

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

QUARTERLY PROGRESS REPORT

Fiscal Year 2022 Quarter 1



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Q1 FY2022 AT-A-GLANCE

During Q1 FY2022, Metro improved rail and bus service frequencies and hours, reduced fares for weekend travel, 7-Day Regional Bus Pass and bus-transfers, launched its first fare sale ever, continued the faregate renewal program, and announced the construction of a 100% electric bus maintenance facility.

In July, Metro extended rail service to midnight, seven days a week. Additional service improvements began in September, including expanding rail operating hours to 1 a.m. on Fridays and Saturdays and opening at 7 a.m. on Sundays, launching a 12-minute or better all-day rail and bus service network, and other service restorations. The service improvements bring overall bus and rail service to near pre-pandemic levels, providing 97 percent of pre-Covid service levels on Metrobus and 91 percent on Metrorail.

Metro also made fares more affordable in September. Weekend riders can now travel on Metrorail for a flat \$2 fare for each trip, rather than the previous distance-based fare, the 7-Day Regional Bus Pass became more affordable at \$12, and bus transfers are now free for customers that connect between bus and rail.

In September and for the first time ever, Metro launched a 30-day sales event, allowing riders to purchase discounted passes with unlimited trips on Metrorail and Metrobus whether traveling one day, three days, one week, or one month. The pass sale coincides with fare and service improvements that began on September 5, providing more buses and trains and longer service hours.

Significant Capital Improvement Program milestones achieved in Q1 of FY2022 include the completion of the Chevy Chase Historic Bus Terminal rehabilitation and the reopening of four Green Line Stations (West Hyattsville, Prince George's Plaza, College Park-UMD, and Greenbelt) as part of Phase 3 of the Platform Improvement Project. Metro also awarded a contract for the final phase of the project (Phase 4), which will rehabilitate platforms at three stations on the Orange Line beginning later in the fiscal year.

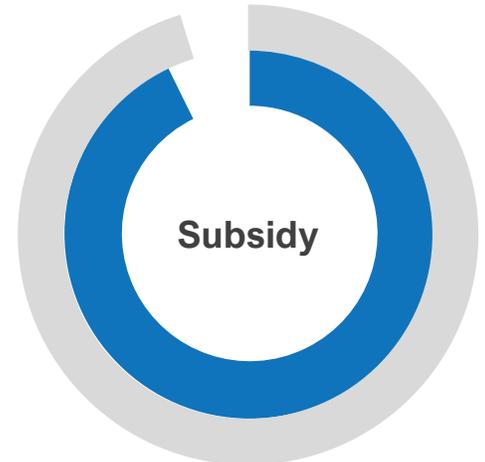
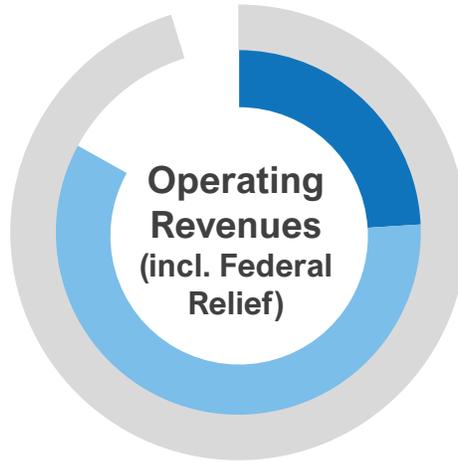
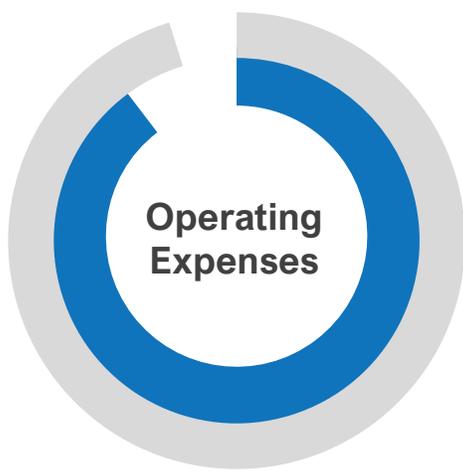
Demolition has begun on the Rockville platform canopy, requiring the shutdown of Shady Grove and Rockville Stations while customer improvements are made to both stations. Major construction work also occurred on the mezzanine platforms as part of the tunnel ventilation pilot. This work, which occurs over revenue service tracks, will house upgraded fans for the tunnel ventilation improvements on the Red Line between Woodley Park and Cleveland Park stations (requiring single tracking). Results will be used to inform designs for potential future improvements across the system, to increase station and tunnel safety in the event of a smoke or fire emergency.

A contract was awarded for Phase 4 of the Station Entrance Canopy Project to install canopies over eight station entrances and install new stairways at four entrances. This project helps to protect customers, stairs, and station escalators from weather. Metro also announced that the Northern Bus Garage Facility will be built with the infrastructure and equipment needed to run 100% electric vehicles. In Q1, Metro completed installation of new faregates at the first two stations in a systemwide faregate replacement project. Work is underway to eventually install new faregates in all stations.

OPERATING RESULTS

The following highlights Metro’s system-wide financial performance through the first quarter of fiscal year 2022.

Operating expenses were \$482.2 million or \$30.2 million below budget. Operating revenues were \$59.6 million (excluding federal relief), funding 12 percent of operating expenses. Total revenue was \$213.6 million including federal relief. Covid-19 continues to impact ridership and therefore affecting both passenger and non-passenger revenue; however, passenger revenue exceeded budget by \$20.7 million in the quarter. The pandemic’s impact on revenue were further offset by federal relief funding and savings from salaries and wages, benefits, capital cost allocation and paratransit. Metro received federal relief revenue totaling \$233.3 million, of which \$154.0 million was used to offset decreased revenue, and \$79.2 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:	\$512.4M	● Budget:	\$236.5M	● Budget:	\$275.9M
● Actual:	\$482.2M	● Actual:	\$59.6M	● Actual ¹ :	\$268.6M
		● Federal Relief:	\$154.0M		

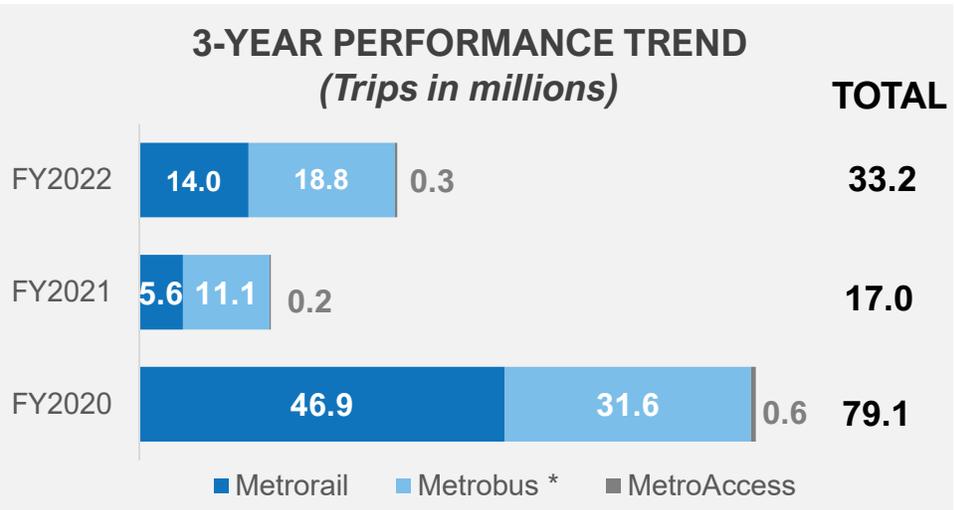
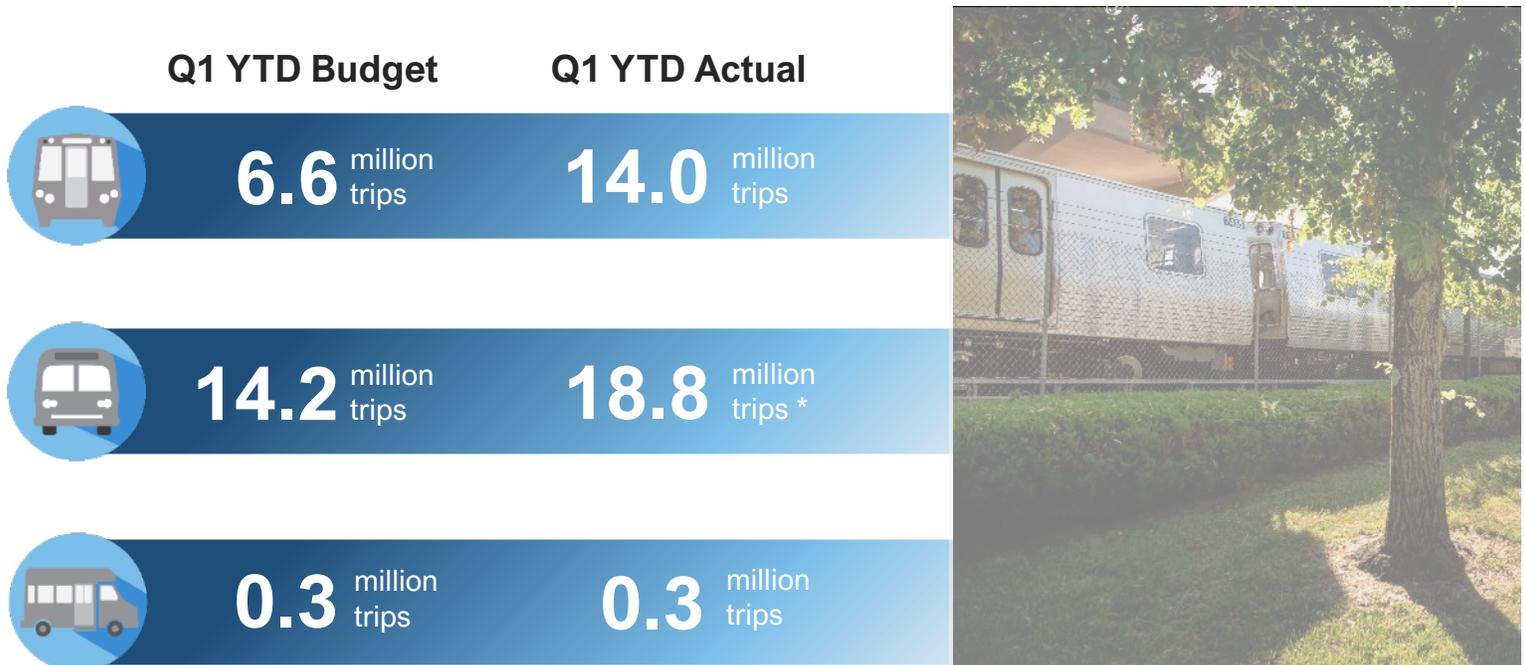
¹ Includes \$79.2M in federal relief for jurisdictional credits and reflects \$7.3 million of subsidy deferred to Q2



RIDERSHIP

Actual ridership for Metrorail, Metrobus, and MetroAccess combined was 33.2 million trips through Q1 of FY2022.

Through Q1, total ridership was 95 percent above the prior year and 58 percent below pre-pandemic Q1 FY2020. Metrobus ridership continued to exceed Metrorail ridership in Q1. Rail ridership totaled 14.0 million trips, which was an increase of 8.4 million or 149 percent from prior year, though is still down 70 percent versus pre-pandemic FY2020 levels. The rail variance to budget was 7.4 million trips, favorable by 113 percent. Bus ridership, using automated passenger counts (APC), totaled 18.8 million trips through Q1, 32 percent above budget and 7.7 million or 69 percent above prior year. Bus ridership, which has remained stronger than rail throughout the pandemic, is down 41 percent compared to pre-pandemic FY2020. Ridership on MetroAccess through the first quarter was 0.3 million trips, 22 percent above budget and 37 percent above prior year, while still 44 percent below pre-pandemic FY2020 levels.

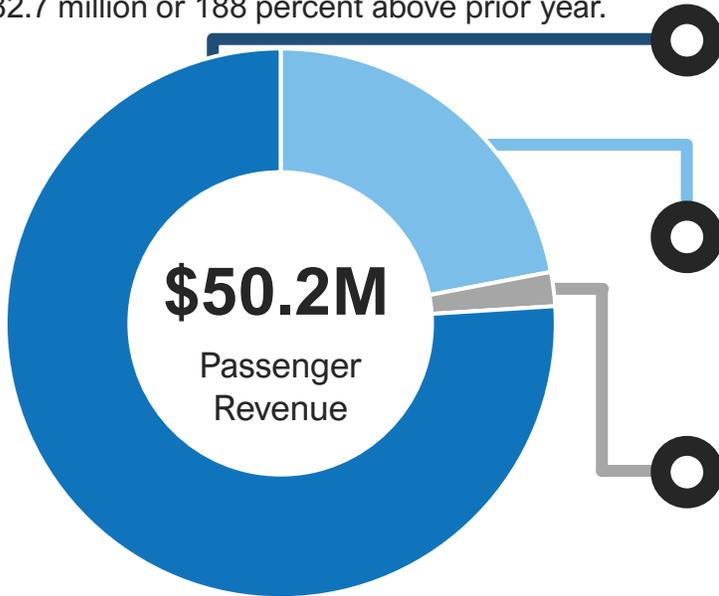


* Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

OPERATING REVENUE

PASSENGER REVENUE

Passenger revenue totaled \$50.2 million, which was \$20.7 million or 70 percent above budget and \$32.7 million or 188 percent above prior year.



Metrorail – 76%

- Metrorail passenger revenue of \$38.1 million
- \$21.0 million or 122% above budget

Metrobus – 22%

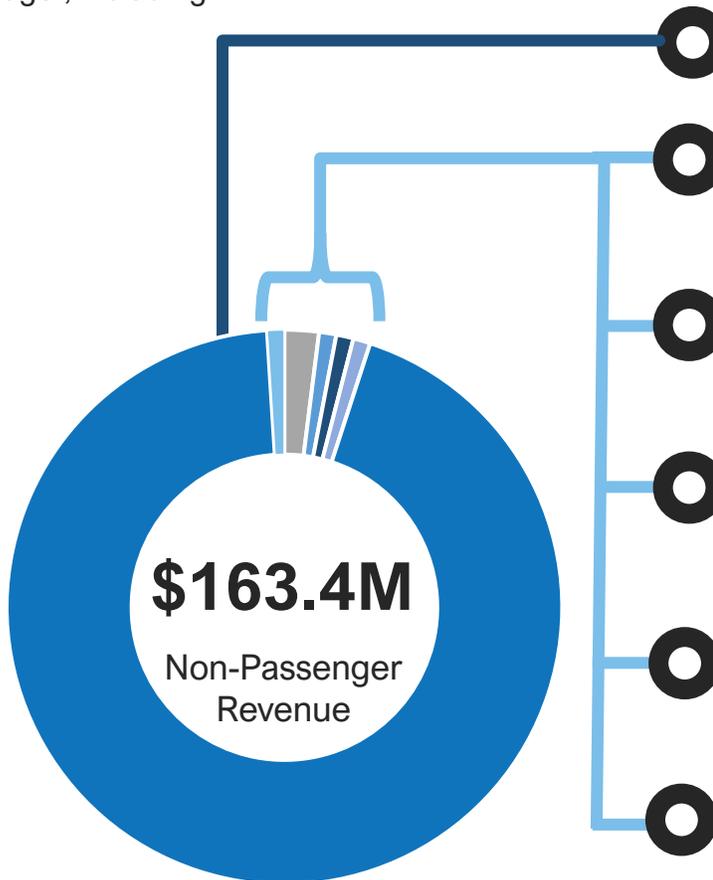
- Metrobus passenger revenue of \$10.9 million
- \$0.5 million or 4% below budget

Metroaccess – 2%

- MetroAccess passenger revenue of \$1.2 million
- \$0.2 million or 16% above budget

NON-PASSENGER REVENUE

Non-passenger revenue totaled \$163.4 million through Q1, which was \$43.6 million or 21 percent below budget, including:



Federal Relief Funding – 94%

- Funding of \$154.0 million, not including \$79.2M million of Jurisdictional Credit

Parking – 1%

- Parking revenue of \$2.2 million
- \$0.6 million or 21% below budget

Advertising – 2%

- Revenue of \$3.2 million
- \$2.6 million or 406% above budget

Fiber Optic / Infrastructure – 3%

- Revenue of \$4.1 million
- \$0.2 million or 5% above budget

Joint Development – 1%

- Revenue of \$1.7 million
- \$1.6 million or 48.9% below budget

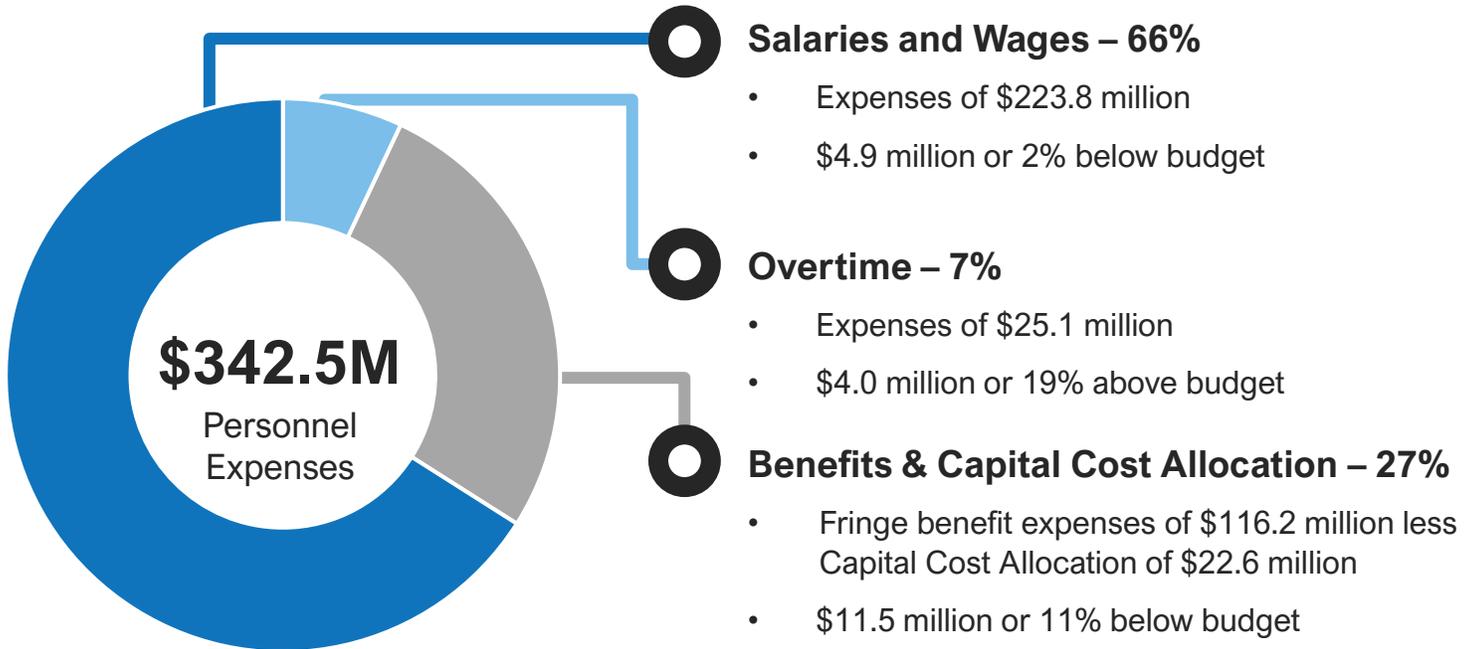
Other – (1%)

- Other non-passenger revenue with a net negative balance of \$1.8 million
- \$7.5 million or 132% below budget

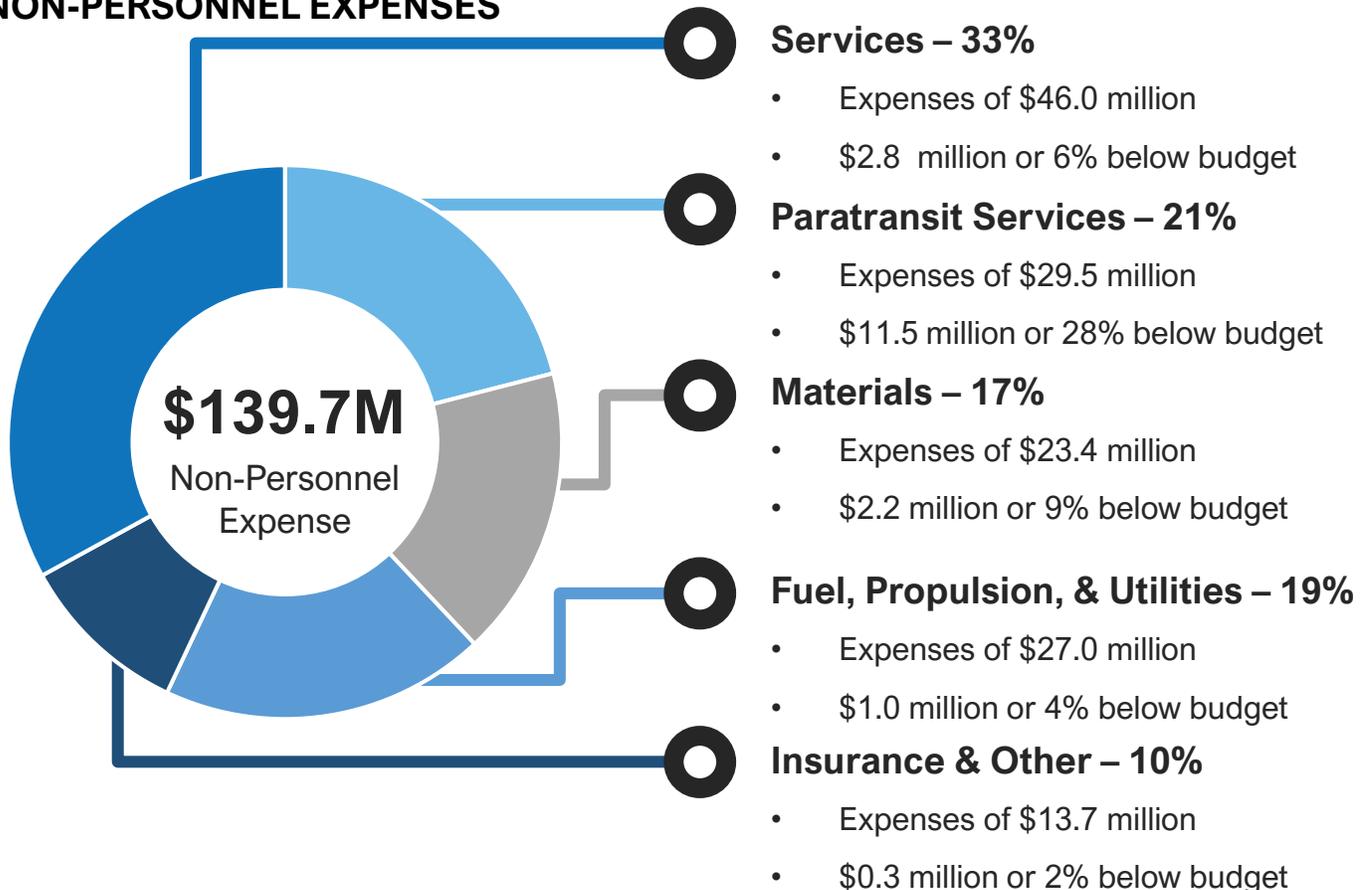
OPERATING EXPENSES

FY2022 operating expenses through Q1 were \$482.2 million, favorable by \$30.2 million to budget due to savings in Salaries and Wages, Benefits & Capital Cost Allocation and Paratransit.

PERSONNEL EXPENSES



NON-PERSONNEL EXPENSES



CAPITAL IMPROVEMENT PROGRAM

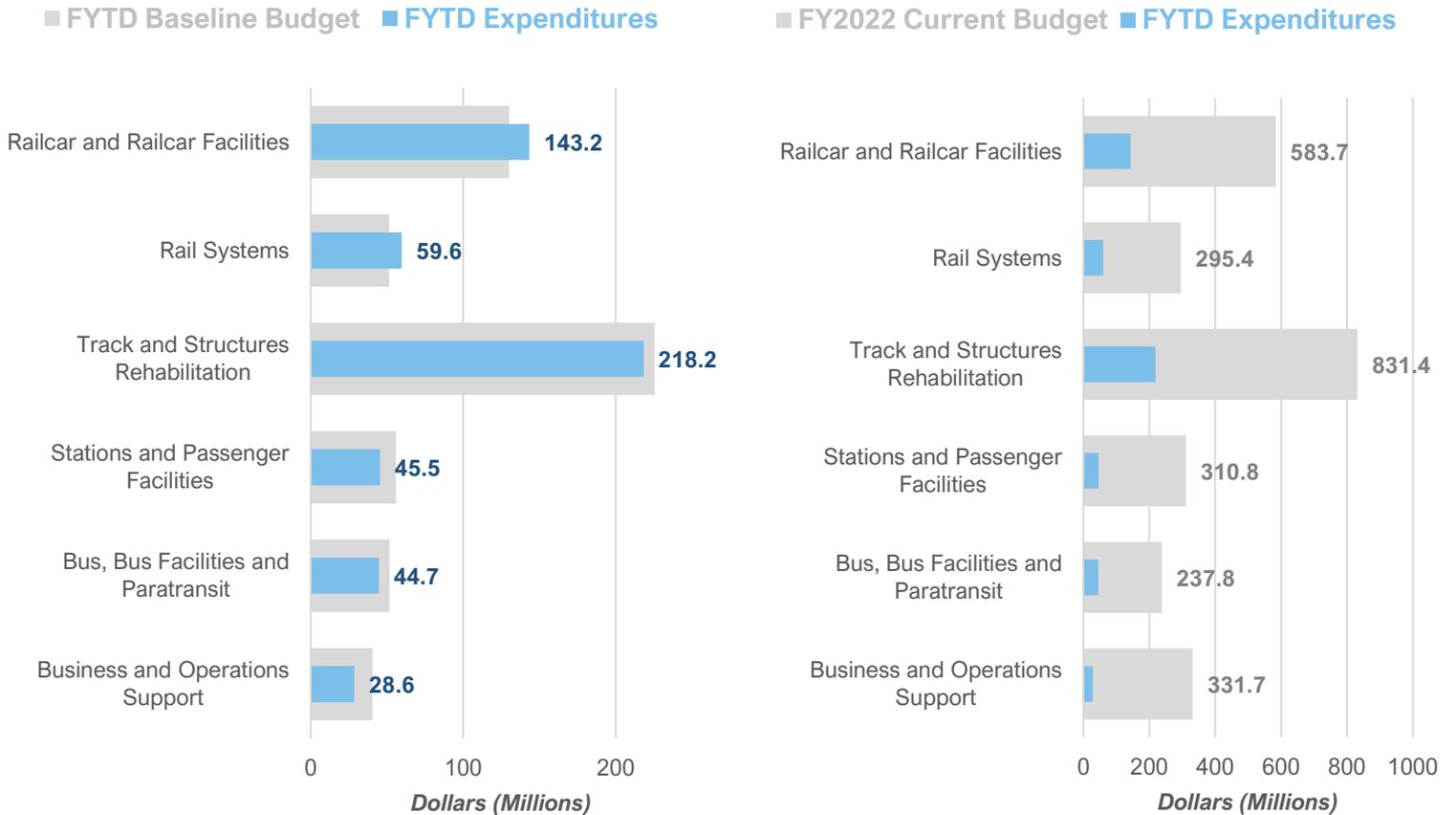
Metro invested \$539.9 million in the Capital Improvement Program through Q1 of FY2022.

Metro's FY2022 Capital Improvement Program \$2.591 billion projects the largest single year capital reinvestment since the construction of the system.

The FY2022 capital budget forecast range as of the end of Q1 (September 2021) is \$2.2 to \$2.5 billion.

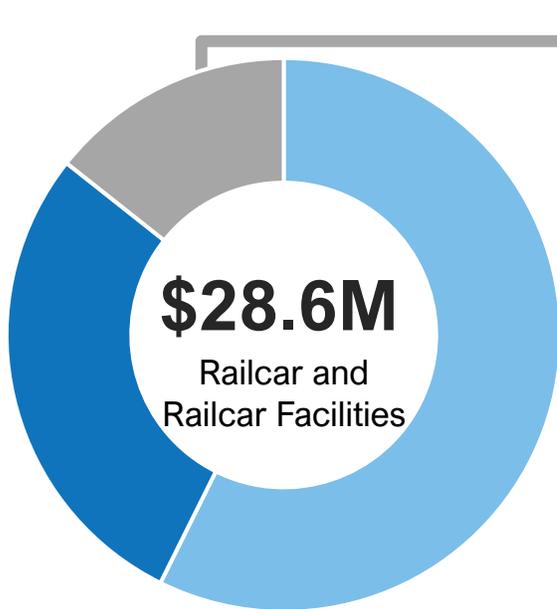
In Q1, Metro continued its aggressive rehabilitation program to improve safety and state of good repair, with contracts awarded for major projects such as Phase 4 of the Platform Improvement Project and Phase 4 of the Station Entrance Canopy Installation Project. As the recovers from the pandemic, Metro's capital program continues to focus on critical maintenance, reliability, and safety projects while minimizing customer and operational impact.

Figures presented in this report are preliminary and unaudited.



RAILCAR AND RAILCAR FACILITIES INVESTMENTS

Through Q1 of FY2022, Metro invested \$28.6 million in Railcar and Railcar Facilities.



Acquisition – \$4.1M

Conceptual design work is continuing for the 8000-series railcars (exterior rendering shown on the left). 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 software upgrades, railcar door wiring, cybersecurity enhancements, precision station stopping, reduction of power consumption, and training. The delivery of training simulators will continue in FY2022.

The increased reliability of newer railcars has resulted in fewer rail disruptions and offloads. Metro's Performance Report shows the increase in Mean Distance Between Failure (MDBF) trend for the railcar fleet.

Metro's railcar acquisitions have resulted in 100 percent of active railcars in a state of good repair (not exceeding the 40-year useful life benchmark) in FY2022.



RAILCAR AND RAILCAR FACILITIES INVESTMENTS (CONTINUED)

\$28.6M

Railcar and Railcar Facilities

Maintenance & Overhaul – \$16.4M

Metro’s Railcar Rehabilitation Program supports the Scheduled Maintenance Service (SMS) of railcars. Specific deliverables include addressing air compressors, HVAC conversions, truck assemblies, friction brakes, couplers, doors, flooring, lighting, seats, and other components. In Q1, 40 2000/3000-Series and 4 6000-Series railcars were rehabilitated. A total of 150 railcars are anticipated to be rehabilitated in FY2022.

Railcar Series	FY2022 Plan	FYTD Progress
2000/3000	68	40
6000	32	4
7000	50	0

Maintenance Facilities – \$8.1M

The replacement of loading equipment (drop table) at the Shady Grove Service and Inspection (S&I) shop was completed in Q1.

In Q1, the installation of the Shady Grove and Branch Avenue railcar rooftop access platforms was completed. Installation at Brentwood and Greenbelt are scheduled for FY2022.

Pre-construction work 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 supporting railcar fleet safety and state of good repair.

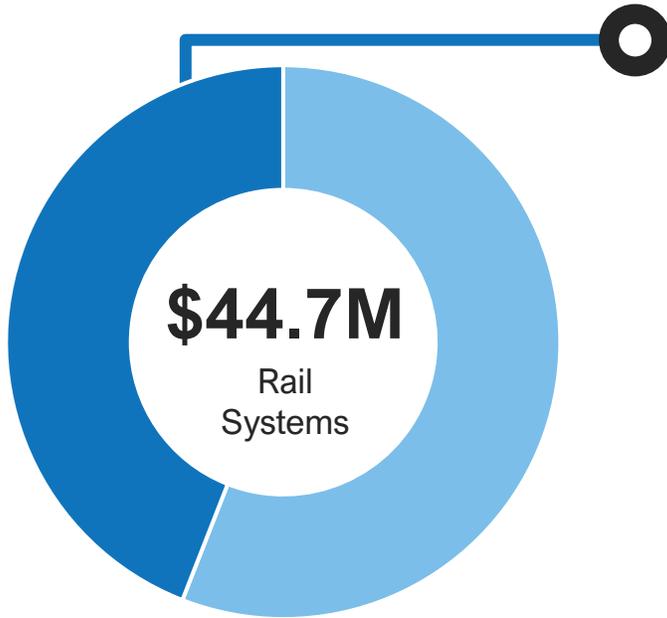
Ongoing rail fleet preventive maintenance (weekly, monthly, and semi-annual inspections, repairs, and upgrades) is critical in maintaining railcar availability and performance. Additional information on rail fleet reliability is available in Metro’s Performance Report.

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 Q1 of FY2022, Metro invested \$44.7 million in Rail Systems.



Signals & Communications – \$19.7M

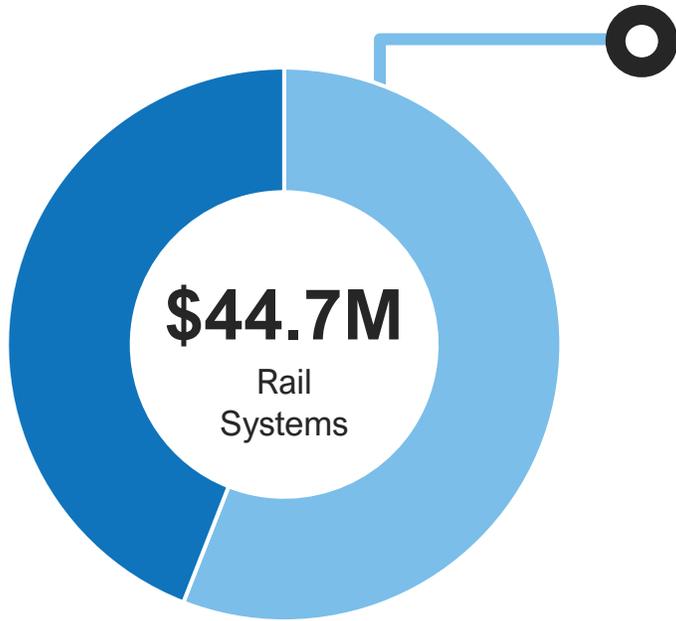
Fiber cable installation continues between Metro Center and Stadium Armory, Gallery Place and Fort Totten, and Gallery Place and Congress Heights as part of the Radio Infrastructure Replacement project, which upgrades the radio communications system. This project enhances safety by improving communications between Metro employees, the Operations Control Center, and first responders in surrounding jurisdictions throughout the system in the event of an emergency.

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 Q2 of 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	FY2022 Plan	FYTD Progress	Completion Percentage
SGR Switch Replacement – Mainline ¹	6	0	0%
SGR Switch Replacement – Brentwood Yard	1	1	100%
SGR Switch Replacement – West Falls Church Yard ²	42	0	0%
SGR High-Current Bond Installation ³	192	0	0%
SGR Cross-Bonding Cable Installation	88	18	20%
SGR Interlocking Rehabilitation	24	6	25%

1. FY2022 Plan decreased due to work on other priority projects.
2. Planned work may be postponed due to work on other priority projects.
3. Lack of material and labor resulted in zero completion in Q1.

RAIL SYSTEMS INVESTMENTS (CONTINUED)



Power – \$25.0M

In Q1, Metro completed installation of Tie Breaker Station equipment at Prince George’s Plaza. Installation of Traction Power Substation (TPSS) was completed at Pentagon City, West Hyattsville, Prince George’s Plaza, College Park-UMD, and Greenbelt, and began at three additional locations. 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.

Metro is advancing the next large-scale TPSS and Tie Breaker Station equipment supply and installment contract. In Q1, transformer installs were completed at nine locations. Replacement and relocation of the Rosslyn cable tray has been completed and the installation of additional switchgear equipment is anticipated to conclude by the end of FY2022.

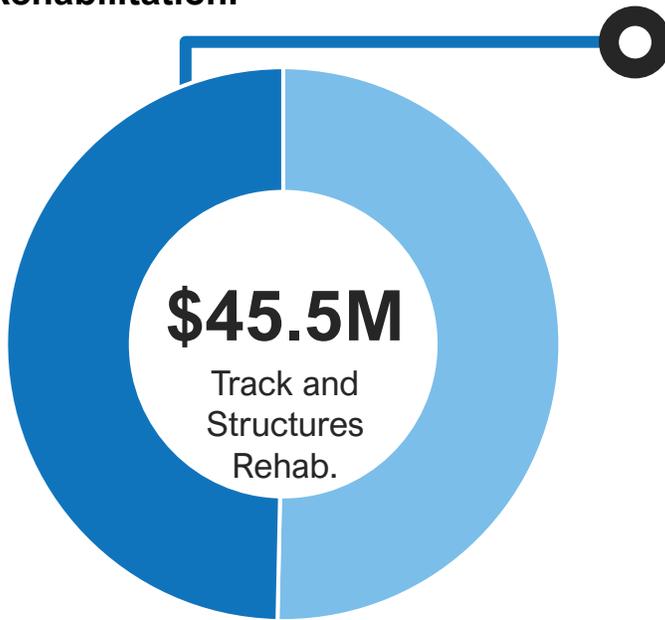
As part of the Low Voltage Power State of Good Repair program, construction continued on AC Switchgear replacements at Deanwood, East Falls Church, Farragut West, Gallery Place, Silver Spring and Vienna. Nine locations completed installation of Uninterruptable Power Supply (UPS) replacement. This program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

Asset	FY2022 Plan	FYTD Progress	Completion Percentage
Cable Replacements (LF)	27,000	14,650	54%
Cable Additions (LF) ¹	8,000	0	0%
Cable Meggering	2,200	323	15%

1. Progress delayed due to work on other priority projects.

TRACK AND STRUCTURES REHABILITATION INVESTMENTS

Through Q1 of FY2022, Metro invested \$45.5 million in Track and Structures Rehabilitation.



Fixed Rail – \$22.6M

The Track Rehabilitation Program supports a safe and reliable rail system through comprehensive inspection, preventive maintenance, and rehabilitation to enhance 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 them. Planned track rehabilitation activities may also utilize RSAs needed for other major capital projects and non-revenue/overnight hours to complete work.

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

Ongoing maintenance and rehabilitation work is critical for guideway condition performance and reducing unplanned track and speed restrictions. Additional trend data is available in Metro’s Performance Report.

FY2022 RSA Summary

Priority	# of Requests	# of Scheduled RSAs	# of Completed RSAs
A	13	10	0
B	10	8	0
C	23	19	0

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)

FY2022 Planned and Responsive Rehabilitation

Major Components	FY2022 Plan	FYTD Complete (through RSAs)	FYTD Complete (outside RSAs)	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF)	1,000	0	609	609	61%
Crossties Replaced	10,000	796	948	1,744	17%
Deck Joint Replacement (LF)	400	0	0	0	0%
Direct Fixation Fasteners Replaced	12,000	2,699	1,993	4,692	39%
Drain Rodding (LF)	80,000	0	15,052	15,052	19%
Grout Pad Rehabilitation (LF) ¹	5,500	2,128	166	2,294	42%
Joint Elimination	750	65	108	173	23%
Leak Mitigation	1,500	0	359	359	24%
Running Rail Renewal (MI)	10.0	0.1	0.6	0.7	7%
Third Rail Insulator Replacement	3,000	449	569	1,018	34%
Third Rail Rehabilitation (MI) ²	0.0	0.0	0.0	0.0	0%
Track Bed Cleaning (LF)	441,764	0	112,800	112,800	26%
Track Signage Replaced ³	500	0	259	259	52%
Track Stabilization (LF)	200	0	158	158	79%
Track Tamping (MI)	24.0	1.1	0.8	1.9	8%
Turnouts Rehabilitated	4	0	1	1	25%

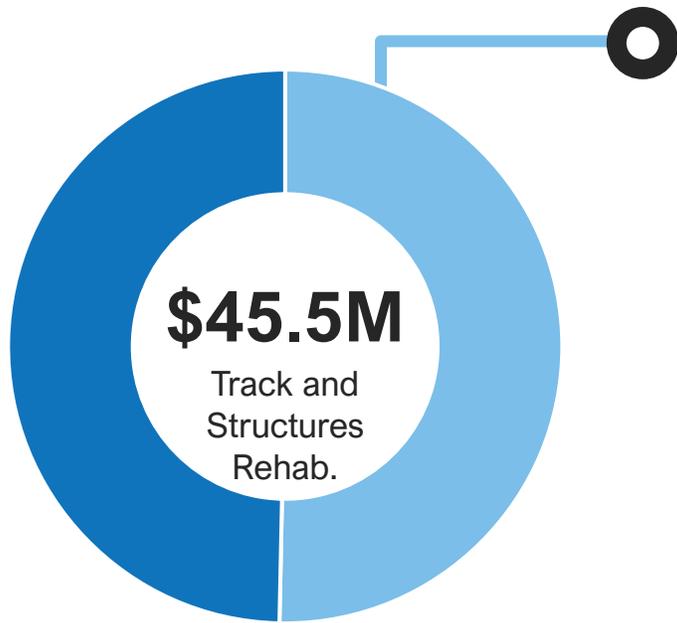
1. FY2022 rehabilitation plan reduced from 17,850 linear feet due to silica dust mitigation.

2. The plan for third rail rehabilitation is being revised for FY2023.

3. FY2022 plan increased from 300 to reflect Q1 progress.

Metro will take delivery of two down and under inspection vehicles, one drain cleaner, four dual rail e-clip installers and two ride-on plate inserters in the first half of FY2022. These investments are critical in keeping service vehicle equipment in a state of good repair (not exceeding respective useful life benchmarks) in FY2022.

TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)



Structures – \$22.9M

The Structural Rehabilitation – Package 1 project will return the Minnesota Avenue and Grosvenor aerial structures, the Rockville platform canopy, and seven bridges to a state of good repair. In Q1, demolition of the Rockville platform canopy began, requiring the shutdown of Shady Grove and Rockville Stations. The canopy replacement is expected to be completed in FY2022, along with upgraded Passenger Information Displays, CCTV cameras, speaker systems, and the completion of the new Shady Grove Station mezzanine stairway. In addition, construction on the West Hyattsville structure is ongoing.

Implementation planning and design are progressing on 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.

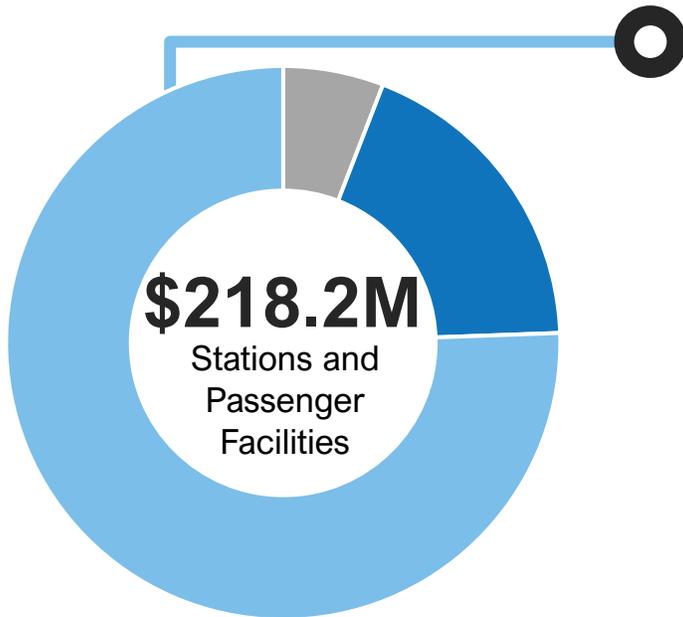
Construction of mezzanine platforms over Metrorail tracks on the Red Line between Woodley Park and Cleveland Park stations began in Q1 (requiring single tracking). This infrastructure will support upgraded ventilation fans and electrical systems, increasing station and tunnel safety in the event of a smoke or fire emergency. This is a pilot project and results will be used to inform designs for future tunnel ventilation improvements across the system.

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.



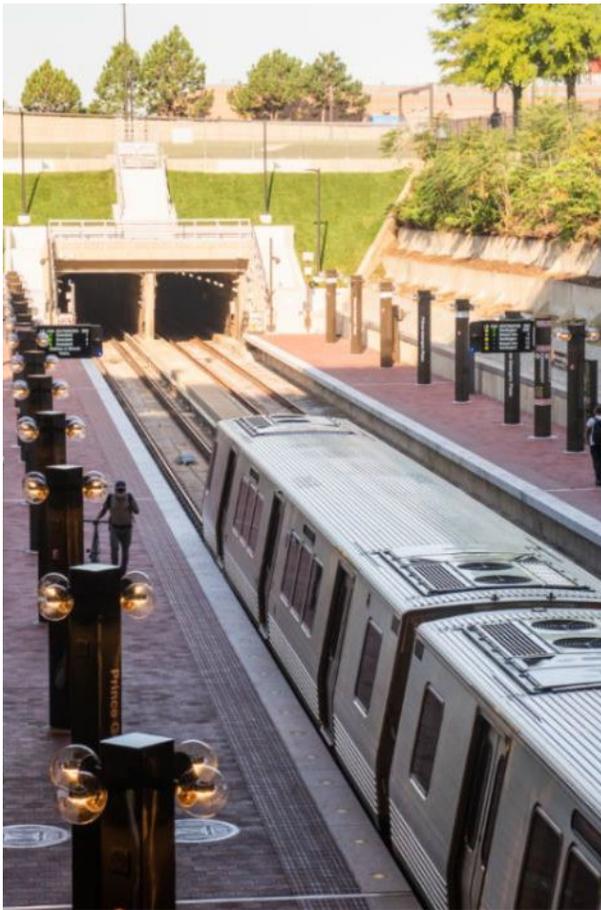
STATIONS AND PASSENGER FACILITIES INVESTMENTS

Through Q1 of FY2022, Metro invested \$218.2 million in Stations and Passenger Facilities.



Platforms & Structures – \$164.9M

The Station Platform Rehabilitation projects address rehabilitation of station platform structures, tiles, and granite edges, as well as 36 other station systems. Major Phase 3 construction work concluded at four Green Line Stations (West Hyattsville, Prince George’s Plaza, College Park, and Greenbelt), which reopened for revenue service in Q1. The contract for the Phase 4 Platform Rehabilitation project was awarded and a Notice to Proceed issued in Q1. This phase will address five stations on the Orange Line (Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton) beginning in Q4 of FY2022. Ninety-eight percent of Metrorail stations are estimated to be in good condition in FY2022.

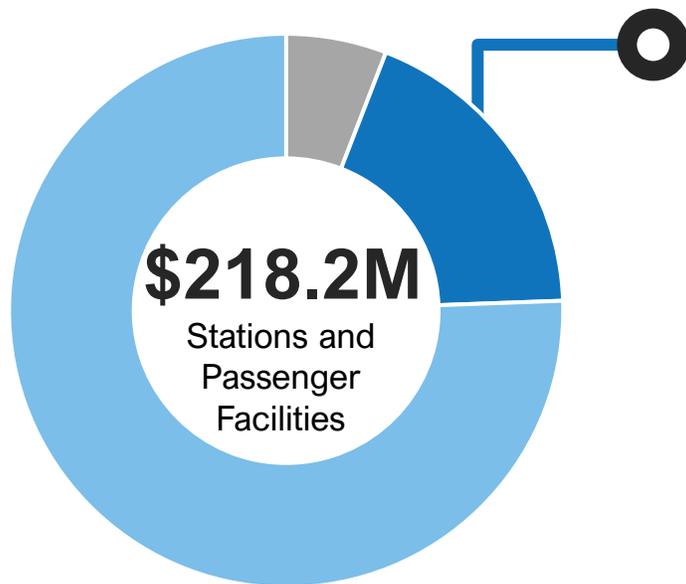


Installation of the new stairs at the Judiciary Square south entrance was completed in Q1, while work on the Dupont Circle north entrance canopy is anticipated to be completed by the end of FY2022. A contract was awarded for Phase 4 of the Station Entrance Canopy Installation project, which includes canopy installations at eight entrances and stair installations at four entrances. Work will begin on the stairway installation at Bethesda in Q2, with the canopy installation at Tenleytown to begin later in FY2022. This project helps to protect customers and station escalators from weather.

Ongoing construction of the new Potomac Yard station require periodic shutdowns between National Airport and Braddock Rd. The new LEED certified station will support increased access and local economic development in the City of Alexandria.

In Q1, contracts were awarded to rehabilitate five parking garages. Surface lot rehabilitation has been completed at Landover and East Falls Church and is underway at Rockville and Greenbelt. These investments will increase the percentage of facilities in good condition. In FY2022, 96 percent of parking structures and 87.5 percent of surface parking lots are estimated to be in good condition.

STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)



Station Systems – \$40.5M

The Fare Collection Modernization Program improves fare collection functionality and provides customers enhanced payment and account capabilities, exemplified by the launching of the mobile SmarTrip applications. Systemwide installation of new, modernized faregates is now ongoing with 11 stations entirely with new faregates in Q1 and another 14 stations partially installed with new faregates (faregate shown in left image). Emergency swing gates were also replaced at 32 locations.

The design of new bus fareboxes is underway and replacements are scheduled to begin in Q3 of 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. Work is currently ongoing on escalator incline lighting and a procurement for edge lighting installation at the 49 remaining stations is anticipated to be released in FY2022. A procurement is currently in development for above ground station site lighting at 12 priority stations.

Metro is preparing to award a contract for the design of five chiller replacements at Van Ness, Rosslyn, L’Enfant Plaza (2), and Stadium Armory. This program improves customer and employee comfort during hot days.

A contract was awarded in Q1 for the replacement of drainage pumps at six locations.

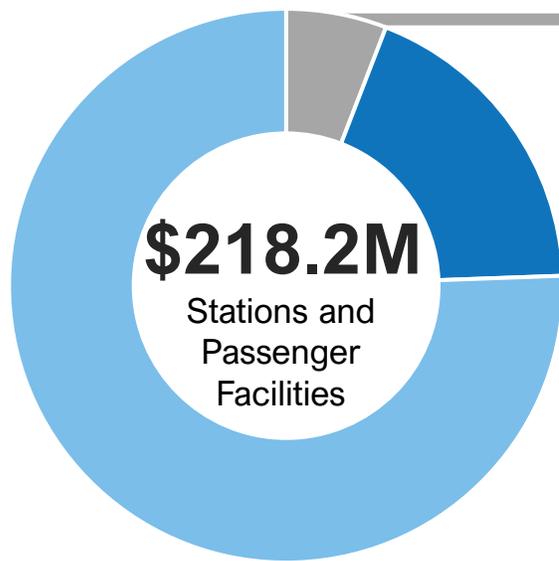
As part of the Low Voltage Power State of Good Repair program, construction continued on AC Switchgear replacements at Deanwood, East Falls Church, Farragut West, Gallery Place, Silver Spring and Vienna. This program maintains the reliability of power systems that support service.

Activity	Completed Stations	Remaining Stations
Faregate Installation	11	87



Asset	FY2022 Plan	FYTD Progress
Uninterruptable Power Supply Replacement	32	9

STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)



Vertical Transportation – \$12.8M

Two elevators at Friendship Heights station were rehabilitated in Q1, and work on three other units at Forest Glen is ongoing.

Five escalators were rehabilitated across the system in Q1, with five units to begin rehabilitation – one at each station: Waterfront, King Street, Shady Grove, Minnesota Ave., and Anacostia.

Metro is replacing 130 escalators at 32 stations over a seven-year period, starting with the oldest, least reliable escalators. In Q1, Metro completed the replacement of units at Gallery Place (2), New Carrollton, and Rhode Island Ave. Replacement work is ongoing at Federal Center, Virginia Square, Pentagon City (2), and Tenleytown.

These investments are critical to meeting Metro’s performance targets for elevators and escalators. Metro’s Performance Report shows the elevator and escalator availability trend data.

Activity	FY2022 Plan	FYTD Progress	Completed in Contract	Remaining in Contract
Elevators Rehabilitated	12	2	90	12
Escalators Rehabilitated	26	5	13	73
Escalators Replaced	23	4	4	126



BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS

Through Q1 of FY2022, Metro invested \$59.6 million in Bus, Bus Facilities and Paratransit.

\$59.6M

Bus, Bus Facilities and Paratransit

Acquisition – \$20.5M

In Q1, 33 40-foot clean diesel buses were delivered. New buses contribute to operational savings by replacing less reliable and less fuel-efficient buses.

Bus Type	FY2022 Planned FYTD Progress Deliveries	
Clean Diesel 40-ft.	120	33

A contract for 100 next generation paratransit vans was awarded in Q1, with deliveries to begin this fiscal year. Solicitations for an additional 50 sedans (pictured below) and 100 minivans were also released.

Metro's bus and paratransit acquisitions have resulted in an increased percentage of vehicles in a state of good repair (not exceeding their respective useful life benchmarks). That is measured at 95 percent for 40-foot buses, 97 percent for 60-foot buses, and 100 percent for MetroAccess vehicles in FY2022.



Maintenance Facilities – \$24.1M

Demolition and construction of the new Bladensburg Bus Garage facility are anticipated to begin in Q3 of 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. The Bladensburg bus facility will be built to support future electric vehicle charging infrastructure and equipment.

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. The Northern bus facility will be able to accommodate 100 percent electric buses once operational.

BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS (CONTINUED)

\$59.6M

Bus, Bus Facilities and Paratransit

Maintenance & Overhaul – \$10.7M

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 Q1, 26 buses were rehabilitated, along with the rebuilding of 26 engine assemblies, 5 bus energy storage systems, 37 transmissions, 4 ultracapacitors, and 67 fare boxes. Vendor material shortages resulted in delayed energy storage system rehabilitation 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 shows MDBF trend data for the bus and Access fleets.

Passenger Facilities & Systems—\$4.2M

New Customer Information Electronic Display Signs (CIEDS) are being installed at Metrobus stops to provide real-time bus arrivals for customers. In Q1, Metro installed 55 CIEDS.

Design for the replacement parking garage at New Carrollton is ongoing, with demolition anticipated to begin in Q3 of FY2022.

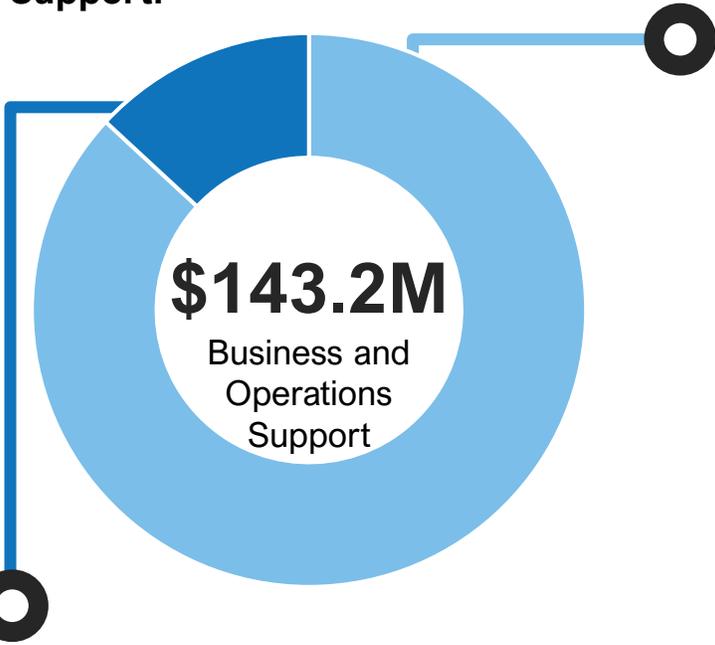
Metro completed the rehabilitation of the Chevy Chase Historic Bus Terminal in Q1, including new real-time customer information signs, brighter LED lighting, a transformed canopy, a resurfaced bus loop, and new roofing, electric and plumbing infrastructure. Construction is now ongoing at the Colorado Ave Bus Terminal. The Calvert St. Bus Terminal rehabilitation will follow.

Asset	FY2022 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	26	26%
Energy Storage Systems	100	5	5%
Engine Assemblies	125	26	21%
Fare Boxes	250	67	27%
Transmission Assemblies	150	37	25%
Ultracapacitors	6	4	67%



BUSINESS AND OPERATIONS SUPPORT INVESTMENTS

Through Q1 of FY2022, Metro invested \$143.2 million in Business and Operations Support.



Support Equipment & Services – \$124.6M

In Q1, building “dry-in” was completed at the L’Enfant Plaza, DC office building location (work on plumbing, HVAC, electrical startup, and workstation installations are ongoing). The envelope curtain wall is currently being installed at the Alexandria, VA office building location while vertical construction was completed at the New Carrollton, MD office location (shown below).

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.

Two roof rehabilitations were completed in Q1. Five more are planned for completion in FY2022.

Metro anticipates receiving permits and beginning construction of the New Hampshire Ave. Chiller Water Treatment Facility in Q2 of FY2022. A solicitation is being prepared for the replacement of underground storage tanks at New Carrollton and Glenmont yards. These projects are part of the Environmental Compliance Program and protect the region’s natural resources and health.

Information Technology – \$18.8M

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

Metro is purchasing equipment for construction of the new data center as part of the office consolidation initiative to replace the existing center at the Jackson Graham Building.



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: WMATA executed a Joint Development Agreement for a 24-acre, mixed-use transit-oriented development at the West Falls Church Metro Station, in August of 2021. WMATA will be seeking Federal Transit Administration joint development concurrence in the upcoming quarter.

Tenleytown Chiller Site: The WMATA Board is anticipated to approve execution of a Joint Development Agreement for the Tenleytown Chiller site with Georgetown Day School in Q2. A WMATA chiller will be relocated to allow for construction of a transit-oriented development. WMATA will then seek FTA joint development concurrence.

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 Q2 or Q3 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

Heavy Repair and Overhaul Facility: Relocations of tenants and mediation on value are ongoing for the three properties acquired in 2020 for the Rail Heavy Repair and Overhaul facility. The properties were acquired through condemnation, filed by the US Department of Justice on behalf of WMATA.

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.

FTA AWARDS UPDATE

As of September 30, 2021, Metro had 24 active awards with a combined value of \$4.3 billion. Metro anticipates to submit eleven awards for closeout in Metro's fiscal year 2022.

Metro continues a rigorous review of reimbursement requests submitted to FTA. Reimbursements of \$285.5 million were received from the FTA during Metro's Q1 funding projects that include, but are not limited to, the purchase of new buses and railcars and repairing station and track infrastructure. Through the receipt of Coronavirus Aid, Relief, and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and American Rescue Plan Act funding, Metro was able to save jobs and continue operations that provide transportation to essential workers.

Active Awards as of 9/30/2021 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-44-X001-01	04/10/2015	FFY2013 Hurricane Sandy Resilience	\$21.0	\$20.5	\$0.5	09/30/2021
DC-2017-011-01	08/15/2017	Track Inspector Location Awareness with Enhanced Transit Worker Protection ¹	\$1.9	\$1.9	\$0.0	01/31/2022
DC-2018-012-00	09/09/2018	Bus Shelters Replacement	\$3.6	\$0.0	\$3.6	06/30/2022
DC-2019-006-00	06/28/2019	FFY2019-PRIIA Appropriation	\$148.5	\$148.4	\$0.1	06/30/2022
DC-2019-008-01	07/10/2019	FFY2019 5339 Bus Program	\$22.6	\$22.3	\$0.3	06/30/2022
DC-2019-009-00	07/25/2019	FFY2019 5337 State of Good Repair	\$156.6	\$148.3	\$8.3	06/30/2022
DC-2019-010-00	08/13/2019	FFY2019 5307/5340 Formula Funding	\$191.4	\$181.4	\$10.0	06/30/2022
DC-2020-002-00	04/23/2020	FFY2019 Section 5539b Buses and Bus Facilities	\$11.0	\$9.3	\$1.8	07/31/2024
DC-2020-005-00	05/19/2020	FY20 CARES Operations and Response to COVID19	\$876.8	\$876.8	\$0.0	09/30/2023
DC-2020-007-00	05/27/2020	FFY19 Section 5310 Metro Access Replacement Vehicles	\$0.9	\$0.0	\$0.9	03/31/2022
DC-2020-006-00	06/10/2020	FFY18 BUILD - Metrorail Station Platform Reconstruction	\$20.0	\$20.0	\$0.0	09/30/2020
DC-2020-010-01	07/10/2020	FFY20 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion improvement	\$328.7	\$123.3	\$205.4	06/30/2024
DC-2020-016-00	08/13/2020	FFY2020 H.R.1865 RSI (Section 75) Funding Railcar Acquisition & Rehab, Train Control, Vertical Improvements, Ventilation, & Platforms Phase II	\$148.5	\$110.7	\$37.8	09/30/2024

Note: Drawn numbers are from inception through 9/30/2021

1. This award must remain active until the final report is submitted.

FTA AWARDS UPDATE (CONTINUED)

Active Awards as of 9/30/2021 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-2020-017-01	08/14/2020	FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility	\$293.8	\$73.4	\$220.4	08/31/2023
DC-2021-001-00	12/23/2020	FY2020 VA CMAQ/DRPT Bus Replacement	\$4.3	\$4.3	\$0.0	06/30/2022
DC-2021-003-00	03/08/2021	FFY2020 5339 (c) Low-No Metrobus Zero-Emission Fleet Program	\$4.2	\$0.0	\$4.2	06/30/2024
DC-2021-005-00	04/13/2021	5307 (FY2018) Formula Bus Bridges Capital Program Support Services	\$3.9	\$3.9	\$0.0	09/30/2021
DC-2021-008-00	05/19/2021	WMATA FFY19 Section 5312 Public Safety Pilot Study	\$0.2	\$0.0	\$0.2	09/30/2022
DC-2021-010-00	06/01/2021	WMATA FFY21 Section 5307 CRRSAA Operating Assistance	\$713.9	\$206.5	\$507.4	09/30/2022
DC-2021-012-00	8/17/2021	FFY2021 5312 COVID-19 Research and Demonstration Project	\$0.6	\$0.0	\$0.6	12/15/2022
DC-2021-014-00	8/13/2021	FFY2021 5339 Bladensburg Bus Garage	\$10.9	\$0.0	\$10.9	06/30/2024
DC-2021-015-00	8/13/2021	ARPA Section 5307 - WMATA Operating Assistance	\$1,209.0	\$0.0	\$1,209.0	12/30/2024
DC-2021-017-00	9/7/2021	FFY2021 PRIIA WMATA Railcars Rehabilitation, Platform Rehab (Phase 3), Vertical Transportation, Automatic Train Control and Radio Infrastructure	\$148.5	\$42.0	\$106.5	06/30/2024
DC-2021-021-00	9/24/2021	FFY2021 VA CMAQ Bus Replacement (c)	\$4.1	\$0.0	\$4.1	06/30/2023

Note: Drawn numbers are from inception through 9/30/2021

APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

FY2022 Financials – Q1 Year-To-Date (\$ in millions)

	Budget	Actual	Variance \$	Variance %
Passenger Revenue	\$29.5	\$50.2	\$20.7	70.1%
Non-Passenger Revenue	\$16.3	\$9.4	(\$6.9)	-42.4%
Federal Relief	\$190.7	\$154.0	(\$36.6)	-19.2%
Total Revenue	\$236.5	\$213.6	(\$22.9)	-10.0%
Personnel	\$354.9	\$342.5	\$12.4	3.5%
Non-Personnel	\$157.4	\$139.7	\$17.8	11.3%
Total Expenses	\$512.4	\$482.2	\$30.2	5.9%
Net Subsidy¹	\$275.9	\$268.6	\$7.3	2.6%
Cost Recovery Ratio	46%	44%		
Farebox Recovery Ratio	6%	10%		

¹ Includes \$79.2M in federal relief for jurisdictional credits and \$7.3 million of subsidy deferred to Q2

FY2022 Ridership – Q1 Year-To-Date (Trips in millions)

Ridership	FY2021 Actual	FY2022 Budget	FY2022 Actual	Variance Prior Year	Variance Budget
Metrorail	5.6	6.6	14.0	148.9%	112.8%
Metrobus ¹	11.1	14.2	18.8	68.8%	32.4%
MetroAccess	0.2	0.3	0.3	37.5%	21.5%
All Modes	17.0	21.1	33.2	94.9%	57.4%

¹ 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	FY2022 Current Budget	FY2022 Actuals YTD	YTD % Forecast Expended
Acquisition	122.7	4.1	3%
Maintenance & Overhaul	124.8	16.4	13%
Maintenance Facilities	84.2	8.1	10%
Railcar and Railcar Facilities	\$331.7	\$28.6	9%
Propulsion	73.6	25.0	34%
Signals & Communications	164.2	19.7	12%
Rail Systems	\$237.8	\$44.7	19%
Fixed Rail	134.9	22.6	17%
Structures	175.9	22.9	13%
Track and Structures Rehabilitation	\$310.8	\$45.5	15%
Platforms & Structures	591.9	164.9	28%
Vertical Transportation	61.6	12.8	21%
Station Systems	177.8	40.5	23%
Stations and Passenger Facilities	\$831.4	\$218.2	26%
Acquisition	85.8	20.5	24%
Maintenance & Overhaul	82.9	10.7	13%
Maintenance Facilities	80.3	24.1	30%
Passenger Facilities & Systems	46.4	4.2	9%
Bus, Bus Facilities and Paratransit	\$295.4	\$59.6	20%
IT	135.3	18.8	14%
MTPD	7.0	(0.2)	0%
Support Equipment & Services	441.4	124.6	28%
Business and Operations Support	\$583.7	\$143.2	25%
Total Capital Programs	\$2,590.9	\$539.9	21%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Q1 Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
Montgomery County			
Grosvenor-Strathmore	1,859	11%	9%
White Flint	1,270	4%	0%
Twinbrook	1,097	7%	5%
Rockville	524	16%	13%
Shady Grove	5,745	11%	8%
Glenmont	2,998	14%	11%
Wheaton	747	7%	5%
Forest Glen	596	17%	15%
Montgomery County Total	14,836	11%	8%
Prince George's County			
New Carrollton	2,132	24%	21%
Landover	887	7%	5%
Cheverly	500	12%	10%
Addison Road-Seat Pleasant	1,268	4%	3%
Capitol Heights	372	19%	15%
Greenbelt	2,299	0%	-2%
College Park-U of MD	1,290	0%	-1%
Prince George's Plaza	1,068	0%	-1%
West Hyattsville	153	0%	-3%
Southern Avenue	1,980	9%	7%
Naylor Road	368	19%	15%
Suitland	1,890	8%	7%
Branch Avenue	3,072	14%	11%
Morgan Boulevard	633	13%	11%
Largo Town Center	2,200	12%	9%
Prince George's County Total	20,112	10%	7%
Maryland Total	34,948	10%	8%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE (CONTINUED)

Station	Lot Capacity	YTD Q1 Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in Utilization %)
District of Columbia			
Deanwood	194	9%	8%
Minnesota Ave	333	61%	57%
Rhode Island Ave-Brentwood	221	35%	27%
Fort Totten	408	77%	68%
Anacostia	808	5%	-2%
District of Columbia Total	1,964	33%	30%
Northern Virginia			
Huntington	2,732	14%	13%
West Falls Church-VT/UVA	2,009	8%	6%
Dunn Loring-Merrifield	1,964	7%	6%
Vienna/Fairfax-GMU	4,240	11%	9%
Franconia-Springfield	5,069	12%	9%
Van Dorn Street	361	32%	27%
East Falls Church	422	27%	19%
Wiehle-Reston East	2,300	17%	14%
Northern Virginia Total	19,097	12%	11%
System Total	57,429	12%	11%