

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

QUARTERLY PROGRESS REPORT

Fiscal Year 2021 Quarter 4



**Published
September 3, 2021**



TABLE OF CONTENTS

Section	Page
Q4 FY2021 At-A-Glance	3
Operating Results	4
Ridership	5
Operating Revenue	6
Operating Expenses	7
Capital Programs	8
Railcar and Railcar Facilities Investments	9
Rail Systems Investments	11
Track & Structures Rehabilitation Investments	13
Stations & Passenger Facilities Investments	16
Bus, Bus Facilities and Paratransit Investments	18
Business and Operations Support Investments	20
Real Estate Update	21
Sustainability Update	22
Appendix I: Operating Financials & Ridership	24
Appendix II: Capital Program Financials by Investment Category	25
Appendix III: Weekday Parking Facility Usage	26

Q4 FY2021 AT-A-GLANCE

In Q4 FY2021, Metro continued to manage the impacts of the Covid-19 pandemic. Metro's Board of Directors approved the FY2022 Budget which restores or expands service to levels nearly equivalent to those before the pandemic, or even better. As the region pivots towards workforce reentry, Metro's Capital Improvement Program continues to focus on critical maintenance, reliability, and safety projects while minimizing customer and operational impact.

In June, additional Metrobus service was restored in the District of Columbia, Maryland and Virginia, expanding late-night hours on selected routes and providing more buses, more often on some of the busiest routes. As part of Metro's recovery plan and as Covid-19 restrictions continue to be lifted throughout the region, overall bus service was increased to 85 percent of pre-pandemic levels.

Metro announced the release of Climate Bonds as part of the agency's commitment to delivering sustainable, cost-effective transportation service to the Washington Metropolitan Region. This green bond certification confirms that Metro's planned capital investments support climate change solutions, including within the categories of clean energy and energy efficiency. The \$970 million bond offering will fund capital projects supporting Metro's Energy Action Plan to reduce energy consumption and improve efficiencies.

Metro's Board took a major step toward reducing greenhouse gas emissions and improving local air quality with the approval of a new Metrobus fleet strategy to create a 100 percent zero-emission bus fleet by 2045, with a full transition to electric or other zero-emission bus purchases by 2030. Metro's upcoming Electric Bus Test and Evaluation, which includes the procurement of approximately 12 electric buses in FY2023, will provide data and experience with electric bus performance in Metro operating conditions. This fleet strategy proposes a phased conversion of the 1,500-vehicle Metrobus fleet as zero-emission technologies develop, as well as needed investments in compatible facilities, infrastructure and work force in the coming years.

In the fourth quarter Metro began an initiative to upgrade the faregates and fare payment technology. This year-long initiative and extensive rollout of new technology faregates in stations and new bus fareboxes in FY2023 will replace first generation SmarTrip® cards, produced before 2012. As many as 400,000 of the old cards were in active use prior to the pandemic, representing a small percentage of the six million SmarTrip cards that were in active circulation at the time. Metro also launched SmarTrip on Google Pay, providing more options and more convenience to Android™ customers wherever they go on the Metro system. SmarTrip now allows the ease to tap-and-go with any Android compatible phone using the Google Pay app. Metro previously launched SmarTrip for iPhone.

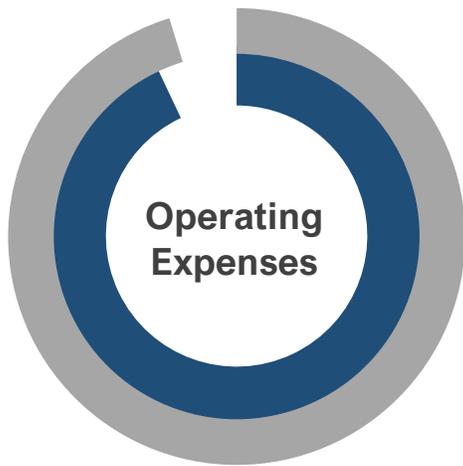
Amazon and Metro announced a goal to create more than 1,000 new affordable housing units at Metro stations throughout the Washington, D.C. metropolitan region over the next five years. Amazon is committing \$125 million in below-market capital to expedite development of affordable homes so that moderate- to low-income families in the National Capital Region can afford to live in communities with easy access to employment, schools, healthcare, education, and other amenities.

As part of a \$179 million investment to improve safety and reliability, Metro began work to replace the oldest, least reliable escalators in the system starting with Gallery Place Station, Monday, April 26. It's the first of 130 escalators to be replaced over seven years. The entrance escalators to be replaced at Gallery Place were first installed in 1976 by Westinghouse Escalator Company, which is no longer in business. With spare parts difficult to find and after decades of exposure to the elements prior to a canopy being built, these escalators were among the poorest rated in the Metro system.

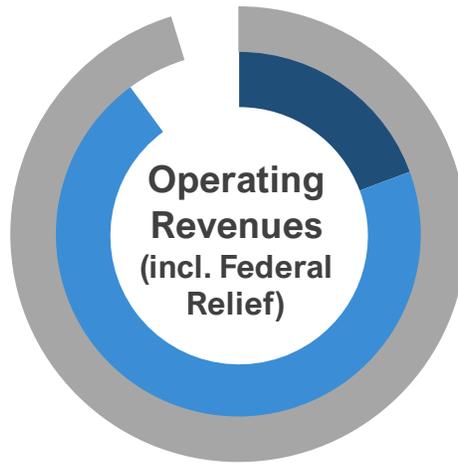
OPERATING RESULTS

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

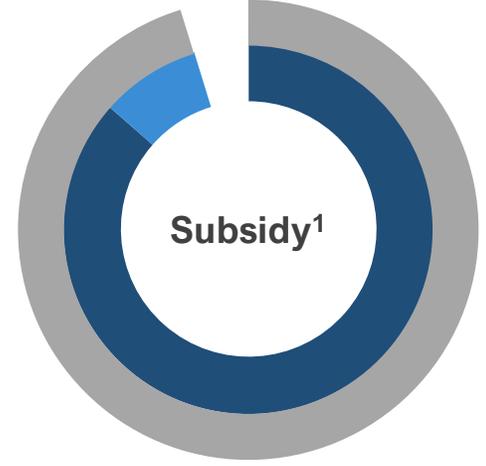
Operating expenses were \$1,888.3 million or \$45.8 million below budget. Operating revenues were \$166.6 million through Q4 (excluding federal relief), funding nine percent of operating expenses. Total revenue through Q4 was \$879.3 million including federal relief. Revenue losses from Covid-19, impacting 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 \$712.7 million, of which \$610.2 million was used to offset decreased revenue, and \$102.5 million replaced jurisdictional contributions that were reduced as a result of the pandemic. Metro’s net subsidy¹ is on budget for the fiscal year.



● Budget: **\$1,934.1M**
● Actual: **\$1,888.3M**



● Budget: **\$822.5M**
● Actual: **\$166.6M**
● Federal Relief: **\$610.2M**



● Budget: **\$1,111.6M**
● Actual: **\$1,009.1M**
● Federal Relief: **\$102.5M**

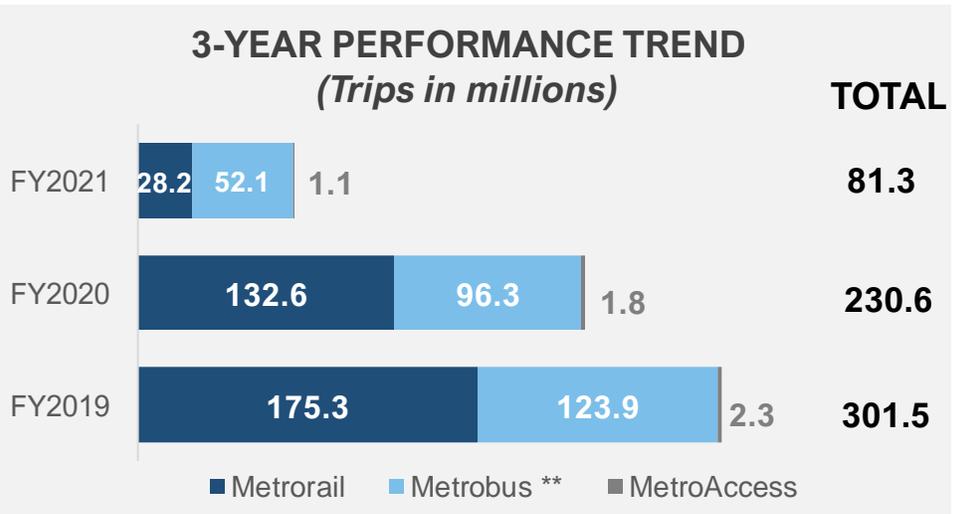
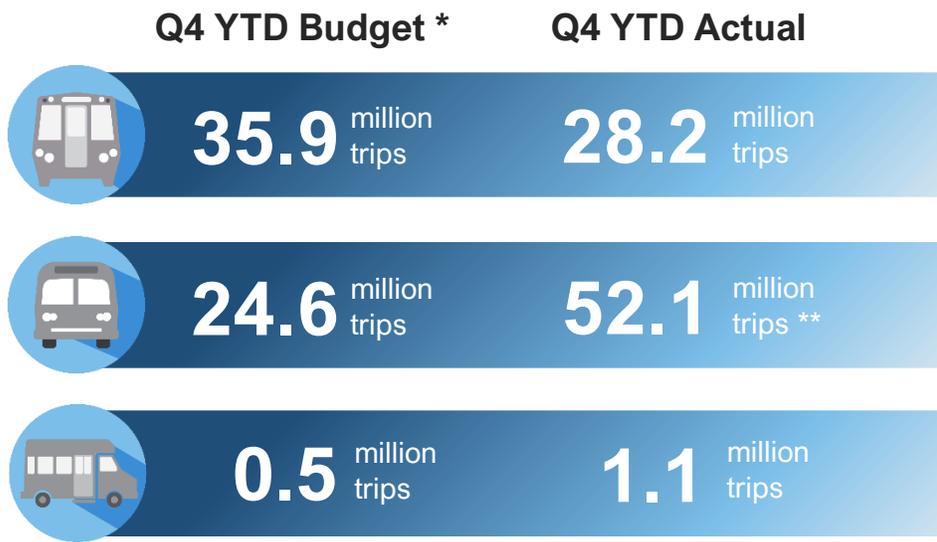
¹ Subsidy refers to operating expense less operating revenues and does not reflect/equal actual jurisdictional subsidy payments.



RIDERSHIP

Actual ridership for Metrorail, Metrobus, and MetroAccess combined as 81.3 million trips through Q4 of FY2021.

Through Q4, total ridership was 65 percent below the prior year. In a continuing departure from historic trends Metrobus ridership exceeded Metrorail ridership through Q4. Rail ridership totaled 28.2 million trips, which was down 104.4 million or 79 percent from prior year. The rail variance to budget was 7.8 million trips, unfavorable by 22 percent. Bus ridership, using automated passenger counts (APC), totaled 52.1 million trips through Q4, 111 percent above budget but 44.2 million or 46 percent below prior year. Ridership on MetroAccess through the third quarter was 1.1 million trips, 132 percent above the revised budget but 41 percent below prior year.

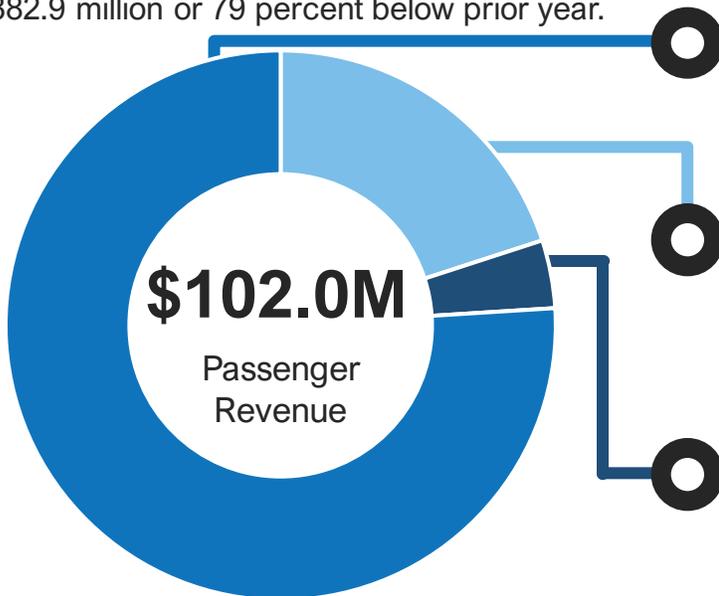


* FY2021 Q4 YTD Ridership Budget numbers reflect the amended budget approved on January 14, 2021.
 ** Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

OPERATING REVENUE

PASSENGER REVENUE

Passenger revenue totaled \$102.0 million, which was \$12.9 million or 11 percent below budget and \$382.9 million or 79 percent below prior year.



Metrorail – 76%

- Metrorail passenger revenue of \$77.3 million
- \$22.3 million or 22% below budget

Metrobus – 20%

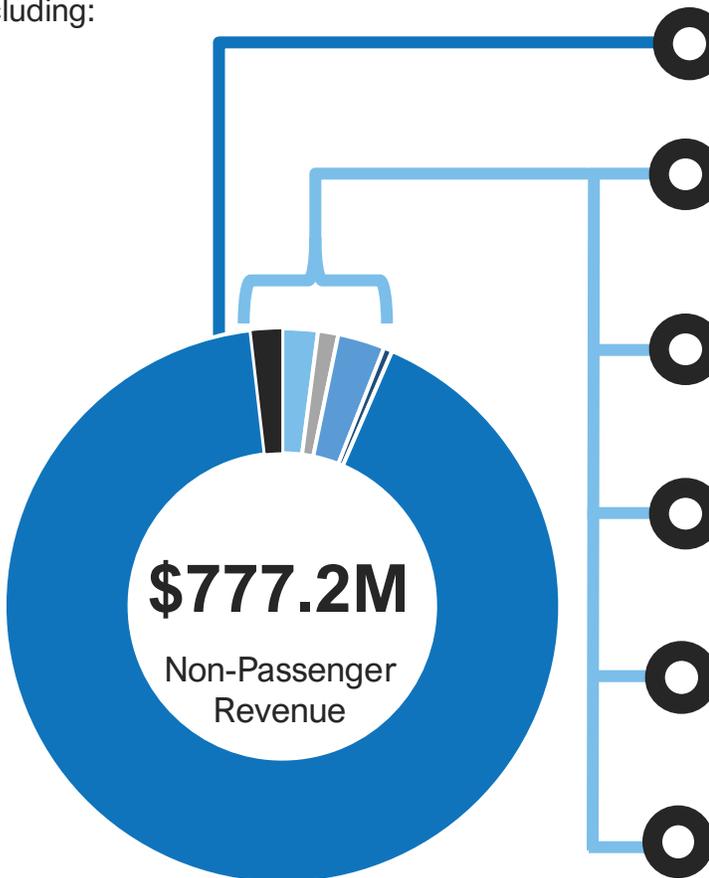
- Metrobus passenger revenue of \$20.4 million
- \$6.7 million or 50% above budget

MetroAccess – 4%

- MetroAccess passenger revenue of \$4.4 million
- \$2.7 million or 161% above budget

NON-PASSENGER REVENUE

Non-passenger revenue totaled \$777.2 million through Q4, which was \$69.6 million or percent above budget, including:



Federal Relief Funding – 92%

- Funding of \$712.7 million, including \$102.5 million of Jurisdictional Allocation

Parking – < 1%

- Parking revenue of \$3.9 million
- \$5.0 million or 56% below budget

Advertising – 2%

- Revenue of \$14.2 million
- \$8.5 million or 150% above budget

Fiber Optic / Infrastructure – 2%

- Revenue of \$16.0 million
- \$1.9 million or 14% above budget

Joint Development – 1%

- Revenue of \$9.2 million
- \$2.3 million or 19.8% below budget

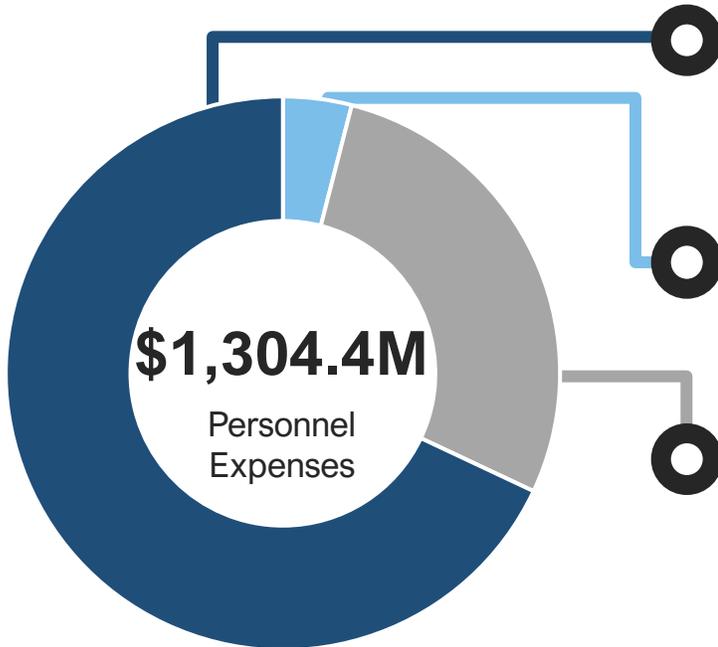
Other – 3%

- Other non-passenger revenue of \$21.2 million
- \$4.4 million or 17% below budget

OPERATING EXPENSES

FY2021 operating expenses¹ through Q4 were \$1,888.3 million, favorable by \$45.8 million to budget due to savings in Overtime, Energy, Paratransit and other Services.

PERSONNEL EXPENSES



Salaries and Wages – 68%

- Expenses of \$881.4 million
- \$37.3 million or 4% above budget

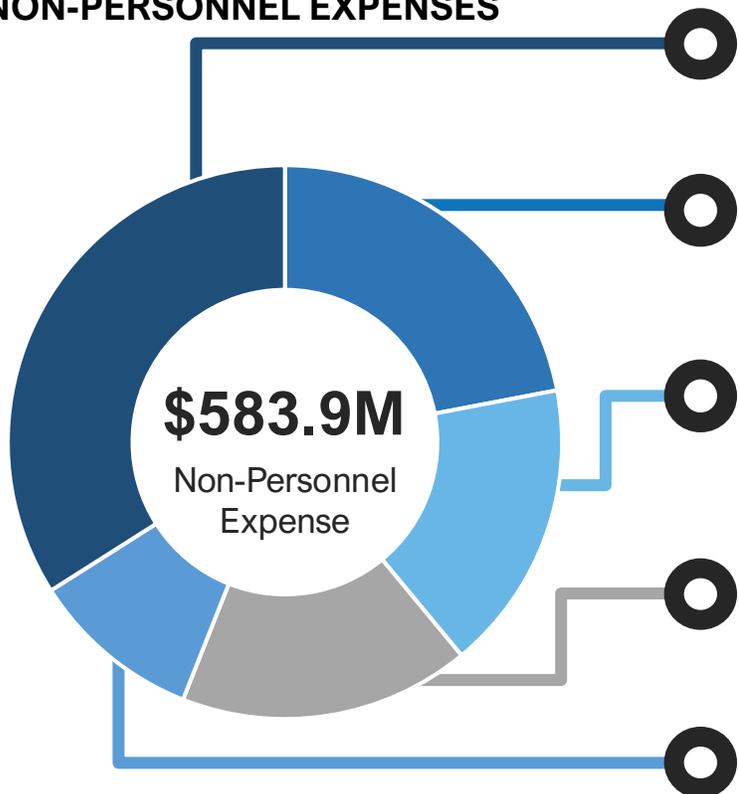
Overtime – 4%

- Expenses of \$54.4 million
- \$28.9 million or 35% below budget

Benefits & Capital Cost Allocation – 28%

- Fringe benefit expenses of \$442.6 million less Capital Cost Allocation of \$74.0 million
- \$14.7 million or 4% below budget

NON-PERSONNEL EXPENSES



Services – 34%

- Expenses of \$198.4 million
- \$25.2 million or 11% below budget

Paratransit Services – 22%

- Expenses of \$131.2 million
- \$16.3 million or 11% below budget

Materials – 17%

- Expenses of \$97.7 million
- \$7.3 million or 8% above budget

Fuel, Propulsion, & Utilities – 17%

- Expenses of \$100.6 million
- \$14.9 million or 13% below budget

Insurance & Other – 10%

- Expenses of \$56.0 million
- \$9.6 million or 21% above budget

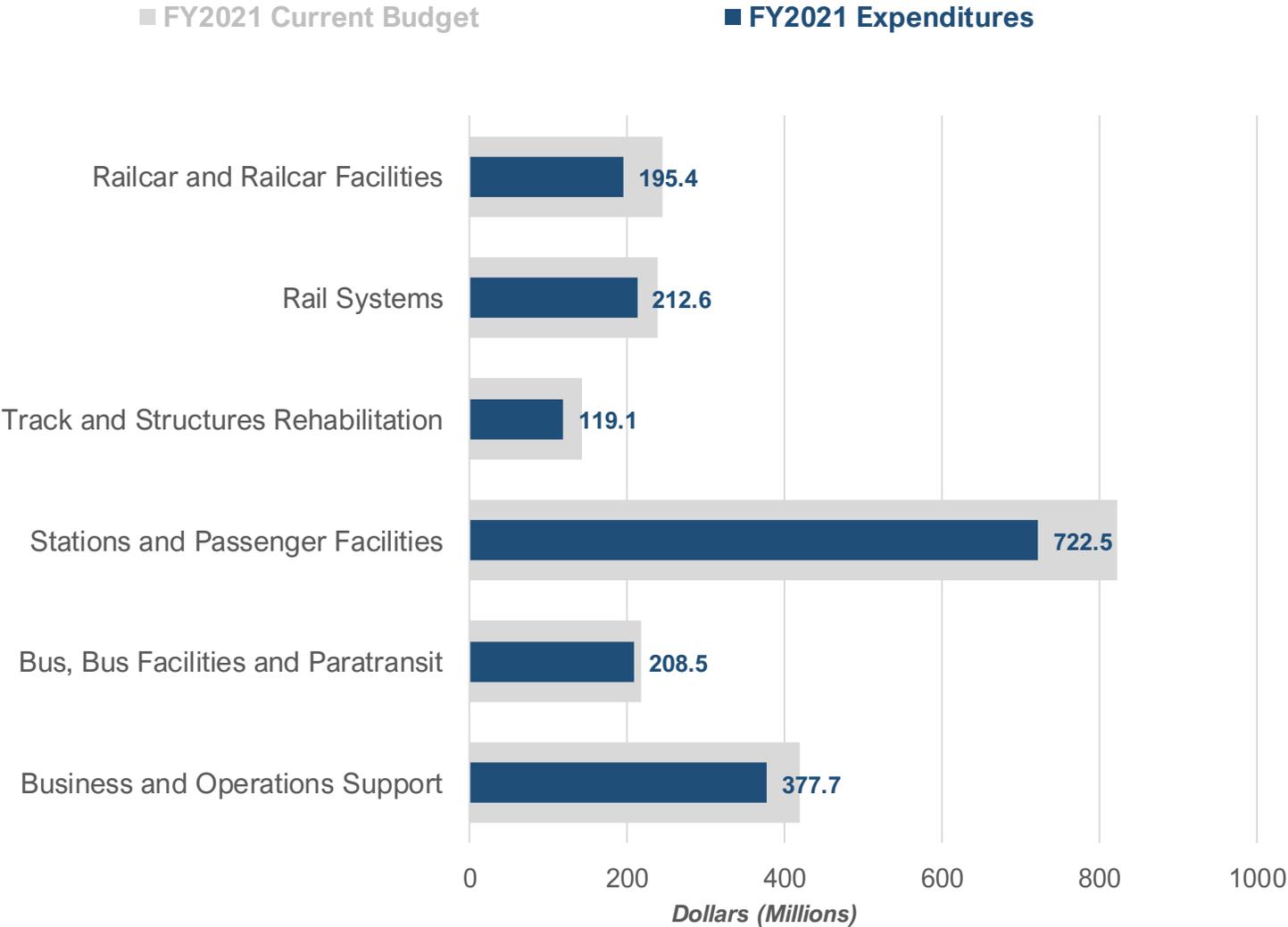
¹ Expenses include \$1.6 million of federal relief funding passed through to other local transit operators

CAPITAL IMPROVEMENT PROGRAM

Metro invested \$1.836 billion in the Capital Improvement Program through Q4 of FY2021.

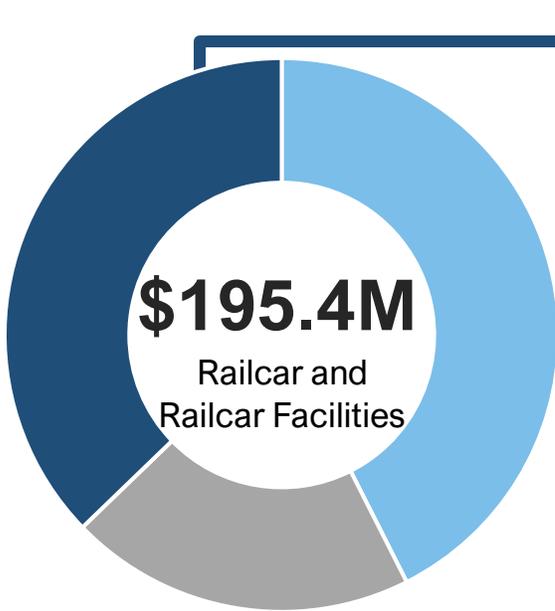
Metro’s FY2021 Capital Improvement Program investment is a seven percent increase from FY2020 and represents the largest single year investment since the construction of the Metrorail system.

Figures presented in this report are preliminary and unaudited.



RAILCAR AND RAILCAR FACILITIES INVESTMENTS

Through Q4 of FY2021, Metro invested \$195.4 million in Railcar and Railcar Facilities.



Acquisition – \$72.7M

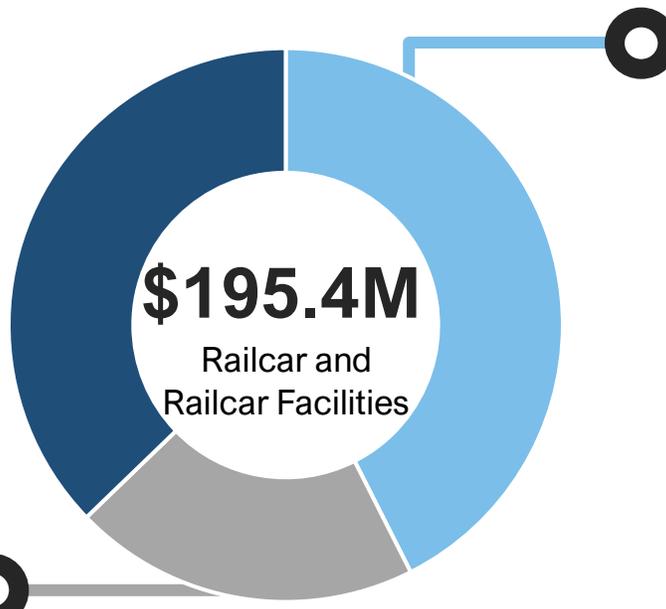
Conceptual design work is now advancing for the 8000-series railcars. The contract is for 256 railcars, with options to build up to 800. The new railcars will improve customers' on-board experience with features like digital screens and real-time information, as well as electrical outlets for charging. 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.

Work is ongoing with the manufacturer and sub-contractors on various outstanding 7000 Series modifications for Automatic Train Control (ATC) software upgrades, railcar door wiring, cybersecurity enhancements, precision station stopping, reduction of power consumption, and training for railcar maintenance. The delivery of training simulators have begun and will continue throughout FY2022.

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 – \$83.1M

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 Q4, 22 2000/3000-Series and 14 6000-Series railcars were rehabilitated. FY2021 targets were revised due to workforce availability and schedule issues resulting from Covid-19, as well as the ongoing 6000-Series investigations. 7000-Series railcar rehabilitation will begin in FY2022, with two cars disassembled in FY2021 for engineering and design purposes.

Railcar Series	Original FY2021 Plan	Revised FY2021 Target	FYTD Progress
2000/3000	90	64	68
6000	94	68	62

Maintenance Facilities – \$39.5M

The replacement of loading equipment (drop table) at the Shady Grove Service and Inspection (S&I) shop is advancing, with the anticipated completion in Q1 of FY2022.

In Q4, the installation of the Alexandria railcar rooftop access platform was completed. Installation is ongoing at Shady Grove and Branch Avenue with anticipated completion in Q1 of FY2022. Installation at Brentwood and Greenbelt will occur in FY2022.

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 HRO facility will consolidate railcar overhaul functions into one facility and is being designed to meet LEED (Leadership in Energy and Environmental Design) standards. 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.

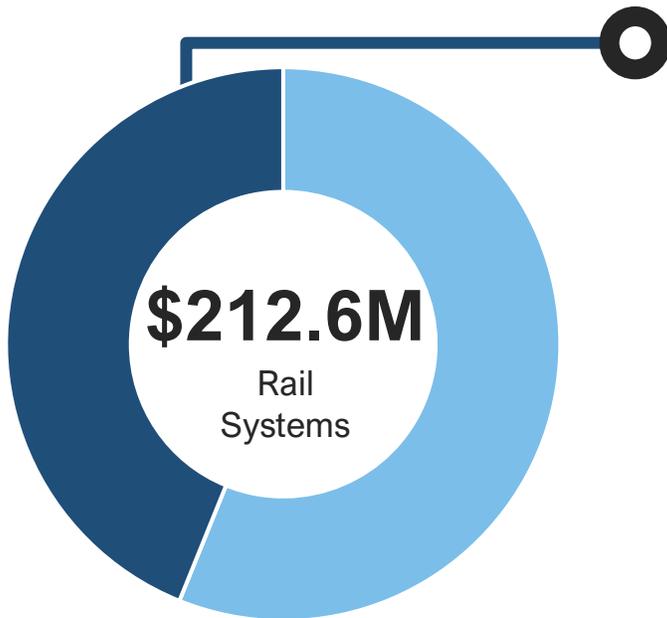
Metro’s performance targets for railcar availability is 98%, which makes ongoing rail fleet preventive maintenance critical. Additional information on rail service is available in Metro’s Performance Report.

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.



RAIL SYSTEMS INVESTMENTS

Through Q4 of FY2021, Metro invested \$212.6 million in Rail Systems.



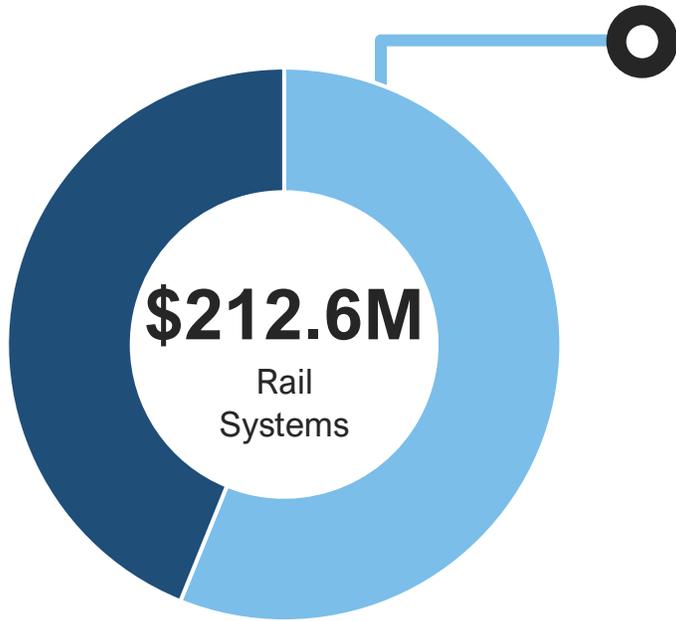
Signals & Communications – \$93.3M

Fiber cable for the upgrade of the radio communications system continues to be installed as part of the Radio Infrastructure Replacement project. Through this project, cellular and data service was made available 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 FY2022. Metro also anticipates awarding a contract for the replacement of ATC equipment at ten train control rooms in FY2022. 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 Progress	Completion Percentage	Comments
SGR Switch Replacement – Mainline	24	37	154%	
SGR Switch Replacement – Brentwood Yard	19	19	100%	
SGR High-Current Bond Installation	190	11	6%	Number of installations below plan due to manufacturing delays.
SGR Cross-Bonding Cable Installation	200	124	62%	Number of installations below plan due to cancelled track rights due to COVID-19 cleaning, the prioritization of other working groups, and site conditions.
SGR Interlocking Rehabilitation	24	29	121%	

RAIL SYSTEMS INVESTMENTS (CONTINUED)



Propulsion – \$119.3M

In Q4, Metro continued installation of Tie Breaker Station equipment at Silver Spring and West Hyattsville. Installation of Traction Power Substation (TPSS) equipment continued at Van Dorn, West Hyattsville and College Park, Franconia-Springfield and Takoma, and began at Greenbelt and Prince George’s Plaza. 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.

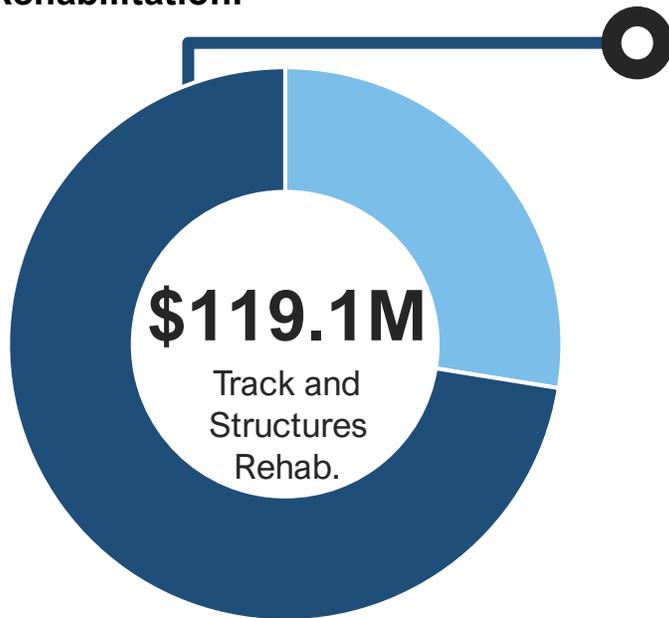
Metro is advancing the second large-scale TPSS and Tie Breaker Station equipment supply and installment contract. In Q4, transformer installs were completed at six locations, with two additional underway. Replacement and relocation of the Rosslyn cable tray has been completed and the installation of additional traction power equipment is anticipated to 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 started at Arlington Cemetery, Crystal City, King Street, and Silver Spring. Five 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	Comments
Cable Replacements (LF) ¹	27,000	47,487	175%	Additional work time due to reduced service enabled higher production.
Cable Additions (LF)	8,000	9,579	120%	
Cable Meggering	2,200	1,854	84%	
Uninterruptable Power Supply Replacement ²	14	15	107%	FY2021 Plan modified to focus on units without a spare parts inventory.

TRACK AND STRUCTURES REHABILITATION INVESTMENTS

Through Q4 of FY2021, Metro invested \$119.1 million in Track and Structures Rehabilitation.



Fixed Rail – \$86.3M

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	22
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	203	661	13%
Crossties Replaced	5,865	120	6,529	6,649	113%
Deck Joint Replacement (LF) ²	1,000	529	0	529	53%
Direct Fixation Fasteners Replaced ³	31,320	8,085	4,355	12,440	40%
Drain Rodding (LF)	140,000	70	97,955	98,025	70%
Grout Pad Rehabilitation (LF) ⁴	18,525	5,864	117	5,981	32%
Joint Elimination ⁵	700	390	39	429	61%
Leak Mitigation	1,050	18	1,784	1,802	172%
Running Rail Renewal (MI)	7.8	4.0	6.7	10.7	137%
Third Rail Insulator Replacement ⁶	7,000	352	3,372	3,724	53%
Third Rail Rehabilitation (MI) ⁷	1.0	0.0	0.1	0.1	10%
Track Bed Cleaning (LF) ⁸	900,000	2,800	559,047	561,847	62%
Track Signage Replaced ⁹	2,500	30	628	658	26%
Track Stabilization (LF)	200	192	0	192	96%
Track Tamping (MI)	30	8.3	15.4	23.7	79%
Turnouts Rehabilitated	12	4	3	7	58%

1. The FY2021 plan reflected FY2019 and FY2020 production totals. The FY2022 plan will be refined to target priority roadway structure concrete restoration.

2. Some aerial deck joint activities deferred to FY2022.

3. The FY2021 plan reflected FY2019 and FY2020 production totals. The FY2022 plan will include current replacement needs.

4. Rehabilitation rate impacted by silica dust mitigation. Work not completed in FY2021 will be carried over into FY2022.

5. Welders are in training and remaining joints will be eliminated in FY2022.

6. Third rail replacement work decreased due to a shift of focus to the thermal insulator program.

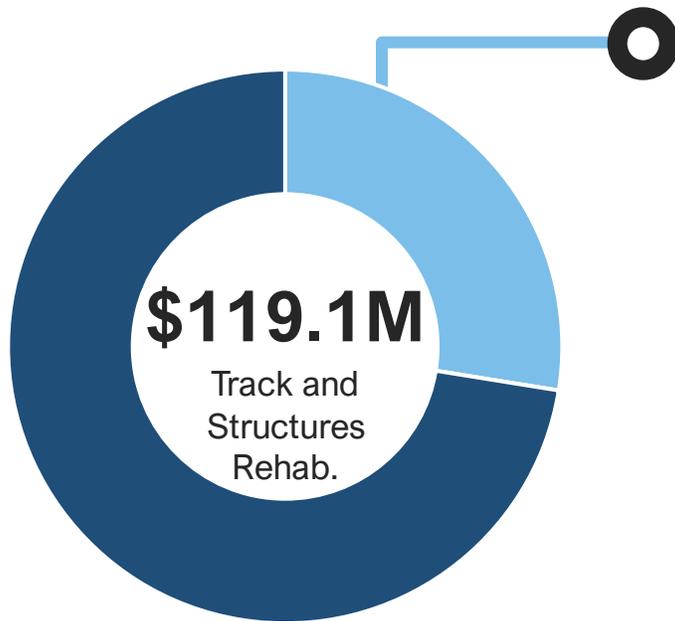
7. The third rail crew conducted system-wide maintenance while the third rail rehabilitation program was reevaluated.

8. The FY2022 plan will be refined to align with the track bed cleaning schedule.

9. The FY2021 plan reflected FY2019 and FY2020 production totals. The FY2022 plan will be refined while the program is reevaluated.

Metro will take delivery of down and under prime movers, a drain cleaner, dual rail e-clip installers and ride-on plate inserters in the first half of FY2022.

TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)



Structures – \$32.8M

In Q4, a contract was awarded and a Notice to Proceed issued for the Structural Rehabilitation – Package 1. This project will return the Minnesota Avenue and Grosvenor aerial structures, the Rockville platform canopy, and seven bridges to a state of good repair. The replacement of the Rockville platform canopy will require the shutdown of the Shady Grove and Rockville stations for three months beginning in late Q1 of FY2022.

Metro awarded a contract and issued a Notice to Proceed to the Construction Manager at Risk (CMAR) for the Yellow Line Tunnel and Bridge Rehabilitation project in Q4. This project will address the structural degradation of the Yellow Line Tunnel and the Bridge, both of which were constructed over 40 years ago. Major construction is planned for FY2023.

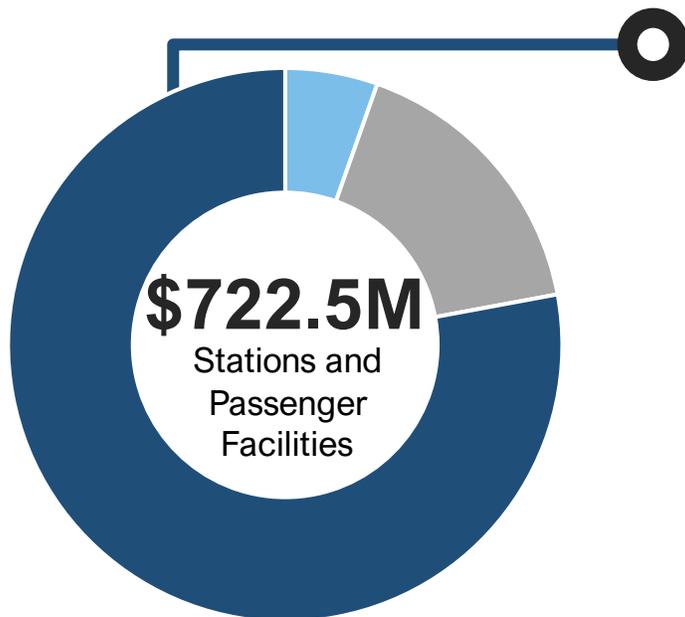
A contract was awarded for the piloting of tunnel ventilation improvements on the Red Line between Woodley Park and Cleveland Park stations. If successful, the pilot will be used to inform designs for future improvements across the system, increasing station and tunnel safety in the event of a smoke or fire emergency. Major construction will occur in FY2022 with continuous single tracking and weekend shutdowns occurring next quarter and later in FY2022.

Metro issued an RFP for the initial package of the Tunnel Leak Mitigation Program. As part of this package, two segments of the Red Line (Silver Spring to Forest Glen and Tenleytown/AU to Friendship Heights) will undergo water mitigation work and an evaluation to determine the effectiveness for potential further use throughout tunnel segments systemwide. An award is anticipated in Q2 of FY2022 with construction following later in the fiscal year.



STATIONS AND PASSENGER FACILITIES INVESTMENTS

Through Q4 of FY2021, Metro invested \$722.5 million in Stations and Passenger Facilities.



Platforms & Structures – \$563.0M

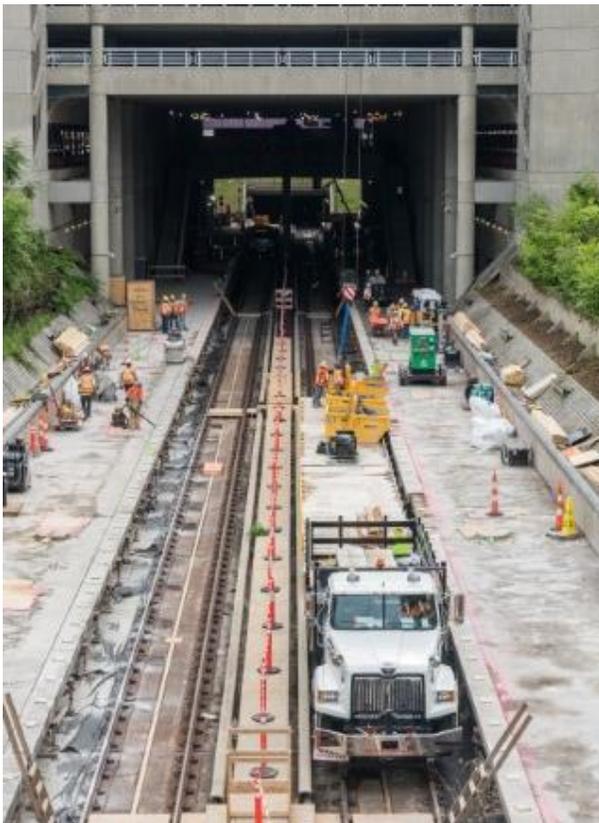
The Platform Rehabilitation Program addresses rehabilitation of station platform structures, tiles, and granite edges, as well as 36 other station systems including information displays, lighting, signage, recycling bins, bathrooms, drainage pumps, and public address, security and fire systems.

Major construction work concluded at Arlington Cemetery and Addison Road as part of Phase 3 of the Platform Rehabilitation Program with both stations reopening in Q4. Subsequently, four additional stations on the Green Line (West Hyattsville, Prince George’s Plaza, College Park, and Greenbelt) closed for platform and station systems replacement and will remain closed until Labor Day (Q1 of FY2022).

An award and Notice to Proceed for Phase 4 of the Platform Rehabilitation Program will occur in early FY2022. This phase will address five stations on the Orange Line (Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton) beginning in Q4 of FY2022.

Installation of the Dupont Circle north entrance canopy and new stairs at the Judiciary Square south entrance is ongoing, with anticipated completion in Q2 of FY2022. A procurement package for Phase 4 of the Station Entrance Canopy Installation project, including canopy installations at eight entrances and stairs at four entrances, was released in Q4 of FY2021 with the anticipated award in Q1 of FY2022. This project helps to protect customers and station escalators from weather.

Ongoing construction of the new Potomac Yard station will result in periodic shutdowns between National Airport and Braddock Rd in FY2022. Anticipated to open in mid FY2023, the new station will increase Metrorail access in the City of Alexandria and increase local economic development. In addition, Potomac Yard station is on track to be one of the first LEED certified transit stations in North America.



STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)

\$722.5M

Stations and
Passenger
Facilities

Vertical Transportation – \$39.0M

Six elevators have been rehabilitated across the system in FY2021, with two units at Friendship Heights currently undergoing rehabilitation.

Eight escalators have been rehabilitated across the system in FY2021, with eight units currently undergoing rehabilitation – one at each station: Waterfront, U Street, Greenbelt, Shaw-Howard Univ., Kings Street, Shady Grove, Minnesota Ave., and Anacostia.

In Q4, Metro began a new initiative to replace 130 escalators at 32 stations over a seven-year period, starting with the oldest, least reliable escalators. Four units are currently being replaced: two at Gallery Place, one at New Carrollton, and one at Rhode Island Ave.

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

Station Systems – \$120.5M

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, exemplified by the launching of the mobile SmarTrip application on Android devices in Q4 (Apple devices launched in Q1 of FY2021).

Pilot testing of new, modernized faregates began in Q4 at six stations to address additional evaluation and integration requirements. The pilot will last for approximately one month with systemwide installation to follow throughout FY2022. A contract to replace emergency swing gates at 32 locations was 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.

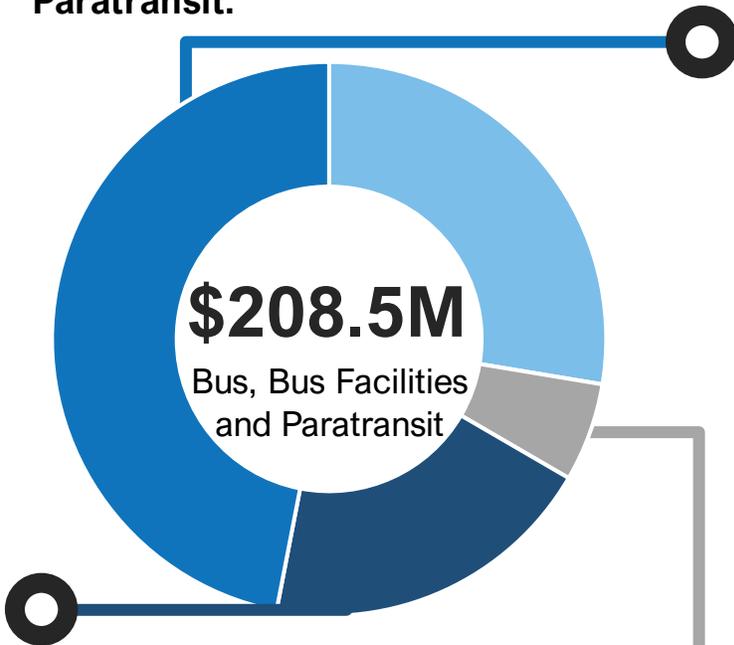
As part of Metro's Energy Action Plan, the Station Lighting Improvements Program upgrades lighting at platforms, station mezzanines and backrooms, and around Metro stations and properties to provide enhanced illumination and safety for customers and employees and reduce energy use. Station ceiling LED lighting was installed at Union Station and Gallery Place in Q4, marking the conclusion of an initiative to install lighting at 12 stations. Escalator, parking lot, and walkway lighting upgrades are also being conducted.

With the replacement of chillers at five rail stations now complete, an RFP is anticipated to be released in Q2 of FY2022 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.

Nine drainage pumping stations were replaced in FY2021. An RFP was issued in Q4 for the replacement of drainage pumps at six additional locations.

BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS

Through Q4 of FY2021, Metro invested \$208.5 million in Bus, Bus Facilities and Paratransit.



Acquisition – \$97.9M

In Q4, 42 40-foot clean diesel buses were delivered. The remaining of the FY2021 order are anticipated to be delivered in FY2022. These new buses help maintain the fleet in a state of good repair and contribute to operational savings by replacing less reliable and less fuel efficient buses that are at the end of their useful life.

Bus Type	FY2021 Planned Deliveries	FYTD Progress
Clean Diesel 40-ft.	100	80
Clean Diesel 60-ft.	41	41
CNG 40-ft.	12	12

Maintenance Facilities – \$41.0M

Pre-construction activities are concluding at the Bladensburg bus maintenance and operations facility, with demolition and construction of the new facility to begin in FY2022. An off-site bus parking lot has been constructed and will be in use prior to demolition and throughout construction. Metro is constructing a new LEED-designed facility that will include up to 300 buses, separate entrances for buses and employee vehicles, a green roof, 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.

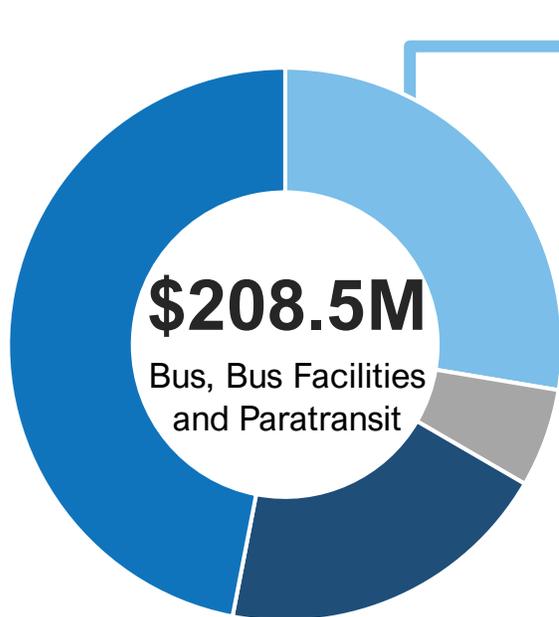
Passenger Facilities & Systems – \$12.0M

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 71 CIEDS.

Activity	FY2021 Plan	FYTD Progress
CIEDS Installed	135	142

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 – \$57.6M

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, 25 buses were rehabilitated, along with the rebuilding of 27 engine assemblies, 15 bus energy storage systems, 36 transmissions, 71 ultracapacitors, and 127 fare boxes. Vendor manufacturing challenges have delayed engine assembly progress. The remaining six ultracapacitors will be installed in FY2022.

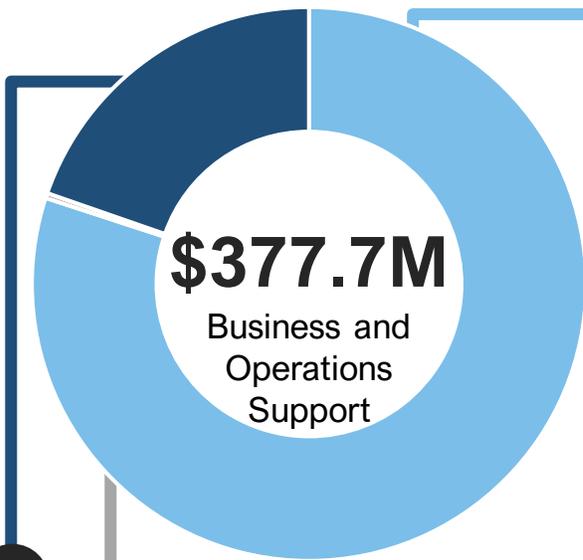
These investments are critical to meeting Metro’s Mean Distance Between Failure (MDBF) target for the bus fleet and providing customers with reliable service. Metro’s Performance Report includes specific MDBF data for the bus fleet.

Asset	FY2021 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	100	100%
Energy Storage Systems	100	84	84%
Engine Assemblies	125	89	71%
Fare Boxes	232	272	117%
Transmission Assemblies	150	138	92%
Ultracapacitors	77	71	92%



BUSINESS AND OPERATIONS SUPPORT INVESTMENTS

Through Q4 of FY2021, Metro invested \$377.7 million in Business and Operations Support.



Support Equipment & Services – \$302.2M

In Q4, structural steel erection and the installation of the new curtain wall were completed at the DC office building location (interior build out and rooftop work are ongoing). Vertical construction and utility work continued at the VA office building location while vertical construction is ongoing 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.

Roof rehabilitations were completed at four locations in Q4 (resulting in a total of 15 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 – \$74.3M

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

As part of the office consolidation initiative, a new data center will be constructed 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. An RFP was released in Q4 for a study of the latest available technology for future adoption.

Metro Transit Police Department (MTPD) – \$1.1M



REAL ESTATE UPDATE

The 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

West Falls Church: Fairfax County approved Metro's requested comprehensive plan amendment for the West Falls Church Station area to support transit-oriented development. Metro is in the final negotiations with a selected development team for the site and will be seeking FTA joint development concurrence in the upcoming quarter.

New Carrollton: Phase 2 of the New Carrollton Joint Development 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. The office building is currently under construction.

WMATA and Prince George's County are working together to develop a vision that encompasses the entire ½-mile radius around New Carrollton station to fully promote the transportation options and development opportunity.

Dispositions

College Avenue: Purchase and Sale Agreement executed for the disposition of a 30,000 square foot lot (.69 acres) of excess property in College Park, MD. Closing is anticipated in December 2021.

Acquisitions

Potomac Yards Station: Three temporary and permanent easements needed for the planned Potomac Yards Station in Alexandria, VA were executed.

Bladensburg Bus Facility: The US Department of Justice filed Declarations of Takings to acquire through condemnation three properties required for the replacement of the Bladensburg Bus Facility.

Incidental Use

Solar Development: The developer-led entitlement process continues for the 11MW community solar project. Under this innovative site lease agreement, Goldman Sachs Renewable Power LLC will own and maintain the canopy system and pay Metro annually over the 25-year lease term.

SUSTAINABILITY UPDATE

The Office of Sustainability implements and advances policies, programs and partnerships to make Metro resilient, equitable, fiscally responsible, and to foster economic prosperity and environmental stewardship.

In June 2021, the Metro Board of Directors adopted a sustainability vision and eight sustainability principles to help guide long-range planning and investment decisions. The principles recognize sustainability as a core value within Metro as well as the most cost-effective and beneficial way to improve performance, achieve climate and environmental goals, and contribute to livable and equitable communities.

Sustainability Vision:

Metro provides a sustainable transportation system that meets the needs of people, communities, and businesses in the region, and fosters social wellbeing, equity, economic prosperity, and environmental stewardship.

Energy Action Plan

Metro continues to increase energy efficiency, contain operating costs, modernize operations, promote innovation, and help the region meet its sustainability goals through its Energy Action Plan. Recent project highlights include:

- Partnered with the General Services Administration to secure a new electric supply contract for DC, which includes a transition to 100% renewable energy by 2025.
- Continued to maintain Metro's enterprise energy monitoring software (EEMS) and facilitated interdepartmental review of data trends. EEMS enables enhanced utility data tracking, insight into operations, and identification of cost saving opportunities.
- Installed LED lighting at eight additional non-revenue facilities and in backrooms at 32 additional stations – saving energy while improving lighting for staff maintaining, repairing, and operating the system.
- Advanced design for the construction of 11MW of solar panels on parking facilities at four Metro stations in DC and Maryland (Anacostia, Cheverly, Naylor Road, and Southern Avenue).
- Supported training for approximately 70 employees to become certified as Envision Sustainability Professionals (ENV SP), as part of a continuing effort to modernize design, construction, and operations.

- Continued to incorporate green design standards in major facilities under development (Heavy Rail Overhaul facility, Potomac Yard Station, Northern and Bladensburg Bus Garages, Grosvenor-Strathmore Parking Garage and the three new Metro headquarters buildings).

Climate Bonds

Metro issued its first-ever Climate Bonds Certified green bonds in May 2021 as part of the agency's commitment to delivering sustainable, cost-effective transportation service to the Washington Metropolitan Region. This green certification confirms that Metro's planned capital investments support climate change solutions, including within the categories of clean energy and energy efficiency.

Issuing Climate Bonds helps Metro attract more environmentally conscious buyers to increase investor demand, which can result in a better, more competitive rate for the transit agency. Proceeds will finance green infrastructure and climate resiliency projects of the Capital Improvement Program, including: traction power upgrades to support additional 8-car trains, fare collection modernization, zero-emission bus system upgrades, and bus facility upgrades including Bladensburg and Northern which are expected to meet LEED green building standards.

SUSTAINABILITY UPDATE (CONTINUED)

Zero Emission Bus Program

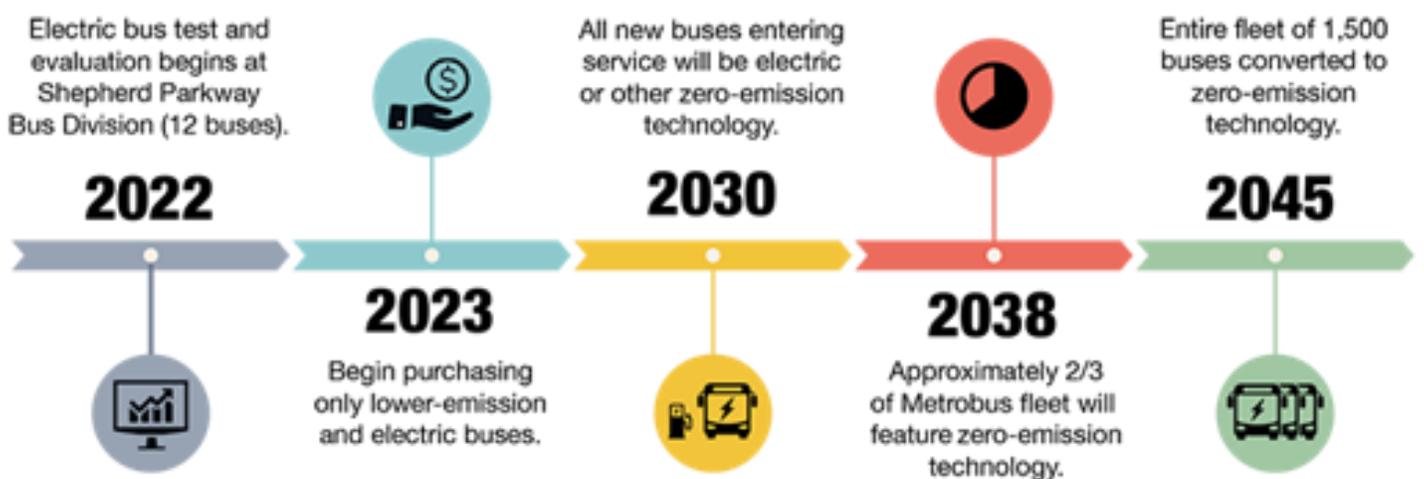
Metro's Board of Directors adopted a new fleet strategy in June 2021 that aims to transition Metrobus to a 100% zero-emission bus fleet by 2045. Beginning with Metro's next bus procurement in 2023, only lower-emission and electric buses will be purchased, and by the end of 2030, all new buses entering service will be either electric or another type of zero-emission technology. Approximately two-thirds of the 1,500 bus fleet will feature zero-emission technology by 2038 and the entire fleet by 2045. This will improve regional air quality, reduce greenhouse gas emissions and provide customers with a quieter, more comfortable ride.

Transitioning to zero-emission technology requires more than just new buses; Metro will also invest in facility and infrastructure upgrades over the coming years to support the introduction of new buses.

Accomplishments to date:



Phased Transition:



APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

FY2021 Financials – Q4 Year-To-Date (\$ in millions)

	Budget	Actual	Variance \$	Variance %
Passenger Revenue	\$114.9	\$102.0	(\$12.9)	-11.2%
Non-Passenger Revenue *	\$707.6	\$777.2	\$69.6	9.8%
Total Revenue	\$822.5	\$879.3	\$56.7	6.9%
Personnel	\$1,310.7	\$1,304.4	\$6.3	0.5%
Non-Personnel	\$623.4	\$583.9	\$39.5	6.3%
Total Expenses	\$1,934.1	\$1,888.3	\$45.8	2.4%
Gross Subsidy	\$1,111.6	\$1,009.1	\$102.5	9.2%
Jurisdictional Allocation	--	(\$102.5)	(\$102.5)	--
Net Subsidy	\$1,111.6	\$1,111.6	\$0.0	0.0%
Cost Recovery Ratio	43%	47%		

- Includes federal relief funding of \$642.0 million (budget) and \$610.2 million (actual); excludes reimbursables

FY2021 Ridership – Q4 Year-To-Date (Trips in millions)

Ridership	FY2020 Actual	FY2021 Budget	FY2021 Actual	Variance Prior Year	Variance Budget
Metrorail	132.6	35.9	28.2	-78.8%	-21.6%
Metrobus*	96.3	24.6	52.1	-45.9%	111.4%
MetroAccess	1.8	0.5	1.1	-40.7%	131.6%
All Modes	230.6	61.0	81.3	-64.7%	33.2%

*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 Actuals YTD	YTD % Forecast Expended
Acquisition	90.3	72.7	81%
Maintenance & Overhaul	109.7	83.1	76%
Maintenance Facilities	45.6	39.5	87%
Railcar and Railcar Facilities	\$245.6	\$195.4	80%
Propulsion	121.0	119.3	99%
Signals & Communications	117.2	93.3	80%
Rail Systems	\$238.1	\$212.6	89%
Fixed Rail	110.3	86.3	78%
Structures	31.6	32.8	104%
Track and Structures Rehabilitation	\$141.9	\$119.1	84%
Platforms & Structures	650.5	563.0	87%
Vertical Transportation	49.5	39.0	79%
Station Systems	123.8	120.5	97%
Stations and Passenger Facilities	\$823.8	\$722.5	88%
Acquisition	99.4	97.9	98%
Maintenance & Overhaul	60.5	57.6	95%
Maintenance Facilities	43.3	41.0	94%
Passenger Facilities & Systems	14.5	12.0	83%
Bus, Bus Facilities and Paratransit	\$217.8	\$208.5	96%
IT	101.1	74.3	74%
MTPD	1.7	1.1	67%
Support Equipment & Services	317.3	302.2	95%
Business and Operations Support	\$420.1	\$377.7	90%
Total Capital Programs	\$2,087.2	\$1,835.8	88%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Q4 Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
Montgomery County			
Grosvenor-Strathmore	1,859	6%	-69%
White Flint	1,270	3%	-49%
Twinbrook	1,097	5%	-37%
Rockville	524	9%	-58%
Shady Grove	5,745	7%	-49%
Glenmont	2,998	8%	-52%
Wheaton	747	5%	-25%
Forest Glen	596	9%	-59%
Montgomery County Total	14,836	6%	-50%
Prince George's County			
New Carrollton	2,132	11%	-50%
Landover	785	7%	-49%
Cheverly	500	7%	-47%
Addison Road-Seat Pleasant	1,268	2%	-36%
Capitol Heights	372	15%	-48%
Greenbelt	2,299	2%	-46%
College Park-U of MD	1,290	3%	-48%
Prince George's Plaza	1,068	3%	-32%
West Hyattsville	153	19%	-36%
Southern Avenue	1,980	5%	-37%
Naylor Road	368	14%	-58%
Suitland	1,890	5%	-39%
Branch Avenue	3,072	9%	-62%
Morgan Boulevard	633	8%	-57%
Largo Town Center	2,200	7%	-55%
Prince George's County Total	20,010	6%	-47%
Maryland Total	34,846	6%	-47%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE (CONTINUED)

Station	Lot Capacity	YTD Q4 Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in Utilization %)
District of Columbia			
Deanwood	194	6%	-37%
Minnesota Ave	333	14%	-53%
Rhode Island Ave-Brentwood	221	18%	-54%
Fort Totten	408	39%	-40%
Anacostia	808	3%	-25%
District of Columbia Total	1,964	14%	-57%
Northern Virginia			
Huntington	2,732	10%	-49%
West Falls Church-VT/UVA	1,759	5%	-41%
Dunn Loring-Merrifield	1,964	4%	-34%
Vienna/Fairfax-GMU	5,169	6%	-50%
Franconia-Springfield	5,069	7%	-29%
Van Dorn Street	361	19%	-40%
East Falls Church	422	14%	-67%
Wiehle-Reston East	2,300	10%	-82%
Northern Virginia Total	19,776	7%	-55%
System Total	56,586	7%	-62%