

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

QUARTERLY PROGRESS REPORT

Fiscal Year 2022 Quarter 2



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Q2 FY2022 AT-A-GLANCE

During Q2 FY2022, Metrorail service was impacted by the October 12th 7000-series car derailment on the Blue Line, Metro added a large university to the U-Pass program, and the Authority took another step towards its goal to transition to a zero-emission bus fleet.

Metrorail experienced a derailment on the Blue Line involving a 7000-series train. Subsequently, all 7000 series cars were removed from service. Metro is also working cooperatively with the Washington Metrorail Safety Commission (WMSC) and National Transportation Safety Board on investigations into the derailment. Additionally, the Transportation Technology Center, Inc (TTCI) was brought on to assist Metro with root cause analysis. In the meantime, Metro has worked to return as many of the 6000-series cars to service as possible to improve rail service for its customers.

In November, Metro announced an agreement with George Washington University (GW) to bring the U-Pass product to the school's full-time students. With U-Pass, GW students will have access to unlimited rides on Metrorail and Metrobus during the academic year at a significant discount beginning Spring semester. At \$1 a day for each student during the semester, U-Pass will allow students to take Metro to jobs, internships and other activities across the District, Maryland and Virginia. GW will become the largest university in the U-Pass program.

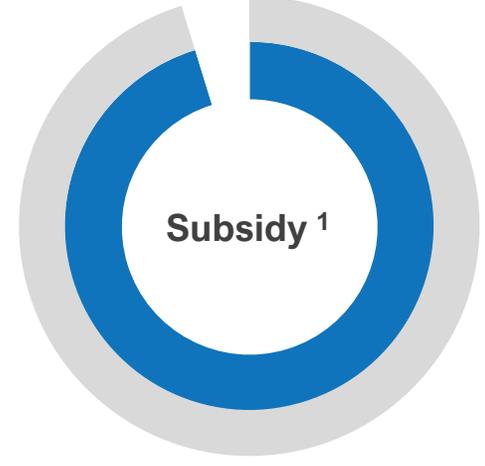
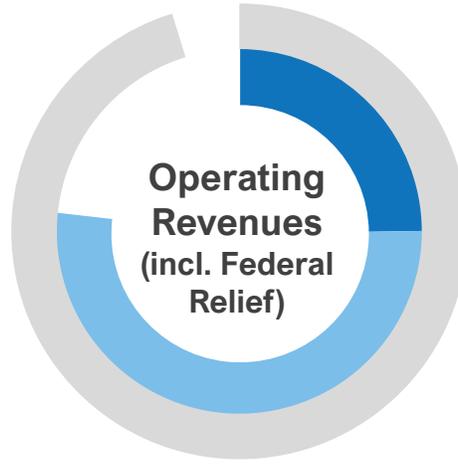
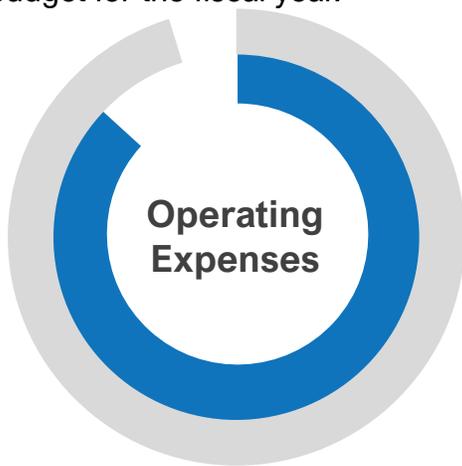
Replacement of the Rockville platform canopy continued in Q2, requiring the temporary shutdown of Shady Grove and Rockville Stations while customer improvements are made to both stations. Construction also continued on the mezzanine platforms in the tunnels between Woodley Park and Cleveland Park stations as part of the tunnel ventilation pilot. 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. The Colorado Ave Historic Bus Terminal is currently being rehabilitated and will result in new real-time customer information signs, brighter LED lighting, a transformed canopy, a resurfaced bus loop, and new roofing, electric and plumbing infrastructure. Installation of new Metrorail faregates and escalators across the system is ongoing.

Metro awarded a new Traction Power State of Good Repair contract for the replacement and rehabilitation of infrastructure that delivers propulsion power to Metrorail. In December, Metro released a Request For Proposal to purchase up to 10 new battery-electric buses as part of its Battery-Electric Bus Test and Evaluation Program. The purchase is a first step, supporting the goal set by Metro's Board of Directors to transition to a zero-emission bus fleet no later than 2045.

OPERATING RESULTS

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

Operating expenses were \$931.4 million (or \$91.0 million below budget). Operating revenues were \$122.3 million (excluding federal relief), favorable to budget by \$25.5 million, funding 13 percent of operating expenses. Total revenue was \$379.5 million, including federal relief used as revenue replacement. Revenue losses from Covid-19 continue to impact ridership and non-passenger revenue; however, passenger revenue exceeded budget by \$35.6 million through the second quarter; losses were further offset by federal relief funding and savings from salaries and wages, fringe, paratransit and materials. Metro received total federal relief funds of \$336.6 million, of which \$257.2 million was used to offset decreased revenue, and \$79.3 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: **\$1,022.4M**

● Actual: **\$931.4M**

● Budget: **\$470.5M**

● Actual: **\$122.3M**

● Federal Relief: **\$257.2M**

● Budget: **\$551.9M**

● Actual: ¹ **\$551.9M**

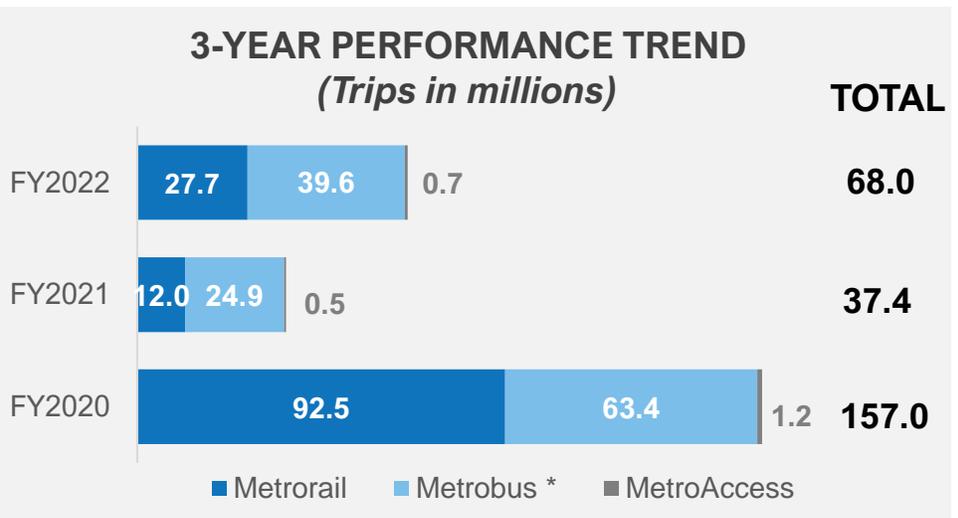
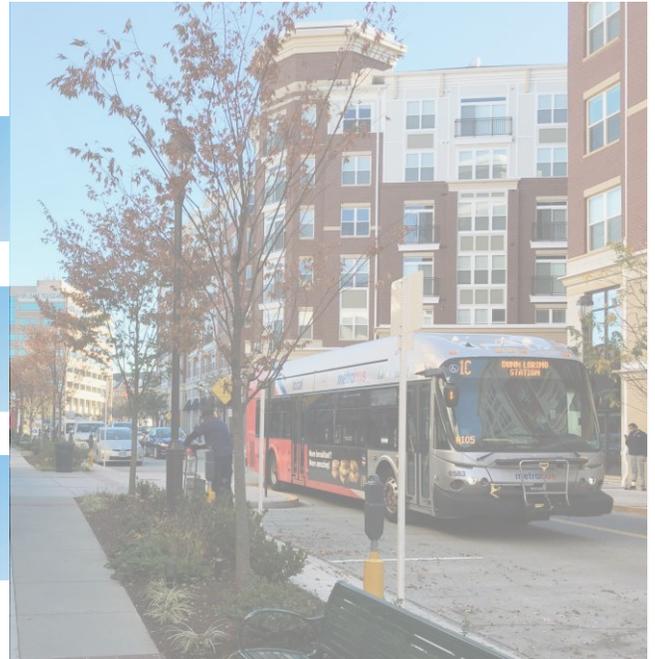
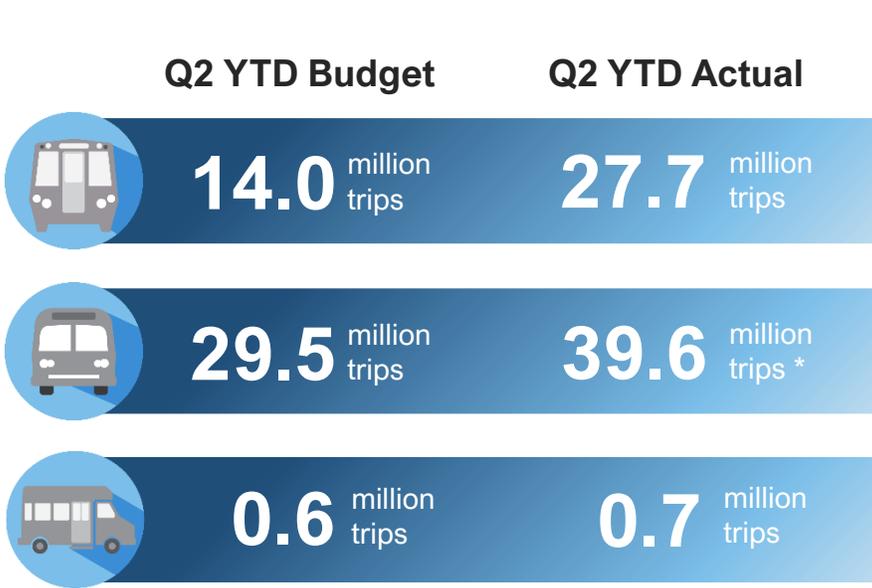
¹ Includes \$79.3M in federal relief for jurisdictional credits



RIDERSHIP

Actual ridership for Metrorail, Metrobus, and MetroAccess combined as 68.0 million trips through Q2 of FY2022.

Through Q2, total ridership was 82 percent above the prior year. Metrobus ridership continued to exceed Metrorail ridership in Q2. Rail ridership totaled 27.7 million trips, which was an increase of 15.7 million or 131 percent from prior year. The rail variance to budget was 13.7 million trips, favorable by 98 percent. Bus ridership, using automated passenger counts (APC), totaled 39.6 million trips through Q2, 34 percent above budget and 14.7 million or 59 percent above prior year. Ridership on MetroAccess through the first quarter was 0.7 million trips, 19 percent above budget and 34 percent above prior year.

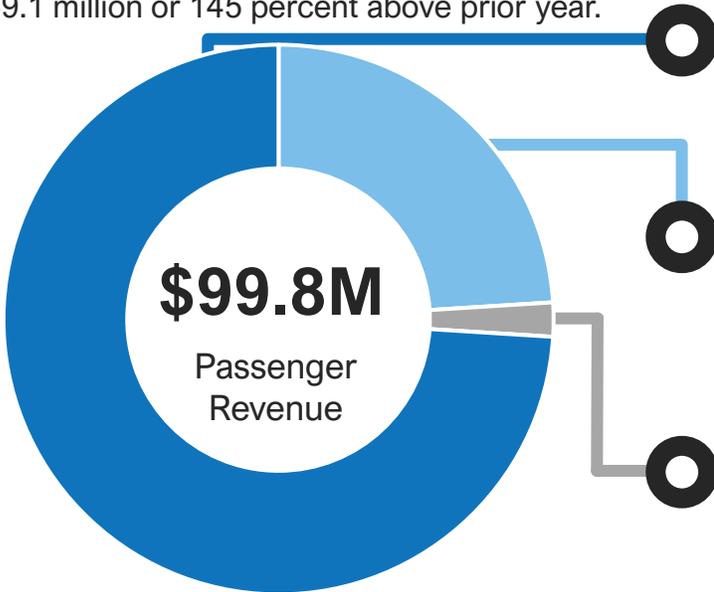


* Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

OPERATING REVENUE

PASSENGER REVENUE

Passenger revenue totaled \$99.8 million, which was \$35.6 million or 56 percent above budget and \$59.1 million or 145 percent above prior year.



Metrorail – 74%

- Metrorail passenger revenue of \$74.1 million
- \$36.9 million or 99% above budget

Metrobus – 24%

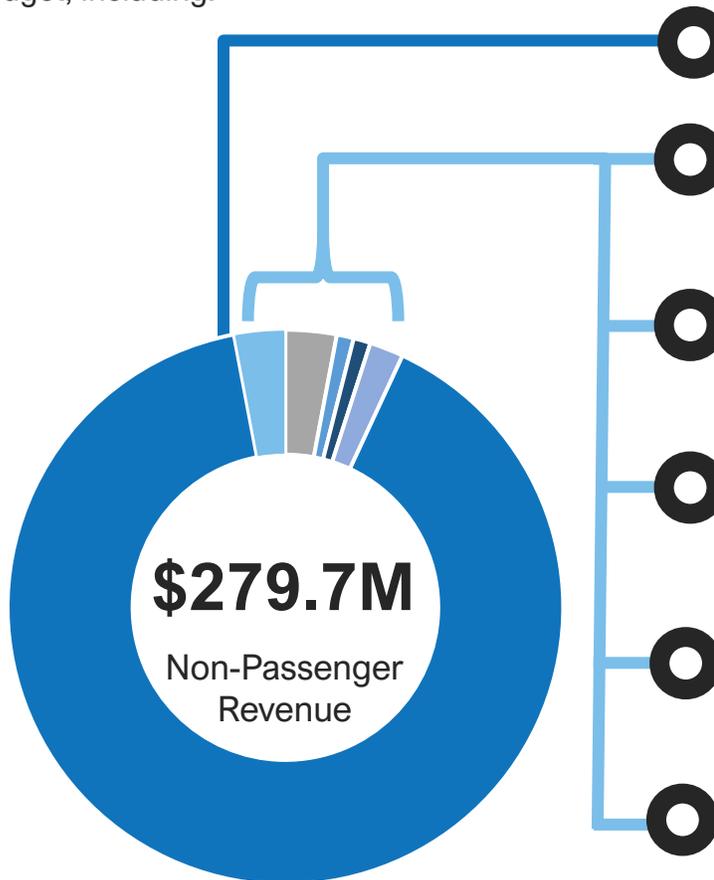
- Metrobus passenger revenue of \$23.3 million
- \$1.6 million or 6% below budget

MetroAccess – 2%

- MetroAccess passenger revenue of \$2.4 million
- \$0.3 million or 14% above budget

NON-PASSENGER REVENUE

Non-passenger revenue totaled \$279.7 million through Q2, which was \$126.6 million or 31 percent below budget, including:



Federal Relief Funding – 91%

- Funding of \$257.2 million, not including \$79.3 million of Jurisdictional Allocation

Parking – 2%

- Parking revenue of \$4.5 million
- \$0.9 million or 17% below budget

Advertising – 3%

- Revenue of \$7.8 million
- \$6.6 million or 514% above budget

Fiber Optic / Infrastructure – 3%

- Revenue of \$8.3 million
- \$0.4 million or 5% above budget

Joint Development – 1%

- Revenue of \$3.2 million
- \$3.1 million or 49% below budget

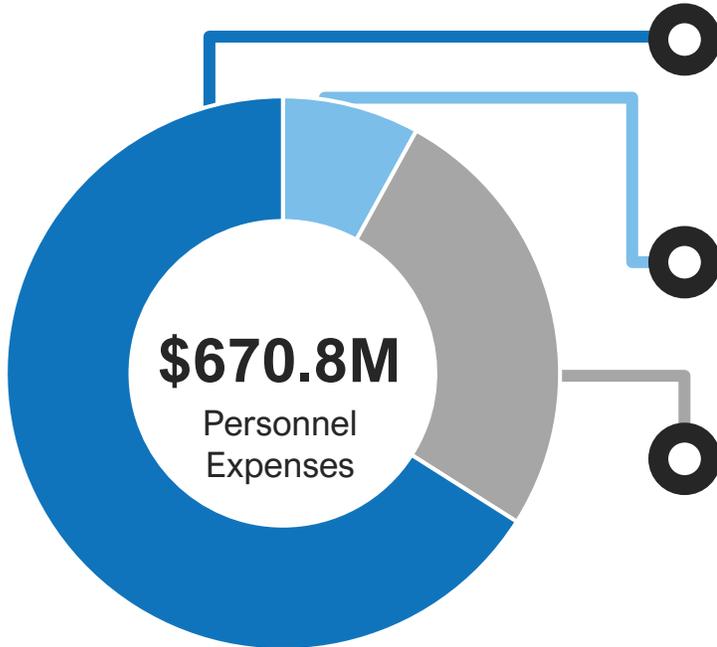
Other – < 1%

- Other non-passenger revenue with a net credit balance of \$1.3 million
- \$13.1 million or 111% below budget

OPERATING EXPENSES

FY2022 operating expenses through Q2 were \$931.4 million, favorable by \$91.0 million to budget due to savings in Salaries and Wages, Benefits & Capital Cost Allocation, Paratransit and Materials.

PERSONNEL EXPENSES



Salaries and Wages – 66%

- Expenses of \$440.3 million
- \$17.8 million or 4% below budget

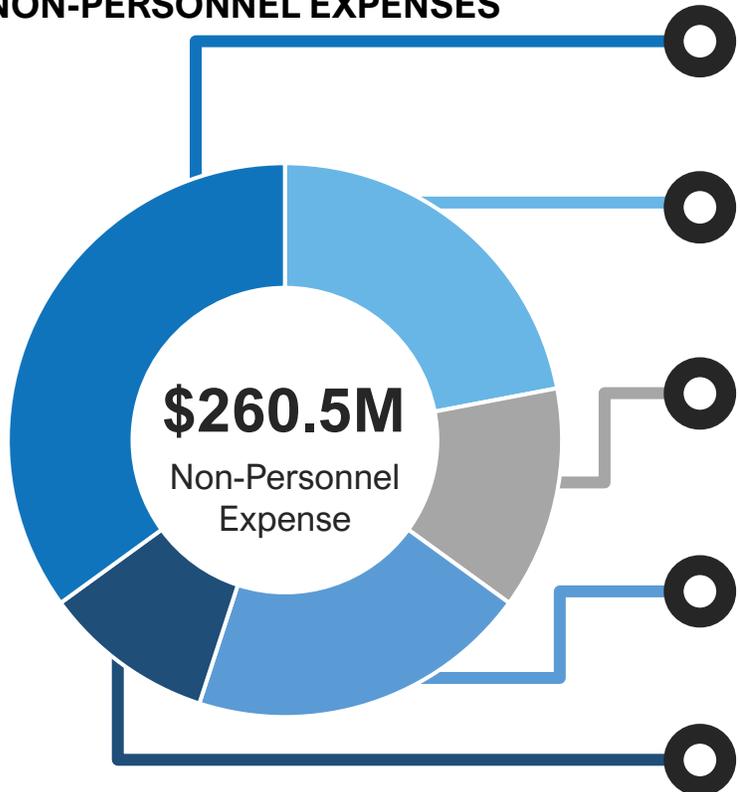
Overtime – 8%

- Expenses of \$53.2 million
- \$10.5 million or 25% above budget

Benefits & Capital Cost Allocation – 26%

- Fringe benefit expenses of \$228.5 million less Capital Cost Allocation of \$51.1 million
- \$33.5 million or 16% below budget (combined)

NON-PERSONNEL EXPENSES



Services – 35%

- Expenses of \$90.4 million
- \$4.7 million or 5% below budget

Paratransit Services – 22%

- Expenses of \$58.4 million
- \$23.6 million or 29% below budget

Materials – 13%

- Expenses of \$35.3 million
- \$15.3 million or 30% below budget

Fuel, Propulsion, & Utilities – 20%

- Expenses of \$51.2 million
- \$3.4 million or 6% below budget

Insurance & Other – 10%

- Expenses of \$25.3 million
- \$3.1 million or 11% below budget

CAPITAL IMPROVEMENT PROGRAM

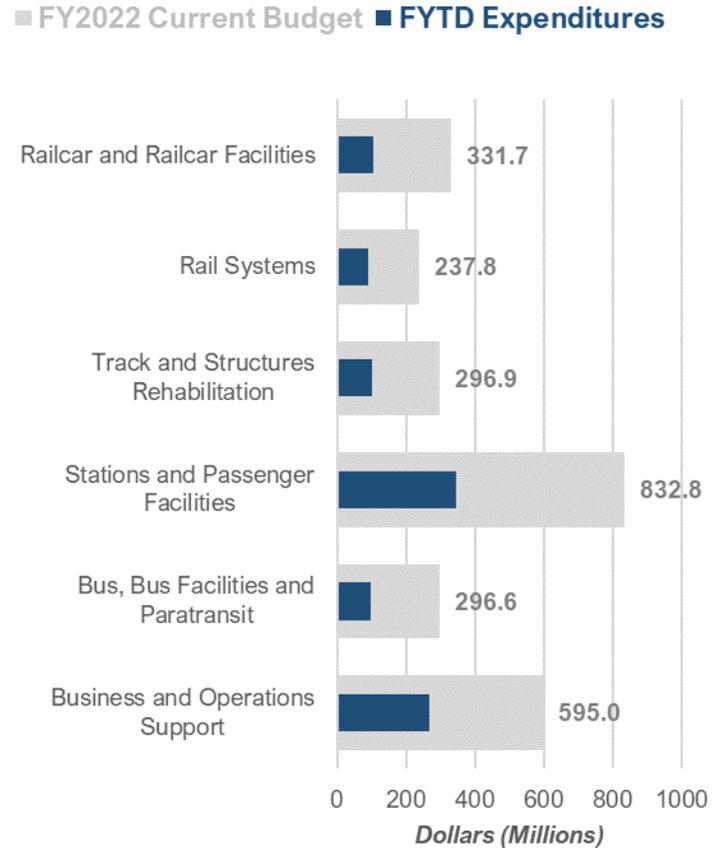
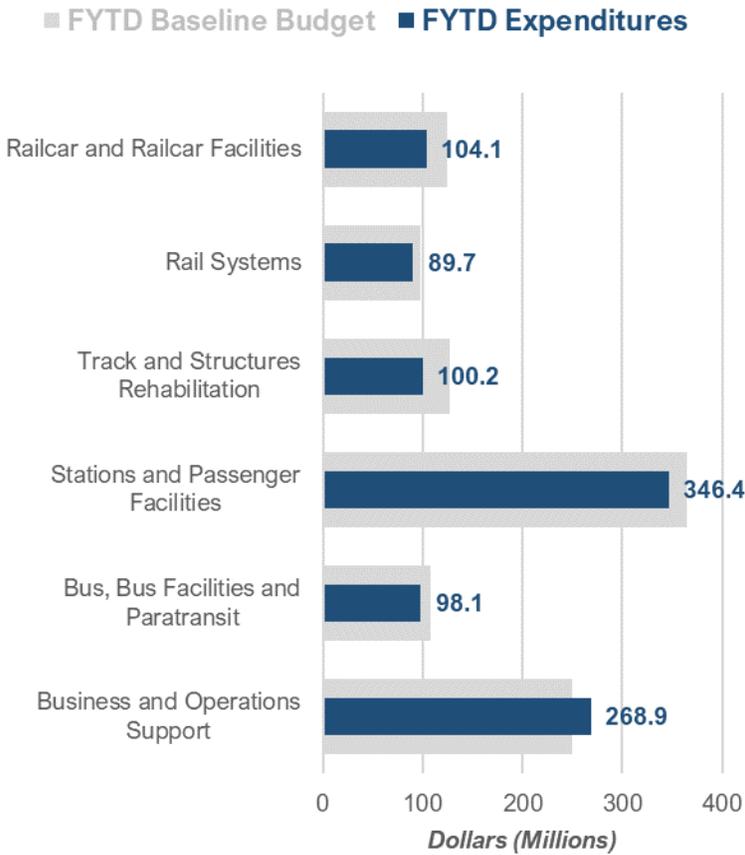
Metro invested \$1.007 billion in the Capital Improvement Program through Q2 of FY2022.

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

The FY2022 capital expenditure forecast range as of the end of Q2 (December 2021) is \$2.1 to \$2.4 billion.

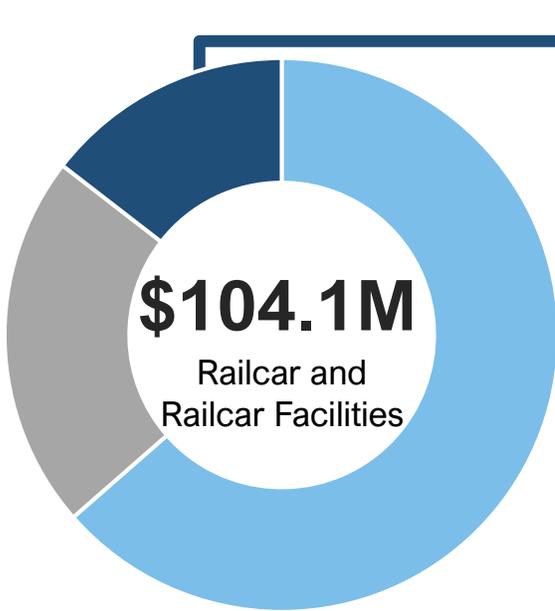
In Q2, Metro continued its aggressive rehabilitation program to improve safety and state of good repair. As the region recovers from the pandemic, Metro's capital program continues to focus on critical maintenance, reliability, and safety projects while minimizing customer and operational impact. Metro is experiencing some delays as a result of supply chain and labor market challenges.

Figures presented in this report are preliminary and unaudited.



RAILCAR AND RAILCAR FACILITIES INVESTMENTS

Through Q2 of FY2022, Metro invested \$104.1 million in Railcar and Railcar Facilities.



Acquisition – \$15.1M

Conceptual design work is continuing for the 8000-series railcars (exterior rendering shown below). 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 1980s.

The derailment of a 7000-Series train in October 2021 and the subsequent sidelining of the entire 7000-Series fleet pending root cause analysis has delayed work on various outstanding 7000-Series modifications for software upgrades, railcar door wiring, cybersecurity enhancements, precision station stopping, reduction of power consumption, and training. 7000-Series railcars will remain out of service while engineering and mechanical experts focus on the root cause analysis.

The delivery of railcar training simulators continues in FY2022.



RAILCAR AND RAILCAR FACILITIES INVESTMENTS (CONTINUED)

\$104.1M

Railcar and Railcar Facilities

Maintenance Facilities – \$22.8M

In Q2, the installation of the Brentwood and Greenbelt railcar rooftop access platforms was completed.

Design work is ongoing for the replacement of train wash systems at seven locations. An RFP for construction is anticipated to be released later in 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 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.

Maintenance & Overhaul – \$66.1M

Metro's Rail Vehicle Scheduled Maintenance Program (SMP) overhauls air compressors, HVAC conversions, truck assemblies, friction brakes, couplers, doors, flooring, lighting, seats, and other components. In Q2, 12 2000/3000-Series and 22 6000-Series railcars were rehabilitated. The derailment of a 7000-Series train in October 2021 and the subsequent sidelining of the entire 7000-Series fleet pending root cause analysis has resulted in a decrease in the total number of planned rehabilitations in FY2022 and a delay to FY2023 for the 7000-Series SMP.

Railcar Series	FY2022 Plan	FYTD Progress
2000/3000	84	52
6000	32	26
7000	0	0

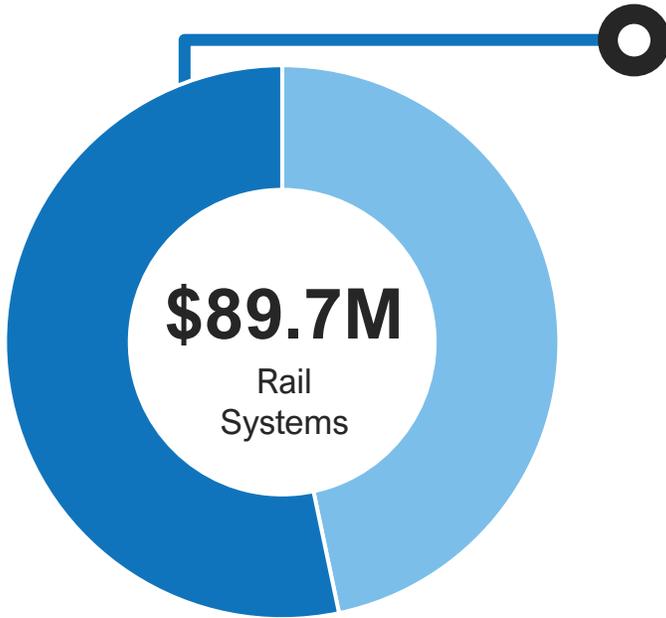
In addition to the SMP, new couplers are being installed on the 6000-Series fleet which were suspended from passenger service after separation incidents. As of Q2, 56 out of a total of 182 railcars have been retrofitted with new couplers. Testing and inspection are completed before the railcar receives approval to return to service.

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- and 3000-Series railcars to enable use of automated Precision Station Stopping and Stop & Proceed in passenger service. Final installation is anticipated in FY2023. This project is anticipated to reduce red signal overruns.

RAIL SYSTEMS INVESTMENTS

Through Q2 of FY2022, Metro invested \$89.7 million in Rail Systems.



Signals & Communications – \$47.8M

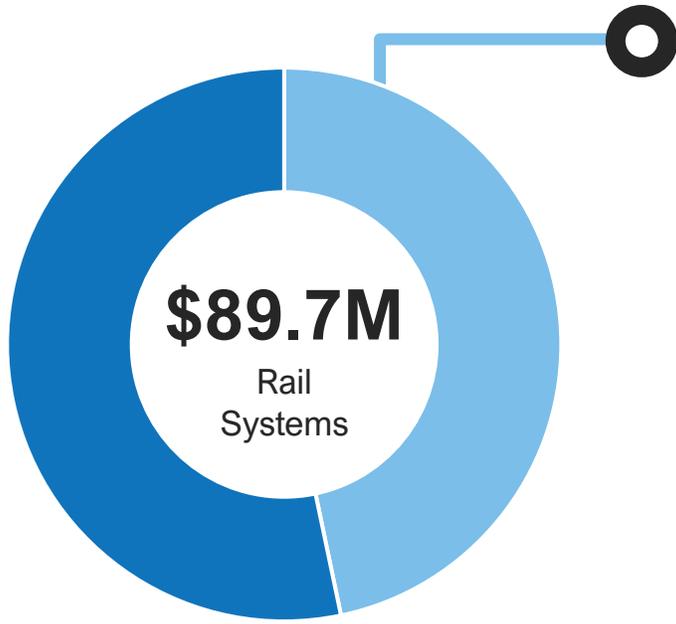
Fiber cable installation continues above ground (estimated 55 percent complete) and below ground (estimated 83 percent complete) as part of the Radio Infrastructure Replacement project, which upgrades the radio communications system. This project enhances safety by improving communications between Metro 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 Q3 of FY2022. Metro also anticipates awarding a contract later in FY2022 for the replacement of ATC equipment at 14 locations and renewing train control rooms at 24 locations. 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	5	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	22	25%
SGR Interlocking Rehabilitation	24	10	42%

1. FY2022 Plan decreased due to a new procurement for switches that will have lower rehabilitation costs. Labor crews have been shifted to other priority projects.
2. This work is being postponed to FY2023 to accommodate a new material procurement.
3. Lack of material and labor resulted in zero completion through Q2.

RAIL SYSTEMS INVESTMENTS (CONTINUED)



Power – \$41.9M

In Q2, Metro continued cable replacement and installation work on Traction Power Substations (TPSS) at Van Dorn St., Cameron Run, and Huntington Ave. These actions to upgrade the rail power system will allow Metro to increase the number of 8-Car trains that it can run in passenger service.

Metro awarded a contract that will replace equipment at 12 TPSS and nine Tie Breaker Stations over four years. In Q2, the replacement of transformer at Rosslyn was completed, with replacements at four additional locations beginning. Replacement and relocation of the Rosslyn cable tray is complete and the installation of additional switchgear equipment is anticipated to conclude by the end of FY2022.

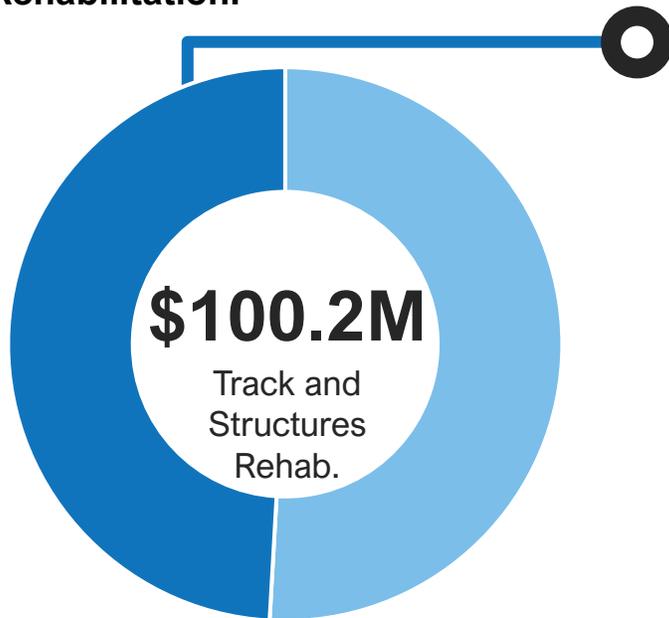
Asset	FY2022 Plan	FYTD Progress	Completion Percentage
Cable Replacements (LF)	27,200	28,785	106%
Cable Additions (LF) ¹	8,000	0	0%
Cable Meggering	2,200	718	33%

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



TRACK AND STRUCTURES REHABILITATION INVESTMENTS

Through Q2 of FY2022, Metro invested \$100.2 million in Track and Structures Rehabilitation.



Fixed Rail – \$49.2M

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

Metro uses condition-based track infrastructure information to identify track rehabilitation needs by operable segment. Work needs are grouped and prioritized and may be scheduled/completed through dedicated RSAs, RSAs for other major capital projects, or non-passenger service/overnight hours. FY2022 priority work is shown in the following table and lists segments with components that are defective and at or near the end of useful life.

Critical defects identified in track inspections that pose a risk to service are addressed during overnight work hours. Metro seeks to reduce the amount of responsive rehabilitation through greater planning and increased proactive maintenance.

In addition to the priority work identified in the following table, this program also supports activities such as leak mitigation, signage replacement, drain rodding, concrete restoration, track bed cleaning, and track stabilization, all of which contribute to safe and reliable passenger service.

As of Q2, Metro received four dual rail e-clip installers and one swingloader. Two additional swingloaders, a down and under inspection vehicle, two tie plate machines, a drain cleaner, and a vegetation mitigation machine are anticipated to be delivered in FY2022. These investments are critical in keeping service vehicle equipment in a state of good repair (not exceeding respective useful life benchmarks) in FY2022.

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.

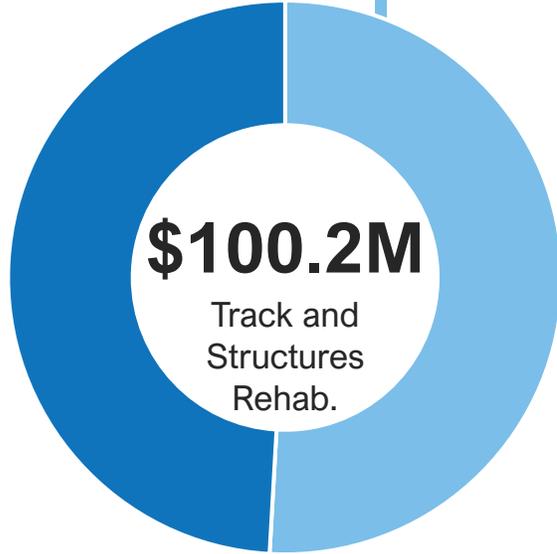


TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)

Ongoing Planned Priority Work

Operable Segment	Component	Planned Scope	Completed FY2021	Completed Q1 FY2022	Completed Q2 FY2022	Total Completed	% Completed
A03-A06	Grout Pad Rehabilitation (LF)	12,000	-	30	0	30	0%
A03-A06	Running Rail (LF)	800	-	78	0	78	10%
A03-A06	Direct Fixation Fasteners	800	-	319	351	670	84%
A06-A08	Running Rail (LF)	1,600	-	0	0	0	0%
A06-A08	Direct Fixation Fasteners	1,500	-	0	45	45	3%
A10-A11	Grout Pad Rehabilitation	4,523	1,923	0	0	3,846	85%
A10-A11	Running Rail (LF)	6,400	4,000	0	0	8,000	125%
A10-A11	Direct Fixation Fasteners	800	151	0	128	430	54%
B02-B03	Running Rail (LF)	3,000	0	0	0	0	0%
B02-B03	Direct Fixation Fasteners	400	106	294	0	506	127%
B08-B09	Grout Pad Rehabilitation (LF)	2,500	0	0	0	0	0%
B08-B09	Running Rail (LF)	2,000	-	0	0	0	0%
B08-B09	Direct Fixation Fasteners	1,000	465	40	121	1,091	109%
B10	Turnouts	2	-	0	0	0	0%
C08-C10	Grout Pad Rehabilitation (LF)	1,500	577	0	0	1,154	77%
C10-C12	Running Rail (LF)	4,883	-	1,939	1,900	3,839	79%
D98-G03	Direct Fixation Fasteners	1,534	-	149	1,144	1,293	84%
E03-E05	Running Rail (LF)	200	-	0	0	0	0%

TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)



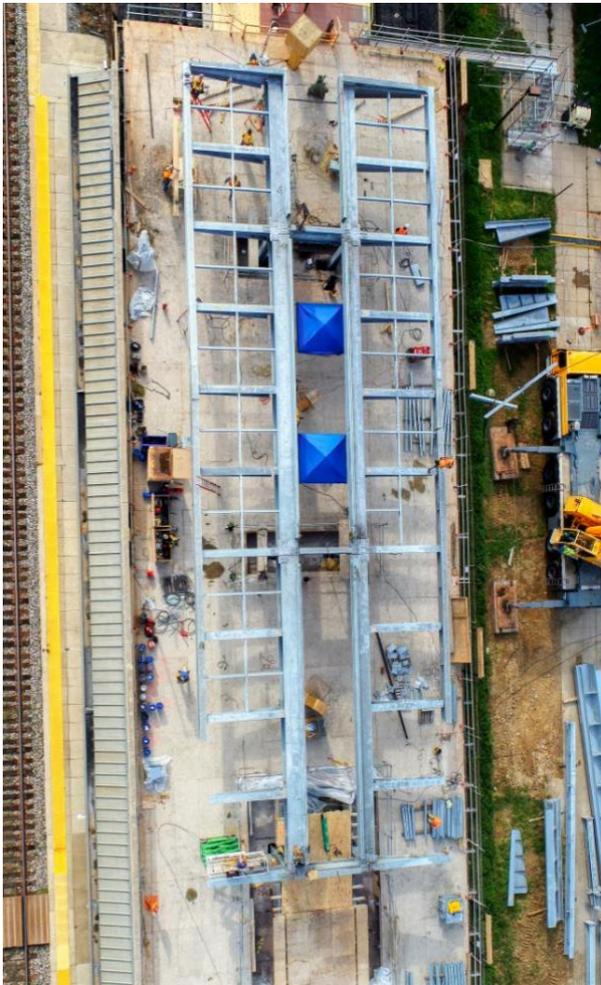
Structures – \$51.0M

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 Q2, construction continued on the Rockville platform canopy, 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.

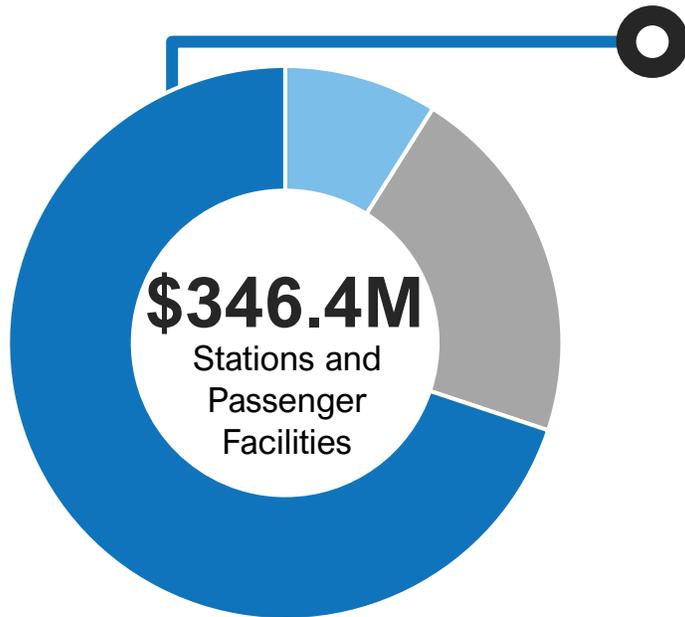
Construction of mezzanine platforms over Metrorail tracks on the Red Line between Woodley Park and Cleveland Park stations is ongoing. This infrastructure will support upgraded ventilation fans and electrical systems, increasing station and tunnel safety in the event of a smoke or fire emergency. This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

The procurement process for the initial package of the Tunnel Leak Mitigation Program is ongoing. 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. A contract award and construction are anticipated in FY2022.



STATIONS AND PASSENGER FACILITIES INVESTMENTS

Through Q2 of FY2022, Metro invested **\$346.4 million** in **Stations and Passenger Facilities**.



Platforms & Structures – \$242.1M

The Station Platform Rehabilitation projects address rehabilitation of station platform structures, tiles, and granite edges, as well as 36 other station systems. Design work for Phase 4 of the Platform Rehabilitation project is ongoing. This project will rehabilitate platforms, aerial structures, and systems at five stations on the Orange Line (Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton) beginning in Q4 of FY2022.

Work on the Dupont Circle north entrance canopy is anticipated to be completed by the end of FY2022. As part of Phase 4 of the Station Entrance Canopy Installation project, which includes canopy installations at eight entrances and stair installations at four entrances, construction on the Bethesda stairway is anticipated to begin in Q3. This project helps to protect customers and station escalators from weather.

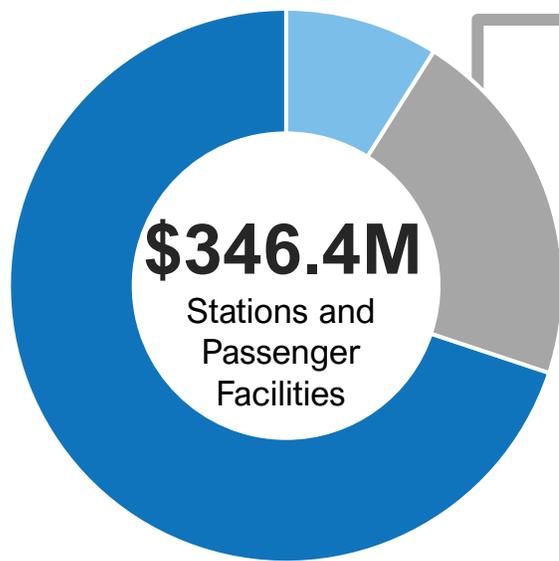
Ongoing construction of the new Potomac Yard station requires periodic shutdowns between National Airport and Braddock Rd. In Q2, elevator and escalator installation and station structure work continued. The new LEED-designed station will support increased access and local economic development in the City of Alexandria.

It is anticipated that after planned FY2022 investments, ninety-eight percent of Metrorail stations will be in good condition.

Surface lot rehabilitation is ongoing at Rockville and Greenbelt. Construction work at the Wheaton and Anacostia parking garages is beginning as part of contracts to rehabilitate five parking garages over four years. These investments will increase the percentage of facilities in good condition. After FY2022 investments, 96 percent of parking structures and 87.5 percent of surface parking lots are targeted to be in good condition.



STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)



Station Systems – \$73.3M

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 31 out of 124 station mezzanines outfitted with new faregates and another 14 mezzanines in progress partially installed with new faregates (faregate shown in left image).

The design of new bus fareboxes is underway with replacements scheduled to begin in FY2023. 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 awarded a contract in Q2 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.

Drainage pump replacement is ongoing at Wheaton and Federal Triangle as part of a three-year contract to complete six locations.

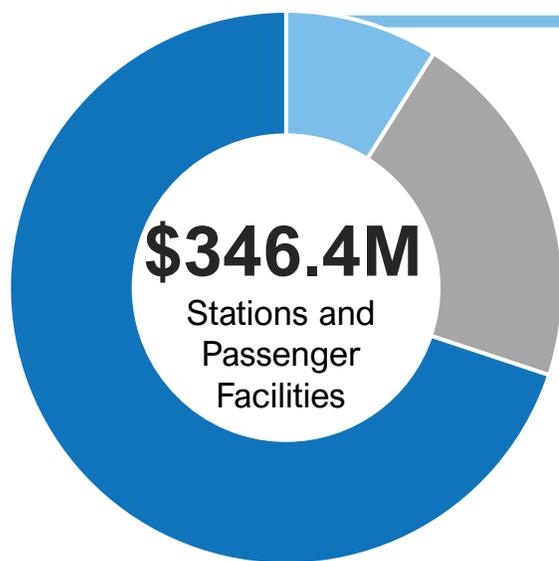
As part of the Low Voltage Power State of Good Repair program, construction continued on AC Switchgear replacements at Deanwood, East Falls Church, Farragut West, and Vienna. This program maintains the reliability of power systems that support service.

Activity	Stations with New Faregates	Remaining Stations
Faregate Installation	29	69



Asset	FY2022 Plan	FYTD Progress
Uninterruptable Power Supply Replacement	32	17

STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)



Vertical Transportation – \$31.0M

Metro is currently rehabilitating three elevator units at Forest Glen.

Five escalators were rehabilitated across the system in Q2 – Waterfront, King Street, Shady Grove (2), and Minnesota Ave. Seven units are planned to be completed in Q3.

Metro is replacing 130 escalators at 32 stations over a seven-year period, starting with the oldest, least reliable escalators. In Q2, Metro completed the replacement of six units – Federal Center, Virginia Square, Pentagon City (2), Tenleytown, and Rhode Island Ave. Eight units are planned to be completed in Q3.

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	9	2	90	12
Escalators Rehabilitated	23	10	18	68
Escalators Replaced	26	10	10	120



BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS

Through Q2 of FY2022, Metro invested \$98.1 million in Bus, Bus Facilities and Paratransit.

\$98.1M

Bus, Bus Facilities and Paratransit

Acquisition – \$38.2M

In Q2, 43 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 Deliveries	FYTD Progress
Clean Diesel 40-ft.	120	96

The procurement process for 100 next generation paratransit vans is ongoing with an award anticipated later in FY2022. Metro anticipates awarding contracts for an additional 50 hybrid sedans (pictured below) and 100 minivans this fiscal year.

Maintenance Facilities – \$29.3M

Final design of the new Bladensburg Bus Garage facility is ongoing with demolition and construction anticipated to begin later in FY2022. An off-site bus parking lot is in use and will continue to be 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 electric buses once operational.



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). After FY2022 planned investments, 95 percent of 40-foot buses, 97 percent of 60-foot buses, and 100 percent of MetroAccess vehicles are targeted to meet this benchmark.

BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS (CONTINUED)

\$98.1M

Bus, Bus Facilities and Paratransit

Maintenance & Overhaul – \$22.7M

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 Q2, 17 buses were rehabilitated, along with the rebuilding of 21 engine assemblies, 8 bus energy storage systems, 24 transmissions, two ultracapacitors, and 55 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 – \$7.9M

New Customer Information Electronic Display Signs (CIEDS) are being installed at Metrobus stops to provide real-time bus arrivals for customers. In Q2, Metro installed 17 CIEDS, for a total of 72 in FY2022.

Design for the replacement parking garage and bus loop at New Carrollton is ongoing, with demolition anticipated to begin later in FY2022.

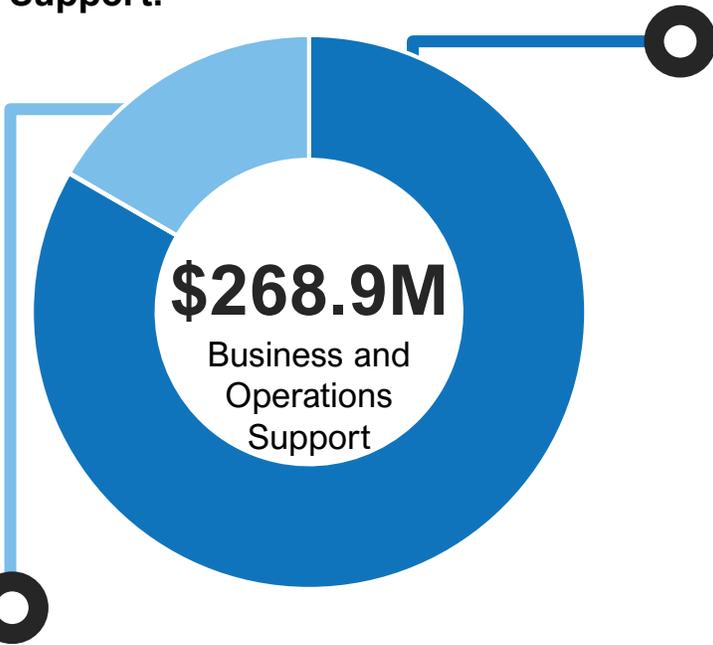
Rehabilitation of the Colorado Ave Historic Bus Terminal is ongoing and will include new real-time customer information signs, brighter LED lighting, a transformed canopy, a resurfaced bus loop, and new roofing, electric and plumbing infrastructure. The Calvert St. Bus Terminal rehabilitation is anticipated to commence in Q3. The Chevy Chase Terminal rehabilitation was completed earlier in FY2022.

Asset	FY2022 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	43	43%
Energy Storage Systems	100	13	13%
Engine Assemblies	125	47	38%
Fare Boxes	250	122	49%
Transmission Assemblies	150	61	41%
Ultracapacitors	6	6	100%



BUSINESS AND OPERATIONS SUPPORT INVESTMENTS

Through Q2 of FY2022, Metro invested \$268.9 million in Business and Operations Support.



Support Equipment & Services – \$224.1M

Remaining punch-list items are being addressed at the L’Enfant Plaza DC office building location as substantial completion nears. Building envelope installation is ongoing at both the Alexandria, VA and 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.

One roof rehabilitation was completed in Q2.

Construction of the New Hampshire Ave. Chiller Water Treatment Facility began in Q2. 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.

Metro’s service vehicle fleet includes maintenance support and police vehicles. Eleven MTPD vehicles have been delivered this fiscal year and 103 support vehicles are anticipated to be delivered by the end of FY2022.

Information Technology – \$44.7.8M

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

Metro is receiving, installing, and testing equipment for the construction of the new data centers as part of the office consolidation initiative to replace the existing center at the Jackson Graham Building.

Metro Transit Police Department (MTPD) – \$0.1M



SUSTAINABILITY UPDATE

The Office of Sustainability implements and advances policies, programs and partnerships to achieve Metro's Board-adopted Sustainability Vision and Principles.

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:

- Awarded a new District of Columbia electric supply contract in coordination with the General Services Administration that requires the supplier to provide 50 percent of the electricity from renewables. This contract aligns with the Sustainability Vision and Principles adopted by the Board and increases Metro's use of renewable energy.
- Completed site design for the construction of approximately 11MW of solar panels on parking facilities at four Metro stations in DC and Maryland (Anacostia, Cheverly, Naylor Road, and Southern Avenue) and initiated construction at the Anacostia site.
- Completed LED lighting upgrades at Metro facilities in Virginia and Montgomery County – saving energy while improving lighting for staff maintaining, repairing, and operating the system.
- Continued to incorporate green design standards in major facilities under development (Heavy Repair and Overhaul facility, Potomac Yard Station, Northern and Bladensburg Bus Garages, Grosvenor-Strathmore Parking Garage and the three new Metro headquarters buildings).

Sustainability Action Plan

- Awarded a contract to develop an action plan that integrates Metro's planning, operations and maintenance, incorporates industry best practice and supports regional sustainability and equity goals. This action plan will update goals and performance measures related to equity, economic development and livability.

Zero-Emission Bus Program

Metro is transitioning to a 100 percent zero-emission bus fleet by 2045. Updates from the Zero-Emission Bus Program include:

- Initiated the Battery-Electric Bus Test & Evaluation project (for up to 12 buses), which will inform the future large-scale rollout of zero-emission technology across Metro's approximate 1,600 bus fleet.
 - Released an RFP for ten 40-foot battery-electric buses.
 - Continued design work for electrical infrastructure upgrades at Shepherd Parkway bus garage to support bus charging.
- Awarded a task order for consultant support on developing and advancing the Zero-Emission Bus Transition Plan.
- Continued to incorporate 'electric-bus-ready' design in new bus garages currently under development (Northern and Bladensburg).

Small, Women, and Minority-owned Business Programs

- Established the Minority Business Enterprise (MBE) Program, Small Business Program (SBP), and Micro-Business Program (MBP) — effective November 2021 — to provide additional contracting opportunities for small, women, and minority-owned businesses.
- Certified 80 MBEs, 30 SBPs, and 31 MBPs, and completed seven business community outreaches to introduce the programs and promote opportunities.

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 is seeking FTA joint development concurrence for this project. 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.

Tenleytown Chiller Site: WMATA is seeking FTA joint development concurrence for this project. The WMATA Board approved execution of a Joint Development Agreement for the Tenleytown Chiller site with Georgetown Day School. A WMATA chiller will be relocated to allow for construction of a transit-oriented development.

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 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

9450 Lottsford Road: WMATA is selling approximately 1.5 acres of excess land in Largo, Maryland to the high bidder for the property.

Acquisitions

Heavy Repair and Overhaul Facility: Relocation of the remaining two tenants and mediation on value for the last property are scheduled for Q3 of FY2022. The three properties were 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.

Bladensburg Bus Garage Replacement: WMATA acquired three properties through condemnation, filed by the US Department of Justice on behalf of WMATA. Properties are vacant. The three former owners appealed the fair market value.

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 December 31, 2021, Metro had 23 active awards with a combined value of \$4.3 billion. One award was closed in Q2 and nine additional awards are anticipated to be submitted for closeout in Metro's fiscal year 2022.

Metro continues a rigorous review of reimbursement requests submitted to FTA. Reimbursements of \$210.5 million were received from the FTA during Metro's Q2 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 CARES Act, CRRSAA, and ARPA funding, Metro was able to save jobs and continue operations that provide transportation to essential workers.

Active Awards as of 12/31/2021 (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	\$20.9	\$0.1	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	06/30/2022
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	\$149.8	\$6.8	06/30/2022
DC-2019-010-00	08/13/2019	FFY2019 5307/5340 Formula Funding	\$191.4	\$182.4	\$9.0	06/30/2022
DC-2020-002-00	04/23/2020	FFY2019 Section 5539b Buses and Bus Facilities	\$11.0	\$11.0	\$0.0	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	\$155.6	\$173.1	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	\$113.9	\$34.6	09/30/2024

Note: Drawn numbers are from inception through 12/31/2021

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

FTA AWARDS UPDATE (CONTINUED)

Active Awards as of 12/31/2021 (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	\$76.4	\$217.5	08/31/2023
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	\$346.8	\$367.1	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	06/30/2023
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	\$64.9	\$83.6	06/30/2024
DC-2021-021-00	9/24/2021	FFY2021 VA CMAQ Bus Replacement (c)	\$4.1	\$4.1	\$0.0	06/30/2023

Note: Drawn numbers are from inception through 12/31/2021

Awards Closed in FY2022 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
DC-2021-001-00	12/23/2020	FY2020 VA CMAQ/DRPT Bus Replacement	\$4.3	11/08/2021

APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

FY2022 – Q2 Year-To-Date (\$ in millions)

	Budget	Actual	Variance \$	Variance %
Passenger Revenue	\$64.1	\$99.8	\$35.6	55.6%
Non-Passenger Revenue	\$32.7	\$22.5	(\$10.2)	-31.1%
Federal Relief	\$373.7	\$257.2	(\$116.5)	-31.2%
Total Revenue	\$470.5	\$379.5	(\$91.0)	-19.3%
Personnel	\$711.7	\$670.8	\$40.9	5.7%
Non-Personnel	\$310.7	\$260.5	\$50.2	16.1%
Total Expenses	\$1,022.4	\$931.4	\$91.0	8.9%
Net Subsidy *	\$551.9	\$551.9	--	--
Cost Recovery Ratio	46%	41%		
Farebox Recovery Ratio	6%	11%		

* Reflects \$79.3 million in federal relief for jurisdictional credits; excludes reimbursables

FY2022 – Q2 Year-To-Date (Trips in millions)

Ridership	FY2021 Actual	FY2022 Budget	FY2022 Actual	Variance Prior Year	Variance Budget
Metrorail	12.0	14.0	27.7	130.8%	97.7%
Metrobus*	24.9	29.5	39.6	59.0%	34.4%
MetroAccess	0.5	0.6	0.7	34.4%	19.3%
All Modes	37.4	44.1	68.0	81.8%	54.4%

*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

Dollar amounts are in millions.

Capital Investments	FY2022 Current Budget	FY2022 Actuals YTD	YTD % Forecast Expended
Acquisition	122.7	15.1	12%
Maintenance & Overhaul	124.8	66.1	53%
Maintenance Facilities	84.2	22.8	27%
Railcar and Railcar Facilities	\$331.7	\$104.1	31%
Propulsion	73.6	41.9	57%
Signals & Communications	164.2	47.8	29%
Rail Systems	\$237.8	\$89.7	38%
Fixed Rail	119.0	49.2	41%
Structures	177.9	51.0	29%
Track and Structures Rehabilitation	\$296.9	\$100.2	34%
Platforms & Structures	592.5	242.1	41%
Vertical Transportation	61.6	31.0	50%
Station Systems	178.7	73.3	41%
Stations and Passenger Facilities	\$832.4	\$346.4	42%
Acquisition	85.8	38.2	45%
Maintenance & Overhaul	82.9	22.7	27%
Maintenance Facilities	81.3	29.3	36%
Passenger Facilities & Systems	46.6	7.9	17%
Bus, Bus Facilities and Paratransit	\$296.6	\$98.1	33%
IT	141.5	44.7	32%
MTPD	7.0	0.1	2%
Support Equipment & Services	446.5	224.1	50%
Business and Operations Support	\$595.0	\$268.9	45%
Total Capital Programs	\$2,590.9	\$1,007.4	39%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
Montgomery County			
Grosvenor-Strathmore	1,859	13%	8%
White Flint	1,270	5%	1%
Twinbrook	1,097	19%	17%
Rockville	524	12%	7%
Shady Grove	5,745	6%	2%
Glenmont	2,998	14%	9%
Wheaton	747	7%	5%
Forest Glen	596	18%	15%
Montgomery County Total	14,836	10%	6%
Prince George's County			
New Carrollton	2,132	23%	18%
Landover	887	12%	7%
Cheverly	500	12%	8%
Addison Road-Seat Pleasant	1,268	5%	2%
Capitol Heights	372	20%	11%
Greenbelt	2,299	15%	11%
College Park-U of MD	1,290	8%	4%
Prince George's Plaza	1,068	6%	4%
West Hyattsville	153	38%	32%
Southern Avenue	1,980	9%	5%
Naylor Road	368	21%	12%
Suitland	1,890	9%	5%
Branch Avenue	3,072	14%	8%
Morgan Boulevard	633	15%	9%
Largo Town Center	2,200	13%	7%
Prince George's County Total	20,112	12%	7%
Maryland Total	34,948	11%	7%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE (CONTINUED)

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in Utilization %)
District of Columbia			
Deanwood	194	9%	7%
Minnesota Ave	333	59%	45%
Rhode Island Ave-Brentwood	221	34%	22%
Fort Totten	408	64%	46%
Anacostia	808	5%	4%
District of Columbia Total	1,964	30%	22%
Northern Virginia			
Huntington	2,732	15%	9%
West Falls Church-VT/UVA	1,759	9%	5%
Dunn Loring-Merrifield	1,964	7%	3%
Vienna/Fairfax-GMU	5,169	11%	6%
Franconia-Springfield	5,069	11%	6%
Van Dorn Street	361	34%	20%
East Falls Church	422	29%	23%
Wiehle-Reston East	2,300	18%	11%
Northern Virginia Total	19,776	13%	7%
System Total	56,688	12%	7%