Metro Has Momentum

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Key achievements highlighted in NVTC's 2025 Annual Report on the Conditions and Performance of the Washington Metropolitan Area Transit Authority (WMATA)

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

Read the full report

Ridership

54

consecutive months of year-over-year growth

as of September 2025

- Metro **led the nation** in ridership growth
- Customers took **nearly 264M trips** in FY 2025
- **Second highest Saturday ridership in Metro history** was during the 2025 Cherry Blossom Festival; Metrorail carried over 700K people

Safety

50%

reduction in overall crime since FY 2023

Reduction in crime reflects targeted strategies such as:

- Heightened **visible staffing** on platforms and trains
- Executed **fare enforcement** initiatives
- Deployed **crisis intervention** teams
- Implemented **banning policy**

Cost Efficiency

$532M

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

- Implemented **wage and salary freezes** for FY 2025
- Reduced reliance on consultants and **modernized internal business standards**
- **Consolidated Metro call centers** and **streamlined administrative functions**, advanced digital transformation

NVTC Positions on Key WMATA Issues

NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Beyond meeting mandated legislative requirements and, in this year's case, supporting a long-term funding solution for Metro, NVTC uses its 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. If implemented, these strategies will enable WMATA to continue improving its cost effectiveness, safety and focus on riders.

Labor Costs and Overtime

Recent collective bargaining agreements have made progress toward controlling labor costs, but there are significant opportunities for Metro to control its overtime costs.

Reserve Fund

Unlike most peer transit agencies or state and local governments in Virginia, Metro does not have an operating contingency reserve fund. At the right time, the Metro Board should establish an operating contingency reserve fund and adopt associated management policies.

WMATA Reporting Requirements

There is an opportunity for jurisdictional partners to streamline and simplify Metro's reporting requirements to limit redundancy, consolidate timelines and streamline Metro's administrative duties.

Jurisdictional Audit

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 Metro's administrative burden.

Relationship with the Washington Metrorail Safety Commission (WMSC)

NVTC supports a strong, independent safety oversight body, values critical work of the WMSC and encourages Metro and WMSC to work collaboratively to resolve safety issues.

Additional Opportunities to Reduce Costs and Increase Revenues

- Increase Metrobus fare revenue through fare enforcement.
- Identify opportunities to increase non-fare revenue.
- Continue efforts to identify one-time and recurring cost savings through the annual budget process.