

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

QUARTERLY PROGRESS REPORT

Fiscal Year 2022 Quarter 3



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Q3 FY2022 AT-A-GLANCE

During Q3 FY2022, Metro retired its oldest SmartTrip cards, opened a new entrance at Medical Center Station, and advanced significant transit-oriented development projects near Congress Heights, New Carrollton and College Park Metrorail stations.

Metro manages its real estate and parking assets to maximize transit access, stimulate economic development, and generate non-fare revenue and transit ridership through transit-oriented development. In January, Metro announced the sale of vacant land adjacent to Congress Heights Metro Station, which will become part of a larger two-acre mixed-use development, with plans for a 240,000 square foot office building and 179 affordable housing units. In addition, 748 residential housing units will soon be built near New Carrollton and College Park Metro stations, which will offer modern, transit-oriented housing at below-market rates.

Metro advanced several infrastructure improvements in Q3, including completion of the Rockville platform canopy and other customer improvements at the Shady Grove and Rockville stations; other critical structural rehabilitation projects are ongoing. Metro also released a Request for Proposals for the repair of an additional 21 bridges across the system, and demolition of the Bladensburg bus garage has begun in advance of construction on the new facility. In Q3, a construction contract was awarded 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 to Friendship Heights) will undergo water mitigation work.

In partnership with the Montgomery County Department of Transportation (MCDOT), a new high-speed elevator entrance was opened in February at Medical Center Station, along with other circulation improvements. The project also included a pedestrian underpass, roadway and surface improvements such as a traffic signal, pavement resurfacing, sidewalk/bike path, median work, and storm water management.

In March, older SmartTrip cards purchased before 2012 were phased out. This phase-out is part of the fare system modernization that includes new faregates and fareboxes, plus mobile fare payment options that will make the customer experience quicker and more convenient.

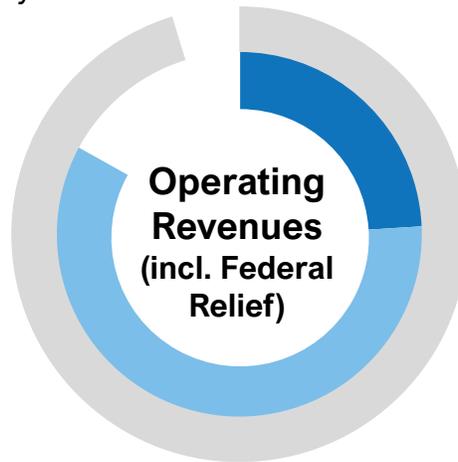
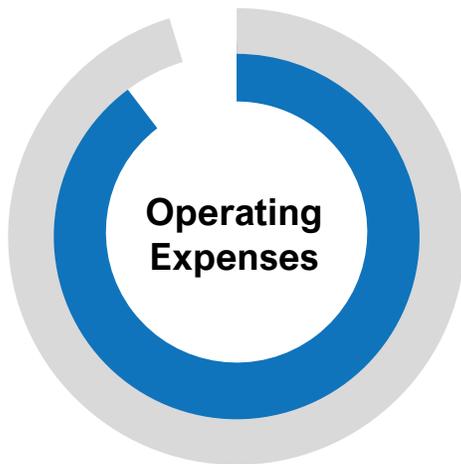
Metrorail continues work to improve service amid the 7000-series railcar investigation with a focus on root cause analysis.

In March, Metro's application for an additional \$120 million of American Rescue Plan Act funding, to support continued operations, was selected and is pending FTA obligation. These funds will assist in Metro's on-going efforts to keep the region moving.

OPERATING RESULTS

Metro’s system-wide financial performance through the thirdquarter of fiscal year 2022 was better than budget by \$168.8 million due to favorability in both revenue and expense.

Operating expenses were \$1,400.8 million or \$144.4 million below budget. Operating revenues were \$182.1 million (excluding federal relief), favorable to budget by \$24.2 million and funding 13 percent of operating expenses. Total revenue was \$567.6 million including federal relief used as revenue replacement. Revenue losses from Covid-19 continue to impact ridership and non-passenger revenue; passenger revenue exceeded budget by \$41.6 million through the third quarter; losses were further offset by federal relief funding and savings from capital cost allocation, services, paratransit and materials. Metro received total federal relief revenue totaling \$470.3 million, of which \$385.5 million was used to offset decreased revenue, and \$84.8 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: **\$1,545.2M**

● Actual: **\$1,400.8M**

● Budget: **\$712.0M**

● Actual: **\$182.1M**

● Federal Relief: **\$385.5M**

● Budget: **\$833.2M**

● Actual: **\$833.2M**

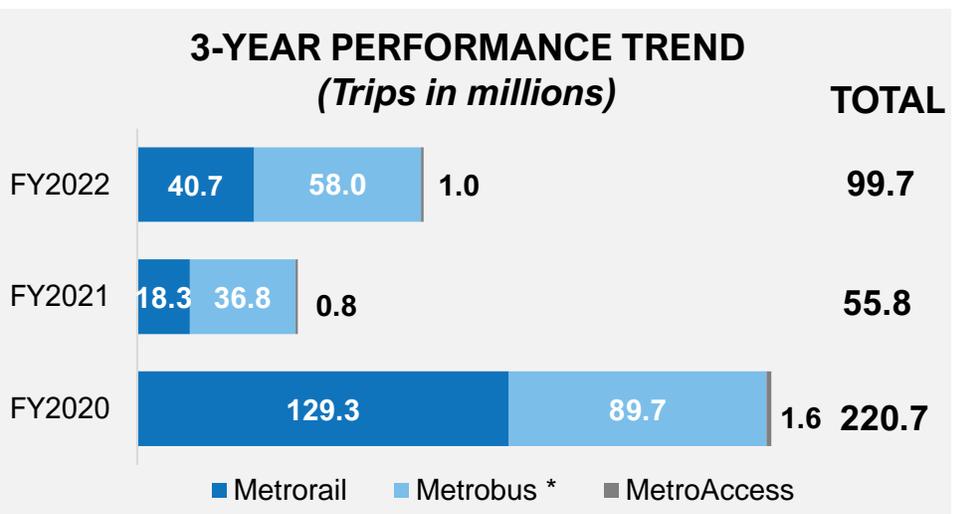
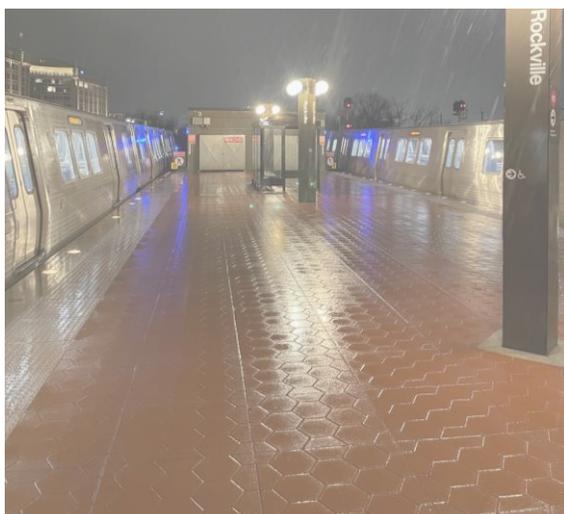
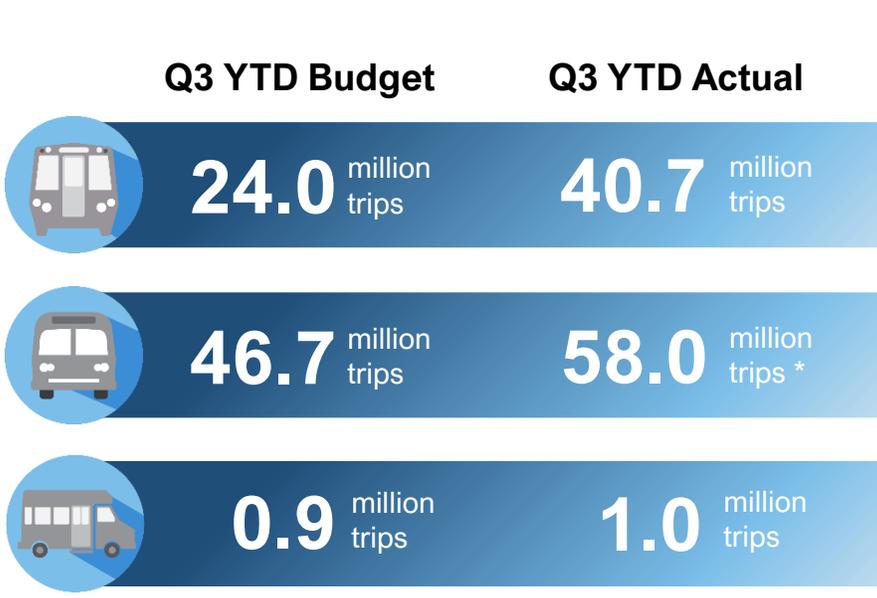
¹ Subsidy refers to operating expense less operating revenues and does not reflect/equal actual jurisdictional subsidy payments.



RIDERSHIP

Actual ridership for Metrorail, Metrobus, and MetroAccess combined as 99.7 million trips through Q3 of FY2022.

Through Q3, total ridership was 78 percent above the prior year, and Metrobus ridership continued to exceed Metrorail ridership. Rail ridership totaled 40.7 million trips, which was an increase of 22.5 million or 123 percent from prior year. The rail variance to budget was 16.7 million trips, favorable by 69 percent. Bus ridership, using automated passenger counts (APC), totaled 58.0 million trips through Q3, 24 percent above budget and 21.2 million or 57 percent above prior year. Ridership on MetroAccess through the third quarter was 1.0 million trips, nine percent above budget and 28 percent above prior year.

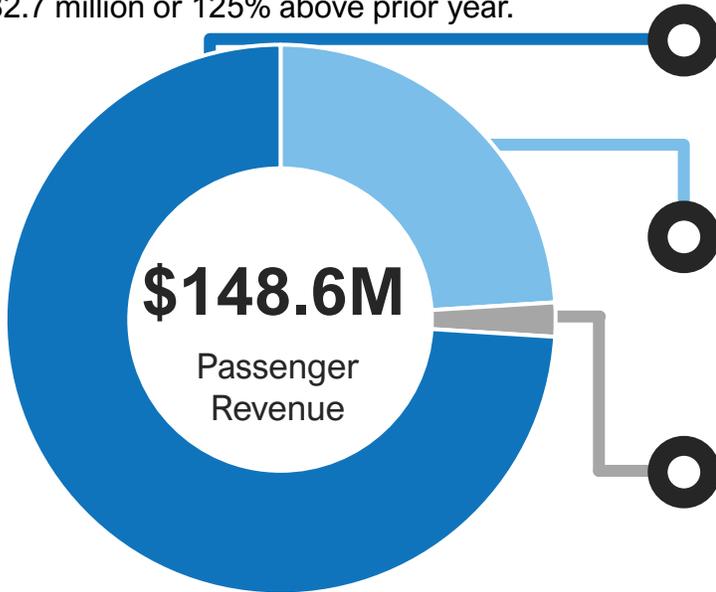


* Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

OPERATING REVENUE

PASSENGER REVENUE

Passenger revenue totaled \$148.6 million, which was \$41.6 million or 39% percent above budget and \$82.7 million or 125% above prior year.



Metrorail – 74%

- Metrorail passenger revenue of \$110.5 million
- \$46.6 million or 73% above budget

Metrobus – 24%

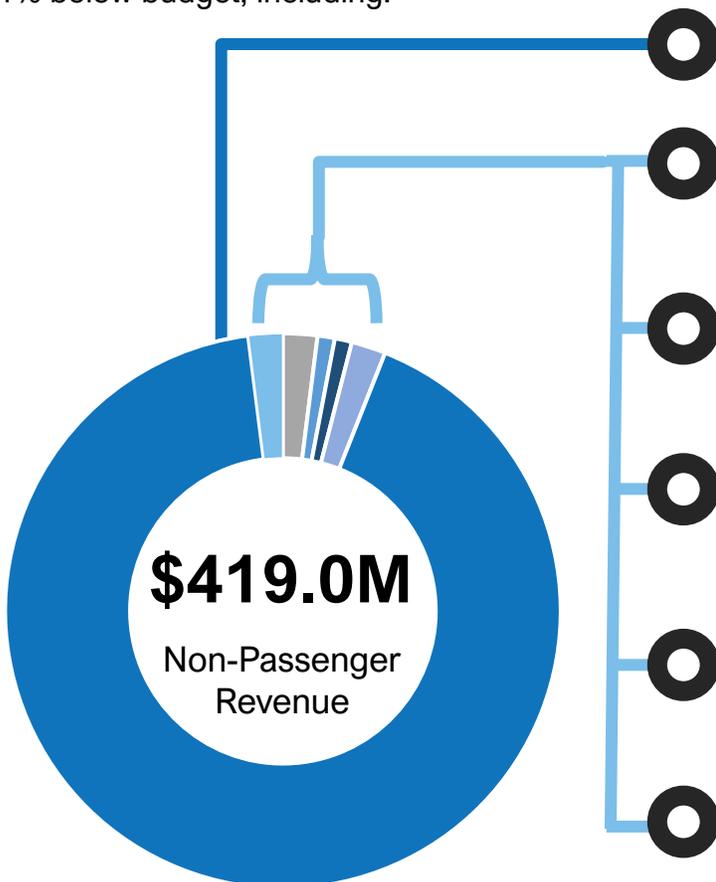
- Metrobus passenger revenue of \$34.8 million
- \$5.1 million or 13% below budget

MetroAccess – 2%

- MetroAccess passenger revenue of \$3.3 million
- \$0.1 million or 2% above budget

NON-PASSENGER REVENUE

Non-passenger revenue, including federal relief, totaled \$419.0 million through Q3, which was \$186.1 million or 31% below budget, including:



Federal Relief Funding – 92%

- Funding of \$385.5 million, excluding \$84.8 million of Jurisdictional Allocation

Parking – 2%

- Parking revenue of \$6.7 million
- \$1.4 million or 17% below budget

Advertising – 2%

- Revenue of \$8.2 million
- \$6.1 million or 301% above budget

Fiber Optic / Infrastructure – 3%

- Revenue of \$12.6 million
- \$0.8 million or 7% above budget

Joint Development – 1%

- Revenue of \$6.4 million
- \$4.9 million or 43% below budget

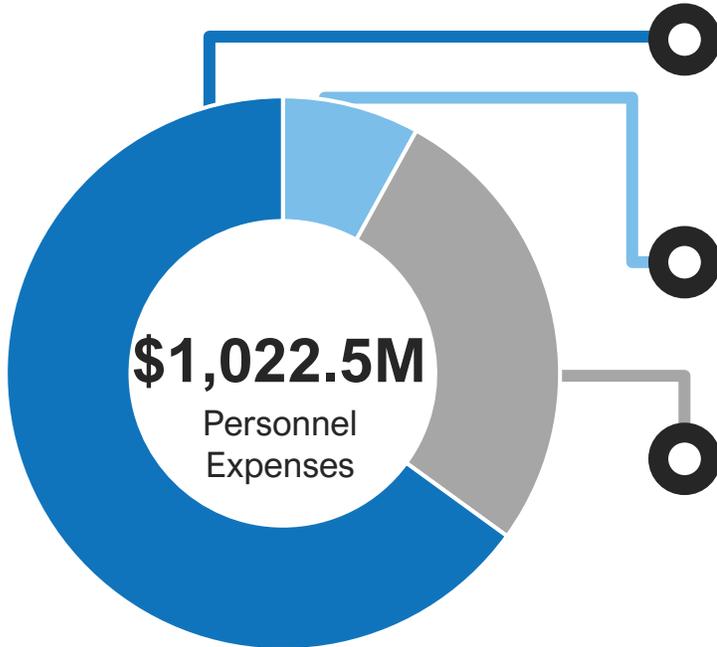
Other – < 1%

- Other non-passenger revenue with a net credit balance of \$0.3 million
- \$18.1 million or 102% below budget

OPERATING EXPENSES

FY2022 operating expenses through Q3 were \$1,400.8 million, favorable by \$144.4 million to budget due to savings in Benefits & Capital Cost Allocation, Services, Paratransit and Materials.

PERSONNEL EXPENSES



Salaries and Wages – 65%

- Expenses of \$667.2 million
- \$17.7 million or 3% below budget

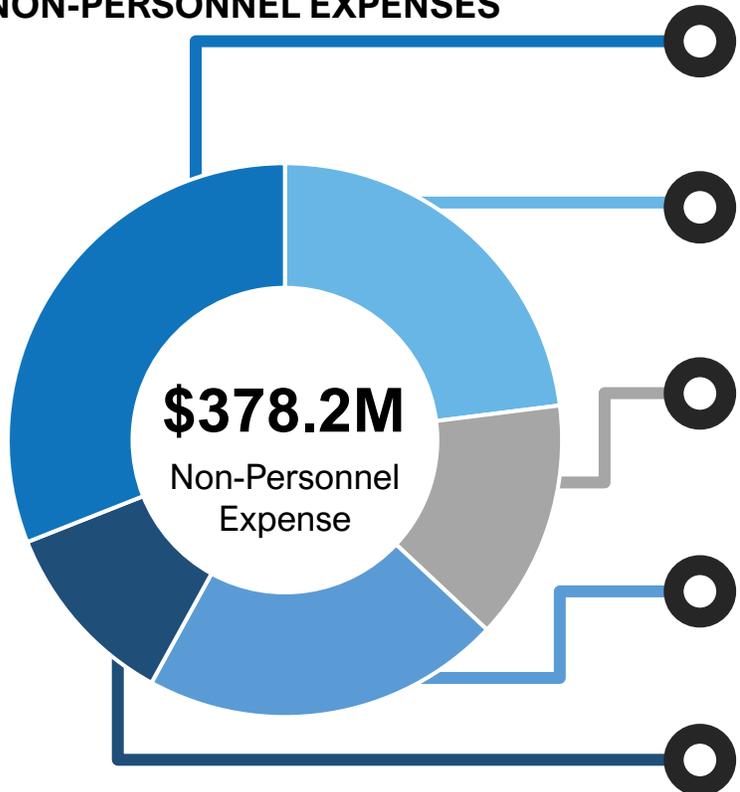
Overtime – 8%

- Expenses of \$83.3 million
- \$18.8 million or 29% above budget

Benefits & Capital Cost Allocation – 27%

- Fringe benefit expenses of \$345.8 million less Capital Cost Allocation of \$73.9 million
- \$43.8 million or 14% below budget

NON-PERSONNEL EXPENSES



Services – 31%

- Expenses of \$117.0 million
- \$37.6 million or 24% below budget

Paratransit Services – 23%

- Expenses of \$87.9 million
- \$35.1 million or 29% below budget

Materials – 14%

- Expenses of \$51.2 million
- \$22.6 million or 31% below budget

Fuel, Propulsion, & Utilities – 21%

- Expenses of \$79.7 million
- \$5.7 million or 7% below budget

Insurance & Other – 11%

- Expenses of \$42.4 million
- \$0.7 million or 2% below budget

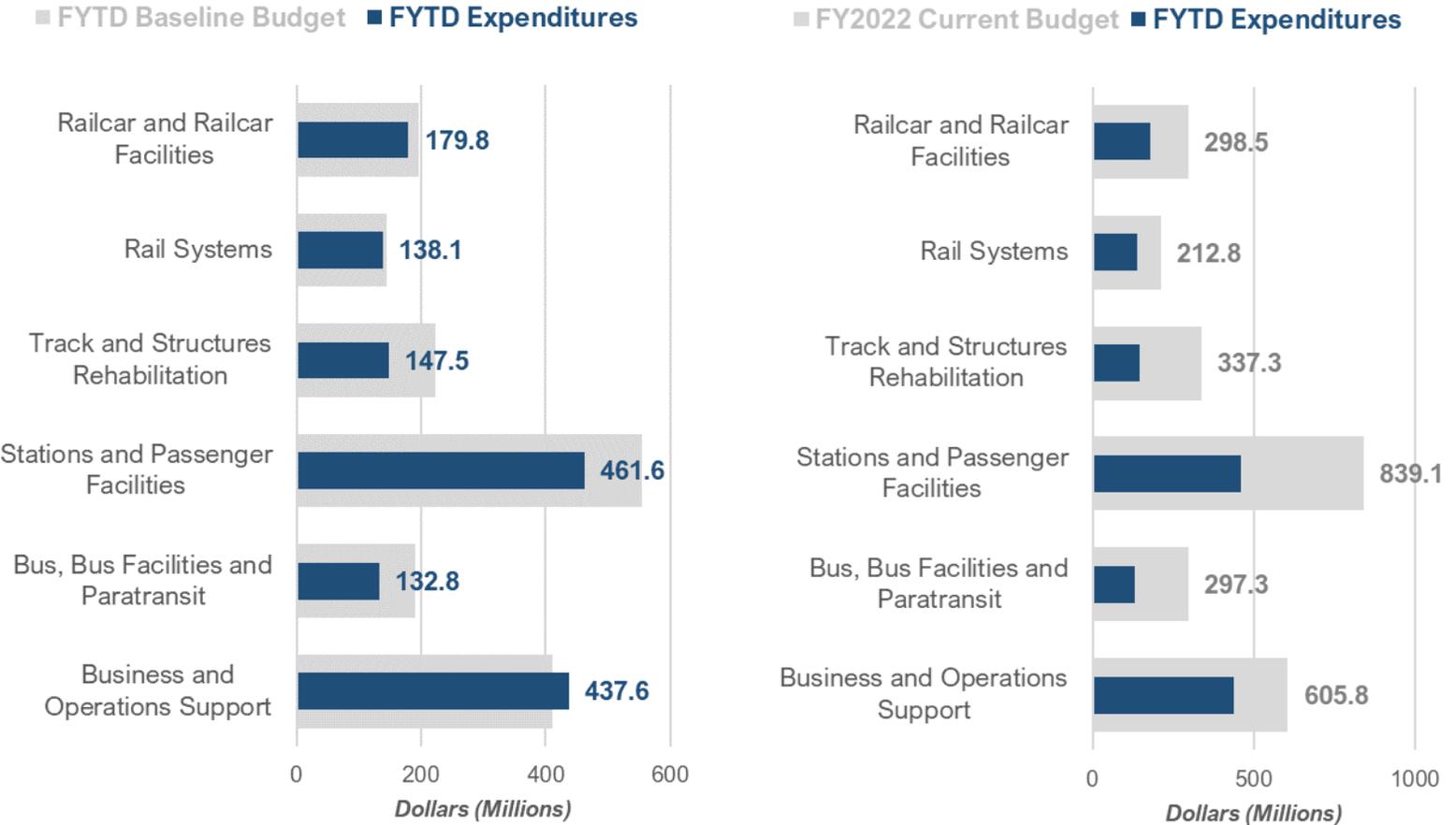
CAPITAL IMPROVEMENT PROGRAM

Metro invested \$1.497 billion in the Capital Improvement Program through Q3 of FY2022.

The FY2022 Capital Improvement Program \$2.591 billion budget anticipates the largest single year capital reinvestment since the construction of the system. Metro’s aggressive capital program focuses on advancing construction and rehabilitation projects that ensure a state of good repair for critical infrastructure. Planned investments will improve the safety and reliability of the system while minimizing customer and operational impact. Currently project delivery challenges include additional labor costs associated with Covid compliance for personal health and safety as well as supply chain interruptions, inflation and market escalations.

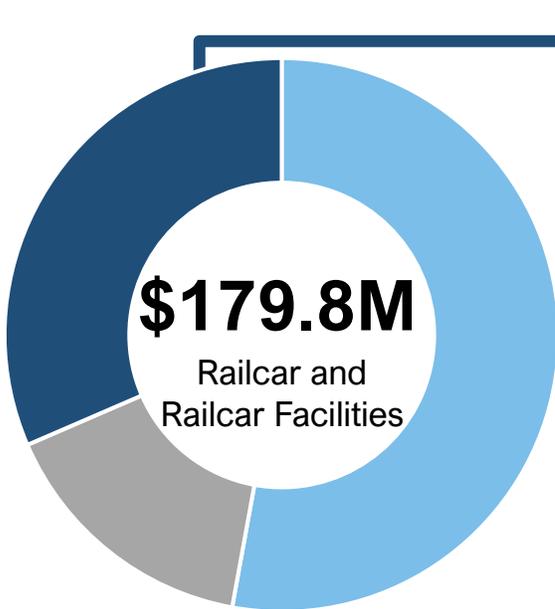
The FY2022 capital expenditure forecast range as of the end of Q2 (December 2021) is \$2.0 to \$2.2 billion.

Figures presented in this report are preliminary and unaudited.



RAILCAR AND RAILCAR FACILITIES INVESTMENTS

Through Q3 of FY2022, Metro invested \$179.8 million in Railcar and Railcar Facilities.



Acquisition – \$56.6M

Conceptual design work is continuing for the 8000-series railcars (exterior rendering pictured below). The contract is for 256 railcars, with options to build up to 800. The new railcars are designed to improve customers' on-board experience with features like digital screens and real-time information, as well as electrical outlets. 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 investigation of the 7000-Series wheelsets continues following the derailment of a train in October 2021 and the subsequent sidelining of the fleet. Work has resumed on various outstanding 7000-Series modifications for Automatic Train Control software upgrades, railcar door wiring, cybersecurity enhancements, reduction of power consumption, and troubleshooting training for railcar maintenance. The installation of railcar training simulators is ongoing.



RAILCAR AND RAILCAR FACILITIES INVESTMENTS (CONTINUED)

\$179.8M

Railcar and Railcar Facilities

Maintenance & Overhaul – \$95.0M

The Rail Vehicle Scheduled Maintenance Program (SMP) overhauls air compressors, HVAC conversions, truck assemblies, friction brakes, couplers, doors, flooring, lighting, seats, and other components. In Q3, two 6000-Series railcars were rehabilitated. The 7000-Series sideling and investigation has resulted in a decrease in the total number of planned rehabilitations in FY2022 and a delay to FY2023 for the 7000-Series SMP. Since all 2000-Series railcars are needed for passenger service, the start of that SMP has also been delayed.

Railcar Series	FY2022 Plan	FYTD Progress
2000	32	0
3000	52	52
6000	32	28
7000	0	0

Maintenance Facilities – \$28.1M

In Q3, installation of the railcar rooftop access platform was completed at Greenbelt, the fifth and final location of the contract.

Metro is completing the design work 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. 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.

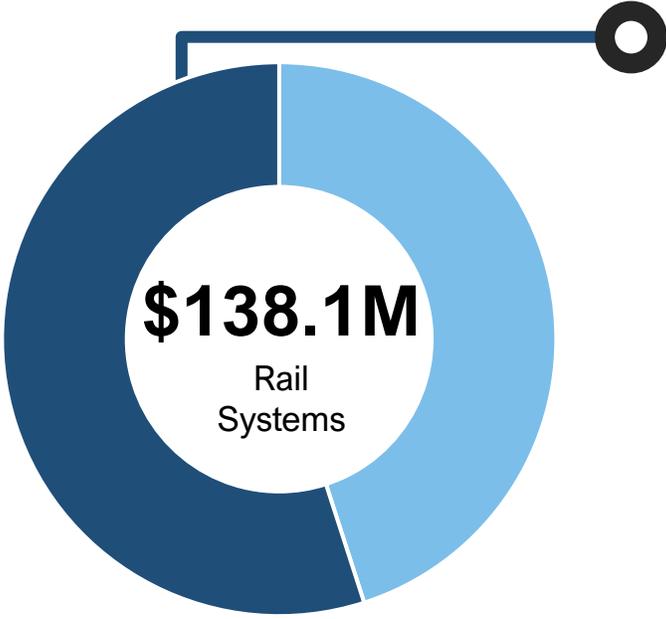
In addition to the SMP, new couplers are being retrofitted on the 6000-Series fleet which were suspended from passenger service after separation incidents. As of Q3, 82 out of a total of 182 railcars have been installed with new couplers. Testing and inspection are completed before the railcar receives 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 Q3 of FY2022, Metro invested \$138.1 million in Rail Systems.



Signals & Communications – \$75.9M

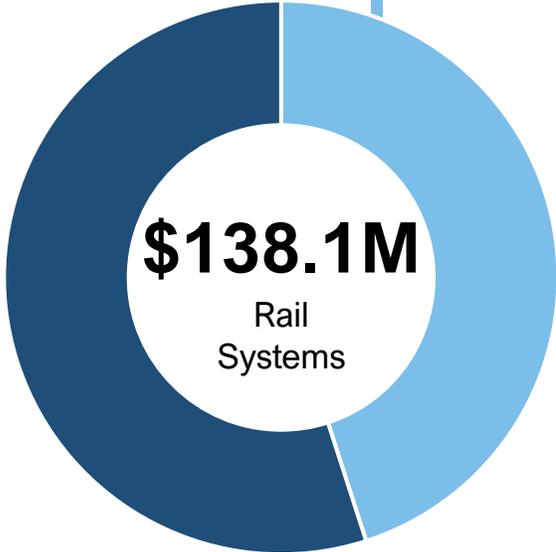
Metro has advanced below ground station installation to 98% and is continuing above ground construction, fiber installation, bus and rail radio installations, and portable radio distributions as part of the Radio Infrastructure Replacement project. This project upgrades the radio communications system and 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. 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	8	8	100%
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	10	5%
SGR Cross-Bonding Cable Installation	88	53	60%
SGR Interlocking Rehabilitation	24	15	63%

1. FY2022 Plan was reduced from 53 switches while a procurement is initiated for newer switches with 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 and align with other scheduled work.
3. Progress lagging due to labor crews reallocated to other priority projects.

RAIL SYSTEMS INVESTMENTS (CONTINUED)



Power – \$62.2M

In Q3, Metro continued cable additions and completed installation work on Traction Power Substations (TPSS) at three locations. These upgrades to the rail power system will contribute to Metro’s ability to operate more 8-Car trains in passenger service.

The contract to replace equipment at 12 TPSS and nine Tie Breaker Stations over four years was awarded. In Q3, the replacement of the Rosslyn cable tray and installation of additional switchgear equipment were completed. Transformer replacements are ongoing at various locations, and Metro continues to replace and megger cables.

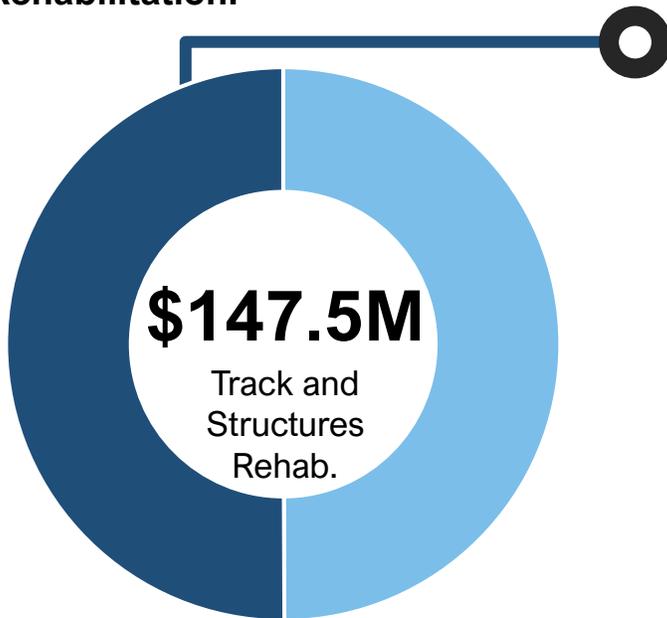
Asset	FY2022 Plan	FYTD Progress	Completion Percentage
Cable Additions – 100% 8-Car Train (LF) ¹	8,000	2,355	29%
Cable Replacements (LF)	27,200	34,835	128%
Cable Meggering	2,200	1,251	57%

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



TRACK AND STRUCTURES REHABILITATION INVESTMENTS

Through Q3 of FY2022, Metro invested \$147.5 million in Track and Structures Rehabilitation.



Fixed Rail – \$73.9M

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 track rehabilitation Revenue Service Adjustments (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 have critical needs or are near the end their useful life.

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

As of Q3, Metro has received four dual rail e-clip installers, two tie plate machines, and three swingloaders, with additional equipment to be delivered in Q4. 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.



TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)

Ongoing Planned Priority Work¹

Operable Segment	Component	Planned Scope	Completed FY2021	Completed FY2022 YTD	Total Completed	% Completed
A03-A06	Grout Pad Rehabilitation (LF) ²	12,000	-	30	30	0%
A03-A06	Running Rail (LF) ³	800	-	78	78	10%
A03-A06	Direct Fixation Fasteners ³	800	-	670	670	84%
A06-A08	Running Rail (LF)	1,600	-	1,600	1,600	100%
A06-A08	Direct Fixation Fasteners	1,500	-	1,500	1,500	100%
A10-A11	Grout Pad Rehabilitation	4,523	1,923	0	1,923	43%
A10-A11	Running Rail (LF) ³	6,400	4,000	0	4,000	63%
A10-A11	Direct Fixation Fasteners ³	800	151	128	279	35%
B02-B03	Running Rail (LF) ³	3,000	0	0	0	0%
B02-B03	Direct Fixation Fasteners	400	106	294	400	100%
B08-B09	Grout Pad Rehabilitation (LF)	2,500	0	0	0	0%
B08-B09	Running Rail (LF)	2,000	-	2,000	2,000	100%
B08-B09	Direct Fixation Fasteners	1,000	465	161	626	63%
B10	Turnouts ²	2	-	0	0	0%
C08-C10	Grout Pad Rehabilitation (LF) ³	1,500	577	0	577	38%
C10-C12	Running Rail (LF) ³	4,883	-	3,839	3,839	79%
D98-G03	Direct Fixation Fasteners ³	1,534	-	1,293	1,293	84%
E03-E05	Running Rail (LF)	200	-	200	200	100%

1. Component totals shown in this table are a subset of the totals shown in the Track and Structures Rehabilitation Work by Component tables, as work is also done across the system preventatively and as defects arise.

2. Work currently being scheduled for FY2023.

3. Critical work completed. The remaining work will be reassessed and reprioritized in FY2023.

TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)

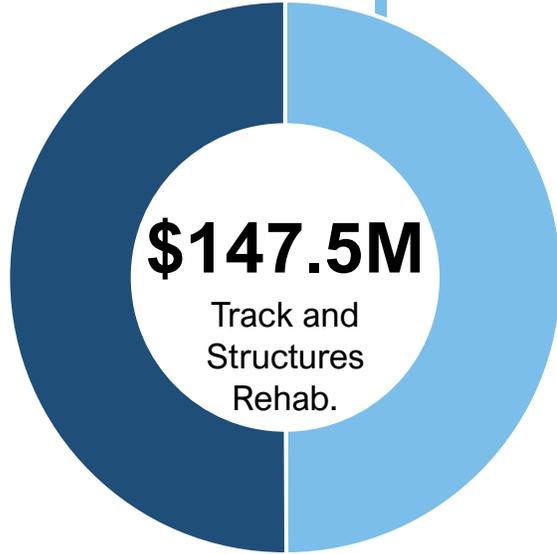
Track Rehabilitation Work by Component

Major Components	FY2022 Plan	Total FYTD Complete	Completion Percentage
Crossties Replaced	10,000	7,235	72%
Fasteners Replaced	12,000	11,089	92%
Insulators Replaced	3,000	2,561	85%
Joints Eliminated	750	369	49%
Running Rail Renewed (MI)	10.0	6.3	63%
Third Rail Rehabilitation (LF)	0	120	
Track Stabilization (LF)	200	318	159%
Track Tamping (MI)	24.0	15.6	65%
Turnouts Rehabilitated	4	1	25%

Structures Rehabilitation Work by Component

Major Components	FY2022 Plan	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF)	1,000	1,308	131%
Deck Joints Replaced (LF)	400	17	4%
Drain Rodding (LF)	80,000	36,648	46%
Grout Pad Rehabilitation (LF)	5,500	3,103	56%
Leak Mitigation	1,500	1,257	84%
Track Bed Cleaning (LF)	441,764	329,295	75%
Track Signage Replaced	500	349	70%

TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)



Structures – \$73.7M

In Q3, Metro completed the rebuilding of the Rockville platform canopy (pictured middle-left) and installation of upgraded Passenger Information Displays, CCTV cameras, and speaker systems. A new Shady Grove Station mezzanine stairway was also constructed. In addition to this work, the Structural Rehabilitation – Package A project will also address structural issues at the Minnesota Avenue aerial structure, the Grosvenor aerial structure (pictured bottom-left) and eight segmental bridges. Construction on the West Hyattsville structure was completed in Q3.

An RFP for Package B of the project was also released in Q3. This phase will repair approximately 21 bridges across the system.

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. A shutdown between Pentagon and L'Enfant Plaza is scheduled to begin in Q1 of FY2023.

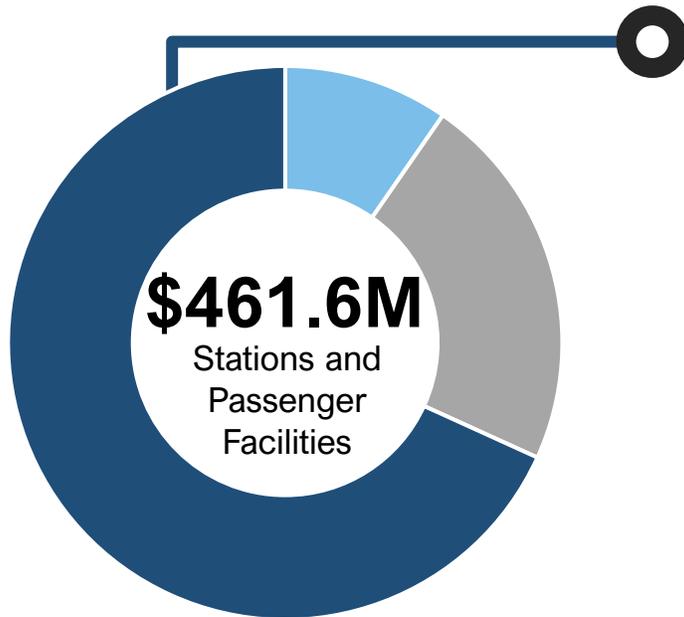
Construction of mezzanine platforms over Metrorail tracks on the Red Line between Woodley Park and Cleveland Park stations is ongoing. This infrastructure will support upgraded ventilation fans and electrical systems, increasing station and tunnel safety in the event of a smoke or fire emergency. This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

In Q3, a construction contract for the initial package of the Tunnel Leak Mitigation Program was awarded. 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, requiring periodic weekend single-tracking. Once complete, an evaluation will determine the effectiveness for potential further use throughout tunnel segments systemwide.



STATIONS AND PASSENGER FACILITIES INVESTMENTS

Through Q3 of FY2022, Metro invested \$461.6 million in Stations and Passenger Facilities.



Platforms & Structures – \$314.9M

The Station Platform Rehabilitation projects address rehabilitation of station platform structures, tiles, and granite edges, as well as 36 other station systems. Metro has completed 17 planned stations to date as part of Phases 1-3. Major construction for Phase 4 of the Platform Rehabilitation project will begin in Q4 of FY2022, requiring the shutdown of five stations on the Orange Line (Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton). This project will rehabilitate platforms, aerial structures, and systems.

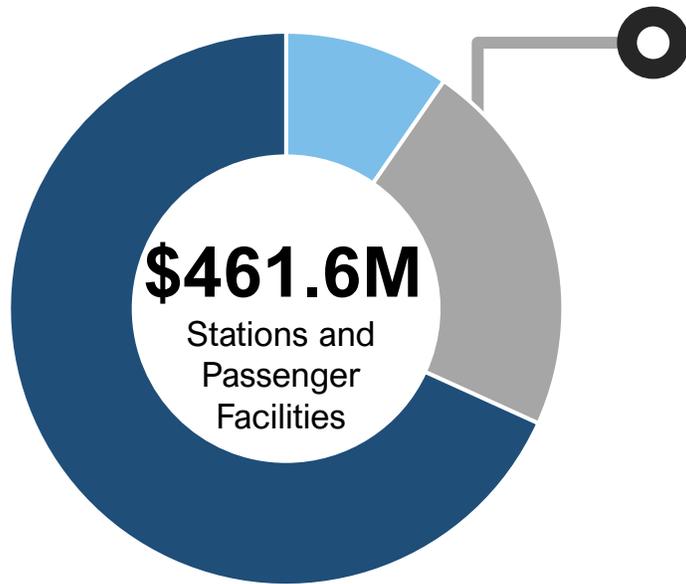
Work on the Dupont Circle north entrance canopy is anticipated to be completed by the end of FY2022. As part of Phase 4 of the Station Entrance Canopy Installation project, which includes canopy installations at eight entrances and stair installations at four entrances, construction on the Bethesda stairway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

Construction of the Potomac Yard station (pictured bottom-left) is ongoing with a six-week shutdown south of National Airport anticipated in FY2023 for final track tie-in work and system testing. In Q3, construction on the South pavilion entrance, station escalators and elevators, and station systems continued. The new LEED-designed station will support increased access and local economic development in the City of Alexandria.

Surface lot rehabilitation is ongoing at Rockville, Capitol Heights, and Greenbelt. Construction on the Wheaton, Anacostia, and New Carrollton parking garages is underway as part of contracts where five parking garages are rehabilitated over four years.



STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)



Station Systems – \$102.3M

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 67 out of 124 station mezzanines outfitted with new faregates and another 10 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 the Energy Action Plan, the Station Lighting Improvements Program upgrades lighting at platforms, station mezzanines and backrooms, and around 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 for above ground station site lighting at 12 priority stations is planned for FY2023.

Design work for the replacement of five chillers located at Van Ness, Rosslyn, L'Enfant Plaza (2), and Stadium Armory is ongoing. This program improves customer and employee comfort during hot days.

Drainage pumps are being replaced at Wheaton and Federal Triangle as part of a three-year contract to complete six locations.

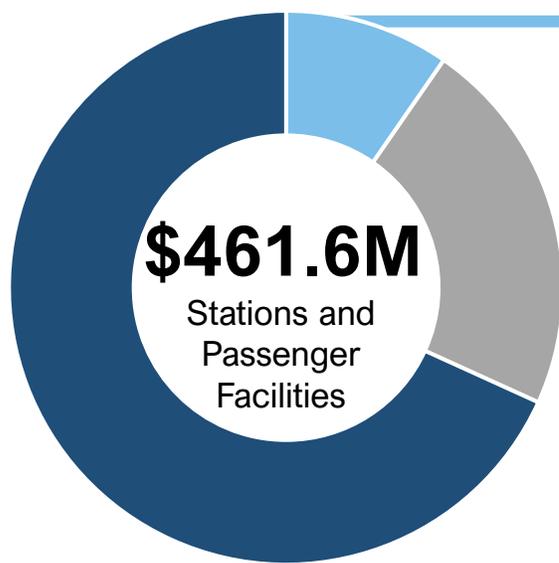
As part of the Low Voltage Power State of Good Repair program, AC Switchgear replacements were completed at East Falls Church and Vienna, and remain ongoing at six other locations. This program maintains the reliability of power systems that support service.

Activity	Stations with New Faregates	Remaining Stations
Faregate Installation	52	46



Asset	FY2022 Plan	FYTD Progress
Uninterruptable Power Supply Replacement	32	25

STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)



Vertical Transportation – \$44.5M

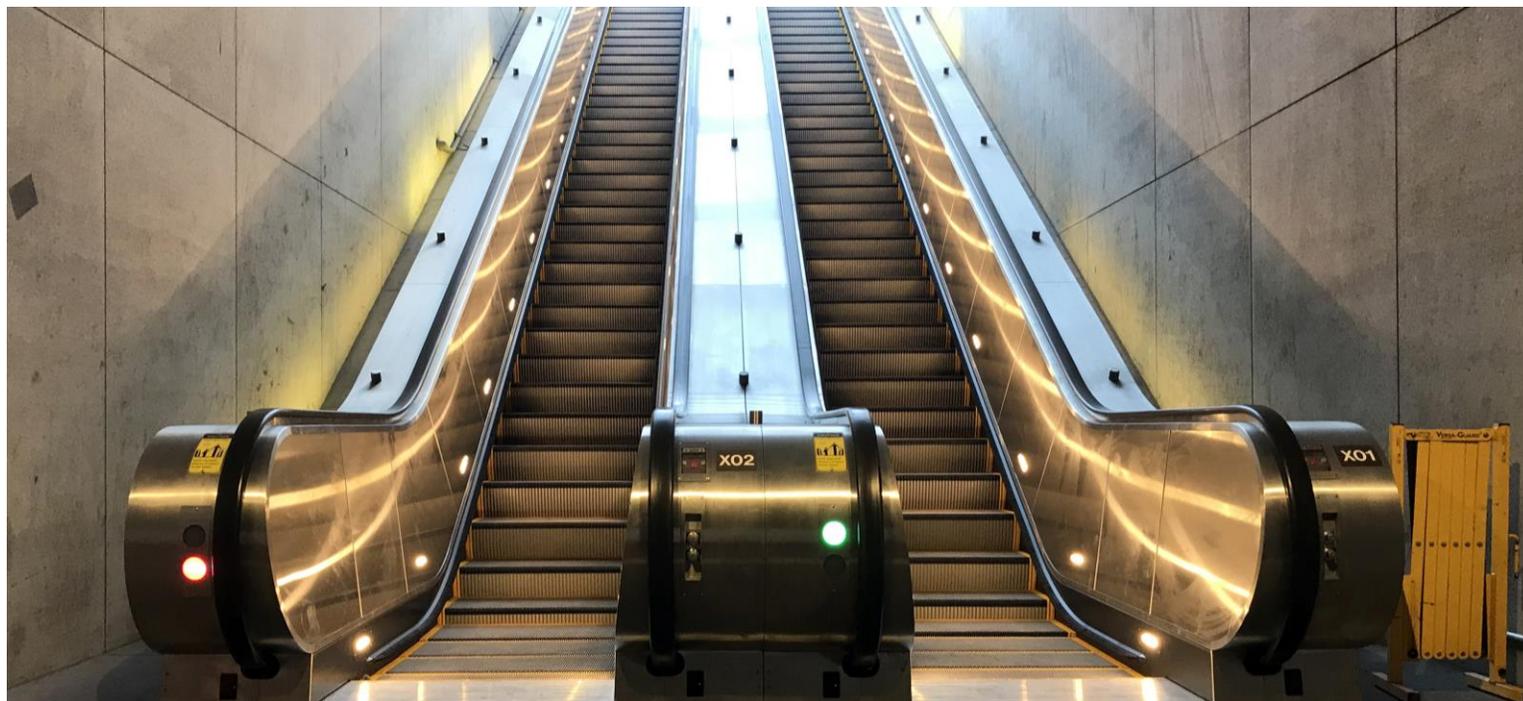
In Q3 rehabilitation of three elevator units at Forest Glen was completed.

Seven escalators were rehabilitated across the system in Q3 – King Street, Shady Grove (2), U Street, Shaw, Anacostia, and Navy Yard.

Metro is replacing 130 escalators at 32 stations over a seven-year period, starting with the oldest, least reliable escalators. In Q3, Metro completed the replacement of four units – Brookland, Federal Center, Virginia Square, and Rhode Island Ave.

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	6	6	94	8
Escalators Rehabilitated	22	15	23	63
Escalators Replaced	24	14	14	116



BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS

Through Q3 of FY2022, Metro invested \$132.8 million in Bus, Bus Facilities and Paratransit.

\$132.8M

Bus, Bus Facilities and Paratransit

Acquisition – \$54.8M

In Q3, 27 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	103

The procurement process for 100 next generation paratransit vans and 100 minivans is ongoing with awards anticipated in FY2023. Metro awarded a contract for an additional 50 hybrid sedans (pictured below) in Q3.

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 expected to meet this benchmark.

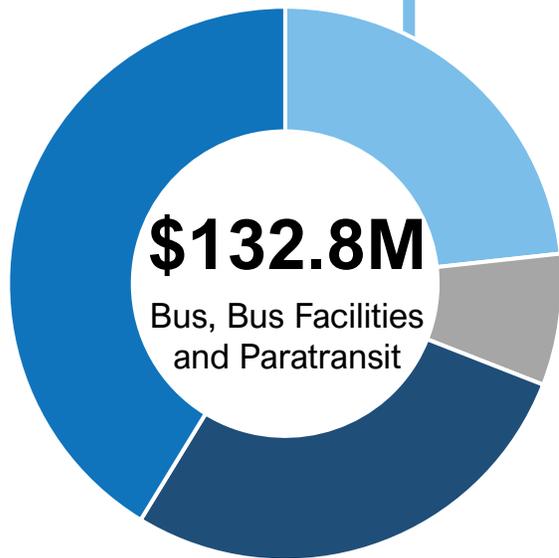


Maintenance Facilities – \$36.9M

In Q3, Metro began demolishing the Bladensburg Bus Garage in advance of construction. 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 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.

BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS (CONTINUED)



Maintenance & Overhaul – \$30.9M

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

In Q3, 11 buses were rehabilitated, along with the rebuilding of 13 engine assemblies, 23 bus energy storage systems, 21 transmissions, and 39 fare boxes. The FY2022 planned rehabilitation targets have been revised downwards for the assets below due to ongoing supply chain issues and part shortages.

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 – \$10.2M

New Customer Information Electronic Display Signs (CIEDS) are being installed at Metrobus stops to provide real-time bus arrivals for customers. In Q3, Metro installed 10 CIEDS, for a total of 82 in FY2022.

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

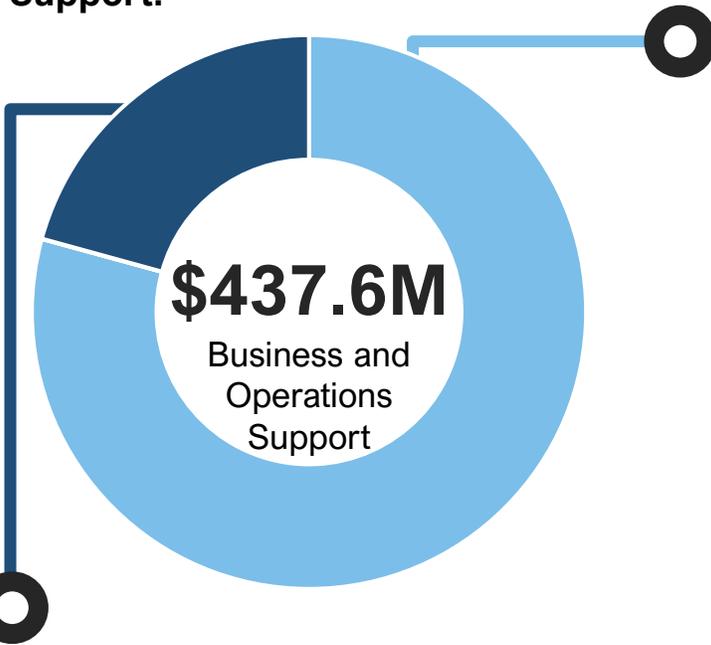
In Q3, rehabilitation of the Colorado Ave Historic Bus Terminal was completed and rehabilitation began on the Calvert St. Bus Terminal. The Chevy Chase Terminal rehabilitation was completed earlier in FY2022. Rehabilitation of the facilities include installing new real-time customer information signs, new bus shelters, brighter LED lighting, transformed canopies, new roofing, electric and plumbing infrastructure, as well as resurfacing the bus loop.

Asset	FY2022 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	80	54	68%
Energy Storage Systems	100	36	36%
Engine Assemblies	80	60	75%
Fare Boxes	230	161	70%
Transmission Assemblies	100	82	82%
Ultracapacitors	6	6	100%



BUSINESS AND OPERATIONS SUPPORT INVESTMENTS

Through Q3 of FY2022, Metro invested \$437.6 million in Business and Operations Support.



Support Equipment & Services – \$346.7M

Remaining punch-list items and permit approvals are being addressed at the L'Enfant Plaza DC office building location. Metro staff will take occupancy in Q4. Building envelope installation and dry-in is complete at the New Carrollton, MD (pictured below) and Alexandria, VA office locations, with interior system work ongoing.

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.

In Q3, Metro awarded a contract to replace the skylights at the Glenmont bus bay canopy.

Construction of the New Hampshire Ave. Chiller Water Treatment Facility is ongoing. This project is part of the Environmental Compliance Program and protects the region's natural resources and health.

Metro's service vehicle fleet includes maintenance support and police vehicles. Fifty-one MTPD vehicles and 52 support vehicles have been delivered this fiscal year, with an additional 40 support vehicles anticipated to be delivered in Q4.

Information Technology – \$90.7M

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



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

10-Year Strategic Plan for Joint Development: WMATA published its first ever strategic plan for Joint Development, prioritizing stations, establishing a goal to complete 20 new Joint Development Agreements by 2032, and identifying strategies to achieve it.

College Park: WMATA closed on a 98-year ground lease with Gilbane Development Company, in March 2022. The developer will construct 451 residential units and 5,000 SF of ground floor retail.

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 is seeking FTA joint development concurrence for this project.

Tenleytown Chiller Site: WMATA received FTA joint development concurrence and executed an 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 291-unit 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 Q4 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 transportation development vision for the ½-mile surrounding the New Carrollton station.

Congress Heights: WMATA closed on the sale of vacant land adjacent to the southern entrance of the Congress Heights Station. The lot will become part of a larger two-acre mixed-use development with plans for a 240,000 square foot office building and 179 affordable housing units.

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: Acquisition of three properties have been completed for the Rail Heavy Repair and Overhaul facility. One former tenant's final relocation reimbursement submission is in review. 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. Fair market value settlements will require FTA concurrence.

Incidental Use

Solar Development: The developer-led entitlement process continues for the 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 March 31, 2022, Metro had 17 active awards with a combined value of \$3.4 billion. Six awards were closed in Q3, including the \$876.8 million CARES Act award that enabled Metro to save jobs, continue operations, and provide transportation to essential workers during the height of the pandemic. Six applications are in progress as of March 31, 2022 with a combined federal request of \$721.2 million. This includes Federal Fiscal Year 2022 formula funding and an additional \$120 million of ARPA assistance.

Metro continues a rigorous review of reimbursement requests submitted to FTA. Reimbursements of \$258.2 million were received from the FTA during Metro's Q3 funding projects that include, but are not limited to, the purchase of new buses and railcars and repairing station and track infrastructure.

Active Awards as of 03/31/2022 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
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-2019-009-00	07/25/2019	FFY2019 5337 State of Good Repair	\$156.6	\$152.8	\$3.8	06/30/2022
DC-2019-010-00	08/13/2019	FFY2019 5307/5340 Formula Funding	\$191.4	\$182.6	\$8.9	06/30/2022
DC-2020-002-00	04/23/2020	FFY2019 Section 5539b Buses and Bus Facilities ²	\$11.0	\$11.0	\$0.0	07/31/2024
DC-2020-007-00	05/27/2020	FFY19 Section 5310 Metro Access Replacement Vehicles	\$0.9	\$0.0	\$0.9	12/30/2022
DC-2020-010-01	07/10/2020	FFY20 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion improvement	\$328.7	\$202.1	\$126.6	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	\$12.6	\$135.9	09/30/2024
DC-2020-017-01	08/14/2020	FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility	\$293.8	\$116.0	\$177.8	08/31/2023
DC-2021-003-00	03/08/2021	FFY2020 5339 Low-No Metrobus Zero-Emission Fleet Program	\$4.2	\$0.1	\$4.1	06/30/2024
DC-2021-008-00	05/19/2021	WMATA FFY19 Section 5312 Public Safety Pilot Study	\$0.2	\$0.0	\$0.2	09/30/2022

Note: Drawn numbers are from inception through 3/31/2022

1. This award must remain active until the final report is submitted.
2. This award must remain active until the scope of work is complete.

FTA AWARDS UPDATE (CONTINUED)

Active Awards as of 3/31/2022 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-2021-010-00	06/01/2021	WMATA FFY21 Section 5307 CRRSAA Operating Assistance	\$713.9	\$484.1	\$229.8	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	\$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	\$84.1	\$64.4	06/30/2024

Note: Drawn numbers are from inception through 3/31/2022

1. Draws cannot begin until the CRRSAA award is liquidated.

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	FFY2020 VA CMAQ/DRPT Bus Replacement	\$4.3	11/08/2021
DC-2021-021-00	9/24/2021	FFY2021 VA CMAQ Bus Replacement	\$4.1	02/10/2022
DC-2020-005-00	05/19/2020	FFY20 CARES Operations and Response to COVID19	\$876.8	02/28/2022
DC-2021-005-00	04/13/2021	5307 (FFY2018) Formula Bus Bridges Capital Program Support Services	\$3.9	03/09/2022
DC-2019-008-01	07/10/2019	FFY2019 5339 Bus Program	\$22.6	03/09/2022
DC-44-X001-01	04/10/2015	FFY2013 Hurricane Sandy Resilience	\$21.0	03/09/2022
DC-2020-006-00	06/10/2020	FFY18 BUILD - Metrorail Station Platform Reconstruction	\$20.0	03/31/2022

APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

FY2022 – Q3 Year-To-Date (\$ in millions) *

	Budget	Actual	Variance \$	Variance %
Passenger Revenue	\$107.0	\$148.6	\$41.6	38.9%
Non-Passenger Revenue	\$51.0	\$33.5	(\$17.4)	-34.2%
Federal Relief	\$554.1	\$385.5	(\$168.6)	-30.4%
Total Revenue	\$712.0	\$567.6	(\$144.4)	-20.3%
Personnel	\$1,065.2	\$1,022.5	\$42.7	4.0%
Non-Personnel	\$480.0	\$378.2	\$101.7	21.2%
Total Expenses	\$1,545.2	\$1,400.8	\$144.4	9.3%
Net Subsidy **	\$833.2	\$833.2	\$0.0	0.0%
Cost Recovery Ratio ***	46%	47%		
Farebox Recovery Ratio	7%	11%		

* All figures exclude reimbursables

** Reflects \$84.8 million in federal relief for jurisdictional credits

*** Includes total federal relief funding of \$554.1 million (budget) and \$385.5 million (actual)

FY2022 – Q3 Year-To-Date (Trips in millions)

Ridership	FY2021 Actual	FY2022 Budget	FY2022 Actual	Variance Prior Year	Variance Budget
Metrorail	18.3	24.0	40.7	123.1%	69.4%
Metrobus*	36.8	46.7	58.0	57.4%	24.1%
MetroAccess	0.8	0.9	1.0	27.8%	8.6%
All Modes	55.8	71.6	99.7	78.5%	39.1%

*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

Dollar amounts are in millions.

Capital Investments	FY2022 Current Budget	FY2022 Actuals YTD	YTD % Forecast Expended
Acquisition	87.5	56.6	65%
Maintenance & Overhaul	126.8	95.0	75%
Maintenance Facilities	84.2	28.1	33%
Railcar and Railcar Facilities	\$298.5	\$179.8	60%
Power	73.6	62.2	84%
Signals & Communications	139.2	75.9	55%
Rail Systems	\$212.8	\$138.1	65%
Fixed Rail	166.4	73.9	44%
Structures	170.9	73.7	43%
Track and Structures Rehabilitation	\$337.3	\$147.5	44%
Platforms & Structures	592.7	314.9	53%
Vertical Transportation	61.6	44.5	72%
Station Systems	184.8	102.3	55%
Stations and Passenger Facilities	\$839.1	\$461.6	55%
Acquisition	85.8	54.8	64%
Maintenance & Overhaul	82.9	30.9	37%
Maintenance Facilities	82.0	36.9	45%
Passenger Facilities & Systems	46.6	10.2	22%
Bus, Bus Facilities and Paratransit	\$297.3	\$132.8	45%
IT	141.9	90.7	64%
MTPD	7.0	0.1	2%
Support Equipment & Services	456.9	346.7	76%
Business and Operations Support	\$605.8	\$437.6	72%
Total Capital Programs	\$2,590.9	\$1,497.4	58%

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	14%	11%
White Flint	1,270	6%	4%
Twinbrook	1,097	13%	10%
Rockville	524	14%	10%
Shady Grove	5,745	8%	4%
Glenmont	2,998	14%	10%
Wheaton	747	7%	4%
Forest Glen	596	17%	14%
Montgomery County Total	14,836	11%	7%
Prince George's County			
New Carrollton	2,132	20%	14%
Landover	1,160	12%	6%
Cheverly	500	10%	7%
Addison Road-Seat Pleasant	1,268	6%	4%
Capitol Heights	372	20%	11%
Greenbelt	2,299	16%	11%
College Park-U of MD	1,290	11%	8%
Prince George's Plaza	1,068	6%	4%
West Hyattsville	153	40%	28%
Southern Avenue	1,980	8%	4%
Naylor Road	368	17%	7%
Suitland	1,890	8%	4%
Branch Avenue	3,072	13%	7%
Morgan Boulevard	633	12%	6%
Largo Town Center	2,200	13%	8%
Prince George's County Total	20,385	12%	7%
Maryland Total	35,221	12%	8%

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	7%	4%
Minnesota Ave	333	49%	41%
Rhode Island Ave-Brentwood	221	27%	15%
Fort Totten	408	48%	31%
Anacostia	808	3%	-1%
District of Columbia Total	1,964	23%	16%
Northern Virginia			
Huntington	2,732	13%	7%
West Falls Church-VT/UVA	1,759	8%	5%
Dunn Loring-Merrifield	1,964	6%	3%
Vienna/Fairfax-GMU	5,169	10%	6%
Franconia-Springfield	5,069	10%	5%
Van Dorn Street	361	29%	18%
East Falls Church	422	35%	26%
Wiehle-Reston East	2,300	18%	11%
Northern Virginia Total	19,776	12%	7%
System Total	56,961	12%	7%