

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

QUARTERLY PROGRESS REPORT

Fiscal Year 2020 Quarter 4



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TABLE OF CONTENTS

Section	Page
Q4 FY2020 At-A-Glance	3
Operating Results	4
Ridership	5
Operating Revenue	6
Operating Expenses	7
Capital Programs	8
Railcar Investments	9
Rail Systems Investments	10
Track & Structures Rehabilitation Investments	12
Stations & Passenger Facilities Investments	13
Bus & Paratransit Investments	15
Business Support Investments	17
Real Estate Update	18
Sustainability Update	19
Appendix I: Operating Financials & Ridership	20
Appendix II: Capital Project Financials by Investment Category	21
Appendix III: Weekday Parking Facility Usage	22

Q4 FY2020 AT-A-GLANCE

In Q4 FY2020, Metro continued its coordinated response to the Covid-19 pandemic. This resulted in major reductions in service followed by gradual restoration aligned with regional reopening efforts and Metro's Recovery Plan. Despite reduced ridership and revenue, Metro continued to advance safety, reliability and fiscal accountability initiatives and ended the fiscal year with a balanced budget.

Through Q4, Covid-19 and related stay-at-home policies reduced Metrorail, Metrobus and MetroAccess ridership and revenue significantly. Metro was able to balance FY2020 operating budget by utilizing \$221.0 million in CARES Act funding, which replaced revenue lost due to the pandemic.

As part of its ongoing safety precautions for bus operators and customers during the pandemic, Metro introduced rear-door boarding on Metrobus and further reduced service hours, with rail service ending at 9 p.m. nightly and bus service ending at 11 p.m., effective April 6. The early service termination significantly reduced ridership as riders limited system use to "essential trips only". Metro also enhanced system safety cleaning and mandated that face coverings or masks be worn by riders when traveling in Metro buses, trains, MetroAccess vehicles, and while in rail stations to protect other riders.

In Q4, Metro announced plans to combine the schedules of its two biggest capital priorities in Virginia: rebuilding platforms and connecting Silver Line Phase 2 to Metro's existing network. Under the expanded plan, Metro combined this summer's work demolishing and reconstructing platforms at four Orange Line stations with a separate project of the Metropolitan Washington Airports Authority (MWAA) to connect Phase 1 and 2 of the Silver Line. Due to work proceeding faster than the original schedule, Metro subsequently announced the return of Silver Line service and the reopening of six Fairfax County stations on August 16 — weeks earlier than originally planned.

The 2019 Annual Sustainability Report, released in Q4, highlights Metro's value to the region and the economic prosperity, livability, accessibility and environmental impacts of the system. In Q4, Metro advanced its sustainability goals by entering into a ground lease with a solar developer to install and operate solar panels at four Metro stations. The proposal will provide clean renewable energy equivalent to consumption by 1,500 single family homes for one year and new revenue to support transit services.

Metro awarded a Design-Build contract in Q4 to rebuild and modernize the Bladensburg Bus Garage in Northeast Washington, D.C. to meet LEED certification requirements.

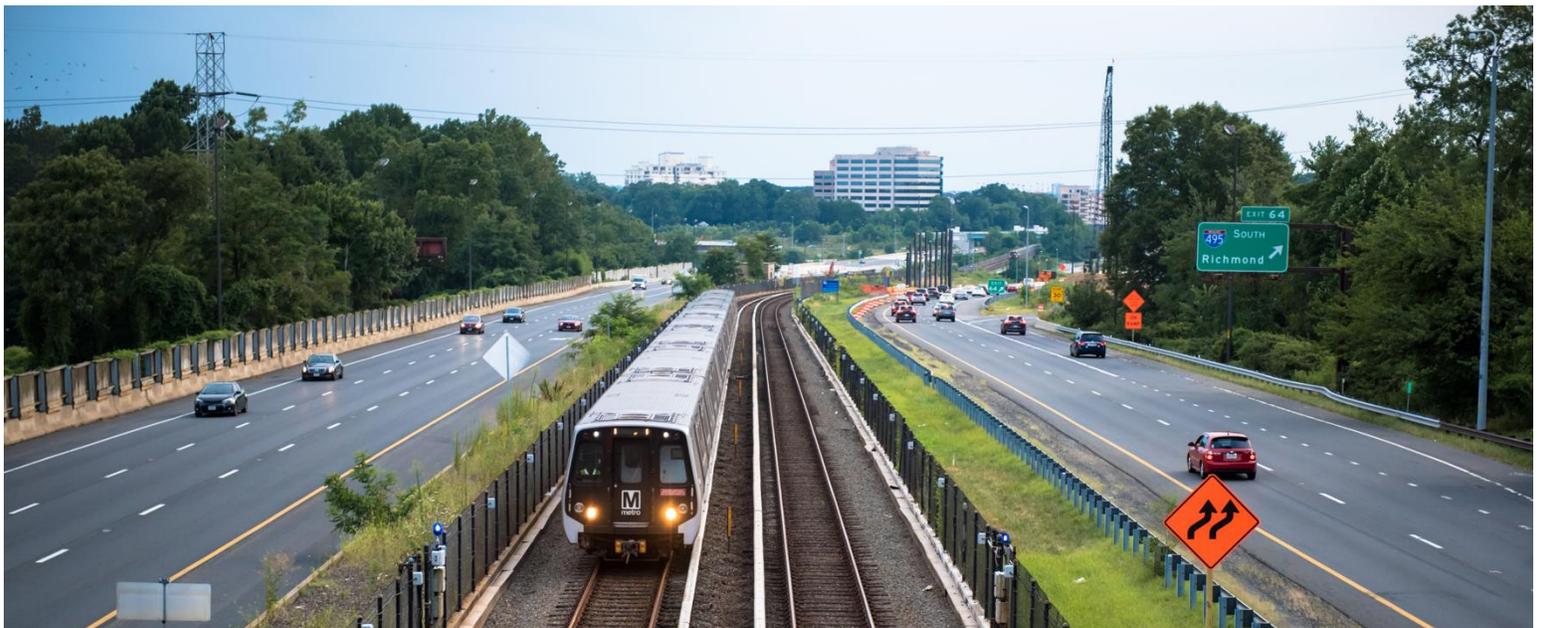
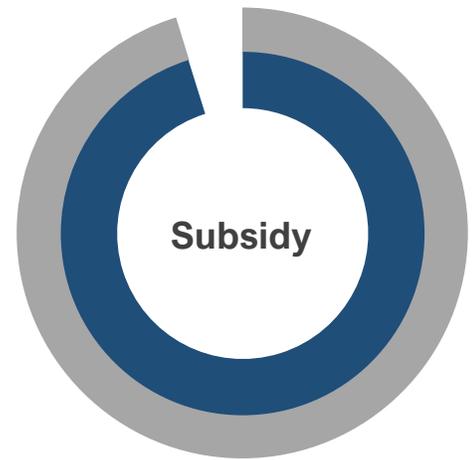
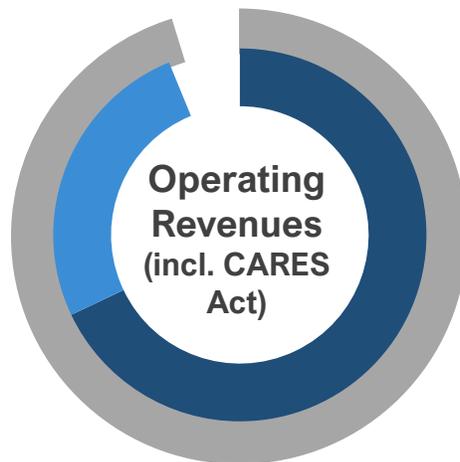
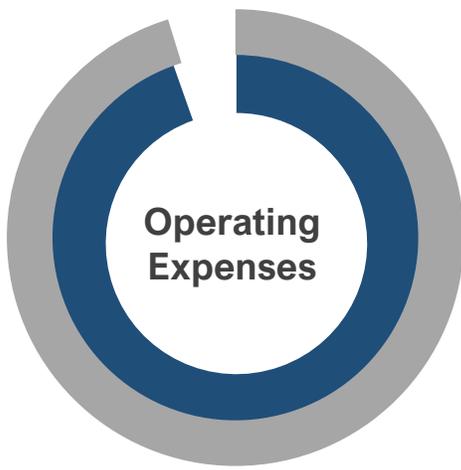
In addition, to help fund future capital needs, Metro issued bonds in Q4 with a total principal amount of \$545 million. The principal and interest payments on the bonds total \$39.1 million per year through 2045 and will be paid using dedicated funding proceeds from the local jurisdictions.

Finally, Metro conditionally accepted its 748th and final 7000-Series railcar in Q4. The 7000-Series railcars have replaced legacy 1000-, 4000- and 5000-Series cars.

OPERATING RESULTS

The following highlights Metro's system-wide financial performance through the fourth quarter of fiscal year 2020.

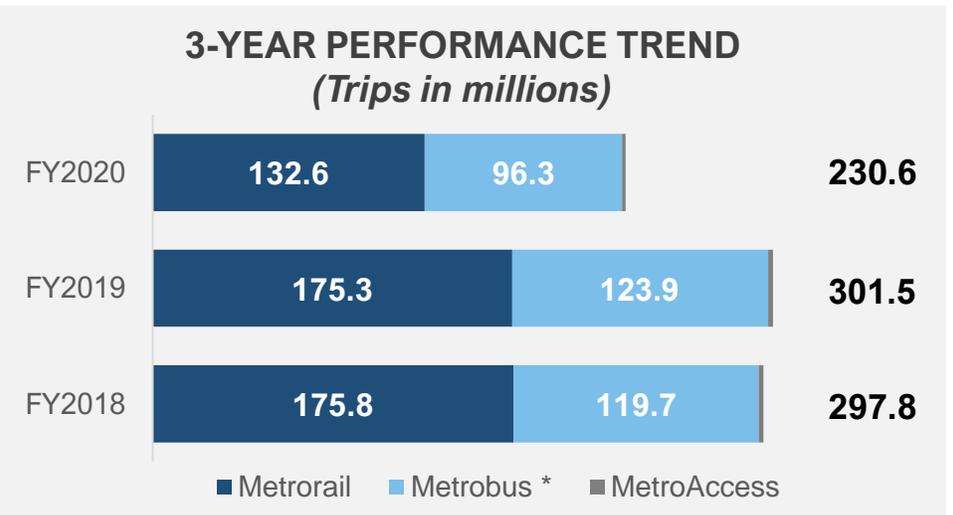
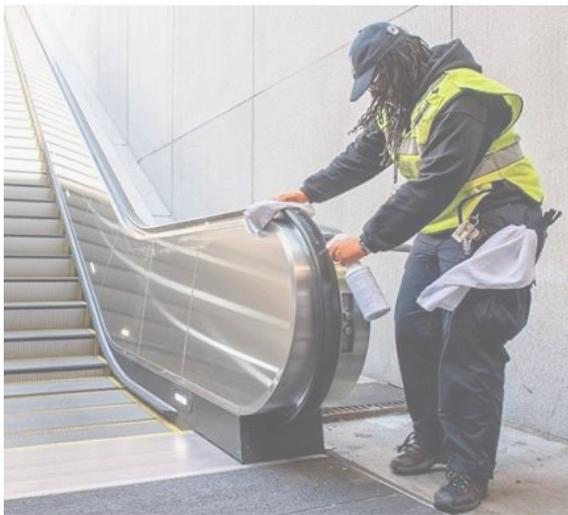
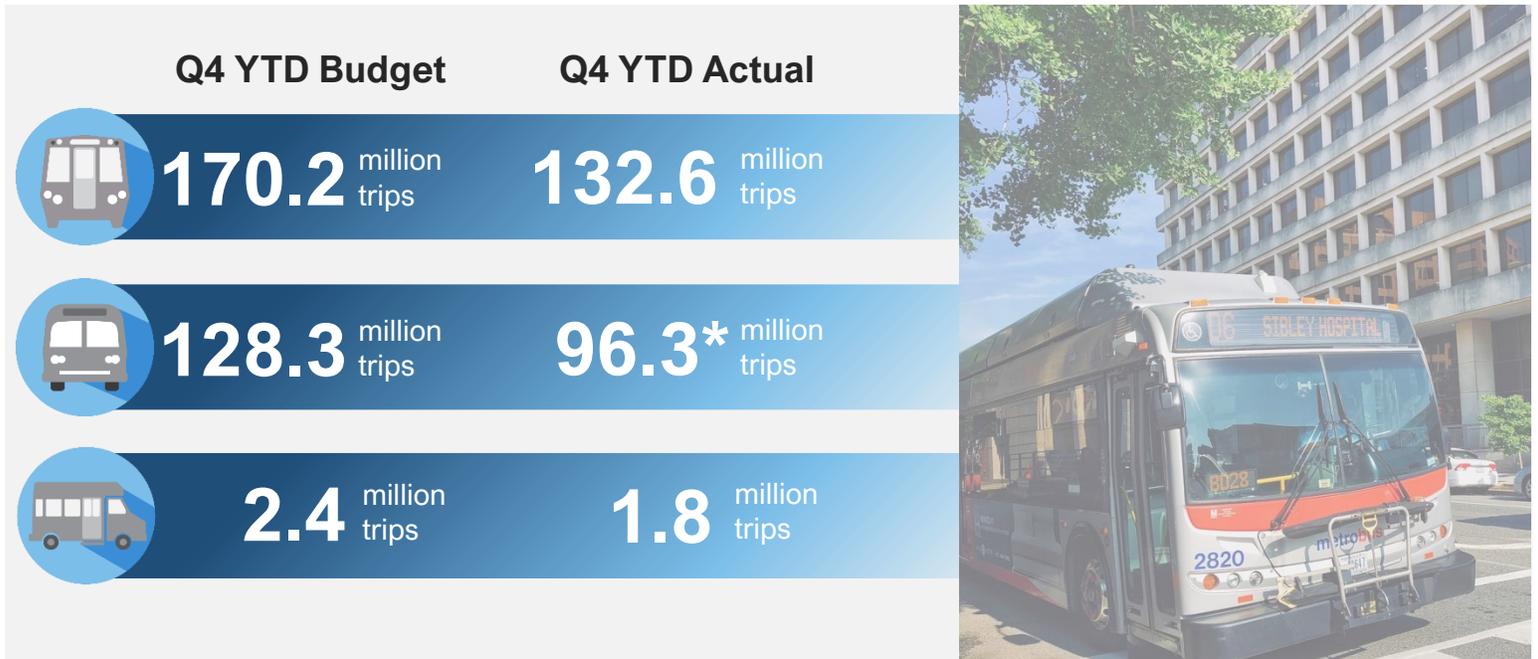
Metro's operating expenses through the fourth quarter were \$1.927 billion or \$12.6 million less than budget. Operating revenues were \$580.8 million through Q4 (excluding CARES Act), funding 30 percent of operating expenses. Including CARES Act, total revenue was \$801.7 million or \$12.6 million below budget. Revenue losses from Covid-19, impacting ridership and non-passenger revenue, were offset by CARES Act funding as well as savings from labor costs allocated to capital projects and from materials expenses. As a result, Metro's net subsidy for the fiscal year was on budget at \$1.125 billion.



RIDERSHIP

Actual ridership for all three modes was 230.6 million trips through Q4 of FY2020.

Rail ridership through Q4 was 132.6 million trips, down 42.7 million (24 percent) from prior year. The rail variance to budget was 37.6 million trips, unfavorable by 22 percent. Bus ridership, using automated passenger counts (APC), totaled 96.3 million trips through Q4, 25 percent below budget. Total Ridership on MetroAccess through the fourth quarter was 1.8 million trips, 23 percent below both budget and prior year.

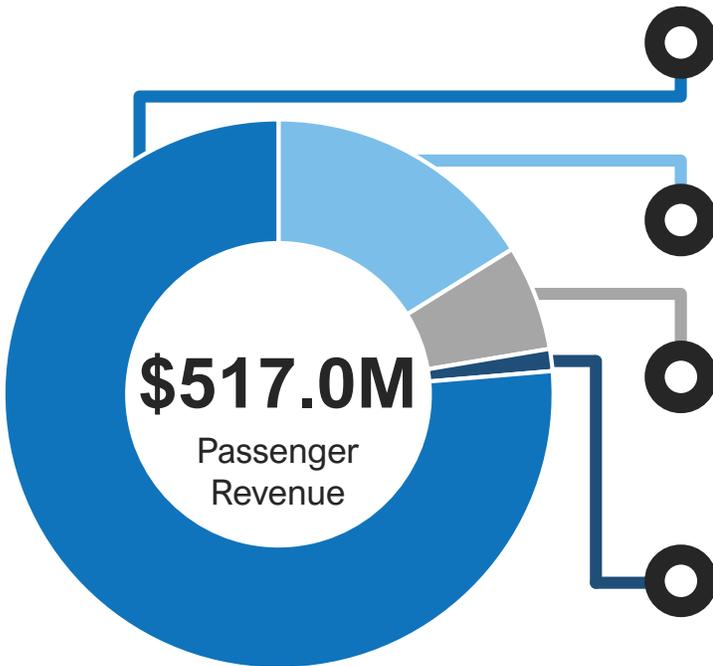


* Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

OPERATING REVENUE

PASSENGER REVENUE

YTD Q4 passenger revenue totaled \$517.0 million, or \$206.1 million (28%) below budget, including:



Metrorail – 76%

- Metrorail passenger revenue of \$394.8 million
- \$133.5 million (25%) below budget

Metrobus – 16%

- Metrobus passenger revenue of \$83.5 million
- \$54.4 million (39%) below budget

Parking – 6%

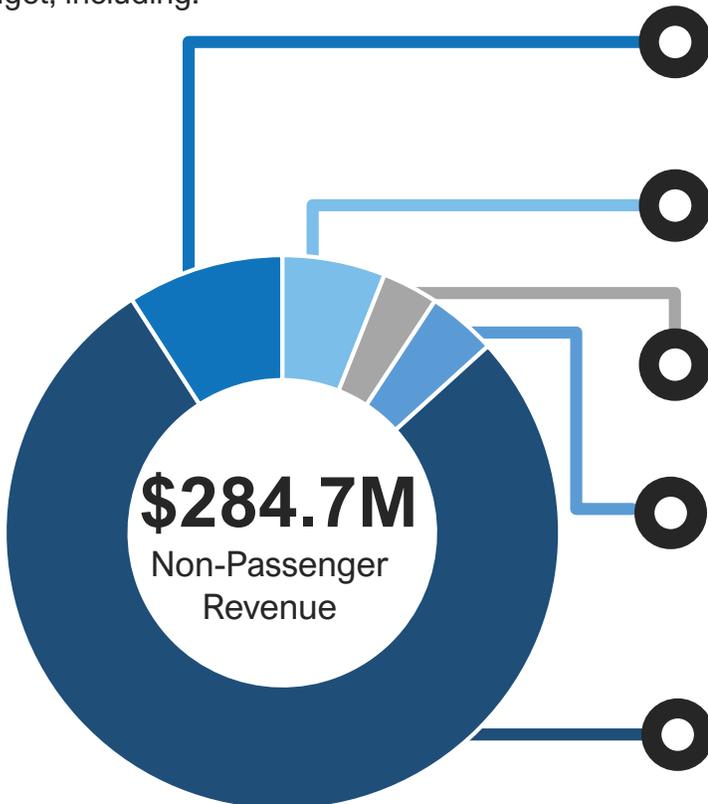
- Parking revenue of \$32.1 million
- \$14.9 million (32%) below budget

MetroAccess – 1%

- MetroAccess passenger revenue of \$6.7 million
- \$3.3 million (33%) below budget

NON-PASSENGER REVENUE

Non-passenger revenue totaled \$284.7 million through Q4 (including CARES Act), \$193.4 million (212%) above budget, including:



Advertising – 9%

- Revenue of \$25.9 million
- \$1.7 million (6%) below budget

Fiber Optic / Infrastructure – 6%

- Revenue of \$17.1 million
- \$1.1 million (7%) above budget

Joint Development – 3%

- Revenue of \$9.3 million
- \$1.8 million (16%) below budget

Other – 4%

- Other non-passenger revenue of \$11.4 million
- \$25.1 million (69%) below budget

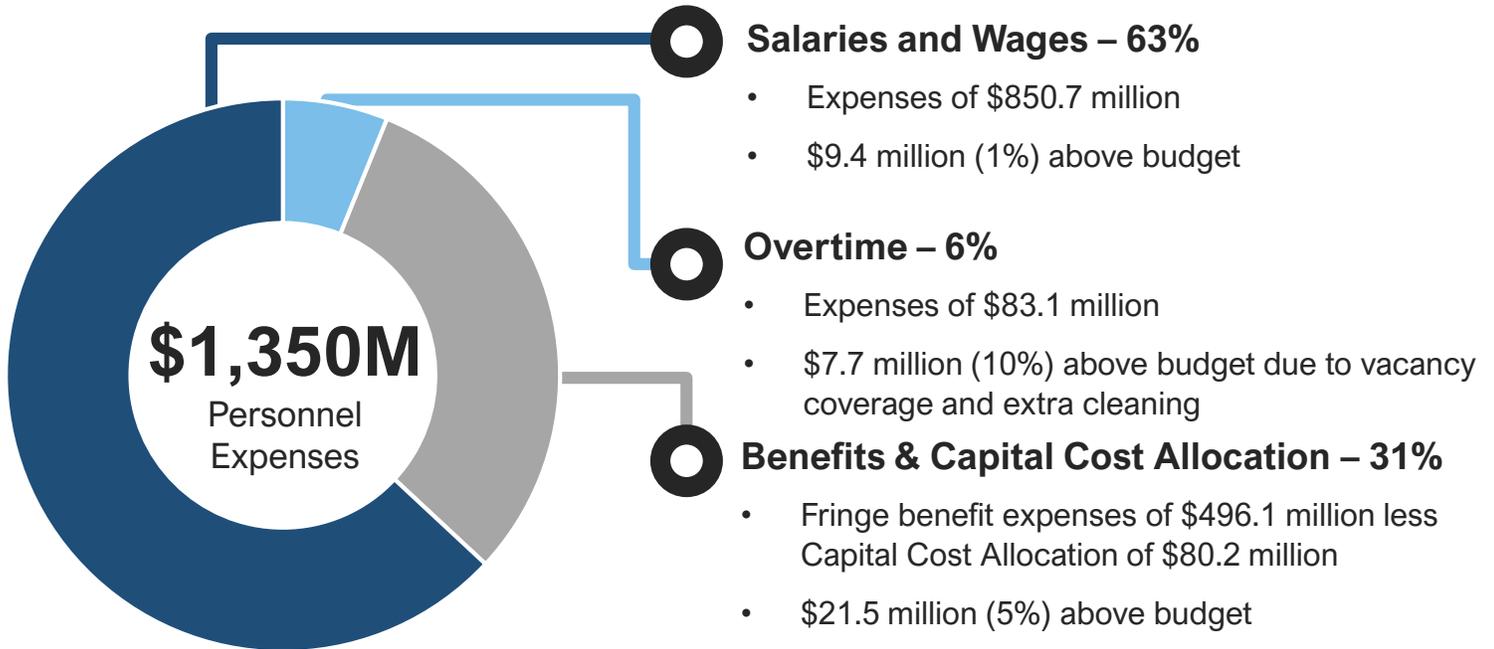
CARES Act – 78%

- Funding of \$221.0 million

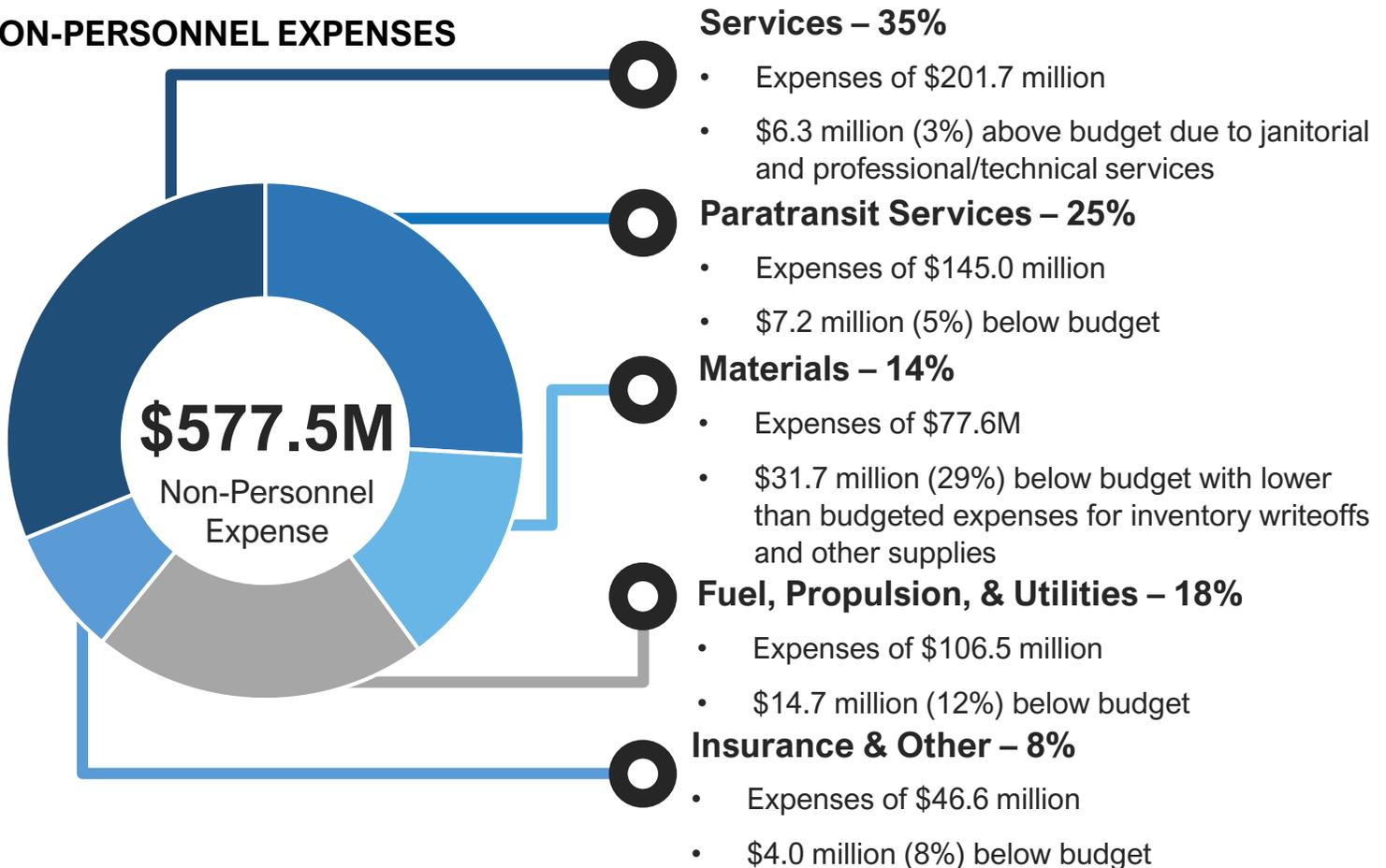
OPERATING EXPENSES

FY2020 operating expenses through Q4 were \$1.927 billion, favorable by \$12.6 million to budget due to savings in Materials, Fuel, Paratransit Services, and a larger-than-planned Capital Cost Allocation.

PERSONNEL EXPENSES



NON-PERSONNEL EXPENSES



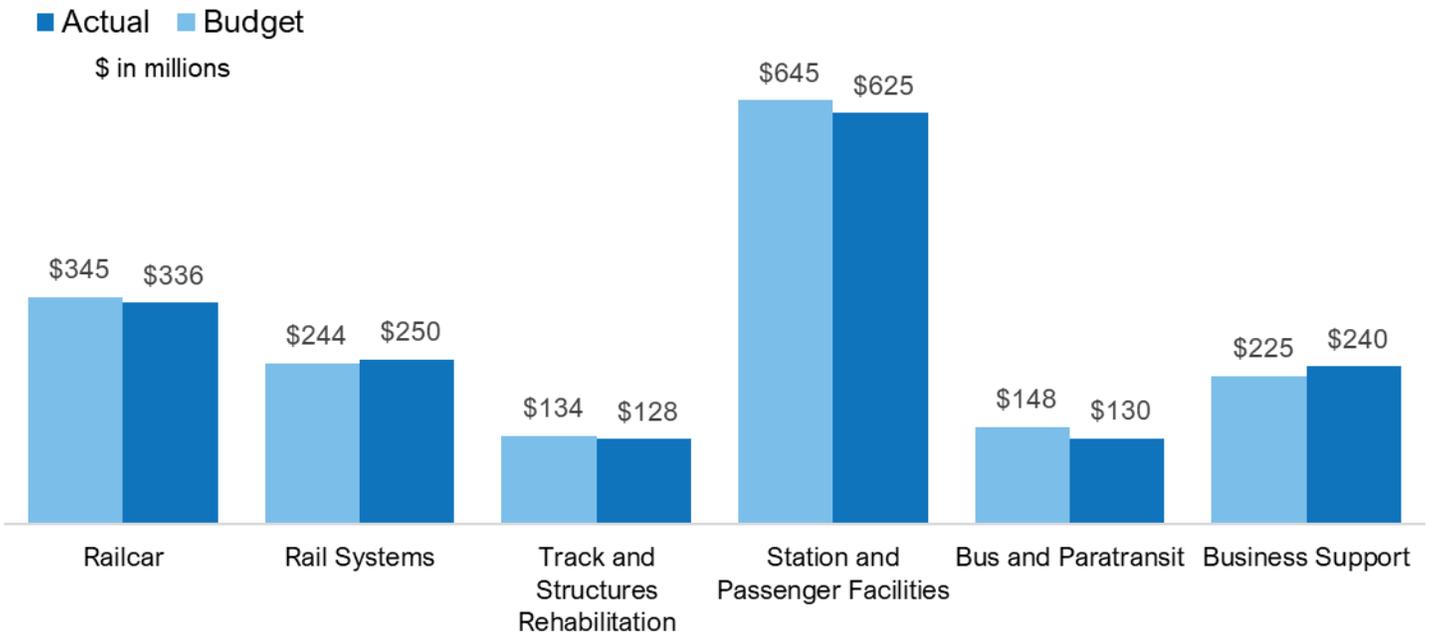
CAPITAL IMPROVEMENT PROGRAM

Through Q4 of FY2020, Metro invested \$1.709 billion in the Capital Improvement Program, 98% of the \$1.740 billion FY2020 budget.

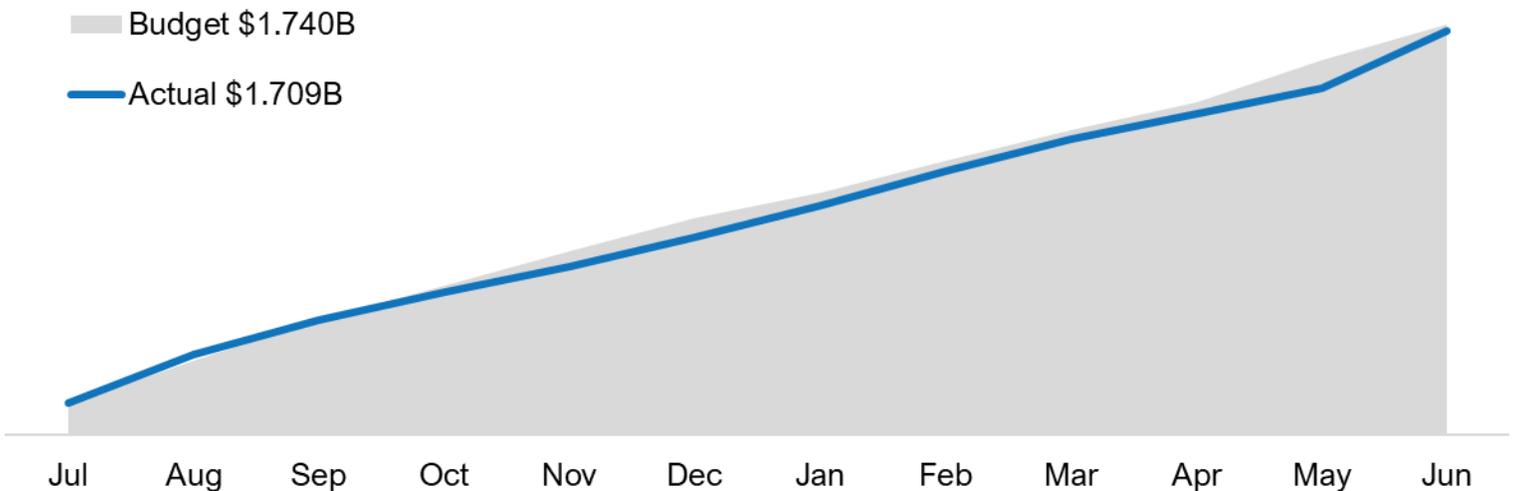
In Q4, Metro took advantage of low ridership by accelerating track and rail systems through summer shutdowns (continuing in FY2021), as well as work on the Alexandria ATC rehabilitation. While Rail Systems and Business Support investments exceeded projections, Covid-19 impacted Track and Structures, Railcar, and Stations and Passenger Facilities investments due to work restrictions, modified work schedules, and equipment production and delivery delays. Schedule delays in the delivery of bus fleet vehicles, and the procurement of Access sedans limited Bus & Paratransit investment totals.

Figures presented in this section are preliminary and unaudited.

Budget vs Actual by Investment Category Q4 YTD

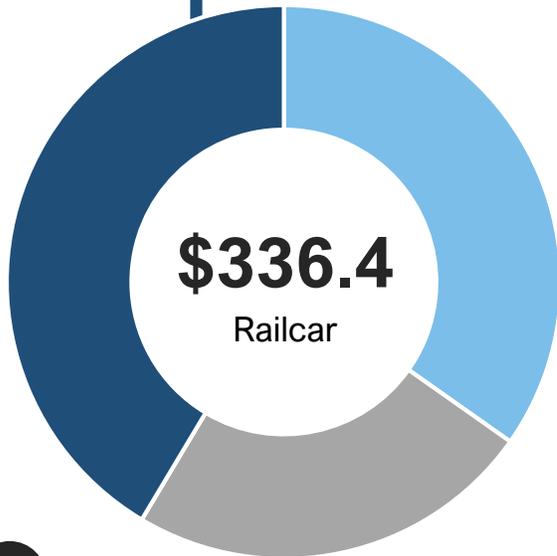


Capital Expenditures by Month



RAILCAR INVESTMENTS

Through Q4 of FY2020, Metro invested \$336.4 million in Railcar, 98% of the \$344.6 million budgeted.



Acquisition – \$139.5M

In May 2020, Metro conditionally accepted its 748th and final 7000-Series railcar. WMATA continues to work with the manufacturer and sub-contractors on various outstanding modifications for software upgrades, railcar door wiring, and training for railcar maintenance.

In Q4, Metro continued to arrange meetings with bidding vendors to receive “Best and Final Offers” for the 8000 Series contract proposals. This final phase of the evaluation process is anticipated to conclude with a winning bidder selected. The revised estimate for the contract award and Notice to Proceed for the 8000-Series railcars is Q2 of FY2021.

Metro’s Performance Report includes specific data on Mean Distance Between Delay (MDBD) for the fleet. Note that Metro has increased its MDBD performance target for the fleet by 44%, from 90,000 in FY2019 to 130,000 in FY2020 due largely to the greater reliability of the 7000-Series railcars. This increased reliability has resulted in fewer rail disruptions and offloads.

Maintenance Facilities – \$80.1M

The fabrication and installation of non-metallic handrails for the Alexandria Rail Yard Service and Inspection (S/I) Shop will be continued in Q1 of FY2021 due to a procurement delay. The installation will improve worker safety.

Metro completed the installation of LED lighting improvements to the Alexandria S/I shop which will improve visibility and reduce energy use.

Maintenance/Overhaul – \$116.8M

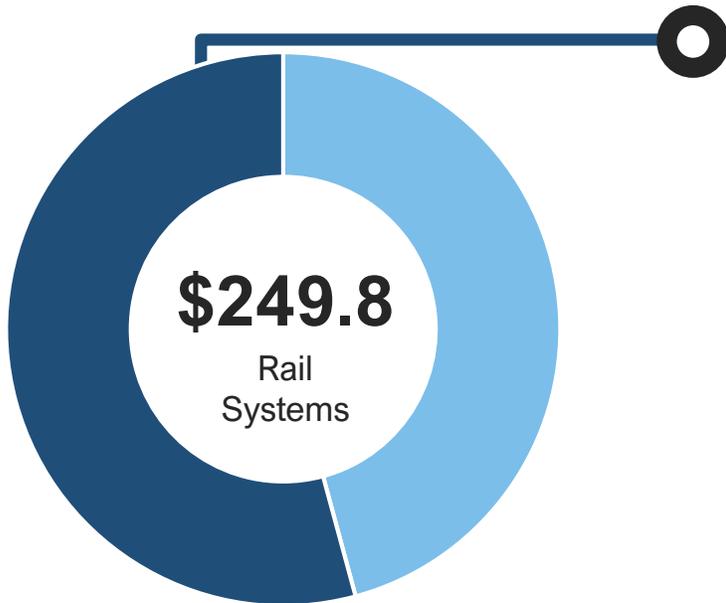
Metro’s Railcar Rehabilitation Program supports the Scheduled Maintenance Service (SMS) of railcars. Specific deliverables include addressing 3000-Series air compressors, HVAC conversions, truck assemblies, and other components; as well as 6000-Series truck assemblies. Through Q4, Metro completed 74 of 90 rehabilitations scheduled in FY2020 for the 2000/3000-Series. Likewise, of the 104 planned rehabilitations for the 6000-Series, 84 were completed through the end of Q4. Covid-19 resulted in program delivery delays due to alternating work schedules and social distancing measures among crews.

Metro’s performance target for railcar availability is 98%, which makes ongoing rail fleet preventative maintenance critical. Metro’s Performance Report includes specific railcar service data.



RAIL SYSTEMS INVESTMENTS

Through Q4 of FY2020, Metro invested \$249.8 million in Rail Systems, 102% of the \$243.8 million budgeted.



Signals & Communications – \$135.4M

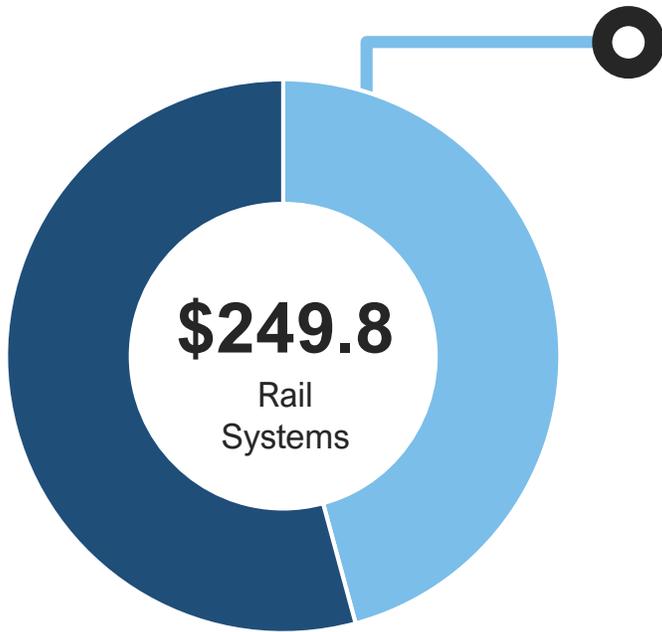
Metro continued to install fiber cable as part of the Radio Infrastructure Replacement project in Q4. The expected completion of cable installation on the Red Line north of Dupont Circle is Q2 of FY2021 due to delays resulting from Covid-19. Once cellular carriers initiate wireless service on the Red Line, the Yellow line from L’Enfant Plaza to the Potomac River portal and the one-mile Silver Line tunnel in Tysons in FY2021, all 100 miles of Metrorail tunnel track will have cellular and data service available for riders to talk, text and stream. This project also enhances safety - in the event of an emergency, customers and employees can communicate more easily with first responders while underground.

Metro also continued to fabricate the Alexandria Yard train control bungalows, install and test power supplies at various locations, and conduct training for the new Switch Machine power supplies replacements as part of the Automatic Train Control (ATC) SOGR Program. ATC equipment provides train position, rudimentary communication between the train and wayside, and automatic control of train speed and spacing of trains.



Asset	FY2020 Plan	FYTD Progress	Completion Percentage	Notes
SGR Switch Replacement – Mainline	20	4	20%	Delays due to Covid-19 in Q4 and switch procurement
SGR Switch Replacement – B99	52	18	35%	Delays due to Covid-19 in Q4 and switch procurement

RAIL SYSTEMS INVESTMENTS (CONTINUED)



Propulsion – \$114.4M

In the 8-Car Train Power Upgrade project, Metro completed installation of Tie Breaker Station equipment at Van Dorn Street and King Street, while continuing to install equipment at West Hyattsville, College Park and Silver Spring. Metro also began installation of Traction Power Substation (TPSS) equipment at Pentagon City and a transformer at the Cameron Run TPSS in Q4.

Metro is advancing the second large-scale TPSS and Tie Breaker Station equipment supply and installment contract, and anticipates receiving equipment for the West Falls Church Yard in Q2 of FY2021. In Q4, Metro continued transformer installs at Brookland, Rockville, and Shady Grove Yard. Metro also began transformer installs at West Hyattsville, Grosvenor-Strathmore, Twinbrook, and Shady Grove. Metro is preparing a procurement package for the replacement and relocation of the Rosslyn cable tray.

Construction continues on AC Switchgear replacements at Silver Spring and Gallery Place and began at Deanwood. Replacement at East Falls Church and Vienna will be complete in Q2 of FY2021 after the conclusion of Phase 2 of the Platform Rehabilitation Program. Metro is preparing a solicitation for AC Switchgear replacement at nine additional locations.

Asset	FY2020 Plan	FYTD Progress	Completion Percentage	Notes
Cable Replacements (LF)	23,200	46,828	202%	
Cable Additions (LF)	14,000	16,766	120%	
Cable Meggering	2,400	2,113	88%	Progress delayed by Covid-19 impacts in Q4
Uninterruptable Power Supply Replacement	21	27	129%	

TRACK & STRUCTURES REHABILITATION INVESTMENTS

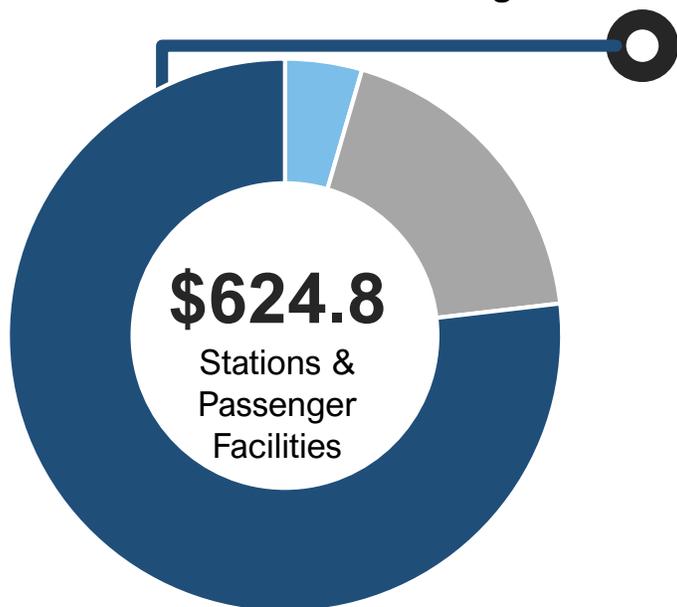
Through Q4 of FY2020, Metro invested \$127.7 million in Track & Structures Rehabilitation, 95% of the \$134.2 million budgeted.

The Track and Structures Rehabilitation Program helps ensure a safe and reliable rail system through comprehensive inspection, maintenance and rehabilitation that enhance the condition of the tracks, guideways, and structures.

Asset	FY2020 Plan	FYTD Progress	Completion Percentage	Notes
Concrete Restoration (SF)	2,200	11,843	538%	Productivity exceeded expectations. Improving work planning for FY2021
Crossties Replaced	9,000	6,352*	71%	
Deck Joint Replacement (LF)	1,000	3,130	313%	High production during South of National Shutdown
Direct Fixation Fasteners Replaced	42,000	32,369*	77%	FY2020 work completed in FY2019
Drain Rodding (LF)	140,000	135,756*	97%	
Grout Pad Rehabilitation (LF)	40,000	25,226*	63%	Delays caused by silica dust safety concerns
Joint Elimination	1,000	644*	64%	Reduced open joint backlog
Leak Mitigation	2,700	4,659	173%	Productivity exceeded expectations. Improving work planning for FY2021
Running Rail Renewal (MI)	15	8.1*	54%	Orange Line rail renewal deferred due to the Summer Platform Shutdown limiting access
Third Rail Insulator Replacement	9,000	2,681*	30%	NFPA related shortage of materials
Third Rail Rehabilitation (MI)	2.5	0.54*	22%	NFPA related shortage of fiberglass materials
Track Bed Cleaning (LF)	800,000	874,371	109%	
Track Signage Replaced	2,500	2,542	102%	
Track Stabilization (LF)	200	730	365%	Low effort activity
Track Tamping (MI)	35	18.2*	52%	PM program cancelled
Turnouts Rehabilitated	23	3*	13%	Vendor manufacturing delays

STATIONS & PASSENGER FACILITIES INVESTMENTS

Through Q4 of FY2020, Metro invested \$624.8 million in Stations & Passenger Facilities, 97% of the \$645.0 million budgeted.



Platform & Structures – \$480.3M

The Platform Rehabilitation Program addresses rehabilitation of platform concrete, pavers, and granite edges, as well as 36 other station systems including information displays, lighting, signage, bathrooms, public address, and fire systems.

Phase 2 of the Platform Rehabilitation Program is underway with East Falls Church, West Falls Church, Dunn Loring, and Vienna stations closing on Memorial Day weekend (Q4 FY2020). Pre-construction activities, the West Falls Church Track 3 platform shoring, concrete cleaning, station ceiling panels, the East Falls Church skylight installation and contractor mobilization were completed in Q4. Ongoing construction work as of June 2020 is as follows:

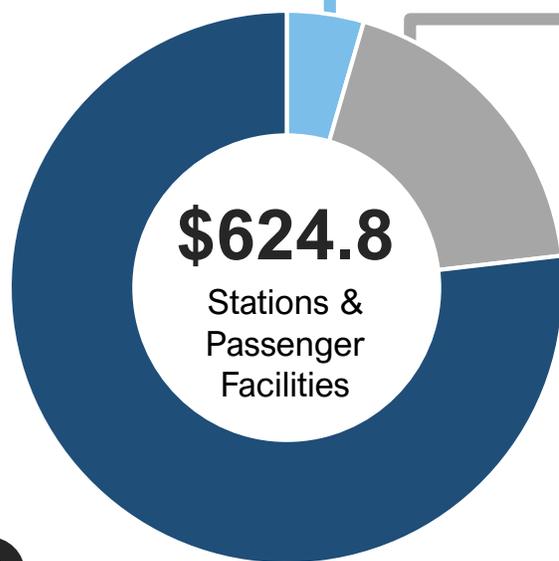
- Platform shoring on track 1 and 2 at West Falls Church, and at all other stations.
- Installation of platform floor tiles on Mezzanine levels and pedestrian bridges at West Falls Church and East Falls Church, with Vienna and Dunn Loring to begin in Q1 FY2021.
- Skylight installation at West Falls Church, Dunn Loring, and Vienna.
- Concrete crack repairs at all stations.
- CCTV camera system installation, electrical conduit wiring, fire alarm wiring, and fire standpipe installation at all stations.

The four stations are anticipated to reopen in Q1 FY2021.

Additionally, platform reconstruction work for the Reagan National Airport station has been accelerated and will commence in Q1 of FY2021 and continue through Q2. The station has three tracks, so the station will remain open during construction. Installation of other customer experience improvements, such as new customer shelters and information screens, will be completed at a later date.



STATIONS & PASSENGER FACILITIES INVESTMENTS (CONTINUED)



Vertical Transportation – \$28.0M

Seven elevators underwent rehabilitation in Q4, located at Largo Town Center, Southern Avenue, Vienna (2 units), Wheaton, and Metro’s Revenue Collection Facility. Ten additional elevators are scheduled to be rehabilitated in FY2021 at locations still under evaluation.

In Q4, Metro received bids to replace 127 escalators. The contract is expected to be awarded in Q1 of FY2021. In FY2021, Metro will begin a 5-year effort to rehabilitate 89 escalator units.

Metro’s Performance Report includes elevator and escalator availability data in comparison with performance targets.

Station Systems – \$116.5M

In the Fare Collection Program, Metro has begun testing the new faregates that will be deployed throughout the system. Deployment planning is continuing with installations anticipated to begin in late FY2021.

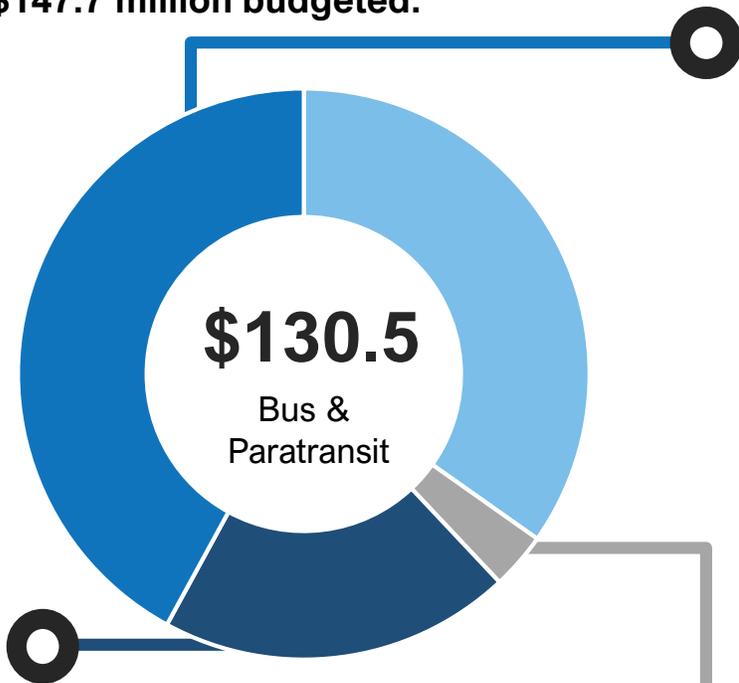
Metro continues to make progress on finalizing software development and testing in preparation for the launch of new mobile payment capabilities in early FY2021.

In Q4, Metro completed station platform LED lighting improvements at Dupont Circle, Rosslyn, and Dupont Circle, among others. Additionally, track bed lighting was improved at Judiciary Square, Capitol South, and Eastern Market. The Station Lighting Improvements Program replaces lighting at mezzanines, lower level platforms, and track beds to provide enhanced illumination for customers and reduce energy use.



BUS & PARATRANSIT INVESTMENTS

Through Q4 of FY2020, Metro invested \$130.5 million in Bus & Paratransit, 88% of the \$147.7 million budgeted.



Bus & Paratransit Acquisition – \$54.9M

In Q4, 26 40-foot CNG buses and one 60-foot clean diesel bus have been delivered with 21 additional FY2020-ordered buses to be delivered in the first half of FY2021. These new buses enable Metro to achieve emissions reductions and fuel savings as they replace buses that have reached the end of their useful life.

Bus Type	FY2020 Order	FY2020 Progress	FY2021 Order
Clean Diesel 40-ft.	25	25	100
Clean Diesel 60-ft.	10	1	22
CNG 40-ft.	75	63	0

Procurement delays pushed back the contract award for 175 sedans (not vans) for Paratransit service into Q1 of FY2021. Deliveries of the vehicles are now anticipated to take place in the second half of FY2021.

Bus Maintenance Facilities – \$26.1M

In Q4, Metro awarded a Design-Build contract for the replacement of the Bladensburg bus maintenance and operations facility and a new CNG facility at Shepherd Parkway. Construction continued on an off-site bus parking lot for the Bladensburg Bus Garage, which is now scheduled to be completed in Q1 of FY2021. This will allow demolition and construction of the new Bladensburg Bus Garage Facility to proceed. Metro plans to increase the size of the site by approximately one acre to incorporate a garage designed for up to 300 buses, separate entrances for buses and employee vehicles, and on-site employee parking.

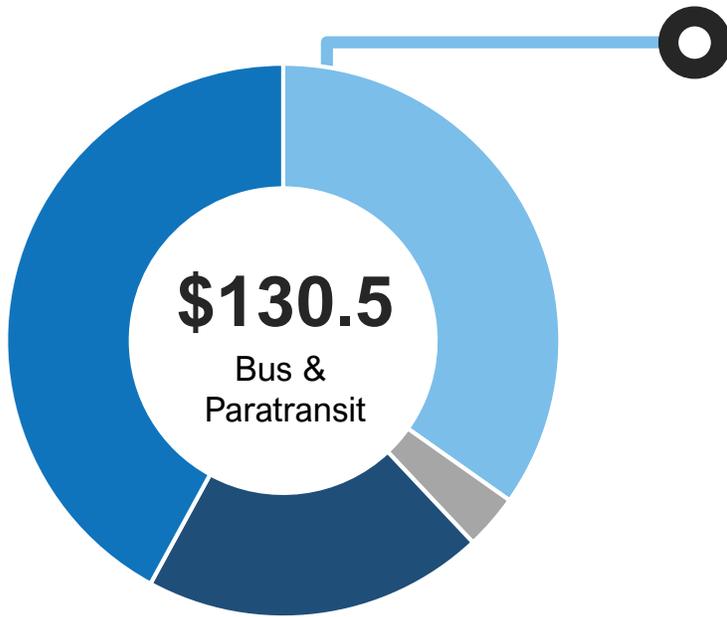
In Q4, pre-construction activities continued in preparation for demolition and construction at the Northern Bus Garage Facility. It includes an on-site employee parking lot, multiple access points and parking for up to 150 buses.

Bus Passenger Facilities – \$4.2M

Metro installed eight Customer Information Electronic Display Signs in Q4 at Metrobus stops to show real-time bus arrivals. Delays due to Covid-19 will result in additional installations continuing through FY2021.

In Q4, final bids were received for the rehabilitation of the bus terminals at Chevy Chase, Calvert St. and Colorado Ave.

BUS & PARATRANSIT INVESTMENTS (CONTINUED)



Bus Maintenance & Overhaul – \$45.3M

Metro’s bus maintenance and overhaul investments are focused on maintaining the reliability and safe operating condition of equipment as well as achieving the maximum useful life of the assets.

In Q4, six buses were rehabilitated, which included the rebuilding of engine assemblies, transmissions and fare boxes. Twenty-two Energy Storing Systems (ESS) were replaced.

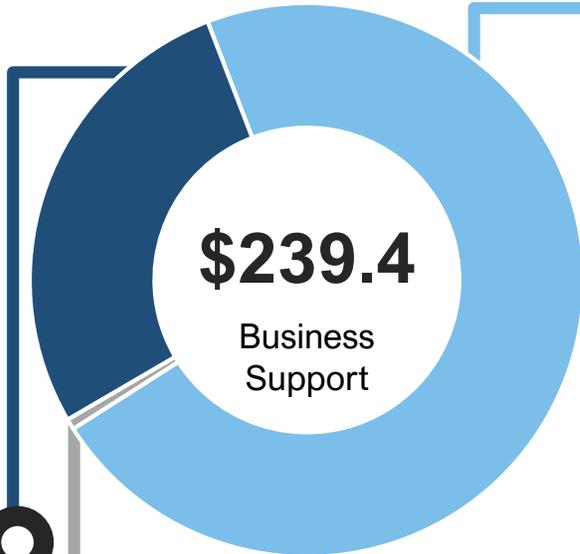
These investments are critical to meeting Metro’s Mean Distance Between Failure (MDBF) target for the bus fleet and providing customers with reliable service. Metro’s Performance Report includes specific MDBF data for the bus fleet.

Asset	FY2020 Plan	FYTD Progress	Completion Percentage	Notes
Bus Rehabilitations	100	80	80%	Progress delayed by Covid-19 impacts in Q4
Energy Storage Systems	101	69	68%	Progress delayed by Covid-19 impacts in Q4
Fare Boxes	275	212	77%	Progress delayed by Covid-19 impacts in Q4
Engine Assemblies	125	75	60%	Progress delayed by Covid-19 impacts in Q4
Transmission Assemblies	120	125	104%	
Operator Shields	300	300	100%	



BUSINESS SUPPORT INVESTMENTS

Through Q4 of FY2020, Metro invested \$239.4 million in Business Support, 107% of the \$224.5 million budgeted.



Information Technology – \$66.1M

Metro’s IT investments improve internal operations and the customer experience. Metro is completing the Passenger Information Display Systems (PIDS) 2020 Summer Station Rehabilitation and is currently formulating an implementation plan for new stations as part of the Rail Operations Support Software Program. This program is focused on ensuring real time train information is accurate and available to customers.

As part of the office consolidation initiative, Metro is constructing a new data center to replace the existing center at the Jackson Graham building. The end of life and maintenance assessment were completed for the Jackson Graham building and the Carmen Turner Facility. A study on the latest technology will be performed for potential adoption during the office consolidation. An RFP is being developed and is expected to be released by the end of FY2021

Support Equipment & Services – \$171.9M

Metro continues to advance interior design, base building and core design for the DC, VA, and MD office building locations. All location designs are planned to be completed in Q2 of FY2021, at which time the Guaranteed Maximum Pricing (GMP) will be negotiated. The GMP for each project contract will be finalized in FY2021. Additionally, construction activities continued at the DC and VA locations with completion anticipated in FY2022 and FY2023 respectively. The MD location is also anticipated to be completed in FY2023. The Office Consolidation Strategy will enable Metro to downsize from ten current office buildings throughout the region to four. The facilities are were evaluated for life cycle costs using a LEED design framework.



As part of Metro’s Roof Rehabilitation Program, work advanced at the Shady Grove S&I Shop and the Western Bus Maintenance Facility.

Finally, Metro released a RFP for the New Hampshire Ave. Chiller Water Treatment Facility and continued the replacement of the Underground Storage Tank at the Alexandria Railyard in Q4.

Metro Transit Police Department (MTPD) – \$1.5M

REAL ESTATE UPDATE

Metro's Office of Real Estate and Parking actively manages Metro's real estate and parking portfolios to ensure required access and resources for its transit operations, non-fare revenue generation, customer acquisition through parking and bicycle access, and Joint Development to increase transit ridership.

Joint Development

New Carrollton: Construction is proceeding on a multifamily building.

Jackson Graham Building: Negotiations to ground lease Metro's headquarters site are underway and the project is expected to begin construction in early 2023.

West Falls Church: Negotiations to ground lease more than 20 acres at West Falls Church Metro are nearing completion. This project, when combined with two other public institutions' projects, will result in more than three million square feet of mixed-use development.

Acquisitions

Maryland Office Location: Metro's future New Carrollton office received building permit approval in Q4 FY2020 and will begin construction in Q2 of FY2021.

Rail Heavy Repair Overhaul: Acquisition of three properties required for a new Rail HRO in Landover, Maryland was filed for condemnation with the Department of Justice in Q4 FY2020. The acquisition will be complete in Q1 FY2021.

Bladensburg Bus Facility: Acquisition of three properties required for the redevelopment of Bladensburg Bus Facility received FTA concurrence and purchase offers have been made.

Dispositions

In Q4 FY20, Metro disposed of excess properties that generated \$8.76 million in revenue to be applied to Metro's capital program.

Incidental Uses

In Q4, Metro entered into ground leases with a solar developer to install a combined 17 acres of solar arrays among the Anacostia, Cheverly, Naylor Road, and Southern Avenue Metro station parking facilities at no cost to metro. Under the agreement, SunPower Goldman Sachs Renewable Power LLC will own the system and pay Metro annually for 25 years, providing Metro a long-term revenue stream.



Example of Solar Parking Canopies

SUSTAINABILITY UPDATE

Metro's Office of Sustainability implements and advances policies, programs and partnerships to make Metro resilient, equitable and fiscally responsible.

Sustainability is at the core of both the service Metro provides and how we provide it. A sustainable transit system is designed, constructed, and operated in a way that fosters social wellbeing, equity, economic prosperity, and environmental stewardship.

Energy Action Plan

Metro continues to reduce energy use, contain operating costs, modernize the system's operations, promote innovation, and help the region meet its sustainability goals through rollout of its Energy Action Plan, adopted in early 2019.

When fully implemented, the plan is expected to net \$16 million annually in energy cost savings and another \$13 million annually in operations and maintenance savings by 2025. Recent project highlights include:

- Station Lighting Improvement Program upgrades platform-level light and reduces energy use by approximately 60% and saves approximately \$25,000 annually, per station.
- Chiller replacements at five stations using efficient and state-of-the-art technology to reduce energy consumption and drive down operating expenses at each station by approximately \$10,000 to \$15,000 annually.
- Engagement in the renewable energy market has resulted in an innovative lease agreement to host a total of 176 acres of solar panels at 4 rail stations to generate energy to power over 1,500 single-family homes. Homes and businesses will be able to sign up for a share of the clean energy generated. This is the largest community solar project in the National Capital Area and one of the largest in the nation.
- Continued incorporation of green design standards into major capital projects. The Bladensburg and Northern Bus facilities are being designed to LEED Platinum standard, reducing environmental impacts and operating expenses.

Zero Emission Bus Planning

In Q3, Metro laid out the opportunities that zero-emission bus transportation offers the region, reviewed actions Metro has already initiated, and considered the market, infrastructure and policy prerequisites for successful rollout in our Zero-Emission Bus Update.

Metro is ensuring that new bus garages, including Bladensburg and Northern facilities, are designed as "electric bus ready" in support of future conversion to zero-emission bus operation. In addition, the bus turn-arounds at the Calvert St. and Colorado Avenue have also been designed to support future electric bus charging equipment.

In Q4, Metro was selected for a \$4.2 million grant from the FTA Low or No Emission Program. These funds will support Metro's purchase of up to 14 electric buses and charging infrastructure as well as a test and evaluation of the buses over the next two years.



APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

Fiscal Year 2020 – Q4 Year-To-Date (\$ in millions)

	Budget	Actual	Variance \$	Variance %
Passenger Revenue	\$723.1	\$517.0	(\$206.1)	-28.5%
Non-Passenger Revenue	91.3	284.7	193.4	212.0%
Total Revenue	\$814.4	\$801.7	(\$12.6)	-1.6%
Personnel	\$1,311.1	\$1,349.7	(\$38.6)	-2.9%
Non-Personnel	628.7	577.5	51.3	8.2%
Total Expenses	\$1,939.9	\$1,927.2	\$12.6	0.7%
Net Subsidy	\$1,125.5	\$1,125.5	\$0.0	0.0%
Cost Recovery Ratio	42%	42%		

Note: includes CARES Act funding of \$221.0 million; excludes reimbursables

Fiscal Year 2020 – Q4 Year-To-Date (Trips in millions)

Ridership	FY2019 Actual	FY2020 Budget	FY2020 Actual	Variance Prior Year	Variance Budget
Metrorail	175.3	170.2	132.6	-24.4%	-22.1%
Metrobus*	123.9	128.3	96.3	-22.3%	-25.0%
MetroAccess	2.3	2.4	1.8	-23.4%	-23.5%
All Modes	301.5	300.9	230.6	-23.5%	-23.3%

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

APPENDIX II: CAPITAL PROJECT FINANCIALS BY INVESTMENT CATEGORY

(\$ in Millions)

Program	FY2020 Current Budget	FY2020 Actuals	YTD % Forecast Expended
Railcar Acquisition	144.9	139.5	96%
Railcar Maintenance/Overhaul	115.3	116.8	101%
Railcar Maintenance Facilities	84.4	80.1	95%
Railcar Investments	\$344.6	\$336.4	98%
Propulsion	114.5	114.4	100%
Signals & Communications	129.3	135.4	105%
Rail Systems Investments	\$243.8	\$249.8	102%
Fixed Rail	116.5	108.1	93%
Structures	17.8	19.7	111%
Track & Structures Rehabilitation Investments	\$134.2	\$127.7	95%
Platforms & Structures	491.6	480.3	98%
Vertical Transportation	31.0	28.0	90%
Station Systems	122.4	116.5	95%
Stations & Passenger Facilities Investments	\$645.0	\$624.8	97%
Bus & Paratransit Acquisition	62.6	54.9	88%
Bus Maintenance/Overhaul	50.5	45.3	90%
Bus Maintenance Facilities	27.6	26.1	94%
Bus Passenger Facilities/Systems	7.0	4.2	60%
Bus & Paratransit Investments	\$147.7	\$130.5	88%
IT	68.6	66.1	96%
MTPD	2.4	1.5	62%
Support Equipment/Services	153.5	171.9	112%
Business Support Investments	\$224.5	\$239.4	107%
Total Capital Programs	\$1,739.8	\$1,708.7	98%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in Utilization %)
Montgomery County			
Grosvenor-Strathmore	1,659	74%	-17%
White Flint	1,020	52%	-4%
Twinbrook	1,097	42%	-16%
Rockville	524	68%	-27%
Shady Grove	5,745	56%	-15%
Glenmont	2,998	60%	-10%
Wheaton	977	29%	3%
Forest Glen	596	68%	-14%
Montgomery County Total	14,616	56%	-13%
Prince George's County			
New Carrollton	2,349	61%	-11%
Landover	1,185	56%	21%
Cheverly	500	54%	-3%
Addison Road-Seat Pleasant	1,268	38%	-3%
Capitol Heights	372	63%	-15%
Greenbelt	3,399	48%	-16%
College Park-U of MD	1,290	51%	-3%
Prince George's Plaza	1,068	35%	-13%
West Hyattsville	453	55%	-4%
Southern Avenue	1,980	42%	-8%
Naylor Road	368	71%	-22%
Suitland	1,890	44%	-7%
Branch Avenue	3,072	71%	-16%
Morgan Boulevard	608	65%	-18%
Largo Town Center	1,950	62%	-20%
Prince George's County Total	21,752	54%	-10%
Maryland Total	36,368	53%	-12%

Note: Parking fees were suspended on April 5, 2020.

APPENDIX III: WEEKDAY PARKING FACILITY USAGE (CONTINUED)

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in Utilization %)
District of Columbia			
Deanwood	194	42%	10%
Minnesota Ave	333	67%	-17%
Rhode Island Ave-Brentwood	221	72%	-10%
Fort Totten	408	79%	-29%
Anacostia	808	28%	-17%
District of Columbia Total	1,964	71%	4%
Northern Virginia			
Huntington	2,732	59%	-13%
West Falls Church-VT/UVA	1,275	46%	-8%
Dunn Loring-Merrifield	1,964	38%	-6%
Vienna/Fairfax-GMU	4,240	56%	-16%
Franconia-Springfield	5,069	36%	-19%
Van Dorn Street	361	59%	-41%
East Falls Church	422	81%	-34%
Wiehle-Reston East	2,300	92%	0%
Northern Virginia Total	18,363	62%	-5%
System Total	56,695	69%	3%

Note: Parking fees were suspended on April 5, 2020.