes its current and projected Metrobus revenue vehicle fleet and facilities requirements. It includes a description of revenue service planned to accommodate Metrobus ridership demand, service adjustments, as well as an assessment and projection of needs for Metrobus maintenance programs and facilities.

METROBUS OPERATING STATISTICS

		FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget
STATISTICS	Bus Miles (000s)[1]	49,843	49,556	48,555	41,049
	Revenue Bus Miles (000s)[1]	38,220	38,528	38,060	38,476
	Passengers (000s)	102,477	117,540	111,408	133,069
	Total Active Fleet[2]	1,588	1,571	1,556	1,452
	Passenger Revenue ($000s)	$55,635	$50,108	$53,703	$59,881
	Operating Revenue ($000s)	$73,222	$87,560	$67,022	$77,990
	Operating Expenses ($000s)	$760,500	$767,571	$840,621	$858,457
	Net Subsidy ($000s)[3]	$432,002	$434,696	$748,591	$769,009
RATIOS	Cost Per Bus Mile	$15.26	$15.49	$17.31	$20.91
	Passengers Per Bus (000s)	64.53	74.82	71.60	91.65
	Passengers Per Revenue Bus Mile	2.68	3.05	2.93	3.46
	Cost Per Passenger	$7.42	$6.53	$7.55	$6.45
	Subsidy Per Passenger	$4.22	$3.70	$6.72	$5.78
	Average Passenger Fare[4]	$0.54	$0.43	$0.48	$0.45
	Percentage of Cost Recovered from Passenger Revenues[5]	7.3%	6.5%	6.4%	7.0%
	Percentage of Cost Recovered from Operating Revenues[6]	9.6%	11.4%	8.0%	9.1%

1. Bus miles and revenue bus miles are scheduled and not actual
2. For FY2026, the total includes contingency buses
3. Net Subsidy includes Covid-related federal relief funds in FY2021 - FY2025
4. Average fare is lower than base fare due to the impact of the transfer discount, senior, low-income and student discounts, passes, and the temporary suspension of fare collection between March 2020 and January 2021 and fare evasion
5. Farebox Recovery ratio
6. Cost Recovery ratio

ACTIVE FLEET

Manufactured (End of Year)	Maximum Scheduled Fleet	Total Active Fleet[1]
Fiscal 2017	1,281	1,583
Fiscal 2018	1,284	1,583
Fiscal 2019	1,289	1,583
Fiscal 2020	1,278	1,583
Fiscal 2021	1,278	1,583
Fiscal 2022	1,006	1,572
Fiscal 2023	1,095	1,588
Fiscal 2024	1,095	1,571
Fiscal 2025	1,081	1,514
Fiscal 2026	1,081	1,452

1. Budgeted total active fleet at the beginning of each fiscal year; for FY2026, the total includes contingency buses

AGE OF TOTAL FLEET

Manufacturer	Fiscal Year Entered Service	Number of Buses	Average Age
Orion VII - CNG	2005	-	21
New Flyer Clean Diesel	2006	-	20
New Flyer - Compressed Natural Gas (CNG)	2007	-	19
New Flyer - Hybrid	2008	-	18
New Flyer - Hybrid	2009	2	17
New Flyer - Hybrid	2010	123	16
New Flyer - Xcelsior	2011	99	15
New Flyer - Xcelsior	2012	67	14
Orion VII - Clean Diesel	2012	-	14
Orion VII - Hybrid	2012	-	14
New Flyer - Xcelsior	2013	105	13
NAIB - Bus Rapid Transit (BRT)[1]	2014	-	12
New Flyer Xcelsior CNG	2015	30	11
New Flyer Xcelsior Hybrid	2015	50	11
New Flyer Xcelsior CNG	2016	134	10
New Flyer Xcelsior Electric	2016	-	10
New Flyer Xcelsior Hybrid	2016	81	10
New Flyer Xcelsior CNG	2018	100	8
New Flyer Xcelsior Hybrid	2018	12	8
New Flyer Xcelsior CNG	2019	75	7
New Flyer Xcelsior Diesel	2019	25	7
New Flyer Xcelsior CNG	2020	75	6
New Flyer Xcelsior Diesel	2020	35	6
New Flyer Xcelsior Diesel	2021	131	5
New Flyer Xcelsior Diesel	2022	101	4
New Flyer Xcelsior Diesel	2023	95	3
New Flyer Xcelsior Electric	2023	2	3
New Flyer Xcelsior Electric	2024	5	2
NOVA Electric	2025	5	1
To Be Determined Electric	2026	-	-
To Be Determined Hybrid	2026	100	-
Total[2]		**1,452**	**8.6**

1. Early retirement on July 1, 2025

2. Total includes contingency buses

TOTAL ACTIVE BUS FLEET SIZE BY GARAGE

Garage	FY2026 Maximum Scheduled Fleet	Total Active Fleet	Spare Ratio
Bladensburg	179	220	22.91%
Shepherd Parkway	179	210	17.32%
Western	96	113	17.71%
Four Mile Run	142	174	22.54%
Landover	141	165	17.02%
Montgomery	172	212	23.26%
Cinder Bed	64	76	18.75%
Andrews Federal Center	108	127	17.59%
Total	**1,081**	**1,297**	**19.98%**

COMPARISON OF BUS MILES[1]

(in thousands)	FY2023 Budget	FY2024 Budget	FY2025 Budget	FY2026 Budget
Total Scheduled	**48,556**	**48,268**	**47,267**	**40,000**
Bus Bridges	619	619	620	513
Special Service	94	94	94	78
Change-Offs	253	253	254	210
Yard Work	420	420	420	348
Missed Trips	(99)	(99)	(100)	(100)
Total Unscheduled	**1,288**	**1,288**	**1,288**	**1,049**
Total[2]	**49,843**	**49,556**	**48,555**	**41,049**

1. Bus miles and revenue bus miles are scheduled and not actual

2. FY2025 budget data reflects status as of the budget approval on April 25, 2024

BUS OPERATOR PAYHOURS

FY2026 Bus Operator Wages

Category	Payhours	Average Hourly Rate	Budget ($000s)
Scheduled[1]	**5,951,598**	**$39.05**	**$232,433**
Non-Scheduled[2] OT/Special Event	513,106	58.58	30,058
Standing Extra	26,989	39.05	1,054
Utility	11,018	39.05	430
Training	55,453	39.05	2,166
Miscellaneous	74,485	39.05	2,909
Guarantees	373	39.05	15
Funeral Leave	6,784	39.05	265
Jury Duty	1,233	39.05	48
Vacation	309,927	39.05	12,104
Sick	176,633	39.05	6,898
Holiday	193,008	39.05	7,538
Subtotal, Non-Scheduled	**1,369,009**		**$63,484**
Total	**7,320,607**		**$295,917**

1. Scheduled includes straight time plus overtime

2. Non-Scheduled includes overtime and special events

BUS ROUTES - REVENUE HOURS AND MILES[1]

Route	Route Name	Revenue Hours	Revenue Miles	Peak Vehicles	District of Columbia	Montgomery	Prince George's	Arlington	Alexandria (City)	Falls Church (City)	Fairfax (City)	Fairfax
A11	Huntington-Pentagon	26,209	278,740	5	0.0%	0.0%	0.0%	37.0%	50.0%	0.0%	0.0%	13.0%
A12	Ballston-Hunting Point	31,176	273,795	5	0.0%	0.0%	0.0%	55.8%	44.2%	0.0%	0.0%	0.0%
A1X	Pentagon City-Potomac Yard	24,403	237,183	6	0.0%	0.0%	0.0%	52.2%	47.8%	0.0%	0.0%	0.0%
A25	Brookville-S Fairlington	2,427	33,898	2	0.0%	0.0%	0.0%	26.6%	73.4%	0.0%	0.0%	0.0%
A27	Landmark-N Fairlington	38,811	405,370	8	0.0%	0.0%	0.0%	34.7%	65.3%	0.0%	0.0%	0.0%
A28	Landmark-Holmes Run	2,862	39,968	3	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
A40	Columbia Pike-National Landing	44,652	408,104	9	0.0%	0.0%	0.0%	82.3%	0.0%	0.0%	0.0%	17.7%
A40G	Columbia Pike-National Landing (grant)	7,826	72,088	7	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
A49	Columbia Pike-Metro Center	6,709	54,257	6	0.0%	0.0%	0.0%	74.0%	0.0%	0.0%	0.0%	26.0%
A58	Wilson Bl-Farragut Sq	60,174	425,045	12	26.7%	0.0%	0.0%	64.8%	0.0%	0.0%	0.0%	8.5%
A66	Culmore-Shirlington	16,310	180,815	4	0.0%	0.0%	0.0%	56.1%	0.0%	0.0%	0.0%	43.9%
A70	Glebe Rd	44,694	481,916	10	0.0%	0.0%	0.0%	71.0%	9.6%	0.0%	0.0%	19.4%
A71	Ballston-King St	17,057	158,805	4	0.0%	0.0%	0.0%	68.6%	31.4%	0.0%	0.0%	0.0%
A76	Carlin Springs Rd	21,673	184,694	5	0.0%	0.0%	0.0%	63.0%	19.0%	0.0%	0.0%	18.0%
A90	Mark Center-Pentagon	8,110	176,793	4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C11	S Capitol St	59,516	537,406	10	67.4%	0.0%	32.6%	0.0%	0.0%	0.0%	0.0%	0.0%
C13	MLK Av-Washington Highlands	38,679	334,889	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C15	MLK Av-Southern Av	34,118	302,633	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C17	MLK Av-Bellevue	26,823	209,712	7	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C21	Alabama Av-Benning Rd	88,223	746,033	16	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C23	Alabama Av-Division Av	24,386	183,006	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C25	Pomeroy Rd-Skyland	23,878	179,055	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C26	Stanton Rd-Skyland (assigned to C25)	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C27	Congress Hts-Naylor Rd	42,131	324,908	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C29	Anacostia-Southern Av	25,022	236,752	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C31	Minnesota Av	96,011	765,265	20	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C33	Sheriff Rd	10,561	86,540	3	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C35	Mayfair-Hillcrest	29,164	242,306	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C37	Lincoln Hts-Potomac Av	48,279	412,057	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C41	Bladensburg Rd	87,778	635,727	20	83.7%	0.0%	16.3%	0.0%	0.0%	0.0%	0.0%	0.0%
C43	Maryland Av	7,918	43,563	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C51	U St-Anacostia	62,688	411,908	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C53	U St-Congress Heights	112,252	787,514	23	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C55	L'Enfant Plaza-Union Station	19,907	183,327	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C57	U St-Capitol Heights	4,796	44,317	3	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C61	Tenleytown-Brookland	66,376	470,864	11	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C63	Deanwood-Brookland	22,145	218,245	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C71	18th St-Ivy City	30,151	212,986	7	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C75	Takoma-Petworth	16,977	132,155	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C77	Takoma-Fort Totten	3,575	28,003	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

C81	Military Rd	34,086	310,586	7	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C83	Barnaby Woods	8,617	78,778	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C85	Nebraska Av-Foxhall	6,482	66,805	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C87	16th St-Tenleytown	8,670	79,679	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C91	Georgetown-LeDroit Park	19,233	113,037	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D10	Pennsylvania Av	63,372	496,918	13	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D1X	Pennsylvania Av Express	27,991	266,740	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D20	H St	63,876	449,379	11	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D24	E Capitol St	33,783	300,740	9	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D2X	H St Express	17,466	164,675	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D30	N Capitol St	57,252	404,025	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D32	Rhode Island Av-Ft Lincoln	37,473	268,615	11	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D34	Edgewood-Avondale	34,382	259,698	8	81.6%	0.0%	18.4%	0.0%	0.0%	0.0%	0.0%	0.0%
D36	K St-Ivy City	34,395	259,134	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D40	7th St-Georgia Av	82,230	541,956	14	89.5%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D44	11th St	35,892	237,701	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D4X	7th St-Georgia Av Express	59,138	414,274	16	89.5%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D50	14th St	69,311	439,423	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D5X	14th St Express	65,150	413,120	22	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D60	16th St	69,851	616,939	13	94.1%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D6X	16th St Express	51,385	480,664	18	94.4%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D70	Connecticut Av	30,408	235,834	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D72	Connecticut Av-Mt Pleasant	43,195	248,265	16	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D74	Foggy Bottom-Brookland	54,376	321,863	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D80	Wisconsin Av-Union Station	83,293	606,071	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D82	Wisconsin Av-Foggy Bottom (assigned to D80)	0	0	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D90	Massachusetts Av	22,995	198,775	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D94	MacArthur Bl-Gallery Place	35,884	245,265	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D96	Massachusetts Av-Bethesda	37,136	284,781	9	80.4%	19.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
F1X	Richmond Hwy Express	45,851	543,591	10	0.0%	0.0%	0.0%	0.0%	12.7%	0.0%	0.0%	87.3%
F19	Mt Vernon	5,071	74,903	5	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	50.0%
F20	Leesburg Pike	114,269	1,028,688	19	0.0%	0.0%	0.0%	6.4%	33.1%	12.3%	0.0%	48.2%
F23	Little River Tpk-George Mason	24,182	280,775	5	0.0%	0.0%	0.0%	0.0%	31.6%	0.0%	17.5%	50.9%
F24	Little River Tpk-Vienna	24,467	284,105	5	0.0%	0.0%	0.0%	0.0%	30.5%	0.0%	12.9%	56.6%
F26	Annandale-Seven Corners	12,663	150,377	3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
F28	Kings Park West	4,673	96,545	5	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
F29	Braddock Rd	4,153	83,324	6	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
F44	Columbia Pike-Pentagon	23,458	275,503	5	0.0%	0.0%	0.0%	39.3%	0.0%	0.0%	0.0%	60.7%
F50	Washington Bl	28,773	294,090	9	0.0%	0.0%	0.0%	25.6%	0.0%	7.5%	21.1%	45.7%
F60	Arlington Bl-Fair Oaks	56,900	598,587	10	0.0%	0.0%	0.0%	16.9%	0.0%	0.0%	9.0%	74.1%
F62	Pershing Dr-Arlington Bl	29,254	297,328	6	0.0%	0.0%	0.0%	47.0%	0.0%	0.0%	0.0%	53.0%
F64	Jermantown Rd	8,380	76,597	2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
F81	Burke Centre	8,141	175,851	6	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
F83	Cardinal Forest	2,791	46,066	3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
F85	Little River Tpk-Pentagon	4,719	81,611	5	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

M12	University Bl	84,792	881,262	21	0.0%	85.4%	14.6%	0.0%	0.0%	0.0%	0.0%	0.0%
M20	Georgia Av-Silver Spring	40,407	410,285	12	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
M22	Bethesda-Olney	47,661	555,897	9	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
M42	Randolph Rd-College Park	41,077	241,174	10	0.0%	54.6%	45.4%	0.0%	0.0%	0.0%	0.0%	0.0%
M44	Randolph Rd-Hyattsville Cross	36,706	215,368	8	0.0%	65.2%	34.8%	0.0%	0.0%	0.0%	0.0%	0.0%
M52	Colesville Rd-Burtonsville	29,110	377,384	8	0.0%	91.9%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%
M54	Colesville Rd-Greencastle	24,801	320,843	9	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
M60	New Hampshire Av	63,768	746,540	12	12.6%	75.7%	11.7%	0.0%	0.0%	0.0%	0.0%	0.0%
M6X	New Hampshire Av Express	8,839	82,117	6	16.8%	58.8%	24.4%	0.0%	0.0%	0.0%	0.0%	0.0%
M70	East West Hwy-Old Georgetown	57,847	604,372	13	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
M82	River Rd-Falls Rd	18,936	366,517	4	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P10	Baltimore Av	27,590	240,519	5	22.3%	0.0%	77.7%	0.0%	0.0%	0.0%	0.0%	0.0%
P12	Laurel-Greenbelt	14,133	232,354	3	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P14	Kenilworth Av	16,719	199,753	5	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P15	Riggs Rd-Adelphi (assigned to P16)	0	0	0	9.7%	8.2%	82.1%	0.0%	0.0%	0.0%	0.0%	0.0%
P16	Riggs Rd-White Oak	36,342	430,068	10	9.7%	8.2%	82.1%	0.0%	0.0%	0.0%	0.0%	0.0%
P1X	Baltimore Av Express	49,736	352,717	9	21.9%	0.0%	78.1%	0.0%	0.0%	0.0%	0.0%	0.0%
P20	Greenbelt Rd-New Carrollton	27,118	312,901	5	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P21	Hanover Pkwy-New Carrollton	19,216	242,643	4	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P24	Good Luck Rd	13,478	182,480	4	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P30	New Carrollton-Silver Spring	77,467	671,137	14	0.0%	27.2%	72.8%	0.0%	0.0%	0.0%	0.0%	0.0%
P31	New Carrollton-Langley Park	24,275	281,302	4	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P32	Greenbelt-Fort Totten	24,721	239,931	6	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P33	Queens Chapel Rd	11,983	149,697	3	25.6%	0.0%	74.4%	0.0%	0.0%	0.0%	0.0%	0.0%
P35	New Carrollton-Fort Totten	12,432	140,225	4	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P40	Annapolis Rd	54,293	535,747	9	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P41	Landover Rd	35,716	463,125	7	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P42	Chillum Rd-New Carrollton	33,157	438,031	8	5.0%	0.0%	95.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P60	MLK Hwy-Suitland	57,708	688,404	11	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P61	Glenarden-Suitland	28,469	380,676	6	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P62	Branch Av-Deanwood	23,783	360,513	7	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P63	Central Av-Naylor Rd	13,289	144,939	4	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P66	Forestville-Suitland	15,440	187,098	3	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P72	Central Av-Bowie	20,103	257,374	6	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P73	Central Av-Trade Zone	9,876	143,278	5	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P87	Brinkley Rd	17,498	259,471	4	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P90	St Barnabas Rd	34,496	347,435	7	0.0%	0.0%	82.5%	0.0%	10.4%	0.0%	0.0%	0.0%
P93	Suitland-Birchwood	74,603	835,912	12	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P94	Suitland-National Harbor (assigned to P93)	0	0	0	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P96	Suitland-Oxon Hill	30,569	451,520	5	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
P97	Fort Washington	11,253	172,192	6	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total[2]		**4,188,925**	**38,475,527**									

1. Revenue bus miles are scheduled and not actual

2. Total excludes DC School Capacity of 13,772 Revenue Hours, 118,598 Revenue Miles, and 12 Peak vehicles allocated to District of Columbia

Metrorail Operating Statistics and Revenue Vehicle Fleet Management Plan

This appendix contains the detailed rail operating statistics supporting the FY2026 budgeted Metrorail service, as well the Metrorail Revenue Vehicle Fleet Management Plan. The Metrorail Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which Metro establishes its current and projected Metrorail revenue vehicle fleet size requirements and operating spare ratio. It documents how service goals are applied to existing and forecast levels of ridership to establish fleet requirements for Metrorail service, as well as how these requirements are affected by vehicle maintenance needs, expansions of the Metrorail system, and other factors affecting the operation of the system. Additionally, it documents the key challenges Metro faces in meeting its service and maintenance goals.

METRORAIL OPERATING STATISTICS

		FY2023 Actual[1]	FY2024 Actual	FY2025 Budget	FY2026 Budget
STATISTICS[3] (000s)	Railcar Miles[2] (in 000s)	110,216	134,022	117,164	$118,936
	Revenue Service Miles[2] (in 000)	108,502	132,308	115,450	$117,222
	Passengers[3]	95,813	123,166	113,713	135,462
	Passenger Revenue	$231,417	$301,440	$328,909	$399,606
	Operating Revenue	$303,115	$380,935	$416,028	$482,068
	Operating Expense	$1,263,906	$1,304,889	$1,320,496	$1,458,550
	Net Subsidy[4]	$581,560	$640,224	$835,807	$962,085
RATIOS	Passengers Per Revenue Service Mile	0.88	0.93	0.98	1.16
	Cost Per Total Railcar Mile	$11.47	$9.74	$11.27	$12.26
	Cost Per Passenger	$13.19	$10.59	$11.61	$10.77
	Subsidy Per Passenger	$6.07	$5.20	$7.35	$7.10
	Average Passenger Fare[5]	$2.42	$2.45	$2.89	$2.95
	Percentage of Operating Cost Recovered from Passenger Revenues[6]	18.3%	23.1%	24.9%	27.4%
	Percentage of Operating Cost Recovered from all Operating Revenues[7]	24.0%	29.2%	31.5%	33.1%

1. Beginning in FY2023, statistics include Silver Line Phase 2 revenue service
2. Railcar miles and revenue service miles are scheduled and not actual
3. FY2026 Budget includes non-tapped ridership of 3.9 million
4. Net Subsidy includes Covid-related federal relief funds in FY2021 - FY2025
5. Average Passenger Fare Ratio reflects inclusion of non-tap ridership
6. Farebox Recovery ratio
7. Cost Recovery ratio

RAILCAR MILES

(in thousands)	Total Service			
Metrorail Line	**FY2023**	**FY2024**	**FY2025**	**FY2026**
Red Line	29,692	34,952	33,676	32,750
Blue Line	14,998	16,924	16,318	13,959
Orange Line	14,023	18,301	14,328	14,723
Yellow Line	11,687	11,326	7,914	8,117
Green Line	13,432	24,349	22,686	20,534
Silver Line	21,975	24,661	17,833	24,443
Scheduled Revenue Service Miles	**105,806**	**130,513**	**112,754**	**114,526**
Unscheduled Revenue Service Miles	**2,696**	**1,795**	**2,696**	**2,696**
Sub-Total Revenue Service Miles	**108,502**	**132,308**	**115,450**	**117,222**
Start-Up/Car Testing	214	214	214	214
Revenue Collection	750	750	750	750
Other	750	750	750	750
Total[1]	**110,216**	**134,022**	**117,164**	**118,936**

1. Service Plan for FY2026 are based on the following hours of service: Monday - Thursday from 5:00 a.m. - midnight; Friday from 5.00 a.m. - 2:00 a.m.; Saturday from 6:00 a.m. - 2:00 a.m.; and Sunday from 6:00 a.m. - midnight

PAY HOURS FOR RAIL OPERATORS

Category	Payhours	Average Hourly Rate	Budget
Scheduled Full Time	1,297,162	$41.33	$53,605,479
Car Testing / Start Up	0	$0.00	$0
Interlocking Pay Hours	81,304	$49.57	$4,030,170
Subtotal	1,378,466		$57,635,649
Non-Scheduled Overtime / Special Event	235,712	$62.72	$14,783,203
Standing Extra	4,159	$41.33	$171,861
Utility	63,574	$41.33	$2,627,194
Training / Retraining	40,062	$41.33	$1,655,573
Miscellaneous	9,012	$41.33	$372,429
Funeral / Other	1,630	$41.33	$67,351
Vacation	99,595	$41.33	$4,115,783
Sick	56,228	$41.33	$2,323,649
Holiday	50,169	$41.33	$2,073,249
Subtotal	**560,141**		**28,190,292**
Total	**1,938,607**		**$85,825,941**

PAY HOURS FOR STATION MANAGERS

	Payhours	Average Hourly Rate	Budget
Scheduled Full Time	1,030,519	$43.52	$44,850,866
Subtotal	**1,030,519**		**$44,850,866**
Non-Scheduled Overtime / Special Event	168,375	65.28	10,992,193
Standing Extra	7,464	43.52	324,849
Utility	3,946	43.52	171,724
Training / Retraining	13,370	43.52	581,901
Miscellaneous	5,523	43.52	240,374
Funeral / Other	1,211	43.52	52,701
Vacation	73,616	43.52	3,203,971
Sick	34,805	43.52	1,514,802
Holiday	32,881	43.52	1,431,063
Subtotal	**341,191**		**$18,513,579**
Total	**1,371,710**		**$63,364,445**
Grand Total - Rail Operators and Station Managers			**$149,190,386**

RAIL PEAK PERIOD SERVICE LEVELS[1]

Metrorail Line	FY2023	FY2024	FY2025	FY2026
Red Line	Glenmont / Shady Grove	Glenmont / Shady Grove	Glenmont / Shady Grove	Glenmont / Shady Grove
Blue Line	Franconia-Springfield / Downtown Largo	Franconia-Springfield / Downtown Largo	Franconia-Springfield / Downtown Largo	Franconia-Springfield / Downtown Largo
Orange Line	New Carrollton / Vienna	New Carrollton / Vienna	New Carrollton / Vienna	New Carrollton / Vienna
Yellow Line	Huntington / Greenbelt	Huntington / Mt Vernon Sq	Huntington / Mt Vernon Sq	Huntington / Mt Vernon Sq
Yellow Line	-	-	-	Huntington / Greenbelt
Green Line	Branch Ave / Greenbelt	Branch Ave / Greenbelt	Branch Ave / Greenbelt	Branch Ave / Greenbelt
Silver Line	Ashburn / Downtown Largo	Ashburn / Downtown Largo	Ashburn / Downtown Largo	Ashburn / Downtown Largo
Silver Line	-	-	-	Ashburn / New Carrollton
		Rush Hour Trains		
Red Line	31	31	31	34
Blue Line	15	15	15	15
Orange Line	14	19	15	14
Yellow Line	12	11	11	16
Green Line	12	19	19	19
Silver Line	21	21	21	22
Gap	8	8	8	8
Total	**113**	**124**	**120**	**128**

RAIL SCHEDULED HEADWAYS

		Total Service			
		FY2023	FY2024	FY2025	FY2026
		Rush Hour Headways[1]			
Red Line	Silver Spring to Grosvenor Strathmore	-	-	-	-
Orange Line	Vienna / New Carrollton	10	7.5	10	10
Blue Line	Downtown Largo / Franconia Springfield	10	10	10	10
Green Line	Greenbelt / Branch Ave	10	6	6	6
Yellow Line	Huntington / Greenbelt	10	-	-	12
Yellow Line	Huntington to Mt Vernon Sq	-	6	6	12
Silver Line	Wiehle-Reston East / Downtown Largo	10	-	-	-
Silver Line	Ashburn / Stadium Armory	-	-	-	0
Silver Line[2]	Ashburn / New Carrollton	-	-	-	20
Non-Rush Hour Headways[3]		**Weekday Non-Rush / Saturday / Sunday / Late Night**			
Red Line	Silver Spring to Grosvenor	-	-	-	-
Orange Line	Vienna / New Carrollton	12 / 12 / 12 / 15	10 / 10 / 10 / 15	12 / 12 / 12 / 15	12 / 12 / 12 / 15
Blue Line	Downtown Largo/ Franconia Springfield	12 / 12 / 12 / 15	12 / 12 / 12 / 15	12 / 12 / 12 / 15	12 / 12 / 12 / 15
Green Line	Greenbelt / Branch Ave	12 / 12 / 12 / 15	6 / 6 / 6 / 7.5	6 / 8 / 8 / 8	6 / 8 / 8 / 8
Yellow Line	Huntington /Greenbelt	12 / 12 / 12 / 15	-	-	12 / 16 / 16 / 16
Yellow Line	Huntington to Mt Vernon Sq	-	6 / 6 / 6 / 7.5	6 / 8 / 8 / 8	12 / 16 / 16 / 16
Silver Line	Wiehle-Reston East / Downtown Largo	12 / 12 / 12 / 15	-	-	-
Silver Line	Ashburn / Downtown Largo	-	12 / 12 / 12 / 15	12 / 12 / 12 / 15	24 / 24 / 24 / 30
Silver Line	Ashburn / New Carrollton	-	-	-	24 / 24 / 24 / 30

Average Combined Headways for Key Segments for FY2025

		Rush Hour Headways	Weekday Mid-day	Saturday	Sunday
Red Line	Silver Spring to Grosvenor Strathmore	4 to 5	6	6	6
Orange / Blue / Silver	Rosslyn to Stadium-Armory	3	4	4	4
Green / Yellow Lines	L'Enfant Plaza to Mt Vernon Sq	3	3	4	4
Blue / Yellow Lines	King St-Old Town to Pentagon	3.75	4	4.8	4.8

1. Headways are defined as the distance between Metrorail trains and are measured in minutes. Rush hour headways are in place weekdays 7-9 a.m. and 4-6 p.m.

2. Additional service provided during peak periods in FY2026 on the Red and Silver lines to address crowding

3. For FY2023-FY2026: Non-rush hour headways by line operate Monday through Friday in the early morning, mid-day, and evening periods until 9:30 p.m.; Saturday and Sunday non-rush headways are from opening until 9:30 p.m.

RAIL SERVICE LEVELS SCHEDULED

	Total Service			
	FY2023	**FY2024**	**FY2025**	**FY2026**
Peak Scheduled Railcars				
Red Line	248	248	248	254
Orange Line	112	152	120	112
Blue Line	120	120	120	100
Green Line	96	152	152	114
Yellow Line	96	88	66	96
Silver Line	168	168	126	172
Gap	64	64	64	64
Total Scheduled Railcars	**904**	**992**	**896**	**912**
Spares[1]	184	200	180	220
Revenue Collections	4	4	4	4
Total Car Requirement	**1,092**	**1,196**	**1,080**	**1,136**
Hours of Operation				
Weekday	19	19	19	19
Friday	20	20	20	21
Saturday	18	18	18	20
Sunday	17	17	17	18
Days of Operation				
Weekday	251	249	250	250
Saturday	57	58	58	58
Sunday	57	59	57	57

1. Spares represent approximately 20 percent of scheduled railcars

RAILCAR FLEET PROFILE

Manufacturer	Series	Purchase Years	Original Number Purchased	Number Owned	Number for Service[1]
Rohr Industries	1000	1976 - 1981	300	2	-
Breda Construzioni Ferroviarie	2000	1983 - 1984	76	76	-
Breda Construzioni Ferroviarie	3000	1984 - 1988	290	276	276
Breda Construzioni Ferroviarie	4000	1992 - 1994	100	2	-
Construcciones y Auxiliar de Ferrocarriles, S.A. (CAF)	5000	2001 - 2004	192	2	-
Alstom	6000	2006 - 2008	184	184	180
Kawasaki	7000	2015 - 2020	748	748	748
Total			**1,890**	**1,290**	**1,204**

1. Eight vehicles are dedicated for revenue collection. All 1000-Series, 4000-Series, and 5000-Series vehicles have been decommissioned. Decommissioning of the 2000-Series is currently in progress

RAIL SERVICE LEVELS

	Total Service			
	FY2024	FY2025	FY2026	FY2026
Cars per Train - Rush Hour		**Six-Car / Eight Car**		
Red Line	- / 31	- / 31	- / 31	9 / 25
Orange Line	- / 14	- / 19	- / 15	- / 14
Blue Line	- / 15	- / 15	- / 15	10 / 5
Green Line	- / 12	- / 19	- / 19	19 / -
Yellow Line	- / 12	- / 11	11 / -	16 / -
Silver Line	- / 21	- / 21	21 / -	2 / 20
Gap	- / 8	- / 8	- / 8	- / 8
Cars per Train - Weekday		**Base / Night**		
Red Line	8 / 8	8 / 8	8 / 8	7.5 / 7.5
Orange Line	8 / 8	8 / 8	8 / 8	8 / 8
Blue Line	8 / 8	8 / 8	8 / 8	6.7 / 6.7
Green Line	8 / 8	8 / 8	8 / 8	6 / 6
Yellow Line	8 / 8	8 / 8	6 / 6	6 / 6
Silver Line	8 / 8	8 / 8	6 / 6	8 / 8

RAILCAR FLEET STORAGE CAPACITY

Location	Existing Storage Capacity	Total Railcars Owned	Net Storage Capacity
Alexandria	176	176	-
Branch Ave	174	124	50
Brentwood	90	48	42
Dulles	168	112	56
Glenmont	132	132	-
Greenbelt	270	210	60
Largo	38	38	-
New Carrollton	120	120	-
Shady Grove	166	166	-
West Falls Church	188	164	24
Total	**1,522**	**1,290**	**232**

SEQUENCE OF METRORAIL OPENINGS

Line	Segment	Stations	Miles	Date
Red	Farragut North to Rhode Island Ave	5	4.6	3/29/1976
Red	Gallery Place	1	-	12/15/1976
Red	To DuPont Circle	1	1.1	1/17/1977
Blue/Orange	Ronald Reagan Washington National Airport to Stadium-Armory	17	11.8	7/1/1977
Red	To Silver Spring	4	5.7	2/6/1978
Orange	To New Carrollton	5	7.4	11/20/1978
Orange	To Ballston - MU	4	3	12/1/1979
Blue	To Addison Rd	3	3.6	11/22/1980
Red	To Van Ness - UDC	3	2.1	12/5/1981
Yellow	Gallery Place to Pentagon	1	3.3	4/30/1983
Blue	To Huntington	4	4.2	12/17/1983
Red	To Grosvenor - Strathmore	5	6.8	8/25/1984
Red	To Shady Grove	4	7	12/15/1984
Orange	To Vienna	4	9.1	6/7/1986
Red	To Wheaton	2	3.2	9/22/1990
Green	To U St	3	1.7	5/11/1991
Blue	To Van Dorn St	1	3.9	6/15/1991
Green	To Anacostia	3	2.9	12/28/1991
Green	To Greenbelt	4	7	12/11/1993
Blue	To Franconia-Springfield	1	3.3	6/29/1997
Red	To Glenmont	1	1.4	7/25/1998
Green	Columbia Heights to Fort Totten	2	2.9	9/18/1999
Green	To Branch Ave	5	6.5	1/13/2001
Red	NoMa-Gallaudet U	1	-	11/20/2004
Blue	To Downtown Largo	2	3.2	12/18/2004
Silver	To Wiehle-Reston East	5	11.6	7/26/2014
Silver	To Ashburn	6	11.4	11/15/2022
Blue/Yellow	Potomac Yard	1	-	5/19/2023

MetroAccess Revenue Vehicle Fleet Management Plan

The MetroAccess Revenue Vehicle Fleet Management Plan is a tool that provides information, analysis, and recommendations about the anticipated growth in paratransit ridership, and the current and projected revenue vehicle requirements for MetroAccess to meet the demand as well as an assessment and projection of needs for paratransit vehicle maintenance.

METROACCESS OPERATING STATISTICS

		FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget
STATISTICS	MetroAccess - Dedicated Fleet	759	754	661	661
	Van Miles (000s)	27,196	28,546	16,525	18,600
	Miles / Van	35,831	37,859	25,000	28,139
	Passengers (000s)[1]	1,394	1,397	1,481	1,197
	Passengers Per Van [2]	2,767	2,045	2,241	1,810
	Passenger Revenue ($000s)	$4,558	$4,078	$4,489	$3,968
	Operating Revenue ($000s)	$4,603	$4,147	$4,555	$4,082
	Total Operating Expense ($000s)	$173,135	$185,055	$174,053	$181,438
	Net Subsidy ($000s)	$159,611	$177,330	$168,167	$174,786
RATIOS	Cost Per Passenger	$124.19	$132.47	$117.52	$151.62
	Subsidy Per Passenger	$114.49	$126.94	$113.54	$146.06
	Percentage of Cost Recovered from Revenues [3]	2.7%	2.2%	2.6%	2.2%

1. The FY2026 MetroAccess budget includes 1,433 million trips for Access Alternative Services - of which Abilities-Ride comprises the majority - and 1,197 million dedicated MetroAccess trips, for a total of 2,630 million budgeted trips
2. Please note that due to a calculation error, the Passengers Per Van figure for FY2025 was misreported in previous budget books
3. Cost Recovery ratio

METROACCESS STATISTICS – FLEET

Fleet	FY2023 Actual	FY2024 Actual	FY2025 Budget	FY2026 Budget
Vans	532	527	434	509
Sedans	227	227	227	152
Total	**759**	**754**	**661**	**661**
Spare Ratio	15.0%	15.0%	15.0%	15.0%

METROACCESS STATISTICS – VEHICLES

Manufacturer	Fiscal Year Entered Service	Number of Vehicles	Vehicle Type
Ford Transit	2019	20	High Roof Van
Toyota Camry	2021	101	Sedan
Toyota Camry	2023	50	Sedan
Chrysler Voyager	2023	23	Mini Van
Chrysler Voyager	2025	185	Mini Van
Dodge ProMaster	2025	50	High Capacity Van
Toyota Camry	2025	1	Sedan
Chrysler Voyager	2026	181	Mini Van
Dodge ProMaster	2026	50	High Capacity Van

Appendix I – Performance Data

Key Performance Indicators and Major Accomplishments

Metro tracks progress against its Strategic Transformation Plan (STP) goals and objectives through a series of authority-wide key performance indicators (KPI). Metro has established both annual goals and overall STP goals which represent the desired level of performance by 2028. Metric progress and success are evaluated based on improvements toward targets.

Metro management regularly discusses progress against targets through a series of internal "STAT" meetings held monthly or quarterly. Staff also have access to reports and dashboards to monitor performance and drill down into results. Leadership reports publicly to the Board and its committees regularly on each metric, and in July 2024 launched the Open Data Hub on WMATA.com with links to MetroPulse (real-time performance information on Metrobus and Metrorail), the Service Excellence Dashboard (daily information on on-time performance, missed trips, prediction availability and accuracy, and elevator and escalator availability), the Ridership Data Portal (detailed information about Metrobus and Metrorail ridership), and quarterly and annual performance reports.

While progress toward each KPI is an authority-wide mission, key organizations are identified for each specific KPI. The four tables in this section present each of our KPIs by STP Goal and include our baseline measure, the current result, the timing for the current result, our FY2025 target, our STP target and the key organizations associated with each KPI. The table below provides the abbreviations used in the KPI tables.

OPS	Operations	FIN	Finance
INF	Infrastructure	DMOD	Digital Modernization
SAF	Safety & Readiness	L&C	Legal & Compliance
P&P	Planning & Performance	HC	Human Capital
CXT	Customer Experience & Transformation	COMM	Communication & Customer Service

During FY2025, Metro has achieved significant progress in each of its four STP goals. In addition to our KPIs, this section identifies key major accomplishments in support of each goal.

Metro's Major Accomplishments in Support of Service Excellence

- Launched the Better Bus Network, the biggest overhaul in Metrobus history. Installed more than 500 new bus signs throughout the region.
- Replaced MyMTPD Text Tips with a newer application to enhance MTPDs ability to respond to customer-generated alerts, improving safety and security
- Launched Tap. Ride. Go., Metro's modernized fare payment program enabling customers to pay fares using credit or debit cards, building on earlier initiatives such as mobile wallet and smart watch payments; developed supporting fare policies and collections infrastructure to improve payment compliance and expand system accessibility
- Completed successful reactivation of Automatic Train Operation (ATO) on the Red Line. WMATA returned to operating at design speeds throughout the Red Line
- Completed Rail Operator Platform Monitor Installations in support of Inauguration at 6 stations (L'Enfant, Gallery Place, Smithsonian, Union Station, Fort Totten, and Metro Center)
- Completed 14 Switch Machine Replacements, 8 Cable Replacements (Cross Bond and Multi-Conductor Cables, four High Current Bond Replacements, 17 Cable Meggering/Insulation Tests as part of State of Good Repair program
- Completed full rail system scanning and modeling to enhance wayfinding for riders with visual impairment
- Developed reliable data tools and provided essential technical resources to support researchers and analysts, fostering a robust data science environment; refined quantitative models to forecast, optimize, and improve service delivery

SERVICE EXCELLENCE: KEY PERFORMANCE INDICATORS

Metric	FY23 Result	FY24 Result	FY25 Q1-Q2 Result	FY25 Target	FY28 Target	Key Organization
Goal 1: Service Excellence						
General Customer Satisfaction						
Metrorail	84%	90%	89%	≥85%	≥85%	OPS, INF, CXT
Metrobus	71%	79%	75%	≥75%	≥85%	OPS, CXT
MetroAccess	77%	84%	71%	≥79%	≥85%	OPS
Objective 1A: Safety and security						
Part 1 Crime Rate	7.7	6.6	4.4	≤7.8	Trend toward 0	OPS, SAF
Transit Worker assault rate	n/a	45.0	47.5	≤46.2	Trend toward 0	OPS
Customer Dissatisfaction: Safety from crime						
Metrorail	17%	9%	7%	≤16%	≤10%	OPS
Metrobus	17%	15%	13%	≤14%	≤10%	OPS
Customer Injury Rate	24.4	27.2	27.6	≤24.0	Trend toward 0	OPS, INF, SAF
Employee Injury Rate	7.3	6.3	6.8	≤6.0	Trend toward 0	OPS, INF, SAF
Crowding						
Metrorail	2.5%	0.7%	0.8%	≤5.0%	≤5.0%	OPS, P&P
Metrobus	0.5%	3.7%	3.3%	≤5.0%	≤5.0%	OPS, P&P
Objective 1B: Reliability						
On-time Performance						
Metrorail	88%	87.3%	87.5%	≥91%	≥95%	OPS, INF
Metrobus	77%	76.4%	75.5%	≥78%	≥80%	OPS
MetroAccess	92.7%	91.3%	87.7%	≥92%	≥92%	OPS
Percent of service delivered						
Metrorail (vs. schedule)	97.3%	98.8%	97.8%	≥97.0%	≥99%	OPS
Metrobus (vs. schedule)	98.6%	98.3%	97.8%	≥98.0%	≥98%	OPS
MetroAccess	99.13%	98.8%	97.5%	≥99.25%	≥99.25%	OPS
Percent of Metrorail planned service delivered		82.9%	89.9%	≥85%	≥92.0%	INF
Elevator Availability	98.3%	98.2%	98.4	≥97.7%	≥98.0%	INF
Escalator Availability	93.6%	94.5%	94.8	≥93%	≥93.0%	INF
Objective 1C: Convenience						
Accuracy of Real-Time Arrival Information						
Metrorail	97.2%	96.7%	97.7%	≥97%	TBD	OPS, DMOD
Metrobus	86.6%	85.5%	89.3%	≥86.5%	≥88%	OPS, DMOD
Availabiliity of real-time bus arrival information	93.7%	92.0%	93.0%	≥93%	TBD	OPS
Customer Satisfaction: Cleanliness						
Metrorail	61%	68%	73%	≥64%	≥80%	OPS
Metrobus	71%	62%	63%	≥70%	≥80%	OPS
Last-mile connectivity / bicycle access	1.4%	n/a	n/a	≥3.5%	≥3.5%	FIN, P&P

Metric for “Accuracy of real-time arrival information: MetroAccess” is still under development and will be included in the next report.

TALENTED TEAMS: KEY PERFORMANCE INDICATORS

Metric	FY23 Result	FY24 Result	FY25 (Jul-Dec) Result	FY25 Target	FY28 Target	Key Organization
Goal 2: Talented Teams						
Staff perception of WMATA as great place to work	1	-2	n/a	≥1	≥14	HC
Objective 2A: Recruitment and retention						
Time to hire (days)	129	119	129*	≤111	≤90	HC
Voluntary turnover rate	2.8%	2.6%	0.0	≤2.85%	≤2.0%	HC
Objective 2B: Engagement, empowerment, and recognition						
Staff sentiment about working for WMATA in the future	81%	81%	n/a	Improve	≥90%	HC
Staff perception of empowerment	44%	46%	n/a	Improve	≥65%	CXT
Staff perception of collaboration	24%	29%	n/a	Improve	≥65%	CXT
Staff perception of process efficiency	35%	32%	n/a	Improve	≥60%	CXT, FIN
Staff perception of duplication of activity	24%	22%	n/a	Improve	≥65%	DMOD
Staff perception of recognition	44%	42%	n/a	Improve	≥60%	CXT
Objective 2C: Professional and technical skill development						
Involuntary turnover rate	1.6%	2.0%	2.20%	≤1.5%	≤1.5%	HC
Staff perception of learning and development	52%	51%	n/a	Improve	≥75%	SAF

Staff perception metrics are collected annually in June via an organization-wide employee survey, so FY25 results will be available in July 2025. Metrics for "Offer Acceptance", "Workforce Demographics", "Absenteeism Rate", and "Internal Customer Satisfaction" are still under development and will be included in the next report.

*Time to hire results include preliminary data from December.

Metro's Major Accomplishments in Support of Talented Teams

- Assisted with development and implementation of staff training modules to support new Public Communications Coordinator role, transitioning Customer Call Center operational responses to MICC Communications Section in full support of designed support model
- Launched the development and deployment of Enterprise Data and Analytics Infrastructure funded by a USDOT SMART Grant awarded July 1, 2024. This project will promote a more efficient workforce by centralizing data from across the authority into an integrated environment for use by analysts across Metro
- Conducted and completed three successor Collective Bargaining negotiations with minimal disruption
- Partnered with Recruit Military – a leading organization dedicated to connecting veterans with career opportunities
- Implemented WMATA's police academy with the first-class starting October 2024
- Hosted two industry events to share best practices: the international Community of Metros and the UITP Annual Metropolitan Railways Conference, attracting over 100 transit senior leaders from 23 countries
- Launched the Mandatory Training Dashboard in collaboration with the ELM team promoting transparency and completion of mandatory training
- Successfully completed Phase 1 of the implementation of a multi-year Electronic Health Records (EHR) System, designed to effectively monitor employee health and wellness
- Held a Metro hiring event in April 2025 to accelerate the hiring process for 17 key positions

REGIONAL OPPORTUNITY AND PARTNERSHIP: KEY PERFORMANCE INDICATORS

Metric	FY23 Result	FY24 Result	FY25 Q1-Q2 Result	FY25 Target	FY28 Target	Key Organization
Goal 3: Regional opportunity and partnership						
Monthly ridership	16.6M	21.0M	21.3M	21.2M	TBD	P&P
Objective 3A: Regional network and partner service optimization						
Frequent Service						
Metrorail	17%	60.0%	FY24 Q1/Q2	60%	≥75%	P&P
Metrobus	41%	45.0%	FY24 Q1/Q2	43%	≥50%	P&P
Destination access	233,500	274,300	FY24 Q1/Q2	215,600	≥ +10%	P&P
Percent of transit mode share	4.8% (CY22)	6.4% (CY23)	n/a	7.5%	≥7%	P&P
Reduced fare program active users	0	7200	10,000	11,200	≥30,000	FIN, P&P
Objective 3B: Community partnership and engagement						
Inclusive contracting	23% (FFY23)	7% (FFY24)	n/a	21%	≥21%	FIN
Transit-oriented development on Metrorail properties	0	2	3	5	≥20 *by 2032*	FIN

Metrics for "Transit-oriented development in high-capacity bus corridors" and "Community engagement" are still under development and will be included in the next report.

Metro's Major Accomplishments in Support of Regional Opportunity and Partnership

- Accelerated Joint Development through numerous partnerships and engagements including construction of more than 1,900 house units support by $100 million from Amazon's House Equity Fund, issued joint development solicitations at six stations and processed seven unsolicited joint development proposals
- Began installation of automated teller machines (ATMs) in Metro stations and opened retail at Metro's L'Enfant headquarters, both generating non-passenger operating revenue
- Awarded contracts for a systemwide upgrade of bike parking equipment that will be installed in FY2026
- The Advanced DAS Station Testing was completed for 91 stations to identify coverage lapse in support of activation of 700/800 MHZ. WMATA progressed the physical readiness of all 12 stations sites for Arlington County 800 MHz activation
- Added 12 lane miles of bus lanes across the region, including seven lane miles on Georgia Avenue in Maryland, improving travel time and reliability for bus customers and enhancing operational safety for bus operators
- Hosted two industry events to share best practices: the international Community of Metros and the UITP Annual Metropolitan Railways Conference, attracting over 100 transit senior leaders from 23 countries

FINANCIAL STEWARDSHIP AND RESOURCE MANAGEMENT: KEY PERFORMANCE INDICATORS

Metric	FY23 Result	FY24 Result	FY25 Q1-Q2 Result	FY25 Target	FY28 Target	Key Organization
Goal 4: Financial Stewardship and Resource Management						
Percent of projected service funded	100%	100%	100%	100%	100%	FIN, P&P
Percent of capital plan funded	94%	98%	65%	≥95%	≥95%	FIN, P&P
Operating budget utilization	97.6%	97.3%	102.3%	95% to 100%	95% to 100%	FIN, OPS
Capital budget utilization	99.5%	87.6%	88.9% (forecast)	≥95%	≥95%	FIN, INF
Objective 4A: Financial Stewardship						
Bond Rating	AA	AA	AA	Investment grade	Investment grade	FIN
Percent of revenue from non-fare, non-subsidy sources	4.1%	5.2%	5.10%	4.3%	5-10%	FIN, CXT
Percent of operating budget for reserves	0%	0%	0%	Toward 10%	10%	FIN
Operating Expenses Per Vehicle Revenue Mile						
Metrorail	$19.84	$12.90	$11.81	$11.44	Index to growth	FIN, OPS
Metrobus	$15.26	$20.19	$17.31	$22.09		FIN, OPS
Fare Evasion						
Metrorail	13.0%	8.6%	3.5%	3.7%	Toward 0	OPS, P&P
Metrobus	65%	72%	75%	67%	Toward 0	OPS, P&P
Non-revenue fleet	1,492	1,427	1,413	1,405	TBD	OPS, INF
Objective 4B: Energy and Resource Efficiency						
Regional emissions avoidance	7.347M	9.305M	n/a	TBD	TBD	OPS, P&P
Emissions intensity	2.39	2.12	n/a	2.30	0 by 2050	OPS, P&P
Water intensity	0.81	0.7	n/a	<1	<1	OPS, P&P
Percent of carbon-free electricity	35%	33%	n/a	33%	100% by 2033	OPS, P&P
Percent of Fleet that is Zero-Emission						
Metrobus	<1%	<1%	<1%	<1%	100% by 2042	OPS, P&P
Paratransit	0%	0%	0%	0%	100% by 2050	OPS, P&P
Non-revenue	<1%	<1%	<1%	<1%	100% by 2050	OPS, P&P
Number of facilities with high-performance certifications	11	13	15	16	18 by 2028	INF, P&P

Metric for "Percentage growth in unfunded responsibilities" is still under development and will be included in a future report.

Metro's Major Accomplishments in Support of Financial Stewardship and Resource Management

- Partnered with Amazon Business to reduce material costs and enhance product delivery times
- Restructured the operating subsidy formula and implemented an enhanced budgeting process that incorporates a second-year financial forecast
- Reduced spending for contracted outreach services by 20–50% by using in-house forces and MIP program
- Successfully issued WMATA Second Lien Series 2024A Bonds, providing critical funding for capital investments
- Received a clean audit opinion on Metro's FY2024 Financial Statements for the tenth consecutive year and on the FY2024 Single Audit for the ninth consecutive year. FY2024 also marked the fifth straight year with no new or repeat audit findings.
- Registered the MetroPulse trademark with the USPTO and successfully enforced WMATA's trademarks
- Launched the Contractor Management Dashboard to support reporting, compliance, and audit objectives

FY2022–FY2024

CUSTOMER SATISFACTION

Calendar Year	Fiscal Year	Quarter	Metrorail Customer Satisfaction	Metrobus Customer Satisfaction	MetroAccess Customer Satisfaction
2021	2022	Q1	91.0%	87.0%	87.0%
2021	2022	Q2	73.0%	72.0%	82.0%
2022	2022	Q3	68.0%	64.0%	85.0%
2022	2022	Q4	69.0%	69.0%	83.0%
2022	2023	Q1	73.0%	74.0%	79.0%
2022	2023	Q2	80.0%	75.0%	78.0%
2023	2023	Q3	79.0%	73.0%	75.0%
2023	2023	Q4	84.0%	71.0%	77.0%
2023	2024	Q1	85.0%	75.0%	81.0%
2023	2024	Q2	88.0%	77.0%	77.0%
2024	2024	Q3	77.0%	74.0%	76.0%
2024	2024	Q4	90.0%	79.0%	84.0%

Customer satisfaction measures are calculated quarterly.

CRIME RATE

Year	Month	Rail Crimes	Parking Lot Crimes	Bus Crimes	Bus Stop Crimes	Other Crimes	Total Crimes	Rail Crime Rate	Bus Crime Rate	Total Crime Rate
2021	Jul	37	8	14	2	0	65	9.6	2.8	6.2
2021	Aug	45	7	4	0	0	57	12.0	0.7	5.5
2021	Sep	47	4	9	1	0	61	10.2	1.5	5.2
2021	Oct	55	14	15	2	0	86	13.5	2.4	7.0
2021	Nov	52	9	12	0	0	75	13.9	1.8	6.7
2021	Dec	53	13	10	2	0	83	15.7	1.8	7.6
2022	Jan	47	4	8	0	1	61	15.4	1.7	7.6
2022	Feb	35	3	4	1	1	45	9.9	0.9	4.8
2022	Mar	36	11	11	0	0	61	8.0	1.5	4.6
2022	April	34	9	9	1	0	54	6.9	1.4	4.0
2022	May	68	4	12	1	0	88	11.6	1.6	6.2
2022	Jun	76	11	9	2	0	99	12.5	1.4	6.6
2022	Jul	52	21	12	1	1	90	10.9	1.7	6.2
2022	Aug	56	12	10	3	1	83	10.3	1.6	5.5
2022	Sep	72	10	10	1	0	94	12.1	1.2	6.0
2022	Oct	57	12	17	3	1	93	9.6	2.3	5.8
2022	Nov	62	14	16	3	0	96	11.4	2.3	6.4
2022	Dec	59	22	11	1	0	95	12.8	1.6	6.8
2023	Jan	64	49	12	3	0	133	14.3	2.0	8.5
2023	Feb	81	59	4	1	2	150	18.7	0.6	9.7
2023	Mar	84	61	17	3	0	168	14.5	2.2	8.7
2023	April	88	55	18	1	1	169	14.9	2.2	9.2
2023	May	71	65	11	2	0	158	13.5	1.4	8.0
2023	Jun	82	46	21	1	0	151	12.6	2.4	7.8
2023	Jul	67	74	17	1	3	165	13.8	2.0	8.5
2023	Aug	84	66	15	1	0	167	15.3	1.7	8.6
2023	Sep	79	47	19	2	2	149	12.4	2.1	7.4
2023	Oct	88	43	17	3	0	154	11.9	1.9	7.2
2023	Nov	81	34	20	2	0	140	11.6	2.4	7.3
2023	Dec	77	45	20	0	2	147	14.2	2.3	8.5
2024	Jan	81	36	13	1	1	137	13.1	1.5	7.6
2024	Feb	78	31	27	1	0	139	11.4	3.0	7.3
2024	Mar	60	16	18	0	0	94	6.5	1.8	4.4
2024	April	48	25	18	2	0	94	6.3	1.9	4.3
2024	May	56	27	16	3	2	104	7.4	1.7	4.6
2024	Jun	67	30	14	0	0	112	9.0	1.4	5.3

EMPLOYEE AND CUSTOMER ASSAULT RATE

Year	Month	Rail Employees Assaulted	Rail Customers Assaulted	Bus Employees Assaulted	Bus Customers Assaulted	Access Employees Assaulted	Access Customers Assaulted	Rail NTD-Reportable Assault Rate	Bus NTD-Reportable Assault Rate	Access NTD-Reportable Assault Rate	Total Customer & Employee Assault Rate
2021	Jul	0	3	1	3	0	0	4.9	14.6	0.0	6.7
2021	Aug	0	2	0	3	0	0	3.4	10.2	0.0	4.8
2021	Sep	3	1	0	2	0	0	5.2	6.3	0.0	4.7
2021	Oct	0	4	0	2	0	0	7.5	6.1	0.0	5.8
2021	Nov	1	2	0	3	0	0	9.6	9.8	0.0	7.8
2021	Dec	1	6	0	2	0	0	19.4	6.4	0.0	10.9
2022	Jan	0	4	2	2	0	0	11.9	15.4	0.0	11.1
2022	Feb	0	5	1	3	0	0	15.2	12.8	0.0	11.4
2022	Mar	2	2	1	3	0	0	10.0	12.2	0.0	8.9
2022	April	1	6	0	3	0	0	17.7	9.6	0.0	11.4
2022	May	0	6	2	3	0	0	14.4	15.7	0.0	12.2
2022	Jun	3	1	2	1	0	0	9.5	10.5	0.0	8.0
2022	Jul	1	5	1	2	0	0	14.5	10.1	0.0	10.4
2022	Aug	1	3	2	1	0	0	8.7	8.8	0.0	7.3
2022	Sep	1	2	2	3	0	0	6.1	16.0	0.0	8.3
2022	Oct	1	1	0	4	0	0	3.6	12.2	0.0	5.7
2022	Nov	0	2	0	4	0	0	3.4	12.5	0.0	5.6
2022	Dec	0	6	0	5	0	0	9.6	15.7	0.0	10.0
2023	Jan	3	6	0	6	0	0	13.3	19.6	0.0	13.2
2023	Feb	1	3	0	6	0	0	6.5	19.9	0.0	9.4
2023	Mar	0	1	1	5	0	0	1.4	18.3	0.0	5.7
2023	April	3	7	0	3	0	0	13.6	9.8	0.0	10.9
2023	May	1	4	1	2	0	0	6.8	9.5	0.0	6.6
2023	Jun	3	3	0	4	0	0	7.5	12.8	0.0	7.9
2023	Jul	0	11	1	5	0	0	13.3	18.9	0.0	13.0
2023	Aug	3	5	0	6	0	0	9.9	18.2	0.0	10.7
2023	Sep	6	5	0	5	0	0	13.1	16.1	0.0	12.2
2023	Oct	2	3	1	5	0	0	5.8	18.6	0.0	8.1
2023	Nov	3	4	0	0	0	0	8.5	0.0	0.0	5.4
2023	Dec	2	4	2	7	0	0	7.1	28.1	0.0	11.4
2024	Jan	0	2	0	8	0	0	2.3	24.4	0.0	7.5
2024	Feb	1	4	1	9	0	0	6.5	32.4	0.0	12.2
2024	Mar	2	0	0	4	0	0	2.3	12.5	0.0	4.5
2024	April	3	5	0	5	0	0	10.0	15.4	0.0	10.1
2024	May	2	0	3	1	1	0	2.4	12.1	6.2	5.3
2024	Jun	1	5	4	2	0	0	8.1	18.0	0.0	9.9

CUSTOMER PERCEPTION / SATISFACTION: SAFETY FROM CRIME

Calendar Year	Fiscal Year	Quarter	Rail Customer Satisfaction with Safety from Crime	Bus Customer Satisfaction with Safety from Crime	Rail Customer Disatisfaction with Safety from Crime	Bus Customer Disatisfaction with Safety from Crime
2023	2023	Q3	53.0%	62.0%	16.0%	16.0%
2023	2023	Q4	57.0%	60.0%	17.0%	17.0%
2023	2024	Q1	52.0%	59.0%	21.0%	16.0%
2023	2024	Q2	56.0%	64.0%	17.0%	14.0%
2024	2024	Q3	59.0%	57.0%	16.0%	15.0%
2024	2024	Q4	67.0%	66.0%	9.0%	15.0%

Customer satisfaction measures are calculated quarterly.
This question began to be included on the survey in FY22.

CUSTOMER INJURY RATE

Year	Month	Rail Customer Injuries	Bus Customer Injuries	MetroAccess Customer Injuries	Total Customer Injuries	Rail Customer Injury Rate	Bus Customer Injury Rate	MetroAccess Customer Injury Rate	Total Customer Injury Rate
2021	Jul	10	27	1	38	16.3	98.5	6.3	36.4
2021	Aug	3	9	3	15	5.1	30.5	18.0	14.3
2021	Sep	10	15	1	26	12.9	47.5	5.8	20.6
2021	Oct	8	11	3	22	14.9	33.7	16.7	21.1
2021	Nov	9	15	2	26	28.8	48.8	13.1	33.7
2021	Dec	6	11	3	20	16.6	35.1	20.2	24.3
2022	Jan	15	4	2	21	44.5	15.4	16.3	29.2
2022	Feb	12	9	3	24	36.6	28.7	20.3	30.4
2022	Mar	13	11	1	25	32.4	33.6	5.8	27.7
2022	April	14	18	1	33	35.5	57.4	5.9	37.6
2022	May	14	12	0	26	33.7	37.6	0.0	28.7
2022	Jun	8	11	1	20	18.9	38.6	6.1	22.9
2022	Jul	6	15	2	23	14.5	50.7	12.7	26.5
2022	Aug	9	24	2	35	19.6	70.2	12.1	36.3
2022	Sep	7	25	4	36	14.3	79.9	25.0	37.5
2022	Oct	7	17	3	27	12.6	51.8	18.6	25.8
2022	Nov	9	12	3	24	15.2	37.6	19.4	22.6
2022	Dec	2	11	2	15	3.2	34.4	13.2	13.7
2023	Jan	7	14	2	23	10.3	45.7	13.1	20.3
2023	Feb	9	13	3	25	14.5	43.0	20.5	23.4
2023	Mar	9	15	0	24	12.4	45.9	0.0	19.7
2023	April	14	14	1	29	19.0	45.6	6.6	24.3
2023	May	16	18	2	36	21.8	56.9	11.9	29.5
2023	Jun	5	16	2	23	6.3	51.2	12.5	18.1
2023	Jul	11	19	2	32	13.3	59.7	12.8	24.5
2023	Aug	13	14	1	28	16.0	42.4	5.8	21.3
2023	Sep	13	36	0	49	15.4	116.2	0.0	37.2
2023	Oct	11	18	3	32	12.8	55.8	17.5	23.7
2023	Nov	13	18	1	32	15.7	57.9	6.3	24.7
2023	Dec	12	18	0	30	14.2	56.2	0.0	22.8
2024	Jan	17	21	2	40	19.7	64.0	13.3	29.8
2024	Feb	7	13	0	20	9.1	42.2	0.0	16.3
2024	Mar	6	19	5	30	7.0	59.3	31.5	22.5
2024	April	23	19	4	46	28.8	58.5	25.1	35.9
2024	May	13	26	2	41	15.8	78.7	12.5	31.2
2024	Jun	21	21	0	42	28.2	62.9	0.0	34.5

EMPLOYEE INJURY RATE

Year	Month	Rail Employee Injuries	Bus Employee Injuries	All Other Employee Injuries	Total Employee Injuries	Rail Employee Injury Rate	Bus Employee Injury Rate	All Other Employee Injury Rate	Total Employee Injury Rate
2021	Jul	16	46	4	66	3.5	17.2	2.1	7.2
2021	Aug	15	44	10	69	3.2	16.2	5.1	7.4
2021	Sep	13	35	6	54	2.9	12.9	3.1	5.9
2021	Oct	22	35	10	67	4.8	12.7	5.4	7.2
2021	Nov	17	41	8	66	3.8	14.9	4.5	7.3
2021	Dec	19	44	5	68	4.2	15.9	2.9	7.5
2022	Jan	29	29	8	66	6.4	10.9	4.5	7.3
2022	Feb	16	29	9	54	3.6	10.8	5.1	6.1
2022	Mar	13	46	6	65	2.5	14.9	2.8	6.3
2022	April	18	42	7	67	3.8	14.5	3.6	7.0
2022	May	17	52	7	76	3.5	17.6	3.6	7.7
2022	Jun	8	37	13	58	1.6	12.5	6.6	5.9
2022	Jul	17	36	4	57	3.6	12.3	2.1	6.0
2022	Aug	24	44	11	79	4.6	14.3	5.3	7.6
2022	Sep	12	40	8	60	2.4	13.6	4.1	6.0
2022	Oct	20	41	9	70	3.9	13.9	4.5	7.0
2022	Nov	15	46	7	68	3.1	15.9	3.6	7.0
2022	Dec	25	35	8	68	5.1	11.8	4.1	6.9
2023	Jan	17	37	11	65	3.4	12.2	5.7	6.5
2023	Feb	19	38	8	65	4.0	13.5	4.4	6.9
2023	Mar	19	54	11	84	3.4	16.7	4.9	7.6
2023	April	22	59	12	93	4.3	19.6	6.0	9.2
2023	May	15	45	14	74	2.8	14.0	6.3	6.8
2023	Jun	26	54	11	89	5.1	17.5	4.7	8.4
2023	Jul	22	39	10	66	4.4	12.5	4.2	6.4
2023	Aug	13	40	7	60	2.5	12.2	2.7	5.4
2023	Sep	16	54	11	81	3.3	17.9	4.7	8.0
2023	Oct	17	51	4	72	3.4	16.6	1.6	6.8
2023	Nov	12	31	4	47	2.5	10.4	1.8	4.7
2023	Dec	10	33	8	51	2.1	10.8	3.8	5.1
2024	Jan	14	42	7	63	2.7	13.1	3.1	5.9
2024	Feb	19	31	6	56	3.9	10.3	2.8	5.6
2024	Mar	17	40	6	63	3.3	12.7	2.7	6.0
2024	April	15	42	7	64	2.9	13.4	3.1	6.1
2024	May	19	50	13	82	3.6	15.6	5.7	7.6
2024	Jun	11	60	6	77	2.2	19.9	2.9	7.7

RAIL CROWDING

Year	Month	Total Rail Passenger Minutes	Crowded Rail Passenger Minutes	% Rail Crowding
2021	Jul	32,490,903	178,207	0.5%
2021	Aug	29,998,507	7,496	0.0%
2021	Sep	34,180,785	5,383	0.0%
2021	Oct	35,279,121	131,423	0.4%
2021	Nov	31,432,293	60,924	0.2%
2021	Dec	30,326,628	22,245	0.1%
2022	Jan	24,262,195	31,965	0.1%
2022	Feb	28,594,413	12,250	0.0%
2022	Mar	44,855,897	182,159	0.4%
2022	April	47,510,848	339,936	0.7%
2022	May	47,321,157	437,838	0.9%
2022	Jun	52,069,729	741,575	1.4%
2022	Jul	48,078,246	843,900	1.8%
2022	Aug	48,736,300	306,964	0.6%
2022	Sep	49,056,357	499,875	1.0%
2022	Oct	51,416,870	423,601	0.8%
2022	Nov	53,448,526	347,466	0.7%
2022	Dec	51,298,270	187,126	0.4%
2023	Jan	60,423,967	471,789	0.8%
2023	Feb	57,295,110	479,945	0.8%
2023	Mar	76,331,533	853,576	1.1%
2023	April	72,679,789	569,169	0.8%
2023	May	75,481,893	357,056	0.5%
2023	Jun	67,266,770	398,472	0.6%
2023	Jul	75,530,963	669,992	0.9%
2023	Aug	74,371,731	368,305	0.5%
2023	Sep	76,966,220	301,197	0.4%
2023	Oct	83,385,711	549,377	0.7%
2023	Nov	76,636,523	920,209	1.2%
2023	Dec	64,832,351	154,701	0.2%
2024	Jan	67,007,773	217,382	0.3%
2024	Feb	71,198,204	481,947	0.7%
2024	Mar	87,252,675	445,553	0.5%
2024	April	87,543,249	883,729	1.0%
2024	May	85,569,413	577,992	0.7%
2024	Jun	80,349,984	836,080	1.0%

BUS CROWDING

Year	Month	Total Bus Passenger Minutes	Crowded Bus Passenger Minutes	% Bus Crowding
2021	Jul	71,218,393	292,017	0.4%
2021	Aug	74,706,939	430,226	0.6%
2021	Sep	81,706,526	1,214,772	1.5%
2021	Oct	86,431,802	1,357,071	1.6%
2021	Nov	80,840,855	1,256,876	1.6%
2021	Dec	77,017,342	995,906	1.3%
2022	Jan	44,182,576	1,005,456	2.3%
2022	Feb	63,679,807	891,921	1.4%
2022	Mar	82,196,935	1,278,174	1.6%
2022	April	82,228,093	1,265,228	1.5%
2022	May	85,304,211	1,657,386	1.9%
2022	Jun	87,047,753	1,438,521	1.7%
2022	Jul	83,285,803	1,028,604	1.2%
2022	Aug	93,268,360	1,370,612	1.5%
2022	Sep	99,463,941	3,202,120	3.2%
2022	Oct	99,075,929	2,909,879	2.9%
2022	Nov	92,753,345	2,352,861	2.5%
2022	Dec	85,995,927	1,858,473	2.2%
2023	Jan	91,629,918	2,097,339	2.3%
2023	Feb	85,533,776	2,090,055	2.4%
2023	Mar	100,758,411	2,746,454	2.7%
2023	April	96,252,254	2,494,279	2.6%
2023	May	105,349,059	3,269,623	3.1%
2023	Jun	99,087,590	2,522,607	2.5%
2023	Jul	94,937,445	1,911,742	2.0%
2023	Aug	103,014,003	2,434,931	2.4%
2023	Sep	110,029,148	5,419,127	4.9%
2023	Oct	117,051,079	5,779,860	4.9%
2023	Nov	105,720,977	4,810,459	4.6%
2023	Dec	101,384,389	3,698,874	3.6%
2024	Jan	98,328,708	3,672,184	3.7%
2024	Feb	108,975,086	5,017,876	4.6%
2024	Mar	109,042,576	3,655,375	3.4%
2024	April	109,366,034	3,354,352	3.1%
2024	May	113,774,288	3,999,029	3.5%
2024	Jun	104,761,202	3,692,761	3.5%

RAIL ON-TIME PERFORMANCE

Year	Month	Total trips	On-Time Trips	<5 min late trips	5-10 min late trips	>10 min late trips	% On Time
2021	Jul	4,267,161	3,847,934	250,013	83,590	85,624	90.2%
2021	Aug	3,994,648	3,668,942	197,456	63,298	64,952	91.8%
2021	Sep	4,632,510	4,303,082	210,778	58,290	60,360	92.9%
2021	Oct	4,680,482	3,585,799	487,168	278,363	329,152	76.6%
2021	Nov	4,041,022	2,824,428	682,714	310,167	223,713	69.9%
2021	Dec	3,868,253	2,896,788	607,515	230,689	133,261	74.9%
2022	Jan	3,015,001	2,015,289	544,259	252,200	203,253	66.8%
2022	Feb	3,531,355	2,542,143	625,822	226,834	136,556	72.0%
2022	Mar	5,344,263	3,982,498	893,836	297,023	170,906	74.5%
2022	April	5,686,555	4,323,819	895,621	299,719	167,396	76.0%
2022	May	5,629,341	4,285,243	888,057	277,423	178,618	76.1%
2022	Jun	6,356,906	5,780,646	354,685	114,433	107,142	90.9%
2022	Jul	6,098,139	5,633,722	277,176	92,311	94,930	92.4%
2022	Aug	6,080,691	5,577,667	305,466	93,092	104,466	91.7%
2022	Sep	6,304,727	5,725,449	363,681	96,082	94,074	90.8%
2022	Oct	6,663,634	6,068,705	396,527	99,893	98,508	91.1%
2022	Nov	6,272,763	5,571,496	436,299	130,557	134,406	88.8%
2022	Dec	5,950,352	5,228,005	436,925	144,041	141,381	87.9%
2023	Jan	6,480,866	5,862,008	392,530	110,147	116,181	90.5%
2023	Feb	6,212,971	5,541,879	427,742	120,773	110,530	89.2%
2023	Mar	8,309,234	7,282,529	659,632	191,340	173,058	87.6%
2023	April	7,905,309	6,909,395	628,674	176,434	187,064	87.4%
2023	May	8,274,091	7,369,917	609,008	159,272	135,894	89.1%
2023	Jun	8,178,835	7,289,653	589,917	159,907	139,358	89.1%
2023	Jul	7,624,183	6,705,538	588,096	169,033	161,514	88.0%
2023	Aug	8,046,825	7,072,655	604,347	186,537	183,286	87.9%
2023	Sep	8,437,825	7,491,519	602,926	173,045	170,335	88.8%
2023	Oct	9,108,725	7,828,436	758,263	254,151	267,875	85.9%
2023	Nov	8,175,867	6,933,755	730,632	257,825	253,655	84.8%
2023	Dec	7,016,180	5,959,609	669,709	199,582	187,280	84.9%
2024	Jan	7,516,501	6,586,817	600,290	175,153	154,241	87.6%
2024	Feb	8,195,105	7,105,779	649,410	221,123	218,793	86.7%
2024	Mar	10,258,041	9,054,781	780,959	220,499	201,802	88.3%
2024	April	10,343,095	9,176,774	752,681	217,369	196,271	88.7%
2024	May	10,115,370	9,038,423	704,491	197,945	174,511	89.4%
2024	Jun	9,794,754	8,412,848	906,436	240,645	234,825	85.9%

BUS ON-TIME PERFORMANCE

Year	Month	Early Timepoints	Late Timepoints	On-Time Timepoints	Total Timepoints	% Early	% Late	% On Time
2021	Jul	201,937	202,875	1,427,444	1,832,256	11.0%	11.1%	77.9%
2021	Aug	210,218	231,692	1,512,200	1,954,110	10.8%	11.9%	77.4%
2021	Sep	195,648	273,736	1,565,574	2,034,958	9.6%	13.5%	76.9%
2021	Oct	214,186	286,384	1,660,738	2,161,308	9.9%	13.3%	76.8%
2021	Nov	205,107	250,739	1,564,428	2,020,274	10.2%	12.4%	77.4%
2021	Dec	211,408	262,993	1,578,775	2,053,176	10.3%	12.8%	76.9%
2022	Jan	no data	no data	no data	no data	no data	no data	no data
2022	Feb	185,019	161,127	1,153,265	1,499,411	12.3%	10.7%	76.9%
2022	Mar	212,479	265,972	1,638,615	2,117,066	10.0%	12.6%	77.4%
2022	April	196,557	282,377	1,636,363	2,115,297	9.3%	13.3%	77.4%
2022	May	186,788	284,532	1,611,084	2,082,404	9.0%	13.7%	77.4%
2022	Jun	192,690	276,288	1,542,980	2,011,958	9.6%	13.7%	76.7%
2022	Jul	214,761	262,639	1,680,538	2,157,938	10.0%	12.2%	77.9%
2022	Aug	203,451	282,091	1,675,255	2,160,797	9.4%	13.1%	77.5%
2022	Sep	176,929	341,436	1,582,600	2,100,965	8.4%	16.3%	75.3%
2022	Oct	201,408	320,794	1,634,866	2,157,068	9.3%	14.9%	75.8%
2022	Nov	222,113	290,939	1,620,035	2,133,087	10.4%	13.6%	75.9%
2022	Dec	237,528	281,447	1,672,532	2,191,507	10.8%	12.8%	76.3%
2023	Jan	225,223	267,978	1,736,305	2,229,506	10.1%	12.0%	77.9%
2023	Feb	211,186	245,298	1,594,504	2,050,988	10.3%	12.0%	77.7%
2023	Mar	225,533	311,507	1,784,993	2,322,033	9.7%	13.4%	76.9%
2023	April	199,149	312,042	1,673,104	2,184,295	9.1%	14.3%	76.6%
2023	May	195,310	351,465	1,737,467	2,284,242	8.6%	15.4%	76.1%
2023	Jun	192,427	303,473	1,610,755	2,106,655	9.1%	14.4%	76.5%
2023	Jul	209,885	273,196	1,676,240	2,159,321	9.7%	12.7%	77.6%
2023	Aug	215,411	305,353	1,759,949	2,280,713	9.4%	13.4%	77.2%
2023	Sep	165,872	362,562	1,599,860	2,128,294	7.8%	17.0%	75.2%
2023	Oct	186,714	353,952	1,678,216	2,218,882	8.4%	16.0%	75.6%
2023	Nov	205,705	317,199	1,622,372	2,145,276	9.6%	14.8%	75.6%
2023	Dec	225,708	309,693	1,672,417	2,207,818	10.2%	14.0%	75.7%
2024	Jan	215,778	291,084	1,642,612	2,149,474	10.0%	13.5%	76.4%
2024	Feb	197,599	292,229	1,638,210	2,128,038	9.3%	13.7%	77.0%
2024	Mar	194,028	319,355	1,767,007	2,280,390	8.5%	14.0%	77.5%
2024	April	188,094	322,387	1,745,316	2,255,797	8.3%	14.3%	77.4%
2024	May	178,950	376,021	1,739,136	2,294,107	7.8%	16.4%	75.8%
2024	Jun	181,085	330,695	1,616,911	2,128,691	8.5%	15.5%	76.0%

No data in January 2022 due to schedule change to adjust to Omicron wave preventing data collection.

ACCESS ON-TIME PERFORMANCE

Year	Month	On-Time Stops	Late Stops	Total Stops	% On-Time
2021	Jul	92,617	4,228	96,845	95.6%
2021	Aug	94,333	5,569	99,902	94.4%
2021	Sep	95,142	7,078	102,220	93.1%
2021	Oct	98,842	8,071	106,913	92.5%
2021	Nov	94,152	7,105	101,257	93.0%
2021	Dec	90,933	6,533	97,466	93.3%
2022	Jan	70,770	4,414	75,184	94.1%
2022	Feb	83,355	4,811	88,166	94.5%
2022	Mar	99,313	6,254	105,567	94.1%
2022	April	97,703	7,081	104,784	93.2%
2022	May	96,615	6,824	103,439	93.4%
2022	Jun	93,176	6,426	99,602	93.5%
2022	Jul	93,205	5,992	99,197	94.0%
2022	Aug	97,822	8,555	106,377	92.0%
2022	Sep	97,006	7,326	104,332	93.0%
2022	Oct	98,470	7,558	106,028	92.9%
2022	Nov	93,696	8,752	102,448	91.5%
2022	Dec	91,855	9,179	101,034	90.9%
2023	Jan	96,464	6,446	102,910	93.7%
2023	Feb	89,559	6,943	96,502	92.8%
2023	Mar	102,240	8,215	110,455	92.6%
2023	April	94,014	6,929	100,943	93.1%
2023	May	104,272	8,037	112,309	92.8%
2023	Jun	99,234	7,793	107,027	92.7%
2023	Jul	93,395	8,277	101,672	91.9%
2023	Aug	103,533	8,544	112,077	92.4%
2023	Sep	95,352	10,481	105,833	90.1%
2023	Oct	103,168	9,553	112,721	91.5%
2023	Nov	95,008	9,386	104,394	91.0%
2023	Dec	93,022	8,583	101,605	91.6%
2024	Jan	93,157	8,032	101,189	92.1%
2024	Feb	90,776	9,830	100,606	90.2%
2024	Mar	95,192	9,255	104,447	91.1%
2024	April	94,524	8,169	102,693	92.0%
2024	May	95,295	8,882	104,177	91.5%
2024	Jun	81,419	9,437	90,856	89.6%

Updated standard for on-time pickup in FY24.

RAIL PLANNED SERVICE DELIVERY

Year	Month	Rail Budgeted Trips	Rail Scheduled Trips	Rail Actual Trips	% Rail Delivered Trips (vs budgeted)	% Rail Delivered Trips (vs scheduled)	Rail Budgeted Stops	Rail Scheduled Stops	Rail Actual Stops	% Rail Delivered Stops (vs budgeted)	% Rail Delivered Stops (vs scheduled)
2023	Jul	53,516	45,090	44,195	82.6%	98.0%	1,263,156	1,067,003	1,026,281	81.2%	96.2%
2023	Aug	54,256	44,754	44,353	81.7%	99.1%	1,279,264	1,033,719	1,006,437	78.7%	97.4%
2023	Sep	52,000	44,580	44,164	84.9%	99.1%	1,225,000	1,062,698	1,038,696	84.8%	97.7%
2023	Oct	53,740	45,912	45,149	84.0%	98.3%	1,268,912	1,093,711	1,058,296	83.4%	96.8%
2023	Nov	51,864	44,014	43,676	84.2%	99.2%	1,224,588	1,039,067	1,010,021	82.5%	97.2%
2023	Dec	53,516	44,855	44,452	83.1%	99.1%	1,260,424	1,048,495	1,021,371	81.0%	97.4%
2024	Jan	53,740	47,295	46,180	85.9%	97.6%	1,268,912	1,104,224	1,059,418	83.5%	95.9%
2024	Feb	50,416	42,675	42,274	83.9%	99.1%	1,190,736	1,008,538	977,720	82.1%	96.9%
2024	Mar	53,808	47,015	46,728	86.8%	99.4%	1,267,752	1,122,856	1,095,661	86.4%	97.6%
2024	April	52,448	45,665	45,554	86.9%	99.8%	1,236,512	1,084,116	1,061,309	85.8%	97.9%
2024	May	54,032	47,269	46,553	86.2%	98.5%	1,273,508	1,120,821	1,082,575	85.0%	96.6%
2024	Jun	51,708	44,512	44,091	85.3%	99.1%	1,220,404	1,018,172	987,335	80.9%	97.0%

BUS PLANNED SERVICE DELIVERY

Year	Month	Bus Scheduled Trips	Bus Missed Trips	% Bus Service Delivered	Avg Scheduled Trips per Day	Avg Missed Trips per Day
2023	Jul	369,143	5,554	98.5%	11,908	179
2023	Aug	383,356	4,506	98.8%	12,366	145
2023	Sep	359,810	4,934	98.6%	11,994	164
2023	Oct	372,889	5,872	98.4%	12,029	189
2023	Nov	359,308	5,061	98.6%	11,977	169
2023	Dec	367,912	6,787	98.2%	11,868	219
2024	Jan	372,810	9,850	97.4%	12,026	318
2024	Feb	350,483	5,194	98.5%	12,086	179
2024	Mar	372,160	5,453	98.5%	12,005	176
2024	April	368,003	5,461	98.5%	12,267	182
2024	May	376,975	6,600	98.2%	12,160	213
2024	Jun	352,788	7,531	97.9%	11,760	251

ELEVATOR AVAILABILITY

Year	Month	Total Elevator Revenue Hours	Total Elevator Outage Hours	Elevator Availability
2021	Jul	142,040	3,895	97.3%
2021	Aug	149,990	4,112	97.3%
2021	Sep	149,520	5,365	96.4%
2021	Oct	158,646	3,858	97.6%
2021	Nov	153,988	3,647	97.6%
2021	Dec	157,824	3,000	98.1%
2022	Jan	158,098	3,007	98.1%
2022	Feb	144,900	3,150	97.8%
2022	Mar	160,356	2,821	98.2%
2022	April	155,112	2,735	98.2%
2022	May	159,804	3,008	98.1%
2022	Jun	151,178	2,667	98.2%
2022	Jul	155,657	3,031	98.1%
2022	Aug	156,186	3,341	97.9%
2022	Sep	156,050	4,347	97.2%
2022	Oct	161,160	3,385	97.9%
2022	Nov	165,690	2,647	98.4%
2022	Dec	179,421	3,093	98.3%
2023	Jan	178,607	2,224	98.8%
2023	Feb	160,766	1,334	99.2%
2023	Mar	177,961	1,625	99.1%
2023	April	168,207	1,688	99.0%
2023	May	181,839	2,536	98.6%
2023	Jun	180,368	4,195	97.7%
2023	Jul	184,843	4,421	98.2%
2023	Aug	185,797	4,007	98.1%
2023	Sep	179,733	3,261	98.2%
2023	Oct	185,157	3,752	98.0%
2023	Nov	180,284	3,319	98.2%
2023	Dec	185,747	4,038	97.8%
2024	Jan	186,378	4,353	97.7%
2024	Feb	174,191	2,826	98.4%
2024	Mar	185,747	3,314	98.2%
2024	April	180,284	2,785	98.5%
2024	May	186,704	1,758	99.1%
2024	Jun	179,327	2,742	98.5%

ESCALATOR AVAILABILITY

Year	Month	Total Escalator Revenue Hours	Total Escalator Outage Hours	Escalator Availability
2021	Jul	323,208	19,776	93.9%
2021	Aug	341,298	23,747	93.0%
2021	Sep	342,160	24,064	93.0%
2021	Oct	354,927	26,405	92.6%
2021	Nov	343,280	25,147	92.7%
2021	Dec	353,088	21,643	93.9%
2022	Jan	353,701	25,439	92.8%
2022	Feb	323,400	24,882	92.3%
2022	Mar	357,896	28,119	92.1%
2022	April	346,192	23,836	93.1%
2022	May	356,664	25,829	92.8%
2022	Jun	334,952	23,295	93.0%
2022	Jul	344,875	25,009	92.7%
2022	Aug	346,029	25,524	92.6%
2022	Sep	342,208	24,757	92.8%
2022	Oct	355,769	24,227	93.2%
2022	Nov	353,799	23,761	93.3%
2022	Dec	373,358	24,526	93.4%
2023	Jan	372,185	23,254	93.8%
2023	Feb	336,718	21,148	93.7%
2023	Mar	373,091	20,370	94.5%
2023	April	347,803	20,002	94.2%
2023	May	374,308	20,888	94.4%
2023	Jun	364,898	21,037	94.2%
2023	Jul	373,729	21,836	94.2%
2023	Aug	375,659	21,655	94.2%
2023	Sep	363,398	18,570	94.9%
2023	Oct	374,365	20,189	94.6%
2023	Nov	363,377	20,901	94.2%
2023	Dec	374,387	21,669	94.2%
2024	Jan	375,659	21,968	94.2%
2024	Feb	351,095	18,062	94.9%
2024	Mar	374,387	20,611	94.5%
2024	April	363,377	19,451	94.6%
2024	May	376,317	18,330	95.1%
2024	Jun	361,447	19,243	94.7%

RAIL REAL-TIME ARRIVAL ACCURACY

Year	Month	Rail Total Predictions	Rail Total Accurate Predictions	Rail Total Inaccurate Predictions	Rail Prediction Accuracy
2023	Jul	14,434,258	13,985,341	448,917	96.9%
2023	Aug	15,060,527	14,606,938	453,589	97.0%
2023	Sep	24,043,082	23,390,032	653,050	97.3%
2023	Oct	24,486,835	23,742,623	744,212	97.0%
2023	Nov	17,108,992	16,452,358	656,634	96.2%
2023	Dec	16,594,608	16,093,553	501,055	97.0%
2024	Jan	15,598,796	15,024,276	574,520	96.3%
2024	Feb	12,465,113	12,018,582	446,531	96.4%
2024	Mar	16,199,220	15,648,249	550,971	96.6%
2024	April	13,650,188	13,329,121	321,067	97.6%
2024	May	13,857,797	13,558,468	299,329	97.8%
2024	Jun	10,032,412	9,782,989	249,423	97.5%

BUS REAL-TIME ARRIVAL ACCURACY

Year	Month	Bus Total Predictions	Bus Total Accurate Predictions	Bus Total Inaccurate Predictions	Bus Prediction Accuracy
2023	Jul	224,016,552	194,663,810	29,352,742	86.9%
2023	Aug	256,604,868	223,848,392	32,756,476	87.2%
2023	Sep	364,731,540	312,663,659	52,067,881	85.7%
2023	Oct	385,465,635	334,524,954	50,940,681	86.8%
2023	Nov	344,747,691	298,308,105	46,439,586	86.5%
2023	Dec	393,343,071	331,057,940	62,285,131	84.2%
2024	Jan	384,809,778	311,502,543	73,307,235	80.9%
2024	Feb	351,217,547	290,385,072	60,832,475	82.7%
2024	Mar	373,583,206	326,141,572	47,441,634	87.3%
2024	April	258,771,511	223,813,904	34,957,607	86.5%
2024	May	259,382,438	225,339,880	34,042,558	86.9%
2024	Jun	117,501,046	102,246,339	15,254,707	87.0%

BUS AVAILABILITY OF REAL-TIME ARRIVAL INFORMATION

Year	Month	Total Bus Trips	Total Bus Missed Trips	Total Bus Trips with No Data	Total Bus Trips with Predictions	% Missed Trips	% No Data Trips	% Trips with Data
2023	Jul	347,762	5,154	24,927	317,681	1.5%	7.2%	91.3%
2023	Aug	361,717	4,253	27,844	329,620	1.2%	7.7%	91.1%
2023	Sep	341,195	4,637	30,574	305,984	1.4%	8.9%	89.7%
2023	Oct	354,191	5,628	28,294	320,269	1.6%	7.9%	90.5%
2023	Nov	341,242	4,863	19,091	317,288	1.4%	5.6%	93.0%
2023	Dec	349,297	6,547	20,886	321,864	2.3%	5.9%	91.8%
2024	Jan	311,615	4,644	17,824	289,147	1.5%	5.7%	92.8%
2024	Feb	334,462	4,965	20,863	308,634	1.5%	6.2%	92.3%
2024	Mar	354,955	5,260	20,094	329,601	1.5%	5.7%	92.9%
2024	April	316,148	4,564	16,056	295,528	1.4%	5.1%	93.5%
2024	May	359,241	6,420	19,179	333,642	1.8%	5.3%	92.9%
2024	Jun	337,708	7,328	20,864	309,516	2.2%	6.2%	91.7%

ACCESS MISSED TRIPS

Year	Month	Access Missed Trips - not taken	Access Missed Trips - dwell	Access Trips completed	Access Missed trips %
2023	Jul	875	57	97,215	1.0%
2023	Aug	868	57	106,985	0.9%
2023	Sep	1,133	49	100,812	1.2%
2023	Oct	989	74	107,459	1.0%
2023	Nov	1,018	84	99,367	1.1%
2023	Dec	1,044	81	96,040	1.2%
2024	Jan	916	66	95,670	1.0%
2024	Feb	1,147	74	95,475	1.3%
2024	Mar	1,074	79	98,990	1.2%
2024	April	938	57	97,403	1.0%
2024	May	1,043	67	98,968	1.1%
2024	Jun	1,738	115	85,053	2.2%

CUSTOMER SATISFACTION: CLEANLINESS

Year	Fiscal Year	Quarter	Rail Customer Satisfaction with Cleanliness	Bus Customer Satisfaction with Cleanliness
2023	2023	Q3	58.0%	67.0%
2023	2023	Q4	61.0%	71.0%
2023	2024	Q1	59.0%	64.0%
2023	2024	Q2	61.0%	72.0%
2024	2024	Q3	57.0%	62.0%
2024	2024	Q4	68.0%	62.0%

RIDERSHIP

Trips in thousands		RAIL			BUS			ACCESS			
Year	Month	Total Ridership	Average Weekday Ridership	Average Weekend Ridership	Total Ridership	Average Weekday Ridership	Average Weekend Ridership	Total Ridership	Average Weekday Ridership	Average Weekend Ridership	Total Monthly Ridership
2021	Jul	4,696.4	166.4	123.4	5,927.4	204.2	111.0	108.5	4.4	1.7	10,655.6
2021	Aug	4,327.7	156.8	97.6	6,168.5	204.1	127.3	110.8	4.4	1.5	10,575.2
2021	Sep	4,972.7	186.2	120.3	6,779.5	242.5	118.3	113.0	4.7	1.7	12,197.5
2021	Oct	5,088.6	185.0	124.8	7,168.7	252.3	122.5	118.9	4.9	1.8	12,775.9
2021	Nov	4,393.9	167.0	107.6	6,712.2	246.5	101.2	112.8	4.7	1.7	11,321.3
2021	Dec	4,204.1	156.8	96.2	6,677.6	229.1	96.2	108.2	4.3	1.7	11,062.1
2022	Jan	3,299.7	125.2	72.6	4,522.6	147.1	81.9	81.2	3.4	1.2	8,150.1
2022	Feb	3,841.4	156.8	94.6	5,406.7	184.1	89.7	96.8	4.3	1.6	9,700.6
2022	Mar	5,835.1	205.3	139.1	7,193.9	231.1	121.9	116.3	4.5	1.6	13,177.1
2022	Apr	6,231.8	227.9	160.7	7,334.0	236.3	143.8	115.4	4.7	1.9	13,693.5
2022	May	6,184.6	231.1	133.7	7,914.9	267.7	129.9	114.4	4.6	1.7	14,271.9
2022	Jun	6,933.9	258.2	169.5	7,397.9	259.9	136.7	110.9	4.5	1.7	14,490.5
2022	Jul	6,710.3	250.2	145.3	7,872.5	293.8	173.4	110.9	4.6	1.8	14,604.6
2022	Aug	6,588.9	239.9	133.9	8,403.0	298.9	186.3	118.2	4.5	1.7	15,071.0
2022	Sep	6,765.6	260.9	147.6	8,838.4	340.2	185.2	116.1	4.8	1.8	15,693.8
2022	Oct	7,172.2	268.9	161.1	8,768.6	333.5	187.6	118.3	4.8	1.8	16,024.8
2022	Nov	6,648.9	262.5	143.4	8,145.6	319.5	172.7	113.3	4.7	1.7	14,878.8
2022	Dec	6,304.6	242.8	123.3	7,777.4	295.1	157.7	111.9	4.5	1.7	14,190.7
2023	Jan	7,900.6	306.8	162.0	8,218.2	318.8	167.0	113.8	4.8	1.6	16,226.8
2023	Feb	7,487.9	313.7	167.2	7,820.6	328.8	174.0	107.2	4.8	1.6	15,409.2
2023	Mar	10,003.1	355.7	227.9	9,149.9	334.1	182.0	123.3	4.8	1.7	19,267.8
2023	Apr	9,588.9	366.3	226.2	8,767.3	342.0	192.1	113.3	4.8	1.7	18,462.1
2023	May	10,102.6	369.4	224.7	9,753.1	363.0	196.1	126.6	5.0	1.9	19,980.4
2023	Jun	10,119.4	378.3	243.5	9,341.5	347.2	213.6	121.2	4.9	1.8	19,453.8
2023	Jul	10,194.5	376.0	226.2	9,098.9	339.5	205.8	115.4	4.8	1.9	19,360.6
2023	Aug	9,783.8	351.9	211.3	9,574.5	344.7	214.8	126.7	4.8	2.1	19,482.3
2023	Sep	10,166.9	398.0	226.6	9,800.0	389.3	206.1	118.9	5.0	1.9	20,064.3
2023	Oct	10,987.2	408.1	239.7	10,337.9	391.0	213.2	127.1	5.0	1.9	21,430.7
2023	Nov	9,882.3	387.4	218.3	9,297.0	365.1	200.3	117.8	4.8	1.9	19,280.8
2023	Dec	8,586.0	330.7	190.7	9,079.8	328.7	179.8	114.0	4.7	2.0	17,225.8
2024	Jan	8,940.7	343.9	181.2	9,125.4	348.3	178.5	112.2	4.6	1.7	18,120.6
2024	Feb	9,537.5	385.4	202.2	9,650.3	376.6	213.0	112.6	4.8	1.8	19,079.3
2024	Mar	11,623.0	427.9	263.7	9,906.4	371.7	208.0	117.7	4.7	1.9	21,588.5
2024	Apr	11,538.9	424.3	275.5	10,392.0	387.9	230.8	115.4	4.6	1.9	21,985.4
2024	May	11,264.2	418.3	234.6	11,014.4	411.6	218.0	117.4	4.6	1.8	22,390.1
2024	Jun	10,809.1	421.2	252.6	10,231.5	398.8	246.0	101.6	4.3	1.8	21,158.4

EMPLOYEE HOURS

Year	Month	Rail Employee Hours	Bus Employee Hours	All Other Employee Hours	Total Employee Hours
2021	Jul	840,593	569,356	418,297	1,828,245
2021	Aug	859,977	578,766	430,510	1,869,253
2021	Sep	834,851	582,137	416,810	1,833,798
2021	Oct	853,829	590,809	405,635	1,850,273
2021	Nov	837,320	586,261	389,118	1,812,700
2021	Dec	834,179	587,340	380,192	1,801,712
2022	Jan	835,128	563,685	398,474	1,797,287
2022	Feb	812,400	571,484	391,679	1,775,564
2022	Mar	946,453	667,760	463,220	2,077,433
2022	April	872,165	620,525	422,513	1,915,203
2022	May	898,551	635,803	428,813	1,963,167
2022	Jun	895,643	638,081	428,130	1,961,854
2022	Jul	952,114	586,164	376,097	1,914,376
2022	Aug	1,033,741	616,954	415,463	2,066,158
2022	Sep	1,011,995	586,838	394,014	1,992,847
2022	Oct	1,020,757	591,182	397,841	2,009,780
2022	Nov	975,823	579,199	391,568	1,946,591
2022	Dec	979,677	590,962	387,025	1,957,664
2023	Jan	1,011,050	605,190	388,740	2,004,980
2023	Feb	949,348	563,263	361,489	1,874,100
2023	Mar	1,105,766	645,368	450,290	2,201,424
2023	April	1,018,810	601,783	400,833	2,021,426
2023	May	1,073,160	642,448	445,350	2,160,957
2023	Jun	1,013,918	616,528	478,163	2,108,609
2023	Jul	990,347	622,034	453,061	2,065,442
2023	Aug	1,051,252	655,717	509,415	2,216,383
2023	Sep	967,506	603,126	465,621	2,036,252
2023	Oct	1,009,591	612,857	485,714	2,108,162
2023	Nov	977,570	593,856	443,502	2,014,929
2023	Dec	969,464	608,309	419,453	1,997,226
2024	Jan	1,041,046	639,767	454,684	2,135,498
2024	Feb	979,888	604,013	429,569	2,013,470
2024	Mar	1,019,135	630,360	441,781	2,091,276
2024	April	1,028,895	625,188	450,955	2,105,038
2024	May	1,047,498	640,660	458,386	2,146,544
2024	Jun	992,088	603,410	415,550	2,011,047

VEHICLE REVENUE MILES

Year	Month	Rail Vehicle Revenue Miles	Bus Vehicle Revenue Miles	MetroAccess Vehicle Revenue Miles	Total Vehicle Revenue Miles
2021	Jul	6,122,146	2,740,275	1,589,578	10,451,999
2021	Aug	5,865,754	2,947,477	1,668,723	10,481,954
2021	Sep	7,765,520	3,154,964	1,714,969	12,635,453
2021	Oct	5,359,010	3,268,128	1,794,966	10,422,104
2021	Nov	3,126,102	3,074,430	1,525,591	7,726,123
2021	Dec	3,615,656	3,134,175	1,487,750	8,237,581
2022	Jan	3,369,928	2,604,194	1,228,313	7,202,435
2022	Feb	3,279,906	3,134,175	1,477,369	7,891,450
2022	Mar	4,006,726	3,276,226	1,728,583	9,011,535
2022	April	3,946,748	3,136,466	1,698,223	8,781,437
2022	May	4,159,082	3,191,847	1,697,819	9,048,748
2022	Jun	4,227,538	2,848,948	1,640,113	8,716,599
2022	Jul	4,152,128	2,961,486	1,578,639	8,692,253
2022	Aug	4,583,511	3,417,646	1,651,703	9,652,860
2022	Sep	4,878,431	3,130,850	1,602,626	9,611,907
2022	Oct	5,574,796	3,282,196	1,612,937	10,469,929
2022	Nov	5,907,832	3,190,989	1,543,054	10,641,875
2022	Dec	6,272,558	3,193,256	1,517,913	10,983,727
2023	Jan	6,770,054	3,061,175	1,521,232	11,352,461
2023	Feb	6,192,772	3,020,125	1,465,267	10,678,164
2023	Mar	7,253,542	3,271,519	1,656,799	12,181,860
2023	April	7,361,630	3,072,538	1,521,628	11,955,796
2023	May	7,345,066	3,161,180	1,678,245	12,184,491
2023	Jun	7,964,342	3,124,043	1,599,138	12,687,523
2023	Jul	8,300,893	3,181,060	1,557,944	13,039,897
2023	Aug	8,104,575	3,301,150	1,731,789	13,137,514
2023	Sep	8,424,801	3,099,004	1,635,106	13,158,911
2023	Oct	8,565,991	3,224,212	1,710,624	13,500,827
2023	Nov	8,259,350	3,109,104	1,585,593	12,954,047
2023	Dec	8,428,128	3,205,287	1,536,425	13,169,840
2024	Jan	8,631,051	3,282,079	1,503,065	13,416,195
2024	Feb	7,676,569	3,081,974	1,527,599	12,286,142
2024	Mar	8,551,572	3,202,434	1,587,963	13,341,969
2024	April	7,988,959	3,245,369	1,595,245	12,829,573
2024	May	8,244,216	3,304,557	1,602,076	13,150,849
2024	Jun	7,449,045	3,338,575	1,394,157	12,181,777

Denominator for multiple safety measures.

CUSTOMER / EMPLOYEE FATALITIES

Year	Month	Rail Fatalities	Bus Fatalities	Total Fatalities
2021	Jul	0	0	0
2021	Aug	0	0	0
2021	Sep	0	0	0
2021	Oct	1	0	1
2021	Nov	0	0	0
2021	Dec	1	1	2
2022	Jan	0	0	0
2022	Feb	0	0	0
2022	Mar	0	0	0
2022	April	2	0	2
2022	May	0	1	1
2022	Jun	0	0	0
2022	Jul	0	1	1
2022	Aug	0	0	0
2022	Sep	0	0	0
2022	Oct	0	0	0
2022	Nov	0	0	0
2022	Dec	1	1	2
2023	Jan	0	0	0
2023	Feb	1	0	1
2023	Mar	0	0	0
2023	April	0	0	0
2023	May	0	0	0
2023	Jun	1	0	1
2023	Jul	0	0	0
2023	Aug	0	0	0
2023	Sep	0	0	0
2023	Oct	0	0	0
2023	Nov	0	0	0
2023	Dec	0	0	0
2024	Jan	1	0	1
2024	Feb	0	0	0
2024	Mar	1	0	1
2024	April	2	0	2
2024	May	1	0	1
2024	Jun	0	0	0

BUS SAFETY EVENT RATE

Year	Month	Bus Collisions	Bus Fires	Bus Hazardous Materials Spills	Bus Other Safety Events	Bus Total Safety Events	Bus Safety Event Rate
2021	Jul	3	0	0	0	3	10.9
2021	Aug	0	0	0	0	0	0.0
2021	Sep	2	0	0	0	2	6.3
2021	Oct	0	0	0	0	0	0.0
2021	Nov	1	0	0	0	1	3.3
2021	Dec	1	0	0	0	1	3.2
2022	Jan	9	0	0	0	9	34.6
2022	Feb	12	1	0	1	14	44.7
2022	Mar	11	0	0	1	12	36.6
2022	April	12	0	0	0	12	38.3
2022	May	13	0	0	0	13	40.7
2022	Jun	9	0	0	0	9	31.6
2022	Jul	21	0	0	0	21	70.9
2022	Aug	11	1	0	0	12	35.1
2022	Sep	17	0	0	6	23	73.5
2022	Oct	12	1	0	2	15	45.7
2022	Nov	11	1	0	0	12	37.6
2022	Dec	15	0	0	0	15	47.0
2023	Jan	14	0	0	0	14	45.7
2023	Feb	13	0	0	1	14	46.4
2023	Mar	15	0	0	1	16	48.9
2023	April	11	0	0	0	11	35.8
2023	May	22	0	0	0	22	69.6
2023	Jun	16	1	0	1	18	57.6
2023	Jul	17	0	0	0	17	53.4
2023	Aug	21	1	0	0	22	66.6
2023	Sep	24	0	0	0	24	77.4
2023	Oct	14	0	0	1	15	46.5
2023	Nov	12	0	0	0	12	38.6
2023	Dec	15	1	0	0	16	49.9
2024	Jan	23	0	0	0	23	70.1
2024	Feb	13	0	0	0	14	42.2
2024	Mar	12	0	0	1	13	40.6
2024	April	15	1	0	0	16	49.3
2024	May	18	0	0	0	18	54.5
2024	Jun	19	0	0	0	19	56.9

RAIL SAFETY EVENT RATE

Year	Month	Rail Collisions	Rail Derailments	Rail Fires	Rail Hazardous Materials Spills	Rail Other Safety Events	Rail Total Safety Events	Rail Safety Event Rate
2021	Jul	0	0	0	0	0	0	0.0
2021	Aug	0	0	0	0	0	0	0.0
2021	Sep	0	0	0	0	0	0	0.0
2021	Oct	0	0	0	0	0	0	0.0
2021	Nov	0	0	1	0	1	2	6.4
2021	Dec	0	0	0	0	0	0	0.0
2022	Jan	2	0	0	0	0	2	8.9
2022	Feb	1	0	1	0	1	3	15.2
2022	Mar	1	0	0	0	0	1	2.5
2022	April	0	0	2	0	1	3	7.6
2022	May	2	0	0	0	1	3	7.2
2022	Jun	0	0	0	0	1	1	2.4
2022	Jul	0	0	2	1	1	4	9.6
2022	Aug	1	1	0	1	0	3	6.5
2022	Sep	0	3	2	0	0	5	10.2
2022	Oct	2	1	0	0	0	3	5.4
2022	Nov	0	0	2	0	0	2	3.4
2022	Dec	1	0	2	0	0	3	4.8
2023	Jan	0	0	1	0	1	2	3.0
2023	Feb	1	0	2	1	0	4	8.1
2023	Mar	1	0	2	0	0	3	4.1
2023	April	4	1	1	0	0	6	8.2
2023	May	4	0	0	0	1	5	6.8
2023	Jun	2	1	0	0	0	3	3.8
2023	Jul	1	1	4	0	0	6	7.2
2023	Aug	2	1	1	0	0	4	4.9
2023	Sep	0	1	0	0	0	1	1.2
2023	Oct	0	0	1	0	0	1	1.2
2023	Nov	1	0	0	0	0	1	1.2
2023	Dec	0	2	0	0	0	2	2.4
2024	Jan	2	0	0	0	0	2	2.3
2024	Feb	1	0	1	0	1	3	3.9
2024	Mar	0	0	0	0	1	1	1.2
2024	April	3	1	0	0	0	4	5.0
2024	May	1	1	1	0	0	3	3.6
2024	Jun	0	0	0	0	1	1	1.3

ACCESS SAFETY EVENT RATE

Year	Month	MetroAccess Collisions	MetroAccess Fires	MetroAccess Hazardous Materials Spills	MetroAccess Other Safety Events	MetroAccess Total Safety Events	MetroAccess Safety Event Rate
2021	Jul	3	0	0	0	3	18.9
2021	Aug	1	0	0	0	1	6.0
2021	Sep	1	0	0	0	1	5.8
2021	Oct	6	0	0	0	6	33.4
2021	Nov	4	0	0	0	4	26.2
2021	Dec	5	0	0	0	5	33.6
2022	Jan	4	0	0	0	4	32.6
2022	Feb	3	0	0	0	3	20.3
2022	Mar	2	0	0	0	2	11.6
2022	April	3	0	0	0	3	17.7
2022	May	3	0	0	0	3	17.7
2022	Jun	9	0	0	0	9	54.9
2022	Jul	5	0	0	0	5	31.7
2022	Aug	5	0	0	0	5	30.3
2022	Sep	7	0	0	0	7	43.7
2022	Oct	7	0	0	1	8	49.6
2022	Nov	5	0	0	0	5	32.4
2022	Dec	4	0	0	0	4	26.4
2023	Jan	7	0	0	0	7	46.0
2023	Feb	4	0	0	0	4	27.3
2023	Mar	1	0	0	0	1	6.0
2023	April	1	0	0	0	1	6.6
2023	May	2	0	0	0	2	11.9
2023	Jun	3	0	0	0	3	18.8
2023	Jul	2	0	0	0	2	12.8
2023	Aug	1	0	0	0	1	5.8
2023	Sep	2	0	0	0	2	12.2
2023	Oct	5	0	0	0	5	29.2
2023	Nov	1	0	0	0	1	6.3
2023	Dec	4	0	0	0	4	26.0
2024	Jan	4	0	0	0	4	26.6
2024	Feb	3	0	0	0	3	19.6
2024	Mar	6	0	0	0	6	37.8
2024	April	6	0	0	0	6	37.6
2024	May	5	0	0	0	5	31.2
2024	Jun	2	0	0	0	2	14.3

FLEET RELIABILITY

		RAIL			BUS			ACCESS		
Year	Month	Mechanical Incidents	Total Miles	Mean Distance Between Failure	Mechanical Incidents	Total (Odometer) Miles	Mean Distance Between Failure	Mechanical Incidents	Total (Odometer) Miles	Mean Distance Between Failure
2021	Jul	139	6,122,146	44,044	472	3,730,092	7,903	71	1,995,030	28,099
2021	Aug	159	5,865,754	36,892	457	3,776,164	8,263	96	1,991,187	20,742
2021	Sep	146	7,765,520	53,188	450	3,902,383	8,672	81	2,026,343	25,017
2021	Oct	187	5,359,010	28,658	483	3,944,589	8,167	73	2,089,633	28,625
2021	Nov	221	3,126,102	14,145	433	3,810,108	8,799	97	1,839,974	18,969
2021	Dec	171	3,615,656	21,144	399	3,888,402	9,745	82	1,848,500	22,543
2022	Jan	167	3,369,928	20,179	243	2,973,844	12,238	86	1,577,122	18,339
2022	Feb	165	3,279,906	19,878	377	3,471,754	9,209	92	1,788,323	19,438
2022	Mar	218	4,006,726	18,379	443	4,071,091	9,190	96	2,111,826	21,998
2022	April	175	3,946,748	22,553	382	3,851,088	10,081	78	2,013,421	25,813
2022	May	222	4,159,082	18,735	478	3,926,865	8,215	81	2,048,553	25,291
2022	Jun	231	4,227,538	18,301	446	3,951,537	8,860	76	1,979,245	26,043
2022	Jul	238	4,276,126	17,967	553	3,974,624	7,187	90	1,941,168	21,569
2022	Aug	277	4,719,332	17,037	613	4,057,200	6,619	90	2,001,953	22,244
2022	Sep	229	5,023,358	21,936	514	3,886,006	7,560	71	1,760,463	24,795
2022	Oct	241	5,574,796	23,132	505	3,964,145	7,850	83	1,955,495	23,560
2022	Nov	253	5,907,832	23,351	492	3,799,422	7,722	72	1,905,096	26,460
2022	Dec	246	6,297,802	25,601	492	3,963,173	8,055	68	1,933,130	28,428
2023	Jan	236	6,741,118	28,564	485	3,897,696	8,036	73	1,916,740	26,257
2023	Feb	223	6,192,772	27,770	460	3,568,454	7,758	64	1,801,906	28,155
2023	Mar	233	7,253,542	31,131	427	4,056,844	9,501	72	2,066,900	28,707
2023	April	228	7,361,630	32,288	471	3,834,352	8,141	87	1,923,743	22,112
2023	May	224	7,797,352	34,810	515	4,015,501	7,797	88	2,085,608	23,700
2023	Jun	222	7,964,342	35,875	531	4,029,834	7,589	56	1,997,967	35,678
2023	Jul	353	8,544,626	24,206	648	4,029,223	6,218	80	1,932,014	24,150
2023	Aug	276	8,364,640	30,307	631	4,161,918	6,596	76	2,119,086	27,883
2023	Sep	271	8,666,182	31,979	568	3,840,077	6,761	87	2,030,455	23,339
2023	Oct	250	8,811,872	35,247	571	3,980,593	6,971	71	2,085,609	29,375
2023	Nov	253	8,496,240	33,582	604	3,874,950	6,415	79	1,957,704	24,781
2023	Dec	286	8,670,098	30,315	531	3,957,227	7,452	79	1,910,612	24,185
2024	Jan	275	8,870,994	32,258	592	3,925,880	6,632	77	1,884,491	24,474
2024	Feb	188	7,889,256	41,964	610	3,835,544	6,288	83	1,925,271	23,196
2024	Mar	252	8,819,386	34,998	599	4,092,278	6,832	83	2,013,890	24,264
2024	April	242	8,238,708	34,044	627	4,009,956	6,395	88	2,014,123	22,888
2024	May	237	8,501,612	35,872	796	4,111,968	5,166	82	2,046,109	24,953
2024	Jun	298	7,681,546	25,777	740	3,915,735	5,292	68	1,796,374	26,417

PERFORMANCE MEASURE DEFINITIONS

Last Reviewed November 9, 2023 for Q1 report

Goal 1: Service Excellence

Customer Satisfaction

= Number of survey respondents (active riders) who marked their last trip on Metrorail / Metrobus / MetroAccess as "very satisfactory" OR the second highest category in a five -point scale ÷ Total number of Respondents

Surveying customers about the quality of Metro's service delivery provides a mechanism to continually identify those areas of the operation where actions to improve the service can maximize rider satisfaction.

Customer satisfaction is defined as the percentage of customer survey respondents who rated their last trip within a 30-day period on Metrobus, Metrorail, or MetroAccess as a "5" or "4" in the survey, with "5" denoting "very satisfied" and "1" denoting "very unsatisfied". Metro distributes this survey through address-based sampling on a biweekly basis, and respondents must meet specific criteria to participate. Metro summarizes results quarterly.

Objective 1A: Safety and Security

Part 1 Crime Rate

= Number of Part 1 Crimes ÷ (Total number of riders ÷1,000,000)

(In other words, the number of crimes per million passenger trips)

The FBI's Uniform Crime Reporting program classifies the following as Part 1 Crimes: Criminal Homicide, Forcible Rape, Robbery, Aggravated Assault, Burglary, Larceny, Motor Vehicle Theft, and Arson. To calculate Metro's Part 1 Crime Rate, MTPD looks at these crimes committed in the following areas: 1) on buses and bus stops, 2) on trains and in rail stations, 3) at Metro-owned parking lots, 4) at other Metro Facilities such as rail yards, bus divisions, headquarters, and MetroAccess vehicles, and 5) in non-WMATA locations but involving WMATA or MTPD property. This measure provides an indicator of security customers experience when traveling the Metro system. Increases or decreases in crime can influence whether customers feel secure in the system.

Employee and Customer Assault Rate

= Number of employee and customer assaults reported to the National Transit Database ÷ (Total vehicle revenue miles ÷ 10 million)

(In other words, the number of reportable assaults per ten million miles driven while vehicles are in revenue service)

The Federal Transit Administration criteria for reporting assaults is any unlawful physical assault upon an employee or customer of Metro while on Metro property (including vehicles) that results in immediate medical attention away from the scene. These are different criteria than those used by OSHA in the employee injury rate.
Customer and employee safety is the highest priority for Metro and a key measure of quality service. The assault rate is an indicator of how well the service is meeting this security objective.

Customer Perception/Satisfaction: Safety from Crime

= Number of survey respondents (active riders) who responded to whether they felt safe from crime and harassment on their last Metrorail/Metrobus/MetroAccess trip as "very satisfactory" OR the second highest category in a five-point scale ÷ Total number of respondents

Customer satisfaction with safety from crime or harassment is defined as the percent of customer survey respondents who responded whether they felt safe from crime or harassment on their last trip within a 30-day period on Metrobus, Metrorail, or MetroAccess as a "5" or "4" in the customer satisfaction survey, with "5" denoting "very satisfied" and "1" denoting "very unsatisfied". Metro distributes this survey through address-based sampling on a biweekly basis, and respondents must meet specific criteria to participate. Results are summarized quarterly.
This measure provides insight into how customers perceive their safety from crime within the Metro system.

Customer Injury Rate

= Number of customer injuries reported to the National Transit Database ÷ (Total vehicle revenue miles ÷ 10 million)
(In other words, the number of customer injuries per ten million miles driven while vehicles are in revenue service)

Customer injury rate is based on National Transit Database (NTD) reporting criteria. It includes customers injured during Metro operations where the injury requires immediate medical attention away from the scene.
Customer safety is the highest priority for Metro and a key measure of quality service. Customers expect a safe and reliable ride each day. Customer injury rate is an indicator of how well the service is meeting this safety objective.

Employee Injury Rate

= Number of employee injuries reported to the Department of Labor ÷ (Total work hours ÷ 200,000)

200,000 hours is equivalent to 100 employees working full-time for one year. In other words: the number of employees injured per 100 employees

An employee injury is recorded based on OSHA 1904 Recordkeeping Criteria, when the injury is (a) work-related; and, (b) one or more of the following happens to the employee: 1) fatality, 2) injury or illness that results in loss of

consciousness, days away from work, restricted work, or job transfer 3) medical treatment received above first aid, 4) diagnosed case of cancer, chronic irreversible diseases, fractured or cracked bones or teeth, and punctured eardrums, 5) special cases involving needlesticks and sharps injuries, medical removal, hearing loss, and tuberculosis.

Per the Occupational Safety and Health Act, employers are obligated to provide a workplace free of recognized hazards which may cause employee death or serious injury. OSHA-recordable injuries are a key indicator of how safe employees are in the workplace.

Metrorail Crowding

= Number of crowded passenger minutes ÷ Total number of passenger minutes

Crowding is a key driver of customer satisfaction with Metrorail service. This measure calculates the percentage of passenger time spent on vehicles that exceed crowding guidelines per WMATA service standards of 100 passengers per car (the pre-pandemic definition of crowding, which WMATA returned to in FY23).
Crowding informs decision making regarding asset investments, service plans and scheduling. Factors that can affect crowding include: service reliability, missed trips insufficient schedule, or unusual demand.

Metrobus Crowding

= Number of crowded passenger minutes ÷ Total number of passenger minutes

Crowding is a key driver of customer satisfaction with Metrobus service. The measure calculates the percentage of passenger time spent on vehicles that exceed crowding guidelines per WMATA service standards of 120% of seated capacity during peak for Bus Rapid Transit, framework, and coverage routes (see pages 5-6 of the Metrobus Service Guidelines for explanations of these route types), 100% off peak and at all times on commuter routes.
In FY23, WMATA returned to the pre-pandemic definition of crowding. Prior to the adoption of the Metrobus Service Guidelines in December 2020, crowding guidelines were 120% of seated load for all trips except Metrobus Express service during peak periods.

Crowding informs decision making regarding asset investments, service plans and scheduling. Factors that can affect crowding include: service reliability, missed trips insufficient schedule, or unusual demand.

Objective 1B: Reliability

Metrorail On-Time Performance

= Number of journeys completed on time ÷ Total number of journeys

Rail Customer On-Time Performance (OTP) communicates the reliability of rail service, a key driver of customer satisfaction and ridership. OTP measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards. The maximum time is equal to the train runtime + a headway (scheduled train frequency) + several minutes to walk between the fare gates and platform. These standards vary by line, time of day, and day of the week. Actual journey time is calculated from the time a customer taps a SmarTrip® card to enter the system, to the time when the customer taps to exit.

Factors that can affect OTP include: railcar availability, fare gate availability, elevator and escalator availability, infrastructure conditions, speed restrictions, single-tracking around scheduled track work, railcar delays (e.g., doors), or delays caused by sick passengers.

Metrobus On-Time Performance

= Number of timepoints delivered on-time based on a window of 2 minutes early and 7 minutes late ÷ Total number of timepoints delivered

“Timepoints”: major stops on a bus route that are used to create bus schedules.
Bus on-time performance (OTP) communicates the reliability of bus service, a key driver of customer satisfaction and ridership. Factors that can affect OTP include: traffic congestion, detours, inclement weather, scheduling, vehicle reliability, operational behavior, or delays caused by the public (crime, protests, medical emergencies, etc.). Note that this measure only includes service delivered; it does not include bus trips that were missed.

MetroAccess On-Time Performance

= Number of vehicle arrivals at the pick -up location within the 30-minute on-time widow ÷ Total stops

This measure illustrates how closely MetroAccess adheres to customer pick-up windows on a system-wide basis. MetroAccess customers schedule trips at least one day in advance, and are given a 30-minute pick-up window. MetroAccess on-time pick-up performance is essential to delivering quality service to the customer.

Metrorail Percent of Planned Service Delivered

= Number of trips delivered ÷ Number of scheduled trips

This measure monitors Metro's “guarantee of service”—whether Metro is providing all the service that was scheduled and committed to. It helps to offer more clarity on the relative magnitude of various operational issues on daily rail operation, for example, operator or railcar shortage, and incident response strategy. It is an important indicator of transit service quality and productivity. Missed trips can have a negative impact on the perceived reliability of rail service and can result in longer customer wait times, missed transfers, etc. which lead to customer inconvenience and dissatisfaction.

Metrobus Percent of Planned Service Delivered

= Number of scheduled trips delivered ÷ Number of scheduled trips

This measure communicates whether Metro is meeting the level of service committed to customers through the budget and scheduling process. It is also a key measure of reliability and customer satisfaction; when trips are missed, customers experience much longer wait times than expected and overall confidence in the system falls. Monitoring whether service was delivered helps Metro identify issues with staffing, planning and scheduling, bus availability and reliability, and service interruptions.

MetroAccess Missed Trips

= Number of missed trips ÷ number of completed trips

Missed Trips are trips that a customer does not take if a vehicle arrives past its designated pick-up window, or trips where the driver does not dwell the minimum required time.

Elevator/Escalator Availability

= Hours in service ÷ Revenue operating hours

Hours in service = Operating hours – Hours out of service

Revenue operating hours = Operating hours per unit * number of units

(In other words, the percentage of time that Metrorail escalators or elevators in stations and parking garages are in service during operating hours)

Escalator/elevator availability is a key component of customer satisfaction with Metrorail service. This measure communicates system-wide escalator and elevator performance (at all stations over the course of the day) and will vary from an individual customer's experience.

Customers access Metrorail stations via escalators to the train platform, while elevators provide an accessible path of travel for persons with disabilities, seniors, customers with strollers, and travelers carrying luggage. An out-of-service escalator requires walking up or down a stopped escalator, which can add to travel time and may make stations inaccessible to some customers. When an elevator is out of service, Metro is required to provide alternative services which may include shuttle bus service to another station.

Objective 1C: Convenience

Metrorail and Metrobus Accuracy of Real-Time Arrival Information

= Number of accurate predictions ÷ Number of predictions

Rail and Bus Prediction Accuracy measure the quality of Metro's real time arrival prediction data that customers use to plan their trips through Metro's online platform and other third-party trip planning applications. The predictions are compared to the actual time the vehicle (either train or bus) arrived at the stop according to Metro internal records. Both Bus and Rail Prediction Accuracy use the same principles, methods, and standards.

Which predictions are evaluated? To make the measure as customer focused as possible, this measure only evaluates the most meaningful predictions; vehicles begin making predictions well before they begin service on a particular trip, and can make predictions for stops well before they are scheduled to arrive. Customers typically only use prediction information to plan in the very near term and are mostly only looking for the next arrival. To account for this, this measure excludes predictions made well in advance, and evaluates only predictions made within 30 minutes of the vehicle's arrival.

What is considered accurate? Prediction Accuracy compares the predicted time of a vehicle's arrival to the actual time of its arrival. A perfect prediction is when the predicted arrival time and the actual arrival time match exactly—but it is rare for a predicted and actual arrival to match to the second. The goal is not to be perfect, but to provide customers with enough good information so they can effectively plan their trips and are not waiting long periods of time. Therefore, the measure creates a range of allowable error within which a prediction is considered accurate. If the prediction falls outside that range, it is considered inaccurate.

The accuracy range follows two key principles:

1. Predictions should become increasingly more accurate as a vehicle gets closer to its stop. Errors have greater impacts on customer as a vehicle gets closer to its stop. Customers are more likely to use these predictions, and a two-minute difference has a greater impact if the vehicle is five minutes away than when the vehicle is 25 minutes away.
2. A vehicle arriving before its predicted arrival (Early) is worse than a vehicle arriving after its predicted arrival (Late). If customers follow predictions exactly, they will miss their trip if the vehicle was earlier than its prediction.

Using these principles, this measure uses the following time ranges to determine whether a prediction is accurate. Prediction Accuracy is essentially the number of predictions that fall within these ranges out of all predictions made within 30 minutes of a vehicle's arrival.

Time before arrival	Lower Bound (Early)	Upper Bound (Late)
0-3 mins	-1 min	1 min
3-6 mins	-1.5 mins	2 mins
6-12 mins	-2.5 mins	3.5 mins
12-30 mins	-4 mins	6 mins

Last-Mile Connectivity / Bicycle Access

Percentage of survey respondents who reported using a bicycle to embark or disembark from a rail station

Last-Mile Connectivity measures the percentage of customers who use a bicycle to get to a Metrorail station to start their journey and/or get to their destination from a Metrorail station. Metro's Board and the Strategic Transformation Plan have set a target of 3.5% by 2030. Data for this measure come from the Rail Customer Survey, which occurs every three years. Most recent data are from 2022 with the next data collection scheduled for 2025.

Appendix J – Board Budget Resolution

PRESENTED AND ADOPTED: April 10, 2025

SUBJECT: ADOPTION OF FISCAL YEAR 2026 OPERATING AND CAPITAL BUDGETS, NEW FARE PAYMENT METHODOLOGY, SERVICE CHANGES, AND FISCAL YEAR 2026-2031 CAPITAL IMPROVEMENT PROGRAM, APPROVAL OF TITLE VI ANALYSIS AND PUBLIC ENGAGEMENT REPORT, AND APPROVAL OF DEBT MANAGEMENT POLICY GUIDELINES

2025-10

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Compact Sections 23 and 24 require the Board of Directors to adopt a balanced capital budget and a balanced operating budget each year; and

WHEREAS, The Board has reviewed and considered the General Manager and Chief Executive Officer's proposed fiscal year (FY) 2026 operating and capital budgets and FY 2026-2031 Capital Improvement Program (CIP); and

WHEREAS, Pursuant to the Public Participation Plan, the Board held four public hearings on February 3, 4 and 5, 2025 (one was held in an area served by the Northern Virginia Transportation Commission pursuant to VA Acts of Assembly Ch. 854 Enact. Cl. 8 and one held virtually), on the proposed operating and capital budgets, the fare payment methodology and service changes, and the FY 2026-2031 CIP as well as public outreach for the Title VI equity analysis; and

WHEREAS, Following the public hearings, staff prepared a Public Participation Report (Attachment A) and Title VI analysis (Attachment B) on the proposed service and fare payment methodology changes, which showed that the proposed changes do not result in a disparate impact on minority populations or a disproportionate burden on low-income populations, except for the reduction of service on the Silver Line between Benning Road and Downtown Largo; and

WHEREAS, The Silver Line service change does not violate Title VI, because it is part of the proposed Silver Line service change to balance service frequency levels on the Largo and New Carrollton branches and is supported by minority and low-income customers; and

Motioned by Mr. Letourneau, seconded by Dr. Hadden Loh
Ayes: 8- Ms. Santos, Mr. Smedberg, Mr. McAndrew, Ms. Kline, Dr. Hadden Loh, Mr. Letourneau, Mr. Drummer and Ms. Martin-Proctor

WHEREAS, The Passenger Rail Investment and Improvement Act (PRIIA) funding which was re-authorized in Sections 30019(b) and (c) of the Infrastructure Investment and Jobs Act of 2021 requires the Secretary of Transportation to use $5 million of the PRIIA allocation to WMATA exclusively for WMATA's Office of Inspector General (OIG) for each fiscal year in which WMATA makes available $5 million in non-federal funds for use exclusively by the OIG; and

WHEREAS, The WMATA Dedicated Funding Grant Agreement with the District of Columbia requires the Board to consider whether the most recent approved Federal Transit Administration indirect cost rates described in Attachment G are appropriate to apply to the capital program funded by the contributing jurisdictions; and

WHEREAS, The WMATA Dedicated Funding Grant Agreement with Maryland requires the Board to adopt a debt management policy and then review and approve that policy annually; and

WHEREAS, The proposed capital budget includes the issuance of debt (including the issuance of bonds) as a partial funding source; and

WHEREAS, WMATA intends to reimburse itself from bond proceeds, if and when issued, for eligible expenditures on CIP projects incurred before the issuance of the bonds noted as debt in Attachment F of this Resolution to the extent permitted by the Internal Revenue Code of 1986 and applicable IRS regulations; and

WHEREAS, The Board adopted zero-emission bus goals in Res. 2021-23 and Res. 2023- 15; and

WHEREAS, WMATA intends to complete zero-emission projects that are currently funded and under contract notwithstanding the capacity challenges in the market and the general increase in prices; and

WHEREAS, Legislation has passed in the legislatures of the Commonwealth of Virginia and State of Maryland to suspend the 3% annual limit on increases to their respective shares of WMATA's operating budget subsidy for FY 2026;

NOW, THEREFORE, be it

RESOLVED, That the Board of Directors approves the Public Participation Report on the proposed FY 2026 operating and capital budgets and FY 2026-2031 Capital Improvement Program, set forth in Attachment A; and be it further

RESOLVED, That the Board of Directors approves the Title VI analysis set forth in Attachment B, including the substantial legitimate justification for the Silver Line service change; and be it further

RESOLVED, That the Board of Directors adopts the operating budget (inclusive of all operating reimbursable projects but exclusive of debt service) of $2.5 billion, with revenues, expenses, and subsidies detailed in Attachments C and D using the Board-approved subsidy formulae; and be it further

RESOLVED, That the Board of Directors adopts the service changes set forth in Attachment E with the Rail Service changes becoming effective on or about June 22, 2025; and be it further

RESOLVED, That the Board of Directors adopts a new fare payment methodology: the ability to pay with a credit/debit card, mobile wallet, or linked smartwatch – and that there shall be no fee associated with this payment methodology; and be it further

RESOLVED, That the zero-emission goals established in Res. 2021-23 and Res. 2023-15 are suspended pending industry maturity allowing the Board of Directors to reestablish those goals; and be it further

RESOLVED, That the Board of Directors reserves the right, as part of this public hearing process, to revise fare methodology and service changes approved in this Resolution prior to July 1, 2025, based on changes in the amount of funding from the jurisdictions but no changes shall exceed those contained in the public hearing docket for this public hearing process; and be it further

RESOLVED, That the Board of Directors adopts the FY 2026 capital budget of $2.4 billion and the FY 2026-2031 Capital Improvement Program of $12.9 billion as set forth in Attachment F; and be it further

RESOLVED, That the Board of Directors has considered the use of the most recent Federal Transit Administration-approved indirect cost rate set and directs staff to apply that indirect cost rate set as described in Attachment G to all projects, including those funded by jurisdictional capital contributions in the FY 2026 capital budget; provided, however, staff is authorized to apply the proposed FY 2026 rate set so long as it does not exceed the most recent FTA-approved rates; and further provided, that if the FTA approves a different rate set during the fiscal year then that new rate set shall be used without further action of the Board of Directors so long as the new rate set does not cause an increase in the subsidy paid by any jurisdiction; and be it further

RESOLVED, That the Board of Directors adopts the Debt Management Policy Guidelines, as set forth in Attachment H; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and ChiefExecutive Officer, the Executive Vice President and Chief Financial Officer, or their designees to: 1) execute agreements with municipal finance professionals, including underwriters; and 2) draft preliminary bond offering documents for the issuance of tax exempt Dedicated Revenue Bonds through a negotiated sale method in a principal amount not to exceed the amount of debt contained in the adopted FY 2026 capital budget; and be it further

RESOLVED, That the Board of Directors authorizes staff to reimburse itself from bond proceeds, if and when issued, for eligible expenditures on Capital Improvement Program projects incurred before the issuance of the bonds noted as debt in Attachment F of this resolution to the extent permitted by the Internal Revenue Code of 1986 and applicable IRS regulations; and be it further

RESOLVED, That as required by Section 30019(c) of the Infrastructure Investment and Jobs Act of 2021, which amends the requirements of the Passenger Rail Infrastructure Investment Act, at least $5 million of non-federal funds shall be provided from the operating budget for use exclusively by the Office of Inspector General in addition to any other non-federal funds necessary to match any unspent Passenger Rail Infrastructure Investment Act funds allocated for the use of the Office of the Inspector General from a prior fiscal year; and be it further

RESOLVED, That the Board of Directors approves one or more transfers in an aggregate amount not to exceed $108.8 million of operating expenses from the FY 2026 operating budget to the FY 2026 capital budget for the payment of eligible preventive maintenance expenditures so transferred; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer to reprogram up to $10 million in capital funding to support operating revenue losses caused by service disruptions associated with major capital projects; and be it further

RESOLVED, That $72.3 million of debt service payments resulting from the issuance of Series 2017A, 2017B, and 2018 bonds are due from and allocated to the participating jurisdictions as set forth in Attachment D; and be it further

RESOLVED, That in order to implement the capital budget and the operating budget, the General Manager and Chief Executive Officer, the Executive Vice President and

Chief Financial Officer, or their designees are authorized to: (1) file and execute grant applications and accept grants or other financial assistance on behalf of WMATA for funds from the federal government or any other public or private entity regardless of whether a local match is required without further action by the Board of Directors, so long as the acceptance of such grant or other financial assistance does not result in the increase in expenditures above the approved FY 2026-2031 Capital Improvement Program or the approved operating budget or otherwise require approval by the Board of Directors; (2) conduct public hearings at any time during in furtherance of the implementation of the FY 2026-2031 Capital Improvement Program; and (3) execute and file the annual Federal Transit Administration Certifications and Assurances as a prerequisite to the submission of federal grant applications; and be it finally

RESOLVED, That to allow staff to timely apply for FY 2026 grants, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Patricia Y. Lee
Executive Vice President, Chief Legal Officer,
and General Counsel

WMATA File Structure Nos.:
4.2.2 Fiscal Year Budgets
9.12.9 Tariff/WMATA Fare Structure

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Appendix K – Glossary of Terms

Accounting Basis	The accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting, under which revenues and expenses are recognized when earned or incurred.
Accrual Basis	Basis of Accounting where revenues are recognized when they are measurable and earned. Expenses are recorded when incurred.
American Rescue Plan Act of 2021 (ARPA)	A law that provided economic and other relief from the Covid-19 pandemic, including $1.9 trillion in funding for individuals, businesses, and state and local governments.
Approved Budget	The revenue and expenditure plan approved by the WMATA Board of Directors for a specific one-year period starting on July 1.
Articulated bus **(Also see Slinky bus)**	A bus that comprises two or more rigid sections linked by a pivoting joint (articulation) enclosed by protective bellows inside and outside and a cover plate on the floor.
Assets	Property owned by Metro which has monetary value with a future benefit.
Audit	An inspection of an individual or organization's accounts, typically by an independent body.
Automatic Door Operations	A technology allowing train doors to open automatically when the train is properly aligned with the station platform.
Automatic Train Operations	A technology that can allow the automated control of a train's acceleration, deceleration and speed.
Balanced Budget	Refers to a budget where estimated revenues are equal to or greater than estimated expenses.
Better Bus Network	Refers to Metro's overarching initiative to improve Metrobus for the region, including new facilities, zero-emission vehicles, improved bus communications and more bus lanes and transit signals.
Board of Directors	The Board of Directors is a 16-member body composed of eight voting and eight alternate members responsible for corporate governance of WMATA.

Bond	A written promise to pay a specified sum of money (face value) at a specified future date and the proposed means of financing them.
Bond Proceeds	Refers to additional local capital funds raised, when necessary, by issuance of revenue bonds in the municipal markets.
Budget	Refers to a financial operation embodying an estimate of revenues and expenditures for a fiscal period of 12 months or longer. This can be an operating or capital budget.
Budget Calendar	Refers to a schedule of key dates for specific milestones in the preparation and approval of a budget.
Budget Document	Refers to the official written statement and the supporting numbers prepared by the financial staff for presentation for approval by the Board.
Budget Message	Refers to the general discussion of the budget document presented in writing as an overview, usually by the head of the organization.
BudStat	Monthly meeting to discuss status of Operations' financials and procurements by office with senior leadership across Operations, Procurement and Finance departments.
Bus Shelter	A shelter for riders to wait for the bus - a canopy area with or without bench seating. In addition, the shelter includes a display case with bus information for Metrobus riders and is equipped with a trash receptacle.
Bus Stop	Refers to a stop indicated by a sign for riders to wait for the bus.
Canopy	The roof-type structure above Metrorail station entrances or above bus stations/terminals used to protect the entryway or customers from inclement weather.
Capital Assets	Assets of a material value that have a useful life of more than one year. Also called fixed assets.
Capital Budget	The portion of the budget that provides for the funding of improvements, projects and major equipment purchases.
Capital Improvement Program	The six-year plan of capital projects to be completed by Metro.

Cash Basis	Basis of Accounting whereby revenue and expense are recorded on the books of account when received and paid, respectively, without regard to the period in which they are incurred.
Collective Bargaining Agreement	Refers to a written legal contract between an employer and a union representing employees covering topics such as, but not limited to, wages, work hours and employment conditions.
Compact	Refers to interstate compact creating WMATA; this is a special type of contract or agreement between the three jurisdictions within which the organization operates.
Congestion Mitigation & Air Quality Improvement Program	A federally funded program of surface transportation improvements designed to improve air quality and mitigate congestion.
Contingency Funds	Operating and capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget.
Coronavirus **(Also see Covid-19)**	Refers to a family (Coronaviridae) of large single-stranded RNA viruses that have a lipid envelope studded with club-shaped spike proteins, infect birds and many mammals including humans, and include the causative agents of MERS, SARS, and Covid-19; also, an illness caused by a coronavirus.
Coronavirus Aid, Relief, and Economic Security Act (CARES)	A law which provided an economic relief package of over $2 trillion in 2020 to American people as protection against the public health and economic impacts of Covid-19.
Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)	A law which provided supplemental appropriations for Covid-19 relief which included $14 billion allocated to support the transit industry.
Cost Allocation	Refers to a process by which indirect or common costs are distributed to multiple cost objects (i.e., job, task, or business unit) based on a prescribed basis or methodology. For example, overhead costs such as IT support are allocated to the transportation modes on a percentage basis.
Covid-19 **(Also see Coronavirus)**	First identified in Wuhan, China in December 2019, Covid-19 refers to a mild to severe respiratory illness caused by a coronavirus (severe acute respiratory syndrome coronavirus 2 of the genus Betacoronavirus) and is transmitted chiefly by contact with infectious material (such as respiratory droplets) or with objects or surfaces contaminated by the causative virus, and is characterized especially by fever, cough, and shortness of breath and may progress to pneumonia and respiratory failure.

DC Circulator	Refers to a bus route funded by the DC Government with support from Metro to take persons to Washington DC's premier cultural, shopping, dining, and business destinations.
Deadhead	Refers to non-revenue time when a bus or train is not carrying revenue passengers, usually a trip from, to, or between lines, yards or garages. Usually this refers to bus or rail travel to or from the garage or yard to a terminus or station where revenue service begins or ends.
Decarbonization	Reduction or elimination of carbon dioxide emissions from process.
Deficit	Refers to an excess of Liabilities over Assets or Expenses over Revenue.
Department	A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.
Development and Evaluation	An initial investment into the planning, development and evaluation of potential or proposed capital projects to determine if a project is viable and should be pursued.
Division	Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service.
DMVMoves	A joint initiative of the Metropolitan Washington Council of Governments and Washington Metropolitan Area Transit Authority to create a unified vision and sustainable funding model for the region's transit network.
Electronic Health Record	Digital version of a patient's health record implemented to enhance availability and security.
Enterprise Fund	Refers to the sole fund for Metro with income sources classified as passenger fares and parking fees, federal funds, state and local funds, dedicated funding, business revenues, other sources and debt.
Enterprise Resource Planning	Software solution used by organizations to manage daily business functions such as human capital, payroll, enterprise learning management, procurement, financial management and reporting.
Fairfax Connector	The bus system that runs seven days a week with service throughout Fairfax County, Virginia and to Metrorail stations on the Orange, Blue and Yellow lines, including the Pentagon.
Fare box recovery ratio	Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs.

Farecard	Refers to a paper pass used to ride Metrorail or Metrobus. Paper farecards are no longer accepted by bus or at rail faregates (as of March 2016).
Fare Evasion	When an individual uses transit or attempts to do so without paying the posted fare.
Fiscal Year	A 12-month period used to report financial results. WMATA's fiscal year extends from July to June.
Four-point Securement System	Refers to an onboard securement system for wheelchairs, three-wheel and four-wheel scooters. The system incorporates four seatbelt-type straps that attach to the frame of a mobility device as a way to keep it from moving or rolling while on the bus.
Head Sign	Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination.
Headway (Frequency)	Refers to time intervals between vehicles moving in the same direction on a particular route. Headway can change on a line during the day as rider demand changes.
In-fill Station	A Metrorail station built between two existing stations after the stations on either side are already in use.
Infrastructure	Assets that make up WMATA's transportation system, including maintenance facilities, rail tracks, signals, stations, elevated structures and power stations.
Instructional System Design	Practice of systematically designing, developing and delivering instructional materials and experiences, both digital and physical, to support long term learning
Joint Development Agreement	A Board-approved agreement between WMATA and an outside developer collaborating to work on a project or initiative.
Jurisdictional Subsidy	Funding provided to Metro by its jurisdictional partners for the operating budget.
Key Performance Indicator	Performance metrics aligned to strategic goals and objectives to monitor progress toward an established goal.
Kiss and Ride	Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.
Kneeling Bus (Also see Passenger Lift)	Refers to a feature on buses that lowers the floor to the curb or to near-curb level to make it easier for passengers to board, especially for seniors and persons with disabilities.

Layover Time **(Also known as Spot Time)**	Refers to time built into a schedule between arrival and departure for bus drivers to rest; minimum times are set by union contract. Layovers normally occur at each end of a route to allow for a driver's break and schedule recovery, but they may be scheduled at other points to allow for timed transfer connections.
Liability	A debt or legal obligation arising from transactions in the past which must be liquidated, renewed or refunded at a future date.
Metro Lift	An income-qualified reduced fare program that offers a 50 percent discount on Metrobus and Metrorail trips for customers in D.C., Maryland, and Virginia who qualify for the Supplemental Nutritional Assistance Program.
Mezzanine	The area of a Metrorail station near the entrance level that contains the faregate, fare vendors and kiosk.
Modified Accrual Basis	An accounting method that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable, and with a few exceptions, recognizes expenditures when liabilities are incurred.
NextBus	Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.
Office	An organizational unit that falls under the structure of a department.
Operating Expenses	Costs associated with the day-to-day operations of service delivery, including, but not limited to, labor, material, fuel, power, security and professional services.
Operating Revenues	Revenues generated through Metro operations, including revenue from passenger fares, parking, advertising, joint development, fiber option leases, investment income and other sources of revenue generated through Metro operations.
Paratransit	Refers to scheduled service for people who cannot use regular fixed-route bus service. MetroAccess uses vans and sedans to provide this service in the Washington Metropolitan area.
Park and Ride	Refers to the parking facility available for riders at Metrorail stations.
Passenger Lift **(Also see Kneeling Bus)**	A mechanical device, either a lift or ramp, that allows wheelchair or scooter users as well as other mobility-impaired passengers to board a bus without climbing the steps.
Peak Service	Refers to weekday a.m. and p.m. service during commute hours that carries a maximum number of passengers.

Personnel Expenses	Refers to expenditure in the operating budget for salaries and wages paid for services performed by Metro employees as well as fringe benefits costs associated with their employment.
Platform Hours	The total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.
Preventive Maintenance	Refers to operating maintenance costs eligible for reimbursement from the capital budget, subject to Federal Transit Administration (FTA) approval.
Programmed Reader	A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.
Revenue	An increase in fund assets from operational activity such as passenger fares, parking and advertising.
Revenue Bonds	A bond on which debt service is payable solely from a restricted revenue source.
Revenue Hours **(Also known as Revenue Service)**	Refers to all scheduled time bus/rail spends serving passengers, which can also be defined as platform hours minus deadhead and layover time.
Revenue Passengers	Refers to passengers who enter the system through the payment of a fare.
Revenue trip **(Also see Linked/Unlinked Trip)**	Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment.
Ride-On	Refers to Montgomery County regional bus transit system.
Safety Management System	Systematic way to continuously identify and monitor hazards, control risks, and assure of effective risk controls
Slinky bus	Refers to a nickname used by passengers for an articulated bus.
SmartStudent Pass	A monthly pass for unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia.
SmarTrip®	Refers to a technology built and designed by Cubic Transportation Systems, Inc., a subsidiary of San Diego-based Cubic Corporation to add and deduct value from an

	electronically encoded card when a rider passes the card near a programmed reader on Metrobus and at fare gates on Metrorail.
STAT Program	Meetings and reports that facilitate analysis and planning focused on reviewing performance results, understanding drivers and trends and developing action plans.
Strategic Buses	Refers to spare buses available for service in the event that a bus in route is taken out of service.
Strategic Transformation Plan	Refers to Metro's guiding document adopted in February 2023, *Your Metro, The Way Forward*, describing Metro's strategy and actions for the next five-plus years
Subsidy	Refers to funding received from jurisdictional funding partners in the Washington Metropolitan area consisting of Washington DC, suburban Maryland (Montgomery County and Prince George's County) and Northern Virginia counties of Arlington, Fairfax and Loudoun, and the Cities of Alexandria, Fairfax and Falls Church.
TheBus	Prince George's County, Maryland's local bus service.
Transit Advertising	Refers to ads posted on the exterior and interior of buses and rail cars.
Transit Oriented Development	Projects designed to advance the use of public transportation by promoting economic development activities at and around Metro stations.
Tripper	A short piece of work (usually on a bus, but sometimes on a train) not long enough to qualify as complete run or full day's work. May involve vehicles from one line or route being re-routed to serve another.
Trunk Line	A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less.
Unlinked Passenger Trip	Unlinked passenger trips count each boarding as a separate trip.
U-Pass	Metro's college program offering students at participating schools unlimited rides on Metrorail and Metrobus throughout the semester.
Video Surveillance System	Extensive camera network system that provides video coverage across the rail and bus networks, including in stations and at many WMATA-owned support facilities.
Wayfinding	Methods by which people orient themselves in physical space and navigate from place to place.

Appendix L – Glossary of Acronyms and Abbreviations

A	
AAC	Accessibility Advisory Committee
AC	Alternating Current
ACFR	Annual Comprehensive Financial Report
ACS	American Community Survey
ACS	Authorized Construction Site
ACSO	Assistant Chief Safety Officers
ADA	Americans with Disabilities Act
ADO	Automatic Door Operations
AFC	Automatic Fare Collection
AIG	Association of Inspectors General
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
ARPA	The American Rescue Plan Act of 2021
ART	Arlington Transit
ASP	Agency Safety Plan
ATM	Automated Teller Machines
ATO	Automatic Train Operation
ATOC	Adjacent and Task Order Construction
ATS	Applicant Tracking System
AWIS	Automatic Wayside Inspection System
AWP	Annual Work Plan
B	
B2G	Back2Good
BEB	Battery-Electric Bus
BLS	Bureau of Labor Statistics
BRT	Bus Rapid Transit
C	
CAD	Computer Aided Design
CAFR	Comprehensive Annual Financial Report
CAIC	Centralized Absence Intake Center

CAP	Corrective Action Plan
CAPS	Coordinated Alternatives to Paratransit Services
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CBA	Collective Bargaining Agreement
CBT	Computer Based Training
CBTC	Computer Based Train Control
CCaaS	Contact Center as a Solution
CCTV	Closed-Circuit Television
CES	Bureau of Labor Statistics' Current Employment Statistics
CENV	Chief Engineer Vehicles
CFA	Capital Funding Agreement
CHG	Compressed Hydrogen Gas
CIP	Capital Improvement Program
CJIS	Criminal Justice Information Systems
CLRP	Constrained Long-Range Plan
CMAQ	Congestion Mitigation and Air Quality
CNF	Capital Needs Forecast; Formerly Capital Needs Inventory (CNI)
CNG	Compressed Natural Gas
COAR	Capital Office of Administration and Resources
COG	(Metropolitan Washington) Council of Governments
CoMET	Community of Metros
COMTO	Conference of Minority Transportation Officials
Covid-19	See *Covid-19* or *Coronavirus*, Appendix J
CPAC	Capital Program Advisory Committee
CPI-W	Consumer Price Index for Urban Wage Earners and Clerical Workers
CRCS	Comprehensive Radio Communications System
CRM	Customer Relationship Management
CTF	Carmen Turner Facility
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021
CX	Customer Experience
D	
D&E	Development and Evaluation
DAC	Drug & Alcohol Compliance
D/B	Design/Build
D/B/B	Design/Bid/Build

DBE	Disadvantaged Business Enterprise
DCCPD	Washington D.C. Commission on Persons with Disabilities
DCPS	District of Columbia Public Schools
DDOT	District Department of Transportation
DHS	Department of Homeland Security
DOE	Department of Energy
DOT	Department of Transportation
DPS	Drainage Pumping Station
E	
EAP	Employee Assistance Program
EEO	Equal Employment Opportunity
EHR	Electronic Health Record
EMT	Executive Management Team
ERG	Employee Resource Group
ERM	Enterprise Risk Management
ERP	Enterprise Resource Planning
ESS	Electronic Safety and Security System
EVP	Executive Vice President
F	
F/O	Fiber Optic
FAA	Federal Aviation Administration
FBI	Federal Bureau of Investigation
FIA	Fire Industry Association
FMLA	Family Medical Leave Act
FOP	Fraternal Order of Police
FTA	Federal Transit Administration
FTE	Full Time Equivalent (used for headcount calculations)
FY	Fiscal Year
G	
GAAP	Generally Accepted Accounting Principles
GAO	Government Accountability Office
GASB	Governmental Accounting Standards Board
GFOA	Government Finance Officers Association
GHG	Greenhouse Gas
GIS	Geographic Information System

GM/CEO	General Manager and Chief Executive Officer
GMP	Guaranteed Maximum Price
GSA	General Services Administration
H	
HEDS	Hybrid Enterprise Document Management System
HEOP	Heavy Equipment Overhaul Program
HSA	Human Services Agencies
HSANV	Health Systems Agency of Northern Virginia
HVAC	Heating, Ventilation, And Air Conditioning
I	
iCAPA	Internal Corrective & Preventative Action
ICE	Independent Cost Estimate
IDIQ	Indefinite Delivery/Indefinite Quantity
IFC	Issued for Construction
IIoT	Industrial Internet of Things
IIJA	Infrastructure Investment and Jobs Act
IMS	Integrated Master Schedule
IRP	Infrastructure Renewal Program
IT	Information Technology
J	
JCC	Joint Coordinating Committee
JDA	Joint Development Agreement
JGB	Jackson Graham Building
K	
KMSRA	Keeping Metro Safe, Reliable and Affordable
KPI	Key Performance Indicator
L	
LEED	Leadership in Energy and Environmental Design
LEP	Limited English Proficiency
LPA	Locally Preferred Alternative
LPR	License Plate Recognition
M	
MAP-21	Moving Ahead for Progress in the 21st Century Act

MBE	Minority Business Enterprise
MDBD	Mean Distance Between Delays
MDBF	Mean Distance Between Failures
MDOT	Maryland Department of Transportation
MEAD	Metro Electronic Action Document
METRO	Washington Metropolitan Area Transit Authority
MICC	Metro Integrated Command and Communications
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRPH	Metrorail Safety Rules Procedures Handbook
MTA	Maryland Transit Administration
MTPD	Metro Transit Police Department
MWAA	Metropolitan Washington Airports Authority
MWCOG	Metropolitan Washington Council of Governments
N	
NEDCTP	National Explosive Detection Canine Team Program
NEPA	National Environmental Policy Act
NFPA	National Fire Protection Association
NIST/DISA STIG	National Institute of Standards and Technology/Defense Information Systems Agency Security Technical Implementation Guide
NRF	Non-Revenue Fleet
NTD	National Transit Database
NTSB	National Transportation Safety Board
NTE	Not to Exceed
NTI	National Transit Institute
NVTA	The Northern Virginia Transportation Authority
NVTC	The Northern Virginia Transportation Commission
O	
ODC	Owner/Developer/Contractor
OIG	Office of Inspector General
OSHA	Occupational Safety & Health Administration
OTP	On-Time Performance
P	
P/I	Policy Instruction
PARCS	Parking Access Revenue Control System

PARP	Public Access to Records Policy
PCO	Pending (or proposed) Change Order
PDAS	Power Desk Assistant Superintendents
PDC	Power Desk Controllers
PLC	Pneumatic Logic Control
PM	Preventive Maintenance
PMO	Project Management Office
PLC	Pneumatic Logic Control
PPE	Personal Protective Equipment
PRIIA	Passenger Rail Investment and Improvement Act
PTASP	Public Transit Agency Safety Plan
Q	
QA	Quality Assurance
QMS	Quality Management System
QMSP	Quality Management System Plan
R	
RAC	Riders' Advisory Council
RFP	Request for Proposal
RNOC	Radio Network Operations Center
ROW	Right of Way
RPO	Recruitment Process Outsourcing
RTC	Rail Traffic Controller
RTU	Remote Terminal Unit
S	
SaaS	Software as a Service
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAL	Station Ahead List
SET	WMATA's Senior Executive Team
S&I	Service and Inspection
SMP	Scheduled Maintenance Program
SMS	Safety Management System
SNAP	Supplemental Nutrition Assistance Program
SOC	Station Operator's Console
SOP	Standard Operating Procedure
SOS	Scope of Service

SOW	Scope of Work
SSOA	State Safety Oversight Agency
STP	Strategic Transformation Plan
SWAA	Survey of Working Arrangements and Attitudes
T	
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIP	Transportation Improvement Program
TOC	Tristate Oversight Committee
TOD	Transit-Oriented Development
TPB	The National Capital Region Transportation Planning Board
TPSS	Traction Power Substation
TRPM	Traction-Power-Maintenance
TSA	Transportation Security Administration
TSGP	Transit Security Grant Program
TSI	Transportation Safety Institute
TSP	Transit Signal Priority
TWU	Tenants and Workers United
U	
UPS	Unit Price Schedule
USB	Universal Serial Bus
USDOT	United States Department of Transportation
USPS	United States Postal Service
V	
VMI	Vendor Managed Inventory
VP	Vice President
VPN	Virtual Private Network
VRE	Virginia Railway Express
W	
WID	World Institute on Disability
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission
WTS	Women's Transportation Seminar International
X	
Y	

YE	Year End

Z

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How to Contact Metro

By mail or in person:

Washington Metropolitan Area Transit Authority
300 Seventh Street SW, Washington, DC 20024

To reach Metro headquarters by Metrorail, the closest station is L'Enfant Plaza and the closest station exit is at D and 7th Streets. To reach Metro headquarters by Metrobus, use routes 52 or 74.

By website:

http://www.wmata.com

By telephone:

Metro Information

202-637-7000 (TTY 202-962-2033)
Metrobus and rail schedules, fares, parking, Bike 'N Ride program, and more
Weekdays: 7:00 a.m. to 8:00 p.m.
Saturday and Sunday: 8:00 a.m. to 8:00 p.m.

Customer Relations

202-637-1328
Suggestions, commendations, comments
Weekdays: 8:30 a.m. to 5:00 p.m.

MetroAccess

301-562-5360 (TTY 301-588-7535) or
Toll free at 800-523-7009

Transit Police

202-962-2121
Text Message 696873 (MyMTPD)


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