NORTHERN VIRGINIA TRANSPORTATION COMMISSION

2025

Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority

NoVaTransit.org

2300 Wilson Blvd. Suite 230
Arlington, VA 22201
(703) 524-3322
@NoVaTransit

System Map

metro

wmata.com
Information: 202-GO-METRO | TTY: 202-962-2033
Metro Transit Police: 202-962-2121 | Text: MYMTPD (696873)

Terminal stations

- **Red Line** • Glenmont / Shady Grove
- **Orange Line** • New Carrollton / Vienna
- **Blue Line** • Franconia-Springfield / Downtown Largo
- **Green Line** • Branch Av / Greenbelt
- **Yellow Line** • Huntington / Mt Vernon Sq
- **Silver Line** • Ashburn / Downtown Largo & New Carrollton

Station Features

- Parking
- Hospital
- Airport

Connecting Rail Systems: Amtrak, VRE, MARC

Transfer Station
Station in Service
Served by every other train

Metro is accessible.

N

Map is not to scale

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

December 15, 2025

On behalf of the Northern Virginia Transportation Commission (NVTC), I am pleased to submit the *2025 Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority* (WMATA) as directed by Virginia Code.

Just two years ago, WMATA faced an unparalleled budget deficit after the pandemic upended ridership patterns and brought historic levels of inflation to every industry. Understanding the importance of maintaining a robust public transit network to support Virginia's economic competitiveness and quality of life, the Commonwealth partnered with Northern Virginia jurisdictions to craft a two-year, stopgap operating funding solution to avoid service cuts and sustain ridership recovery. As we approach the conclusion of this temporary funding solution in Virginia, WMATA now leads the nation in ridership growth, crime is at an eight-year low and the agency has generated over $500 million in cost savings and cost avoidance over the last three years.

Despite WMATA's strong track record of performance, there remains a funding need that will enable WMATA to build on this recent success: a $153 million operating funding need in FY 2027 to permanently sustain Virginia's two-year additional investment to support WMATA's operating budget and a $136-150 million capital funding need beginning in FY 2028 to meet Virginia's share of a regional solution to maintain and modernize the WMATA rail and bus systems, both then growing each year thereafter. These needs were developed by the DMV*Moves* initiative and the General Assembly's Northern Virginia Growing Needs of Public Transit Joint Subcommittee and offer the region the ability to bend WMATA's long-term operating cost curve. As these efforts just recently concluded, NVTC endorsed each body's recommendation resolutions in preparation for the 2026 General Assembly session.

Now is the time to invest in a long-term, sustainable, dedicated funding solution for WMATA. This report documents NVTC's support for meeting these needs and the processes by which these funding concepts were developed. The report also outlines expenditures of the Commonwealth's WMATA Capital Fund and safety, reliability, financial performance and ridership data as required by code. We look forward to continuing to work with our partners in the Commonwealth to ensure a stable and accountable financial future for WMATA.

Sincerely,

David F. Snyder
Chair

2300 Wilson Boulevard, Suite 230 • Arlington, VA 22201
Tel (703) 524-3322 • Fax (703) 524-1756
www.novatransit.org • X @NoVaTransit • Facebook @NoVaTransit • Instagram @novatransit_ig

Metro launches Better Bus Network

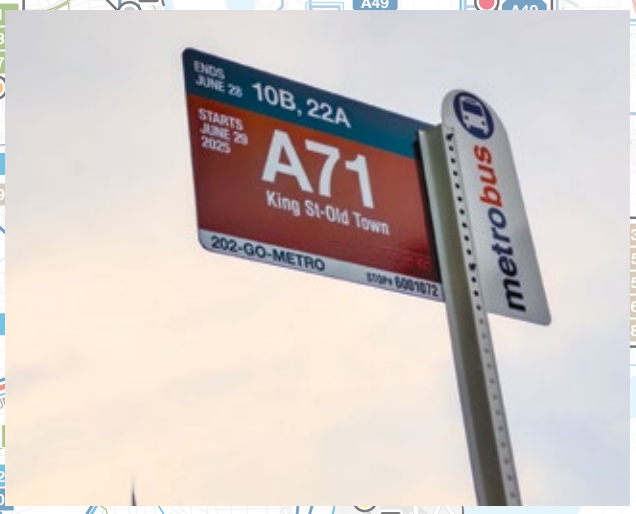
New connections in Virginia and beyond

First redesign of the Metrobus network in 50 years

No additional cost to launch Year One Better Bus Network

More connections between activity centers across the region

NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION



Better service on evenings and weekends

Two images courtesy of Metro

Acknowledgements and Credits

NVTC WMATA Committee Members

Matt de Ferranti, Chair
Walter Alcorn
Canek Aguirre
Matthew F. Letourneau
Paul Smedberg
David F. Snyder

NVTC Management Team

Kate Mattice, Executive Director
Scott Kalkwarf, Director of Finance and Administration
Andrew D'huyvetter, Director of Programs and Policy
Sarah Godfrey, Deputy Director of Strategic Communications
Ann McGrane, Deputy Director of Programs and Policy

NVTC Project Team

Adam Hager, WMATA Program Manager
Shannon Bacon, Program Analyst
Matt Friedman, Communications and Public Affairs Manager
Tenley O'Hara, Events and Administrative Coordinator
Colie Touzel, Communications Specialist
Sophie Spiliotopoulos, Data Visualization Program Manager
Owen Williams, Program Analyst

Legislative Requirement of This Report

This report fulfills the requirements of § 33.2-3403 of the Code of Virginia specifying that NVTC report annually on the performance and condition of WMATA, for both Metrorail and Metrobus. Per statute, the report addresses the following elements:

- Potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations.
- Use of the dedicated capital funds authorized by the legislation to improve the safety and condition of the rapid heavy rail mass transportation system.
- The safety and reliability of the rapid heavy rail mass transportation system and bus network.
- The financial performance of WMATA related to the operations of the rapid heavy rail mass transportation system and bus mass transportation system, including farebox recovery, service per rider and cost per service hour.
- The ridership of the rapid heavy rail mass transportation system and the bus mass transportation system.

Note: Cover photos are courtesy of NVTC and Metro.

Contents

1. Introduction

The Northern Virginia Transportation Commission (NVTC) is proud to continue advancing public transit in Northern Virginia with this Annual Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority (WMATA).

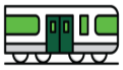
Over the last several years, NVTC has laid the groundwork to identify a long-term, sustainable funding solution for WMATA. Like transit agencies across the country, WMATA was affected by the COVID-19 pandemic which upended ridership and brought historic levels of inflation across all industries. The agency's existing structural funding challenges were exacerbated by unparalleled budget deficits as once reliable revenue streams struggled to keep pace with increased costs.

Alongside the annual iteration of this report, other NVTC products such as the "Value of Northern Virginia Transit to the Commonwealth" in 2023 and the "Metro Operating Funding and Reform Working Group Report" in 2024 have helped the region understand the importance of a well-funded, robust public transportation network, the structural nature of WMATA's operating and capital fiscal challenges and how new revenues and cost-containment measures could support the agency.[1] Together, these products paved the way for regional discussions that led to DMV*Moves* and Northern Virginia's Growing Needs of Public Transit Joint Subcommittee (SJ 28). Established in 2024, SJ 28 has worked to develop a regional transit funding plan and identify ways Virginia can solve its share of funding needs for WMATA as well as local transit operators and the Virginia Railway Express (VRE), respectively.

As these efforts approach final recommendations in late 2025, NVTC's message is clear: **now is the time to invest in a long-term, sustainable, dedicated funding solution for WMATA**. While specific details will be finalized shortly after the publication of this report, NVTC supports a funding solution for WMATA in Virginia comprised of:

$153 million in operating funding beginning in FY 2027 to permanently sustain Virginia's two-year additional investment to support WMATA's operating budget

+



$136-150 million in capital funding beginning in FY 2028 to meet Virginia's share of a regional solution to maintain and modernize the WMATA rail and bus systems

both then growing each year thereafter

The region has the opportunity to bend WMATA's long-term operating cost curve with timely investments to maintain and modernize the system. Sustainable funding will also help Northern Virginia local governments as they look for ways to fund WMATA's operating budget at the conclusion of Virginia's two-year solution. The temporary fix relied on both general fund support from the Commonwealth in FY 2025-2026 and matching local funds from NVTC jurisdictions.

This report satisfies the legislative requirement to document potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations by recommending a long-term, sustainable funding solution comprised of these elements, among other strategies. It further documents the processes by which these concepts were developed and continues to amplify NVTC's position on several WMATA policy issues beyond a long-term funding solution. Together with NVTC's 2026 Legislative and Policy Agenda, this report is intended to serve as a resource for the General Assembly, administration and the public as legislators work toward a transit funding solution for Virginia in 2026.

2. Establishing a WMATA Long-Term Funding Solution

NVTC supports a long-term funding solution for WMATA in Virginia comprised of a:

WMATA Operating Funding Solution

$153M

beginning in FY 2027 to permanently sustain Virginia's two-year additional investment to support WMATA's operating budget

WMATA Capital Funding Solution

$136-150M

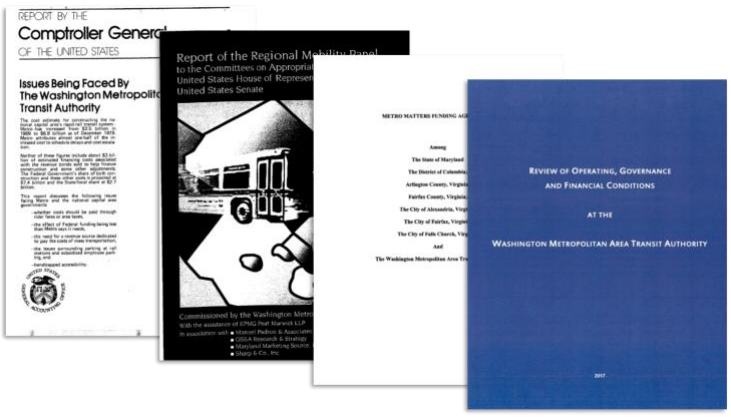
beginning in FY 2028 to meet Virginia's share of a regional solution to maintain and modernize the WMATA rail and bus systems

Both then growing each year thereafter

NVTC also supports a long-term funding solution for **Virginia Railway Express** and **local bus operators** in Northern Virginia

Background

Building on the "2024 Annual Report on the Performance and Condition of WMATA," this report refines and continues to document NVTC's support for a long-term, sustainable funding solution for WMATA. Conversations on the topic date back to the system's earliest years. The United States Government Accountability Office (GAO) in 1979, the Congressional Regional Mobility Panel in 1997, Metro Matters in 2004, Secretary Ray LaHood's report in 2017 and other studies over the last several decades have identified the lack of dedicated funding as a central, recurring issue for WMATA.[2] In 2018, a $500 million dedicated capital funding solution was achieved but this funding was not indexed to inflation such that its purchasing power has eroded over time, thereby exhausting its debt capacity.



In June 2023, WMATA forecasted an operating budget gap of $750 million in FY 2025. Working closely with regional partners including NVTC

and the Commonwealth of Virginia, WMATA successfully closed its operating budget gap using several budget tools, including preventive maintenance transfers, fare increases, one-time and ongoing cost efficiencies, targeted service adjustments and significantly higher levels of jurisdictional contributions from Virginia, Maryland and the District of Columbia. In its capital budget, WMATA spent less than anticipated in FY 2025 due to supply chain challenges and rescoped several key capital projects in its FY 2026-2031 Capital Improvement Program, which together extended the agency's debt capacity in the short-term. However, beginning in FY 2028, WMATA will need significant additional capital investment to maintain state of good repair.

Northern Virginia jurisdictions, in partnership with the Commonwealth through its 2024-2026 biennium budget, successfully crafted a two-year operating funding solution to ensure WMATA's continued post-pandemic ridership recovery. In FY 2025, Virginia agreed to provide an additional $119 million and in FY 2026, an additional $153 million, both split between local jurisdictions in Northern Virginia and the Commonwealth. **This stopgap funding afforded the region the ability to focus on a long-term funding plan and enabled WMATA to continue its strong performance with**:

- **fastest-in-the-nation ridership growth**
- **an emphasis on safety and security, becoming an award-winning, industry leader**
- **a renewed focus on cost-savings and operational efficiency, both in the near-term and in long-term planning efforts**

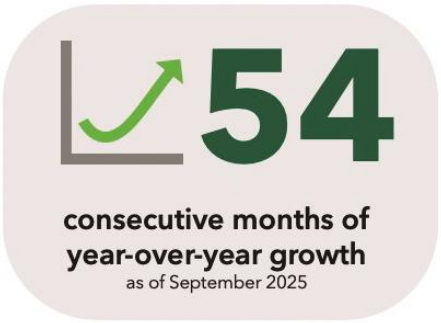
Due to the December 15 deadline for submitting this report to the governor and General Assembly, contained below is a summary of the efforts underway to develop and establish a long-term funding solution for WMATA as of October 2025. It is anticipated that DMV*Moves* and SJ 28, described below, will finalize recommendations in November that are likely to inform Virginia General Assembly action in the 2026 legislative session.

Investing in Success – Recent WMATA Achievements

WMATA had a high-performing year in 2025, leading to recognition by the American Public Transportation Association (ATPA) as the Outstanding Public Transit Agency of the Year for the first time since 1997.[3] With record ridership growth, safety performance and cost savings measures, WMATA has continued its upward trajectory that began as the region navigated its way through the effects of the COVID-19 pandemic.

Ridership

WMATA led the nation in ridership growth in 2025, achieving 54 consecutive months of year-over-year growth as of September.[4] Customers took nearly 264 million trips in FY 2025; a 9% increase compared to FY 2024 and nearly one-third higher than FY 2023. Rail ridership alone grew by 12%, aided by the federal Return to Office order, while Metrobus ridership has surpassed pre-pandemic levels. MetroAccess usage also grew by 14%, with more than 60% of those trips delivered by Abilities-Ride partners.



WMATA's ridership gains were not limited to daily commutes. During the 2025 Cherry Blossom Festival, WMATA carried over 700,000 people on Metrorail on a single Saturday, the second-highest Saturday ridership in system history. March 2025 also marked the first day since the pandemic that WMATA carried more than one million passengers systemwide, a feat that has since been repeated 12 more times. These milestones demonstrate WMATA's ability to deliver safe and reliable service at scale for the region's signature events while sustaining growth on weekdays and weekends alike.

For the Commonwealth, these trends reaffirm that WMATA continues to be the backbone of regional mobility and a critical driver in Virginia's economy. Whether connecting commuters to employers or attracting visitors to the nation's capital, WMATA's ridership growth shows that investments in WMATA continue to pay dividends for Northern Virginia and beyond.

Safety

WMATA continued to make transformational progress in system safety, delivering results that put it at the forefront of the national transit industry. WMATA's FY 2025 Service Excellence Report indicated that overall crime fell by 50% since FY 2023 and by 43% in just the past year. These gains reflect targeted strategies such as heightened visible staffing on platforms and trains, fare enforcement initiatives, crisis intervention teams and data-driven policing. WMATA also implemented a banning policy, which allows the agency to prohibit individuals who repeatedly commit serious crimes on the system, reinforcing both deterrence and rider confidence. As a result, customer perceptions of safety improved significantly, with dissatisfaction cut nearly in half on rail between FY 2023 and FY 2025.

At the same time, WMATA sustained its industry-leading performance in preventing serious rail incidents such as collisions and derailments. Transit worker assaults remained at or below safety thresholds even as ridership grew, supported by expanded training programs and campaigns to de-escalate conflicts. WMATA also reduced employee injuries by investing in fall-prevention campaigns, a Fitness for Duty program, operator assault prevention training and installation of physical barriers for bus operators. WMATA paired these results with efficient resource management. The Metro Transit Police Department doubled its training capacity while saving $1 million annually in operating costs. Crime is down, worker safety is up, and customer satisfaction is stronger now than at any point in recent years.

Cost Efficiency

WMATA has demonstrated strong fiscal responsibility by cutting costs internally while maintaining service. For the FY 2025 budget year, WMATA implemented wage and salary freezes for its two largest labor unions and all non-represented employees, reduced reliance on consultants and modernized internal business standards.[5] WMATA also created a cost efficiency task force that consolidated call

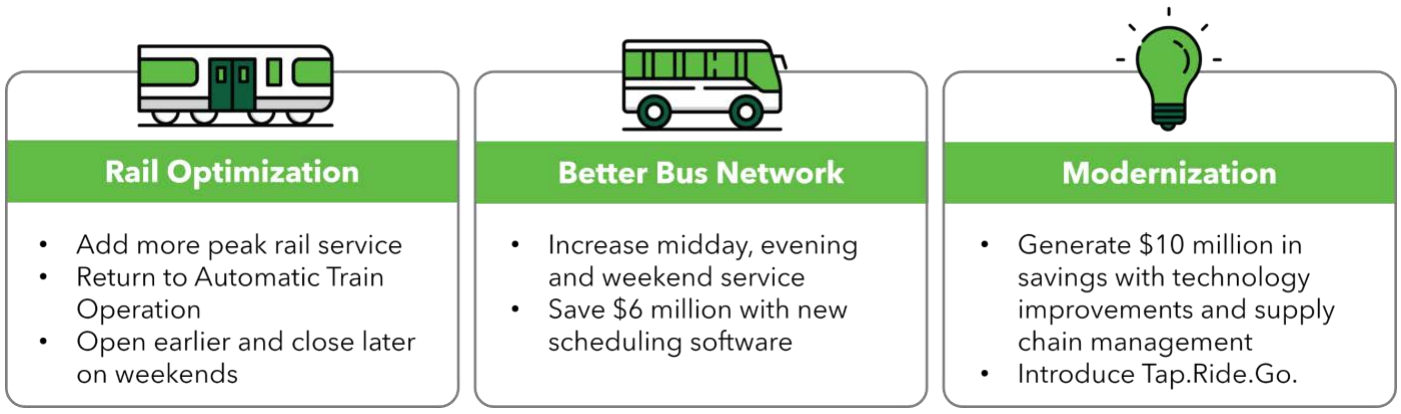
centers, streamlined administrative functions and advanced digital transformation. These reforms generated significant results. Between FY 2023 and FY 2025, WMATA delivered $532 million in operating and capital savings and cost avoidance. These efforts are especially important as Virginia, Maryland and the District work together to stabilize WMATA's long-term operating and capital budgets.

$532M

delivered in operating and capital savings and cost avoidance between FY 2023 and 2025

WMATA has also worked to modernize service delivery to better align resources with demand. Through its FY 2026 budget, WMATA implemented several service optimization and fare initiatives designed to maintain affordability while improving efficiency (Figure 1). In late FY 2025, WMATA returned to automatic train operations (ATO) for the first time in over 15 years, working closely with the Washington Metrorail Safety Commission (WMSC). ATO is a more efficient and safer operating mode than manual as evidenced by the fact that there were no red signal overruns after return to ATO as of April 2025.[6] In May, WMATA introduced Tap.Ride.Go., an open payment technology that allows riders to use a contactless credit or debit card to pay their Metrorail fare. This investment will generate more revenue for the system, offer tourists and casual riders an easy, seamless payment option and is anticipated to be made available on Metrobus and at parking facilities in FY 2026. Together, these actions demonstrate WMATA's commitment to finding cost savings without compromising service and customer experience.

Figure 1. Cost Efficiency Strategies in the WMATA FY 2026 Budget



DMV*Moves* – Developing a Long-Term Funding Plan

Given its complex governance structure and the magnitude of the funding need, WMATA, in partnership with the Metropolitan Washington Council of Governments (MWCOG), commenced DMV*Moves* in May 2024 to identify a unified vision for transit in the region and how to fund a world-class, integrated transit system.[7] Comprised of local, regional, state and federal officials, the DMV*Moves* Task Force held seven meetings through October 2025, first defining a vision and goals and then establishing a series of needs and refining an investment concept for WMATA, commuter rail operators and local bus agencies. The Task Force is anticipated to conclude in late 2025

DMVMOVES Vision

Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home and a leader in innovation, environmental sustainability and social equity.

by agreeing to an investment plan for WMATA that focuses on reinvesting in and modernizing the existing system and committing to implementing a short list of regional bus priority projects in the coming years. In addition to the investment concept to deliver the vision, the Task Force is also anticipated to adopt a Regional Transit Integration Action Plan containing a suite of recommendations to move the region toward a more integrated, seamless and efficient network such as consistent fare policies, unified bus stops, grouped procurements and shared training programs.

Funding the consensus investment concept for WMATA will require significant levels of new revenues from WMATA's funding partners. As of October 2025, maintaining state of good repair for the system and establishing a rail modernization program is expected to require approximately $460 million per year beginning in FY 2028 and growing at 3% per year. Should WMATA's FY 2026 jurisdictional capital contribution formula determine shares, the initial $460 million would require $136-150 million from Virginia, $152-170 million from Maryland and $173-190 million from the District of Columbia. In May 2025, the Task Force opted to move forward with a funding approach wherein the jurisdictions would commit to generating sufficient revenue to cover their respective shares instead of a regional sales or other tax that would go directly to WMATA.

DMVMOVES Plan

WMATA Investment Plan: $460M in FY 2028

State of Good Repair: Reinvest in and maintain WMATA's bus and rail systems

Rail Modernization: Automation, advanced signaling, selective platform screen doors

Bus Priority

State/local investments in priority bus corridors over the next six to eight years.

Regional Integration Action Plan

Six focus areas with recommendations to move the region toward a more integrated, seamless transit network.

Earlier in the DMV*Moves* timeline, it was expected that WMATA would also need additional funding from the region to support its operating budget. However, by March 2025, WMATA announced it was now anticipating a fully funded operating budget by FY 2028 (assuming 3% year over year subsidy growth between FY 2026 and FY 2027 and assuming that Virginia finds its long-term operating funding, as described later in this report) thanks to ridership and revenue growth above expectations, service and asset modernizations to drive efficiencies and reduce costs and recurring budget management savings.[8] Despite the positive outlook relative to earlier conversations at DMV*Moves* where an operating budget need was forecasted around $140 million per year, continued regional economic uncertainty and other factors will impact WMATA's operating budget over the next several years.

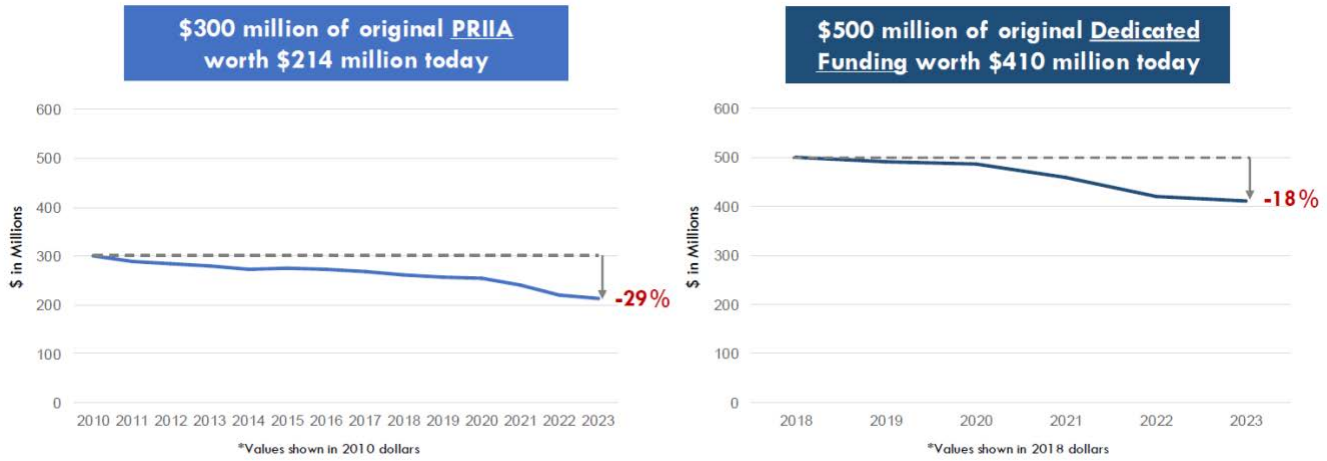
The region's commitment to additional funding will also feature accountability and transparency measures for WMATA. It is anticipated that the Task Force will agree to ask Maryland and Virginia to revise their legislative 3% caps on growth in their respective WMATA operating subsidies, require WMATA to develop a 20-year capital plan (updated every five years) that includes an analysis of opportunities for capital investments to reduce operating costs, and produce an annual report to the MWCOG/Transportation Planning Board (TPB) on system performance and core outcomes from DMV*Moves* funding.

State of Good Repair and Rail Modernization

Of the priorities identified by DMV*Moves*, chief among the opportunities to reduce cost growth and improve the efficiency of WMATA's operations are maintaining the system in a state of good repair so that capital assets can be managed proactively and modernizing the rail system through automation, advanced signaling and platform screen doors. **Together, these capital investments offer the region the ability to bend WMATA's long-term operating cost curve.** It is most cost effective to repair and replace assets in a preventive maintenance program than to address them upon failure. Moreover, a modernized, automated rail system is safer, more reliable and can move more people more efficiently without billions of dollars in new infrastructure expansion investments.

Generally, state of good repair refers to capital programs and projects that maintain a transit system and its infrastructure such as tracks, bridges, signaling systems, vehicles and stations. Without additional capital funding, WMATA's ability to execute a capital program that adequately addresses the system's state of good repair needs is at risk. In 2016, WMATA had a state of good repair backlog of $6.5 billion according to the FY 2025-FY 2031 State of Good Repair Needs Outlook (SNO).[9] Thanks to the establishment of $500 million per year in dedicated capital funding in 2018, WMATA was able to make significant progress in its backlog which, as of FY 2026, sits at just over $4.1 billion. However, this dedicated capital funding was not indexed which has eroded its purchasing power over time due to inflation, such that $500 million in 2018 is only worth $410 million in 2023 (Figure 2).

Figure 2. Purchasing Power of WMATA's Capital Funding Sources Has Declined



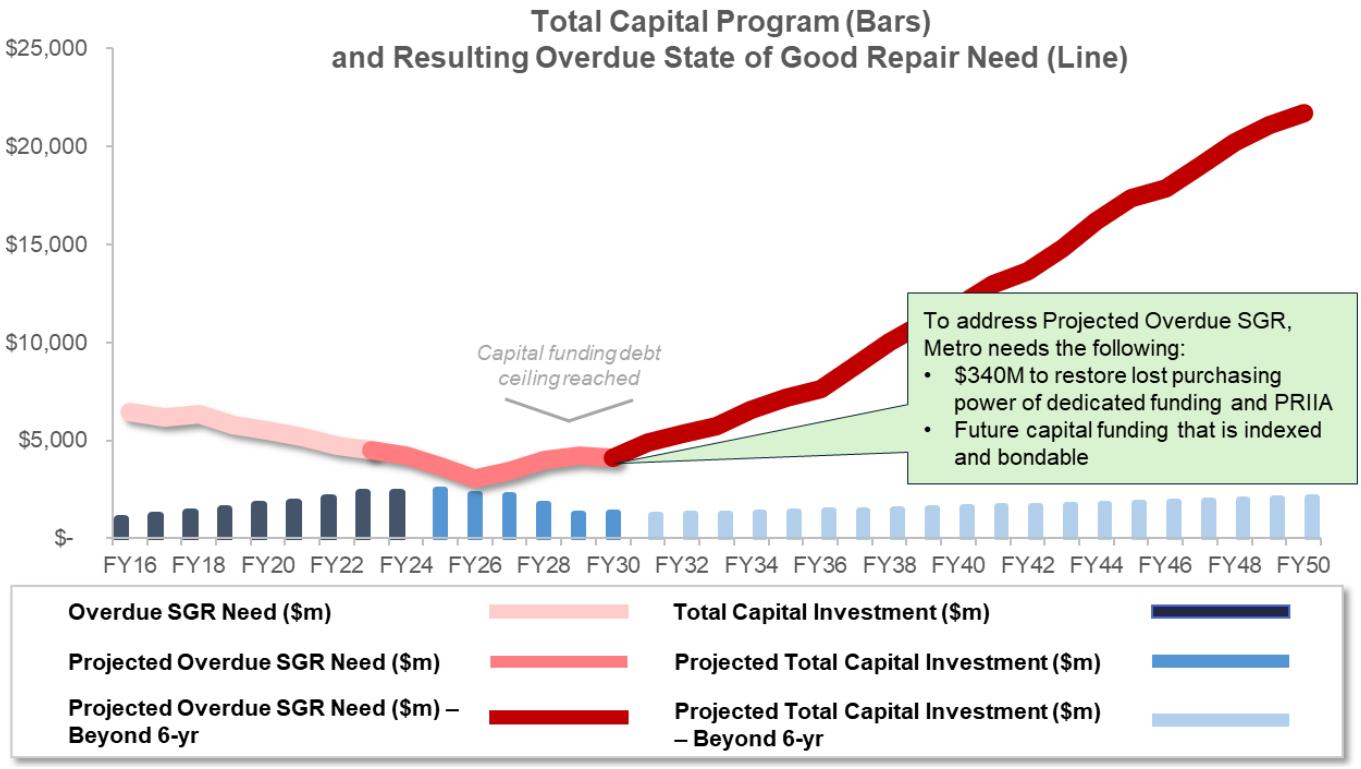
Source: June 10, 2024 DMVMoves Task Force meeting

As a result, WMATA has proposed that any new capital funding commitments agreed upon by the jurisdictions account for the lack of growth in dedicated capital funding since 2018 (in addition to the lack of growth in Passenger Rail Investment and Improvement Act, or PRIIA, funding since 2010). The DMV*Moves* Task Force has further recommended that any new capital funding for WMATA meets the following criteria:

- ☑ Be reliable and predictable
- ☑ Grow at least 3% per year to keep up with inflation
- ☑ Be bondable
- ☑ Have no restrictions or encumbrances

With additional capital funding, like other large organizations with significant infrastructure to maintain, WMATA has indicated it will be able to strategically manage its state of good repair backlog. This means while the backlog is not intended to be eliminated, it can be managed at levels that sustain and improve performance, safety and reliability. Without additional funding that is indexed and bondable, WMATA will reach its debt limit by FY 2029, and the system will face significant reliability challenges and pose safety risks to riders (Figure 3).

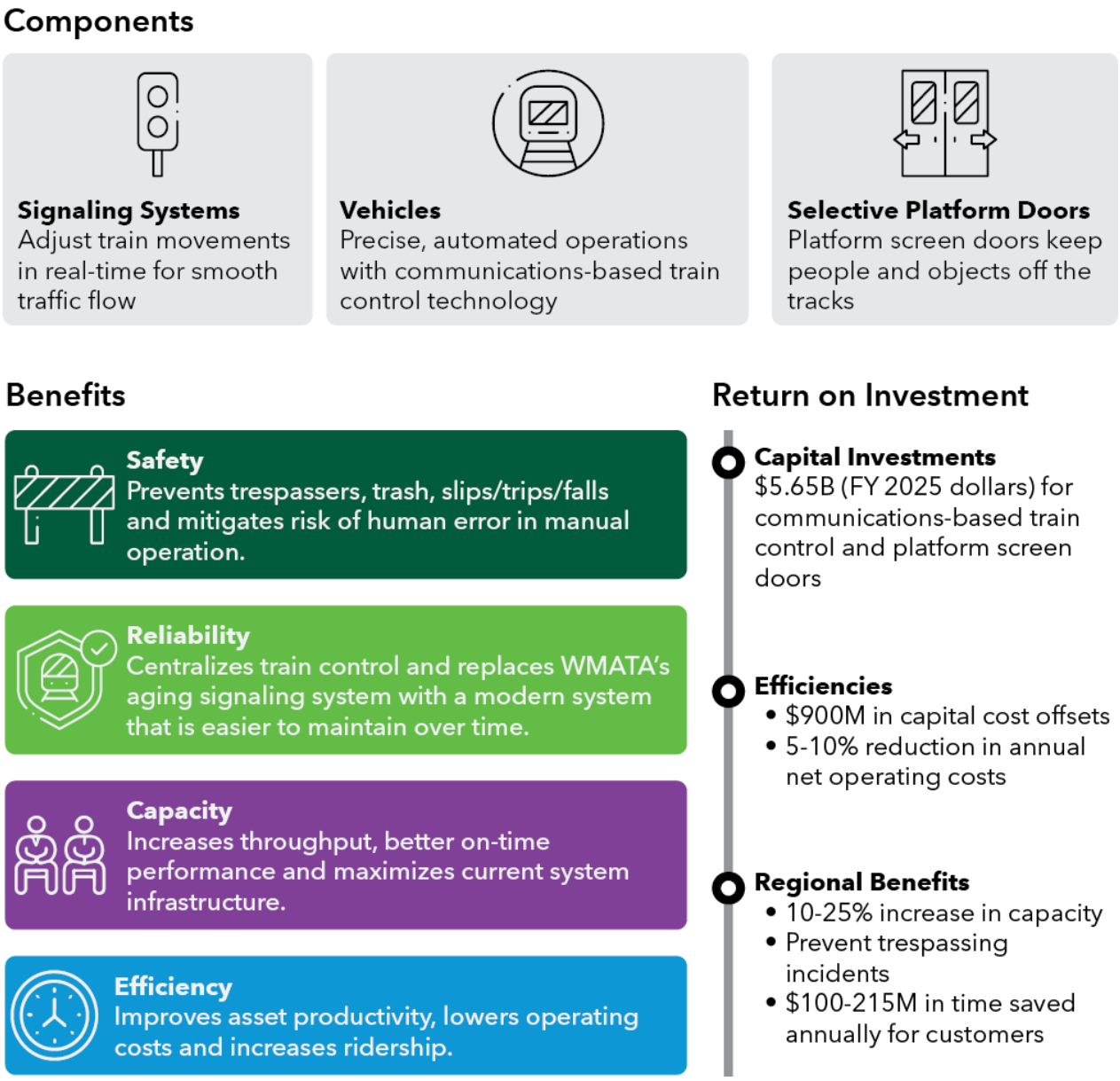
Figure 3. Without Additional Funding, WMATA's State of Good Repair Needs Grow Significantly



Source: September 16, 2024 DMVMoves Task Force meeting

In April 2025, WMATA unveiled a proposal to move toward a world-class transit system through rail modernization and bus priority, the combination of which could also address challenges identified in the Blue/Orange/Silver Capacity & Reliability Study which sought to find a solution between Rosslyn and Stadium-Armory where three Metrorail lines share one set of tracks.[10] Modernizing the system would be comprised of rail automation, an overhaul of WMATA's aging signaling system and installation of platform screen doors at Metrorail stations (Figure 4). WMATA intends to publish a rail modernization program plan in late 2025 that details the capital investments required to support such a program, the return on investment that could be expected from the various grades of automation and the regional benefits afforded by these large-scale modernization investments.

Figure 4. WMATA Rail Modernization Components, Benefits and Preliminary Return on Investment



Bus Priority

A third key feature of the DMV*Moves* plan is additional investment in bus priority across the region. The DMV*Moves* Task Force identified a short list of initial corridors wherein the jurisdictions would use existing or new resources to implement context-sensitive bus priority treatments. These capital investments would speed up travel times, increase capacity, improve safety and allow the region to run more frequent service at a lower cost once implemented. Bus priority treatments can vary in size and scale but generally afford more frequent and reliable service for riders through infrastructure and technology improvements such

as signal priority, queue jumps and bus-only lanes. In Virginia, there are two corridors within the shortlist of seven that have been identified by DMV*Moves* as having a potential for a high return on investment given the ridership they support today: Route 7 between Tysons and King Street and Columbia Pike to Pentagon City (with a connection further to the 14th Street Bridge and L'Enfant Plaza).

Regional Integration Action Plan

Beyond the investments required to support WMATA's capital needs and move buses more efficiently through the region, the DMV*Moves* Task Force also drafted a Regional Integration Action Plan comprised of six focus areas that together can move the region toward a more integrated, seamless and efficient transit network (Figure 5).

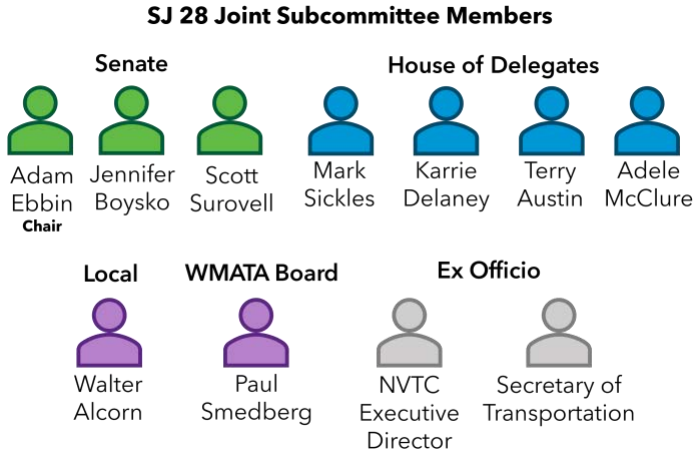
Figure 5. DMV*Moves* Regional Integration Action Plan Elements

Implementing these recommendations will require commitment from local governments and transit operators as well as coordination between them, both within Virginia and with partners in Maryland and the District of Columbia. The DMV*Moves* plan that details these elements is anticipated to be released in late 2025, close to the publication of this report.

SJ 28 Joint Subcommittee – Solving Virginia's Share of the Solution

Understanding that any long-term funding solution for WMATA would require legislative action, the Virginia General Assembly established through Senate Joint Resolution 28 (SJ 28) the Northern Virginia Growing Needs of Public Transit Joint Subcommittee in May 2024.[11] A two-year study effort, the SJ 28 Joint Subcommittee is tasked with studying long-term, sustainable, dedicated operating and capital funding as well as cost-containment controls and strategies for WMATA, VRE and the public transit systems that serve the NVTC and Potomac and Rappahannock Transportation Commission (PRTC) transportation districts.

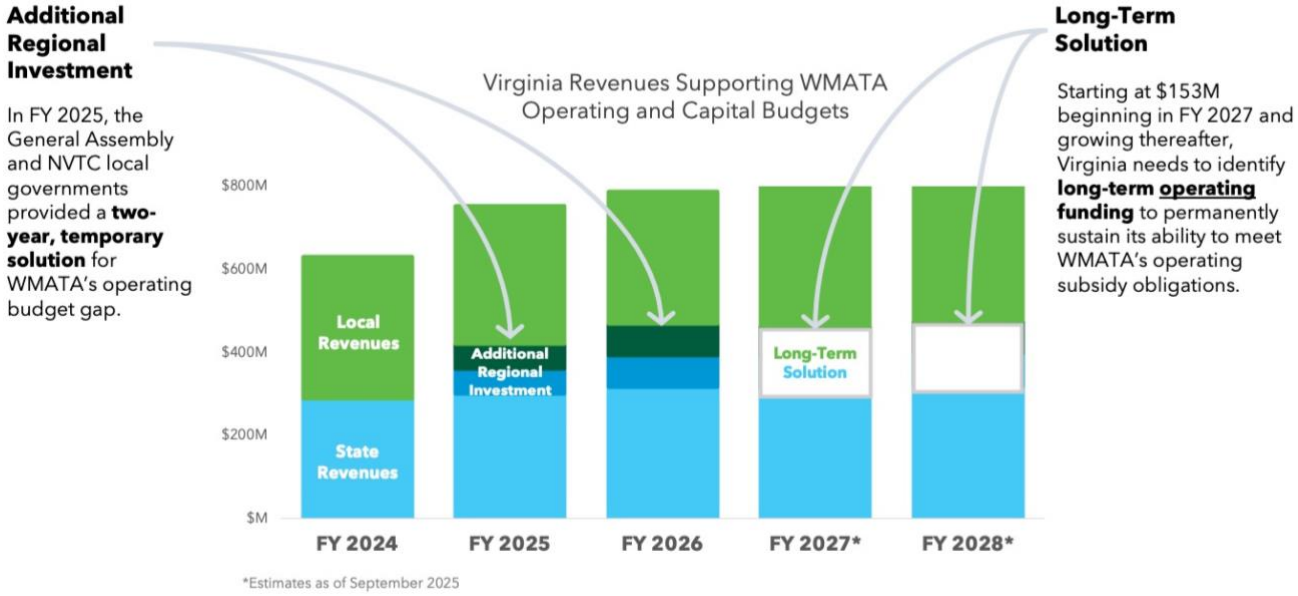
Chaired by Sen. Adam Ebbin, the Joint Subcommittee is comprised of 11 members: seven from the General Assembly (Ebbin, Sen. Jennifer Boysko, Sen. Scott Surovell, Del. Mark Sickles, Del. Karrie Delaney, Del. Terry Austin, Del. Adele McClure), one from the WMATA Board of Directors (Paul Smedberg), one from NVTC (Walter Alcorn), the Secretary of Transportation and the NVTC Executive Director. Supporting the SJ 28 Joint Subcommittee is a Technical Working Group, a staff-level body with representatives from NVTC, PRTC, VRE, DRPT, the Northern Virginia Transportation Authority, Amalgamated Transit Union (ATU) Local 689 and a representative from the Northern Virginia business community. As DMV*Moves* has worked to develop a regional transit vision and identify long-term funding needs, the SJ 28 Joint Subcommittee has studied ways to meet Virginia's share of those future needs with new potential revenues and cost containment measures.



Transit Funding Needs

At varying scales and timelines, all transit agencies – WMATA, VRE and local bus operators – in Northern Virginia face operating and capital budget challenges. For WMATA, its operating budget needs were largely met in FY 2025 thanks to a two-year suspension of the 3% cap on growth in year-over-year operating subsidies that allowed additional jurisdictional investments from Virginia, Maryland and the District of Columbia to close the budget gap. However, Virginia's approach to meeting those needs was temporary with a two-year, stop-gap solution. Virginia agreed to provide an additional $119 million in FY 2025 and an additional $153 million in FY 2026, both split between local jurisdictions in Northern Virginia and the Commonwealth which provided additional General Fund support in addition to its regular contributions from the Commonwealth Transportation Fund to WMATA. Funding to support these FY 2027 operating budget needs has not yet been identified. Without additional funding or fiscal tools to generate more revenue, Northern Virginia localities will be responsible for replacing at least $153 million in WMATA operating budget subsidies (Figure 6).

Figure 6. Virginia Operating and Capital Funding Needs to Support WMATA



WMATA's capital needs have been identified by DMV*Moves* as described earlier. Together, they comprise state of good repair funding to maintain the system and new funding to support rail modernization efforts. Virginia's share of these needs is anticipated to total between $136-150 million in FY 2028 and grow at 3% per year.

VRE has an annual structural operating funding gap of approximately $35 million beginning in FY 2028 due to the expiration of federal pandemic aid. Beyond these near-term needs, VRE intends to use new capacity from Long Bridge and associated capacity expansion projects in Northern Virginia to run additional service with the same number of railcars as part of its transition to a regional railroad. Operating needs to support this increased service are estimated at $40 million per year beginning after the Long Bridge is completed.

Local bus agencies in Northern Virginia face structural funding challenges as state and regional funds are not keeping up with rising costs which in turn put more pressure on local general funds. Between information collected from local bus agencies by the DMV*Moves* project team and the Joint Subcommittee-identified need to reduce pressure on local general funds, there is a funding gap of approximately $35 million per year beginning in FY 2028.

Revenue Estimates

To meet transit funding needs, the SJ 28 Joint Subcommittee estimated revenues for a variety of sources at the NVTC, PRTC and statewide geographies, many of which already support transit and transportation in Virginia (Table 1Table 1. Revenue Sources Estimated at the NVTC, PRTC and Statewide Geographies).[12] In June 2025, the Joint Subcommittee reviewed what these sources could generate at various increments to assess how one or a combination of sources could support transit funding needs, either at a regional level, statewide or both.

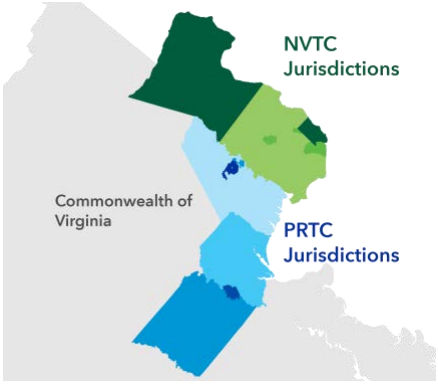


Table 1. Revenue Sources Estimated at the NVTC, PRTC and Statewide Geographies

Income Tax	Tax on wages, salaries, investments, or other forms of income an individual or household earns
Retail Sales and Use Tax	Tax on revenue generated from retail sales
Motor Vehicle Sales Tax	Sales tax on the purchase of a motor vehicle, typically a percentage of the sale price
Auto Repair Labor Tax	Tax imposed on the labor or service charges associated with vehicle repairs or maintenance
Transient Occupancy Tax	Tax paid by travelers to rent accommodations in a hotel, inn, Airbnb, etc.
Motor Vehicle Fuel Sales Tax	Tax on fuel used in highway vehicles
Vehicle Registration Fee	Annual or biennial fee paid by vehicle owners to register a vehicle with the government
Highway Use Fee	Fee for fuel efficient and electric vehicles with a fuel economy of 25 mpg or greater. Equivalent to fuel taxes paid by drivers of gas vehicles.
Motor Vehicle Rental Tax	Tax on the rental of motor vehicles from car or truck rental agencies
Retail Delivery Fee	Per-transaction fee imposed on the purchase of taxable retail items delivered by motor vehicles, currently used in Colorado and Minnesota
Parking Sales Tax	Sales tax on paid parking in off-street lots and garages, typically a percentage of the parking fee
Grantor's Tax	Tax on the transfer of real estate property that is calculated based on the value of the property, paid by the seller of the property
TNC Sales Tax	Sales tax on the cost of ride-hailing services such as Uber and Lyft
Driver's License Fee	Fee on individuals for the privilege of operating a motor vehicle, typically paid every 8 years
I-66 Inside the Beltway Tolling	Opportunity to expand tolling beyond peak-hour, peak-direction on the VDOT-owned and maintained I-66 Inside the Beltway facility

Source: June 23, 2025 SJ 28 Joint Subcommittee meeting

Cost Containment

Among other priorities, the Joint Subcommittee was tasked with examining "industry-wide cost-saving and cost-containment tools to ensure the long-term fiscal sustainability" of WMATA.[13] Today, the primary legislative tool used to contain cost growth at WMATA is a 3% cap on annual growth in operating assistance (also known as jurisdictional subsidy) in Virginia and Maryland. As written, the current legislative caps require the WMATA Board to direct WMATA staff to manage expenses, revenues and service levels to comply with the operating subsidy caps. As WMATA has demonstrated its need for additional funding and its own commitment to cost containment as evidenced by over $500 million in cost saving measures the last three years, its funding partners have assessed what, if any, additional cost control mechanisms should be legislatively enacted alongside any new funding.

Research indicated there are limited legislative opportunities for additional cost growth control measures beyond a 3% cap, or similar. Notably, the Joint Subcommittee identified that the current 3% cap is only on growth in subsidy and not on costs and does not necessarily incentivize WMATA to operate more efficiently. Further, WMATA is subject to and overseen by three different state or state-equivalent legislatures, each of which have an interest in implementing cost growth control measures.

NVTC's "2024 Annual Report on the Performance and Condition of WMATA" recommended establishing a revised operating assistance growth cap in Virginia and Maryland (the District of Columbia does not have such a cap on operating assistance growth).[14] When Virginia's cap was implemented, WMATA had a pre-pandemic financial model of relatively high farebox revenues (over $700 million in fare revenues in FY 2019) and low inflation (below 3%). While the 3% subsidy cap has been an effective tool in controlling WMATA's cost growth as evidenced by the agency's 4.8% average annual operating budget growth from FY 2019 to FY 2024 (lower than the regional peer average of 7%), several unintended consequences from the implementation of the cap arose that affect Virginia.[15] Specifically, the 3% cap altered WMATA's subsidy allocation process in a way that distorted the amount of subsidy owed from the amount of service received, reducing transparency and accountability to the funding jurisdictions in the budget process.

As part of the two-year funding solution for WMATA in FY 2025 and FY 2026, Virginia suspended its 3% cap to allow WMATA to receive additional regional investment without penalty to localities in Northern Virginia. The General Assembly also funded an operational analysis, expected to be completed in early 2026, that examines opportunities for WMATA to realize greater cost efficiencies and enhance self-generated revenue.[16] Without a legislative change, Virginia's current 3% cap will be reinstated beginning in FY 2027.[17] While it is anticipated that the SJ 28 Joint Subcommittee will endorse the concept of a revised cap in operating assistance growth, NVTC supports a proposal that would continue to limit year-over-year subsidy growth, provide predictability to Northern Virginia jurisdictions, incentivize WMATA to operate as efficiently as possible and not affect WMATA's recently updated subsidy allocation formulas that better align service and subsidy.

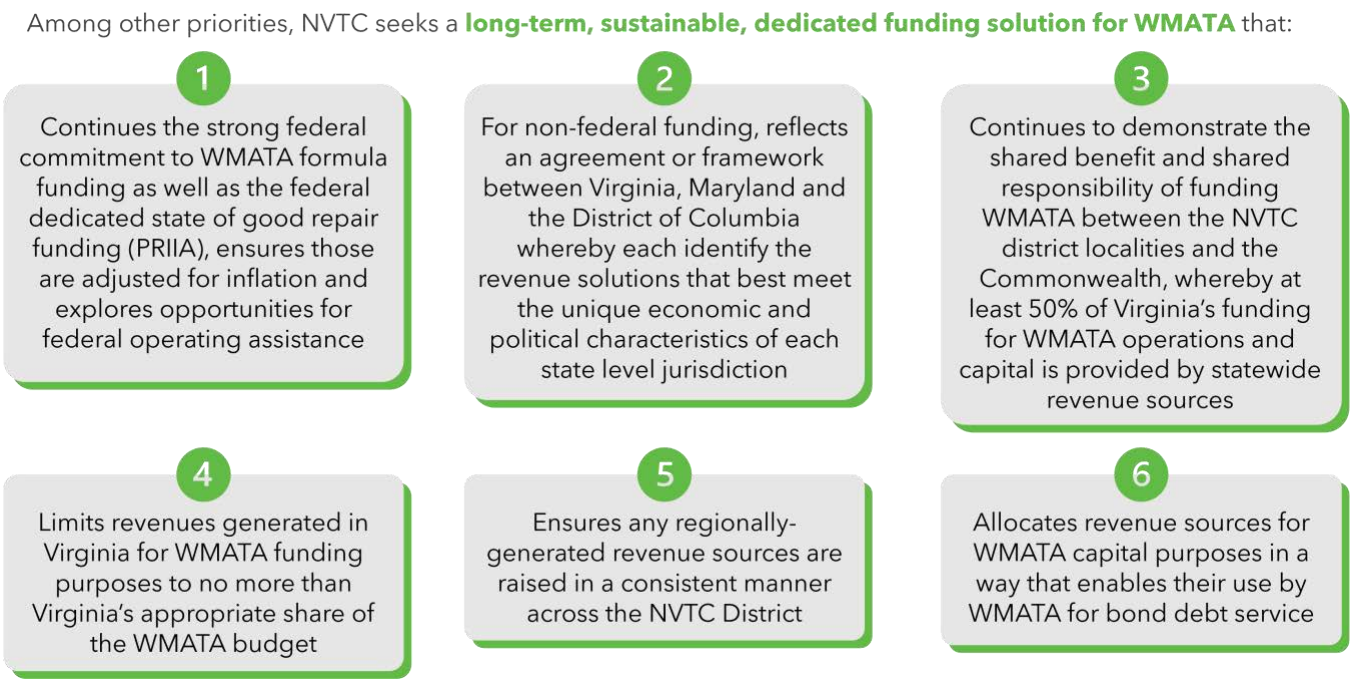
Northern Virginia Transit Funding Solution

While a final recommendation is not expected until November 2025, it is anticipated that the SJ 28 Joint Subcommittee will support meeting Northern Virginia transit funding needs with a combination of state and regional revenues in a structure that complements rather than replaces existing transit funding mechanisms. Such a recommendation could potentially inform a legislative package in the 2026 General Assembly Session.

NVTC Principles – Northern Virginia's Funding Priorities

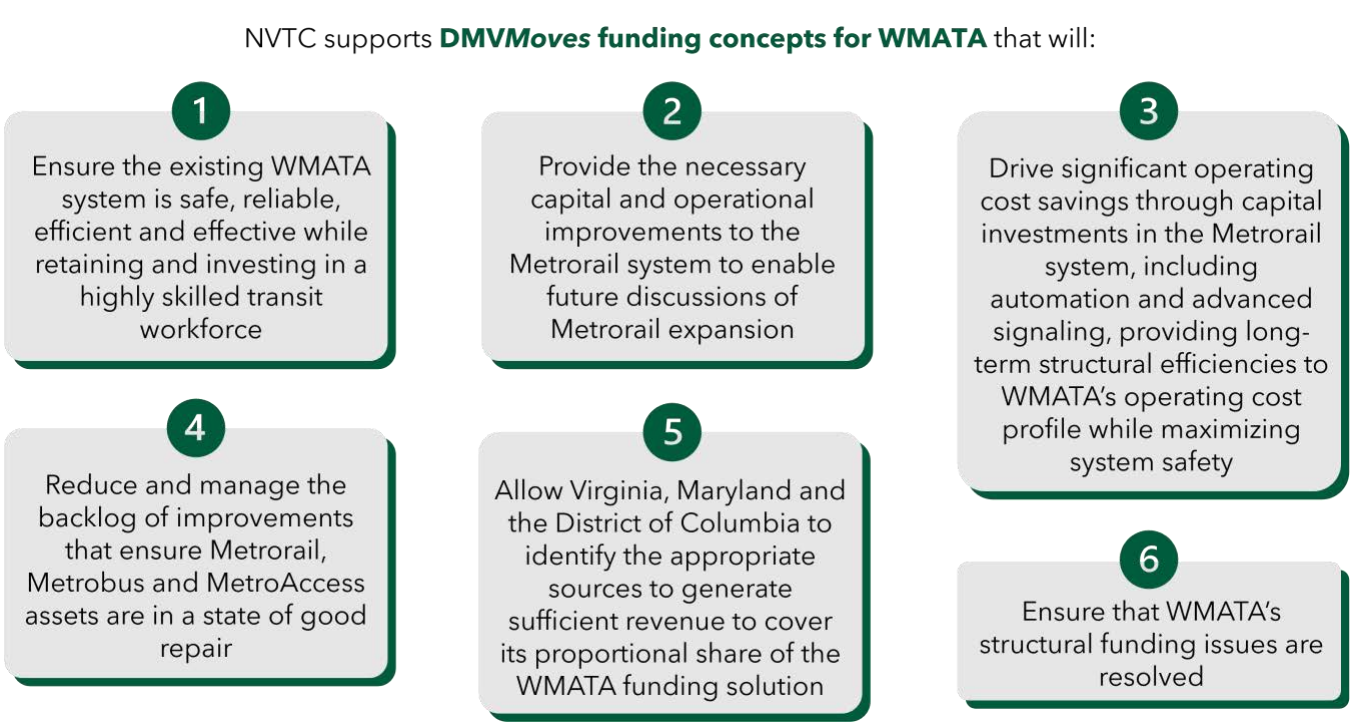
As the DMV*Moves* and SJ 28 efforts have moved forward, NVTC has played a critical role by not only offering a forum for conversations to build consensus positions for Northern Virginia, but also by providing timely input and feedback to both bodies in the form of Commission resolutions.[18] In January 2025, NVTC passed Resolution #2552 which detailed its guiding principles for future transit funding.[19] The Commission established several funding priorities for all transit operators in Northern Virginia as well as a subset of priorities for WMATA (Figure 7).

Figure 7. NVTC's Guiding Principles for Future Transit Funding



Building on the future transit funding principles established in January, NVTC offered a response to DMV*Moves* funding concepts via Resolution #2571 in July 2025.[20] As the DMV*Moves* Task Force restructured the WMATA investment plan in the spring as described above, NVTC provided timely feedback as both the Task Force and SJ 28 Joint Subcommittee would be narrowing their focus to a shortlist of recommendations through the rest of the calendar year. While broadly supportive of the concepts being considered at DMV*Moves*, the Commission sought to ensure that Virginia, Maryland and the District of Columbia would generate revenue to cover their respective shares of any new WMATA funding, among other topics (Figure 8).

Figure 8. NVTC Principles in Response to DMV*Moves* Funding Concepts



It is anticipated that NVTC will offer additional input regarding a transit funding solution for WMATA and other Northern Virginia transit operators in late 2025.

3. NVTC Positions on Key WMATA Issues

Beyond meeting mandated legislative requirements and, in this year's case, supporting a long-term funding solution for WMATA, NVTC uses this annual report to communicate positions on issues of importance to Northern Virginia jurisdictions related to WMATA. In recent years, NVTC has advocated for operational and policy changes that have been completed by WMATA: redesigning the Metrobus network for more efficient and cost-effective service, updating the subsidy allocation formulas to better align service with subsidy and enhancing the physical safety and security of customers and employees, among others. While the items contained in this section are not exhaustive, they represent a short list that, if implemented, will enable WMATA to continue improving its cost effectiveness, safety and focus on riders.

Labor Costs and Overtime

WMATA made significant progress in managing labor cost escalation in early FY 2025 by negotiating and executing a new four-year (FY 2025-2028) collective bargaining agreement (CBA) with ATU Local 689, the largest of WMATA's labor unions.[21] The CBA stipulates a wage freeze for the first year (matching the wage freeze for non-represented employees) while years two and three provide for a 3.0% general wage increase and year four includes a 3.5% wage increase. While no cost-of-living adjustment (COLA) is provided in the first year of the agreement, years two through four will see a COLA paid only if the Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) exceeds the general wage increase for the relevant year up to a maximum combined total increase of 5.0%.

Pension and Other Post Employment Benefit (OPEB) Liability

While the new CBA with ATU Local 689 made progress in controlling cost growth through wages, there remain opportunities to address longstanding issues with pension and other post-employment benefits as additional contracts are negotiated. These include increasing worker contributions to pensions and other post-employment benefits (OPEB) and limiting or prohibiting overtime earnings towards retirement pay. Identified first in the "Review of Operating, Governance, and Financial Conditions at the Washington Metropolitan Area Transit Authority" authored by former Transportation Secretary Ray LaHood in 2017, NVTC has recommended WMATA implement such strategies in prior reports.[22] As of September 2025, the FY 2025-2028 CBA with ATU Local 689 has not yet been shared publicly via WMATA's website. As such, it is unclear whether the CBA sufficiently addresses these issues.

WMATA makes contributions each year to pension plans as required by CBAs and, as of FY 2024, maintains a net pension liability of just under $1.7 billion.[23] Contributions by WMATA to its five pension plans grew from $153.7 million in FY 2019 to $271.2 million in FY 2024. These obligations are significant cost drivers and three of WMATA's five defined benefit pension plans are controlled by unions. For all five plans, WMATA funds them based on actuarily defined requirements, yet those requirements differ by plan since each is administered on its own.

It is important to understand the long-term implications of WMATA's defined benefit pension plans, especially given WMATA's lack of direct control and oversight authority as identified in the LaHood report. One method to gauge the financial standing of a defined benefit plan is determining the funding available as a percentage of total pension liability. Table 2 details covered employees, net pension liability and

percentage of pension liability funded for WMATA's five plans. NVTC will continue to monitor these figures as more recently approved CBAs are made publicly available.

Table 2. Covered Employees and Net Pension Liability for WMATA Pension Plans

Name of Plan	Employees Covered	FY 2024 Retirees	FY 2024 Active Members	Net Pension Liability (thousands)	% of Total Pension Liability Funded
Local 689 Transit Employees' Retirement Plan (Amalgamated Transit Union)	Full or part-time Local 689	7,413	8,634	$1,400,057	75.56%
Local 2 (closed to new participants Jan 2009)	Full-time Local 2	382	19	$27,083	84.39%
Local 922 (Teamsters)	Full or part-time Local 922	339	480	$22,856	91.77%
Transit Police (WMATA) Fraternal Order Police	Transit police officers and officials	441	382	$74,858	80.59%
WMATA Retirement (closed to new participants Feb 2016)	Management and non-represented	1,493	112	$172,553	67.20%
	Total	**10,068**	**9,627**	**$1,697,407**	

Source: WMATA Annual Comprehensive Financial Report for the Fiscal Years Ended June 30, 2024 and 2023

Overtime

Beyond improvements to pension management and OPEB in collaboration with labor unions, WMATA also has significant opportunities to control labor costs through reducing overtime costs and more closely aligning overtime expenses with budgeted amounts. In FY 2024, overtime expenses were 54% over budget and totaled $150.6 million.[24] In FY 2025, overtime pay comprised 10% ($185.5 million) of personnel expenses and was 56% over budget.[25] WMATA budgeted for $122.2 million for overtime expenses in its FY 2026 budget, which represents a 3% increase from FY 2025 budgeted levels but significantly less than actual expenses in FY 2025. The inclusion of limits to work hours in the CBA with ATU Local 689 offers WMATA one opportunity to manage overtime expenses.

Substantial overtime costs are not unique to WMATA and remain a challenge for transit agencies nationwide. Peer agencies in Boston (MBTA), Atlanta (MARTA) and San Francisco (BART) each reported overtime expenses higher than budgeted amounts up to 70% over budget in FY 2024 (Table 3). However, in FY 2025, WMATA significantly outpaced its peers in terms of actual overtime costs ($185.5 million), overtime amount over budget ($66.8 million) and the percentage of overtime costs above budget, indicating a need to not only assess WMATA's budgeting processes relative to actual overtime use, but a critical look into why WMATA's total overtime costs are much higher than a peer like MBTA with a similar

size operating budget (WMATA's operating budget in FY 2025 was $2.4 billion while MBTA's was $2.7 billion).

Table 3. Overtime Costs for WMATA and Peer Agencies, FY 2024-2026 (in millions)

	FY 2024			FY 2025			FY 2026
Agency	**Budget**	**Actual**	**Variance**	**Budget**	**Actual**	**Variance**	**Budget**
WMATA	$ 97.9	$ 150.6	$ 52.7 (53.8% over)	$ 118.7	$185.5	$ 66.8 (56.3% over)	$ 122.2
MBTA	$ 44.3	$ 75.1	$ 30.8 (69.5% over)	$ 58.7	$ 69.3	$ 10.6 (18.1% over)	$ 61.6
MARTA	$ 38.9	$ 43.4	$ 4.5 (11.6% over)	$ 38.5	$ 37.3	$ -1.2 (3.1% under)	$ 37.7
BART	$ 76.8	$ 80.9	$ 4.5 (5.6% over)	$ 77.0	$ 88.3	$ 11.3 (14.7% over)	$ 79.7

Sources: WMATA FY 2026 Annual Budget Book; WMATA FY 2025 Quarter 4 Financial Report; MBTA Itemized Budgets; MARTA FY 2026 Proposed Operating Detailed Budget; BART FY26 & FY 2027 Sources, Uses & Service Plan Presentation

Reserve Fund

Unlike most peer transit agencies or state and local governments in Virginia, WMATA does not have an operating contingency reserve fund. This means that WMATA is poorly positioned to handle unpredictable financial shocks and is reliant on its funding jurisdictions to weather these unforeseen circumstances. Since WMATA does not have dedicated operating funding, the funding jurisdictions all appropriate funding to WMATA through their annual budget processes. An unplanned request from WMATA to its funding jurisdictions creates budgetary unpredictability that is challenging for all parties and could present legal difficulties with the legislative caps on growth in operating assistance in Virginia and Maryland. In addition, an operating contingency reserve fund is an example of sound financial management, which bond ratings agencies look for when evaluating an agency's creditworthiness.[26] Sound financial management is a critical component in achieving a higher bond rating, which could save WMATA and its funders valuable capital dollars.

In May 2025, the DMV*Moves* Task Force shifted its focus to identifying a capital funding solution as recent ridership increases strengthened WMATA's operating budget outlook. Unforeseen shifts in ridership, revenue or other factors may reintroduce operating budget concerns in the future, and an operating reserve fund could help WMATA and its funding jurisdictions navigate such pressures. At the right time, as part of its oversight role, the WMATA Board should establish a Board-directed operating contingency reserve fund and adopt associated management policies that set parameters for WMATA staff to follow. A rainy-day fund was identified in WMATA's 2019 strategic plan, "Keeping Metro Safe, Reliable and Affordable," but was not implemented by the region.

WMATA Reporting Requirements

WMATA is subject to reporting requirements as laid out in federal regulations, state code and other agreements. Currently, there are 68 requirements across 10 reporting vehicles from nine unique agreements or sections of legislation from the District of Columbia, Virginia, Maryland and United States Congress. These agreements and legislation include WMATA's six-year Capital Funding Agreement, state

code in Virginia and Maryland and the Code of the District of Columbia, dedicated funding agreements, a PRIIA agreement with the Commonwealth of Virginia and the Infrastructure Investment and Jobs Act. Often, these requirements overlap, with multiple jurisdictions requesting similar, or even identical, documents on separate timelines. Documents required under two or more agreements include an annual independent audit, a single audit report and an adopted budget book, among others.

There is an opportunity to comprehensively address reporting requirements to limit redundancy, consolidate reporting timelines and streamline WMATA's administrative duties. Such changes to reporting would require significant coordination between Virginia, Maryland, the District of Columbia and WMATA. If these new agreements fit within the various legislative requirements, there is flexibility in timing and structure to best serve the parties involved, including WMATA. NVTC supports WMATA developing a proposal for jurisdictional partners to streamline and simplify reporting requirements provided that the information currently required in legislation remains in place, even if under new legislation.

Jurisdictional Audit

WMATA, as a federally funded public transit agency, is subject to audits and oversight efforts by external organizations. For example, congressionally mandated oversight actions are guided by and/or directly conducted by the Federal Transit Administration and include procurement, asset management and financial management oversight. WMATA also has an independent Office of Inspector General (OIG) and an internal function for quality assurance, internal compliance and oversight.[27] The funding jurisdictions of the WMATA Compact exercise oversight through their WMATA Board members and have the right to conduct audits of WMATA. Auditing is a vital component of oversight and, in a complex funding and governance structure like WMATA, the funding jurisdictions have a role to play in auditing areas of jurisdictional concern, namely WMATA's jurisdictional subsidy and budget process.

For WMATA, audits directed by individual funding jurisdictions have historically been intermittent and lacked coordination among the other Compact funding jurisdictions. In recent years, jurisdictional audits have lacked consistent objectives, do not share the same scope of work and have the potential to yield different findings with conflicting recommendations. Multiple uncoordinated audits also pose an additional administrative burden for WMATA, which must spend staff time responding to jurisdictional audits that often ask for the same information.

As conversations on the topic continue in the region, NVTC recommends the funding jurisdictions exercise their audit rights in a coordinated fashion that adds value and minimizes WMATA's administrative burden. To accomplish this, one option is for the WMATA Board to create an advisory committee (which is allowable per the Compact and would require either action by the Board or amendments to the WMATA Board Bylaws) composed of key regional financial staff. This advisory committee would represent a steering committee of jurisdictional interests in any audit effort that could be managed by WMATA staff. As part of this effort, the WMATA Board could formalize its already active and ongoing audit activities by amending its bylaws accordingly and assigning the audit committee the responsibility to liaise with a new jurisdictional audit committee.

Relationship with the Washington Metrorail Safety Commission

The Washington Metrorail Safety Commission (WMSC) plays an important role in keeping WMATA riders and employees safe by serving as the federally recognized safety oversight and enforcement body for Metrorail.[28] Since its establishment in 2017 via interstate compact, which was supported by NVTC, WMSC's efforts have helped WMATA accomplish some of the best safety performance metrics in the nation.[29] It is vital that a strong, independent WMSC continue providing an important oversight role of the Metrorail system to maintain and improve this strong safety record. While NVTC has an interest in ensuring a safe and reliable Metrorail system, NVTC has no formal role with the WMSC; the Commonwealth serves as the appointing authority for the Virginia members of the WMSC. While WMATA's safety record in recent years demonstrates a working relationship between the two organizations, there have been several instances in which WMATA has disagreed with WMSC's purview and role, noting oversight regulations and authority from different bodies such as the Federal Transit Administration or Occupational Safety and Health Administration. The WMSC recognizes that in some areas there are overlapping authorities, but no other agency has a safety mandate comparable to the WMSC. The WMSC notes it has oversight authority of worker safety because the health and safety of Metrorail personnel relate directly to the safety of the entire Metrorail system and its passengers. Nonetheless, the WMSC includes in its Program Standard its commitment to working with other oversight organizations to avoid unnecessary duplication or burden. NVTC supports a strong, independent safety oversight body, values the critical work of the WMSC and encourages WMATA and WMSC work collaboratively to resolve safety issues.

Additional Opportunities to Reduce Costs and Increase Revenues

Increase Metrobus Fare Revenue through Fare Enforcement

In FY 2024, Metrobus passenger revenue dropped to $50 million, only 74% of WMATA's budgeted Metrobus revenue and more than $5 million below FY 2023 (Table 4). In FY 2025, Metrobus passenger revenue rebounded to $56.4 million while ridership was 13% more than budget.

Table 4. Metrobus Fare Revenue, FY 2023-FY 2026

Year	Metrobus Operating Revenue Budgeted	Metrobus Operating Revenue Actual	Percent of Budgeted Revenue	Metrobus Ridership Budgeted	Metrobus Ridership Actual	Percent of Budgeted Ridership
FY 2023 (Actual)	$59,103,000	$55,635,000	94%	79,269,000	102,500,000	129%
FY 2024 (Actual)	$67,870,000	$50,108,000	74%	105,640,000	117,500,000	111%
FY 2025 (Actual)	$53,703,000	$56,400,000	105%	111,408,000	124,400,000	113%
FY 2026 (Budgeted)	$59,881,000	N/A	N/A	133,069,000	N/A	N/A

Source: WMATA FY 2025 Q4 Financial Progress Report

Significant levels of fare evasion are the primary cause of the disconnect between anticipated and actual revenues. As of the second quarter in FY 2025, systemwide Metrobus fare evasion was at 75%, meaning three in four riders were not paying their fares.[30] After the launch of the Better Bus Network, Metrobus fare evasion dropped from 72% in June 2025 to 67.8% in July.[31] After the installation of new faregates, rail fare evasion dropped 82%, while bus fare evasion remained significant.[32]

Over the last year, WMATA has worked to establish effective strategies to mitigate fare evasion on Metrobus. WMATA installed new fareboxes across its entire Metrobus fleet in fall of 2024 to remedy payment issues caused by farebox malfunctions. At the same time, Metro Transit Police began patrolling bus loops and individual routes more regularly to enforce payment. Beginning in May 2025, the message "Fare Required" began rotating on Metrobus exterior digital displays in an effort to encourage more passengers to pay their fares, but stronger enforcement efforts are still required to capture more Metrobus passenger revenue.

Identify Opportunities to Increase Non-Fare Revenue

Non-fare revenues account for a small portion of operating revenues for transit agencies in the United States yet offer a useful tool to generate more revenue and lower investments required by funding jurisdictions. In FY 2026, WMATA's non-fare revenues are budgeted to total $100.7 million, an increase of 0.2% over FY 2025.[33] Non-fare revenues for WMATA include joint development projects, advertising, parking, fiber optics, property leases and other non-transit revenues.

Joint development has been a WMATA priority in recent years, since the 2022 publication of the 10-Year Strategic Plan for Joint Development. Projects at the Eisenhower Avenue and Huntington Metrorail Stations delivered 366 units of housing and 425,000 square feet of office space, and a 387-unit development at West Falls Church is underway.[34] Future development at the Braddock Road, Eisenhower Avenue and Huntington Metrorail Station sites are prioritized for solicitation by 2028, and at the Vienna/Fairfax-GMU Station site by 2032.

Parking was the largest single source of non-passenger revenue in FY 2025, comprising 18% of total non-passenger revenues, followed by fiber optics and advertising. WMATA is encouraging customer utilization of available parking capacity by not raising rates in FY 2026 and planning the rollout of Tap.Ride.Go. contactless payment with credit or debit cards at parking facilities.

Continue Efforts to Identify One-Time and Recurring Cost Savings through the Annual Budget Process

There are opportunities to continue identifying cost savings throughout the fiscal year and annual budget process. The FY 2026 budget process found $20 million in expense reductions across several areas including technology enhancements, bus scheduling software and timing service optimization efforts strategically.[35] The Better Bus Network aims to operate at a lower incremental cost, and ongoing assessment of the network may address any necessary adjustments to improve efficiency. The FY 2026 process also found savings through rail staffing adjustments, administrative and technology modernization, and supply chain improvements. Additionally, WMATA found $120 million in savings in FY 2025; one-time operating savings of $28 million were carried over into the FY 2026 Operating Budget, and $92 million in preventative maintenance transfer savings were reinvested in the Capital Program.[36]

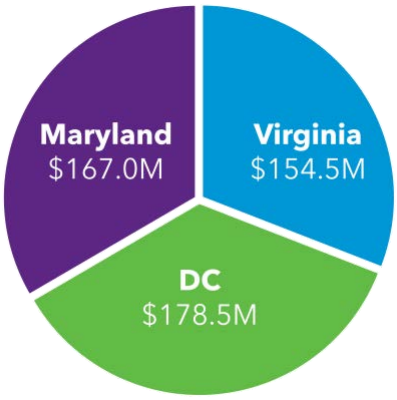
4. Use of FY 2025 Dedicated Capital Funding

In 2018, the Commonwealth of Virginia, the State of Maryland and the District of Columbia worked together to commit $500 million a year in dedicated funding for capital investments at WMATA. Virginia's annual portion of this dedicated capital funding is $154.5 million, with the district and Maryland providing the remaining portions. While this dedicated capital funding strengthens WMATA's ability to embark on large, multi-year capital investments designed to address significant state of good repair needs, it is not inflation adjusted and has seen its purchasing power eroded over time, contributing to WMATA's pending capital program funding cliff. WMATA provides detailed reporting and information about its capital program on its website.[37]

WMATA's Capital Fund

The WMATA Capital Fund is Virginia's share of regional dedicated capital funding that was established in 2018. Virginia's dedicated capital funding supports WMATA's capital investments and project delivery across the system and can be used for any capital purpose. Of the $154.5 million from Virginia, most of the funding is bondable and is provided to an unrestricted account at WMATA. Funding that is not bondable (which comes from statewide sources) is provided to a restricted account at WMATA. The WMATA Capital Fund is established in and protected by state code. DRPT manages and provides the funding directly to WMATA through a funding agreement that ensures a predictable and reliable flow of revenue.[38]

Regional Share of the $500 Million in Dedicated Capital Funding



Sources of Revenue

The WMATA Capital Fund is administered by DRPT and is primarily comprised (about 80%) of local revenues or regional revenue streams generated from the Northern Virginia Transportation District. On an annual basis, the WMATA Capital Fund consists of the following sources:

Local Support
The cities of Alexandria, Fairfax and Falls Church and the counties of Arlington, Fairfax and Loudoun directly contribute a total of **$27.12 million in local funding** directly to DRPT. The allocation of the $27.12 million between the cities and counties is determined by their respective shares of WMATA's capital budget.

Regional Gas Tax
A fixed portion, **$22.183 million, of the regional gas tax** in the Northern Virginia Transportation District is directed to the WMATA Capital Fund.

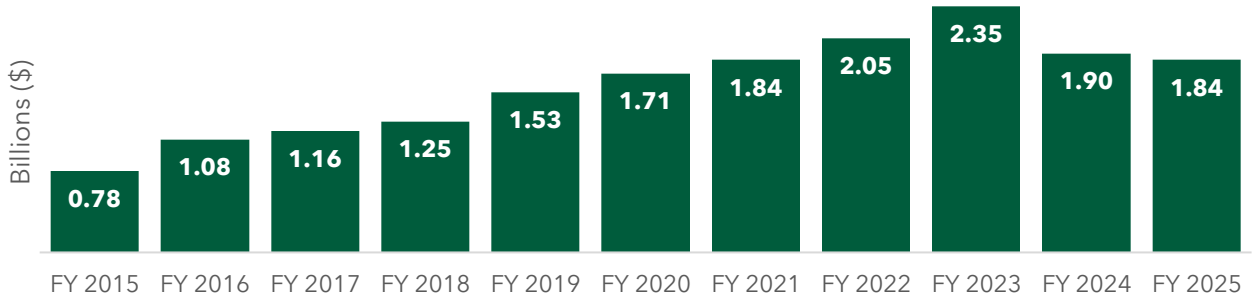
Regional Grantors Tax & Regional Transit Occupancy Tax
Within the Northern Virginia Transportation District, the revenues created by a **3% transient occupancy tax** and **$0.10 per $100 of assessed value grantor's tax** are directed to the WMATA Capital Fund. These sources are revenue streams, so they do not provide a fixed amount into the fund.

Restricted Account
This account is not bondable and is comprised of state funds. It includes a **fixed $20 million in state-wide recordation taxes** from the Northern Virginia Transportation District Fund and a portion of the state-wide Motor Vehicle Rental Tax.

WMATA's Capital Program

In FY 2016, WMATA's estimated its overdue state of good repair needs at $6.5 billion and forecast these needs to drop to $4.1 billion by FY 2024.[39] Over the last decade, WMATA ramped up its annual capital expenditures to deliver major construction projects that address the state of good repair backlog and other modernization needs. With a sustained focus on capital renewal made possible by the ability to issue bonds backed by dedicated capital funding, WMATA has more than doubled its capital expenditures to a record high $2.35 billion in FY 2023 before a drop to $1.9 billion in FY 2024.[40] In FY 2025, expenditures dropped to $1.84 billion (Figure 9).[41] In a September 2025 presentation on the agency's year-end, pre-audit financials, WMATA cited the upcoming capital funding cliff as a reason for reducing capital delivery in FY 2025.[42]

Figure 9. WMATA Annual Capital Expenditures from FY 2015 to FY 2025



Source: WMATA Capital Improvement Program Progress Report Fiscal Year 2025 Quarter 4

Since WMATA began receiving dedicated funding, it has authorized over $3.6 billion in dedicated capital funding bonds, which will be paid for with current and future dedicated capital funding revenues.[43] Having not been indexed to inflation or another measure, dedicated capital funding debt capacity is anticipated to be exhausted by about FY 2028. This erosion of purchasing power of the dedicated capital funding was a primary factor in establishing DMV*Moves* to ensure WMATA can sustainably maintain its capital assets in a state of good repair.

WMATA uses several sources to fund its capital program including federal, regional, state and local contributions. As required by law, NVTC must include the uses of funds from the WMATA Capital Fund (Virginia's share of the dedicated capital funding) during the prior fiscal year in this report. Table 5 shows the actual expenditures of the fund for FY 2025 by Capital Improvement Plan (CIP) Program Area attributable to Virginia's portion of the dedicated capital funding. WMATA provides additional information on progress made in the overall capital program during FY 2025 in WMATA's Quarter 4 FY 2025 Capital Improvement Program Progress Report.[44]

Table 5. FY 2025 Expenditures from the Virginia WMATA Capital Fund by CIP Program

CIP Category	CIP Program	FY 2025 Expenditures (millions)
Railcar Investments	Acquisition	$0.0
	Maintenance/Overhaul	$8.5
	Maintenance Facilities	$0.7
	Subtotal	$9.2
Rail System Investments	Power	$4.6
	Signals & Communications	$29.5
	Subtotal	$34.1
Track and Structures Rehabilitation Improvements	Fixed Rail	$11.9
	Structures	$0.3
	Subtotal	$12.2
Stations and Passenger Facilities Investments	Platforms & Structures	$1.7
	Vertical Transportation	$1.4
	Station Systems	$5.7
	Subtotal	$8.9
Bus and Paratransit Investments	Acquisition	$0.2
	Maintenance/Overhaul	$4.7
	Bus Maintenance Facilities	$0.0
	Passenger Facilities/Systems	$2.8
	Subtotal	$5.3
Business Support Investments	Information Technology	$9.4
	MTPD	$0.2
	Support Equipment/Services	$5.2
	Subtotal	$14.9
Total Virginia Dedicated Funding expended through June 30, 2025		$84.7
FY 2025 Dedicated Funding expended		**$80.7**
Prior Year Dedicated Funding expended		$3.9
Debt Service		**$73.3**
Remainder of FY 2025 Dedicated Capital Funding expended after FY 2025		**$0.3**
Total FY 2025 Virginia Share of Dedicated Funding		**$154.5**

Source: WMATA Quarter 4 FY 2025 Capital Improvement Program Progress Report
Note: Totals may not add due to rounding. Due to the timing of the publication of this report, these expenditures are preliminary and do not represent final audited expenditures.

In FY 2025, WMATA invested over $1.8 billion in capital projects with a priority to address existing needs while also aiming to prevent the creation of additional backlogged needs. Significant FY 2025 capital accomplishments supported by dedicated capital funding included:

Fare Infrastructure Improvements

CIP Program Category: Stations and Passenger Facilities

WMATA made significant progress across several efforts in FY 2025 related to station and passenger facilities. WMATA completed installation of over 1,500 new fareboxes on buses and new fare gates at all 98 stations across the Metrorail system. Each Metro station now has more secure, retrofitted faregates that led to an 82% drop in fare evasion.

The Tap. Ride. Go. open payment system launched on Metrorail in Q4 of FY 2025, allowing customers to pay their fare using a contactless debit or credit card. Development of the open payment backend system is ongoing as WMATA aims to enable Tap. Ride. Go. on Metrobus and at parking facilities in FY 2026.

8000-Series Railcars

CIP Program Category: Railcar and Railcar Facilities

Design of the 8000-Series Railcar continued through FY 2025, advancing completion of Carbody Design Qualification Testing as well as Final Design Review sessions for system components. Contract modifications also advanced regarding 5G communications, enhanced ADA-compliant door indicators, additional cab and platform CCTV coverage, updates seating and bike rack configurations and improved lighting.

After more than 20,000 votes from customers throughout the region, WMATA unveiled the exterior design concept for the 8000-series in August, featuring brown and silver detailing. The first pilot 8000-series railcars are expected to be delivered in late 2027.

Signaling and Automatic Train Control

CIP Program Category: Rail Systems

WMATA continued to advance critical signals and communications projects in FY 2025 including fiber optic installation, radio circuit packages and radio frequency sites.

A return to Automatic Train Operation on all Metrorail lines in FY 2025 supported numerous capital projects, including the system-wide commissioning of Auto Doors in Q1. WMATA also invested in replacing switches, cables and high-current bonds as well as insulation testing in several locations as part of the Automatic Train Control State of Good Repair Program.

5. Safety, Reliability, Ridership and Financial Performance Data

This chapter provides reporting on key safety, reliability, financial and ridership metrics. Data included in this chapter (Table 6) are from the National Transit Database (NTD) and WMATA performance reports. Until FY 2024, WMATA published Metro Performance Reports (MPR) but now publish quarterly and annual Service Excellence Reports (SER) to align with its Strategic Transformation Plan (STP), adopted in January 2023.[45] While this report uses the most recently available data, some NTD data lag 12 to 18 months due to the extensive auditing of these data.

Table 6: Data Sources and Years Presented

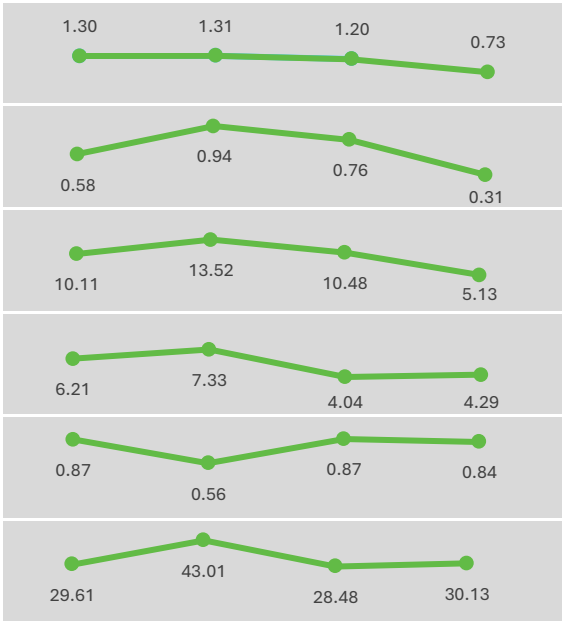
Category	Most Recent Data Available	Source
Safety	Calendar Year 2024	NTD
Reliability	Fiscal Year 2025 (July 1, 2024 – June 30, 2025)	SER
Financial Performance	Fiscal Year 2024 (July 1, 2023 – June 30, 2024)	NTD
Ridership	Fiscal Year 2024 (July 1, 2023 – June 30, 2024)	NTD

Safety

Safety data are collected by transit agencies and reported to the NTD, which provides common reporting definitions and has a robust data quality assurance and auditing process. Transit systems seek to minimize the frequency of safety events. The Safety & Security (S&S) Time Series presents safety and security data through the S&S-40 form (Major events) and the S&S-50 form (Non-Major events). NTD measures transit safety by summarizing the total occurrences, Major and Non-Major, of certain safety events for rail and bus operations that include collisions, derailments (for rail only), fatalities, fire, injuries and security events.

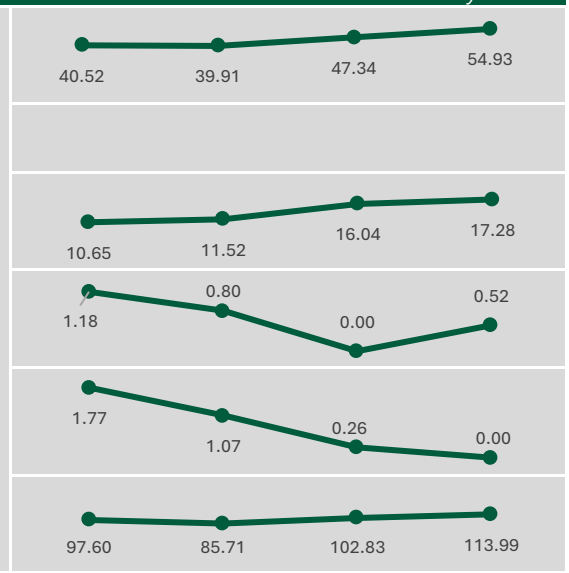
The counts represented in Table 7 and Table 8 are totals for each category from when they were accessed from NTD. Time series data is subject to a validation process and current and previous years' data may be revised by transit agencies based upon additional information or upon request by NTD analysts.[46] The following tables show the data as it was accessed in July 2025. It is important to note that safety data provided in this section includes calendar years 2021 and 2022 which reflect ridership and service impacts due to the COVID-19 pandemic. CY 2021 and CY 2022 data included the October 2021 Blue Line derailment and subsequent removal of 7000-series railcars from service. Table 7 and Table 8 summarize the total count of each type of Metrorail and Metrobus safety event and incidence per ten million vehicle revenue miles (VRM) for calendar years 2021 through 2024.

Table 7: Metrorail Safety

NTD Category	Safety Event	CY 2021	CY 2022	CY 2023	CY 2024	CY 2021 - CY 2024 Event Rate over Time *Lower Rate Indicates Greater Safety*
Events	Collision	9	7	11	7	
	Derailment	4	5	7	3	
	Security Event	70	72	96	49	
	Fire	43	39	37	41	
Fatalities	Fatality	6	3	8	8	
Injuries	Injury	205	229	261	288	

Source: WMATA NTD Report, Forms S&S-40 and S&S-50. Accessed July 17, 2025.

Table 8: Metrobus Safety

NTD Category	Safety Event	CY 2021	CY 2022	CY 2023	CY 2024	CY 2021 - CY 2024 Event Rate over Time *Lower Rate Indicates Greater Safety*
Events	Collision	137	149	180	213	
	Derailment	N/A	N/A	N/A	N/A	
	Security Event	36	43	61	67	
	Fire	4	3	0	2	
Fatalities	Fatality	6	4	1	0	
Injuries	Injury	330	320	391	442	

Source: WMATA NTD Report, Forms S&S-40 and S&S-50. Accessed July 17, 2025.

Reliability

Reliability data are obtained from WMATA's Service Excellence Report and accompanying data file published to the WMATA website.[47] The data included in this report cover the fiscal years (July 1 - June 30) 2022 to 2025 unless otherwise noted. The reliability of a transit system may be measured by its punctuality and equipment dependability. Reliability metrics used by WMATA include:

- **On-Time Performance (OTP)**
- **Mean Distance Between Failures (MDBF)**
- **Percent of Planned Service Delivered**

On-Time Performance

OTP is the rate at which a transit system carries passengers to their destination on time and is used to evaluate the timeliness of travel for both rail and bus operations. This is measured differently for Metrorail and Metrobus. Metrorail customer OTP measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards, which are based on scheduled wait times and train running times. These standards vary by line, time of day and day of the week and are informed by a customer's entry and exit from the system. A description of the measurement methodology is contained in the appendix. Figure 10 summarizes Metrorail OTP in fiscal years 2022 to 2025.

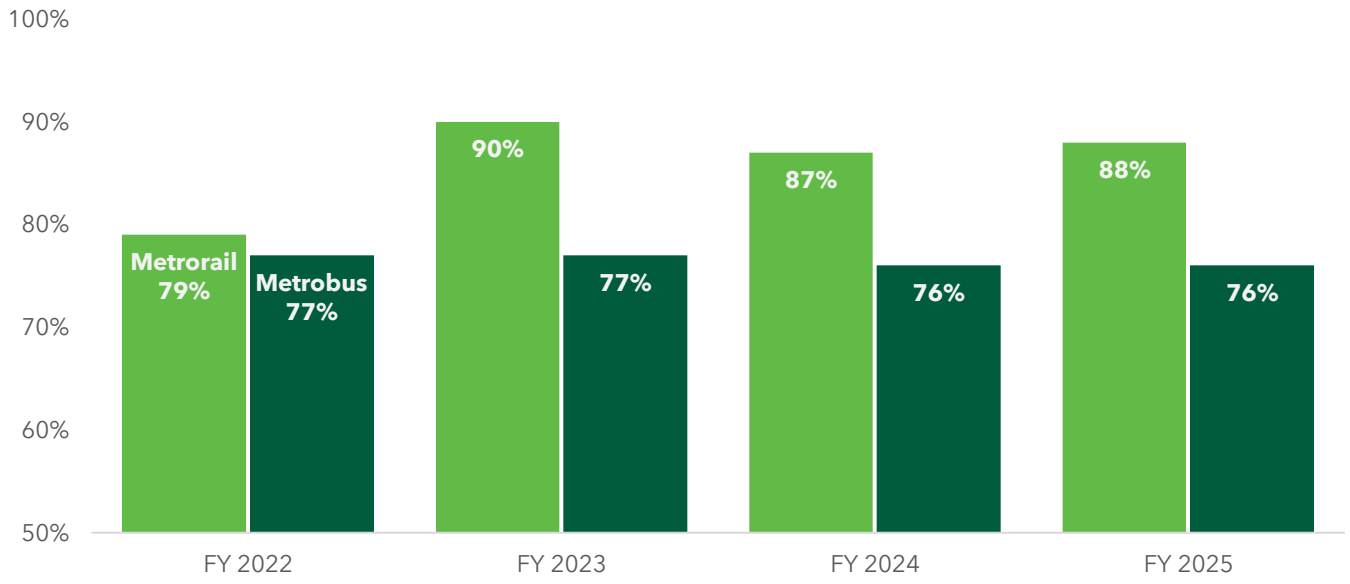
WMATA has demonstrated steady OTP over the last several years, with Metrorail close to 88% and Metrobus approximately 76%. Further supporting OTP, WMATA implemented automatic train operations (ATO) on all lines in June 2025, improving speeds and reducing variability. Signaling incidents after activation caused lower OTP in June 2025, however an average customer trip was 51 seconds faster in June 2025 than June 2024.[48]

FY 2022 Metrobus data exclude three days of data due to data collection errors as well as data from January 1, 2022 to February 6, 2022 due to operator absences from the COVID-19 Omicron surge that required a shift to Saturday service schedules during the week that prevented accurate measurement of on-time performance. All other data are reported for the full fiscal year.[49]

WMATA cites traffic congestion as the main barrier to improving bus OTP; during the PM peak, when traffic volumes are highest, approximately 22% of buses run late.[50] To improve Metrobus reliability, WMATA is collaborating regionally through DMV*Moves* and other initiatives to expand bus priority.

Figure 10: On-Time Performance by Mode

Higher Value Indicates More Reliable Service



Source: WMATA FY 2025 Service Excellence Report

Mean Distance Between Failures

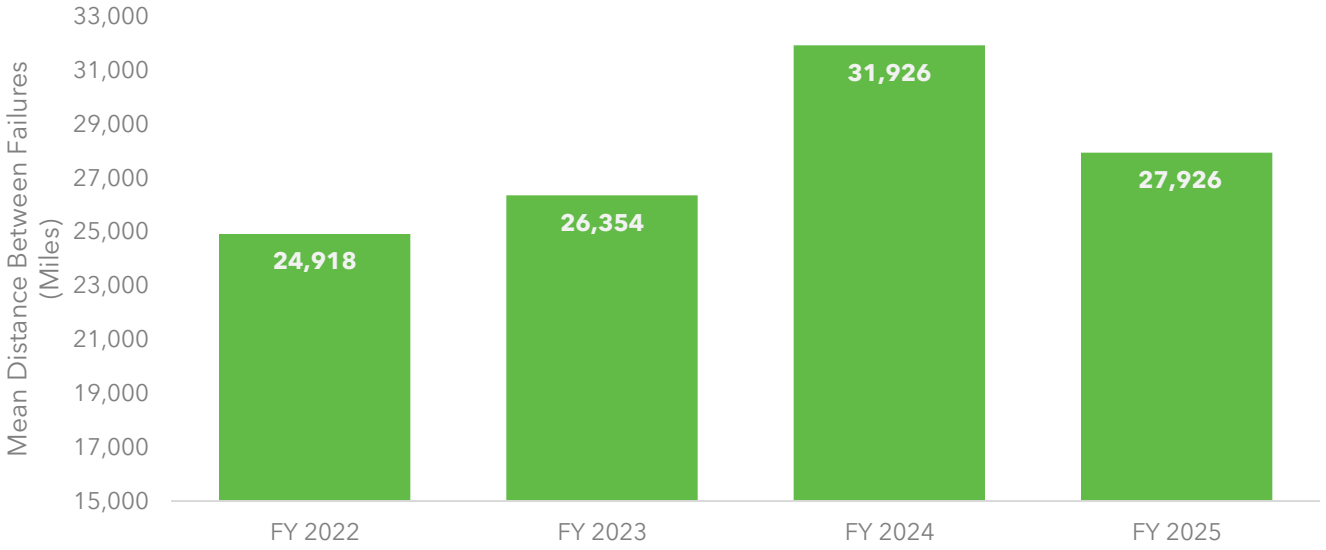
Mean distance between failures (MDBF) is the average number of miles traveled before a railcar or bus experiences a failure. For Metrorail, a car failure can occur without disrupting service or causing delay, instead resulting in discomfort or inconvenience. For Metrobus, a failure is defined by a mechanical failure that interrupts revenue service. The following figures show MDBF for all years from FY 2022 to FY 2025. For Metrorail and Metrobus, total mileage was used beginning in FY 2024. Federal Transit Administration (FTA) guidance on Safety Performance Targets and WMATA's federally mandated Agency Safety Plan define MDBF as revenue miles between failures, not total miles.[51] A higher MDBF value indicates greater reliability of Metro railcar and bus equipment.

Figure 11 and Figure 12 summarize the Metrorail and Metrobus reliability figures for FY 2022 through FY 2025. Metrorail fleet reliability dropped in FY 2025, after a peak in FY 2024 following the full reintroduction of 7000-series railcars. WMATA removed all 2000-series railcars from service in FY 2025, improving the overall reliability of the Metrorail fleet.

Metrobus equipment reliability for FY 2025 continued a downward trend from FY 2024. Aging vehicles contribute to this decline: in FY 2024, the average Metrobus vehicle was 7.1 years old. Average bus age then increased in FY 2025 to 7.9 years and in FY 2026 to 8.6 years. FTA defines useful life for buses at 12 years.[52] WMATA continues to take action to improve fleet reliability by replacing aging buses and overhauling vehicles to improve performance in the second half of their life.

Figure 11: Metrorail Equipment Reliability, MDBF

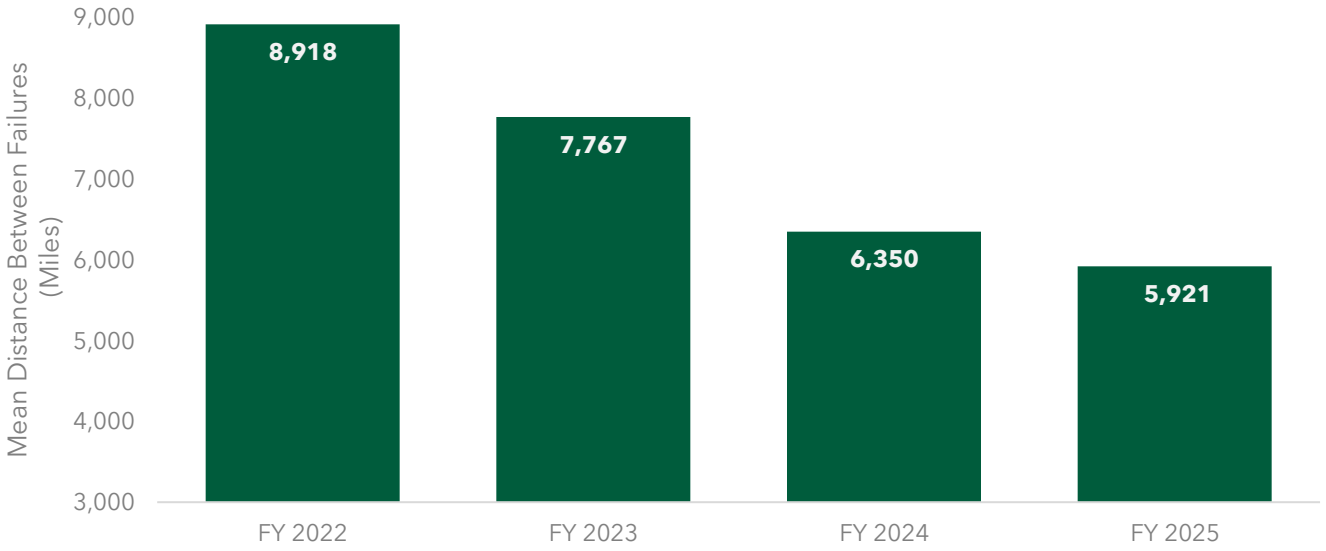
Higher Value Indicates More Reliable Equipment



Source: WMATA FY 2025 Service Excellence Report

Figure 12: Metrobus Equipment Reliability, MDBF

Higher Value Indicates More Reliable Equipment



Source: WMATA FY 2025 Service Excellence Report

Percent of Planned Service Delivered

This measure communicates whether WMATA is meeting the level of service committed to customers through the budget and scheduling process. For Metrobus, percent of planned service delivered

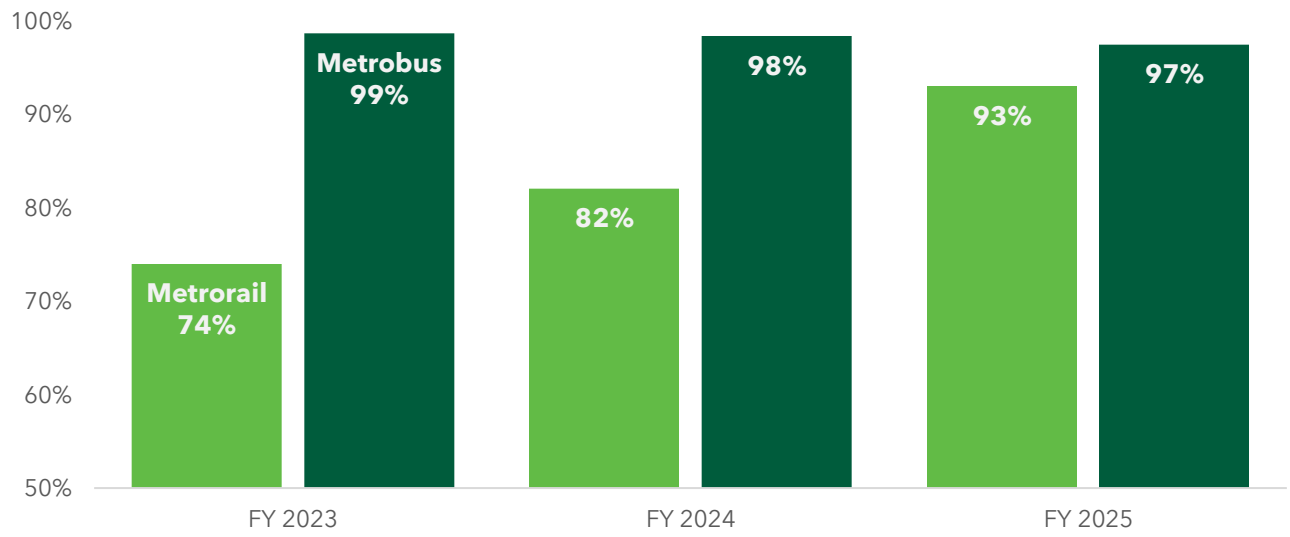
compares the actual number of trips taken to the scheduled number. For Metrorail, it measures the actual number of stops at stations compared to the budgeted number. Definitions are available in the appendix. Figure 13 depicts the percent of planned service delivered for each mode. Due to a change in how these metrics are calculated, data is only available from FY 2023-2025.

Metrobus service delivery has been relatively steady, with slight decreases year over year. FY 2025 disruptions to planned service are attributed mainly to operator availability, vehicle difficulties and customer-related issues. Missed trips due to operator availability increased during FY 2025 Q3 and Q4 related to Better Bus Network training. WMATA plans to increase operator recruitment by 5% in FY 2026 to reduce such delays.

Metrorail service delivery is increasing each year. The main cause of missed stops in FY 2025 were construction and rehabilitation work (which accounts for almost half of missed stops), followed by unplanned disruptions related to rail vehicle malfunctions and employee error (such as door errors). WMATA identified continued maintenance on the 7000-series railcars, increased operator training and coordinated track work planning as key efforts to improve Metrorail reliability. Upgrades to the signaling system are also a priority for WMATA to reduce station overruns and improve performance.

Figure 13: Percent of Planned Service Delivered

Higher Percentage Indicates More Reliable Service



Source: WMATA FY 2025 Service Excellence Report

Financial Performance

Financial and ridership data are collected by each individual transit agency and reported to the NTD which provides common definitions, reporting definitions and has a robust data quality assurance and auditing process. Financial performance measures include the following three measures:

- **Metrorail Farebox Recovery and Metrobus Farebox Recovery**

- **Metrorail Service per Rider and Metrobus Service per Rider**
- **Cost per Metrorail Service Hour and Cost per Metrobus Service Hour**

FY 2024 NTD data is reported for each of the above measures and includes calculations for both Metrorail and Metrobus. For Metrobus, data presented include both services that are directly operated by WMATA and those which are operated by a contracted provider. It is also important to note that due to robust auditing and review processes, NTD data are typically released at least one or more years after the fiscal year they represent. Data provided in this section include FY 2021-2024, some of which reflect the COVID-19 pandemic's impact on service and ridership. At various points during the pandemic, WMATA adjusted Metrorail and Metrobus service levels to respond to healthcare and safety protocols, workforce availability and the demand for service amidst significantly reduced ridership. This resulted in an overall decline of Metrorail and Metrobus service hours in FY 2021 when compared to pre-pandemic years, with service rebounding in FY 2022 and thereafter. These data also reflect the impacts of the October 2021 Blue Line derailment and subsequent removal from service of the 7000-series railcars. WMATA began a phased reintroduction of the 7000-series railcars in June 2022 with all railcars restored to service in late FY 2023.

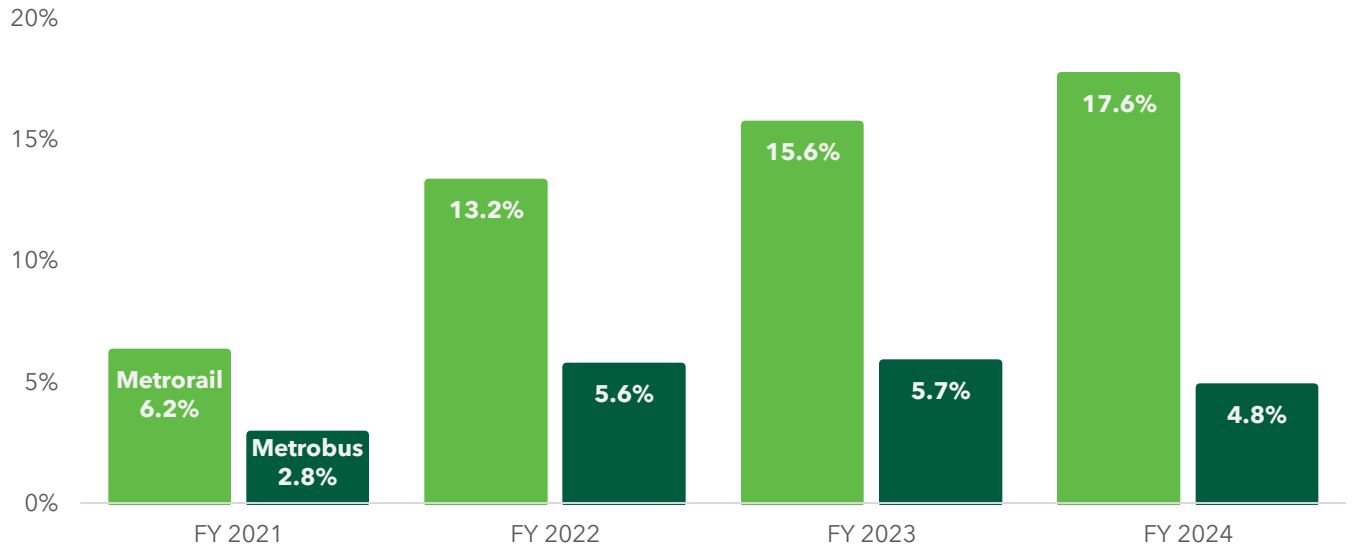
Farebox Recovery

Farebox recovery indicates how much of an agency's operating costs are recovered through passenger fare revenues. A higher recovery ratio indicates that the transit agency recoups a larger share of its operating costs through passenger revenue. Because rail systems generally have higher fares and higher ridership than bus systems, farebox recovery tends to be higher for rail systems than for bus systems.

Metrorail farebox recovery was 17.6% and Metrobus farebox recovery was 4.8% in FY 2024 (Figure 14). The COVID-19 pandemic had a major impact on the entire Metro system's passenger revenues as ridership dropped to its lowest point in FY 2021. Additionally, as a safety precaution, Metrobus instituted rear-door boarding and waived fares from March 2020 until January 2021.[53] In FY 2022, the system began to recover with both Metrorail and Metrobus farebox recovery increasing from the previous year, but this recovery was slowed due to the Blue Line derailment in October 2021 and the subsequent removal of the 7000-series railcars from service. Farebox recovery on Metrobus rebounded slightly before falling again in FY 2024, although ridership continues to grow. Metrobus fare recovery remains low due largely to significant fare evasion on the bus system. In FY 2019, Metrobus fare recovery was 16.9%.[54]

Figure 14: Farebox Recovery

Higher Percentage Indicates More Operating Revenues Recovered through Passenger Fares



Source: National Transit Database FY 2024

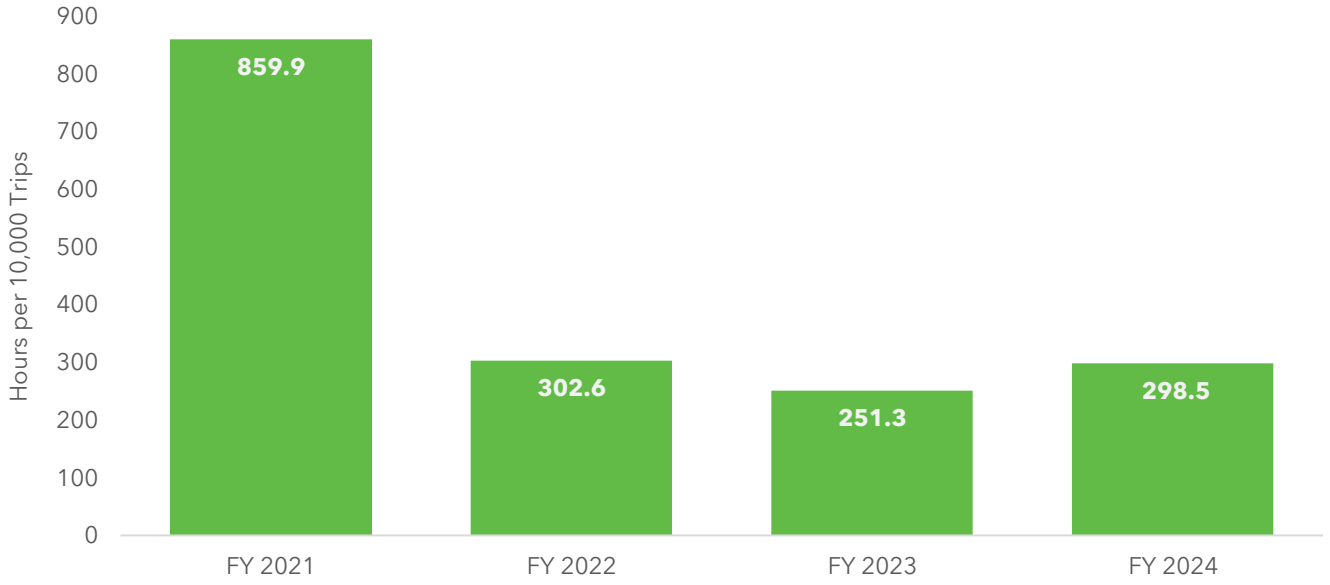
Service per Rider

Service per rider indicates the number of railcar or bus service hours offered per 10,000 passenger trips. This figure summarizes how efficiently an agency is transporting passengers. Agencies strive to strike a balance between serving as many passengers as possible while providing service at a reasonable cost. A low service per rider number indicates that relatively few hours of service are required to serve passengers, which indicates better person throughput efficiency.

Figure 15 and Figure 16 depict Metrorail and Metrobus service per rider for the four most recent fiscal years available. FY 2024 Metrorail service per rider was 298.5 hours per 10,000 trips, and Metrobus service per rider was 328.4 hours per 10,000 trips. Since this ratio reflects the total hours of service divided by the number of riders, significant changes to either input will cause corresponding increases or decreases to the service per rider metric. In FY 2021, service per rider increased for both Metrorail and Metrobus, as ridership dropped significantly for both modes due to the pandemic but more dramatically for Metrorail. While there were COVID-19 related service disruptions in FY 2021 as WMATA adjusted its service patterns, WMATA ran relatively high service levels for most of FY 2021 to provide bus and rail service for essential workers. With the Blue Line derailment in October 2021 and the subsequent removal of the 7000-series railcars from service, WMATA ran significantly less service on Metrorail in FY 2022 than in FY 2021. Service per rider trended further downward in FY 2023 for both Metrorail and Metrobus systems, indicating that WMATA was improving operating efficiency on both modes. This downward trend continued in FY 2024 for Metrobus, but Metrorail ticked upward to 298.5, primarily due to WMATA being able to run more service after the full reintroduction of 7000-series railcars in late FY 2023.

Figure 15: Metrorail Service per Rider

Lower Number Indicates Better Efficiency in Transporting Passengers



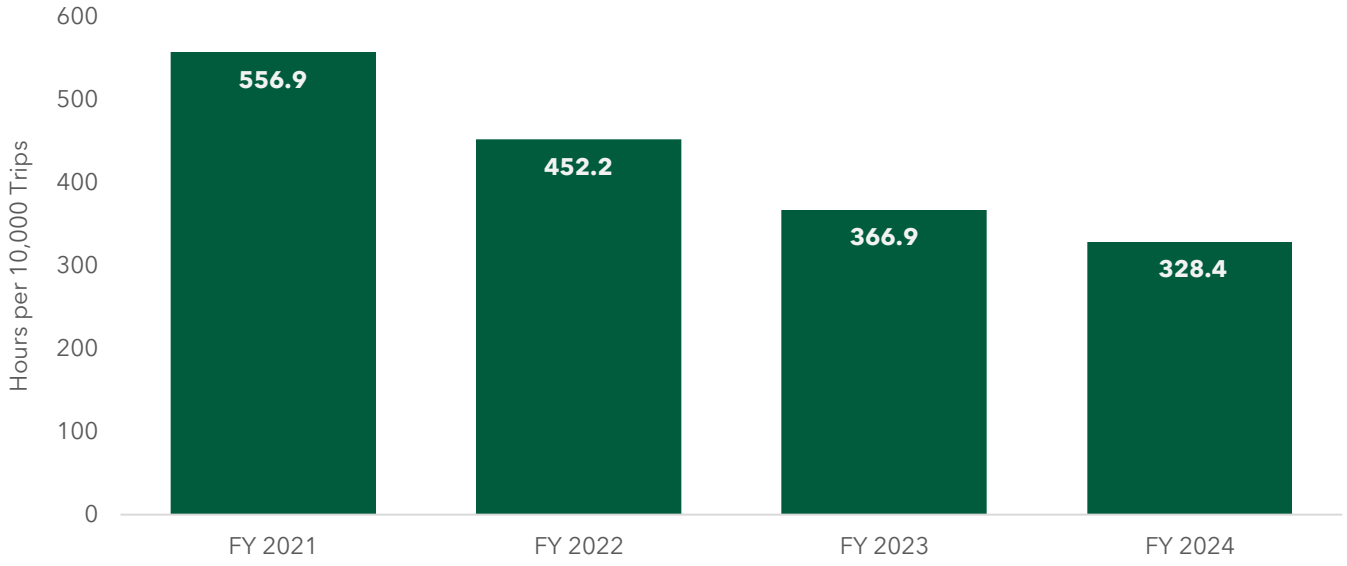
	FY 2021	FY 2022	FY 2023	FY 2024
Service* ÷	3,142,911	2,302,036	3,185,833	4,283,925
Ridership*	36,550,201	76,077,714	126,773,716	143,537,550
x 10,000 =				
Service per Rider	**859.9**	**302.6**	**251.3**	**298.5**

*Service is measured by vehicle revenue hours. Ridership is measured by unlinked passenger trips.

Source: National Transit Database FY 2024
Note: In October 2021, the Blue Line derailment and subsequent temporary removal of 7000-series railcars impacted service.

Figure 16: Metrobus Service per Rider

Lower Number Indicates Better Efficiency in Transporting Passengers



	FY 2021	FY 2022	FY 2023	FY 2024
Service* ÷	2,914,017	3,595,310	3,774,118	3,860,426
Ridership* x 10,000 =	52,325,667	79,512,639	102,855,922	117,539,605
Service per Rider	**556.9**	**452.2**	**366.9**	**328.4**

*Service is measured by vehicle revenue hours. Ridership is measured by unlinked passenger trips.

Source: National Transit Database FY 2024

Cost per Service Hour

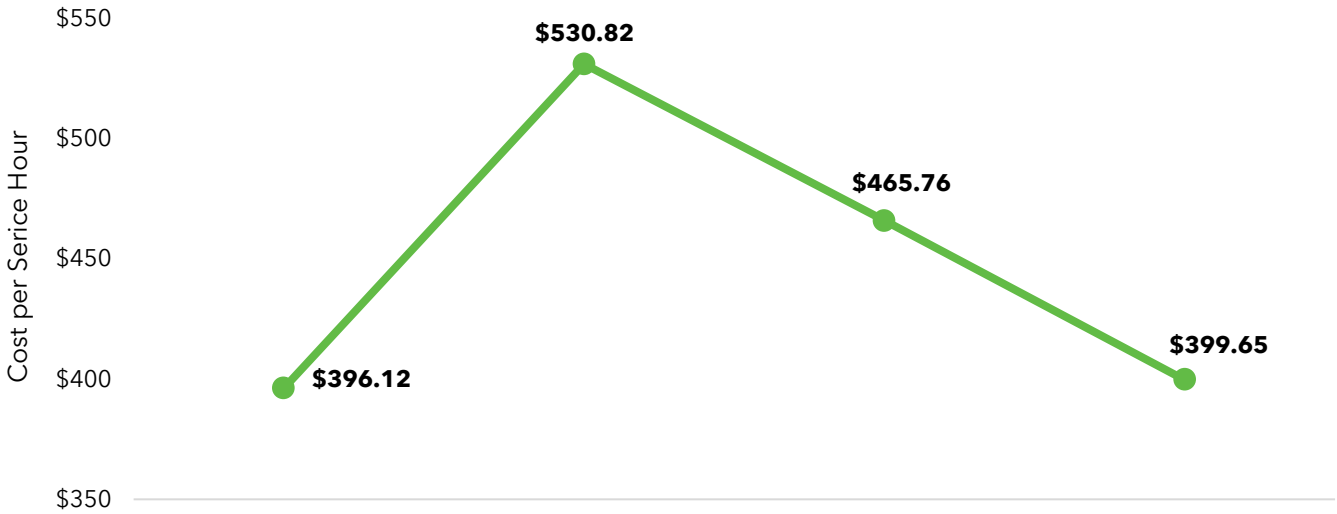
The cost per Metrorail service hour is the average cost associated with the operation and maintenance of one railcar for each hour of passenger revenue service. A lower number indicates a lower hourly cost to operate each railcar. Heavy rail services in the United States generally have a substantially higher cost per service hour than bus services because they use larger vehicles over shorter service miles.[55] The cost per Metrobus service hour is the approximate cost associated with the operation and maintenance of a vehicle for each hour of revenue service. A lower number indicates a lower average hourly cost to operate each bus.

The cost per Metrorail service hour was $399.65 (Figure 17) and the cost per Metrobus service hour was $272.51 in FY 2024 (Figure 18). Since this ratio reflects the total expenses divided by the number of revenue service hours, significant changes to either input will cause corresponding increases or decreases to cost per service hour metric. The increase in Metrorail cost per service hour between FY 2021 and FY 2022 reflects the October 2021 derailment and the subsequent removal of 7000-series trains from service. With 7000-series cars removed from service, the total Metrorail service hours decreased for FY 2022, causing the cost per service hour to increase. The cost per Metrobus service hour decreased between FY

2021 and FY 2022. In FY 2024, Metrorail cost per service hour continued its downward trajectory to $399.65 after a peak of $530.82 per service hour in FY 2022. Metrobus cost per service hour increased in FY 2024 to $272.51. From FY 2023 to FY 2024, Metrobus operating expenses grew 8.7% while service only grew by 2.3%.

Figure 17: Metrorail Cost per Service Hour

Higher Number Indicates Higher Operational Cost



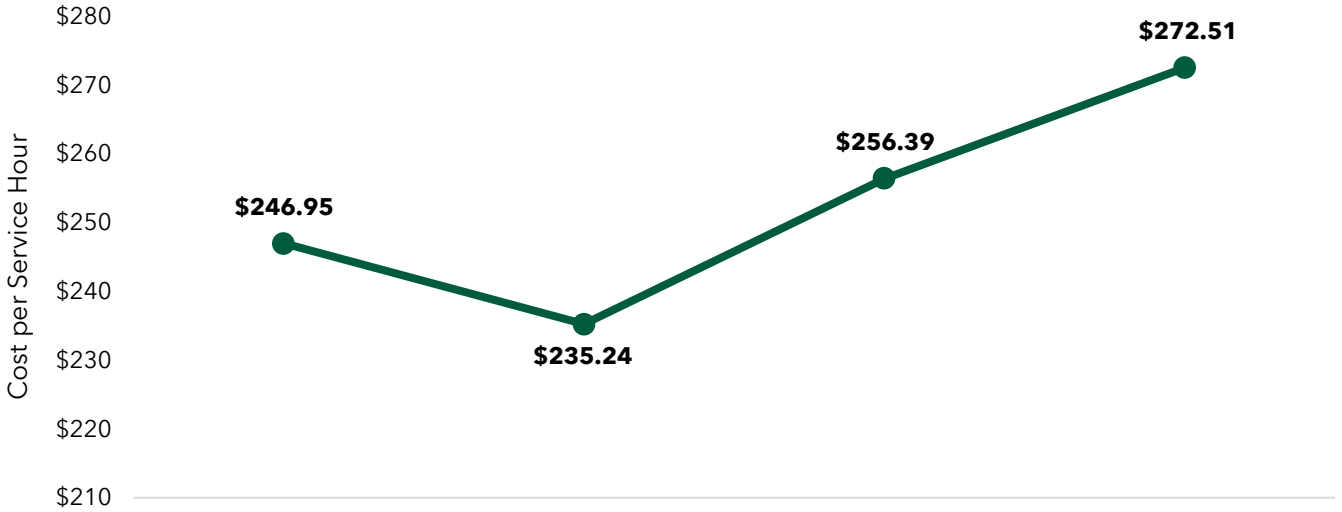
	FY 2021	FY 2022	FY 2023	FY 2024
Cost* ÷	$1,244,974,967	$1,221,960,685	$1,483,819,870	$1,712,057,631
Service =	3,142,911	2,302,036	3,185,833	4,283,925
Cost per Service Hour	**$396.12**	**$530.82**	**$465.76**	**$399.65**

* Cost is measured by total operating expenses. Service is measured by vehicle revenue hours.

Source: National Transit Database FY 2024
Note: In October 2021, the Blue Line derailment and subsequent temporary removal of 7000-series railcars impacted service.

Figure 18: Metrobus Cost per Service Hour

Higher Number Indicates Higher Operational Cost



	FY 2021	FY 2022	FY 2023	FY 2024
Cost* ÷	$719,628,976	$845,757,291	$967,654,253	$1,052,019,387
Service =	2,914,017	3,595,310	3,774,118	3,860,426
Cost per Service Hour	**$246.95**	**$235.24**	**$256.39**	**$272.51**

* Cost is measured by total operating expenses. Service is measured by vehicle revenue hours.

Source: National Transit Database FY 2024
Note: In March 2020, the COVID-19 pandemic began affecting service and ridership.

Ridership

Financial and ridership data are collected by each transit agency and reported to the NTD which provides common and reporting definitions and has a robust data quality assurance and auditing process. Because public transit services exist to transport passengers, transit systems seek to maximize patronage, measured in passengers. This section summarizes Metrorail and Metrobus ridership, which is measured by the NTD using:

- **Unlinked Passenger Trips (UPT)**

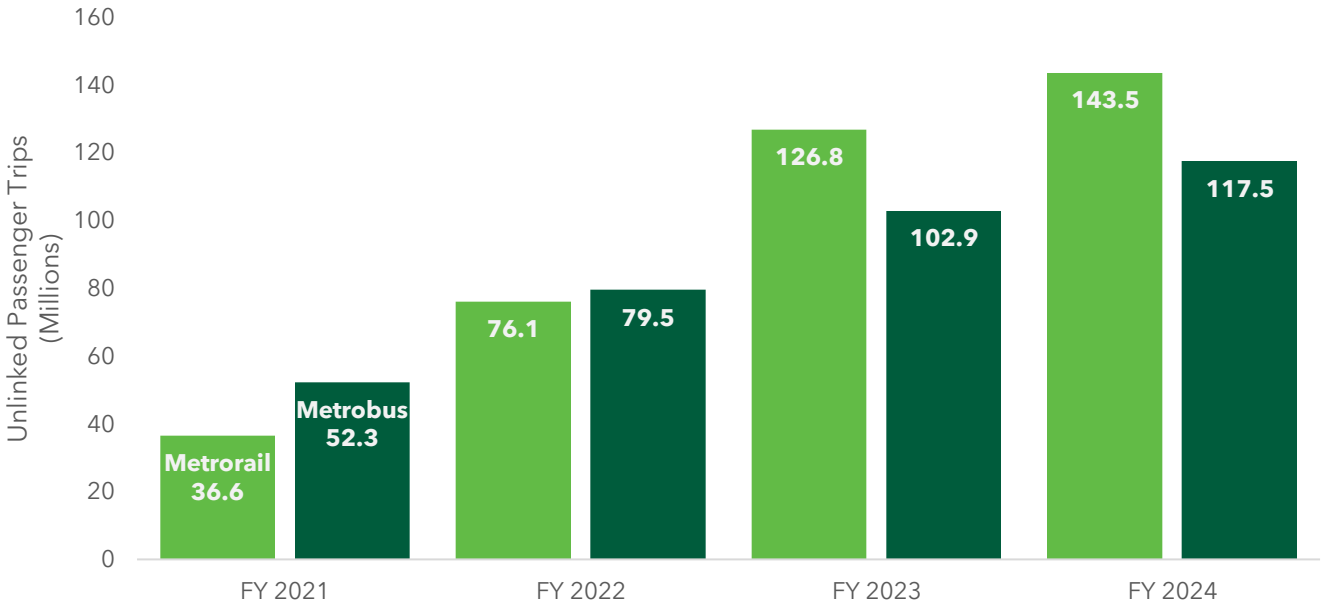
For Metrobus, data presented includes both services that are directly operated by WMATA and those which are operated by a contracted provider. Due to robust auditing and review processes, NTD data are typically released at least one year or more after the fiscal year they represent. Data provided in this section include fiscal years 2021 through 2024 and reflect impacts on ridership due to the COVID-19 pandemic and implementation of healthcare and safety protocols by WMATA beginning in March 2020.

UPT indicates the number of passengers boarding vehicles and illustrates the overall number of passengers passing through the total Metro system. A higher UPT reflects greater use of transit services.

This section provides FY 2024 UPT data for Metrorail and Metrobus. The official NTD definition for this ridership metric is included in the appendix. There were 143.5 million Metrorail unlinked passenger trips and 117.5 million Metrobus unlinked passenger trips in FY 2024 (Figure 19) which both increased for the fourth fiscal year in a row. As described earlier in this report, WMATA has led the nation in ridership recovery following the COVID-19 pandemic.

Figure 19: Unlinked Passenger Trips

Higher Number Indicates Greater Use of Transit



Source: National Transit Database FY 2024

Appendix

This appendix includes definitions and sources for the terminology used throughout the report. To provide a holistic picture of WMATA's safety, reliability, financial and ridership performance, the definitions below have been aggregated from the following sources as indicated in the endnotes:

1. When not indicated otherwise, definitions are taken directly from the NTD Glossary.[56]

2. For metrics without an NTD definition, a definition is taken from WMATA's Service Excellence Report (known as Metro Performance Report (MPR) until FY 2025). These definitions also include an explanation of what each metric means and why it is important to their strategy. The explanations are included with the definitions.

3. To build a complete understanding of each definition, WMATA provided NVTC with clarifications, which are denoted with the footnote "Provided by WMATA."

Collision

A vehicle/vessel accident in which there is an impact of a transit vehicle/vessel with: another transit vehicle, a non-transit vehicle, a fixed object, a person(s) (suicide/attempted suicide included), an animal, a rail vehicle, a vessel or a dock.

Cost per Service Hour

The average cost to operate one vehicle/passenger car for one hour of passenger service. Calculated for each mode by taking the total operating expenses and dividing by total vehicle revenue hours.

Derailments

Non-collision incidents in which one or more wheels of a vehicle unintentionally leaves the rails.

Failure, Metrobus

WMATA counts buses as failures due to mechanical problems that resulted in lost or interrupted trips. Therefore, only bus maintenance chargeables (BMCs) are counted.

- Major failures are BMCs that may leave the bus stranded on the street or result in grossly unsafe operation. Examples: brakes, door interlock, generator, smoke/fire, large fluid leaks, engine or transmission shutdown, broken wipers on rainy days. ("Accidents" caused by mechanical failure (i.e., brakes not engaging) are counted as major.)
- Minor failures are BMCs that may be deemed unsafe by the operator, manufacturer or engineers to protect the bus from irreparable damage. Examples: engine/transmission malfunction indicators, windshield, mirrors, unsafe interior or exterior body issues.

Failure, Metrorail

WMATA defines a railcar failure as a mechanical failure that requires corrective maintenance. Failures related to operator error or customer behavior, e.g., doors that fail because they were held open by customers, are not counted. Not all failures prevent vehicles from completing scheduled revenue trips or starting the next scheduled revenue trips. In some cases, corrective maintenance can be conducted after the scheduled trips are completed. A delay is a failure that causes a train to hold in place for more than four minutes.

Farebox Recovery Ratio[57]

The portion of operating expenses that are paid for by fare revenues. This metric is calculated as: *Fare Revenue ÷ Operating Expenses*.

Fare Revenue

All income received directly from passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle. It includes the reduced fares paid by passengers in a user-side subsidy arrangement.

Fatality

A death or suicide confirmed within 30 days of a reported incident. Does not include deaths in or on transit property that are a result of illness or other natural causes.

Fire

Uncontrolled combustion made evident by flame that requires suppression by equipment or personnel.

Headway

The time interval between vehicles moving in the same direction on a route.

Injury

Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.

Linked Passenger Trips[58]

A linked passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted. Metrorail reports linked passenger trips.

Labor (Cost)[59]

The pay and allowances due employees in exchange for the labor they provide on behalf of the transit agency. The labor allowances include payments made directly to the employee arising from the performance of a piece of work.

Major Event Report (S&S-40)[60]

The Major Event Report (S&S-40) captures detailed information on severe safety and security events that occur within a transit environment. Agencies must complete one S&S-40 per reportable event, regardless of how many thresholds an event meets. A reportable event is one that meets any NTD reporting threshold and occurs on transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility or rail yard, during a transit-related maintenance activity, or involves a transit revenue vehicle.

Mean Distance between Failures

The average number of miles traveled before a mechanical breakdown requiring the bus to be removed from service or deviate from the schedule. This can also be expressed as: *Total revenue miles ÷ Total number of failures.*

Mean distance between failures is used to monitor trends in vehicle breakdowns that cause buses to go out of service and to plan corrective actions. Factors that influence fleet reliability include vehicle age, quality of maintenance program, original vehicle quality and road conditions affected by inclement weather and road construction.

National Transit Database

A reporting system run by the Federal Transit Administration that collects public transportation financial and operating information.

Non-Major Monthly Summary (S&S-50)[61]

The Non-Major Monthly Summary Report captures monthly summary information on minor fires and other less severe safety events that are not reportable as Major Events.

Non-Labor Costs

The costs associated with operating expenses including fuel/lube, tires, tubes, utilities, casualty/liability costs, taxes and other materials.[62]

On-Time Performance (Metrobus)

Metrobus on-time performance (OTP) communicates the reliability of bus service, which is 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.

Metrobus measured OTP using schedule-based methodology until FY 2020. After a pilot in FY 2019, OTP was measured using a blended schedule- and headway-based methodology beginning in FY 2020 and continuing through September 2021. Beginning in October 2021, WMATA returned to measuring all routes on a schedule-based methodology.

Measure is calculated as follows:

Percentage of bus service delivered on-time

> *Number of time points delivered on time based on a window of 2 minutes early and 7 minutes late ÷ Total number of time points delivered.*

Fiscal Year	Data Availability
FY 2022	Excludes data from 9/6/2021, 1/1/2022 – 2/6/2022, 3/3/2022, and 5/30/2022
FY 2023	Available for entire fiscal year
FY 2024	Available for entire fiscal year
FY 2025	Available for entire fiscal year

On-Time Performance (Metrorail)

Metrorail customer OTP measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards. Actual journey time is calculated from the time a customer taps a SmarTrip card to enter the system, to the time when a SmarTrip card is tapped to exit. Factors that can affect OTP include infrastructure conditions, missed dispatches, railcar delays (e.g., doors), or delays caused by sick passengers. Station stops are tracked system-wide, except for terminal and turn-back stations. Measurements are calculated as follows:

> *Number of customer trips with travel times less than or equal to expected travel times ÷ number of customer trips.*

Operating Expenses

These expenses include labor and non-labor costs and services for operating and maintaining the mode, including general administration costs. Labor costs are fully loaded, meaning they include fringe benefit costs (directly paid to employees as well as indirectly, e.g., payments to pension funds) in addition to wages and salary costs.[63]

Percent of Scheduled Service Delivered (Metrorail)

This measure monitors whether WMATA 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 operations, for example operator or railcar shortage and incident response strategy.

Percent Rail Scheduled Service Delivered = Rail Actual Stops ÷ Rail Scheduled Stops

Percent of Planned Service Delivered (Metrorail)

This measure monitors whether WMATA is providing all the service that was committed to through the annual service plan in the approved budget. It helps to offer more clarity on the relative magnitude of various operational issues on daily rail operation by comparing actual stops at Metrorail stations to the levels in the annual service plan. Missed service can be due to planned trackwork, strategic service adjustments to align with resource availability and unplanned disruptions.

Percent Rail Planned Service Delivered = Rail Actual Stops ÷ Rail Budgeted Stops

Percent of Planned Service Delivered (Metrobus)

This measure communicates whether WMATA is meeting the level of service committed to customers through the budget and scheduling process. By comparing the delivery of trips to scheduled trips, it is also a key measure of reliability and customer satisfaction.

Percent Bus Service Delivered = (Bus Scheduled Trips – Bus Missed Trips) ÷ Bus Scheduled Trips

Ridership

Ridership is a measure of total service consumed and an indicator of value to the region. Drivers of this indicator include service quality and accessibility.

Passenger trips are defined as follows:

- Metrorail reports passenger trips. A passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted.
- Metrobus reports passenger boardings. A passenger boarding is counted via the onboard Automatic Passenger Counter (APC) when a customer boards a Metrobus. In an example where a customer transfers between two Metrobuses to complete their travel two trips are counted. Metrobus totals also include shuttles to accommodate rail station shutdowns and other track work.

Revenue Service (Hours)

The time when a vehicle is available to the public and there is an expectation of carrying passengers. These passengers either directly, pay fares, are subsidized by public policy, or provide payment through some contractual arrangement. Vehicles operated in fare-free service are considered in revenue service.

Revenue service includes layover and recovery time and excludes deadhead,[64] vehicle maintenance testing, school bus service and charter service.

Security Event

An occurrence of a bomb threat, bombing, arson, hijacking, sabotage, cyber security event, assault, robbery, rape, burglary, suicide, attempted suicide (not involving a transit vehicle), larceny, theft, vandalism, homicide, CBR (chemical/biological/radiological) or nuclear release or other event.

Service per Rider

A performance metric that measures the ratio of vehicle revenue hours to unlinked passenger trips. Note that in this report, this ratio is scaled by a factor of 10,000 for readability. The metric is calculated as:

(*Total Vehicle Revenue Hours ÷ Number of Unlinked Trips) × 10,000*.

Time Point

A time point is a bus stop where there are frequent boardings and alightings that has a scheduled time that the bus should arrive for each trip. The Metrobus schedule is built by calculating the running time between each time point. Adherence to schedule is measured as the bus leaves each time point except the last time point for each run. Time point is used in the definition of on-time performance for Metrobus.

Unlinked Passenger Trips (UPT)

The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Passenger trips are defined as follows:

- Metrorail reports passenger trips. A passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel two unlinked passenger trips are counted.
- Metrobus reports passenger boardings. A passenger boarding is counted via the onboard Automatic Passenger Counter (APC) when a customer boards a Metrobus. In an example where a customer transfers between two Metrobuses to complete their travel, two trips are counted. Metrobus totals also include Metrobus-operated shuttles to accommodate rail station shutdowns and other track work.

Vehicle Revenue Hours

Vehicle revenue hours are the amount of time the bus operates in revenue service. Vehicle revenue hours include layover and recovery time and exclude deadhead, operator training, vehicle maintenance testing, and school bus and charter services.

[1] NVTC. The Value of Northern Virginia Transit to the Commonwealth. June 2023. <https://novatransit.org/uploads/Projects/TransitValue/060123_NVTC%20Value%20of%20NoVa%20Transit_Full%20Technical%20Report.pdf>

Metro Operating Funding and Reform Working Group Report. April 2024. <https://novatransit.org/uploads/studiesarchive/2024%20Metro%20Operating%20Funding%20and%20Reform%20Working%20Group%20Report%20final.pdf>

[2] DMVMoves. History of the Region's Efforts to Address Transit's Structural Issues. June 2024. <https://dmvmoves.org/wp-content/uploads/2024/06/061024-history.pdf>

[3] WMATA. Metro wins Transit Agency of the Year award from the American Public Transportation Association. September 16, 2025. <https://www.wmata.com/about/news/Metro-wins-Transit-Agency-of-the-Year-award-from-the-American-Public-Transportation-Association.cfm>

[4] WMATA. FY 2025 Service Excellence Report. September 2025. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3B-FY2025-Annual-Service-Excellence-Report.pdf>

[5] WMATA. "FY 2026 Annual Budget." July 1, 2025. <https://www.wmata.com/initiatives/budget/upload/Remediation-FINAL-FY2026-Approved-Budget-051625.pdf>

[6] WMATA. Progress Update: Automatic Train Operations. Presentation to the Safety and Operations Committee, April 10, 2025. <https://www.wmata.com/about/calendar/events/upload/3A-Automatic-Train-Operations-Update-vF.pdf>

[7] DMVMoves. Resolution Supporting COG-WMATA Transit Team to Develop a Regional Transit Vision. May 1, 2024. <https://dmvmoves.org/wp-content/uploads/2024/05/050124-resolution.pdf>

[8] DMVMoves. March 2025 presentation to the Task Force.

<https://dmvmoves.org/wp-content/uploads/2025/03/DMVMoves_TaskForce_March2025.pdf>

[9] WMATA. FY 2026-FY 2031 State of Good Repair Needs Outlook. July 2025. <https://www.wmata.com/about/records/upload/State-of-Good-Repair-Needs-Outlook_Approved.pdf>

[10] WMATA. World Class Transit. Presentation to the Safety and Operations Committee. April, 24, 2025. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-World-Class-Transit-vF.pdf>

[11] Virginia General Assembly. Senate Joint Resolution 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee. 2024 session. <https://studies.virginiageneralassembly.gov/studies/721>

[12] Virginia General Assembly. Summary of Revenue Sources. June 2025. <https://studiesvirginiageneralassembly.s3.amazonaws.com/meeting_docs/documents/000/002/705/original/SJ28_Summary_of_Revenue_Sources_6-13-25.pdf?1750099802>

[13] Virginia General Assembly. Senate Joint Resolution 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee. 2024 session. <https://studies.virginiageneralassembly.gov/studies/721>

[14] NVTC. "2024 Annual Report on the Performance and Condition of WMATA." <https://novatransit.org/uploads/studiesarchive/2024AnnualReportonWMATA.pdf>

[15] WMATA. Finance and Capital Committee presentation, December 14, 2023. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/4A-GM-Proposed-FY25-Budget-11Dec23.pdf#page=25>

[16] WMATA. FY 2025-2026 Virginia State Operating Funding Agreement. November 21, 2024. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/11B-Approval-of-the-WMATA-FY2025-FY2026-VA-State-Operating-Funding-Agrmt-FINALIZED.pdf>

[17] Virginia Biennium Budget, FY 2025-2026. Item 433, Department of Rail and Public Transportation. <https://budget.lis.virginia.gov/item/2025/1/HB1600/Chapter/1/433/>

[18] NVTC. January 2025 and July 2025 Commission meetings. <https://novatransit.org/uploads/meetings/2025/Jan2025kit.pdf>

<https://novatransit.org/uploads/meetings/2025/July2025kit.pdf>

[19] NVTC. Resolution #2552. January 2025. <https://novatransit.org/uploads/resolutions/NVTC Resolution 2552 NVTC Funding Principles 01-16-2025.pdf>

[20] NVTC. Resolution #2571. July 2025. <https://novatransit.org/uploads/resolutions/NVTC Resolution 2571 NVTC Principles DMVMoves 07-17-2025.pdf>

[21] WMATA. Metro, ATU Local 689 agree to new four-year collective bargaining agreement. August 21, 2024. <https://www.wmata.com/about/news/Metro-ATU-Local-689-agree-to-new-collective-bargaining-agreement.cfm>

[22] NVTC. "2024 Annual Report on the Performance and Condition of WMATA." <https://novatransit.org/uploads/studiesarchive/2024AnnualReportonWMATA.pdf>

"Review of Operating, Governance, and Financial Conditions at the Washington Metropolitan Area Transit Authority". December 5, 2017. <https://novatransit.org/uploads/LinkedDocs/2017/LaHood%20Report%20Final.pdf>

[23] WMATA. Annual Comprehensive Financial Report for the Fiscal Years Ended June 30, 2024 and 2023. <https://www.wmata.com/about/records/upload/Annual-Comprehensive-Financial-Report-for-the-Fiscal-Years-Ended-June-30-2024-and-2023.pdf>

[24] WMATA. Quarterly Financial Progress Report, Fiscal Year 2024 Quarter 4. https://www.wmata.com/about/records/upload/REMEDIATED-FY2024-Q4-Quarterly-Financial-Progess-Report-FINAL.pdf

[25] WMATA. Quarterly Financial Progress Report, Fiscal Year 2025 Quarter 3. https://www.wmata.com/about/records/upload/REMEDIATED-FY2025-Q3-Financial-Progress-Report-FINAL.pdf

[26] Fitch Ratings. Fitch Affirms WMATA Ratings; Removes Rating Watch Negative; Outlook Stable. August 2025. <https://www.fitchratings.com/research/us-public-finance/fitch-affirms-wmata-ratings-removes-rating-watch-negative-outlook-stable-20-08-2025>

[27] WMATA Office of Inspector General. <https://wmataoig.gov/>

[28] Washington Metrorail Safety Commission. <https://wmsc.gov/>

[29] WMATA. Annual Safety Update. January 2025. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Annual-Safety-Update.pdf>

[30] WMATA. "FY 2026 Annual Budget." Appendix I – Performance Data, Financial Stewardship and Resource Management: Key Performance Indicators. <https://www.wmata.com/initiatives/budget/upload/Remediation-FINAL-FY2026-Approved-Budget-051625.pdf>

[31] WMATA. Metrobus Ridership Data Portal. https://www.wmata.com/initiatives/ridership-portal/Metrobus-Ridership-Summary.cfm

[32] WMATA. Metro finishes installing more-secure faregates at all 98 Metrorail stations, fareboxes on 1,500 buses. September 19, 2024. <https://www.wmata.com/about/news/Metro-finishes-more-secure-faregate-installation-at-all-98-Metrorail-stations-installation-of-1500-new-bus-fareboxes.cfm>

[33] WMATA. "FY 2026 Annual Budget." July 1, 2025. <https://www.wmata.com/initiatives/budget/upload/Remediation-FINAL-FY2026-Approved-Budget-051625.pdf>

[34] WMATA. 10-Year Strategic Plan for Joint Development 2025 Progress Report. June 2025. https://www.wmata.com/business/real-estate/upload/2025-Joint-Development-Progress-Report.pdf

[35] WMATA. FY 2026 Budget Update. March 27, 2025. <https://wmata.com/about/board/meetings/board-pdfs/upload/3B-FY2026-Budget-Update.pdf>

[36] WMATA. FY 2025 Year-End Financials, Pre-Audit. Presentation to the Finance and Capital Committee, September 11, 2025. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2025-Year-End-Financials-Pre-Audit.pdf>

[37] WMATA. Capital Program Documents. <https://wmata.com/initiatives/capital-improvement-program/Capital-Program-Documents.cfm>

[38] WMATA. Virginia Dedicated Funding Grant Agreement. <https://wmata.com/initiatives/capital-improvement-program/upload/VA-Dedicated-Funding-Agreement.pdf>

[39] WMATA. "Metro Financial Planning: FY 2025 Service, Fares, and Capital Planning Update." October 26, 2023. <https://wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2025-Service-Fares-and-Capital-Planning-Update-vF.pdf>

[40] WMATA. Capital Improvement Program Progress Report – FY 2024 4th Quarter. August 2024. <https://www.wmata.com/initiatives/capital-improvement-program/Capital-Program-Documents.cfm>

[41] WMATA. Capital Improvement Program Progress Report – FY 2025 4th Quarter. September 2025. <https://www.wmata.com/initiatives/capital-improvement-program/upload/FY24Q4-Capital-Improvement-Program-Progress-Report.pdf>

[42] WMATA. FY 2025 Year-End Financials, Pre-Audit. Presentation to the Finance and Capital Committee, September 11, 2025. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2025-Year-End-Financials-Pre-Audit.pdf>

[43] WMATA. Capital Program Update. Presentation to the Finance and Capital Committee, October 24, 2024. <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Capital-Program-Update.pdf>

[44] WMATA. Capital Improvement Program Progress Report – FY 2025 4th Quarter. September 2025. <https://www.wmata.com/initiatives/capital-improvement-program/upload/FY24Q4-Capital-Improvement-Program-Progress-Report.pdf>

[45] WMATA. "Strategic Transformation Plan." <https://www.wmata.com/initiatives/strategic-plan/>

[46] Federal Transit Administration. "Safety & Security Time Series Data: Read Me." <www.transit.dot.gov/ntd/data-product/safety-security-time-series-data>

[47] WMATA. Service Excellence Report and Data File (Q4-FY2025) <https://www.wmata.com/about/records/public-records.cfm>

[48] WMATA. FY25 Q4 Service Excellence Report. <https://www.wmata.com/about/records/upload/SER-FY25-Q4-Presentation.pdf>

[49] Due to data collection errors, 9/6/2021, 3/3/2022, and 5/30/2022 were excluded from the FY 2022 Metro Performance report for Metrobus on-time performance. <https://www.wmata.com/about/records/upload/MetroPerformanceReport_FY22Q4_1Report_20221119.pdf>

[50] WMATA. FY25 Q4 Service Excellence Report. <https://www.wmata.com/about/records/upload/SER-FY25-Q4-Presentation.pdf>

[51] Federal Transit Administration. Public Transportation Agency Safety Plan Safety Performance Targets Guide, June 2021. <https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/safety-performance>; WMATA. Public Transportation Agency Safety Plan, December 31, 2023. <https://www.wmata.com/rider-guide/safety/upload/2024-WMATA-ASP-Fully-Approved.pdf>

[52] Federal Transit Administration. Circular FTA C 5010.1D. November 2008. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C_5010_1D_Grant_Management_Requirements_2012_Page_Changes_8-27-2012.pdf>

[53] WMATA. "FY 2021 Revised Budget Public Hearing." <https://wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2021-Revised-Budget-Public-Hearing-FINALIZED.pdf>

[54] NVTC. 2022 Report on the Performance and Condition of WMATA. <https://novatransit.org/uploads/studiesarchive/2022%20Annual%20Report%20on%20WMATA2022_All.pdf>

[55] American Public Transportation Association (APTA). "2021 Public Transportation Fact Book. 72nd Edition" p. 26. May 2021. <https://www.apta.com/wp-content/uploads/APTA-2021-Fact-Book.pdf>

[56] FTA. "National Transit Database (NTD) Glossary." <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary>

[57] Instead of farebox recovery ratio, the Federal Transit Administration (FTA) uses the term 'recovery ratio' per the FTA 2019 Metrics: <www.transit.dot.gov/ntd/data-product/2019-metrics>. This definition is adapted from the FTA Metrics list.

[58] WMATA. "Service Excellence Report Performance Measure Definitions." August 28, 2025. <https://www.wmata.com/about/records/upload/SER-FY25-Measure-Definitions.pdf>

[59] The NTD uses 'labor' as the metric for labor cost. <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary#S>

[60] Adapted from: National Transit Database. "NTD Safety & Security Reporting Manual." p. 13. 2025. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-01/2025-Safety-and-Security-Policy-Manual_Version%201.0.pdf >

[61] Adapted from: National Transit Database. "NTD Safety & Security Reporting Manual." p. 71. 2025. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-01/2025-Safety-and-Security-Policy-Manual_Version%201.0.pdf>

[62] Categories under Operating Expenses are based on NTD Definition. Federal Transit Administration. "The 2025 Reporting Policy Manual for the National Transit Database." <https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-09/2025-NTD-Full-Policy-Manual.pdf>

[63] Federal Transit Administration. "The 2025 Reporting Policy Manual for the National Transit Database." p. 102. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-09/2025-NTD-Full-Policy-Manual.pdf >

[64] Federal Transit Administration. "The 2025 Reporting Policy Manual for the National Transit Database." p. 126. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-09/2025-NTD-Full-Policy-Manual.pdf >

About NVTC

The Northern Virginia Transportation Commission (NVTC) was established to manage the Northern Virginia Transportation District and is charged with the funding and stewardship of the Washington Metropolitan Area Transit Authority (WMATA) on behalf of the jurisdictions of Arlington County, City of Alexandria, City of Falls Church, Fairfax County, City of Fairfax and Loudoun County. Founded in 1964, in part to represent the interests of the Commonwealth during the creation of Metrorail, NVTC continues to serve as Virginia's voice on the WMATA Board of Directors through its appointments to the panel. The WMATA Board determines the authority's policy and provides oversight for funding, operations and the expansion of transit facilities.

NVTC also manages more than $200 million in state assistance to WMATA on behalf of its jurisdictions. NVTC ensures that all its jurisdictions' voices are represented on the WMATA Board, coordinates regional transit efforts that directly affect systems serving Northern Virginia and engages in regional transportation planning, data analysis and reporting, which provides direct benefits to WMATA and the related Northern Virginia transit network.

NVTC also administers the Commuter Choice Program, which invests toll revenue into multi-modal and transit projects along the I-66 Inside the Beltway and I-395/95 corridors, and co-owns the Virginia Railway Express (VRE), which provides commuter rail service connecting Northern Virginia to the District of Columbia.

The Northern Virginia Transportation District

Submitted to the Governor and General Assembly December 2025

Read full report:

novatransit.org/programs/metro/annual-report-on-wmata/

NoVaTransit.org

2300 Wilson Blvd. Suite 230
Arlington, VA 22201
(703) 524-3322
@NoVaTransit