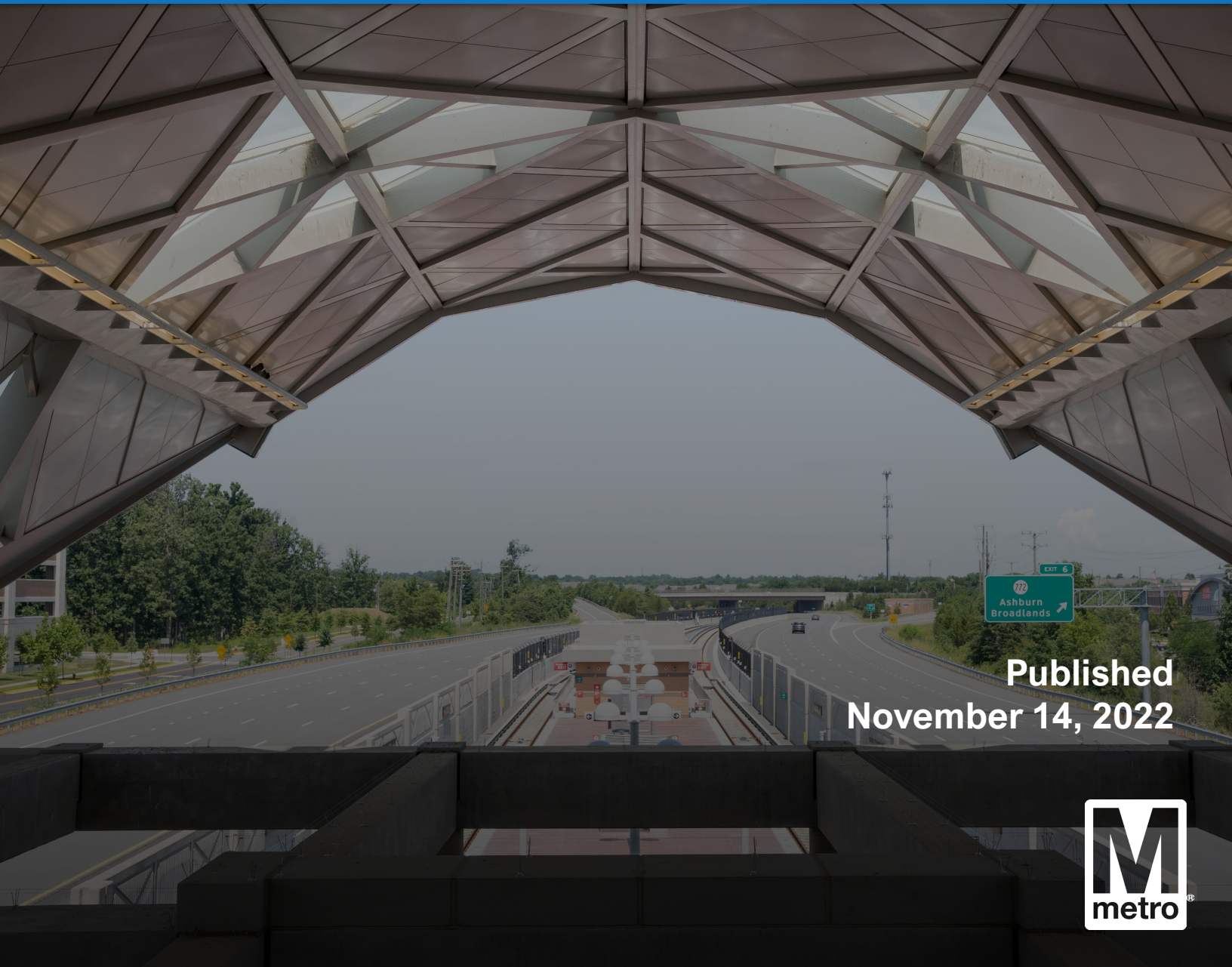


WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

QUARTERLY PROGRESS REPORT

Fiscal Year 2023 Quarter 1



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Q1 FY2023 AT-A-GLANCE

During Q1 FY2023, Metro completed its multi-year Platform Improvement Project, began a Yellow Line tunnel and bridge repair project, celebrated the opening of its new headquarters at L'Enfant Plaza, and rolled out new Metrorail maps and signage to reflect station openings and name changes.

In September, Metro marked the reopening of five Orange Line stations in Maryland and Washington, D.C. following their summer closure for customer experience improvements and platform reconstruction. The reopening of New Carrollton, Landover, Cheverly, Deanwood, and Minnesota Ave. Metrorail stations marked the end of station shutdowns associated with the four-year Platform Improvement Project to rehabilitate the 20 outdoor stations most in need of critical repairs and customer experience improvements.

Repairs to the aging Yellow Line tunnel and bridge also began in September and will last through May 2023. During this time, Blue Line service will operate between Huntington and New Carrollton Metro Stations. Additionally, six Blue and Yellow line stations south of Reagan Washington National Airport Station were closed during the quarter to connect the new Potomac Yard Station to the existing tracks. This work advanced the critical improvements necessary to open the future Potomac Yard Station later this year. The closed stations were Braddock Road, King Street, Van Dorn Street, Franconia-Springfield, Eisenhower Avenue, and Huntington Metrorail stations.

On September 12, Metro began returning more of its 7000-Series trains to service. This marks a significant step in Metro's plan to improve train frequency for customers and with the Washington Metrorail Safety Commission approval, the updated return to service plan allows the agency to safely operate up to twenty 7000-Series trains per day.

D.C. elected leaders joined Metro officers on September 28 to celebrate the opening of the new Headquarters Building at L'Enfant Plaza. General Manager/Chief Executive Officer Randy Clarke welcomed Congresswoman Eleanor Holmes Norton, Mayor Muriel Bowser, Ward 6 Councilmember Charles Allen, Metro Board Chair Paul C. Smedberg, and Metro staff to a ribbon cutting ceremony to celebrate the occasion.

Finally, Metrorail released revised versions of its iconic system map, reflecting six Silver Line stations as well as five station name changes. The name changes were requested by local jurisdictions and approved by the Metro Board of Directors.

The five stations are:

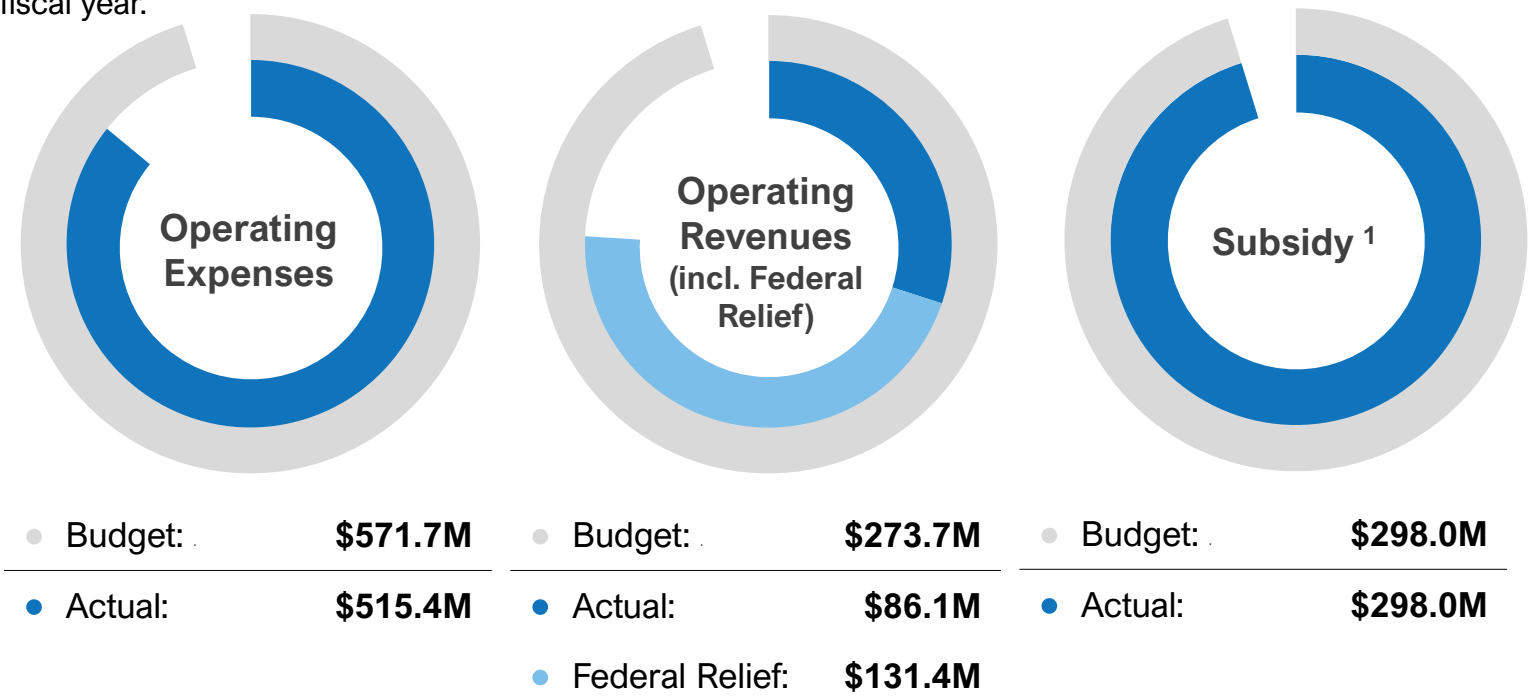
- White Flint will become North Bethesda
- Largo Town Center will become Downtown Largo
- Tysons Corner will become Tysons
- Prince George's Plaza will become Hyattsville Crossing
- West Falls Church's secondary name VT/UVA will become VT only

The new maps feature Silver Line Phase 2 stations of Reston Town Center, Herndon, Innovation Center, Washington Dulles International Airport, Loudoun Gateway and Ashburn, as well as the future station at Potomac Yard. The map's original design was created more than 40 years ago by graphic designer Lance Wyman and was revised by Wyman for the opening of the first phase of the Silver Line.

OPERATING RESULTS

The following highlights Metro’s system-wide financial performance in the first quarter of fiscal year 2023.

Metro’s net operating position through the first quarter was favorable to budget by \$48.2 million. Operating expenses were \$515.4 million or \$56.3 million below budget. Operating revenues were \$86.1 million (excluding federal relief), below budget by \$8.1 million and funding 17 percent of operating expenses. Total revenue was \$229.7 million including federal relief used as revenue replacement and jurisdictional allocations. Passenger revenue was below budget by \$6.5 million in the first quarter. Losses were offset by federal relief funding and savings from capital cost allocation, services, paratransit and materials. Metro received federal relief totaling \$143.6 million, of which \$131.4 million was used to offset decreased revenue, and \$12.2 million was used for jurisdictional ARPA credit allocations. Metro’s net subsidy¹ is on budget for the fiscal year.



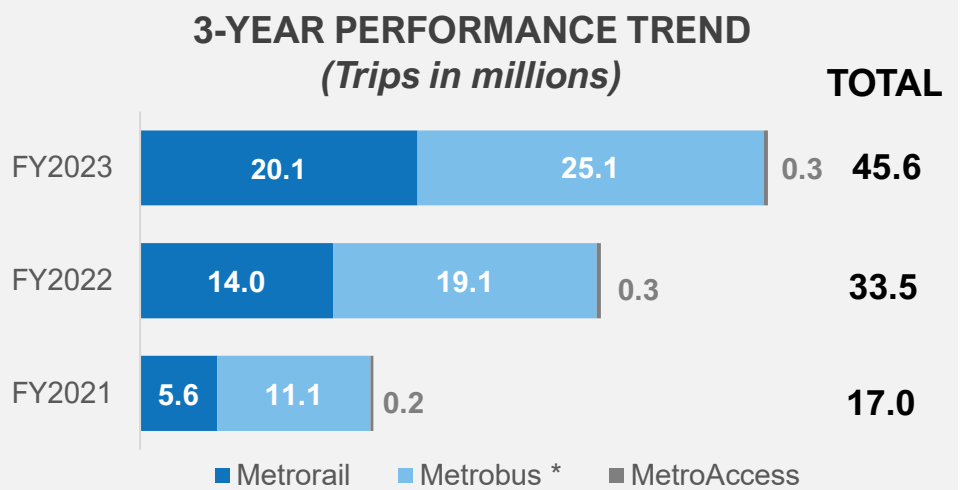
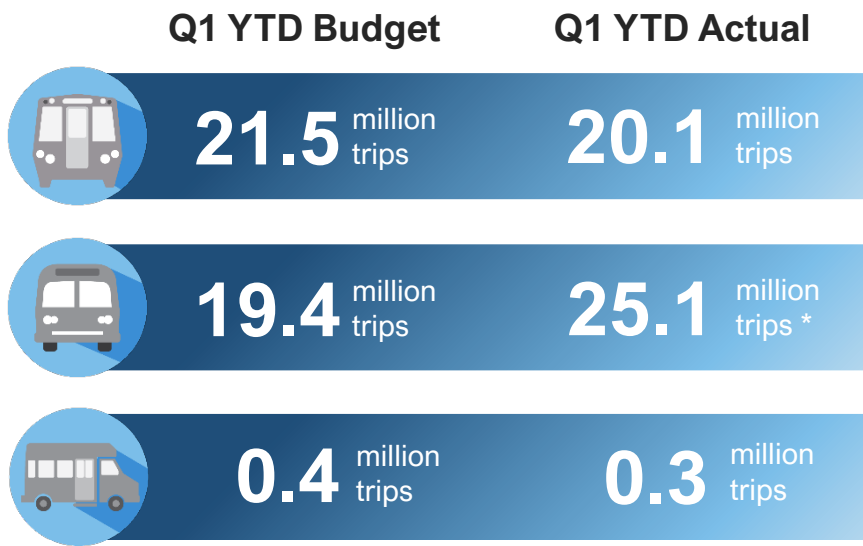
¹ Subsidy refers to operating expense less operating revenues and does not reflect/equal actual jurisdictional subsidy payments.



RIDERSHIP

Actual ridership for Metrorail, Metrobus, and MetroAccess combined for 45.6 million trips through Q1 of FY2023.

Through Q1, total ridership was 36 percent above the prior year and 10 percent above budget, with Metrobus ridership continuing to exceed Metrorail ridership. Rail ridership totaled 20.1 million trips, an increase of 6.1 million or 43 percent from prior year. The rail variance to budget was 1.4 million trips, unfavorable by six percent. Bus ridership, using automated passenger counts (APC), totaled 25.1 million trips, which was 5.7 million or 29 percent above budget, and 6.0 million or 32 percent above prior year. Ridership on MetroAccess through the first quarter was 0.3 million trips, 10 percent below budget and four percent above prior year.

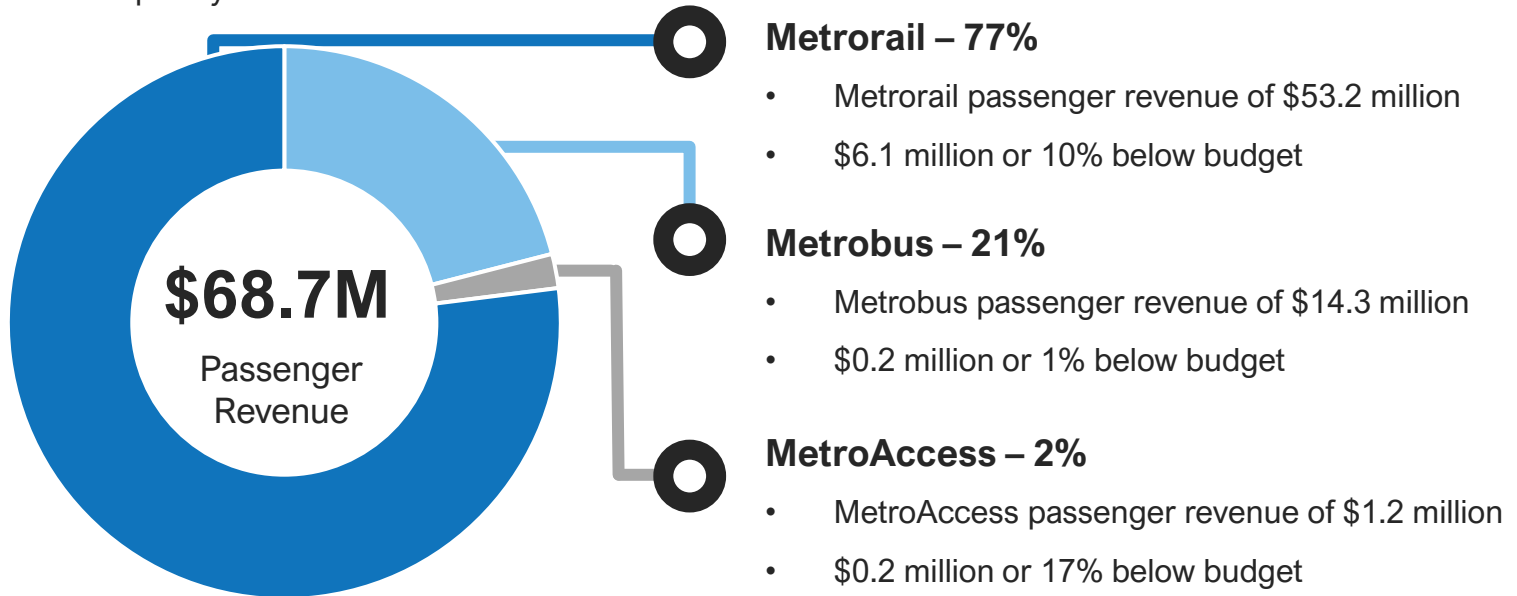


* Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

OPERATING REVENUE

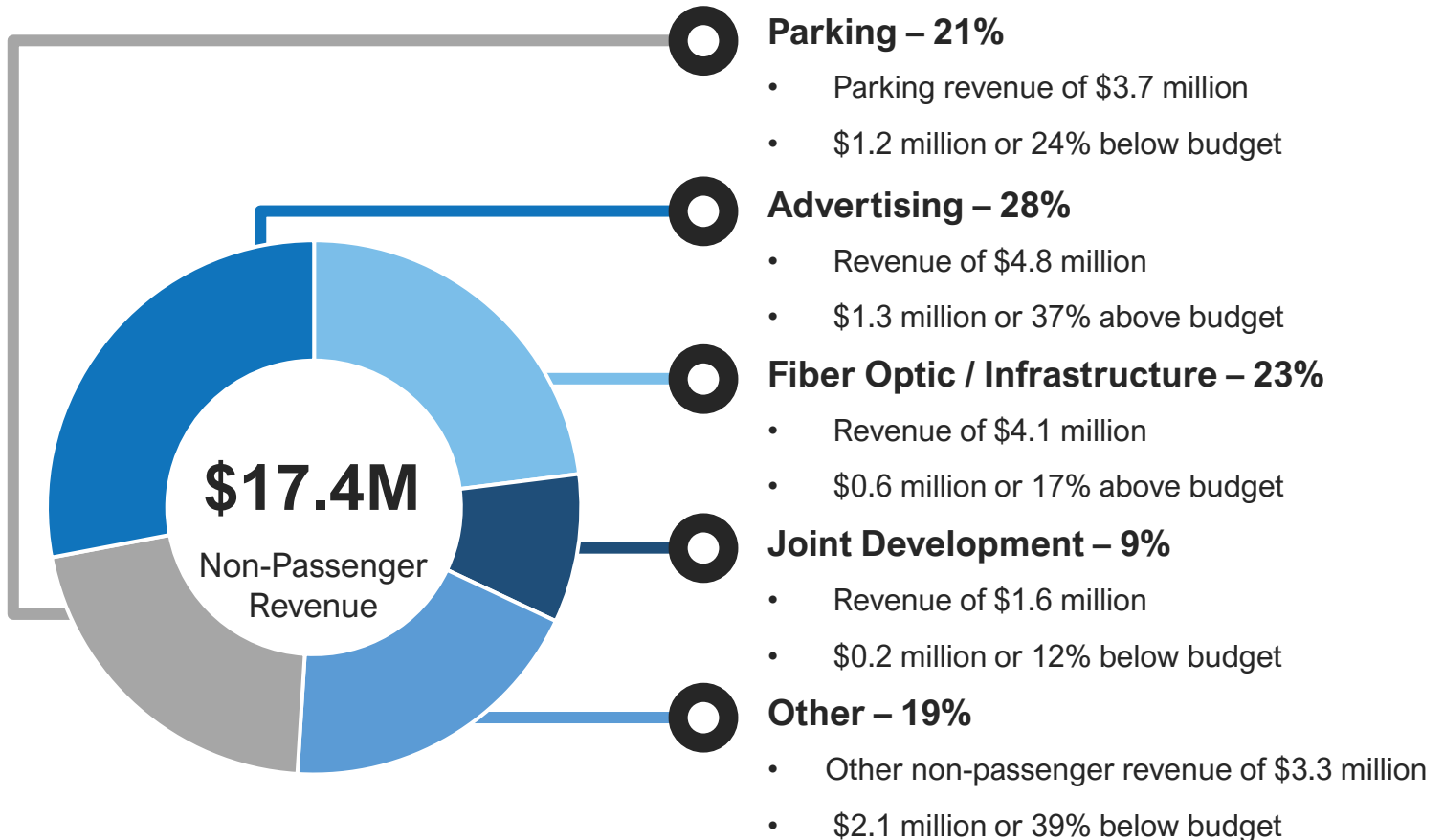
PASSENGER REVENUE

Passenger revenue totaled \$68.7 million, which was \$6.5 million or 9% below budget and \$18.5 million or 37% above prior year.



NON-PASSENGER REVENUE

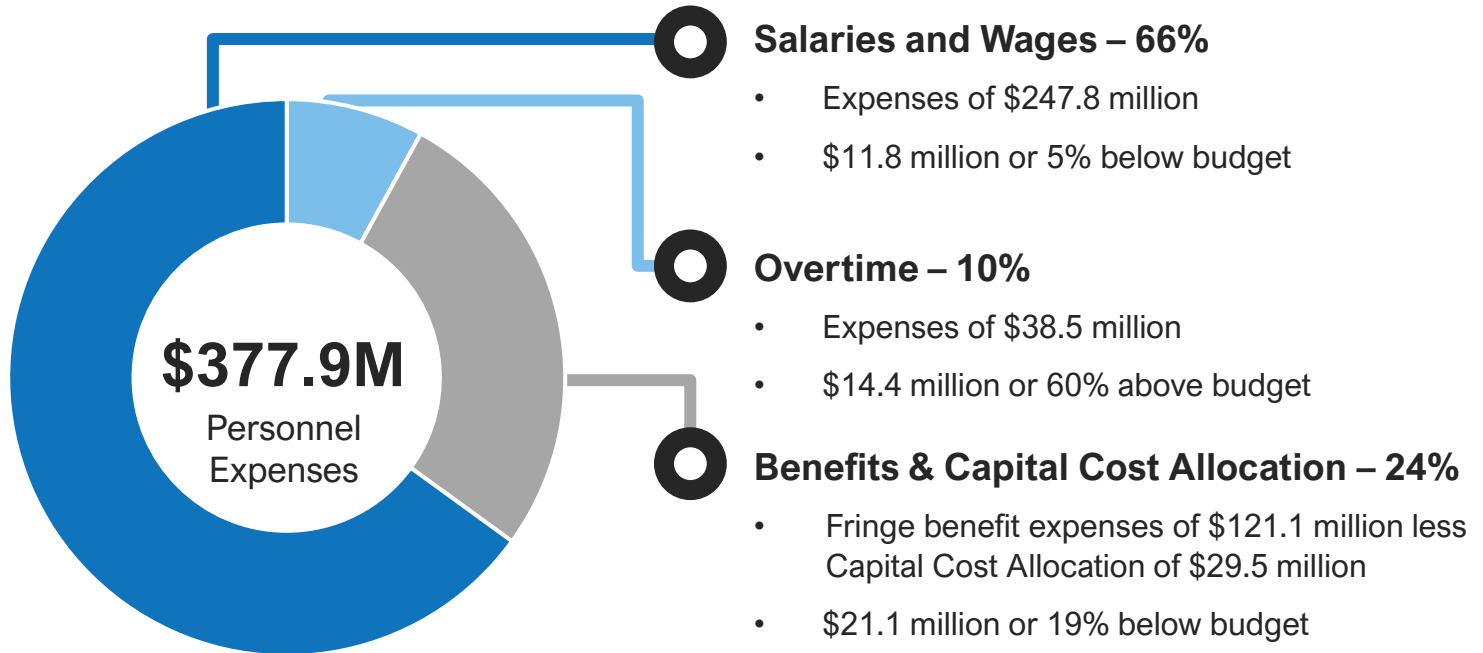
Non-passenger revenue totaled \$17.4 million through Q1, which was \$1.6 million or 8% below budget, including:



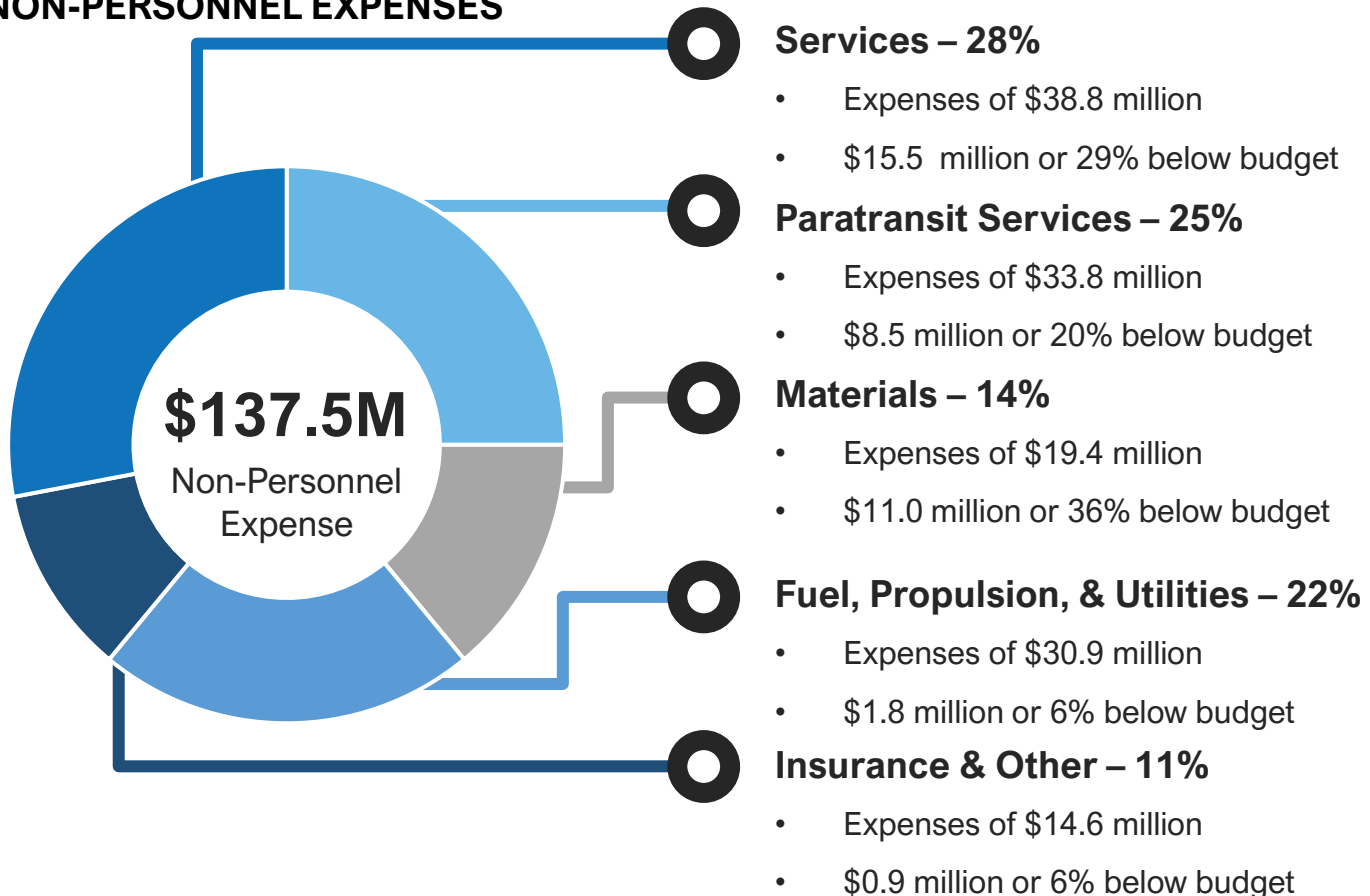
OPERATING EXPENSES

FY2023 operating expenses through Q1 were \$515.4 million, favorable by \$56.3 million to budget due to savings in Benefits & Capital Cost Allocation, Services, Paratransit and Materials.

PERSONNEL EXPENSES



NON-PERSONNEL EXPENSES



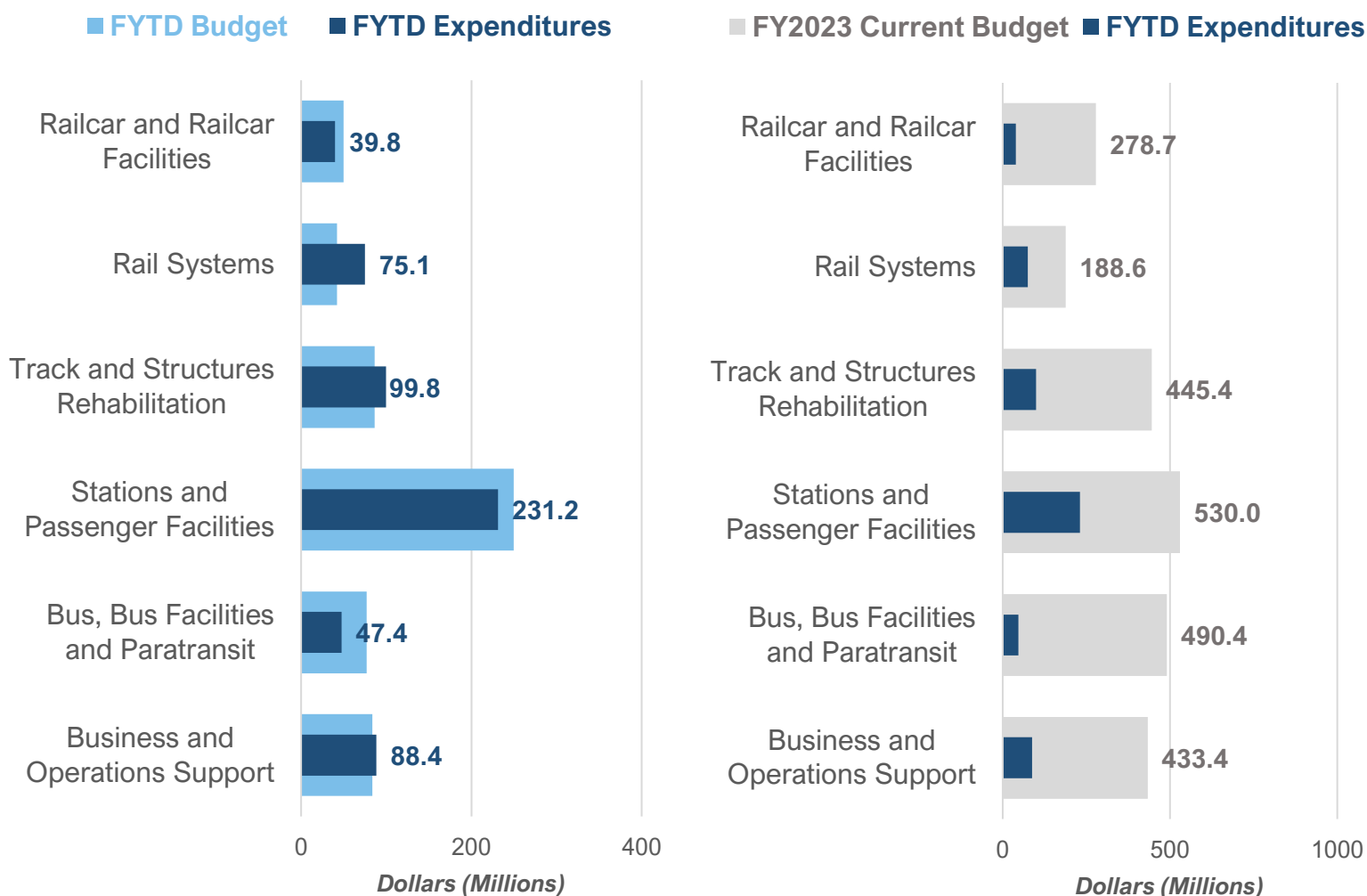
CAPITAL IMPROVEMENT PROGRAM

Metro invested \$581.7 million in the Capital Improvement Program in Q1.

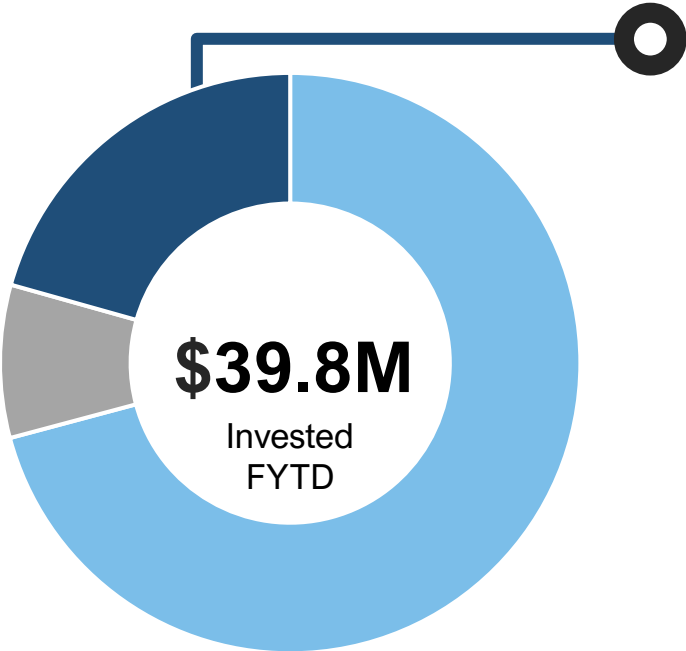
Metro's FY2023 capital improvement program continues work on reducing backlogged needs while striving to prevent the creation of new backlogged requirements. The capital program is focused on advancing construction and rehabilitation projects that improve state of good repair, reliability, and customer experience and which are driven by the core value of safety.

It is anticipated that the next issuance of dedicated funding backed debt will occur in Q3 FY2023. While the approved budget for FY2023 is lower than FY2022, Metro is on pace to again exceed previous year investment in capital assets.

Figures presented in this report are preliminary and unaudited.



RAILCAR AND RAILCAR FACILITIES



Acquisition – \$8.2M

Revisions to the initial conceptual design work for the 8000-Series railcars are ongoing and when completed a list of parts suppliers will be developed. A ceremony was held in October to celebrate the start of construction of the Hitachi plant in Hagerstown. The factory is slated to build the new 8000-Series rail cars for Metro. The new railcars are being 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 being designed to have better ventilation, be more energy-efficient, have enhanced security features, and 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 continues as of September 2022 following the derailment of a train in October 2021. Work has resumed on various 7000-Series modifications including work on Automatic Train Control software upgrades, fabrication of inter-car barrier equipment, and training for railcar maintenance. In November, Metro was permitted to restore additional 7000-Series Railcar service, although the investigation into the 7000-Series Railcars is not finished.

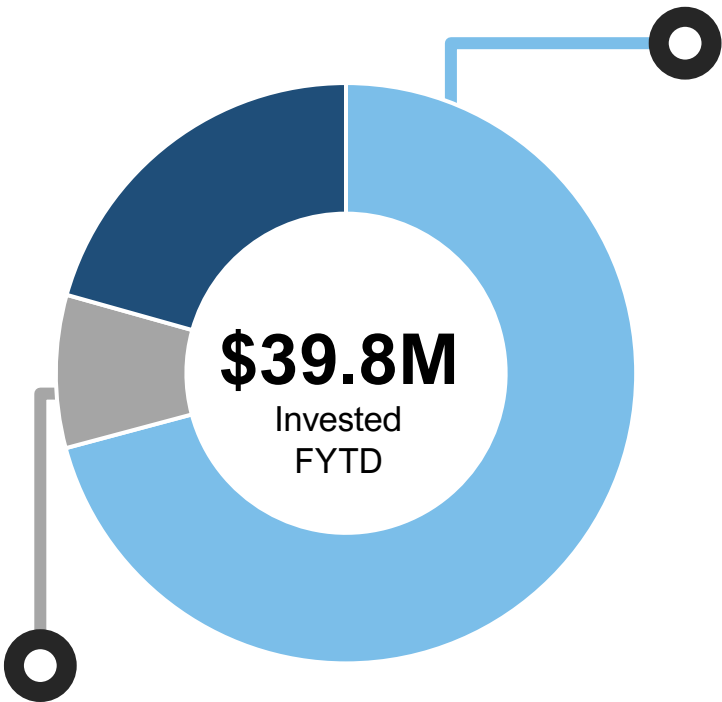
Metro is working with Washington Metrorail Safety Commission (WMSC) to incorporate the use of Automated Wayside Inspection System (AWIS) Equipment as part of the inspection process. Currently, the AWIS system is installed in two locations and installation is underway at three additional locations.

Metro has installed eight railcar training simulators, with the remaining 12 anticipated to be installed throughout FY2023. Training equipment will be in both the Carmen Turner Facility and Dulles Facility.



Computer Generated Image of the Final Design for the New Maryland Factory

RAILCAR AND RAILCAR FACILITIES (CONTINUED)



Maintenance & Overhaul – \$28.2M

The Rail Vehicle Scheduled Maintenance Program (SMP) maintains railcar subsystems such as the car body, the propulsion and control system, the friction brakes, auxiliary power, truck assemblies, couplers, side doors, and HVAC systems. The suspension of the 7000-Series from passenger service and subsequent investigation resulted in a decrease in the total number of planned rehabilitations in FY2022 and continues to delay SMP planned for FY2023. In Q1, rehab activities resumed for the 2000-Series railcars and two were completed.

Railcar Series	FY2023 Rehabilitation Plan	FYTD Progress
2000	74	2
3000	0	0
6000	4	0
7000	22	0

Maintenance Facilities – \$3.4M

Metro is completing the design work for the replacement of train wash systems at seven locations.

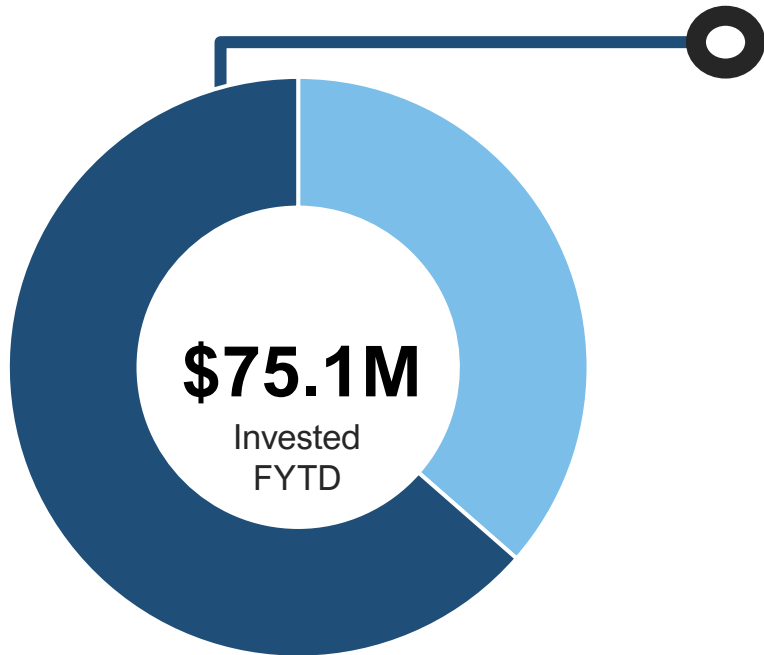
The Facility increases reliability of trains needing scheduled maintenance, increases throughput of maintenance, and reduces employee injuries by installing updated safety systems and is being designed to meet LEED (Leadership in Energy and Environmental Design) standards. Current activities taking place at Brentwood and Greenbelt will benefit from additional yard storage space and continue as normal Service & Inspection shops supporting railcar fleet safety and state of good repair.

For the 6000-Series in FY2023 Q1, wiring repairs were completed and SMP work was started on two (2) railcars, and 20 coupler assemblies were replaced.

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.





DIGGING DEEPER: Switchgear Replacements

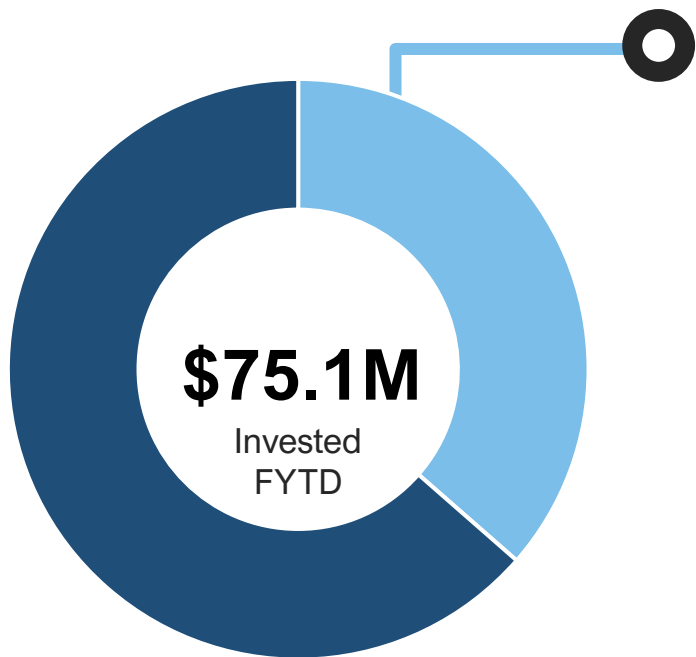
Metro’s replacement of switchgear equipment reduces incidents and service delays attributed to AC power and corrective maintenance work.

Signals & Communications – \$47.7M

In Q1, Metro completed the installation of updated radio infrastructure equipment in MTPD and bus vehicles. These upgrades will enhance safety by improving the communication systems and equipment used by 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, testing of power supplies at various locations and training for new Switch Machine power supply replacements are ongoing. A contract was awarded in Q1 for the replacement of ATC equipment at 14 locations and renewal of 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	FY2023 Plan	FYTD Progress	Completion Percentage
SGR Switch Replacement	29	11	38%
SGR Cable Replacement	60	12	20%
SGR High-Current Bond Installation	50	10	20%
SGR Cable Meggering	45	9	20%



Q1 marked the beginning of an estimated four-year effort to replace equipment at 12 Traction Power Substations (TPSS) and nine Tie Breaker Stations. Transformer replacements are ongoing at various locations, and work on cable meggering and replacement also continues. The replacement of the Rosslyn cable tray and installation of additional switchgear equipment are complete.

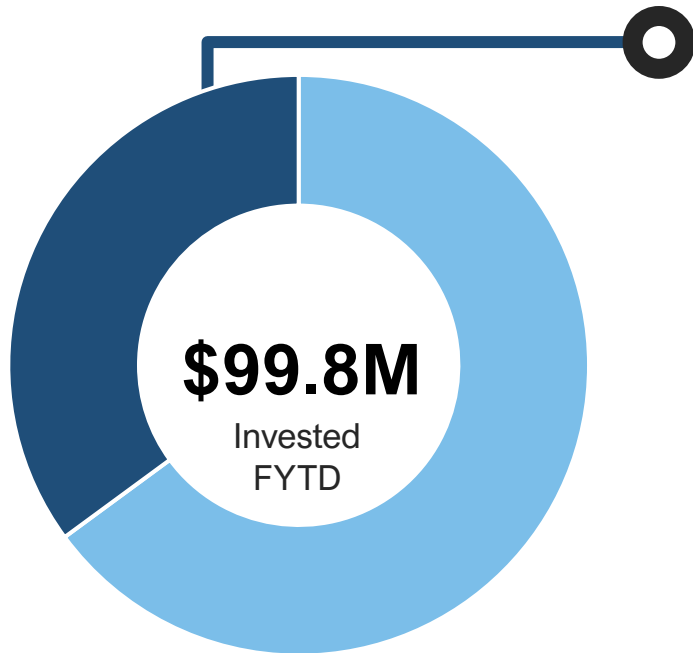
Upgrades to the rail power system will enable the operation of additional 8-Car trains in passenger service as well as reduce potential speed restrictions and the risk of safety incidents.

Asset	FY2023 Plan	FYTD Progress	Completion Percentage
Cable Additions (8-Car Train) (LF) ¹	4,800	2,255	47%
Cable Replacements (LF)	32,000	6,538	20%
Cable Meggering	2,400	562	23%

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



TRACK AND STRUCTURES REHABILITATION



Fixed Rail – \$35M

The Track Rehabilitation Program supports a safe and reliable rail system through the rehabilitation and replacement of track and structures components.

Metro uses comprehensive track condition data to identify and assign ratings to component defects. Component defects are grouped by location (operable segment) which are prioritized with the following codes:

- Priority Code A (Highest): Segments likely to have critical needs within one year or with pending corrective action requirements.
- Priority Code B (Medium): Segments with components nearing end of useful life and could become critical in upcoming years.
- Priority Code C (Lower): Segments without any critical issues but with components that are due for replacement in the near future.

Priority segment work may be scheduled and completed through dedicated track closures (Revenue Service Adjustments – RSAs), RSAs for other major capital projects, or non-passenger service/overnight hours. FY2023 priority A segment work is shown in the table on the next page. Work may be added, downgraded, or deferred throughout the year based on revised assessments of the segment components.

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.

Proactive maintenance improves guideway condition performance and reduces unplanned track and speed restrictions. Additional information on track availability is included in Metro's Performance Report.

In Q1 FY2023, Metro received two tie plate inserters and conducted operator and maintenance training for drain cleaners.



TRACK AND STRUCTURES REHABILITATION (CONTINUED)

Current Priority A Segments¹

Operable Segment	Component	Planned Scope	Completed FY2022	Completed FY2023 YTD	Total Completed	% Completed
A03-A06	Grout Pad Rehabilitation (LF) ¹	3,000	30	0	30	1%
A10-A11	Grout Pad Rehabilitation (LF) ¹	3,500	1,923	0	1,923	55%
A10	Turnouts ²	2	None planned	0	0	0%
B03-B04	Crosstie Replacement ³	300	None planned	280	280	93%
B07	Turnouts ²	1	None planned	0	0	0%
B08-B09	Grout Pad Rehabilitation (LF) ²	1,500	0	940	940	63%
B08-B09	Direct Fixation Fasteners ³	1,000	752	239	991	99%
B08	Turnout ²	1	None planned	0	0	0%
B10	Turnouts ²	2	None planned	0	0	0%
C02-D02	Grout Pad Rehabilitation (LF) ⁴	600	None planned	0	0	0%
C08-C10	Crosstie Replacement ⁴	200	None planned	0	0	0%
D08-D13	Grout Pad Rehabilitation (LF) ⁵	800	None planned	800	800	100%
D08-D13	Turnouts ⁵	2	None planned	2	2	100%
K05-K08	Hay Rail Replacement(LF) ⁶	18,720	None planned	0	0	0%
K05-K08	Crosstie Replacement(LF) ⁷	200	None planned	0	0	0%

1. Plan adjusted to include Priority A needs only; RSA event planned for FY2023 Q3.

2. Remaining work is scheduled for FY2023 Q2 & Q3.

3. Critical work completed. The remaining segment work has been downgraded to Priority B and will not continue to be tracked in this table.

4. Remaining work is scheduled for FY2023 Q4.

5. Work completed during the D-Route Summer Shutdown in Q1.

6. Hay Rail prioritized for FY2023 to mitigate bobbing track circuits and address useful life.

7. Crossties/switch ties to be replaced in the K05 and K06 interlockings.

TRACK AND STRUCTURES REHABILITATION (CONTINUED)

Track Rehabilitation Work by Component Activity

Component Activity	FY2023 Plan	Total FYTD Complete	Completion Percentage
Crossties Replaced ¹	12,000	1,900	16%
Insulators Replaced	3,000	1,001	33%
Joints Eliminated ²	600	90	15%
Running Rail Renewed (MI) ²	14.5	1.7	12%
Third Rail Rehabilitation (LF) ³	3000	105	4%
Track Stabilization (LF) ³	200	0	0%
Turnouts Rehabilitated ⁴	8	2	25%
Aerial Structure Bolts Torqued	40	21	53%
Direct Fixation Fasteners Replaced	11,000	1,321	12%
Track Surfacing	17	10.1	58%

1. Access reduced during D-Route Summer Shutdown; Crosstie Replacement to increase during FY2023 Q2 and Q4.
2. Joint elimination work impacted by Prime Mover mechanical issues.
3. Work this activity will resume in FY2023 Q3 & Q4.
4. Renewal work impacted by Prime Mover mechanical issues and supply chain constraints.

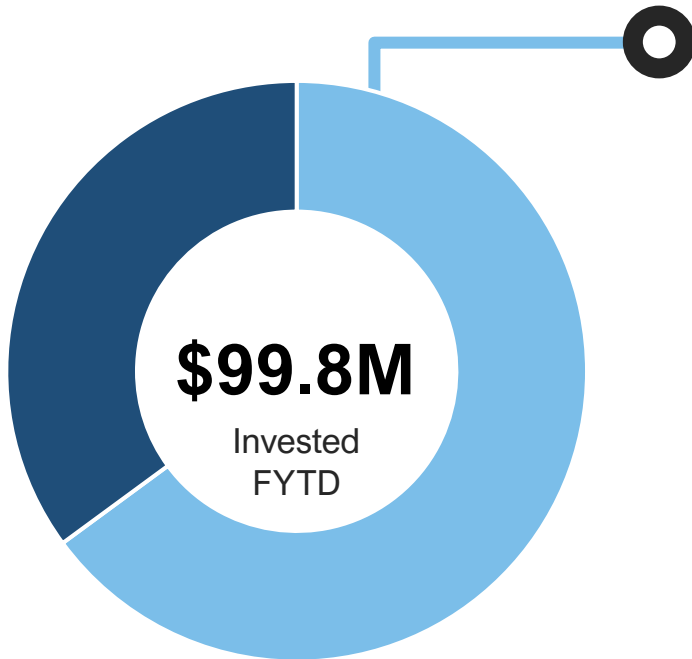
Structures Rehabilitation Work by Component Activity

Component Activity	FY2023 Plan	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF) ¹	950	6	1%
Deck Joints Replaced (LF) ²	0	87	NA
Drain Rodding (LF) ³	50,000	9,394	19%
Grout Pad Rehabilitation (LF)	4,800	2,730	57%
Leak Mitigation ¹	1,500	82	5%
Track Bed Cleaning (LF) ¹	297,405	51,609	17%
Track Signage Replaced	250	104	42%

1. Work increase planned FY2023 Q2 and Q3.
2. No goal set for FY2023; Structures replacing Deck Joints as needed.
3. Drain Rodding work impacted by Jet Rodder mechanical issues.

TRACK AND STRUCTURES REHABILITATION

(CONTINUED)



Structures – \$64.8M

The Structural Rehabilitation – Package A project is addressing structural issues at the Minnesota Avenue aerial structure, the Grosvenor aerial structure and eight bridges. The project includes construction on the West Hyattsville structure, rebuild of the Rockville platform canopy, and installation of upgraded Passenger Information Displays, CCTV cameras, and speaker systems at Rockville. A new Shady Grove Station mezzanine stairway was also constructed.

This phase will repair approximately 21 bridges across the system.

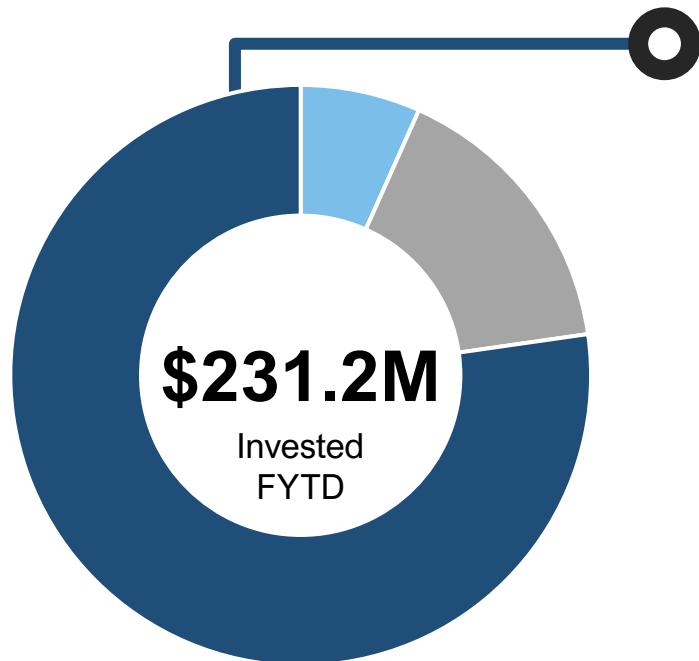
Construction work began to repair the aging Yellow Line tunnel and bridge and to advance the critical improvements necessary to open the future Potomac Yard Station later this year. This project will address the structural degradation of the Yellow Line Tunnel and the Bridge, both of which were constructed over 40 years ago, shutting down the yellow line from L'Enfant to Franconia Springfield, Blue line service continues to be available to Ronald Reagan Washington National Airport.

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 Q1, construction was delayed on the Tunnel Leak Mitigation Program, while a third-party review to ensure equipment meets Metro's safety standards is on-going. Two segments of the Red Line (Silver Spring to Forest Glen and Tenleytown/AU to Friendship Heights) are the main segments of the mitigation work, which previously required periodic weekend single-tracking. Once complete, an evaluation will determine the effectiveness of this technique for potential further use throughout the system.



STATIONS AND PASSENGER FACILITIES



Platforms & Structures – \$178.7M

Major construction for Phase 4 of the Platform Rehabilitation project is complete and service has resumed at Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton. Key renovations include new slip-resistant tiles throughout the stations, brighter energy-efficient LED lighting, new closed-circuit television system, renovated bathrooms, and illuminated handrails. Additionally, new stainless-steel platform shelters will include power outlets and digital map/information displays (pictured bottom left). The Station Platform Rehabilitation projects rehabilitate station platform structures, tiles, and granite edges, as well as approximately 36 other station systems. This project will also rehabilitate three aerial structures and three bridges on the Orange Line.



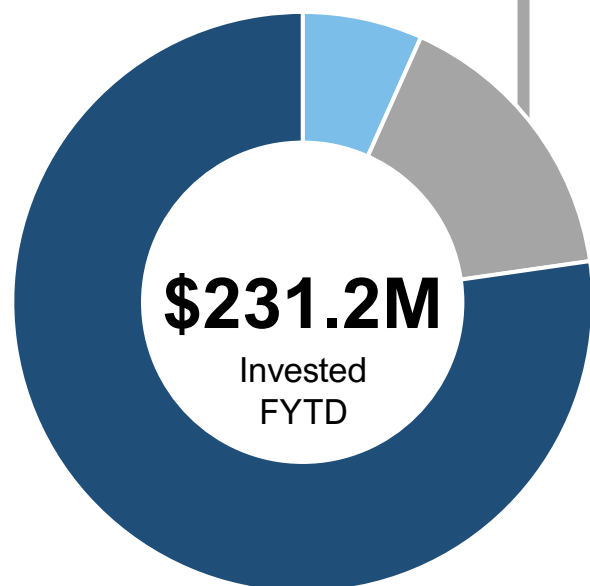
The Dupont Circle north entrance canopy was completed in Q1. Phase 4 of the Station Entrance Canopy Installation project includes canopy installations at eight entrances and stair installations at four entrances. Construction on the Bethesda stairway and canopies for Arlington Cemetery and College Park are currently ongoing. This project helps to protect customers and station escalators from weather.

Construction of the Potomac Yard station is ongoing. In Q1, a multi-week shutdown began of six stations south of National Airport for final track tie-in work and system testing. 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 underway at East Falls Church, Rockville, and Capitol Heights. Construction on the Wheaton and Anacostia parking garages is underway as part of contracts to rehabilitate five parking garages over four years.

STATIONS AND PASSENGER FACILITIES

(CONTINUED)



Station Systems – \$31.7M

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 ongoing with 117 out of 124 station mezzanines outfitted with new faregates. In addition, revised faregate designs to prevent fare evasion are being tested.

Existing bus fareboxes are approximately two decades old, have failing components, and are no longer manufactured. The design of new bus fareboxes is complete and installation is scheduled to begin in Q3 2023.

As part of the Energy Action Plan, the Station Lighting Improvements Program upgrades lighting on platforms, provides enhanced illumination and safety for customers and employees, and reduces 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 FY2023. Designs for above ground station site lighting at 12 priority stations are progressing.

Design work for the replacement of five chillers located at Van Ness, Rosslyn, L'Enfant Plaza (two), and Stadium Armory is complete. Construction work is anticipated to begin and end in calendar year 2023. This work improves customer and employee comfort during hot days.

Activity	Entrances with New Faregates	Remaining Entrances
Faregate Installation	117	7



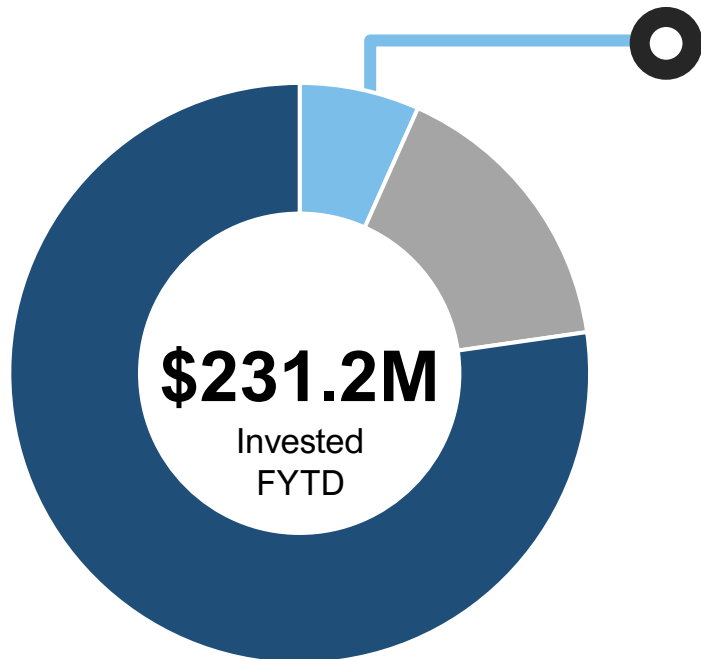
Asset	FY2023 Plan	FYTD Progress
Uninterruptable Power Supply Replacement	36	4

DIGGING DEEPER: Low Voltage Power

As part of the Low Voltage Power State of Good Repair program, Metro is rehabilitating 18 AC Switchgear Rooms and replacing uninterruptable power supplies. This program maintains the reliability of power systems that support service.

STATIONS AND PASSENGER FACILITIES

(CONTINUED)



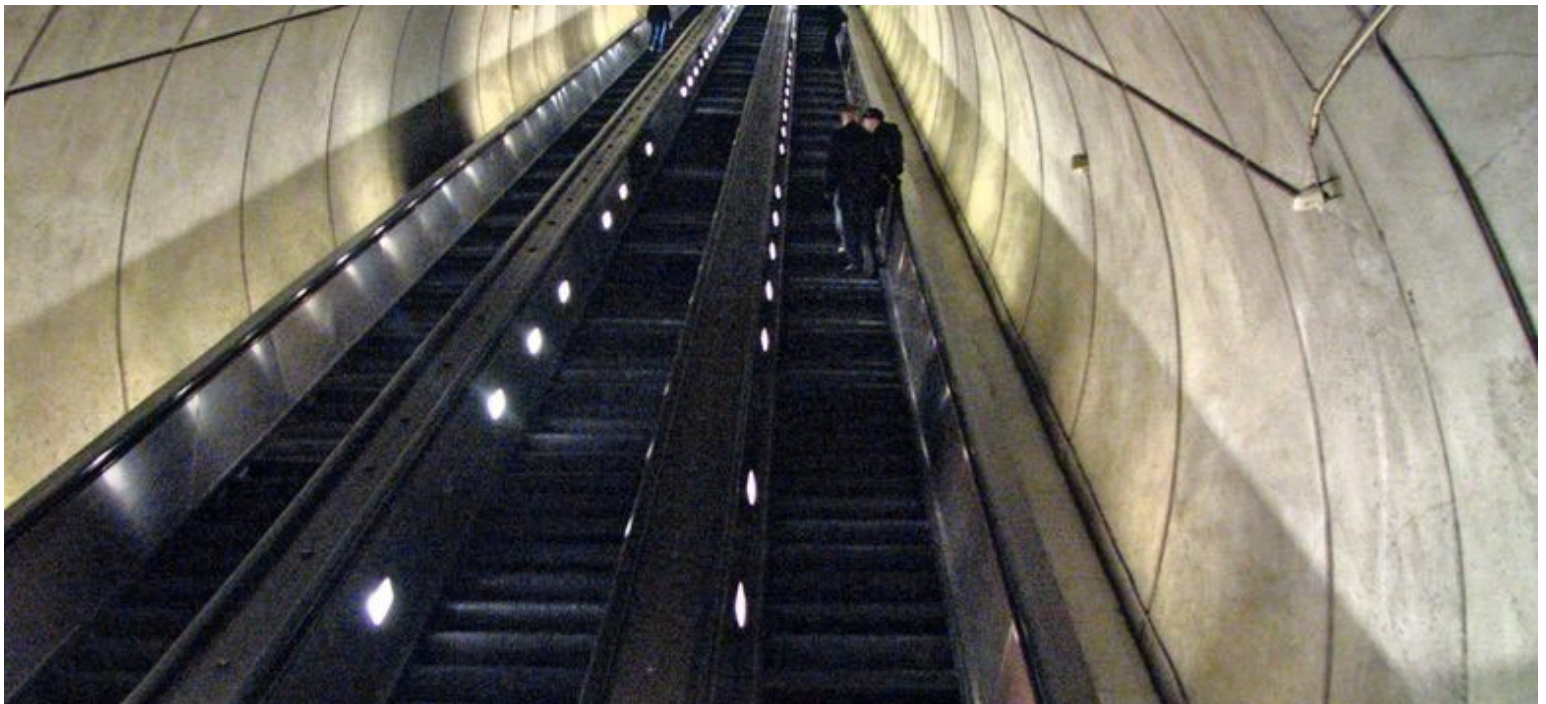
Vertical Transportation – \$15.4M

Seven escalators were rehabilitated across the system in Q1 – Braddock Rd, Anacostia, Eisenhower Ave., Gallery Place, Shaw, Clarendon & U-Street stations. Work was commenced on three elevator units at the Forest Glen station.

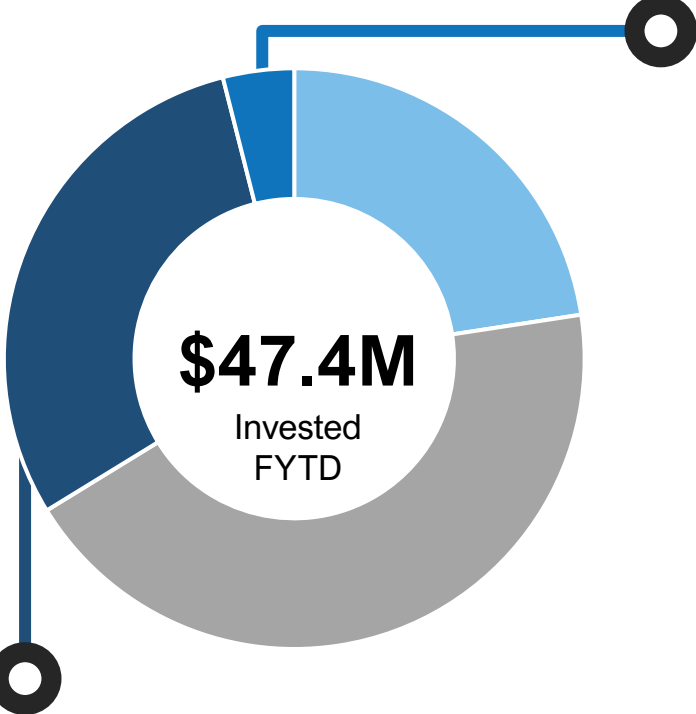
Metro completed the replacement of seven escalator units – Ballston (two), Capitol South, Takoma, Metro Center (two) & Tenleytown.

These investments are critical to meeting performance targets and ensuring a reliable and convenient experience for customers. Metro's Performance Report shows the elevator and escalator availability trend data.

Activity	FY2023 Plan	FYTD Progress	Completed in Contract	Remaining in Contract
Elevators Rehabilitated	8	3	97	5
Escalators Rehabilitated	28	7	35	51
Escalators Replaced	37	7	30	100



BUS, BUS FACILITIES AND PARATRANSIT



Maintenance Facilities – \$14.1M

Planning and zoning activities for the Bladensburg Garage Facility are ongoing, and an off-site bus parking lot is in use and will continue to be throughout the anticipated project completion. When complete, the new LEED-designed facility will include up to a 300-bus capacity with capabilities to support electric vehicle charging infrastructure and equipment, separate entrances for buses and employee vehicles, a green roof, and on-site employee parking.

Pre-construction activities also continued in preparation for construction at the Northern Bus Garage Facility. Construction is now anticipated to start in Q2 FY23. The new facility will accommodate up to 150 buses. The Northern bus facility will support electric bus operations and maintenance.

Acquisition – \$1.9M

New buses contribute to improved customer experience and operational savings by replacing less reliable and less fuel-efficient buses.

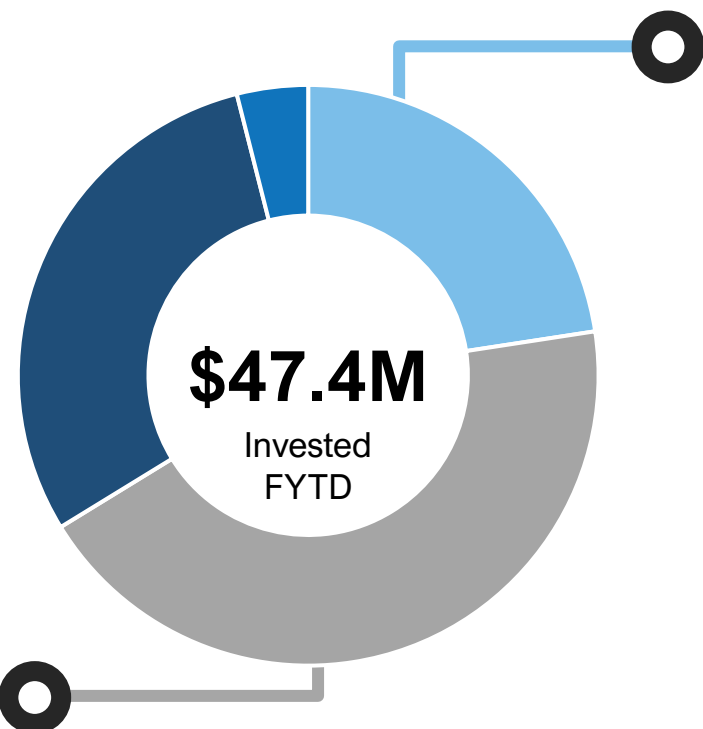
Bus Type	FY2023 Planned Deliveries	FYTD Progress
Clean Diesel 40-ft.	95	0

Metro has released an RFP for 100 minivans, with an RFP for 100 next generation paratransit vans anticipated to be released later in FY2023. The delivery of 50 hybrid sedans is anticipated to begin in Q2 of FY2023.

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).



BUS, BUS FACILITIES AND PARATRANSIT (CONTINUED)



Maintenance & Overhaul – \$10.7M

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

In Q1, 20 buses were rehabilitated, along with the rebuilding of eight engine assemblies, 22 bus energy storage systems, 25 transmissions, and 27 fare boxes.

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– \$20.7M

Installation of new bus shelters at College Park-UMD is ongoing, with completion anticipated in Q4 of FY2023. This will provide a more comfortable experience for Metrobus users while improving the delivery of customer information.

Design for the replacement parking garage and bus loop at New Carrollton is ongoing, with demolition anticipated to begin in FY2023. This project supports joint development at the site.

Rehabilitation of the Calvert St. and Colorado Bus Terminals are ongoing. The rehabilitations include the installation of 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 loops.

Asset	FY2023 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	20	20%
Energy Storage Systems	100	22	22%
Engine Assemblies	125	8	6%
Fare Boxes	225	27	12%
Transmission Assemblies	100	25	25%

BUSINESS AND OPERATIONS SUPPORT

\$88.4M

Invested
FYTD

MTPD – \$1M

Information Technology – \$19.8M

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 data center at the Jackson Graham Building.

DIGGING DEEPER: Roof Replacements

Metro has more than 600 facility roofs. Through the roof replacement program new and upgraded roofs have:

- Improved safety and working conditions at facilities
- Improved protection of vital equipment
- Improved service reliability due to reduced disruptions
- Protected customers from elements and weather intrusion

Support Equipment & Services – \$67.6M

Metro headquarters at L'Enfant Plaza are fully operational and in use while interior work continues at the Virginia and Maryland office buildings. The Maryland building is anticipated to open for occupancy in Q2, coinciding with the final move-out date from the old Jackson Graham Building. Tenant improvements are ongoing at the L'Enfant building and are expected to continue through Q3.

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.

Metro is replacing the skylights at the Glenmont bus bay canopy and several facility roofs to protect infrastructure and prevent potential safety issues.

Construction of the New Hampshire Ave. Chiller Water Treatment Facility continues. 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. Fifteen vehicles are scheduled to be delivered in Q2.



REAL ESTATE UPDATE

Metro proactively 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.

Joint Development

Metro's first ever strategic plan for Joint Development has established a goal to complete 20 new Joint Development Agreements by 2032.

- Grosvenor-Strathmore: Metro and the developer closed on a ground lease for the first phase of this project, a 330-unit multifamily building. Groundbreaking was held in September.
- College Park: Construction is underway on a 451-unit multifamily building. This is being developed on property ground leases from WMATA to the Gilbane Development Company.
- West Falls Church: Metro 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. Metro is seeking FTA joint development concurrence for this project.
- New Carrollton: Implementation of phases 3-5 of the New Carrollton Joint Development is underway, including the new Metro Maryland office building, a 291-unit multifamily building, and a new commuter garage to replace surface parking spaces. Construction continues on the multi-family building; parking garage; and office building. Metro and Prince George's County are working together to develop a transportation development vision for the ½-mile surrounding the New Carrollton station.



Dispositions

- 9450 Lottsford Road: Approximately 1.5 acres of excess land in Largo, Maryland to the high bidder.
- Southern Avenue Parcel C: Metro has executed a purchase and sale agreement for six acres of property near Southern Avenue and is seeking FTA concurrence on the transaction.

Acquisitions

- Western Bus Garage project: WMATA is pursuing acquisition of a site to replace the Western Bus Garage

FEDERAL AWARDS UPDATE

As of September 30, 2022, Metro had 24 active awards from the Federal Transit Administration (FTA) with a combined value of \$3.8 billion. This includes Federal Fiscal Year 2022 formula funding and an additional \$120 million of American Rescue Plan assistance.

Three awards were closed in Q1, and one application is in progress with a combined federal request of \$3.1 million.

Metro continues a rigorous review of reimbursement requests submitted to FTA. Reimbursements of \$307 million were received from FTA during Metro's Q1 funding projects that include, but are not limited to, assisting the operating budget revenue shortfall through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA) grants, the purchase of new buses, construction of new bus garages, and repairing station and track infrastructure.

Metro submitted applications for the following competitive grant programs but was not selected:

- **DHS FFY2022 Transit Security Grant Program (requested \$3,045,000 for MTPD training support)**

Metro's application for the following competitive grant program is pending agency decision:

- **FFY23 CMAQ - Bus Replacements** (requested \$3,101,536 for Bus Replacement)

Active FTA Awards as of 9/30/2022 (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	12/30/2022
DC-2018-012-00	09/09/2018	Bus Shelters Replacement	\$3.6	\$0.0	\$3.6	06/30/2024
DC-2019-010-00	08/13/2019	FFY2019 5307/5340 Formula Funding	\$191.4	\$185.1	\$6.3	03/30/2023
DC-2020-007-00	05/27/2020	FFY19 Section 5310 Metro Access Replacement Vehicles	\$0.9	\$0.0	\$0.9	12/30/2023
DC-2020-010-01	07/10/2020	FFY20 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion improvement	\$328.7	\$241.9	\$86.7	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	\$128.8	\$19.6	09/30/2023
DC-2020-017-01	08/14/2020	FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility	\$293.8	\$168.3	\$125.4	09/30/2024

Note: Drawn numbers are from inception through 9/30/2022

1. This award must remain active until the final report is submitted.
2. POP End Date extension pending approval or may be required.
3. CRRSAA to be closed once FTA reopens for financial business

FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 9/30/2022 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-2021-003-00	03/08/2021	FFY2020 5339 (c) 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	\$0.1	09/30/2023
DC-2021-010-00	06/01/2021	WMATA FFY21 Section 5307 CRRSAA Operating Assistance ³	\$713.9	\$713.9	\$0.0	09/30/2022
DC-2021-012-00	8/17/2021	FFY2021 5312 COVID-19 Research and Demonstration Project	\$0.6	\$0.1	\$0.5	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	\$120.0	\$1,088.0	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	\$109.9	\$38.5	06/30/2024
DC-2022-008-00	8/18/2022	FFY2022 Section 5339 Bus Farebox Replacements	\$104.8	\$1.16	\$9.31	12/30/2023
DC-2022-010-00	8/26/2022	FFY2022 PRIIA WMATA Office of Inspector General	\$5.0	\$0.0	\$5.0	8/31/2023
DC-2022-011-00	8/30/2022	FFY 2021 American Rescue Plan (ARP) Additional Assistance for WMATA Operations	\$120.1	\$0.0	\$120.1	3/30/2024
DC-2022-012-00	9/1/2022	FFY2022 Section 5337 Railcar Preventive Maintenance, Railcar Scheduled Maintenance Program and Track Preventive Maintenance Program	\$102.4	\$0.0	\$102.4	6/31/2025
DC-2022-014-00	9/7/2022	FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program	\$115.6	\$4.0	\$111.5	12/30/2027
DC-2022-015-00	9/9/2022	FFY2022 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance	\$69.9	\$0.0	\$69.9	12/30/2025

Note: Drawn numbers are from inception through 9/30/2022

1. POP End Date extension pending approval or may be required.

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

3. CRRSAA to be closed once FTA reopens for financial business

FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 9/30/2022 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-2022-016-00	9/9/2022	FFY2022 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility	\$125.5	\$26.9	\$98.5	3/30/2026
DC-2022-017-00	9/12/2022	FFY2022 Section 5307 Station Entrance Canopies and Stairways, Rehabilitation of Parking Facilities, and Rail Station Cooling and AC Power and Switches	\$24.2	\$0.0	\$24.2	12/30/2023
DC-2022-018-00	9/14/2022	FFY2022 PRIIA WMATA Vertical Transportation, Support Facility Fire System Rehabilitation, Tunnel Water Leak Mitigation, Platform Rehab (Phase 4), Automatic Train Control and Radio Infrastructure	\$143.5	\$71.1	\$72.3	6/30/2025

Note: Drawn numbers are from inception through 9/30/2022

1. POP End Date extension pending approval or may be required.
2. Draws cannot begin until the CRRSAA award is liquidated.
3. CRRSAA to be closed once FTA reopens for financial business

FTA Awards Closed in FY2023 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
DC-2019-006-00	06/28/19	FFY2019-PRIIA Appropriation	\$148.5	06/27/2022
DC-2019-009-00	07/25/19	FFY2019 5337 State of Good Repair	\$156.6	06/28/2022
DC-2020-002-00	04/23/20	FFY2019 Section 5539b Buses and Bus Facilities (Farebox)	\$11.0	06/28/2022

FEDERAL AWARDS UPDATE (CONTINUED)

FTA Applications in Progress Pending Award as of 9/30/2022 (Dollars in Millions)

Federal Award ID	Application Name	Federal Request
1398-2022-11	FFY23 CMAQ - Bus Replacements	\$3.1

Active Non-FTA Awards as of 9/30/2022 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
EMW-2018-RA-00028	09/01/2018	DHS Transit Security Grant Program	\$5.4	\$5.0	\$0.4	08/30/2022
EMW-2019-RA-00011	09/01/2019	DHS Transit Security Grant Program	\$4.1	\$0.9	\$3.1	08/30/2023
EMW-2020-RA-00019	09/01/2020	DHS Transit Security Grant Program	\$3.2	\$0.4	\$2.8	08/30/2023
EMW-2021-RA-00030	09/01/2021	DHS Transit Security Grant Program	\$4.4	\$0.0	\$4.4	08/30/2024
15PBJA-21-GG-04422-BWCX	12/01/2021	DOJ Body Worn Camera Program	\$9.4	\$0.0	\$9.4	12/30/2024

APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

FY2023 – Q1 Year-To-Date (\$ in millions) *

	Budget	Actual	Variance \$	Variance %
Passenger Revenue	\$75.1	\$68.7	(\$6.5)	-8.6%
Non-Passenger Revenue	\$19.0	\$17.4	(\$1.6)	-8.3%
Total Revenue	\$94.2	\$86.1	(\$8.1)	-8.6%
Personnel	\$396.4	\$377.9	\$18.5	4.7%
Non-Personnel	\$175.2	\$137.5	\$37.8	21.6%
Total Expenses	\$571.7	\$515.4	\$56.3	9.8%
Operating Subsidy	\$477.5	\$429.3	\$48.2	10.1%
Federal Relief **	\$179.6	\$131.4	(\$48.2)	-26.8%
Total Net Subsidy	\$298.0	\$298.0	—	—
Cost Recovery Ratio ***	16%	17%		
Farebox Recovery Ratio	13%	13%		

* All figures exclude reimbursables

** Actual federal relief excludes \$12.2 million used for jurisdictional ARPA credit allocations

*** Excludes federal relief funding

FY2023 – Q1 Year-To-Date (Trips in millions)

Ridership	FY2022 Actual	FY2023 Budget	FY2023 Actual	Variance Prior Year	Variance Budget
Metrorail	14.0	21.5	20.1	43.2%	-6.4%
Metrobus*	19.1	19.4	25.1	31.6%	29.4%
MetroAccess	0.3	0.4	0.3	3.9%	-9.6%
All Modes	33.5	41.3	45.6	36.1%	10.4%

*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	FY2023 Current Budget	FY2023 Actuals	YTD % Budget Expended
Acquisition	93.0	8.2	9%
Maintenance & Overhaul	117.7	28.2	24%
Maintenance Facilities	68.0	3.4	5%
Railcar and Railcar Facilities	\$278.7	\$39.8	14%
Power	65.6	27.4	42%
Signals & Communications	123.0	47.7	39%
Rail Systems	\$188.6	\$75.1	40%
Fixed Rail	146.2	35.0	24%
Structures	299.2	64.8	22%
Track and Structures Rehabilitation	\$445.4	\$99.8	22%
Platforms & Structures	303.9	178.7	59%
Vertical Transportation	60.1	15.4	26%
Station Systems	166.0	37.1	22%
Stations and Passenger Facilities	\$530.0	\$231.2	44%
Acquisition	100.5	1.9	2%
Maintenance & Overhaul	114.8	10.7	9%
Maintenance Facilities	214.9	14.1	7%
Passenger Facilities & Systems	60.2	20.7	34%
Bus, Bus Facilities and Paratransit	\$490.4	\$47.4	10%
IT	125.6	19.8	16%
MTPD	13.3	1.0	7%
Support Equipment & Services	294.5	67.6	23%
Business and Operations Support	\$433.4	\$88.4	20%
Total Capital Programs	\$2,366.4	\$581.7	25%

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	1,647	29%	17%
North Bethesda	1,270	10%	6%
Twinbrook	1,097	17%	4%
Rockville	524	29%	17%
Shady Grove	5,745	19%	11%
Glenmont	2,998	24%	10%
Wheaton	747	10%	3%
Forest Glen	596	34%	17%
Montgomery County Total	14,624	21%	11%
Prince George's County			
New Carrollton	2,132	11%	-12%
Landover	1,160	14%	4%
Cheverly	500	3%	-9%
Addison Road-Seat Pleasant	1,268	11%	6%
Capitol Heights	372	37%	18%
Greenbelt	2,299	34%	22%
College Park-U of MD	1,290	25%	20%
Hyattsville Crossing	1,068	11%	5%
West Hyattsville	153	81%	48%
Southern Avenue	1,299	12%	3%
Naylor Road	91	79%	59%
Suitland	1,890	13%	4%
Branch Avenue	3,072	24%	10%
Morgan Boulevard	633	32%	18%
Downtown Largo	2,200	32%	20%
Prince George's County Total	19,427	21%	10%
Maryland Total	34,051	21%	11%

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%	-2%
Minnesota Ave	333	41%	-16%
Rhode Island Ave-Brentwood	221	43%	9%
Fort Totten	408	76%	9%
Anacostia	808	12%	7%
District of Columbia Total	1,964	33%	7%
Northern Virginia			
Huntington	2,732	18%	4%
West Falls Church-VT	1,759	15%	6%
Dunn Loring-Merrifield	1,964	10%	3%
Vienna/Fairfax-GMU	5,169	19%	8%
Franconia-Springfield	5,069	13%	2%
Van Dorn Street	361	38%	4%
East Falls Church	422	73%	45%
Wiehle-Reston East	2,300	34%	17%
Northern Virginia Total	19,776	19%	7%
System Total	55,791	21%	9%