

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

QUARTERLY PROGRESS REPORT

Fiscal Year 2021 Quarter 1



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Q1 FY2021 AT-A-GLANCE

In Q1 FY2021, Metro took steps to recover from the Covid-19 pandemic. This included service restorations on both Metrorail and Metrobus and enhancements to the After-Hours Service Program, which furthered Metro's Recovery Plan. Metro increased Metrorail and Metrobus service to match demand levels and promote social distancing, while simultaneously evaluating service and cost reduction measures in light of the financial impacts felt due to the pandemic.

As the region moved towards recovery, Metro initiated the re-entry phase of its pandemic recovery plan. In the largest ramp-up of service in the agency's history, Metrorail service increased on August 16, reopening closed stations and returning to 81 percent of pre-Covid-19 service. Metrobus service increased on August 23, going from 40 percent of weekly pre-pandemic service to 75 percent. These service increases allow Metro to stay ahead of demand and allow ridership to grow while social distancing.

To help essential workers, Metro also announced a significant investment to support the region's overnight workers by doubling the subsidy for on-demand transportation service from \$3 to \$6. The program, known as the After-Hours Commuter Service, subsidizes late-night travel between the hours of midnight and 4 a.m. provided through Lyft Classic rides within the Metro Service Area.

In Q1, Metro completed major construction as part of Phase 2 of the Platform Rehabilitation Program and reopened four closed Orange Line stations on or ahead of schedule. Platform work commenced at the Reagan National Airport station in Q1, with the station remaining open during construction.

Platform-level lighting upgrades were also made to the final stations, concluding an initiative to retrofit all 48 underground Metrorail stations one year ahead of schedule. The new LED lighting enhances customer safety and reduces energy use.

In July, Metro announced it reached a deal worth up to \$50 million over 25 years with SunPower Corp. (NASDAQ: SPWR) and Goldman Sachs Renewable Power LLC (GSRP), to install solar paneled carports or canopies over surface lots and above parking garages at four rail stations.

Under the agreement, SunPower will install photovoltaic solar panels at the Anacostia, Cheverly, Naylor Road and Southern Avenue stations at no cost to Metro. GSRP will own the solar power system and provide annual payments to Metro through 2047, providing revenue to support the transit agency's operations. When completed the stations will have 17 acres of photovoltaic solar panels and generate 12.8 megawatts of electrical capacity, making this the largest community solar project in the region. Construction is expected to begin early in calendar 2021.

Metro released its SmarTrip mobile application for Apple iOS devices in Q1 (rollout to Android devices is anticipated by the end of FY2021). Riders can use the app to view their balances, passes, and benefits, as well as instantly reload funds or purchase cards without touching card readers or vending machines.

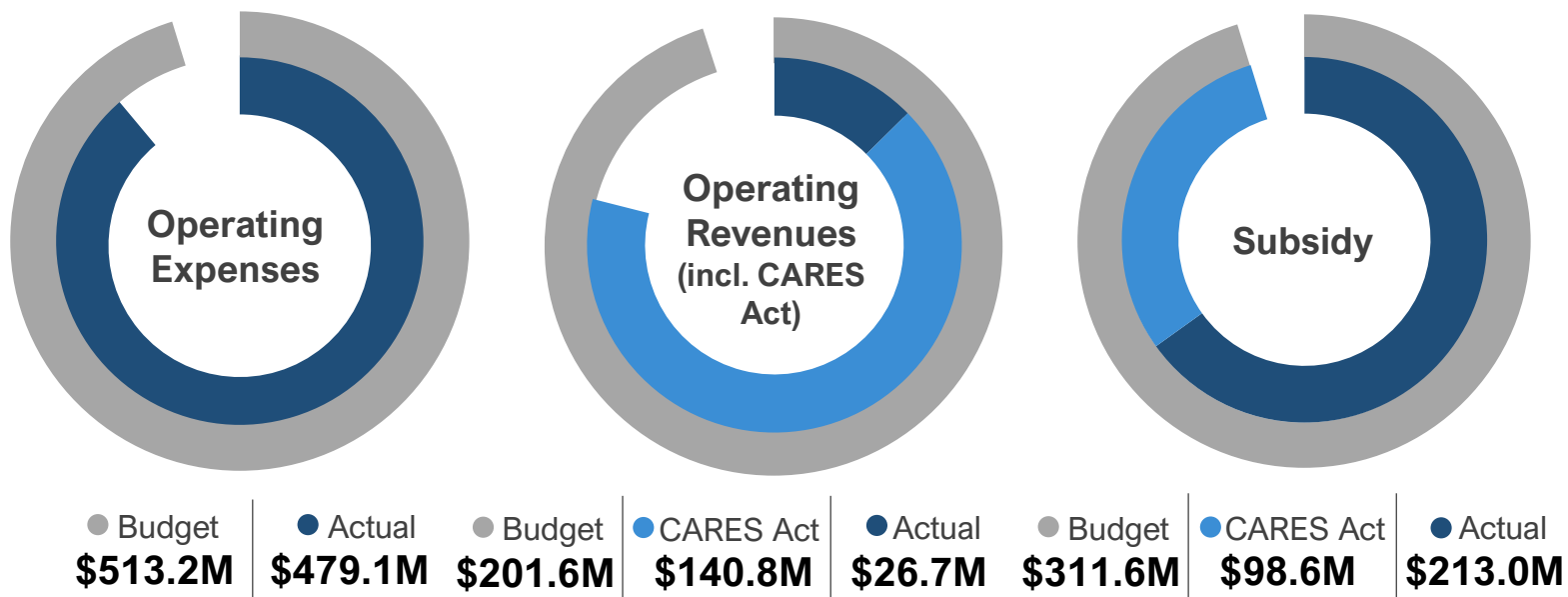
In September, Metro opened the public comment period on service adjustments necessitated by the financial standing of Metro. Due to the pandemic's impact on ridership and revenue, Metro is currently heavily dependent on CARES Act funding that may be depleted by the end of the year. As a result, Metro's Board of Directors is preparing to cut more than \$200 million from the transit agency's annual operating budget, something that is only possible through a combination of service reductions, deferred capital projects, layoffs, furloughs, and other cost-cutting measures.

Finally, pre-construction work is now ongoing in support of the new Northern and Bladensburg Bus Garage Facilities.

OPERATING RESULTS

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

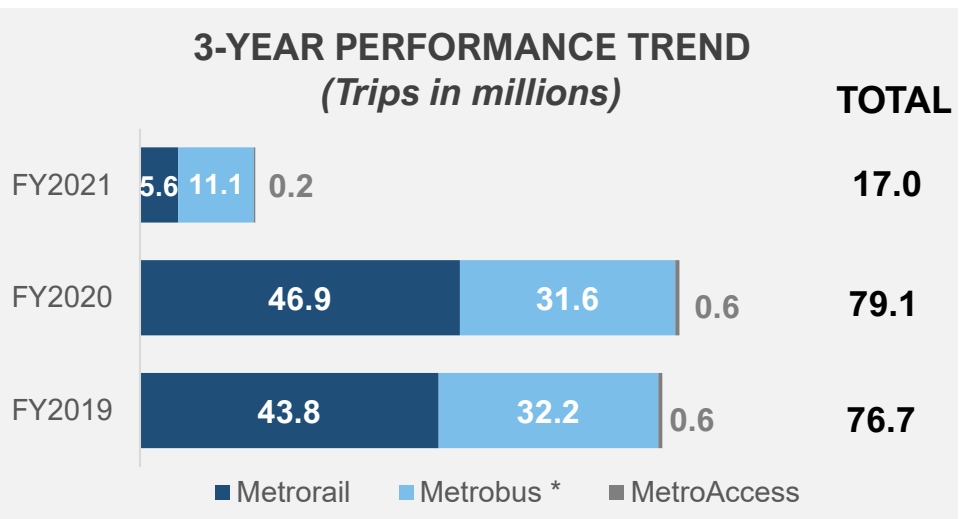
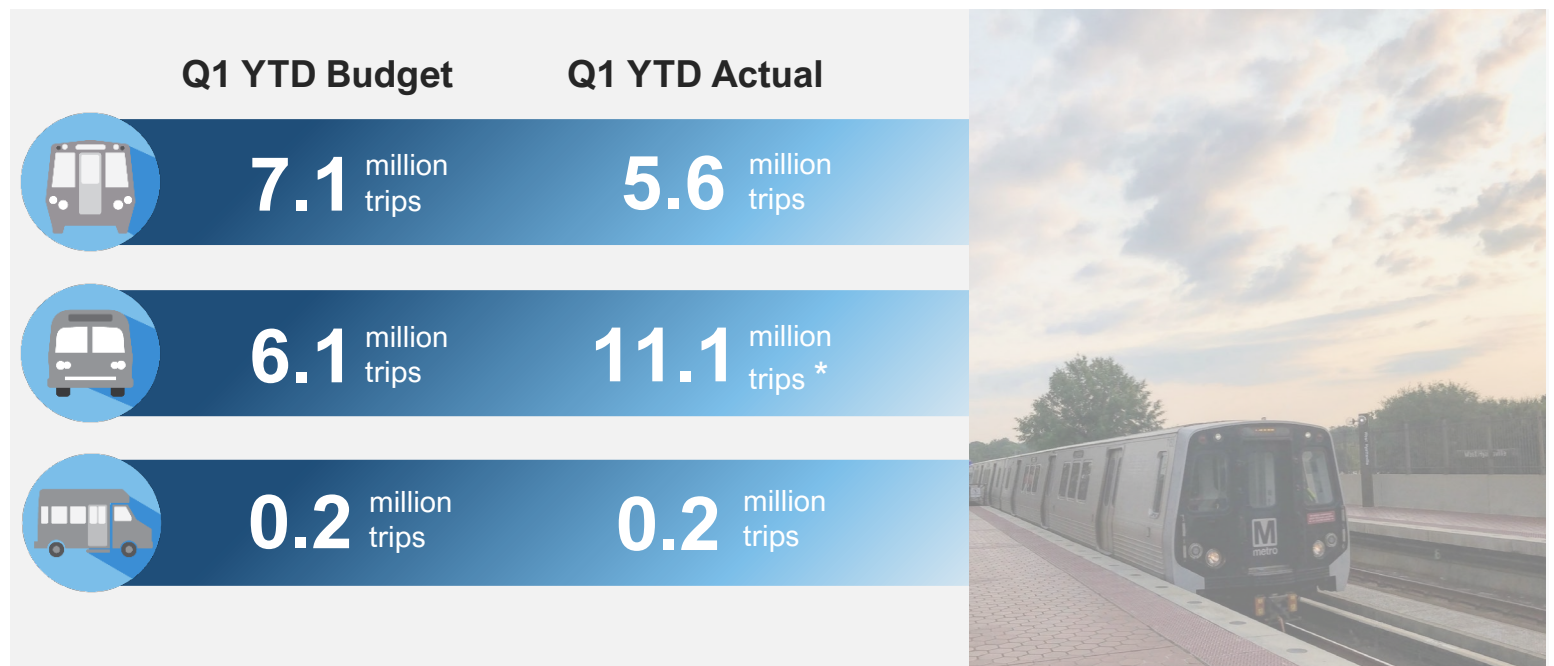
Metro's operating expenses through the first quarter were \$479.1 million or \$34.1 million less than budget. Operating revenues were \$26.7 million through Q1 (excluding CARES Act), funding 6 percent of operating expenses. Revenue losses from Covid-19, impacting ridership and non-passenger revenue, were offset by CARES Act funding as well as savings from overtime, fringe, paratransit and other services. CARES Act funds totaling \$239.4 million were received, of which \$140.8 million was used to offset decreased revenue and \$98.6 million replaced jurisdictional contributions that were reduced as a result of the pandemic. As a result, Metro's net subsidy for the first quarter was on budget.



RIDERSHIP

Actual ridership for all three modes was 17.0 million trips in Q1 of FY2021.

In Q1, total ridership was 78 percent below the prior year. Rail ridership was 5.6 million trips, down 41.3 million or 88 percent from prior year. The rail variance to budget was 1.4 million trips, unfavorable by 20 percent. However, Bus ridership, using automated passenger counts (APC), totaled 11.1 million trips in Q1, 82 percent above budget. Total Ridership on MetroAccess in the first quarter was 0.2 million trips, 50 percent above budget but 59 percent below prior year.

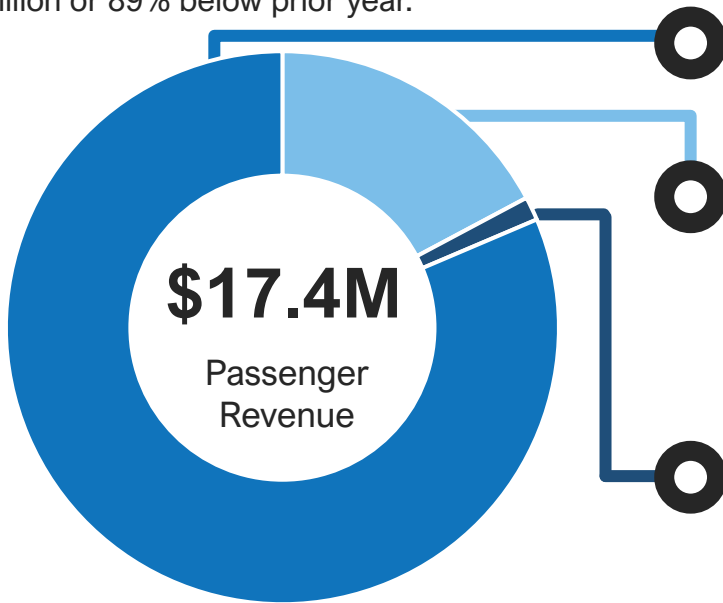


* Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

OPERATING REVENUE

PASSENGER REVENUE

Passenger revenue totaled \$17.4 million, which was \$4.4 million or 20 percent below budget and \$153.7 million or 89% below prior year.



Metrorail – 86%

- Metrorail passenger revenue of \$15.0 million
- \$6.2 million or 29% below budget

Metrobus – 9%

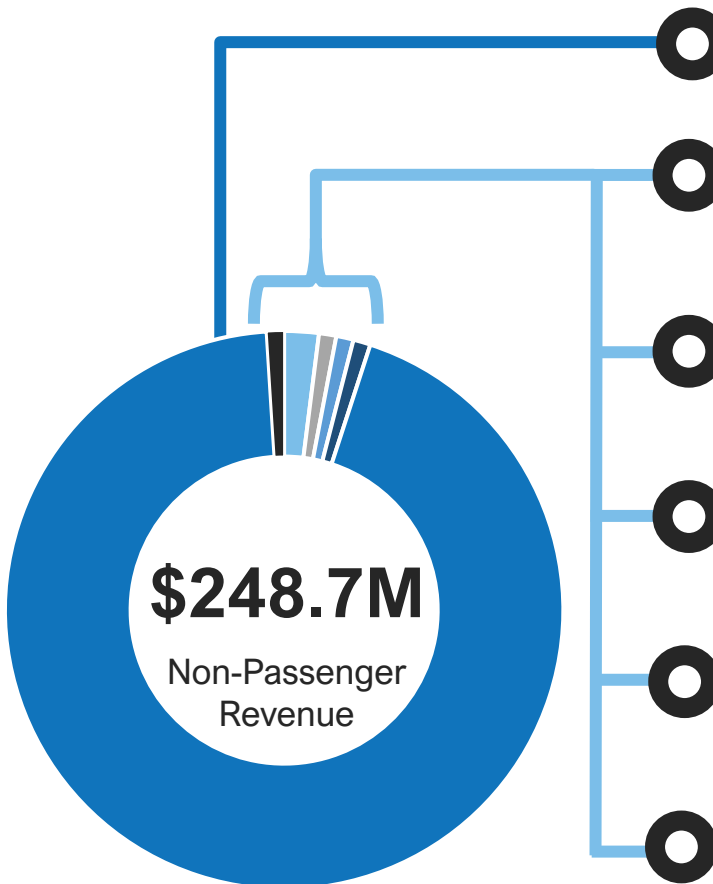
- Metrobus passenger revenue of \$1.5 million
- \$1.5 million above budget; Actual farebox revenue was \$0 due to temporary fare waiver though revenue associated with student pass programs was received

MetroAccess – 5%

- MetroAccess passenger revenue of \$0.9 million
- \$0.3 million or 59% above budget

NON-PASSENGER REVENUE

Non-passenger revenue totaled \$248.7 million in Q1, which was \$68.8 million or 38% above budget, including:



CARES Act – 96%

- Funding of \$239.4 million¹

Parking – 0.3%

- Parking revenue of \$0.6 million
- \$1.1 million or 63% below budget

Advertising – 1%

- Revenue of \$2.5 million
- \$5.1 million or 67% below budget

Fiber Optic / Infrastructure – 2%

- Revenue of \$4.2 million
- \$0.9 million or 28% above budget

Joint Development – 0.6%

- Revenue of \$1.4 million
- \$0.01 million or 1% above budget

Other – 0.1%

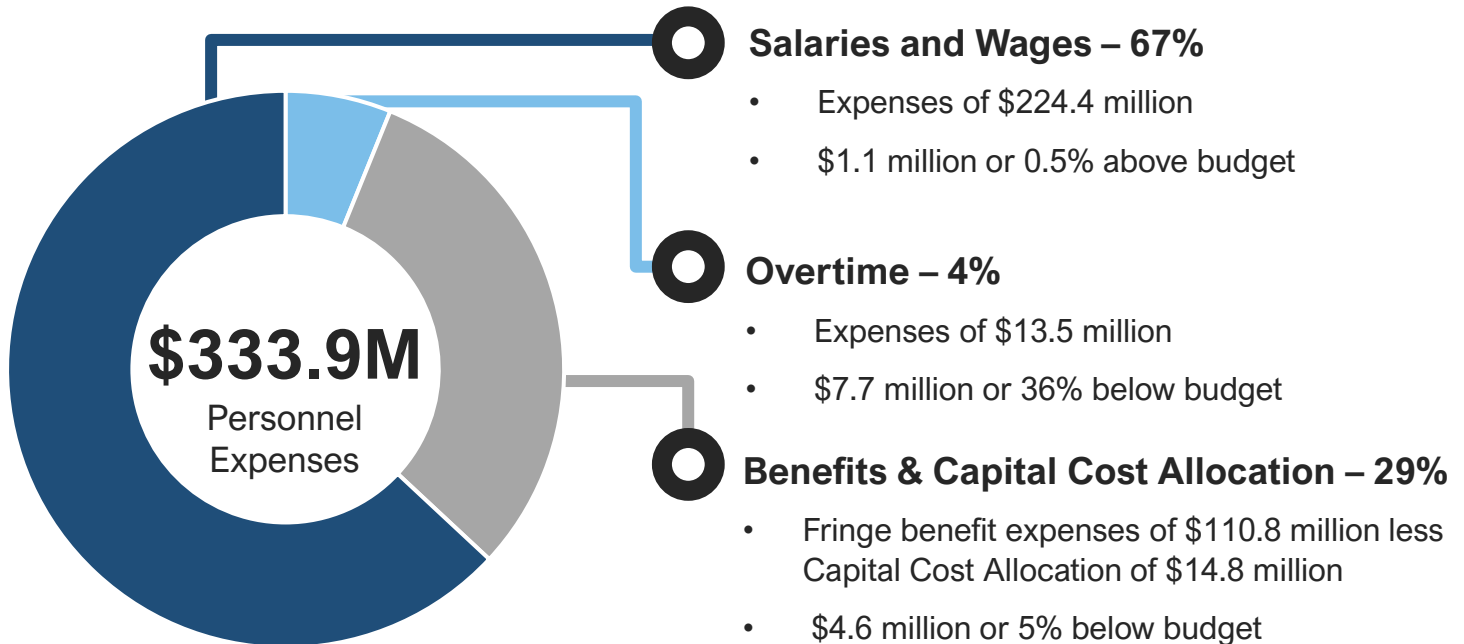
- Other non-passenger revenue of \$0.5 million
- \$5.4 million or 91% below budget

1. Includes \$98.6 million in Jurisdictional Allocation

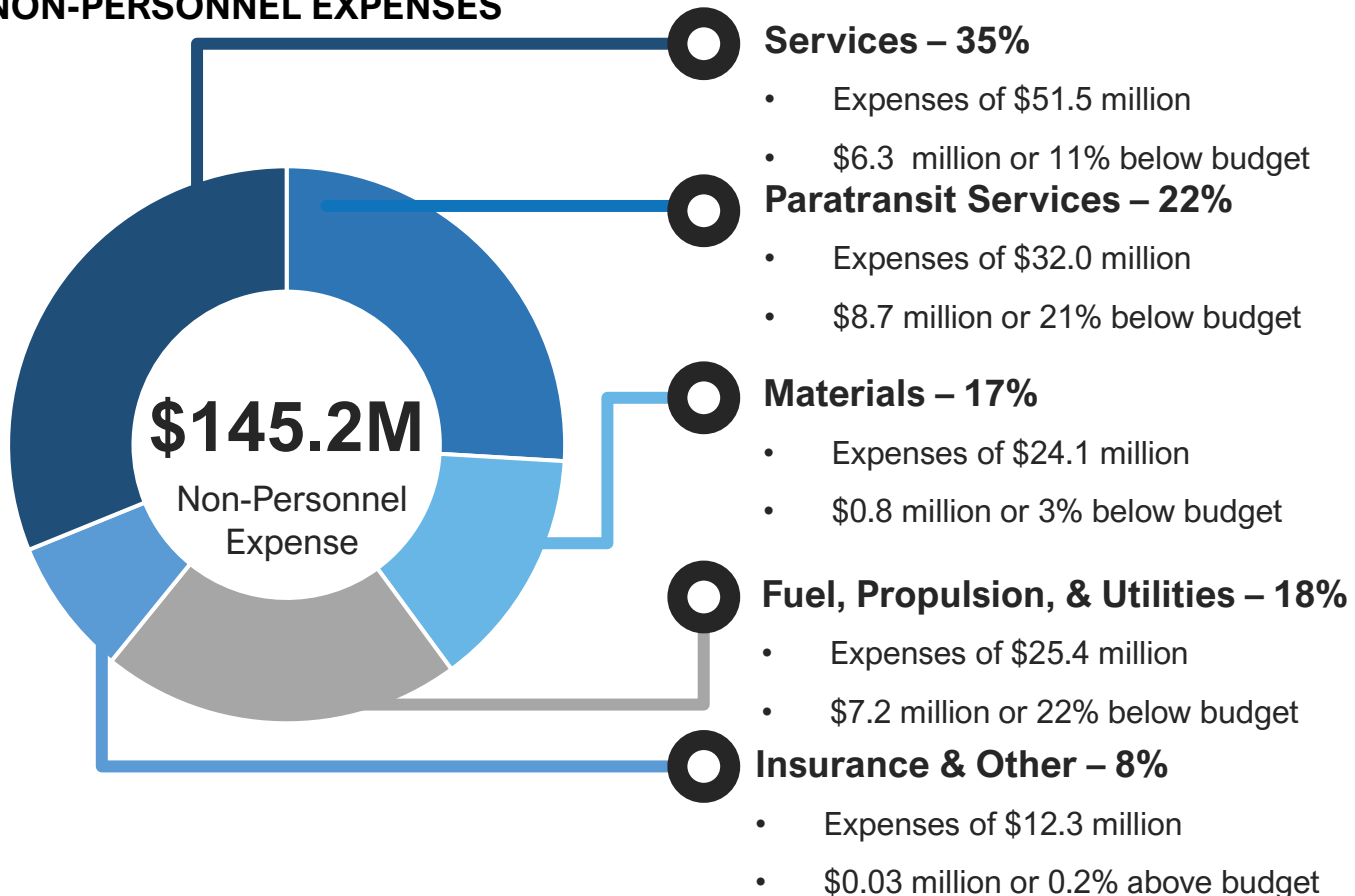
OPERATING EXPENSES

FY2021 operating expenses through Q1 were \$479.1 million, favorable by \$34.1 million to budget due to savings in Overtime, Fringe, Paratransit and other Services.

PERSONNEL EXPENSES



NON-PERSONNEL EXPENSES



CAPITAL IMPROVEMENT PROGRAM

Metro invested \$417 million in the Capital Improvement Program through Q1 of FY2021.

In Q1, Metro continued its aggressive rehabilitation program to improve safety and state of good repair. Low system ridership due to Covid-19 enabled Metro to continue shutdowns and accelerate critical maintenance and reliability projects. Work completed includes Yellow Line bridge repairs, tunnel cable installation, standpipe replacement, tunnel grouting, edge lighting replacement, and track and ATC maintenance. Phase 2 of the Platform Rehabilitation Program capitalized on lessons learned from previous shutdowns, with affected stations reopening on or ahead of schedule.

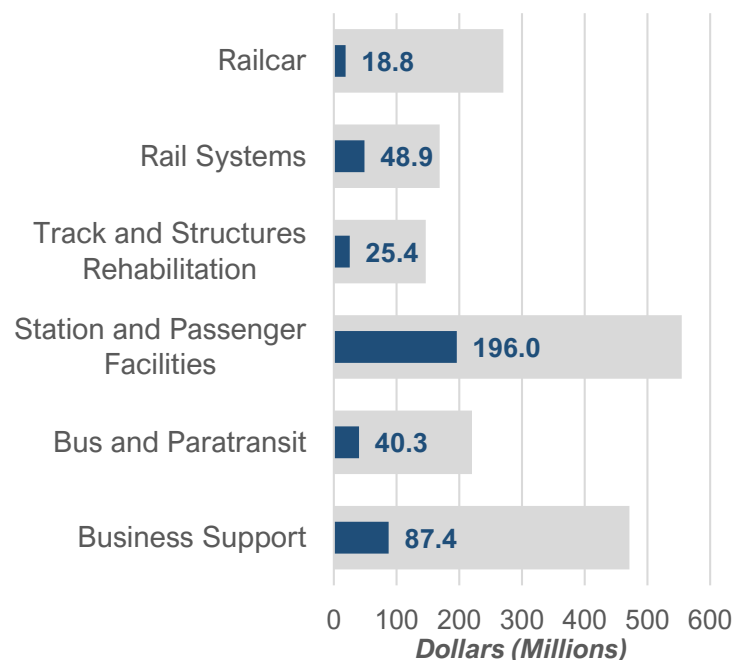
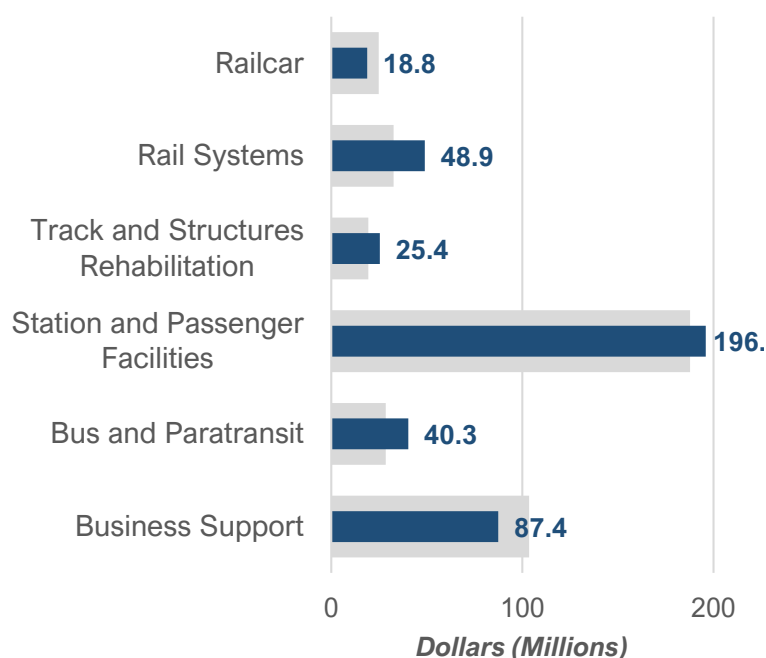
In September Metro deferred approximately \$30 million of FY2021 capital projects that will not have an impact of safety or state of good repair efforts. While these projects are necessary and need to be advanced during the six-year period, the risks of near-term deferral are minimal. Deferrals include:

- Replacement Data Center – Delay IT equipment acquisition
- ERP System Replacement – Defer project initiation
- Station Modernization – Defer installation of some digital screens
- MTPD District III Substation – Delay construction
- Future Station Improvement Projects – Defer planning and development

The FY2021 capital budget forecast as of the end of Q1 (September 2020) totals between \$1.813 and \$2.028 billion. This forecast reflects Metro's best estimate as of the first quarter. The current approved FY2021 budget is \$1.832 billion. Management intends to recommend an FY2021 Capital Budget Amendment later this fiscal year. This amendment will not increase Jurisdictional Contributions.

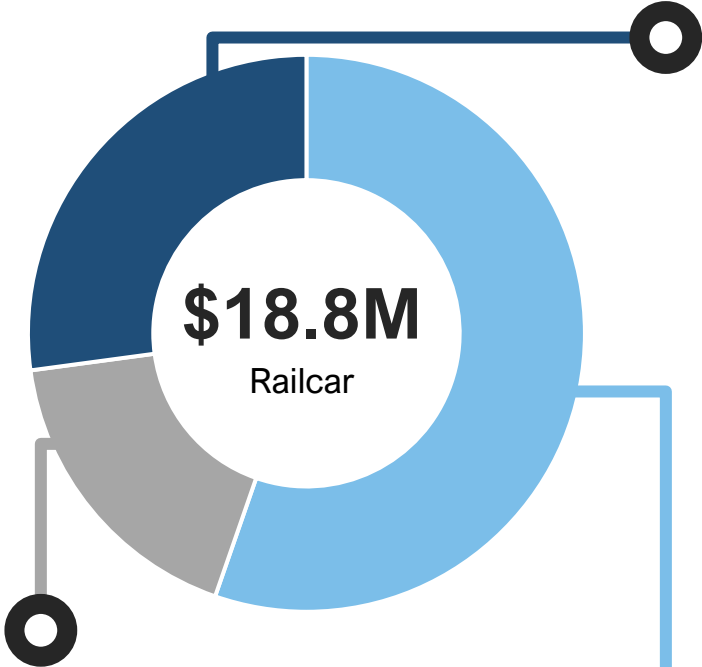
Figures presented in this report are preliminary and unaudited.

■ Q1 Baseline Projection ■ Q1 Actual Investment ■ FY2021 Current Budget ■ Q1 Actual Investment



RAILCAR INVESTMENTS

Through Q1 of FY2021, Metro invested \$18.8 million in Railcar.



Maintenance Facilities – \$3.3M

The fabrication and installation of non-metallic handrails for the Alexandria Rail Yard Service and Inspection (S/I) Shop continued and is expected to be completed in Q2 of FY2021. The installation is designed to improve worker safety.

Metro has awarded a pre-construction contract for the Railcar Heavy Repair and Overhaul Facility (HRO) and issued a Notice to Proceed for design work and surveying (Phase 1). This LEED certified facility will consolidate all railcar overhaul functions into one facility and will support railcar fleet safety and state of good repair.

Acquisition – \$5.1M

In Q1, Metro continued procurement activities for the 8000 Series railcar program. It is anticipated that Metro will award the contract later this fiscal year. The 8000 Series will replace the 2000/3000-Series railcars at the end of their useful life.

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

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

Maintenance/Overhaul – \$10.4M

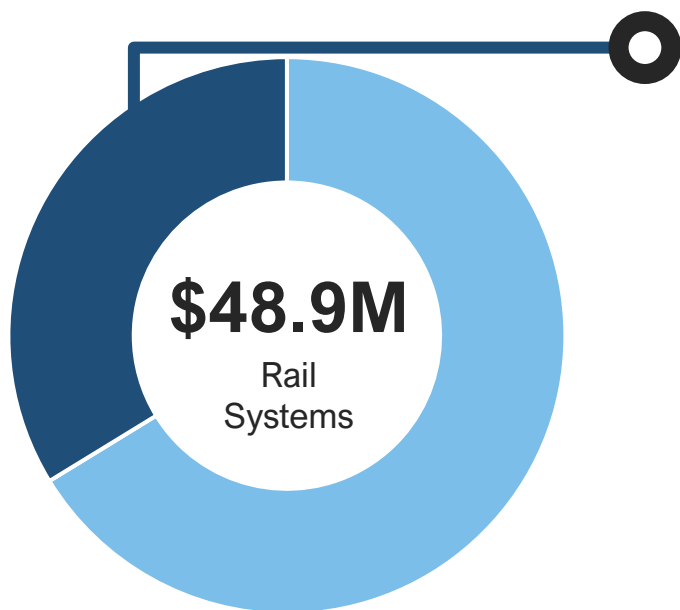
Metro’s Railcar Rehabilitation Program supports the Scheduled Maintenance Service (SMS) of railcars. Specific deliverables include addressing 3000-Series air compressors, HVAC conversions, truck assemblies, and other components; as well as 6000-Series truck assemblies. In Q1, 18 2000/3000-Series and 22 6000-Series railcars were rehabilitated. Planning for the 7000-Series railcar rehabilitation is ongoing and is expected to begin in FY2022.

Railcar Series	FY2021 Plan	FYTD Progress
2000/3000	90	18
6000	94	22

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

RAIL SYSTEMS INVESTMENTS

Through Q1 of FY2021, Metro invested \$48.9 million in Rail Systems.



Signals & Communications – \$16.5M

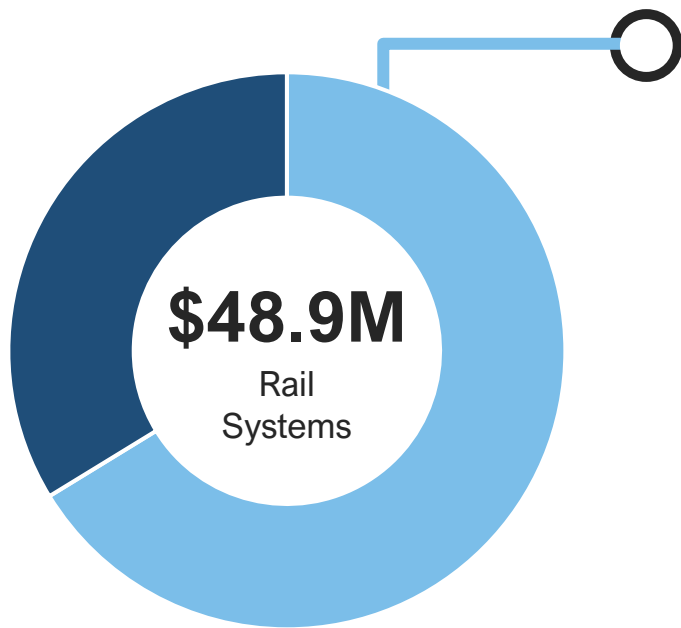
In Q1, Metro continued to install fiber cable as part of the Radio Infrastructure Replacement project. The expected completion of cable installation on the Red Line north of Dupont Circle is Q2 of FY2021. Once cellular carriers initiate wireless service on the Red Line, the Yellow Line from L'Enfant Plaza to the Potomac River portal and the one-mile Silver Line tunnel in Tysons in FY2021, all 100 miles of Metrorail tunnel track will have cellular and data service available for riders to talk, text, and stream. This project also enhances safety - in the event of an emergency, customers and employees can communicate more easily with first responders while underground.

Metro continued to fabricate the Alexandria Yard train control bungalows, install and test power supplies at various locations, and conduct training for the new Switch Machine power supplies replacements as part of the Automatic Train Control (ATC) SOGR Program. ATC equipment provides train position, communication between the train and wayside, and automatic control of train speed and spacing of trains.



Asset	FY2021 Plan	FYTD Progress	Completion Percentage
SGR Switch Replacement – Mainline	22	0	0%
SGR Switch Replacement – Brentwood Yard	18	3	17%

RAIL SYSTEMS INVESTMENTS (CONTINUED)



Propulsion – \$32.4M

In Q1, Metro completed installation of Tie Breaker Station equipment at West Hyattsville and continued work at College Park, Silver Spring and Fort Totten. Installation of Traction Power Substation (TPSS) equipment at Pentagon City continued and the transformer installation at the Cameron Run TPSS was completed. Construction also began on the TPSS at Van Dorn. These actions to improve rail power infrastructure will allow Metro to increase the number of 8-Car trains that it can run on the system.

Metro is advancing the second large-scale TPSS and Tie Breaker Station equipment supply and installment contract, and completed transformer installs at Forest Glen, Twinbrook, Rockville, Naylor Road and Shady Grove TPSS in Q1. Transformer installs began at five additional locations and Metro received equipment for the Wheaton, Suitland and New Carrollton Yard TPSS. Metro released an RFP for the replacement and relocation of the Rosslyn cable tray in Q1.

Construction continues on AC Switchgear replacements at Silver Spring, Gallery Place and Deanwood, and was initiated at Farragut West in Q1. Replacement at East Falls Church and Vienna are expected to be complete in Q2 of FY2021. A contract award is being prepared for AC Switchgear replacement at nine additional locations and a medium voltage switchgear replacement at one location next quarter. Uninterruptable Power Supply (UPS) replacement construction was initiated at Southern Ave. and Cleveland Park.

Asset	FY2021 Plan	FYTD Progress	Completion Percentage
Cable Replacements (LF)	27,000	11,440	42%
Cable Additions (LF)	8,000	5,274	66%
Cable Meggering	2,200	409	19%
Uninterruptable Power Supply Replacement	21	7	33%

TRACK & STRUCTURES REHABILITATION INVESTMENTS

Through Q1 of FY2021, Metro invested \$25.4 million in Track & Structures Rehabilitation.

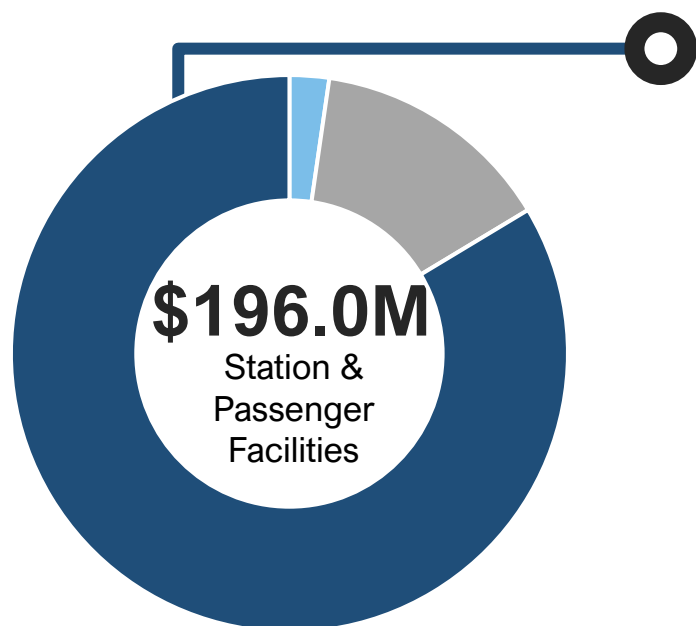
The Track and Structures Rehabilitation Program supports a safe and reliable rail system through comprehensive inspection, maintenance and rehabilitation that enhances the condition of the tracks, guideways, and structures.

Asset	FY2021 Plan	FYTD Progress	Completion Percentage
Concrete Restoration (SF)	5,000	0	0%
Crossties Replaced	5,865	460	8%
Deck Joint Replacement (LF)	1,000	225	23%
Direct Fixation Fasteners Replaced	31,320	353	1%
Drain Rodding (LF)	140,000	0	0%
Grout Pad Rehabilitation (LF)	18,525	1,988	11%
Joint Elimination	700	216	31%
Leak Mitigation	1,050	142	14%
Running Rail Renewal (MI)	7.8	3.6	46%
Third Rail Insulator Replacement	7,000	382	5%
Third Rail Rehabilitation (MI)	1	0	0%
Track Bed Cleaning (LF)	900,000	60,044	7%
Track Signage Replaced	2,500	40	2%
Track Stabilization (LF)	200	0	0%
Track Tamping (MI)	30	1.6	5%
Turnouts Rehabilitated	12	0	0%

In Q1, Metro received the final three (out of six) swing loaders as part of the Track Maintenance Equipment Program. Metro will proceed to take delivery of down and under prime movers, a drain cleaner, dual rail e-clip installers and ride-on plate inserters throughout FY2021.

STATIONS & PASSENGER FACILITIES INVESTMENTS

Through Q1 of FY2021, Metro invested \$196.0 million in Stations & Passenger Facilities.



Platform & Structures – \$163.9M

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

In Q1, major construction for Phase 2 of the Platform Rehabilitation Program was completed at East Falls Church, West Falls Church, Dunn Loring, and Vienna stations. These stations have returned to revenue service after a three-month shutdown from May through September.

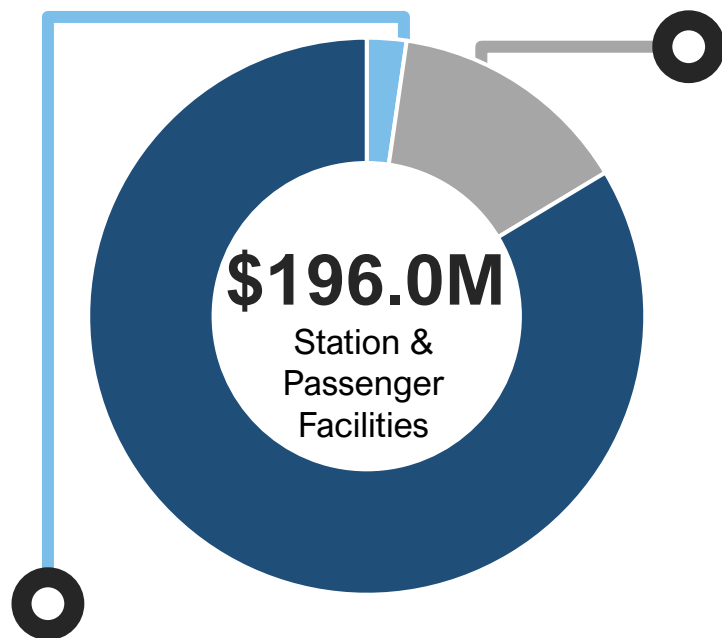
Additionally, platform reconstruction work for the Reagan National Airport station commenced in Q1 and is anticipated to be completed in Q2 of FY2021. Work is focused on the reconstruction of the platform structures, installation of non-slip paver tiles, and rehabilitation of granite edging only. The station has three tracks, enabling the station to remain open for revenue service as work advances.

Bids for the Platform Rehabilitation Phase 3 contract were solicited in Q1. Phase 3 will close four Green Line stations (West Hyattsville, Prince George's Plaza, College Park, and Greenbelt) for platform replacement and station renovation. Contract award is anticipated in Q2 of FY2021.

In Q1, Metro continued installing the Dupont Circle north entrance canopy as well as new stairs at the Judiciary Square south entrance.



STATIONS & PASSENGER FACILITIES INVESTMENTS (CONTINUED)



Station Systems – \$27.6M

In Q1, Metro launched its mobile SmarTrip application on Apple devices, with Android devices expected to receive the app later in FY2021. The new app gives customers enhanced payment and account capabilities while reducing touch points and contact with Metro employees.

Metro continued testing the new faregates that will be deployed throughout the system as part of the Fare Collection Modernization Program. Station pilot testing is anticipated to occur in Q2 of FY2021 with installations beginning in early FY2022. This program improves faregate functionality thereby limiting fare evasion.

The Station Lighting Improvements Program upgrades lighting at platforms, station mezzanines, and around Metro stations and properties to provide enhanced illumination and safety for customers and reduce energy use. In Q1, Metro completed platform-level lighting upgrades at Gallery Place and Anacostia, marking the completion of the effort to equip all 48 underground stations with new platform LED lighting. This effort was completed one year ahead of schedule and will result in an earlier realization in energy savings. Station ceiling LED downlighting was installed at Pentagon City, Union Station, Gallery Place and Judiciary Square in Q1, with eight additional locations to be completed in FY2021. Parking lot and walkway lighting improvements will also be addressed.

Vertical Transportation – \$4.5M

In FY2021, Metro plans to rehabilitate 14 elevators and 24 escalators across the system.

Three escalators are currently being rehabilitated, one at Fort Totten and two at Dupont Circle. Metro is taking advantage of low ridership by accelerating the replacement of three escalators at the Huntington station south entrance. Anticipated completion is Q3 of FY2021.

Metro is currently reviewing bids for a six-year initiative to replace 127 escalators. A Notice to Proceed, is anticipated to be issued later this fiscal year.

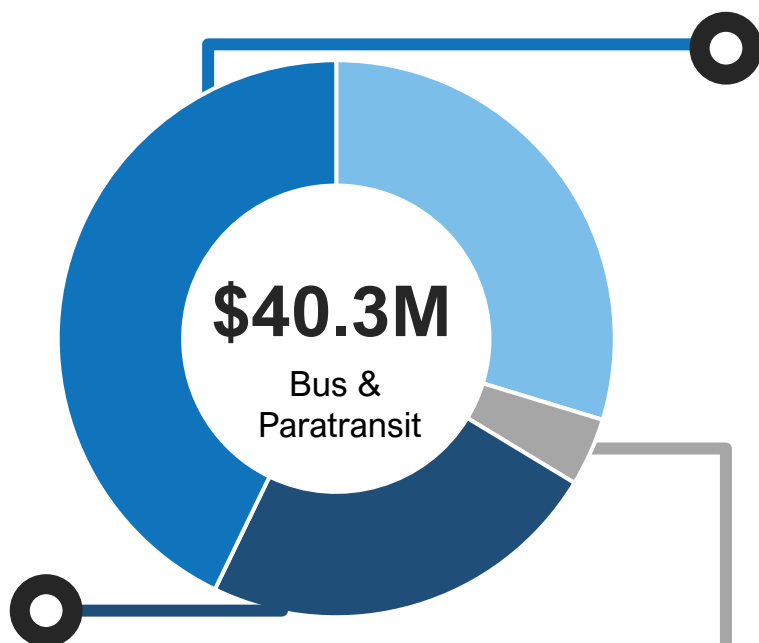
Rehabilitation work on three elevators is underway (one unit at Vienna and two units at Friendship Heights).

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



BUS & PARATRANSIT INVESTMENTS

Through Q1 of FY2021, Metro invested \$40.3 million in Bus & Paratransit.



Bus & Paratransit Acquisition – \$17.3M

In Q1, 12 40-foot CNG buses and eight 60-foot clean diesel buses were delivered. These new buses enable Metro to maintain the bus fleet in a state of good repair and achieve emissions reductions and fuel savings as they replace buses that have reached the end of their useful life.

Bus Type	FY2021 Planned Deliveries	FYTD Progress
Clean Diesel 40-ft.	100	0
Clean Diesel 60-ft.	39	8
CNG 40-ft.	12	12

The delivery of 175 hybrid sedans for Paratransit service is anticipated by the end of FY2021. The new vehicles will be more fuel efficient than existing vans.

Bus Maintenance Facilities – \$9.5M

In Q1, pre-construction activities began on the Bladensburg bus maintenance and operations facility. Construction continued on an off-site bus parking lot which will allow demolition of the existing Bladensburg Bus Garage Facility to proceed. Metro plans to increase the size of the site by approximately one acre to incorporate a LEED certified garage designed for up to 300 buses, separate entrances for buses and employee vehicles, and on-site employee parking.

Pre-construction activities also continued in preparation for demolition and construction at the Northern Bus Garage Facility. The new LEED certified 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.

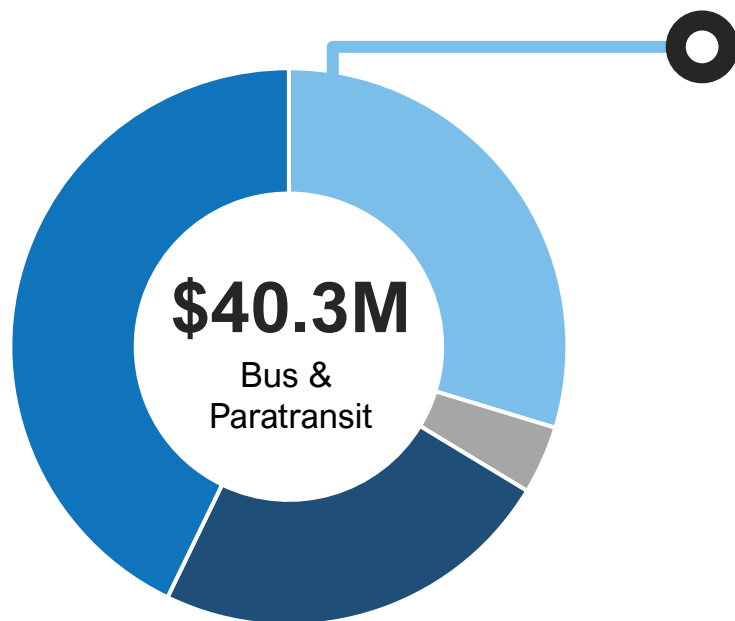
Bus Passenger Facilities – \$1.6M

Metro installed 30 new Customer Information Electronic Display Signs (CIEDS) and re-installed five signs at Metrobus stops in Q1 to show real-time bus arrivals.

Activity	FY2021 Plan	FYTD Progress
CIEDS Installed	135	30

In Q1, the contract for the rehabilitation of the bus terminals at Chevy Chase, Calvert St. and Colorado Ave was awarded and a Notice to Proceed was issued. Construction is scheduled to begin in Q2 of FY2021.

BUS & PARATRANSIT INVESTMENTS (CONTINUED)



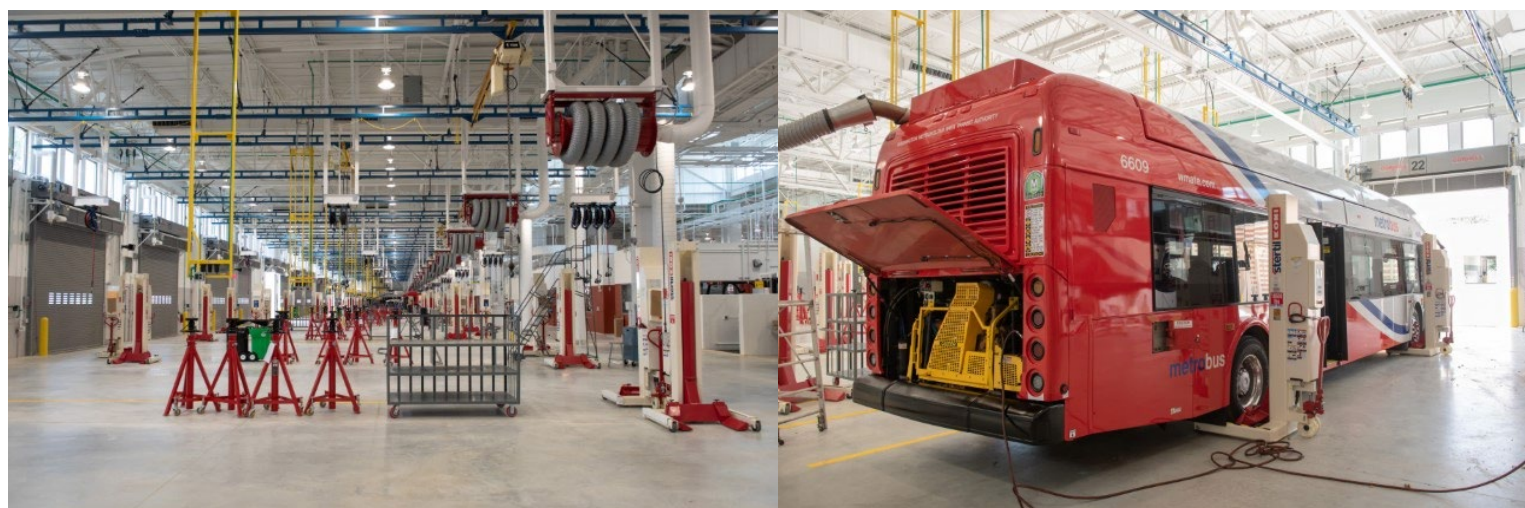
Bus Maintenance & Overhaul – \$12.0M

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

In Q1, 19 buses were rehabilitated, which included the rebuilding of engine assemblies, transmissions and fare boxes. Twenty-six Energy Storing Systems (ESS) were replaced. Covid-19 impacts delayed progress for several assets listed below.

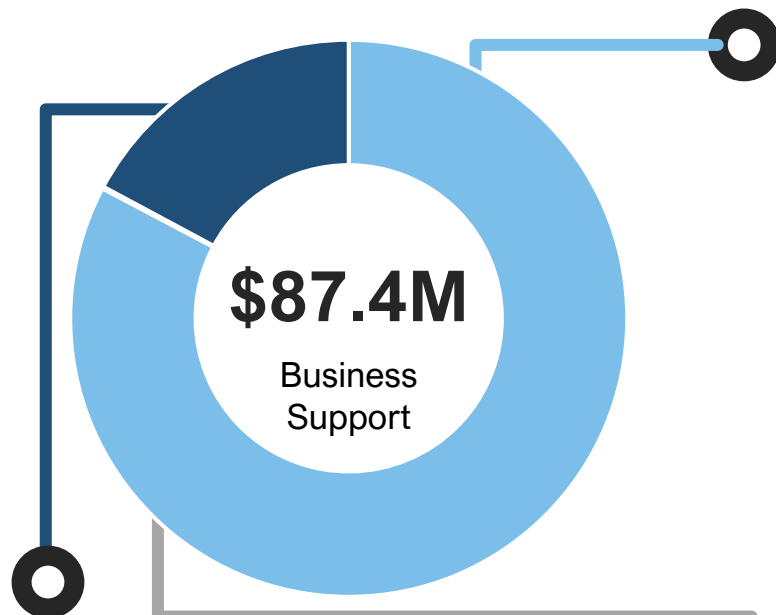
These investments are critical to meeting Metro's Mean Distance Between Failure (MDBF) target for the bus fleet and providing customers with reliable service. Metro's Performance Report includes specific MDBF data for the bus fleet.

Asset	FY2021 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	19	19%
Energy Storage Systems	100	26	26%
Ultracapacitors	77	18	23%
Engine Assemblies	125	25	20%
Transmission Assemblies	150	29	19%
Fare Boxes	232	54	23%



BUSINESS SUPPORT INVESTMENTS

Through Q1 of FY2021, Metro invested \$87.4 million in Business Support.



Information Technology – \$15.0M

Metro's IT investments improve internal operations and the customer experience. In Q1, Metro completed the installation of 55-inch LCD Passenger Information Display Systems (PIDS) and Bus Prediction Signs at the four Orange Line stations closed for the Platform Rehabilitation. The Rail Operations Support Software Program is focused on ensuring real time train information is accurate and available to customers.

As part of the office consolidation initiative, Metro is constructing a new data center to replace the existing center at the Jackson Graham Building. The end of life and maintenance assessment were completed for the Jackson Graham Building and the Carmen Turner Facility. A study of the latest available technology will be performed as part of an analysis to determine what technology should be adopted during the office consolidation. An RFP is being developed and is expected to be released by the end of FY2021

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

Support Equipment & Services – \$72.3M

In Q1, Metro completed pre-construction activities at the DC office building and has begun erecting the structure for a new curtain wall and the addition of three floors. Building foundation pre-construction work is ongoing at the VA office building location. Pre-construction and mobilization at the Maryland office location is expected in Q2 of FY2021 when the building permit is anticipated to be issued.

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 ten 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 Q1, Metro completed the rehabilitation of the roof at the Western Bus Maintenance Facility and continued work at the Glenmont Train Wash Facility and the Shady Grove S&I Shop. Metro plans to rehabilitate a total of 18 roofs in FY2021.

Finally, Metro awarded a contract for the New Hampshire Ave. Chiller Water Treatment Facility and advanced the replacement of the Underground Storage Tank at the Alexandria Railyard in Q1.

REAL ESTATE UPDATE

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

Joint Development

New Carrollton: Completion of the Phase 1B multi-family building is expected in 2021. Phase 2 of the project has commenced design and 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 FY2021. Construction of the new parking garage is expected to begin in Q4 of FY2021.

West Hyattsville (West): The sale of a five acre property closed in September 2020. Per the Joint Development Agreement, the site will be developed into approximately 200 housing units with new pedestrian connections to the Metro station and assembled with an adjacent development that includes 685 housing units, 10,000 square feet of retail and a 50,000 square foot medical office building.



Site plan for Riverfront to be assembled with Metro parcel

Dispositions

In Q1, Metro disposed of excess properties that generated \$3.35 million in revenue to be applied to Metro's capital program. These properties consisted of 5708 Vine Street in Alexandria, VA and property adjacent to the Anacostia parking garage.

Acquisitions

Railcar Heavy Repair & Overhaul Facility: Three properties required for a new railcar HRO in Landover, Maryland were acquired through condemnation in Q1. Condemnation proceedings are currently underway through the US Department of Justice.

Bladensburg Bus Facility: Purchase offers for three properties required for the redevelopment of the Bladensburg Bus Facility were rejected by the owners. As a result, in September 2020, Metro received FTA concurrence to condemn the properties; US Department of Justice condemnation proceedings will begin in Q2 of FY2021.

APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

FY2021 – Q1 Year-To-Date (\$ in millions)

	Budget	Actual	Variance \$	Variance %
Passenger Revenue	\$21.8	\$17.4	(\$4.4)	-20.0%
Non-Passenger Revenue *	\$179.8	\$248.7	\$68.8	38.3%
Total Revenue	\$201.6	\$266.1	\$64.5	32.0%
Personnel	\$345.1	\$333.9	\$11.2	3.3%
Non-Personnel	\$168.1	\$145.2	\$22.9	13.6%
Total Expenses	\$513.2	\$479.1	\$34.1	6.6%
Gross Subsidy	\$311.6	\$213.0	\$98.6	31.6%
Jurisdictional Allocation	--	\$98.6	\$98.6	--
Net Subsidy	\$311.6	\$311.6	\$0.0	0.0%
Cost Recovery Ratio	39%	56%		

*Includes CARES Act funding of \$239.4 million; excludes reimbursables

FY2021 – Q1 Year-To-Date (Trips in millions)

Ridership	FY2020 Actual	FY2021 Budget	FY2021 Actual	Variance Prior Year	Variance Budget
Metrorail	46.9	7.1	5.6	-88.0%	-20.2%
Metrobus*	31.6	6.1	11.1	-64.8%	81.6%
MetroAccess	0.6	0.2	0.2	-59.3%	50.1%
All Modes	79.1	13.4	17.0	-78.5%	27.4%

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

APPENDIX II: CAPITAL PROJECT FINANCIALS BY INVESTMENT CATEGORY

(\$ in Millions)

Program	FY2021 Current Budget	FY2021 Forecast Range	FY2021 Q1 Actuals	YTD % Budget Expended
Railcar Acquisition	118.0	100.3 - 116.7	5.1	4%
Railcar Maintenance/Overhaul	125.9	122.2 - 128.2	10.4	8%
Railcar Maintenance Facilities	26.6	31.8 – 33.0	3.3	12%
Railcar Investments	\$270.4	\$254.4 – 277.9	\$18.8	7%
Propulsion	76.2	107.8 – 116.8	32.4	43%
Signals & Communications	92.6	104.1 – 125.1	16.5	18%
Rail Systems Investments	\$168.8	\$212.0 – 242.0	\$48.9	29%
Fixed Rail	106.4	123.1 – 128.1	22.4	21%
Structures	40.0	22.9 – 28.4	2.9	7%
Track & Structures Rehabilitation Investments	\$146.5	\$145.9 – 156.4	\$25.4	17%
Platforms & Structures	425.0	471.1 - 523.6	163.9	39%
Vertical Transportation	54.5	39.0 – 42.5	4.5	8%
Station Systems	75.3	105.2 – 117.2	27.6	37%
Stations & Passenger Facilities Investments	\$554.8	\$615.4 – 683.4	\$196.0	35%
Bus & Paratransit Acquisition	87.9	97.2 – 101.9	17.3	20%
Bus Maintenance/Overhaul	84.9	71.0 – 76.0	12.0	14%
Bus Maintenance Facilities	22.5	24.1 – 25.5	9.5	42%
Bus Passenger Facilities/Systems	25.0	10.5 – 14.0	1.6	6%
Bus & Paratransit Investments	\$220.3	\$202.8 – 217.5	\$40.3	18%
IT	114.4	80.3 – 90.3	15.0	13%
MTPD	4.7	1.5 – 2.5	0.1	3%
Support Equipment/Services	352.4	301.0 – 358.0	72.3	21%
Business Support Investments	\$471.5	\$382.8 – 450.8	\$87.4	19%
Total Capital Programs	\$1,832.2	\$1,813.2 – 2,027.9	\$416.7	23%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in Utilization %)
Montgomery County			
Grosvenor-Strathmore	1,659	4%	-97%
White Flint	1,020	7%	-85%
Twinbrook	1,097	3%	-95%
Rockville	524	5%	-95%
Shady Grove	5,745	4%	-95%
Glenmont	2,998	6%	-93%
Wheaton	977	4%	-89%
Forest Glen	596	3%	-97%
Montgomery County Total	14,616	5%	-94%
Prince George's County			
New Carrollton	2,349	7%	-94%
Landover	1,185	6%	-96%
Cheverly	500	5%	-93%
Addison Road-Seat Pleasant	1,268	3%	-93%
Capitol Heights	372	6%	-94%
Greenbelt	3,399	4%	-94%
College Park-U of MD	1,290	3%	-97%
Prince George's Plaza	1,068	3%	-94%
West Hyattsville	453	6%	-93%
Southern Avenue	1,980	4%	-94%
Naylor Road	368	8%	-92%
Suitland	1,890	3%	-95%
Branch Avenue	3,072	6%	-94%
Morgan Boulevard	608	5%	-94%
Largo Town Center	1,950	7%	-93%
Prince George's County Total	21,752	5%	-94%
Maryland Total	36,368	5%	-94%

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	3%	-93%
Minnesota Ave	333	13%	-85%
Rhode Island Ave-Brentwood	221	17%	-84%
Fort Totten	408	19%	-83%
Anacostia	808	2%	-96%
District of Columbia Total	1,964	9%	-87%
Northern Virginia			
Huntington	2,732	7%	-89%
West Falls Church-VT/UVA	1,275	3%	-96%
Dunn Loring-Merrifield	1,964	4%	-92%
Vienna/Fairfax-GMU	4,240	4%	-95%
Franconia-Springfield	5,069	7%	-86%
Van Dorn Street	361	16%	-79%
East Falls Church	422	4%	-96%
Wiehle-Reston East	2,300	7%	-92%
Northern Virginia Total	18,363	6%	-91%
System Total	56,695	5%	-93%