

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

QUARTERLY PROGRESS REPORT

Fiscal Year 2021 Quarter 3



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Q3 FY2021 AT-A-GLANCE

Thanks to additional federal funding, Metro amended its FY2021 budget to continue essential transit service, restore additional Metrobus service, and retain thousands of front-line jobs.

In January, the FY2021 budget was amended, enabling the continuation of essential transit service and retention of thousands of transit workers. Recent federal relief funding from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) helped avert service cuts in FY2021 and supported the gradual ramp up of service to meet demand as the region begins to recover, while maintaining service-related jobs. The additional funding also enabled the restoration of some weekday and weekend Metrobus service, as well as the extension of service hours to 2 AM on 34 Metrobus lines. Finally, the January budget amendment eliminated an increased shift of operating costs to the capital program for preventive maintenance in order to preserve borrowing capacity and protect the capital program.

In February and March, public input was solicited on the proposed FY2022 Budget. Enhanced outreach and communication efforts to reach riders and stakeholders resulted in over 22,400 comments, the highest number in the past 10 years.

At the end of March, Metro announced that it would host a transit-accessible community Covid-19 vaccination center run by the Federal Emergency Management Agency (FEMA) at Greenbelt Station. The Federal Pilot Community Vaccination Center serves the surrounding communities in Prince George's County. Operations are continuing at the center, located in the station's parking lot area, and are fully staffed and operated by FEMA personnel.

Due to continued capital program investment, transit riders and visitors to the nation's capital now enjoy one of the most connected wireless experiences of any rail system in the U.S., with coverage available in all tunnels. In January, the nation's major wireless carriers—AT&T, T-Mobile, and Verizon — and Metro announced the final milestone, more than a decade in the making, to provide wireless service for those who use the Metrorail system. With Metro's 100-mile tunnel system now connected to each wireless carrier's network, customers can communicate or stream content throughout their journey from the street to the station and in the train. The latest activation brings the final three segments online between Dupont Circle in downtown DC and White Flint in Maryland, the Yellow Line from L'Enfant Plaza to the Pentagon, and Silver Line in Tysons Corner.

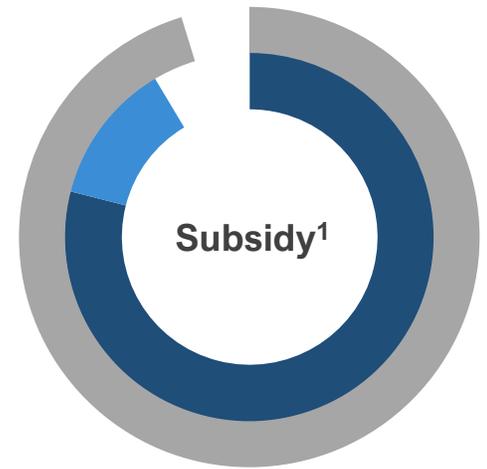
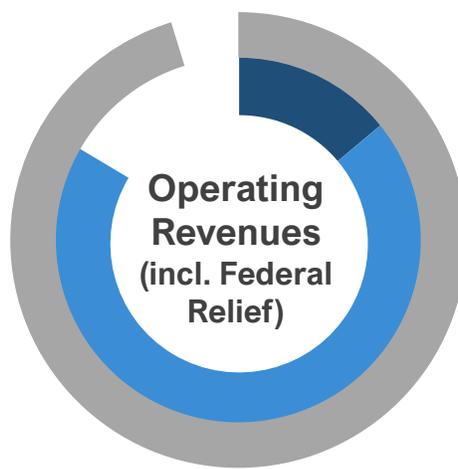
Escalators are the link that bring customers in and out of stations every day, and a new contract to replace 130 escalators will continue a decade-long program to replace and restore the oldest and least reliable escalators in the system. The \$179 million, seven-year contract, awarded to KONE, includes the installation of heavy duty, transit grade escalators at 32 stations beginning in May 2021. The new escalators will incorporate the latest safety features, including LED lighting.

A contract was awarded to Hitachi Rail Washington LLC ("Hitachi Rail") to build the system's 8000-series railcars in the U.S. Valued up to an estimated \$2.2 billion, the contract includes a base order of 256 railcars, with options to build up to 800 in the fleet. The base order will replace the aging 2000- and 3000-series railcars, which have been in service since the early 1980s, and were designed to be "backward compatible" with Metro's 1970s era design. The new 8000-series railcars are funded using debt backed by the new dedicated revenue streams established by the District of Columbia, Maryland and Virginia. In keeping with the procurement designed to encourage reinvestment in the local economy, Hitachi is exploring sites in the region on which to build an assembly plant for the 8000-series railcars that will result in direct and indirect local jobs.

OPERATING RESULTS

The following highlights Metro’s system-wide financial performance through the third quarter of fiscal year 2021.

Operating expenses were \$1,444.4 million or \$4.9 million below budget. Operating revenues were \$99.7 million through Q3 (excluding federal relief), funding seven percent of operating expenses. Total revenue through Q3 was \$700.9 million including federal relief. Revenue losses from Covid-19, impacting ridership and non-passenger revenue, were offset by federal relief funding as well as savings from overtime, paratransit, energy and other services. Metro received federal relief revenue totaling \$601.2 million, of which \$500.0 million was used to offset decreased revenue, and \$101.3 million replaced jurisdictional contributions that were reduced as a result of the pandemic. Metro’s subsidy¹ variance of \$22.4 million represents a portion of the replaced jurisdictional contributions.



● Budget: **\$1,449.3M**
● Actual: **\$1,444.4M**

● Budget: **\$683.4M**
● Actual: **\$99.7M**
● Federal Relief: **\$500.0M**

● Budget: **\$765.9M**
● Actual: **\$642.3M**
● Federal Relief: **\$101.3M**

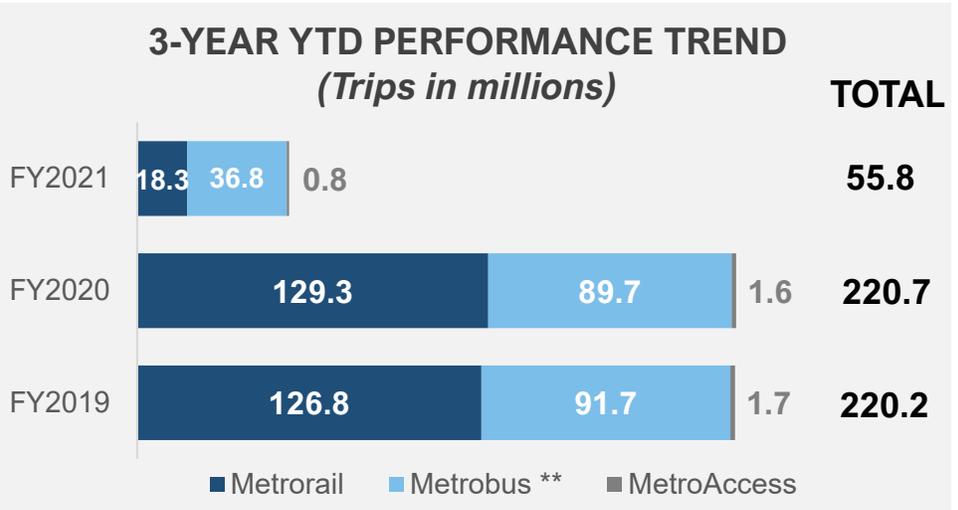
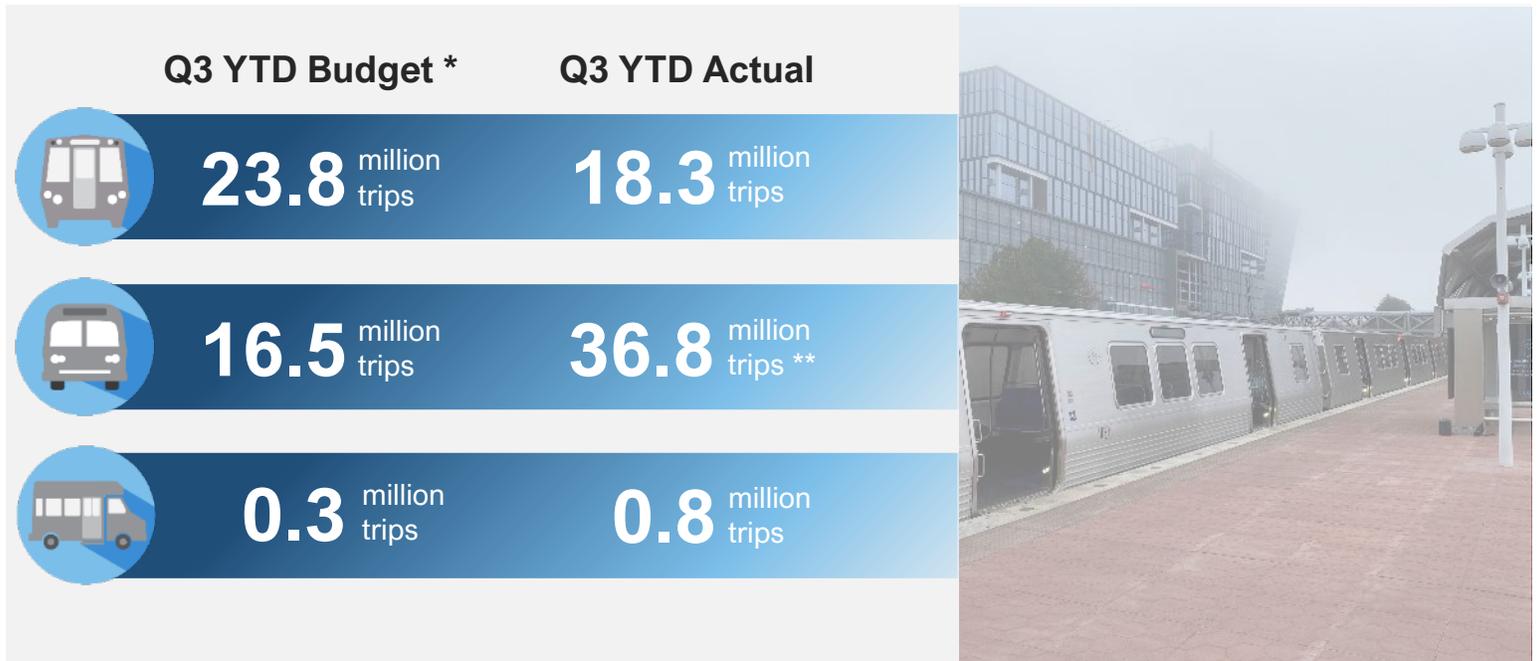
¹ Refers to operating expenses less operating revenues and does not reflect actual jurisdictional subsidy payments



RIDERSHIP

Actual ridership for all three modes was 55.8 million trips through Q3 of FY2021.

Through Q3, total ridership was 75 percent below the prior year. In a continuing departure from historic trends, Metrobus ridership exceeded Metrorail ridership through Q3. Bus ridership, using automated passenger counts (APC), totaled 36.8 million trips through Q3, 124 percent above budget but 52.9 million or 59 percent below prior year. In contrast, rail ridership of 18.3 million trips was down 111.1 million or 86 percent from prior year. The rail variance to budget was 5.6 million trips, unfavorable by 23 percent. Ridership on MetroAccess through the third quarter was 0.8 million trips, 145 percent above the revised budget but 53 percent below prior year.

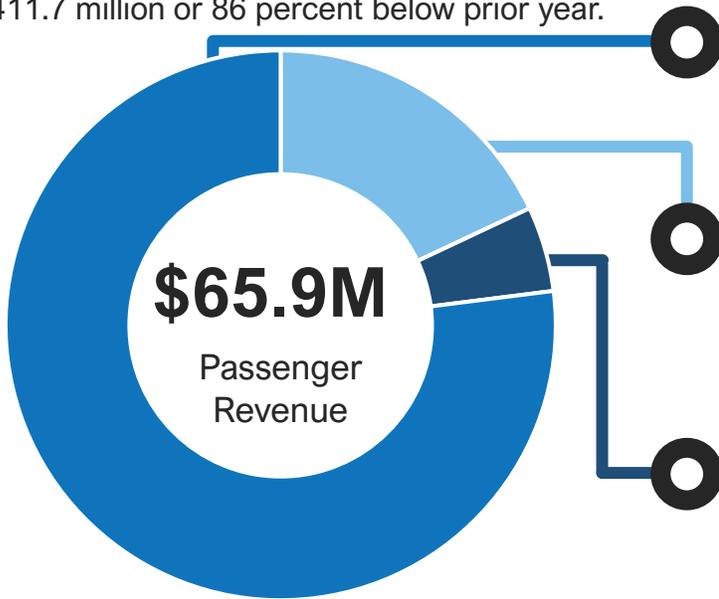


* FY2021 Q3 YTD Ridership Budget numbers reflect the amended budget approved on January 14, 2021.
 ** Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

OPERATING REVENUE

PASSENGER REVENUE

Passenger revenue totaled \$65.9 million, which was \$14.0 million or 18 percent below budget and \$411.7 million or 86 percent below prior year.



Metrorail – 77%

- Metrorail passenger revenue of \$51.0 million
- \$21.1 million or 29% below budget

Metrobus – 18%

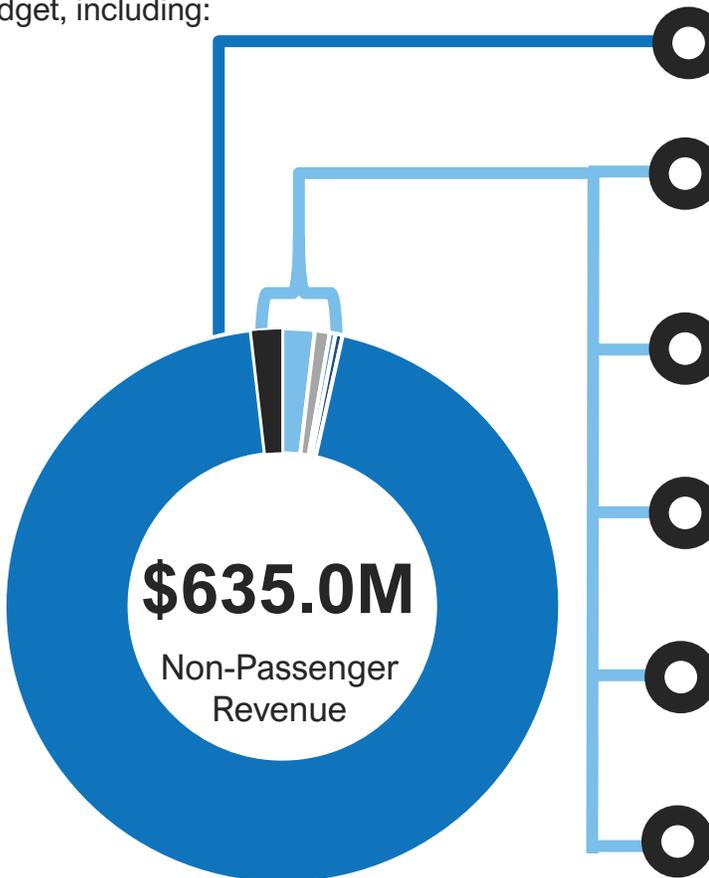
- Metrobus passenger revenue of \$11.9 million
- \$5.8 million or 96% above budget

MetroAccess – 5%

- MetroAccess passenger revenue of \$3.1 million
- \$1.3 million or 69% above budget

NON-PASSENGER REVENUE

Non-passenger revenue totaled \$635.0 million through Q3, which was \$31.5 million or five percent above budget, including:



Federal Relief Funding – 95%

- Funding of \$601.2 million, including \$101.3 million of Jurisdictional Allocation

Parking – < 1%

- Parking revenue of \$2.6 million
- \$3.8 million or 59% below budget

Advertising – 2%

- Revenue of \$11.5 million
- \$5.8 million or 33% below budget

Fiber Optic / Infrastructure – 2%

- Revenue of \$11.9 million
- \$1.4 million or 13% above budget

Joint Development – 1%

- Revenue of \$5.5 million
- \$0.5 million or 9.5% above budget

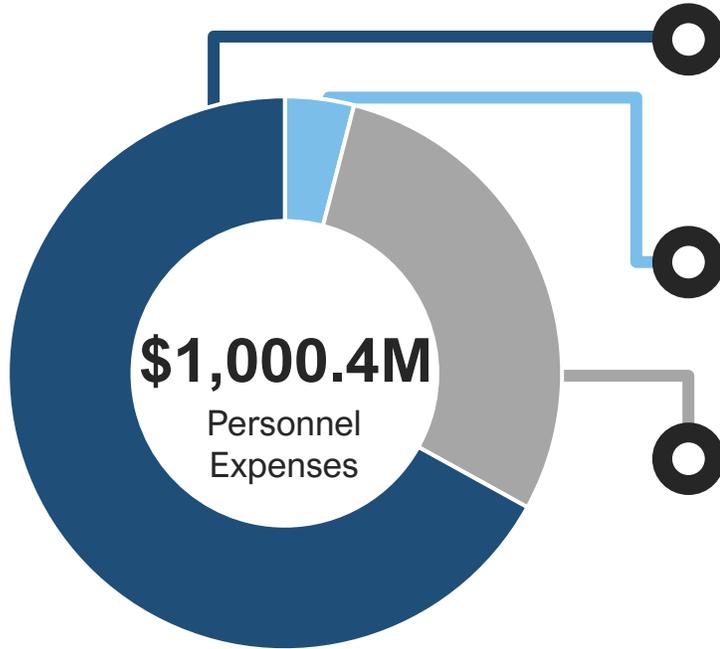
Other – < 1%

- Other non-passenger revenue of \$2.2 million
- \$15.8 million or 88% below budget

OPERATING EXPENSES

FY2021 operating expenses through Q3 were \$1,444.4 million, favorable by \$4.9 million to budget due to savings in Overtime, Fringe, Paratransit and other Services.

PERSONNEL EXPENSES



Salaries and Wages – 67%

- Expenses of \$670.0 million
- \$36.9 million or 6% above budget

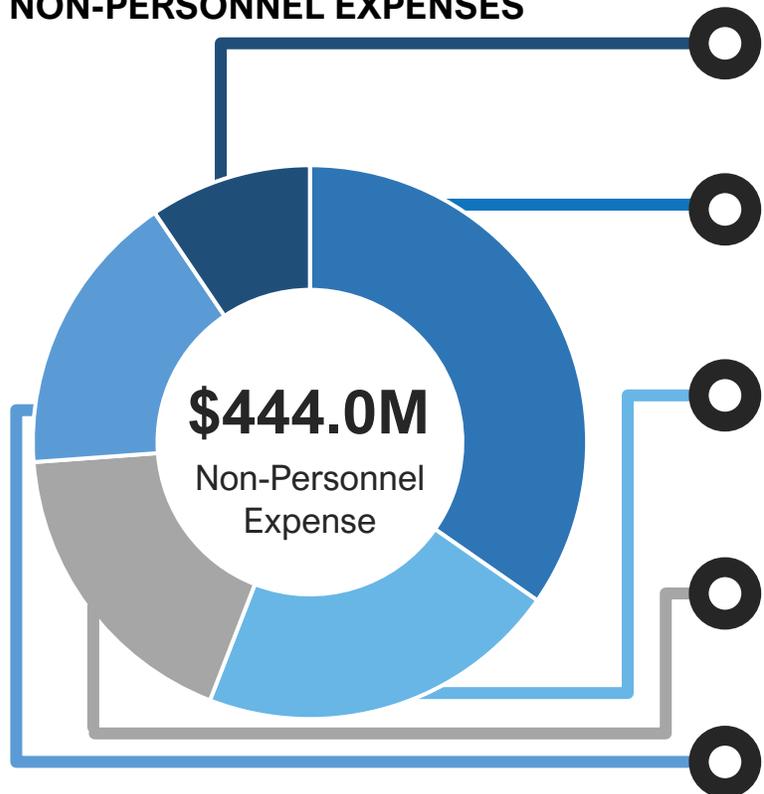
Overtime – 4%

- Expenses of \$40.2 million
- \$22.1 million or 35% below budget

Benefits & Capital Cost Allocation – 29%

- Fringe benefit expenses of \$342.3 million less Capital Cost Allocation of \$52.0 million
- \$3.2 million or 1% above budget

NON-PERSONNEL EXPENSES



Services – 35%

- Expenses of \$154.0 million
- \$10.5 million or 6% below budget

Paratransit Services – 21%

- Expenses of \$94.1 million
- \$16.5 million or 15% below budget

Materials – 18%

- Expenses of \$79.8 million
- \$11.0 million or 16% above budget

Fuel, Propulsion, & Utilities – 17%

- Expenses of \$74.1 million
- \$14.3 million or 16% below budget

Insurance & Other – 9%

- Expenses of \$42.0 million
- \$7.2 million or 21% above budget

CAPITAL IMPROVEMENT PROGRAM

Metro invested \$1.297 billion in the Capital Improvement Program through Q3 of FY2021.

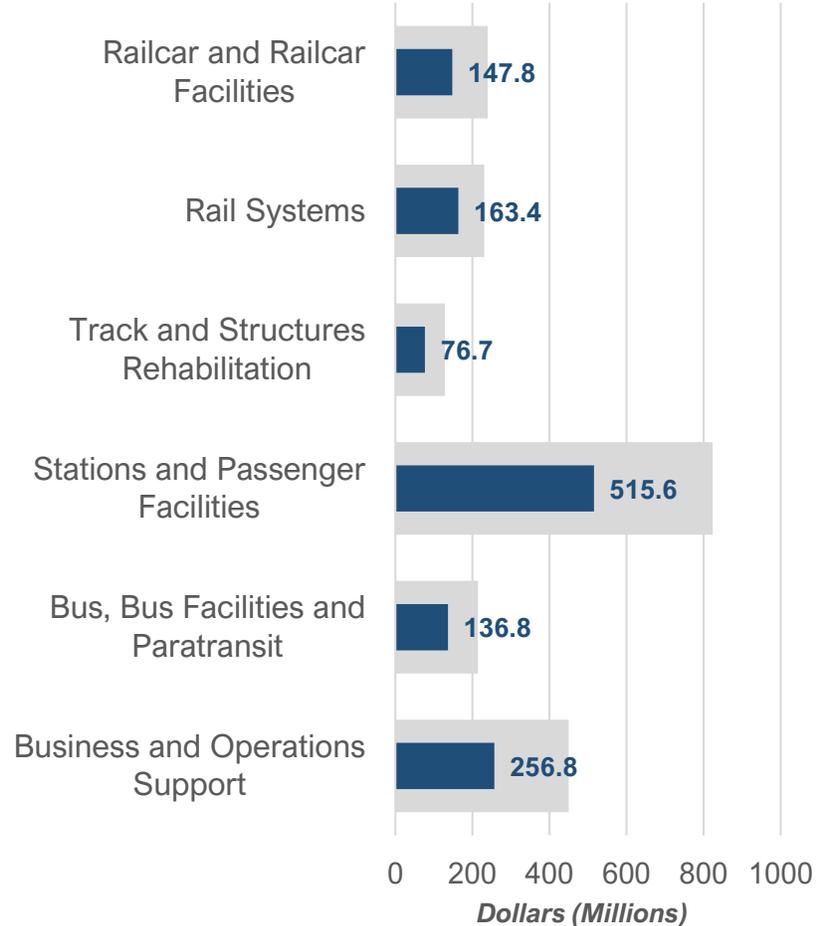
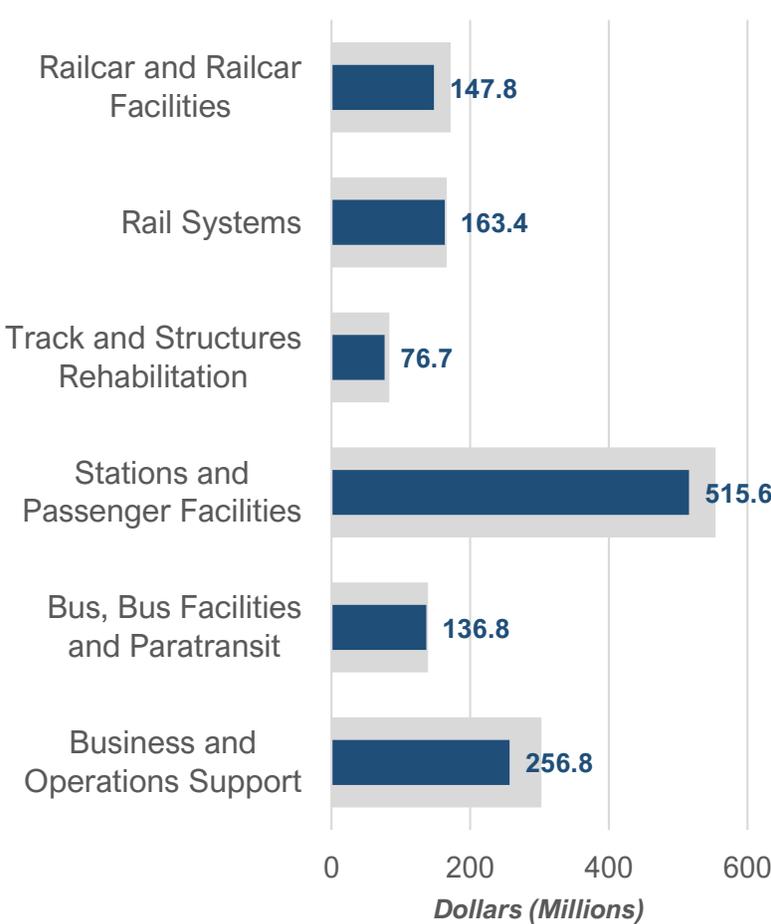
In Q3, Metro continued its aggressive rehabilitation program to improve safety and state of good repair, with the Board of Directors approving a budget amendment to accelerate station platform rehabilitation projects. Low system ridership due to Covid-19 enables Metro to accelerate critical maintenance, reliability, and safety projects with minimized customer and operational impact.

The FY2021 capital budget forecast as of the end of Q3 (March 2021) totals between \$1.783 and \$1.977 billion. This forecast reflects Metro's best estimate of year end results as of the third quarter. The current approved FY2021 budget is \$2.087 billion.

Figures presented in this report are preliminary and unaudited.

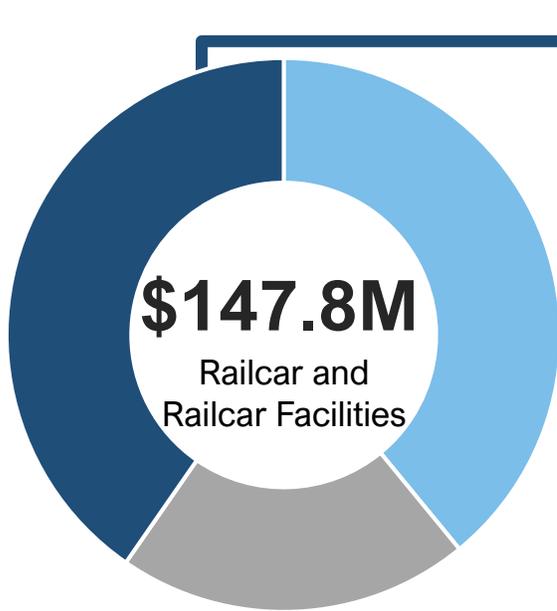
■ Q3 Baseline Projection ■ Q3 Actual Investment

■ FY2021 Current Budget ■ Q3 Actual Investment



RAILCAR AND RAILCAR FACILITIES INVESTMENTS

Through Q3 of FY2021, Metro invested \$147.8 million in Railcar and Railcar Facilities.



Acquisition – \$59.6M

In Q3, Metro awarded a contract for 256 8000-series railcars, with options to build up to 800. A Notice to Proceed has been issued and the project is now progressing to conceptual design work.

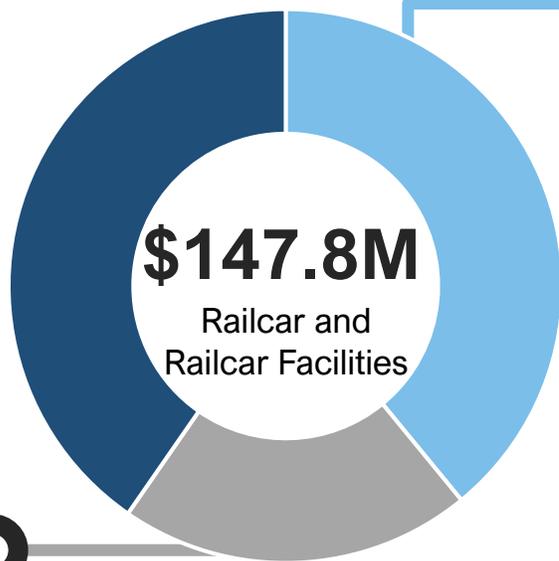
The railcars will improve customer’s on-board experience with features like digital screens and real-time information, as well as electrical outlets for charging. In addition, the railcars are designed to have better ventilation, be more energy-efficient, have enhanced security features, and ultimately be safer and more reliable. The 8000-series railcars will replace the aging 2000- and 3000- series railcars, which have been in service since the early 1980s.

Metro continues to work with the manufacturer and sub-contractors on various outstanding 7000 Series modifications for Automatic Train Control (ATC) software upgrades, railcar door wiring, cybersecurity enhancements, reduction of power consumption, and training for railcar maintenance, as well as simulators and courses for training.

The increased reliability of newer railcars (as demonstrated by the 7000 Series) has resulted in fewer rail disruptions and offloads. Metro’s Performance Report includes specific data on Mean Distance Between Delay (MDBD) for the fleet.



RAILCAR AND RAILCAR FACILITIES INVESTMENTS (CONTINUED)



Maintenance & Overhaul – \$57.7M

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. In Q3, 14 2000/3000-Series and 14 6000-Series railcars were rehabilitated. FY2021 targets were revised due to workforce availability and schedule issues due to Covid-19, as well as the ongoing 6000 Series investigations. Planning for the 7000-Series railcar rehabilitation is ongoing and is expected to begin in FY2022, with two cars being disassembled in FY2021 for engineering and design purposes.

Maintenance Facilities – \$30.4M

The fabrication and installation of non-metallic handrails for the Alexandria Rail Yard Service and Inspection (S/I) Shop was completed in Q3. The installation is designed to improve worker safety. Metro also advanced the replacement of loading equipment (drop table) at the Shady Grove S&I shop.

In Q3, a contract was awarded for the installation of railcar rooftop access platforms at five locations to allow safe maintenance of railcar HVAC units. Work is ongoing at Alexandria, Shady Grove and Branch Avenue.

Pre-construction phase 1 continued for the Railcar Heavy Repair and Overhaul Facility (HRO), which includes design and site preparation work (anticipated to conclude in Q2 of FY2022). The LEED designed HRO facility will consolidate railcar overhaul functions into one facility. Current activities taking place at Brentwood and Greenbelt will benefit from additional yard storage space and continue as normal S&I shops and will support railcar fleet safety and state of good repair.

Railcar Series	Original FY2021 Plan	Revised FY2021 Target	FYTD Progress
2000/3000	90	64	46
6000	94	68	48

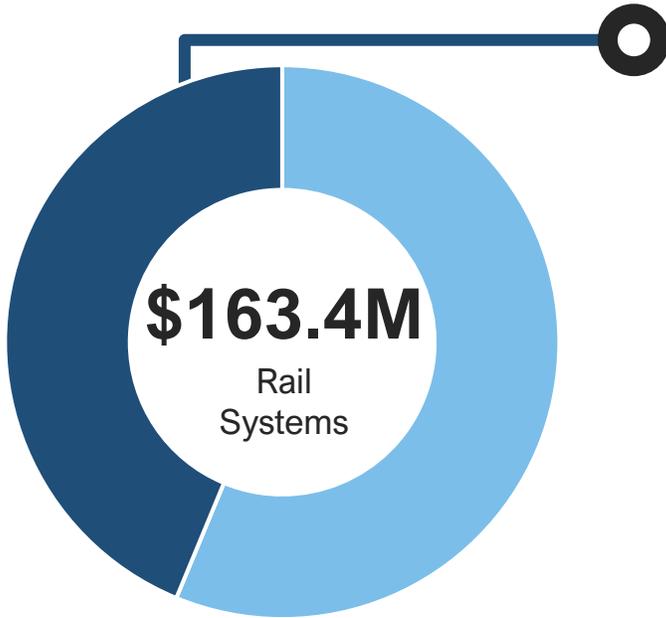
Metro’s performance targets for railcar availability is 98%, which makes ongoing rail fleet preventative maintenance critical. Additional information on rail service is available in Metro’s Performance Report.

Finally, software upgrades are continuing for 2000-, 3000-, and 6000-Series railcars to enable use of automated Precision Station Stopping and Stop & Proceed in revenue service which will increase safety by reducing red signal overruns. Implementation is scheduled to be completed in Q1 of FY2021.



RAIL SYSTEMS INVESTMENTS

Through Q3 of FY2021, Metro invested \$163.4 million in Rail Systems.



Signals & Communications – \$71.5M

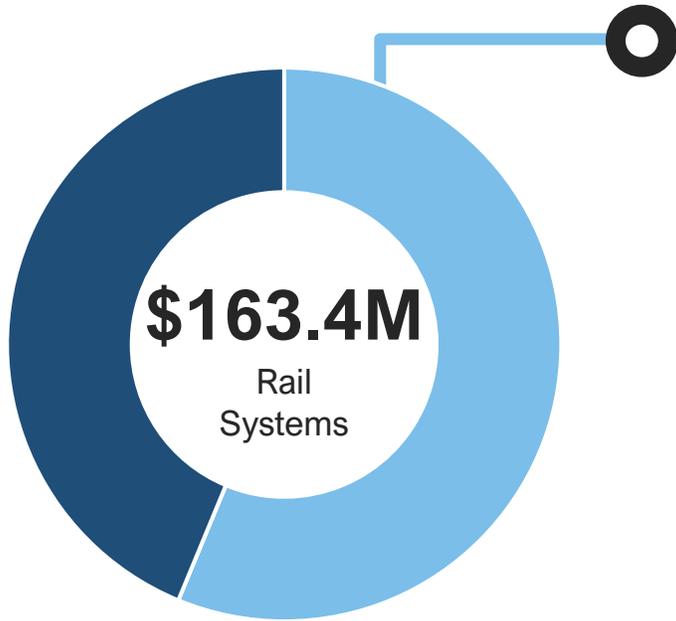
Metro continues to install fiber cable as part of the Radio Infrastructure Replacement project. In Q3, cellular carriers initiated wireless service on three remaining rail segments, resulting in the availability of cellular and data service for riders to talk, text, and stream in all 100 miles of Metrorail tunnel track. This project was initiated by the Congressional Passenger Rail Investment and Improvement Act (PRIIA) to enhance safety - in the event of an emergency, customers and employees can communicate more easily with first responders while underground.

As part of the Automatic Train Control (ATC) State of Good Repair Program, the replacement of the Alexandria Yard ATC system, testing of power supplies at various locations, and training for new Switch Machine power supply replacements are ongoing. The Alexandria Yard work is anticipated to be complete in Q4 of FY2021. Metro also anticipates awarding a contract for the replacement of ATC equipment at 10 train control rooms in Q4 of FY2021. ATC equipment provides train position, communication between the train and wayside, and automatic control of train speed and spacing of trains.

Asset	FY2021 Plan*	FYTD Plan	FYTD Progress	Completion Percentage	Comments
SGR Switch Replacement – Mainline	24	24	26	108%	Metro is currently reprioritizing and rescheduling switch-machine replacement activities.
SGR Switch Replacement – Brentwood Yard*	19	18	18	95%	West Falls Church was included in the FY2021 plan but will not be completed due to manufacturing delays.
SGR High-Current Bond Installation	190	143	9	5%	Installation has been impacted due to manufacturing delays.
SGR Cross-Bonding Cable Installation	200	150	104	52%	Several track rights were canceled due to COVID-19 cleaning.
SGR Interlocking Rehabilitation	24	15	16	67%	

*FY2021 Plan targets have been adjusted from Q2.

RAIL SYSTEMS INVESTMENTS (CONTINUED)



Propulsion – \$91.9M

In Q3, Metro continued installation of Tie Breaker Station equipment at Silver Spring and began installation at West Hyattsville. Installation of Traction Power Substation (TPSS) equipment continued at Van Dorn, West Hyattsville and College Park, and began at Franconia-Springfield and Takoma. These actions to upgrade the rail power system will allow Metro to increase the number of 8-Car trains that it can run in revenue service to increase capacity and reduce crowding.

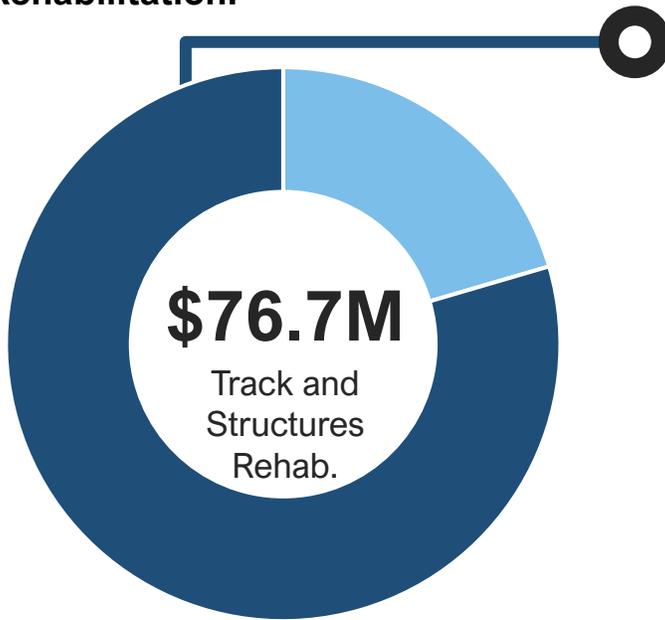
Metro is advancing the second large-scale TPSS and Tie Breaker Station equipment supply and installment contract. In Q3, Metro completed transformer installs at seven locations, with seven additional underway. Metro also awarded a contract for the replacement and relocation of the Rosslyn cable tray. This work is ongoing to coincide with the Arlington Cemetery/Blue Line shutdown and will conclude by the end of FY2022.

As part of the Low Voltage Power State of Good Repair program, construction continued on AC Switchgear replacements at Deanwood, East Falls Church, Farragut West, Gallery Place, and Vienna and was completed at Silver Spring in Q3. Ten locations completed installation of Uninterruptable Power Supply (UPS) replacement. This program maintains the reliability of power systems that support service.

Asset	FY2021 Plan	FYTD Progress	Completion Percentage
Cable Replacements (LF)	27,000	33,477	123%
Cable Additions (LF)	8,000	8,659	108%
Cable Meggering	2,200	1,329	60%
Uninterruptable Power Supply Replacement	23	24	104%

TRACK AND STRUCTURES REHABILITATION INVESTMENTS

Through Q3 of FY2021, Metro invested \$76.7 million in Track and Structures Rehabilitation.



Fixed Rail – \$61.0M

The Track Rehabilitation Program supports a safe and reliable rail system through comprehensive inspection, maintenance and rehabilitation that enhances the condition of the infrastructure.

This work is addressed through planned Rail Service Adjustments (such as track shutdowns) and responsive rehabilitation work. Metro uses condition-based track infrastructure information to identify track rehabilitation needs by operable segment. Work needs are prioritized and rail service adjustments (RSAs) are scheduled to address the identified needs.

Responsive track rehabilitation work addresses critical defects identified in ongoing track inspections. This work is conducted during overnight work hours, as opposed to during dedicated RSAs. Metro anticipates a reduction in the amount of responsive rehabilitation required as improvements in data analysis result in enhanced annual planning.

FY2021 RSA Summary

Priority	# of Requests	# of Scheduled RSAs	# of Completed RSAs
A	10	7	4
B	33	28	20
C	6	6	4

Priority Code A (Highest Priority): Segments that are likely to have critical needs within a year or address pending Corrective Action requirements.

Priority Code B (Medium Priority): Segments that have components nearing the end of useful life or which could become critical in upcoming years or with associated contract obligations.

Priority Code C (Lower Priority): Segments without any expected critical issues but components may be due for replacement in near future or where maintenance will likely prevent issues in future.

TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)

FY2021 Planned and Responsive Rehabilitation

Major Components	FY2021 Plan	FYTD Complete (through RSAs)	FYTD Complete (outside RSAs)	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF) ¹	5,000	458	0	458	9%
Crossties Replaced	5,865	41	2,950	2,991	51%
Deck Joint Replacement (LF)	1,000	225	0	225	23%
Direct Fixation Fasteners Replaced	31,320	2,464	4,439	6,903	22%
Drain Rodding (LF)	140,000	70	69,920	69,990	50%
Grout Pad Rehabilitation (LF)	18,525	5,399	5	5,404	29%
Joint Elimination	700	30	339	369	53%
Leak Mitigation	1,050	18	1,181	1,199	114%
Running Rail Renewal (MI)	7.8	2.5	4.5	7.0	90%
Third Rail Insulator Replacement	7,000	308	1,477	1,785	26%
Third Rail Rehabilitation (MI) ²	1.0	0.0	0.0	0.0	0%
Track Bed Cleaning (LF)	900,000	2,800	286,745	289,545	32%
Track Signage Replaced	2,500	0	174	174	7%
Track Stabilization (LF) ³	200	0	0	0	0%
Track Tamping (MI)	30	7.8	7.7	15.5	52%
Turnouts Rehabilitated ³	12	0	0	0	0%

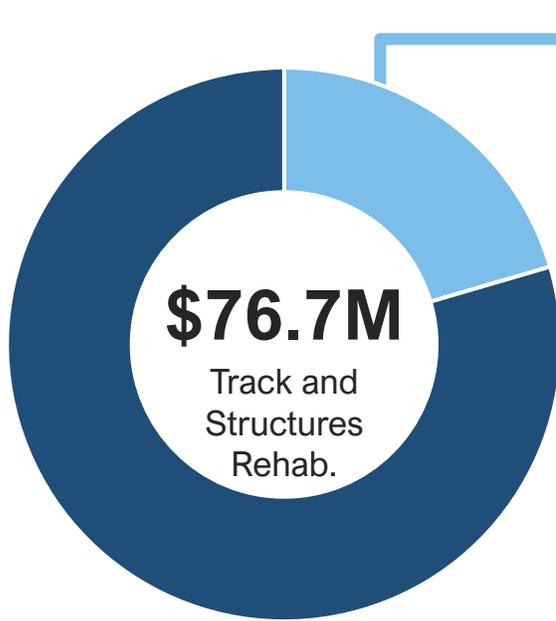
¹ FY2022 plan to reflect only roadway concrete restoration.

² Metro is identifying domestic third rail suppliers to resume activities.

³ Upcoming work planned.

Metro will take delivery of down and under prime movers, a drain cleaner, dual rail e-clip installers and ride-on plate inserters throughout FY2021 and into FY2022.

TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)



Structures – \$15.7M

In Q3, bids for the Structural Rehabilitation – Package 1 were evaluated, with a contract anticipated to be awarded in Q4 of FY2021. This project will return the Minnesota Avenue and Grosvenor aerial structures, the Rockville Station canopy, and seven segmental bridges to a state of good repair.

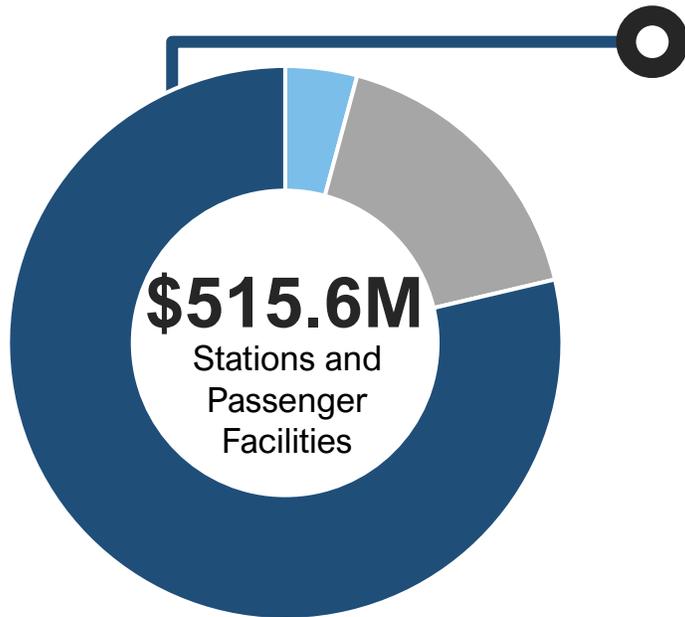
Metro issued a solicitation for a Construction Manager at Risk (CMAR) for the Yellow Line Tunnel and Bridge Rehabilitation project. This project will address the structural degradation of the Yellow Line Tunnel and the Bridge, both of which were constructed over 40 years ago. An award is anticipated in Q4 of FY2021 and construction is planned for FY2023.

Bids are being evaluated for a piloting of tunnel ventilation improvements on the Red Line between Woodley Park and Cleveland Park stations. If successful, the pilot will be used to inform designs for future improvements across the system, increasing passenger and employee safety. The contract is anticipated to be awarded in Q4 of FY2021, with major construction occurring in FY2022.



STATIONS AND PASSENGER FACILITIES INVESTMENTS

Through Q3 of FY2021, Metro invested \$515.6 million in Stations and Passenger Facilities.



Platforms & Structures – \$405.6M

The Platform Rehabilitation Program addresses rehabilitation of station platform structures, tiles, and granite edges, as well as 36 other station systems including information displays, lighting, signage, recycling bins, bathrooms, drainage pumps, and public address, security and fire systems.

The remaining Phase 2 Platform Rehabilitation work was completed in Q3. The majority of the project was completed in Q1 when four Orange Line stations returned to revenue service.

Construction work began at Arlington Cemetery and Addison Road as part of Phase 3 of the Platform Rehabilitation Program and will continue into Q4 of FY2021 when both stations will reopen. Subsequently, four additional stations on the Green Line stations (West Hyattsville, Prince George’s Plaza, College Park, and Greenbelt) will shutdown for platform and station systems replacement from Memorial Day (Q4 of FY2021) to Labor Day (Q1 of FY2022).

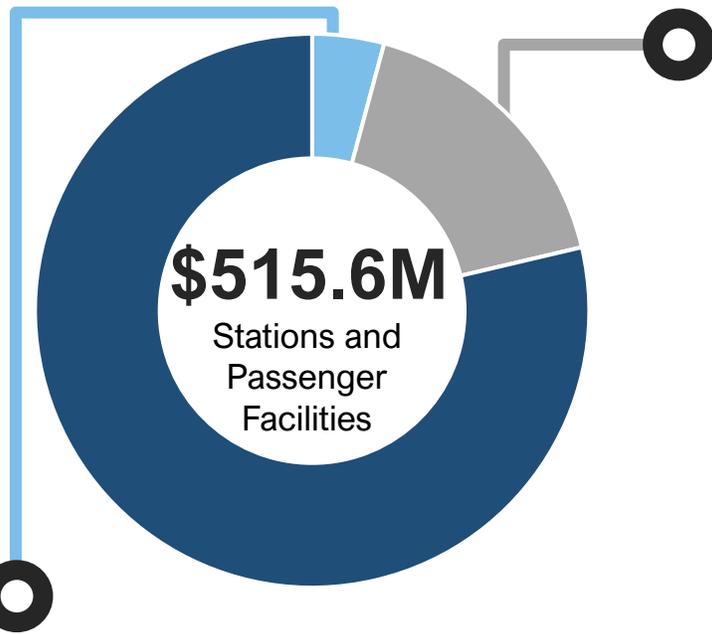
An RFP for Phase 4 of the Platform Rehabilitation Program was released in Q3. This phase will address five stations on the Orange Line (Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton) in 2022.

Installation of the Dupont Circle north entrance canopy and new stairs at the Judiciary Square south entrance continued in Q3. A procurement package for Phase 4 of the Station Entrance Canopy Installation project, including canopy installations at eight entrances and stairs at four entrances, is being developed for release in Q4 of FY2021.

In Q3, rail service between National Airport and Braddock Rd was suspended for a weekend as part of ongoing construction of the new Potomac Yard station. Anticipated to open in late FY2022, the new station will increase Metrorail access in the City of Alexandria and increase local economic development.



STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)



Station Systems – \$88.3M

As part of the Fare Collection Modernization Program, Metro is developing new rail station faregates, initiating the design of new bus fareboxes, and advancing mobile payment capabilities for customers. This program improves fare collection functionality (thereby limiting fare evasion) and provides customers enhanced payment and account capabilities.

Rail faregate pilot testing is anticipated to occur in Q4 of FY2021 at 10 stations to address additional evaluation and integration requirements. Installations at remaining stations will take place throughout FY2022. A contract to replace emergency swing gates at 32 locations is anticipated to be awarded in Q4.

Bus farebox replacements are scheduled to begin in FY2022. Existing bus fareboxes are approximately two decades old, have failing components, and are no longer manufactured.

The mobile SmarTrip application is anticipated to launch on Android devices in Q4 (Apple devices launched in Q1 of FY2021).

The Station Lighting Improvements Program upgrades lighting at platforms, station mezzanines and backrooms, and around Metro stations and properties to provide enhanced illumination and safety for customers and reduce energy use. Station ceiling LED lighting was installed at Capitol South, Eastern Market, Federal Center and Farragut North in Q3, with two additional locations expected to be completed in FY2021, marking the conclusion of an initiative to install lighting at 12 stations. Parking lot and walkway lighting improvements are also being addressed.

Finally, with the replacement of chillers at five rail stations now complete, a procurement is being developed for designs to replace an additional five chillers at Van Ness, Rosslyn, L'Enfant Plaza (2), and Stadium Armory. This program improves customer and employee comfort during hot days.

Vertical Transportation – \$21.6M

Five elevators have been rehabilitated as of Q3, with work on three additional units underway at Vienna and Friendship Heights. The estimate for total number of elevator rehabilitations in FY2021 has been revised downward to six.

As of Q3, five out of 13 planned escalators have been rehabilitated across the system. Eight escalators are currently being rehabilitated: two at College Park, one at Fort Totten, one at Dupont Circle, two at Greenbelt, one at Mt. Vernon Sq., and one at Anacostia.

Metro took advantage of low ridership and completed the installation of two escalators at the Huntington station south entrance in Q3. Additionally, a contract has been awarded and a Notice to Proceed issued for the replacement of 130 escalators at 32 stations over a six-year period. Work will begin with the oldest, least reliable escalators starting with Gallery Place in Q4 FY2021.

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

BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS

Through Q3 of FY2021, Metro invested \$136.8 million in Bus, Bus Facilities and Paratransit.

\$136.8M

Bus, Bus Facilities and Paratransit

Acquisition – \$59.0M

In Q3, 37 40-foot and 31 60-foot clean diesel buses were delivered. The remaining vehicles are anticipated by the end of FY2021. These new buses help maintain the fleet in a state of good repair and contribute to operational savings (and emissions reductions) by replacing less reliable and less fuel efficient buses that have reached the end of their useful life.

Bus Type	FY2021 Planned Deliveries	FYTD Progress
Clean Diesel 40-ft.	100	38
Clean Diesel 60-ft.	41	41
CNG 40-ft.	12	12

As of Q3, 80 hybrid sedans have been delivered for Paratransit service out of a 177 vehicle order. The remaining vehicles are anticipated to be delivered in Q4 of FY2021. The new vehicles will be more fuel efficient than existing vans. Additionally, a contract for 100 next generation paratransit vans is anticipated to be awarded in Q4 of FY2021, with deliveries in FY2022.

Maintenance Facilities – \$29.0M

Pre-construction activities are ongoing at the Bladensburg bus maintenance and operations facility. An off-site bus parking lot that will allow demolition of the existing Bladensburg Bus Garage Facility to proceed is anticipated to be in service in Q4 of FY2021. Metro is constructing a new LEED designed facility that will include up to 300 buses, separate entrances for buses and employee vehicles, and on-site employee parking.

Pre-construction activities also continued in preparation for demolition and construction at the Northern Bus Garage Facility. The new LEED designed facility will include an underground parking level, a maintenance and operations level and a rooftop parking deck. The facility will accommodate up to 150 buses.

Both new bus facilities will be built to support future electric vehicle charging infrastructure and equipment.

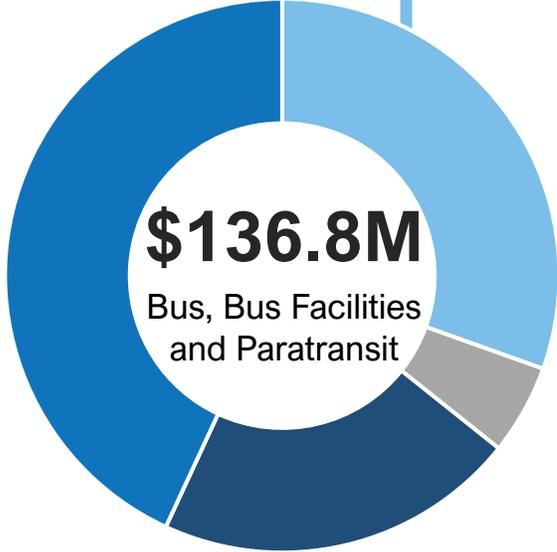
Passenger Facilities & Systems– \$7.2M

New Customer Information Electronic Display Signs (CIEDS) are being installed at Metrobus stops to provide real-time bus arrivals for customers. In Q3, Metro installed 41 CIEDS.

Activity	FY2021 Plan	FYTD Progress
CIEDS Installed	135	71

Construction on the Chevy Chase bus loop and facility is ongoing. Once complete (anticipated in Q1 of FY2022), rehabilitation of the Calvert St. and Colorado Ave bus terminals will proceed sequentially.

BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS (CONTINUED)



Maintenance & Overhaul – \$41.7M

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 Q3, 27 buses were rehabilitated, along with the rebuilding of engine assemblies, energy storage systems, transmissions and fare boxes. Vendor manufacturing challenges have delayed engine assembly progress.

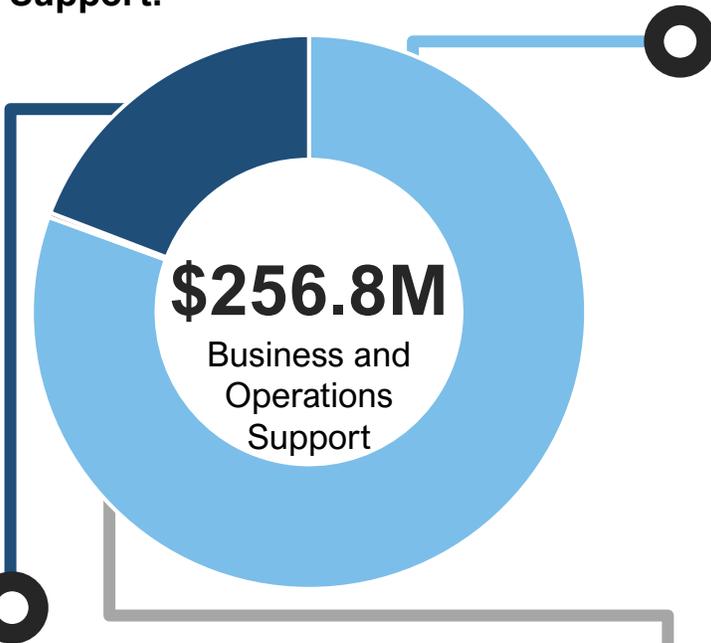
These investments are critical to meeting Metro’s Mean Distance Between Failure (MDBF) target for the bus fleet and providing customers with reliable service. Metro’s Performance Report includes specific MDBF data for the bus fleet.

Asset	FY2021 Plan	FYTD Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	75	72	72%
Energy Storage Systems	100	100	69	69%
Ultracapacitors	77	68	51	66%
Engine Assemblies	125	94	62	50%
Transmission Assemblies	150	113	102	68%
Fare Boxes	232	174	145	63%



BUSINESS AND OPERATIONS SUPPORT INVESTMENTS

Through Q3 of FY2021, Metro invested \$256.8 million in Business and Operations Support.



Support Equipment & Services – \$206.9M

In Q3, Metro completed installation of the new curtain wall and continued interior build out at the DC office building location. Vertical construction and utility work continued at the VA office building location while pre-construction and building foundation work continued at the Maryland office location.

The DC office building is anticipated to be completed in FY2022, and the VA and MD office buildings in FY2023. The Office Consolidation Strategy will enable Metro to downsize from 10 current office buildings throughout the region to four, which will reduce operating expenses and improve operations. The facilities are being designed to meet LEED certification standards.

Eleven roof rehabilitation were completed in Q3, with an additional four roofs planned for completion in Q4 (resulting in a total of 18 roofs rehabilitated in FY2021).

Metro is awaiting permits to begin construction on the New Hampshire Ave. Chiller Water Treatment Facility and completed replacement of the Underground Storage Tank at the Alexandria Railyard. These projects are part of the Environmental Compliance Program and protect the region’s natural resources and health.

Information Technology – \$49.2M

Metro’s IT investments improve internal operations and the customer experience.

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 of the latest available technology will be performed as part of an analysis to determine what technology will be adopted during the office consolidation. An RFP is being developed and is expected to be released by the end of FY2021.

Metro Transit Police Department (MTPD) – \$0.7M

REAL ESTATE UPDATE

Metro's Office of Real Estate and Parking proactively manages Metro's real estate and parking assets to maximize transit access, stimulate economic development, and generate non-fare revenue and transit ridership through transit-oriented development.

Joint Development

New Carrollton: Completion of the Phase 1B 300-unit multifamily building was completed in Q3. Phase 2 of the project includes the new Metro Maryland office building, a multi-family building, and a new commuter garage to replace surface parking spaces. Construction of the new multi-family building is expected to begin in Q1 of FY2022, as is construction of the new parking garage.



WMATA and Prince George's County have been working in concert to develop a vision that encompasses the entire ½-mile radius around New Carrollton Metro station to fully promote the transportation options and development opportunity available at New Carrollton.



Dispositions

Metro did not dispose of any excess property in Q3 FY2021.

Acquisitions

Bladensburg Bus Facility: Metro received FTA concurrence in September 2020 to condemn two properties required for the redevelopment of Bladensburg Bus Facility. U.S. Department of Justice is expected to begin condemnation proceedings in Q4 of 2021.

Incidental Use

Solar Development: Metro is continuing the entitlement process for the 12MW solar project that will take place at no cost to Metro. Under the innovative lease 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.

FEMA mass vaccination site: Upon request of the Federal Emergency Management Agency (FEMA), WMATA authorized the location of a federal mass vaccination site at its Greenbelt Metro station to serve 3,000 people per day between April 8 – May 28, 2021.

APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

FY2021 – Q3 Year-To-Date (\$ in millions)

	Budget	Actual	Variance \$	Variance %
Passenger Revenue	\$80.0	\$65.9	(\$14.0)	-17.5%
Non-Passenger Revenue *	\$603.4	\$635.0	\$31.5	5.2%
Total Revenue	\$683.4	\$700.9	\$17.5	2.6%
Personnel	\$982.3	\$1,000.4	(\$18.1)	-1.8%
Non-Personnel	\$467.0	\$444.0	\$23.0	4.9%
Total Expenses	\$1,449.3	\$1,444.4	\$4.9	0.3%
Subsidy **	\$765.9	\$743.5	\$22.4	2.9%
Cost Recovery Ratio	47%	49%		

* Includes federal relief funding of \$546.3 million (budget) and \$601.2 million (actual); excludes reimbursables

** \$22.4 million variance is a portion of the Jurisdictional Allocation approved by the Board on April 23, 2020

FY2021 – Q3 Year-To-Date (Trips in millions)

Ridership	FY2020 Actual	FY2021 Budget	FY2021 Actual	Variance Prior Year	Variance Budget
Metrorail	129.3	23.8	18.3	-85.9%	-23.3%
Metrobus*	89.7	16.5	36.8	-58.9%	123.8%
MetroAccess	1.6	0.3	0.8	-53.4%	145.4%
All Modes	220.7	40.6	55.8	-74.7%	37.6%

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

APPENDIX II: CAPITAL PROGRAM FINANCIALS BY INVESTMENT CATEGORY

(\$ in Millions)

Capital Investments	FY2021 Current Budget	FY2021 Forecast Range	FY2021 Actuals YTD	YTD % Forecast Expended
Acquisition	90.3	72.3 - 76.3	59.6	66%
Maintenance & Overhaul	109.3	82.8 - 106.5	57.7	53%
Maintenance Facilities	39.9	42.3 - 44.3	30.4	76%
Railcar and Railcar Facilities	\$239.5	\$197.5 - 227.2	\$147.8	62%
Propulsion	113.9	115.0 - 129.0	91.9	81%
Signals & Communications	117.2	99.7 - 119.7	71.5	61%
Rail Systems	\$231.0	\$214.6 - 248.6	\$163.4	71%
Fixed Rail	106.9	83.6 - 94.5	61.0	57%
Structures	21.7	22.7 - 31.1	15.7	72%
Track and Structures Rehabilitation	\$128.6	\$106.3 - 125.6	\$76.7	60%
Platforms & Structures	669.5	567.3 - 608.1	405.6	61%
Vertical Transportation	39.4	28.8 - 31.3	21.6	55%
Station Systems	114.6	116.3 - 130.3	88.3	77%
Stations and Passenger Facilities	\$823.5	\$712.4 - 769.7	\$515.6	63%
Acquisition	99.4	85.0 - 92.5	59.0	59%
Maintenance & Overhaul	60.9	52.4 - 53.4	41.7	68%
Maintenance Facilities	40.0	40.3 - 45.3	29.0	72%
Passenger Facilities & Systems	14.2	13.8 - 15.3	7.2	50%
Bus, Bus Facilities and Paratransit	\$214.6	\$191.5 - 206.5	\$136.8	64%
IT	95.2	82.5 - 95.5	49.2	52%
MTPD	1.7	1.1	0.7	40%
Support Equipment & Services	353.1	275.0 - 305.5	206.9	59%
Business and Operations Support	\$450.0	\$358.7 - 402.2	\$256.8	57%
Total Capital Programs	\$2,087.2	\$1,783.5 - 1,977.3	\$1,297.1	62%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
Montgomery County			
Grosvenor-Strathmore	1,859	3%	-80%
White Flint	1,270	2%	-70%
Twinbrook	1,097	3%	-47%
Rockville	524	4%	-76%
Shady Grove	5,745	4%	-63%
Glenmont	2,998	4%	-70%
Wheaton	747	3%	-36%
Forest Glen	596	3%	-79%
Montgomery County Total	14,836	4%	-65%
Prince George's County			
New Carrollton	2,349	6%	-69%
Landover	835	6%	-67%
Cheverly	500	3%	-51%
Addison Road-Seat Pleasant	1,268	2%	-49%
Capitol Heights	372	9%	-66%
Greenbelt	2,299	5%	-52%
College Park-U of MD	1,290	3%	-59%
Prince George's Plaza	1,068	2%	-41%
West Hyattsville	153	12%	-57%
Southern Avenue	1,980	4%	-46%
Naylor Road	368	10%	-77%
Suitland	1,890	4%	-48%
Branch Avenue	3,072	6%	-76%
Morgan Boulevard	633	6%	-67%
Largo Town Center	2,200	5%	-70%
Prince George's County Total	20,277	5%	-60%
Maryland Total	35,113	4%	-59%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE (CONTINUED)

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
District of Columbia			
Deanwood	194	3%	-35%
Minnesota Ave	333	8%	-68%
Rhode Island Ave-Brentwood	221	12%	-74%
Fort Totten	408	17%	-77%
Anacostia	808	4%	-28%
District of Columbia Total	1,964	7%	-64%
Northern Virginia			
Huntington	2,732	6%	-60%
West Falls Church-VT/UVA	1,759	3%	-53%
Dunn Loring-Merrifield	1,964	3%	-38%
Vienna/Fairfax-GMU	4,240	4%	-66%
Franconia-Springfield	5,069	5%	-47%
Van Dorn Street	361	11%	-73%
East Falls Church	422	9%	-82%
Wiehle-Reston East	2,300	7%	-78%
Northern Virginia Total	18,847	5%	-58%
System Total	55,924	5%	-60%