

Washington Metropolitan
Area Transit Authority

March 18, 2025

Metro Update

Washington Suburban Transit Commission

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WMATA Government Relations - Maryland



RD OR SV BL YL GR metrobus metro  access



Metro by the Numbers

Metro Update



13,000 employees. Countless achievements. **One Metro.**

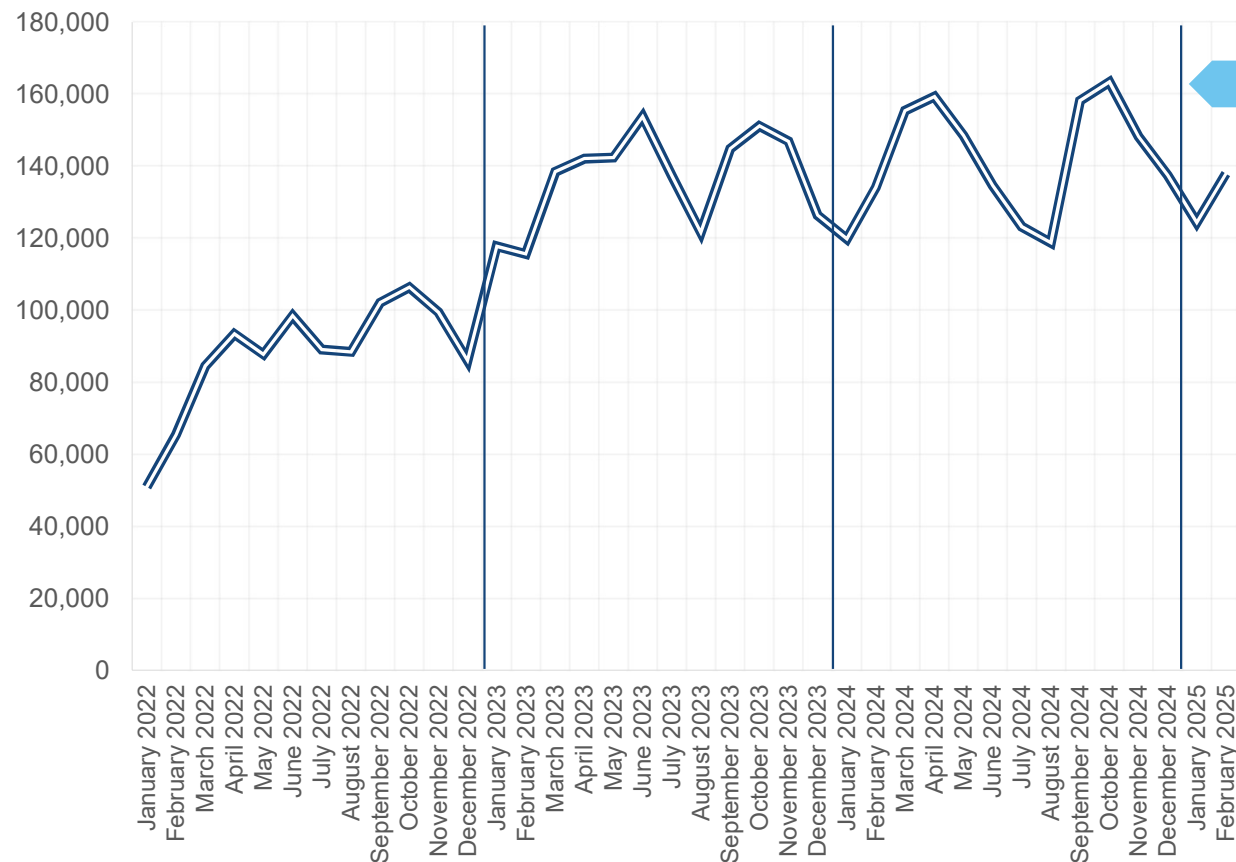
Metro in Maryland



Marylanders are returning to Metrorail

Metro Update

AVERAGE WEEKDAY ENTRIES: JAN 2022 - FEB 2025



The number of trips originating at Maryland Metrorail stations **continues to grow month-over-month.**

October 2024 saw the **highest ridership at Maryland Metrorail stations since the pandemic**, with over 163,000 average weekday rail entries that month.

Average weekday entries have recovered to **57 percent of pre-pandemic levels**, with 68,000 average daily riders on weekdays in 2024, compared to 119,000 in 2019.

Marylanders depend on Metro ...

Metro Update

Metrorail

- 6 Metrorail lines operate in Maryland
- **Maryland residents' trips represent 31% of all typical weekday Metrorail Trips.**
- 76% of Maryland residents on AM Metrorail trips travel into DC or Virginia
- 29% of Maryland residents access Metrorail during the AM Peak by driving alone, 24% by walking, and 20% by Metrobus
- Maryland residents also use stations in DC (e.g., Union Station, Friendship Heights and Takoma)

Metrobus

- 64 Metrobus routes operate in Maryland
- **Maryland residents' trips represent 34% of all typical weekday Metrobus trips**
- Most used lines are the Greenbelt-Twinbrook, New Carrollton-Silver Spring and Southern Ave-Addison Road
- 66% of weekday Maryland Metrobus customers get to their destination by walking, 12% by transferring to Metrorail, and 15% by taking another Metrobus

MetroAccess

- MetroAccess and Abilities-Ride typically provide 4.7K trips per weekday
- Maryland residents' trips represent 63% of all typical weekday MetroAccess and Abilities-Ride Trips

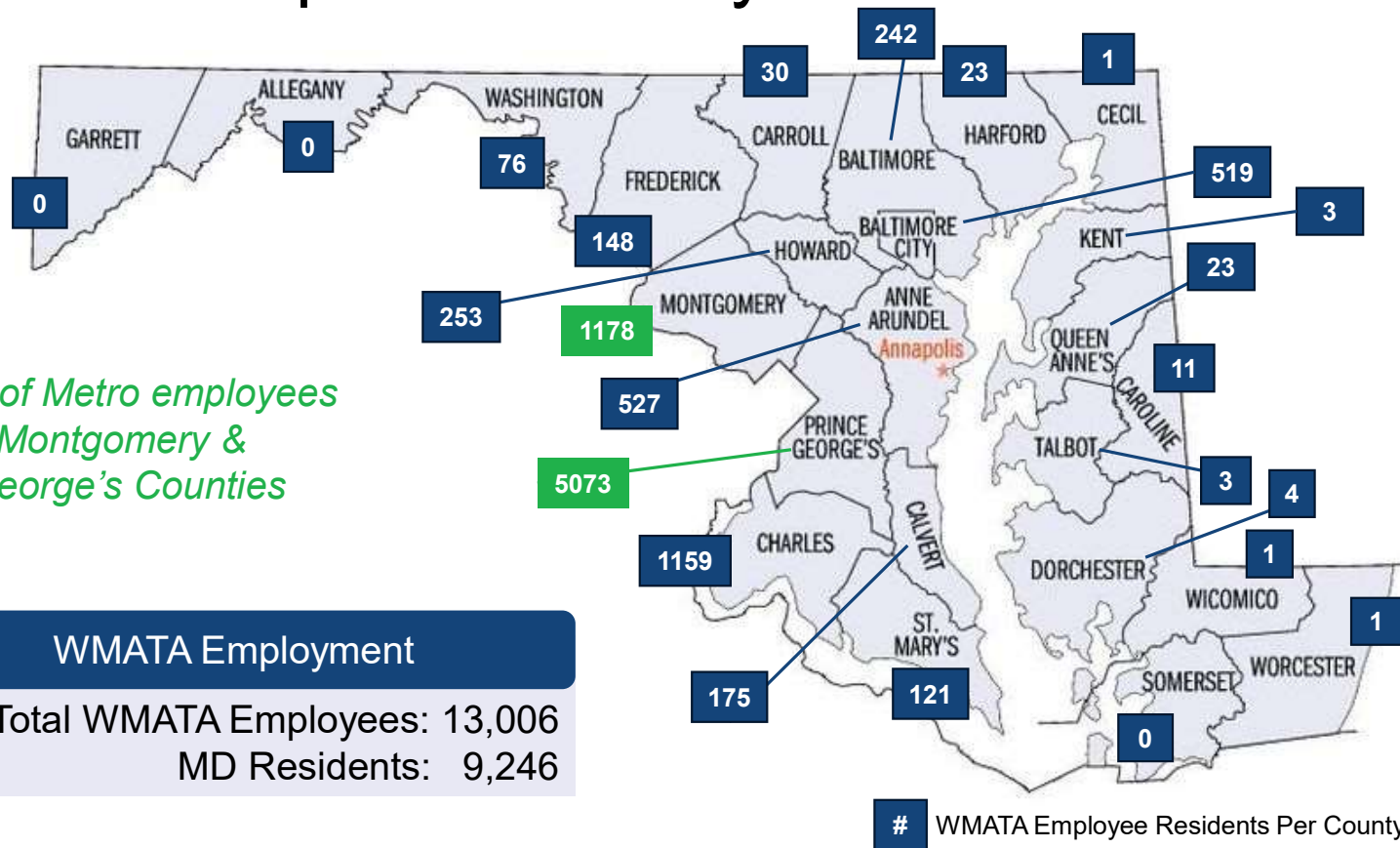
... And Metro depends on Marylanders

Metro Update

*48 percent of Metro employees
live in Montgomery &
Prince George's Counties*

WMATA Employment

Total WMATA Employees: 13,006
MD Residents: 9,246



Key Transit-Related Legislation in Maryland

Metro Update

Metro Funding Modification Act of 2025 (HB 467/SB 384)

Sponsors: Delegate Marc Korman, Senator Malcolm Augustine

Altering the calculation of the amount that the Governor is required to include in the annual State budget each year to provide grants to the Washington Suburban Transit District to pay the capital costs of Metro; Making the Act contingent on enactment of certain legislation by Virginia and DC.

Supportive

Land Use – Transit Oriented Development – Alterations (HB 80/SB 190)

Sponsors: Delegate Marc Korman, Senator Guy Guzzone – by request, Departmental bill

Authorizing MDOT to establish TOD corridor funds financed by revenue from county special taxing districts to benefit TOD; Altering the authority of local legislative bodies to regulate land use planning on land located within 0.5 miles of certain transit stations; Exempting certain special taxes for the benefit of TOD from any county tax limitation or bond cap.

Supportive

Vehicle Laws – Bus Obstruction Monitoring Systems & Bus Stop Zones (HB 206)

Sponsor: Delegate Robbyn Lewis

Prohibiting a motorist from stopping, standing, or parking a vehicle in a bus stop zone; Clarifying that a person may not stop a vehicle in a dedicated bus lane, subject to certain exceptions.

Supportive

State Public Transit Service & Stations – Exclusion for Assault & Bodily Injury (HB1144)

Sponsors: Delegate Jackie Addison, Delegate Mary Lehman

Providing that a person alleged to have committed an assault may not board a State public transit service or enter a State public transit service station; Establishing that a person who violates the Act is subject to prosecution for trespassing

Supportive w/ Amendment

FY26 Budget Overview



Actions Taken to Reduce Expenses & Grow Revenue

Metro Update

Increased Fares



Increase Metrorail and Metrobus fares by 12.5% on weekdays and up to 25% on weekends

Reduced Fare Evasion



Installation of new fare gates to reduce fare evasion

Froze Wages in FY2025



No salary and wage increases for L689, L922 and non-represented employees

\$500M+ in Savings and Efficiencies

Operating Savings	\$257M
Capital Savings	\$275M



Targeted Service Reductions

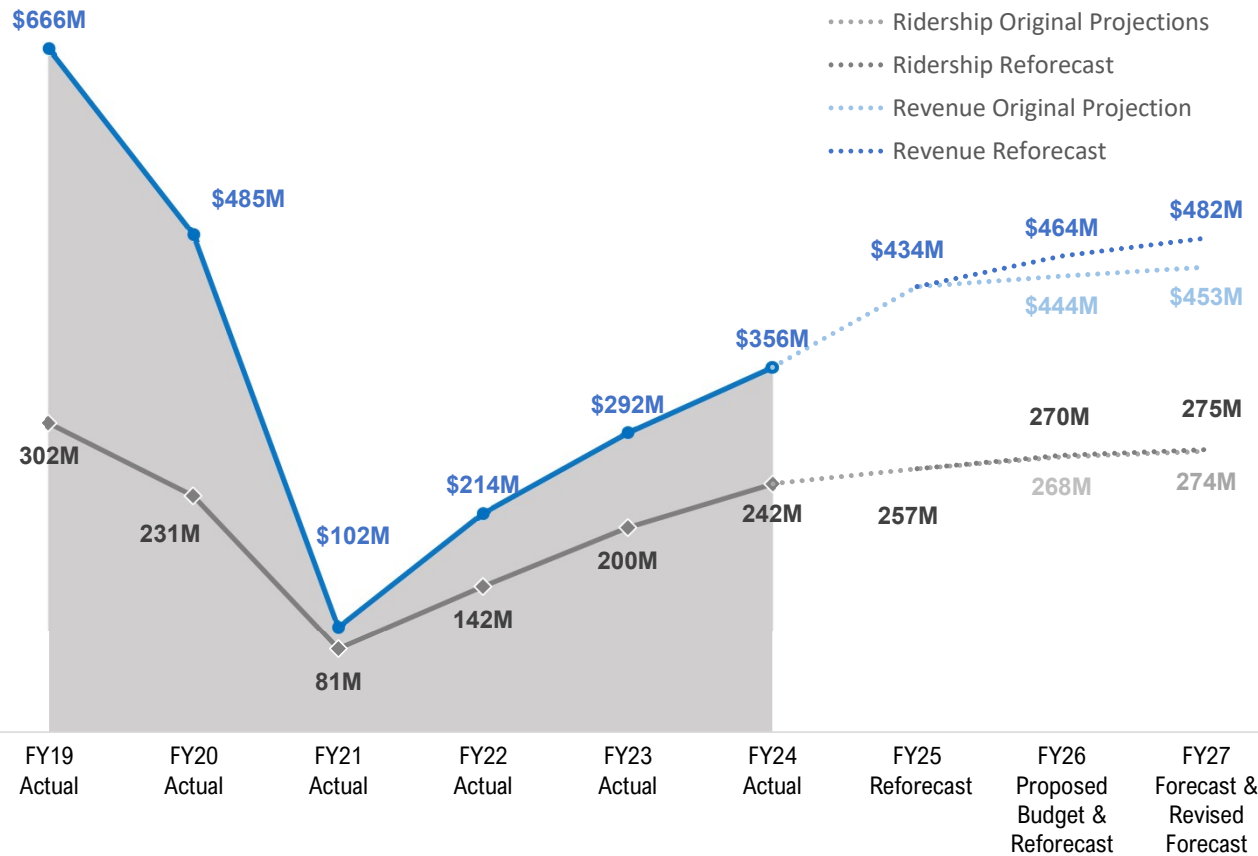


Better Bus Network



Improved ridership and passenger revenue growth shift Metro's FY26 budget proposal

Metro Update



Drivers of Revenue Growth

- Outlook revised based on FY25 Mid-Year Update
- Strengthening **ridership growth**, **trip mix**, and **revenue recovery**
- FY26 passenger revenue increased **\$20M**
- FY27 passenger revenue increased **\$29M**



Higher passenger revenue reduces reliance on capital funds to balance operating budget

Metro Update

FY2026 Operating Budget and FY2027 Forecast		FY2025 Budget	FY2026 Proposed			FY2027 Forecast		
	(\$M)		December 2024	February 2025	Variance	December 2024	February 2025	Variance
	Gross Expense	\$2,516	\$2,627	\$2,627	\$0	\$2,698	\$2,698	\$0
	Total Preventive Maintenance	\$181	\$129	\$109	(\$20)	\$160	\$132	(\$29)
	Net Expense	\$2,335	\$2,498	\$2,518	\$20	\$2,537	\$2,566	\$29
	Revenue	(\$488)	(\$545)	(\$565)	(\$20)	(\$555)	(\$584)	(\$29)
	Gross Subsidy	\$1,848	\$1,953	\$1,953	\$0	\$1,982	\$1,982	\$0
	Federal Relief	(\$95)	\$0	\$0	\$0	\$0	\$0	\$0
	Prior Year Savings	\$0	(\$28)	(\$28)	\$0	\$0	\$0	\$0
	Subsidy	\$1,753	\$1,924	\$1,924	\$0	\$1,982	\$1,982	\$0
	District of Columbia	\$662	\$745	\$745	\$0	\$767	\$767	\$0
	Maryland	\$631	\$683	\$684	\$1	\$705	\$705	\$0
	Virginia	\$460	\$496	\$495	(\$1)	\$510	\$510	\$0

Note: Amounts may not sum due to independent rounding; subsidy allocation may change due to changes in Revenue, Expenses, and Preventive Maintenance



Preventive maintenance reductions and FY25 forecast add funding capacity for CIP

Metro Update

Sources of Funds

Capital Investment Program		FY2026 – FY2031 Proposed		
	Capital Funding Categories (\$M)	Dec 2024	Feb 2025	Variance
	Debt Proceeds	\$2,506	\$2,507	\$1
	Dedicated Funding from States	\$3,000	\$3,000	\$0
	Federal Formula Funds	\$2,974	\$2,974	\$0
	System Performance and Formula	\$2,012	\$2,012	\$0
	PRIIA Match from States	\$891	\$891	\$0
	Federal PRIIA Funds	\$861	\$861	\$0
	Other and Prior Year Funds	\$281	\$723	\$443
	Total Capital Program Cost	\$12,525	\$12,969	\$444

Uses of Funds

	FY2026 – FY2031 Proposed		
Capital Investment Categories (\$M)	Dec 2024	Feb 2025	Variance
Railcars and Railcar Facilities	\$2,629	\$2,597	(\$32)
Rail Systems	\$1,366	\$1,491	\$125
Track and Structure Rehabilitation	\$1,426	\$1,571	\$145
Stations and Passenger Facilities	\$1,372	\$1,579	\$207
Bus, Bus Facilities, and Paratransit	\$2,297	\$2,297	\$0
Operations and Business Support	\$1,373	\$1,371	(\$2)
Total Capital Investments	\$10,463	\$10,906	\$444
Revenue Loss from Capital Projects	\$10	\$10	\$0
Debt Service - Dedicated Funding	\$2,053	\$2,053	\$0
Total Capital Program Cost	\$12,525	\$12,969	\$444

Note: Amounts may not sum due to independent rounding

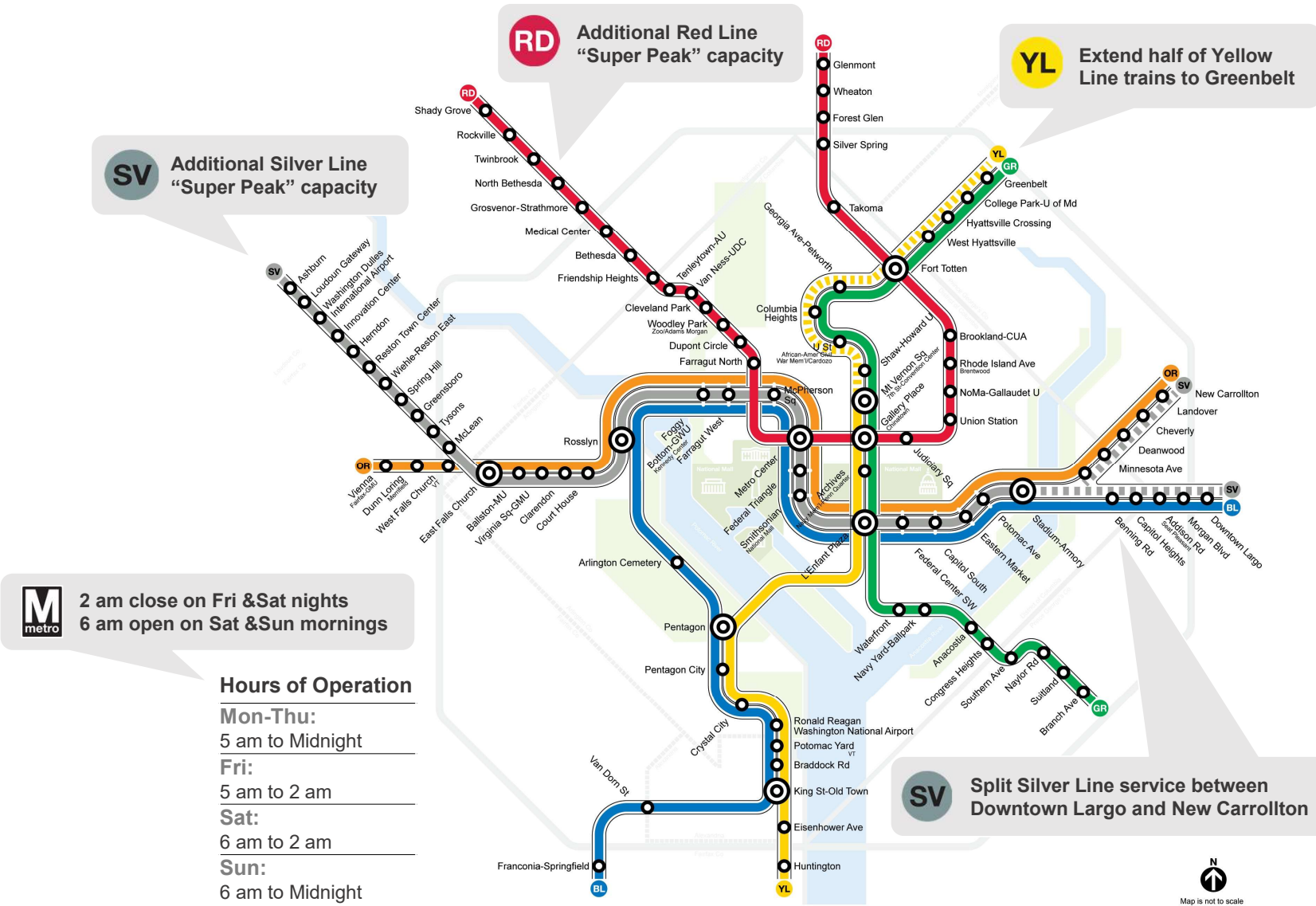


Proposed Rail Service Changes in FY26

Metro Update

Responsive to customer needs, Metro has **proposed** the following rail service changes in the FY26 budget. These proposals are currently receiving public comment and will be considered by Metro's Board.

Proposed Change	Impact on Maryland Riders
Yellow Line Extension to Greenbelt: Currently, Yellow Line trains run from Huntington and terminate at Mt. Vernon Square. Metro is considering extending half of these trains to Greenbelt with the rest continuing to end at Mt. Vernon Square. Trains would alternate, with every other Yellow Line train running to Greenbelt.	Increased frequency between Mt. Vernon Square & Greenbelt. One-seat ride from Greenbelt to DCA.
Extended Weekend Hours: Currently, the rail system opens 7AM on Saturday and Sunday mornings, and closes at 1AM on Friday and Saturday nights. Metro is considering opening the rail system at 6AM on Sat. & Sun., and closing at 2AM on Fri. & Sat.	Early morning and late-night service on all Metrorail lines on the weekend.
Silver Line Split at Stadium Armory: To balance service between the Blue & Orange Lines, Metro is considering splitting Silver Line trains at the Stadium Armory Station by sending half to New Carrollton along the Orange Line, and half to Downtown Largo along the Blue Line.	More balanced service, increasing frequency between Stadium Armory and New Carrollton and decreasing frequency to Downtown Largo.
Red Line Super-Peak: To improve speed and capacity during rush hour, Metro is considering a new "super-peak" service that would reduce wait times between Red Line trains at the busiest travel times at all Red Line stations.	Reduced wait times between Red Line trains during busiest portion of morning and evening rush hours from Shady Grove to Glenmont.
Silver Line Super-Peak: To improve speed and capacity during rush hour, Metro is considering a new "super-peak" service that would reduce wait times between Silver Line trains from Wiehle-Reston East and Stadium Armory at the busiest travel times.	Limited impact to Maryland residents; adds capacity and reduces crowding in the busiest portion of Silver Line.

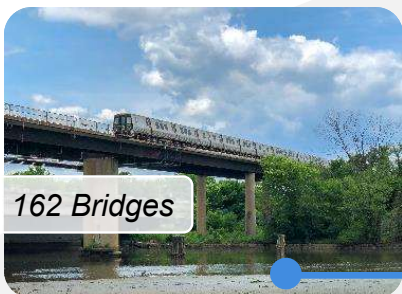


Reinvesting In Our Regional Transit System

Metro Update

Sustaining a safe and reliable public transit system requires continuous maintenance, rehabilitation and replacement and modernization of system assets, including ...

Structures



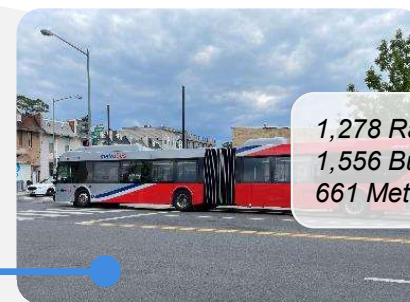
Bus Facilities



Stations



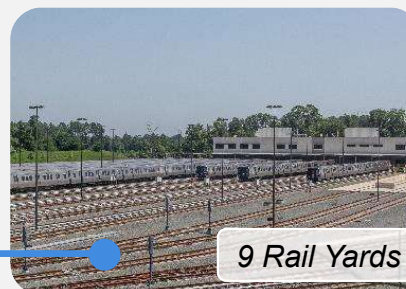
Vehicles



Track

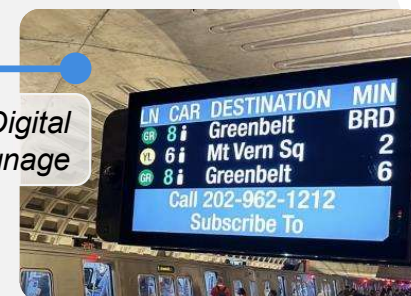


Technology



Rail Yards

Digital Signage



Customer Information

Coming to Metro in 2025 & Beyond



The Better Bus Network Redesign

Metro Update

The 2025 Better Bus Network represents Metro's commitment to improving service and connections **using the resources we have today**. By changing bus routes and service times, this network better connects the region, increases access to better bus service, and makes the bus more convenient.

The network redesign **will go into effect on June 29th**, in coordination with regional bus partners including: **TheBus in Prince George's County** and **Ride On in Montgomery County**

Better Connects the Region

Maryland residents will be able to **access more jobs** within 60 min of transit

50K more residents will be able to **access a hospital** within 30 min on transit during the AM rush

28K more residents will be able to **access a college** within 30 min on transit during weekdays

Makes the Bus More Convenient to Use

Will **save bus customers in Maryland 3K hours** every weekday

3-4% more of the trips that start in Maryland will be convenient to take by transit

Improves Bus Service in the Evenings & on Weekends

More Maryland residents will have access to **service on weekends**

+25K more on Saturdays
+49K more on Sundays

Approximately 60K residents will gain access to **high frequency bus service during evenings**

Advances Opportunities for Equity-Focus Communities

47K residents of equity-focus communities in Maryland will **gain access to high frequency service** during the AM rush

Accessibility to jobs, colleges, grocery stores, and other important destinations **will improve more for MD's equity focus communities** than for the state as a whole

Maryland Development Overview

Recently Completed (2024)

- **College Park**
(451 units)
- **Grosvenor**
(220 units, 1 acre park)
- **New Carrollton**
(291 units)

Board JDA Approval / Excess Property (EP) Sale

- **Downtown Largo-Lottsford Rd JDA**
(800 units, 70K SF Retail)
- **Downtown Largo**
(EP- Residential)
- **Southern Avenue**
(EP- Residential)
- **Twinbrook JDA**
(437 units, 5K SF Retail)
- **West Hyattsville JDA**
(200 units)

Under Construction (or 2025 Groundbreaking)

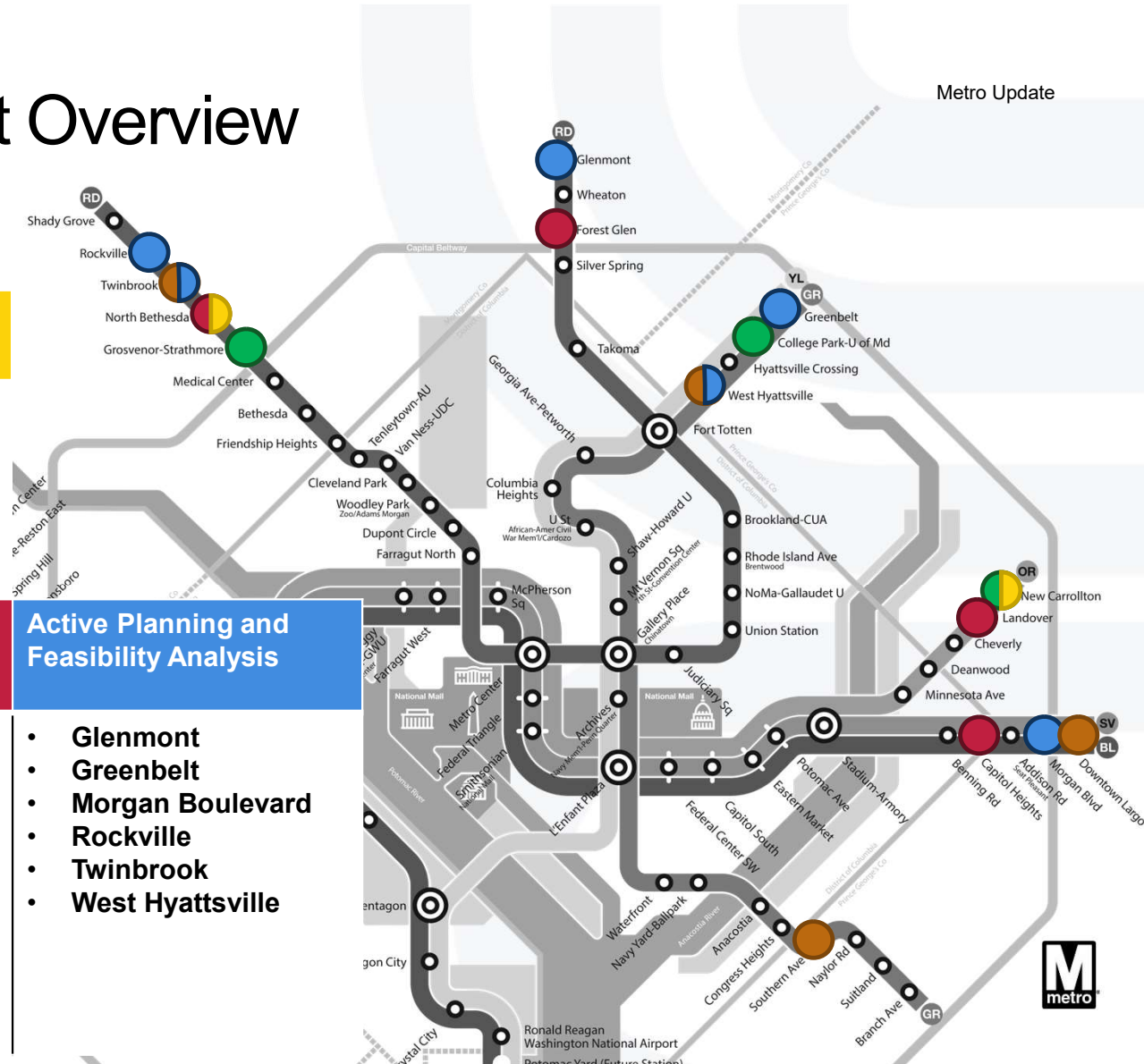
- **New Carrollton**
(462 units)
- **North Bethesda**
(354 units)

Active Solicitation/ Negotiations

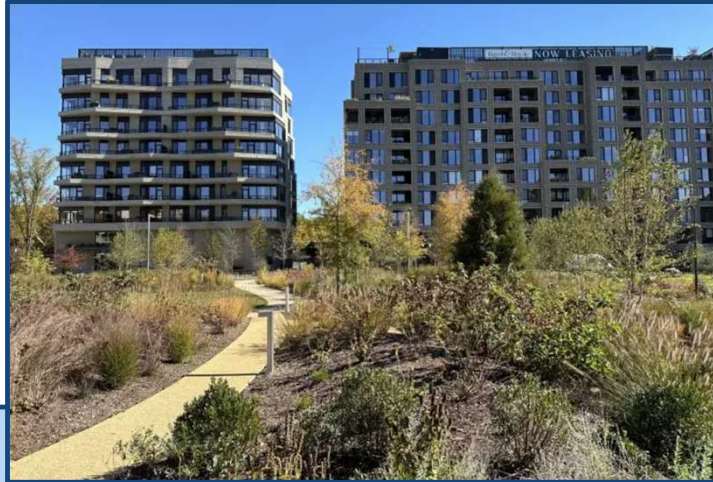
- **Capitol Heights**
(Mixed-use)
- **Forest Glen**
(Residential)
- **Landover**
(Residential)
- **North Bethesda**
(Mixed-use)

Active Planning and Feasibility Analysis

- **Glenmont**
- **Greenbelt**
- **Morgan Boulevard**
- **Rockville**
- **Twinbrook**
- **West Hyattsville**



The Ravel & Royale Apartments at Grosvenor-Strathmore



Metro Update

The Margaux Apartments at New Carrollton

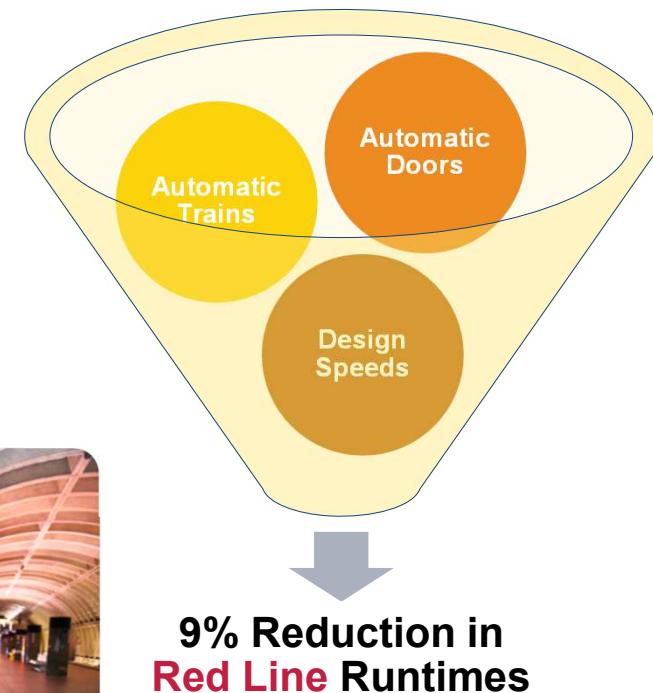


The Atworth Apartments at College Park

Automatic Train & Door Operations

Metro Update

- Automatic Door Operations on **all Metrorail lines** launched in July 2024
 - Saves 3-5 minutes in end-to-end travel on a line
- Reactivated Automatic Train Operations on **the Red Line** in December 2024
 - Allows trains to operate up to the original, intended design speed on many track segments
- We continue to work with the WMSC to bring Automatic Train Operations and original design speeds to the rest of the system by Summer 2025



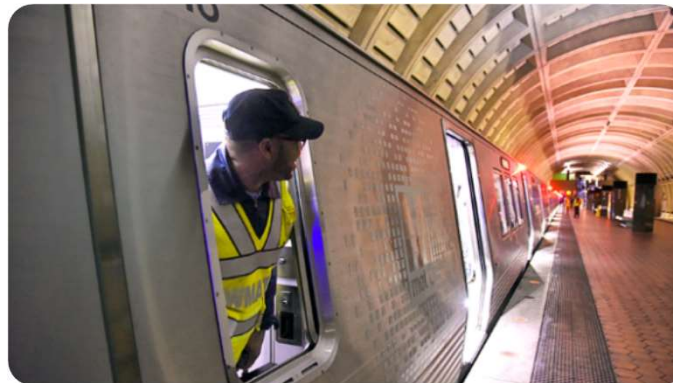
Red Line Performance Outcomes



Schedule adherence up 3.1%



On time performance up 2.7%



A Modern Fare System

Metro Update



Setting Records

Nearly **48 million** mobile transactions in 2024;
nearly **98 million** since launch in 2020

Adding over 1.2 million mobile transactions each week

Mobile is sticking: 27% of stations above 40% mobile use,
and 100% of stations are over 20%

Daily record: **over 6,000** new cards created,
and **nearly 1,100** plastic cards converted in one day

One-day high: **221,000** mobile transactions

Nearly **5,000** DC Kids Ride Free cards converted to Apple Wallet

Coming Spring 2025: “Metro Tap. Ride. Go” Open Fare Payment

Regional Coordination Through DMVMoves

Metro Update

DMVMoves is a joint initiative of the Metropolitan Washington Council of Governments (COG) and WMATA to create a **unified vision and sustainable funding model** for the region's transit network

- Throughout 2025, a task force of officials appointed by COG and WMATA from the District of Columbia, Maryland, Virginia, and the federal government will be guiding this initiative alongside two workgroups representing area jurisdictions, transit service providers and agencies, and business, labor, and community organizations
- Goals include: Identifying a sustainable funding source for Metro, aligning regional mobility goals and strategies, and realizing cost efficiencies among regional partners.
- Maryland DMVMoves Task Force Members:

Senator Malcolm Augustine; County Executive Marc Elrich; Acting County Executive Tara Jackson; Delegate Marc Korman; MDOT Assistant Secretary & WMATA Boardmember Joe McAndrew; Councilmember Kate Stewart



DMV*Moves* Working Groups

Metro Update



Fare Policies

Integrate and align fare policies to provide consistent customer experience



Service Guidelines

Adapt shared service guidelines for when and how often transit providers operate and measure performance



Wayfinding & Amenities

Improve wayfinding, customer information, and amenities at transit stops

Bus Priority

Implement bus priority strategies to get best value from high frequency routes



Shared Assets & Group Procurements

Explore shared usage of assets & resources, and group procurements



Training & Certification

Make training, certification, and inspection programs more consistent across the region



Thank You

Metro Update

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