

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

FINANCIAL PROGRESS REPORT

Fiscal Year 2024 Quarter 1



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TABLE OF CONTENTS

Section	Page
Q1 FY2024 At-A-Glance	3
Operating Results	4
Ridership	5
Operating Revenue	6
Operating Expenses	7
Capital Programs	8
Railcar and Railcar Facilities Investments	9
Rail Systems Investments	11
Track and Structures Rehabilitation Investments	13
Stations and Passenger Facilities Investments	16
Bus, Bus Facilities and Paratransit Investments	19
Business and Operations Support Investments	21
Real Estate Update	22
Federal Awards Update	23
Appendix I: Operating Financials & Ridership	27
Appendix II: Capital Program Financials by Investment Category	28
Appendix III: Weekday Parking Facility Usage	29

Q1 FY2024 AT-A-GLANCE

During Q1 FY2024, Metro initiated its Clear Lanes program in conjunction with the District Department of Transportation (DDOT), reopened the final two stations following work along the Orange Line, and began installation of new, higher faregates to combat fare evasion.

Metro's operating expenses through Q1 FY2024 were \$542.0 million, favorable by \$47.6 million to budget due to savings in Benefits & Capital Cost Allocation, Services, Paratransit and Materials. While passenger revenue remained below budget, losses were partially offset through non-passenger revenue in advertising and infrastructure. Ridership continued to increase over the previous year across all modes.

During the first quarter of FY2024, Metro and the District Department of Transportation (DDOT) initiated the Clear Lanes program, announcing the start of the 45-day minimum warning period. The Clear Lanes program is designed to improve bus speeds and reliability through the installation of cameras on 140 buses, on 31 routes that run along bus only lanes in the District. Cameras will capture violators and wirelessly transmit the encrypted videos and photos directly to DDOT for review and enforcement.

Starting in July, Metro began the installation of higher, stronger station faregates as part of a systemwide rollout. The design improves upon the original prototype door following months of testing and modifications with new 55-inch doors that are twice as strong and more resilient than previous versions. Preliminary data indicates the new, higher faregates are reducing fare evasion by more than 70 percent at the first stations where they have been installed, including Fort Totten, Pentagon City, Bethesda, Vienna, Mt. Vernon Square, and Addison Road.

On July 17, Vienna and Dunn Loring stations on the Orange Line reopened following the completion of rail replacement and fiber-optic installation between the two stations. In total, Metro installed nearly 25 miles of new rail during this phase of construction, replacing some of the oldest rail in the system to improve safety and reliability.

In August, Metro's Headquarters Building at L'Enfant Plaza received its certification as LEED® (Leadership in Energy and Environmental Design) Platinum by the U.S. Green Building Council, the highest certification achievable in the LEED program and a testament to the transit agency's commitment to sustainability and a greener future. Metro's commitment to sustainability and environmental well-being is evident in the design and construction of this new administrative office building.

Metro further advanced its sustainability goals by energizing its solar power system at Anacostia station in September and planning a Flip the Switch Event. Southern Ave also saw the completion of solar commissioning and paving, and at Cheverly, solar arrays construction at the Park-and-Ride was completed.

Construction progress continued at the four stations where Maryland Department of Transportation (MDOT's) Purple Line will connect to Metrorail stations: Bethesda, Silver Spring, College Park and New Carrollton. Notable activities included initiation of platform work at Silver Spring and foundation work at College Park station.

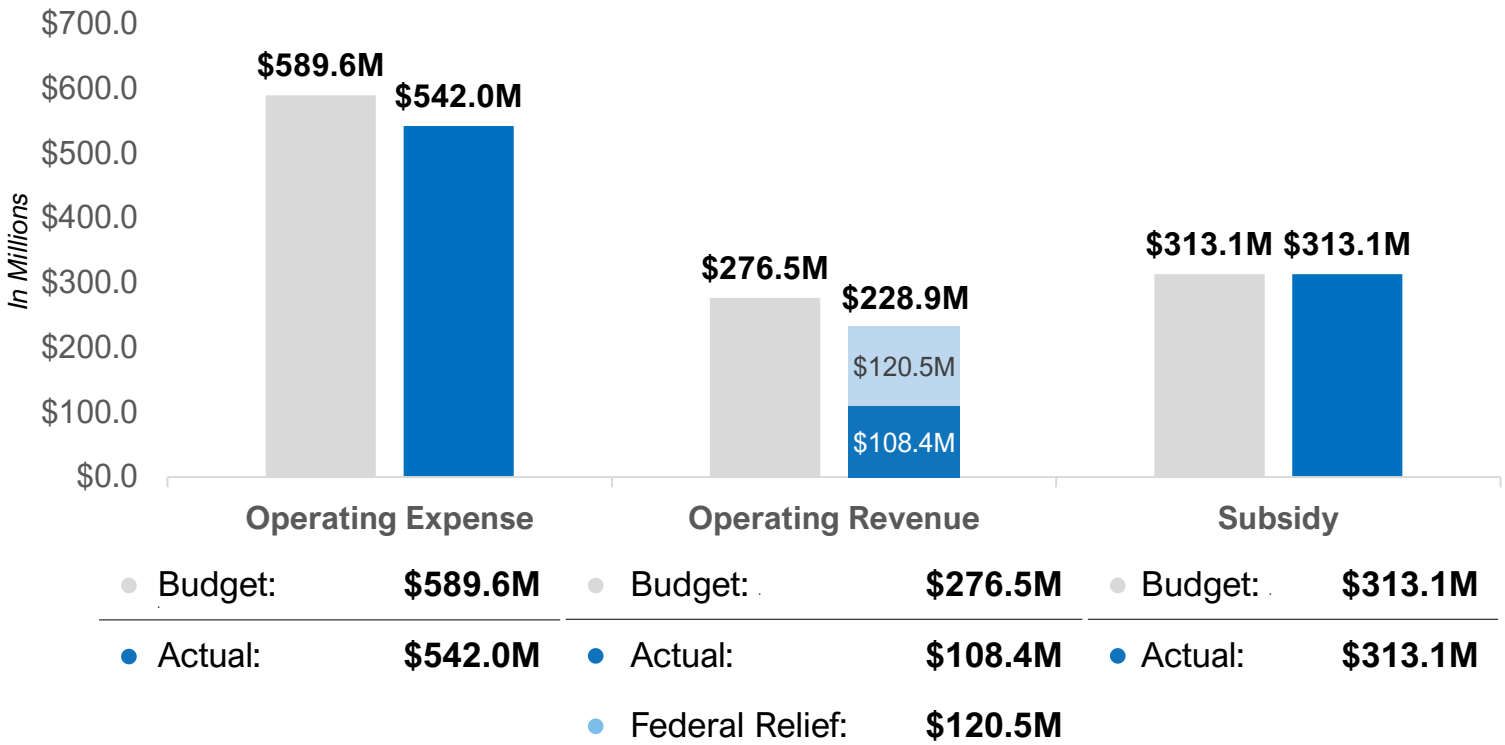


OPERATING RESULTS

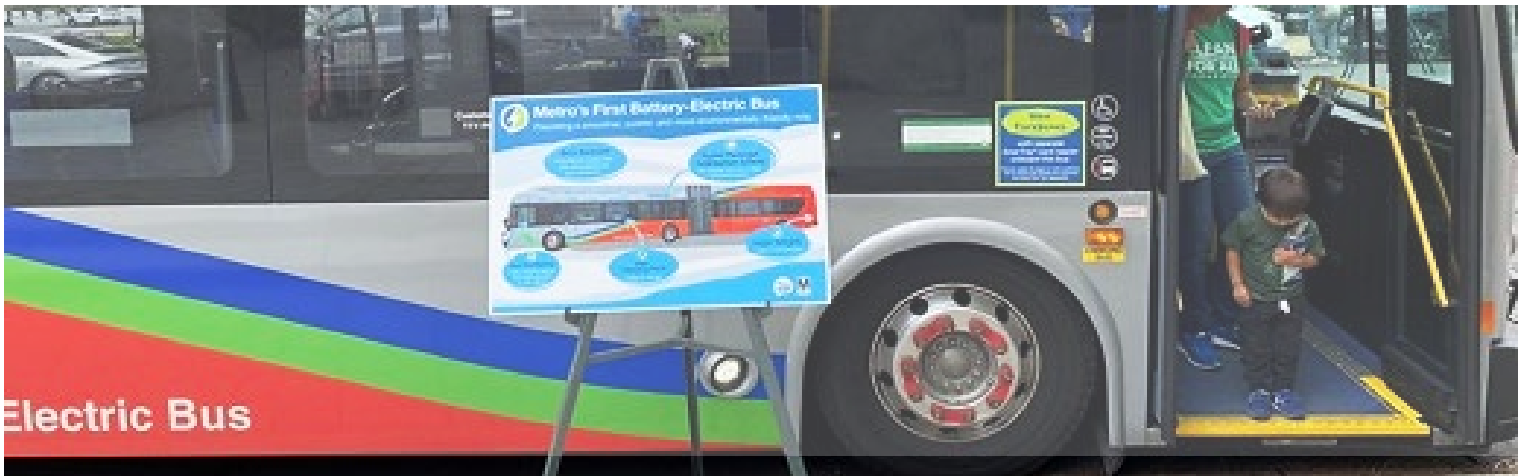
The following highlights Metro’s system-wide financial performance through the first quarter of fiscal year 2024.

Operating expenses were \$542.0 million or \$47.6 million favorable to budget. Excluding federal relief, operating revenues were \$108.4 million, unfavorable to budget by \$17.7 million and funding 20 percent of operating expenses. Total operating revenue was \$228.9 million including federal relief of \$120.5 million to offset decreased revenue. Passenger revenue was unfavorable to budget by \$16.6 million through the first quarter, while non-passenger advertising and infrastructure revenue were favorable to budget. Additionally, savings from capital cost allocation, services, paratransit and materials helped offset lower passenger revenues. Metro’s net subsidy¹ is on budget for the fiscal year.

Operating Results



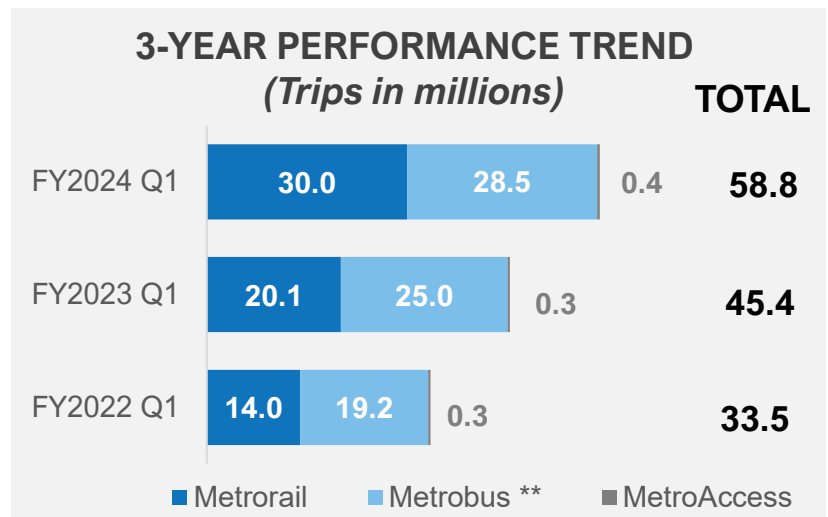
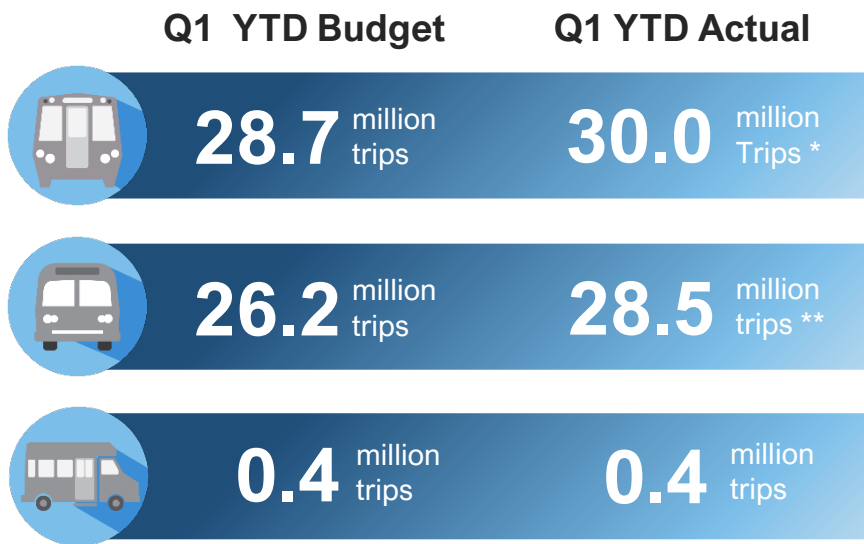
¹Subsidy refers to operating expense less operating revenues and Federal relief and does not reflect/equal actual jurisdictional subsidy payments.



RIDERSHIP

Actual ridership for Metrorail, Metrobus, and MetroAccess combined as 58.8 million trips through Q1 of FY2024.

Through Q1, total ridership was 30 percent above the prior year, with Metrorail ridership exceeding Metrobus ridership. Rail ridership (including tapped and non-tapped ridership) totaled 30.0 million trips*, an increase of 9.9 million or 49 percent from prior year and favorable to budget by 1.3 million trips or 4.6 percent. When including only tapped ridership, the rail variance was unfavorable to budget by 7.6 percent and favorable to prior year by 32 percent. Bus ridership, using automated passenger counts (APC), totaled 28.5 million trips through Q1, 2.2 million trips or 8.5 percent above budget and 3.5 million or 14 percent above prior year. Ridership on MetroAccess through the first quarter was 0.4 million trips, 7.4 percent below budget and 5 percent above prior year.



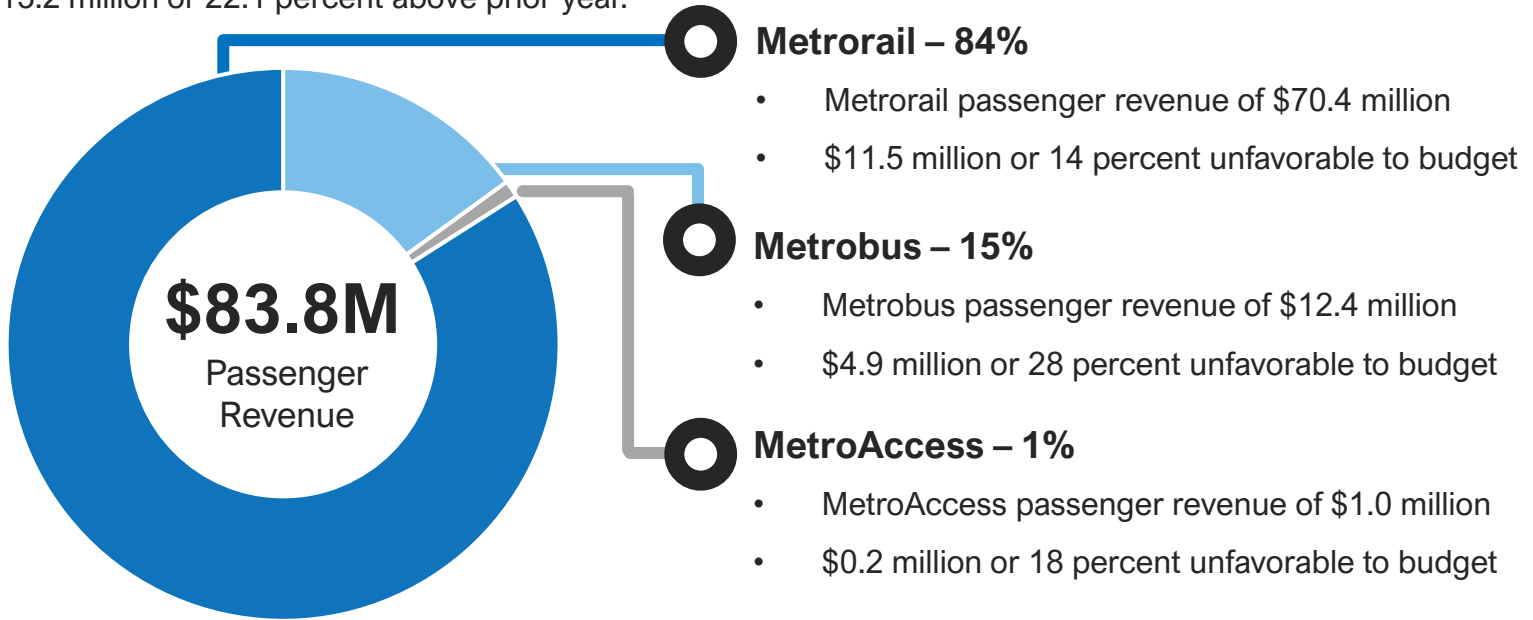
* Rail total includes 26.5 million tapped ridership and 3.5 million non-tap ridership. Prior to January 2023, Metrorail ridership reported only tapped ridership, which understated the total number of riders. The completion of the installation of new faregates in January 2023 enabled Metro to now report all ridership (tapped and non-tap). FY2024 Budget includes only tapped trips.

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

OPERATING REVENUE

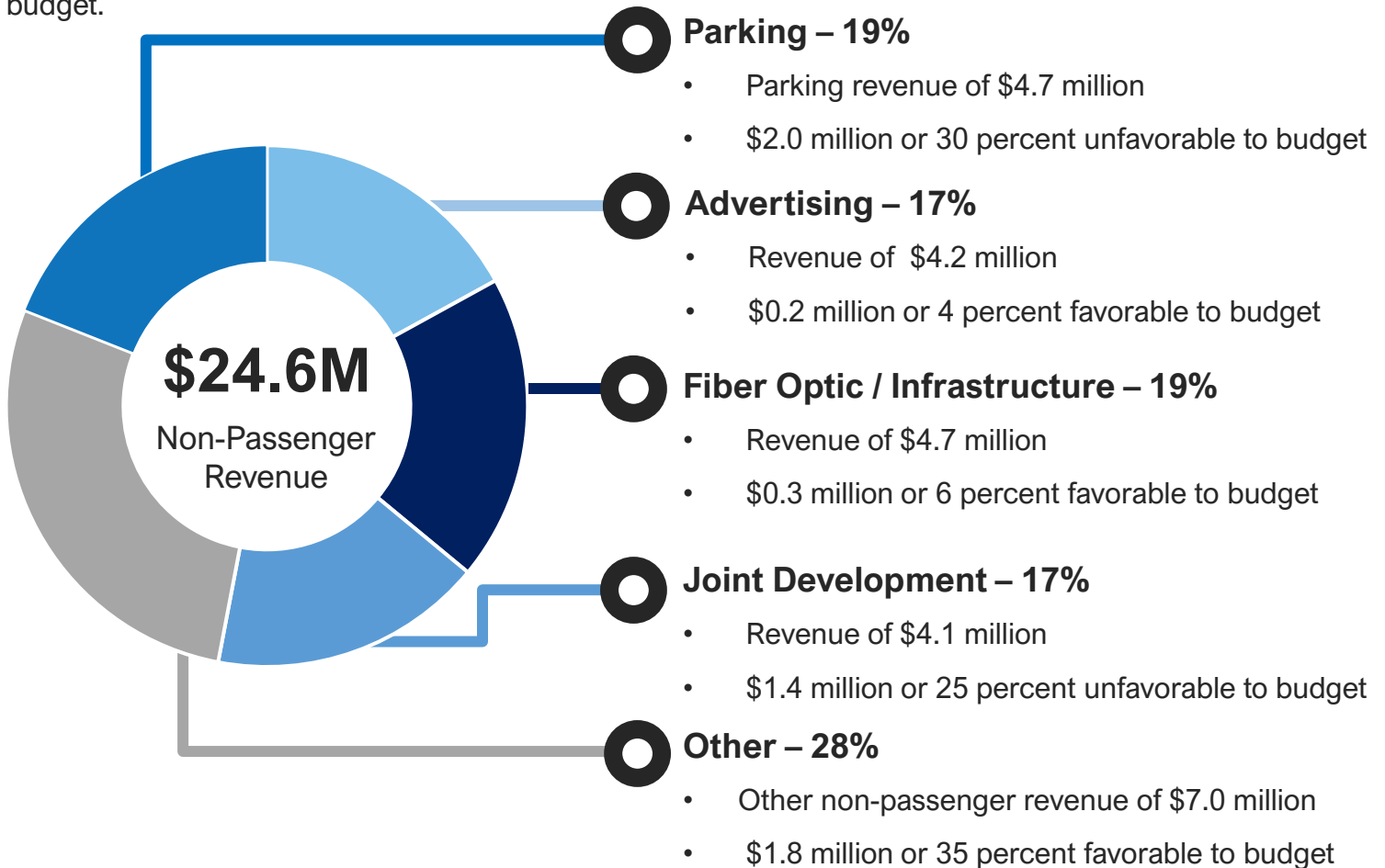
PASSENGER REVENUE

Passenger revenue totaled \$83.8 million, which was \$16.6 million or 16.5 percent unfavorable to budget but \$15.2 million or 22.1 percent above prior year.



NON-PASSENGER REVENUE

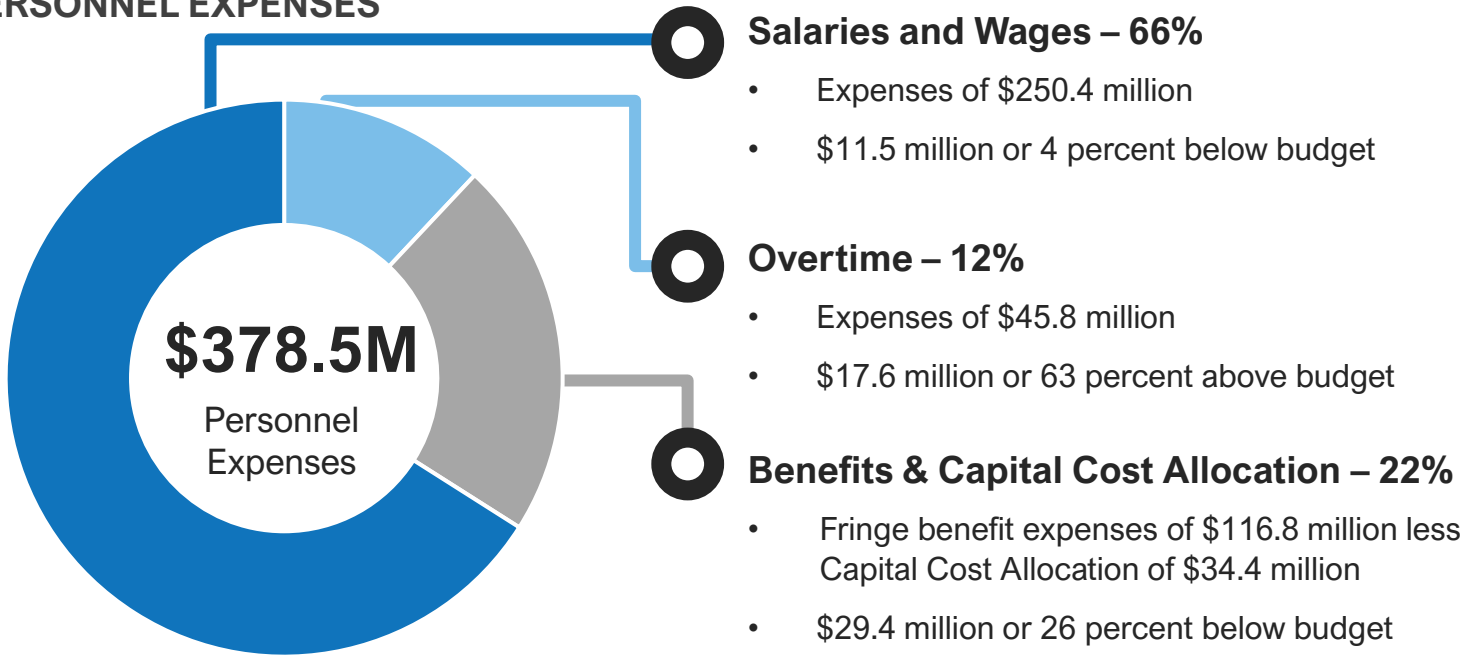
Non-passenger revenue totaled \$24.6M million through Q1, which was \$1.1 million or 4.1 percent unfavorable to budget.



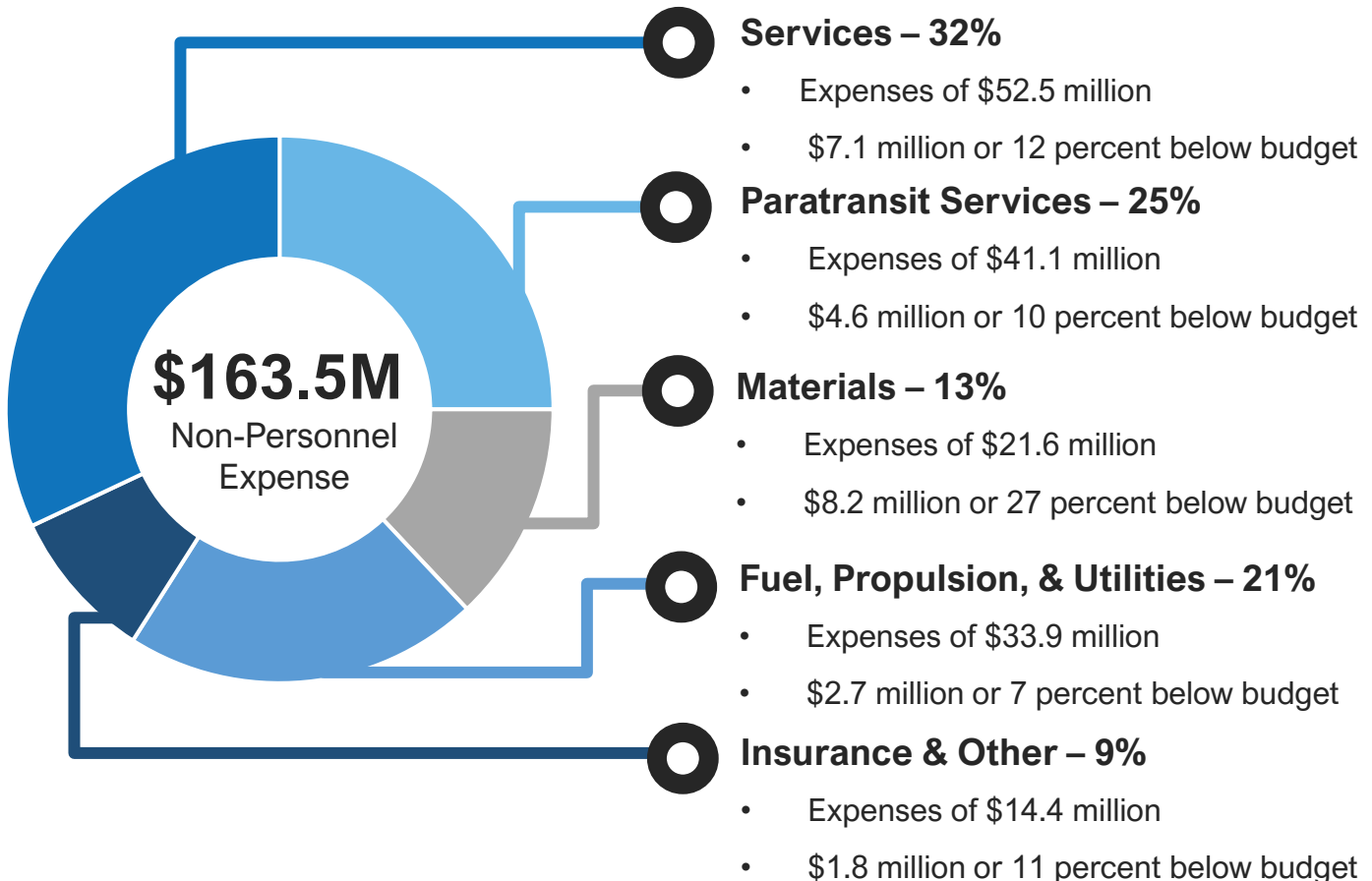
OPERATING EXPENSES

FY2024 operating expenses through Q1 were \$542.0 million, favorable by \$47.6 million to budget due to savings in Benefits & Capital Cost Allocation, as well as savings across non-personnel expense categories.

PERSONNEL EXPENSES



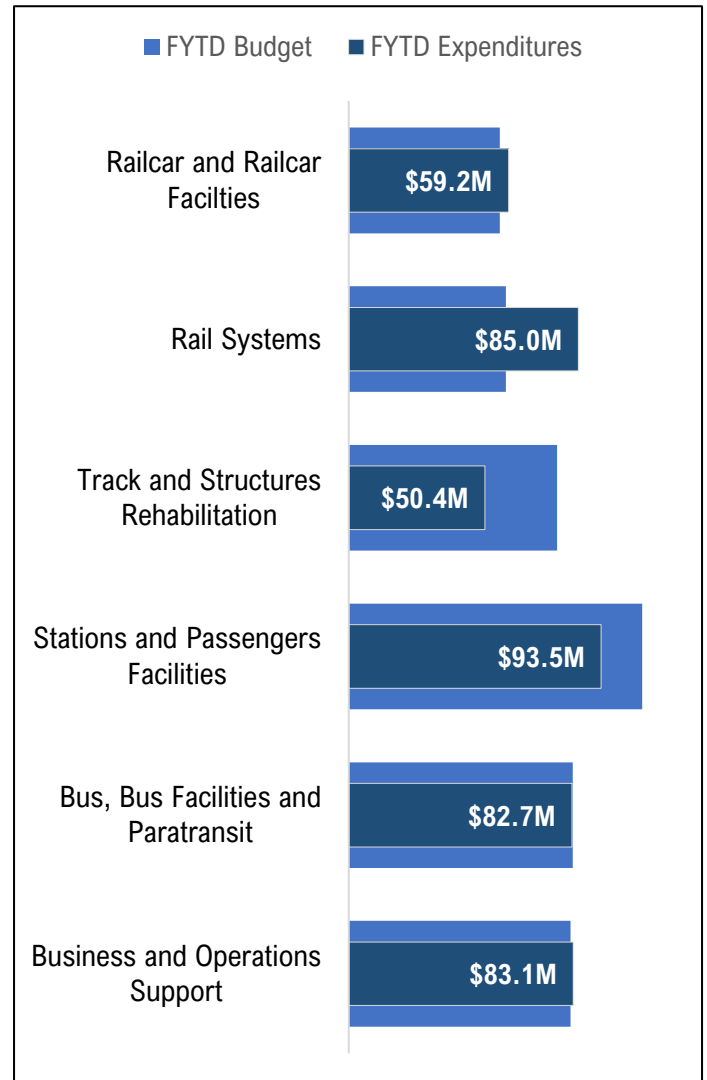
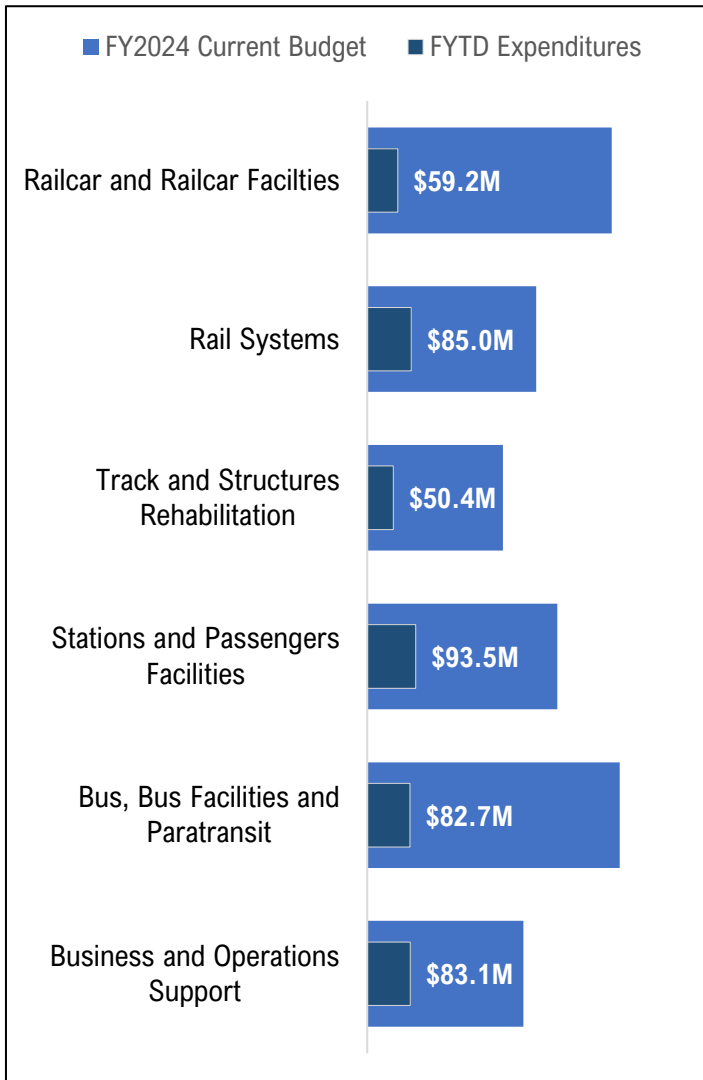
NON-PERSONNEL EXPENSES



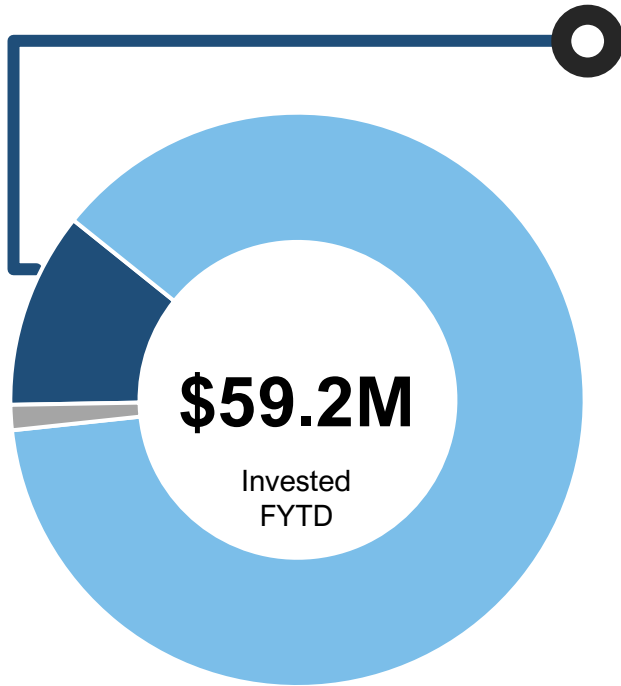
CAPITAL IMPROVEMENT PROGRAM

Metro invested \$0.5 billion in the Capital Improvement Program through Q1.

The capital improvement program for FY2024 addresses existing needs while also aiming to prevent the creation of backlogged needs. This program is focused on advancing projects that enhance the state of good repair, reliability, and customer experience, while prioritizing safety.



RAILCAR AND RAILCAR FACILITIES



Acquisition – \$5.5M

The 8000-series railcars are being developed with a focus on enhancing the customer experience through the incorporation of amenities such as digital screens with real-time information and electrical outlets. The new railcars are designed to be safer and more dependable, featuring improved ventilation, increased energy efficiency, and advanced security features. They will replace the aging 2000- and 3000-series railcars, which have been in service since the 1980s.

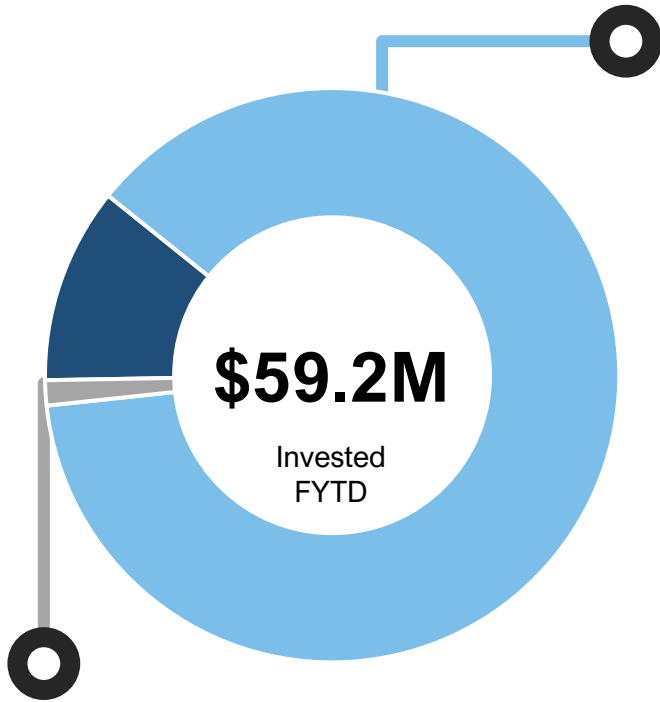
In Q1, the 8000-series railcar project was primarily focused on preparations and review for the Preliminary Design Review (PDR) in collaboration with Hitachi. Dynamic testing was conducted on a 7000-series train, particularly focusing on the open gangway feature. This is a design feature on two linked railcars that allows for passage between railcars. This increases capacity and passenger flow while decreasing crowding.

For 7000-series railcars, Metro continued building a cab simulator for train operator training and expects to complete this task in Q2. The upgrade of the Vehicle Track Information (VTI) system with a 4G modem is also underway, with completion expected by the end of Q2. Efforts related to cybersecurity software/hardware implementations are awaiting approvals. Work and testing on software upgrades to reduce power during off hours is in progress. In addition, Metro is in the process of closing remaining action items for special tools and test equipment. Lastly, efforts to provide additional Troubleshooting Training are close to completion.



Pictured: Hitachi, Metro's vendor for the 8000-series railcars, stated that the 300,000-square-foot facility about 70 miles northwest of Washington will be its main railcar factory in North America.

RAILCAR AND RAILCAR FACILITIES (CONTINUED)



Maintenance Facilities – \$0.9M

In Q1, the train wash rehabilitation project work continued. Metro is designing new train wash systems to be installed at seven locations. The new systems will increase maintenance efficiency due to technology upgrades and reduce employee injuries by incorporating updated safety features. The design also incorporates LEED (Leadership in Energy and Environmental Design) standards.

A Railyard Optimization project solicitation was in development in Q1. The Greenbelt Yard Sewer Ejectors project design reached 100 percent completion and was undergoing final revisions in preparation for the bid-set of design documents. The contractor procurement process commenced, with the Request for Proposals for construction procurement anticipated in February 2024.

Maintenance & Overhaul – \$52.8M

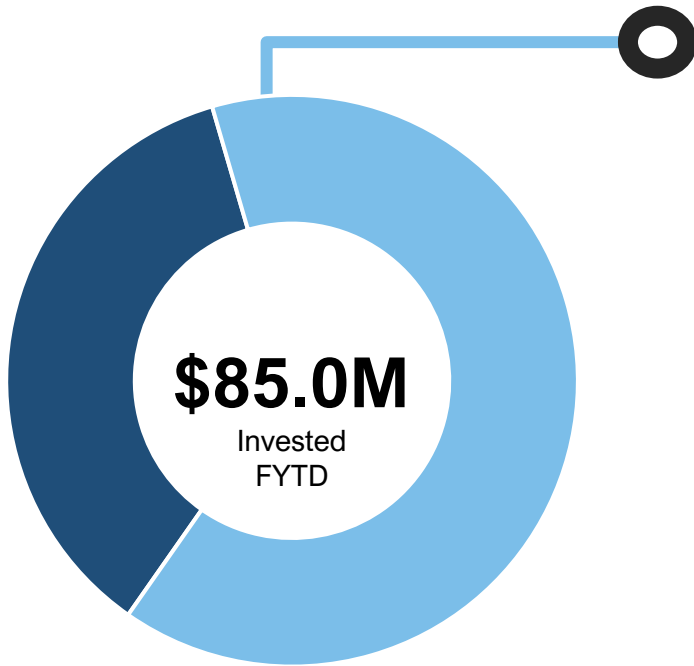
The Rail Vehicle Scheduled Maintenance Program (SMP) is in place to keep various subsystems of railcars, including the car body, propulsion and control system, friction brakes, auxiliary power, truck assemblies, couplers, side doors, and HVAC systems, in good working condition. In Q1, Metro completed the SMP overhaul and rehabilitation on a total of 16 railcars.

The 7000-series Wheelset Replacement Program (WRP) is on hold as of July 2023 due to ongoing engineering issues; resumption is tentatively expected in Q2.

Railcar Series	FY2024 Rehabilitation Plan	FYTD Progress
2000	40	14
3000	44	0
6000	60	2
7000	62	0
7000 Wheelset Replacement	168	0

Regular and ongoing preventive maintenance of the rail fleet, including weekly, monthly, and semi-annual inspections, repairs, and upgrades, is anticipated to increase availability and performance of railcars. During Q1, work included overhauls for 14 cars from the 2000 Series in July, August, and September, as well as addressing coupler campaign issues for 2 cars from the 6000 Series. Further details on the reliability of the rail fleet can be found in Metro's Performance Report.

In Q1, civil engineering work continued at East Falls Church for the Automatic Wayside Inspections project, with completion of the installation expected in November.



Signals & Communications – \$54.6M

In Q1, Metro continued its radio system upgrade efforts. The focus remained on the construction of four above-ground antenna sites, as well as inspections at approximately 68 station locations within the underground system. Notably, 6,300 portable radios were distributed, and extensive installation and testing activities were conducted on various rail and bus vehicle types, including the 7000-, 2000-, and 3000-series railcars.

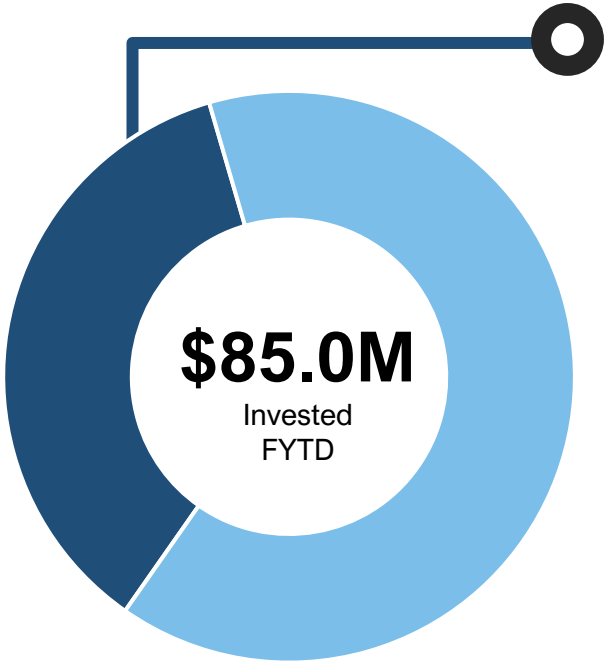
Progress continued in Q1 on the Automatic Train Control (ATC) State of Good Repair Program, completing vital replacements and testing, and ensuring the safety and reliability of train control systems. The Grade of Automation Level 2 Project continued, with successful Red Line Integrated Testing for Automatic Door Operation (ADO) being completed in Q1.

ATC equipment can improve efficiency of operations by providing train position information, communication between the train and wayside, control of train speed and spacing of trains.

In Q1, there was progress on the Communication-Based Train Control (CBTC) Program for Returning to Automatic Train Operations (ATO). The work included the development of funding and grant strategies, strategy development for converting railcars, scheduling and estimating, marketing and branding efforts, and project coordination.



Asset	FY2023 Plan	FYTD Progress	Completion Percentage
SOGR Switch Replacement (Switch Machines)	24	6	25%
SOGR Cable Replacement (Cables)	36	9	25%
SOGR High-Current Bond Installation (Bonds)	6	0	0%
SOGR Cable Meggering (Locations)	32	7	22%



Power – \$30.4M

Upgrades to the rail power system will allow the operation of more eight-car trains in passenger service, minimize potential speed restrictions and reduce the risk of safety incidents.

In Q1, Metro continued making progress on traction power upgrades. For the Blue Line contract, transformers were delivered to the Franconia-Springfield location. In addition, work on the Red/Green/Orange contract included ongoing contract closeout activities such as test reports, manuals, and as-builts.

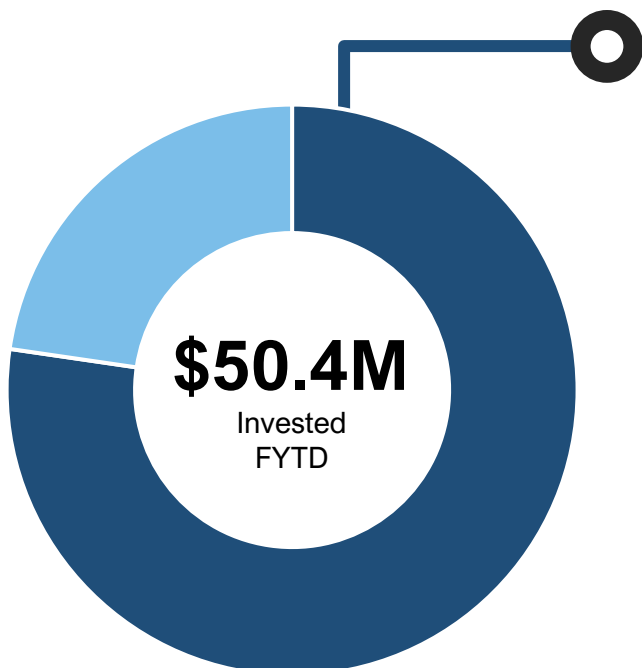
The Multi-Functional Protective Relay (MPR) Supply project successfully delivered nine MPR units in Q1.

In Q1, Metro restarted pre-solicitation activities for the replacement of generators at 19 locations. These activities included developing the contract procurement package, setting DBE (Disadvantaged Business Enterprise) goals, creating pre-bid presentations, conducting initial site visits to validate scope and designs, and performing constructability reviews on drawings. These actions were taken to prepare for the rescheduled release of the solicitation in FY2024 Q2.

Asset	FY2024 Plan	FYTD Progress	Completion Percentage
SOGR Cable Installations (LF) ¹	16,000	45,690	286%
Cable Meggering	2,000	593	30%
Uninterruptable Power Supply Replacement	33	6	18%

1. LF – Linear Feet; Cable installations exceeded expectations due to extra track availability afforded by the Orange and Green line shutdowns. 4,000 LF per quarter is typically replaced. All cable installations (replacements and additions) were completed under CIP0253 and are included in this line.

TRACK AND STRUCTURES REHABILITATION

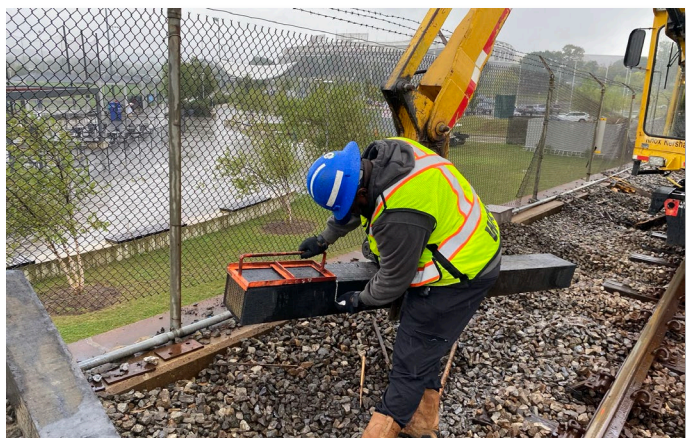
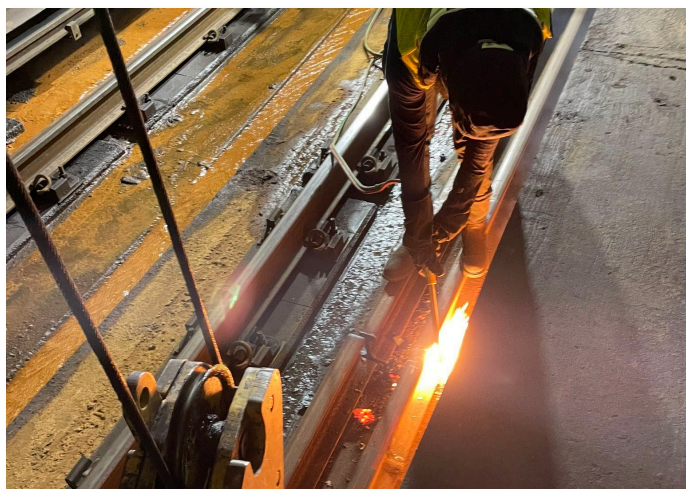


Fixed Rail – \$39.0M

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

In Q1, planned rehabilitation work was successfully completed at several locations, including Friendship Heights to Grosvenor, Eastern Market, Stadium Armory, Cheverly, Medical, Ballston, Vienna, and West Falls Church Yard. The work included tasks such as welding, fastener replacements, rail and grout pad rehabilitation, ties and concrete restoration, restraining rail installation, and tamping. The work resulted in concrete restoration, grout pad rehabilitation, track bed cleaning, vegetation removal, crosstie installation, track fastener replacements, new third rail insulators, rail renewal, and track surfacing. Additionally, the Phase II Orange Line shutdown to replace aging rail was successfully conducted from Vienna to West Falls Church.

In addition, comprehensive preparations were made for the Bridge Inspection Vehicles project in Q1. Training materials and diagnostic equipment were efficiently assembled, and only testing remains to be completed.



TRACK AND STRUCTURES REHABILITATION (CONTINUED)

Track Rehabilitation Work by Component Activity

Component Activity	FY2024 Plan	Total FYTD Complete	Completion Percentage
Crossties Replaced	9,000	2,854	32%
Third Rail Insulator Replacement	3,200	1,182	37%
Joint Elimination	500	208	42%
Running Rail Renewal	89,544	19,309	22%
Third Rail Rehabilitation ¹	5,000	482	10%
Track Stabilization	400	0	0%
Turnouts Rehabilitated ²	4	0	0%
Track Fasteners Replaced	10,000	2,335	23%
Track Surfacing ³	90,000	62,117	69%

1. Third Rail Rehabilitation to occur during A03-B02/03 Extended shutdown in Q2.
2. Turnouts scheduled for FY2024 Q2 and Q3
3. Track afforded additional opportunities to complete Track Surfacing during FY2024 Q4.

Structures Rehabilitation Work by Component Activity

Component Activity	FY2024 Plan	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF) ¹	1,250	29	2%
Deck Joint Replacement (LF)	450	242	54%
Drain Rodding (LF) ²	50,000	51,253	103%
Grout Pad Rehabilitation (LF) ³	8,500	278	3%
Leak Mitigation	2,000	358	18%
Track Bed Cleaning (LF)	300,000	170,706	57%
Track Signage Replaced	300	244	81%

1. SF – Square Feet; Structures performed Concrete Restoration work outside the Roadway, which does not count toward this project's reporting. Variance will be addressed during the A03-B02/B03 Extended Shutdown in Q2.
2. Structures afforded additional opportunities to complete Drain Rodding during FY2024 Q1.
3. Structures work zones for Grout Pad Rehabilitation were minimized during piggyback at the Blue Orange Silver Junction. The variance will be addressed later in the fiscal year.

Structures – \$11.4M

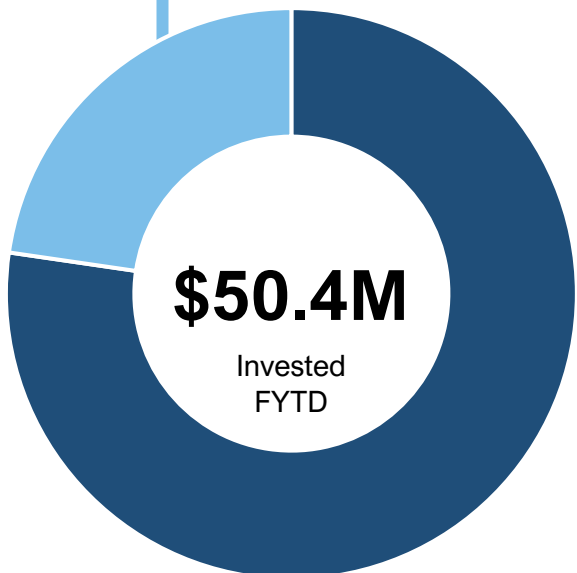
In Q1, Metro continued tunnel water leak mitigation work along the Red Line between Silver Spring and Forest Glen. The original completion date was projected for January 27, 2024, but a revised forecast has extended the completion to July 1, 2025.

Work progressed on Structural Rehabilitation Package A at several Metro stations in Q1. At Grosvenor, Metro completed 80 percent of structural improvements at two support piers on aerial structures and established traffic maintenance setups for the remaining pier improvements. At Minnesota Ave, the project advanced post-tensioning work on structural improvements at 25 piers. Additional structural improvements at Naylor Rd and Branch Ave focused on advancing grouting repairs to the aerial structures' interiors. These efforts aimed to enhance the infrastructure and safety at these locations.

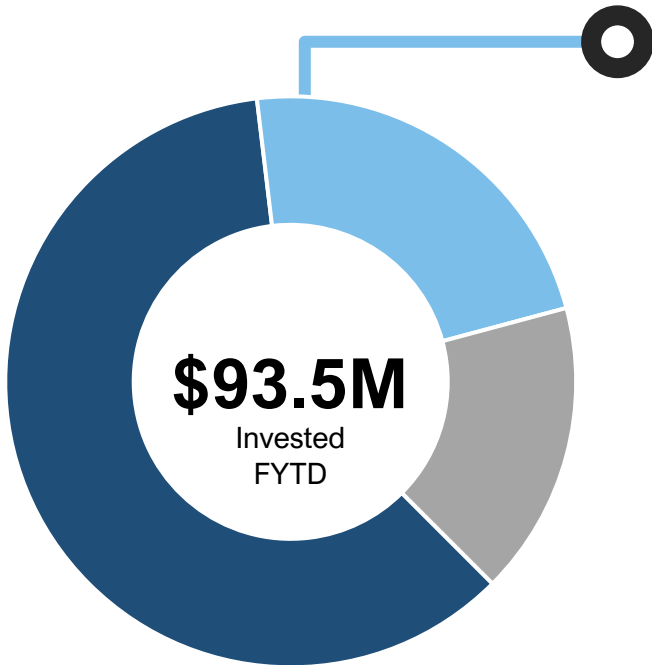
In Q1, the Yellow Line Bridge and Tunnel Rehabilitation project, which was completed in May, successfully advanced through its closeout phase. The complete project punch list was addressed and closed in August. Additionally, a second full tunnel inspection took place in September, confirming the absence of water infiltration and affirming the effectiveness of the work.

Progress continued in Q1 on efforts to build mezzanine platforms for improved tunnel ventilation from Woodley Park to Cleveland Park stations on the Red Line. Concrete and masonry work was completed for platform structures; fan selection and delivery are underway despite some delays, electrical upgrades, conduit installations, and switchgear replacements are ongoing. Additionally, work is in progress at the Fan Shaft A-line (Shady Grove to Metro Center) and the Cleveland Park North switchgear room is being demolished.

In Q1, work continued on the Shaft Structural Rehabilitation project. Metro obtained the final design/build drawings for the seven shaft rehabilitations. Drawings were revised and updated construction costs from the vendor were received.



STATIONS AND PASSENGER FACILITIES



Platforms & Structures – \$22.1M

At Anacostia station, the solar power system commissioning was completed, and Metro initiated planning for the Flip the Switch Event, in which the solar arrays will become live. Southern Ave also saw the completion of solar commissioning and paving, and Metro identified punch list activities for Closed Circuit Television (CCTV) and Garage Emergency Telephone (GETs) phones. At Cheverly, solar arrays construction at the Park-and-Ride was completed, and work continued to install CCTV, lighting, and GETs phones.

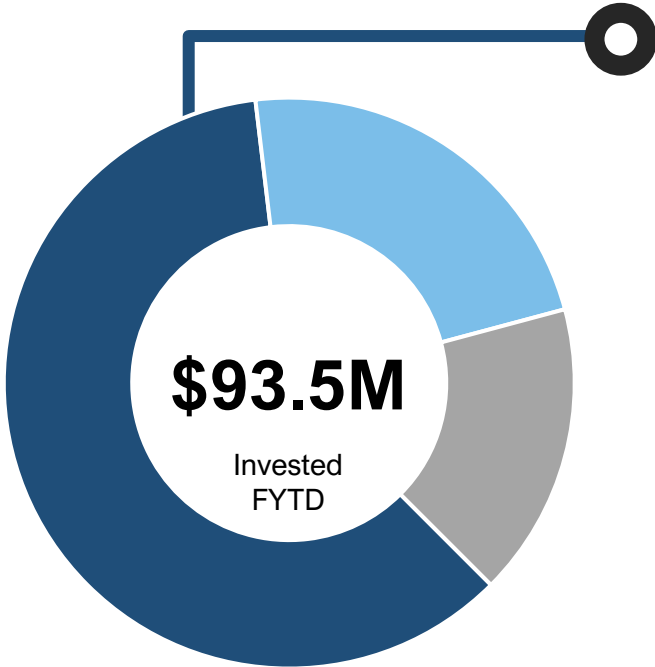
In Q1, progress continued at the four stations where the Purple Line connects to Metrorail. Notable activities included the erection of barriers and initiation of platform work at Silver Spring, along with the commencement of foundation work at College Park station. Additionally, punch list items for the bus loop at College Park have been addressed, and ongoing staff inspections were conducted at various sites, including Bethesda, Silver Spring, College Park, and New Carrollton.

Metro continued with station rehabilitations and restroom renovations in Q1 at several stations including Tysons Corner, Greensboro, and Branch Ave, ensuring that they remain clean and welcoming for passengers.

Under the Parking Garage & Surface Lot Rehabilitation Program, the Wheaton Garage project reached 99% completion in Q1. The Anacostia project punch list is completely resolved, marking its successful completion. The design phase for the Shady Grove project achieved 100 percent completion, and the Minnesota Parking Garage 100 percent design submission is currently under review.

Union Station Improvements project also progressed with the design reaching the 90 percent milestone in September. The plan anticipates placing the scope out for bid in December 2023; construction is expected to commence in June 2024.





Station Systems – \$56.0M

As part of the Fare Collection Modernization Program, all 124 station mezzanines have been outfitted with new, modern faregates. New faregate designs are being tested to reduce fare evasion throughout the system. The anti-fare evasion tactics include higher doors and anti-hurdle mechanisms on the sides of faregates. Such upgrades to faregate doors at 10 stations have been completed as of the end of Q1.

The current bus fareboxes, which are around 20 years old, are outdated and in need of replacement. Many have malfunctioning parts that are no longer produced. New fareboxes were installed in 230 buses in Q1, in addition to 63 rear door access installations.

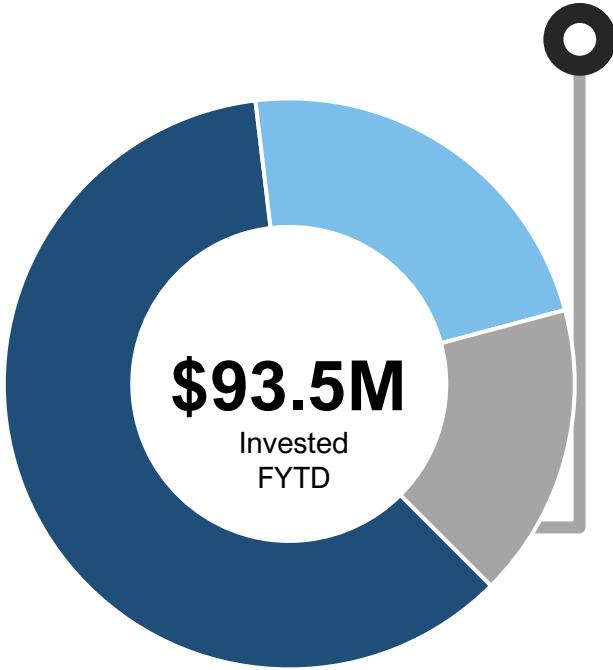
In Q1, work continued on multiple station lighting improvement projects. Platform edge lighting was successfully installed at Fort Totten, and mobilization commenced for Phase IIA-Site Lighting Replacement at Takoma. Platform edge lighting refers to the lights along the platform edge that flash to indicate a train is incoming. Improvements to these lights will modernize the system and improve accessibility.

Progress continued in Q1 on the improvement of station signage and information displays. The construction and installation of new Passenger Information Displays (PIDs) were completed at L'Enfant Plaza and Bethesda is nearing completion.

In Q1, work on the Standpipe Replacement project was completed on three Standpipe Systems: one Fan Shaft on the A-line segment of the Red Line (Shady Grove to Metro Center) and two Vent Shafts on the F-line segment of the Green Line (Gallery Place to Branch Avenue). Revenue Service Adjustments (RSAs), which are adjustments to the Metrorail schedule such as an early closing, were planned and executed for work at two locations, contributing to the overall program progress.



Pictured: Passenger Information Displays (PIDs)



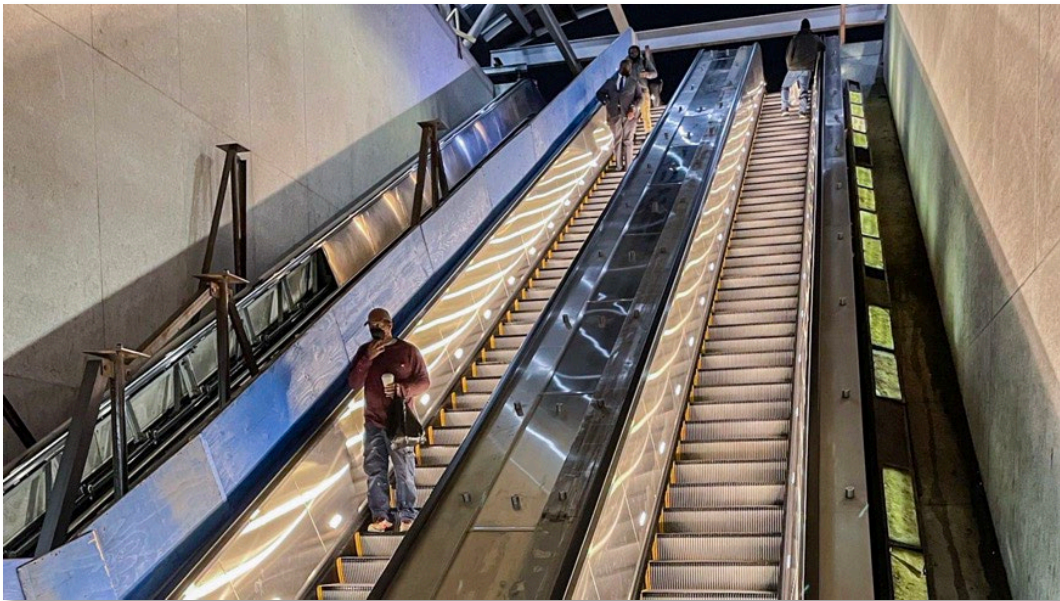
Vertical Transportation – \$15.4M

In Q1, Metro completed one elevator rehabilitation at Downtown Largo, and three escalator overhauls at Farragut West, Hyattsville Crossing, and McPherson Square. Metro is currently conducting cost-benefit analyses and evaluation of escalator lifecycle management options to determine how best to address operational, safety, and State of Good Repair needs. Seven escalators were replaced in Q1, at Dunn Loring, Rockville, Silver Spring, Metro Center, Farragut North, Grosvenor, and Benning Road.

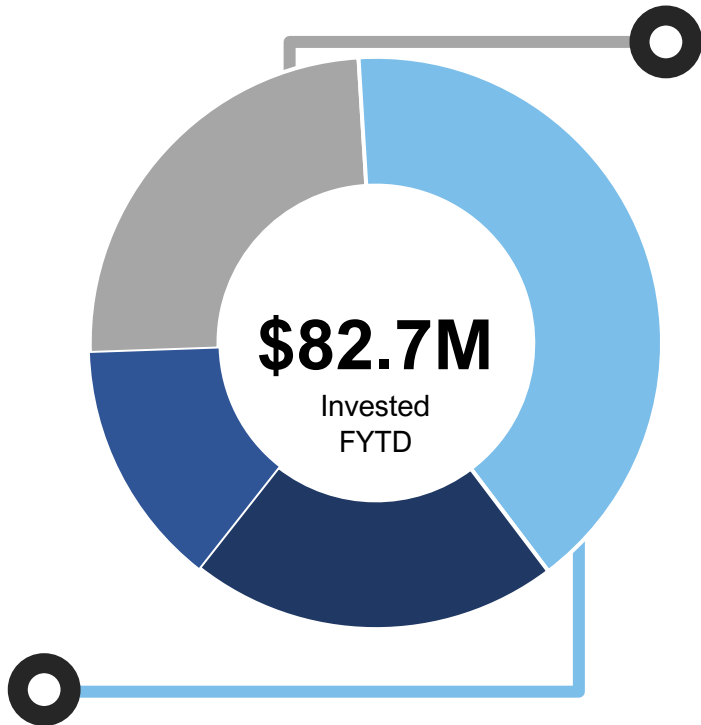
These investments support performance goals by providing dependable and comfortable vertical transportation experience for our customers.

Activity	FY2024 Plan	FYTD Progress	Completed in Contract	Remaining in Contract
Elevators Rehabilitated	3	1	101	1
Escalators Overhauls ¹	0	3	n/a	n/a
Escalators Replaced	33	7	56	74

1. Metro cancelled the escalator rehab contract in Q4 FY2023 and moved escalators to the overhaul or replacement programs based on need.



BUS, BUS FACILITIES AND PARATRANSIT



Acquisition – \$20.3M

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

Bus Type	FY2023 Order	FY23 Delivered	FY24 Progress
Clean Diesel 40-ft. ¹	100	54	36
Battery Electric Bus 60-ft.	2	1	1

1. The bus manufacturer is projecting 95 buses by September 2023.

Battery-electric buses (BEBs) are a critical component to achieving sustainability goals as they emit no pollutants and run entirely from battery power. BEBs have the added benefit of being quieter than a diesel bus which will improve customer experience in transit.

Work continued on the Zero Emission Bus program in Q1. Metro received a second battery-electric bus, prepared both BEB's for service, and initiated infrastructure work at Shepherd Parkway for charging. Metro conducted a Fire Hazard Analysis for these electric buses and began updating operating procedures while preparing staff for BEB operation and maintenance.

Metro received 36 of the planned 41 clean diesel buses in Q1. The delivery timeline was affected by vendor quality issues and challenges related to parts. These issues contributed to delays in receiving the remaining buses.

The 404-minivan vehicle package for MetroAccess, along with a 75 next-generation vehicle package, were under review by the Office of the Inspector General. A total of 23 minivans were delivered in July 2023.

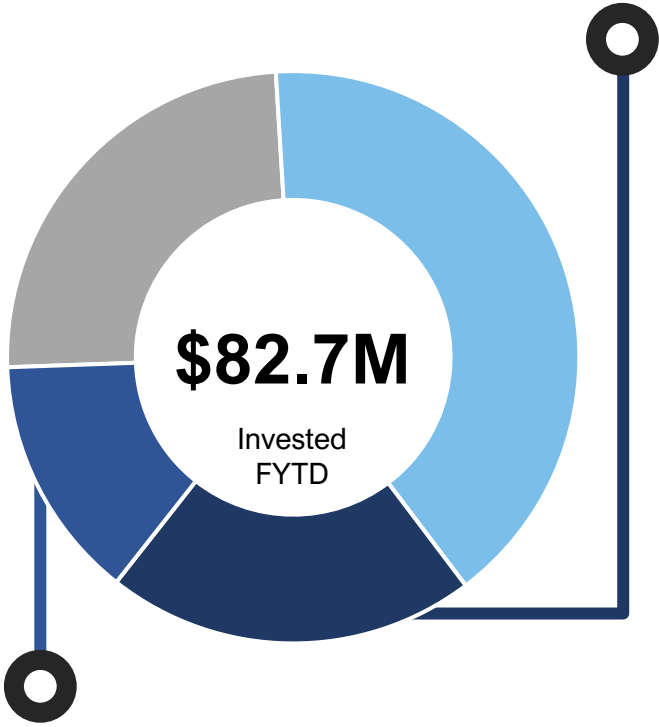
Maintenance Facilities – \$33.6M

In Q1, foundation work for the Maintenance Building at Bladensburg bus garage was ongoing and the completion of Shepherd Parkway bus garage remains on schedule for Q2 FY2024. Design work for the Four Mile Run bus garage rehabilitation progressed with the completion of 30 percent Conceptual Engineering Design (CED). Demolition work at Northern Bus Garage site began in January 2023 and is expected to continue until April 2024. Construction is set to commence in the fall of 2023.

The landscaping design work at Cinder Bed Road progressed in Q1, and a workshop on the proposed design was conducted with Metro employees.

Property acquisition for the Western Bus Garage replacement was completed on September 1, 2023. Environmental assessments advanced as the National Environmental Policy Act (NEPA) process reached the 10 percent completion stage by the end of Q1.





Passenger Facilities & Systems – \$11.4M

In Q1, work to enhance customer communications at bus stops continued under the Customer Electronic Information Displays project. Progress included the installation of 11 LED signs at high traffic bus stations throughout the system. A Task Order was advertised for the supply and installation of 33 bus shelters at four station locations (Rhode Island Ave, Fort Totten, Addison Rd, and Brookland), with bids under evaluation. Standard design layouts and surveys were finalized for the remaining bus shelter locations identified in the program (32 locations comprising 253 shelters).

Regarding the Clear Lanes program, installations on 140 buses were completed on July 5, followed by the initiation of a warning period on July 24, during which 14,000 warnings were issued over two months.

Maintenance & Overhaul – \$17.3M

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.

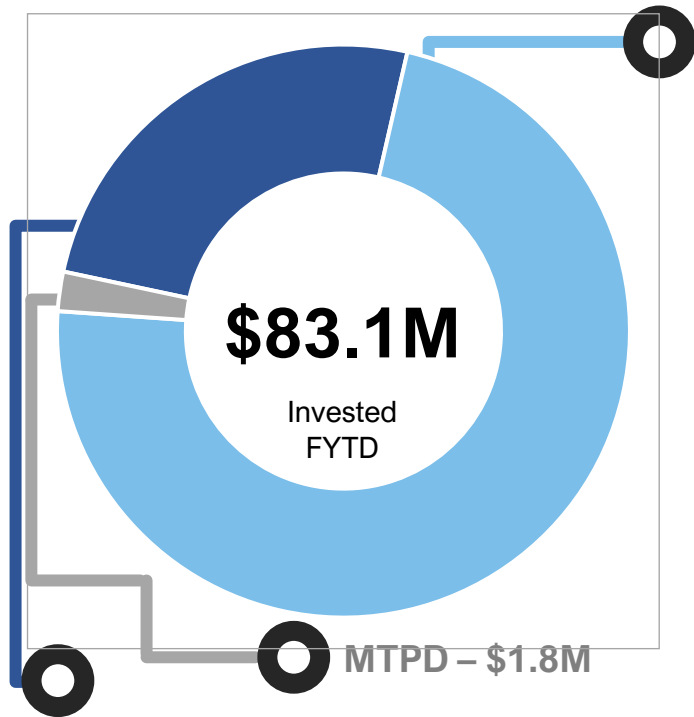
In Q1, a total of 23 bus rehabilitations, 23 out of 120 engine assemblies, 35 out of 150 transmission assemblies, 22 out of 140 fare boxes, and 31 out of 33 energy storage systems were received. While the initial target was to rehabilitate 100 buses annually, the supply chain constraints and delays experienced in FY2023 affected parts and equipment acquisition.

The Bus Simulator project's completion date is now forecasted for Q2 due to adding more upgrades. Purchases of hand tools, diagnostic equipment, and other required work for equipment upgrades were completed in Q1. These actions contribute to the ongoing progress of the project, aligning with our efforts to enhance training capabilities.

An award was issued on July 31 to Clever Devices for the Metrobus Intelligent Transportation System. The contract will upgrade on-bus hardware and software to the most current versions, enabling real-time schedule changes, infotainment, turn-by-turn operator directions, enhanced data access, and dashboards.

Asset	FY2024 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	23	23%
Energy Storage Systems	33	31	94%
Engine Assemblies	120	23	19%
Fare Boxes	140	22	16%
Transmission Assemblies	150	35	23%

BUSINESS AND OPERATIONS SUPPORT



Information Technology (IT) – \$21.0M

IT investments are being made to enhance internal operations and improve customer experience.

In Q1, work continued on outfitting the new Metro Integrated Control Center at the Virginia Eisenhower office. The MICC will help streamline communications among Metro’s various operational divisions.

In Q1, ongoing support activities continued for business, security, and anti-virus software. Metro initiated the acquisition and implementation of an Automated Proposal Management Software, with the contract awarded and a kickoff meeting held with the vendor.

Other efforts focused on infrastructure upgrades, including the replacement of outdated routers and the enhancement of mobile command vehicle modems.

Support Equipment & Services – \$60.3M

Metro continues to prioritize sustainability goals. In Q1, two vehicle procurement contracts were pending award. These service vehicle contracts include 26 electric sedans and six wreckers for FY2025. Additionally, during Q1, one Ford cargo van, one Ford F-250, and two Ford Escapes were delivered to support operations.

Progress of the New Hampshire Chiller Plant construction reached 90 percent completion in Q1. The team focused on punch list completion, new fire alarm system activation, and training related to operations and maintenance, warranties, and spare parts turnover.

In Q1, Metro continued to make progress in its sustainability and decarbonization efforts. The authority-wide decarbonization strategy contract was awarded in July 2023. In July 2023, Metro also secured technical support services for Sustainability, Resiliency & Energy Project Management and Construction Management (PMCM).

Progress continued in the ongoing infrastructure improvement projects at the Carmen Turner Facility in Q1. Notably, the installation of Remote Terminal Units (RTUs) and exhaust fans at Building B was completed, with work on two additional systems, including the data center and dynamometers, still underway. Acceptance and testing procedures are ongoing, ensuring the proper functioning of these systems.

During Q1, Metro continued to advance its various roof and skylight replacement projects. In particular, the Roof & Skylight Replacement at the Glenmont Bus Bay Canopy entered Phase 3 completion and initiated Phase 4, which is expected to conclude by November 2023.

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 continues to advance its joint development program, guided by its [10-Year Strategic Plan for Joint Development](#).

- Jackson Graham Building: WMATA closed on the ground lease in May 2023. Work to replace the chiller plants, which will continue to serve the Judiciary Square, Gallery Place and Archives stations, is ongoing
- Twinbrook: Metro is selling property to an adjacent property owner with plans to develop it into a new multifamily building. Currently, business terms are being negotiated and joint development concurrence is being sought from FTA.
- Takoma: The Joint Development Agreement between Metro and the developer is being amended based on revised business terms for a larger project and site plan

Acquisitions

- Western Bus Garage: The Department of Justice filed for condemnation of the Lord & Taylor building adjacent to Metro property in June 2023. In September 2023, the court awarded possession to WMATA
- Heavy Repair and Overhaul Facility: Demolition work **is** expected to begin at Landover site in Q2 FY2024



Washington Metropolitan Area Transit Authority

10-Year Strategic Plan for Joint Development



OFFICE OF REAL ESTATE AND PARKING

2022

Dispositions

- Southern Avenue Parcel C: Purchase and sale agreement for six acres of property near Southern Avenue. Tunnel easement was updated in Q4, and sale closing is anticipated in Q2 FY2024

Incidental Use

- Rail Station ATMs: License agreement was executed in June 2023 for a new station ATM vendor

FEDERAL AWARDS UPDATE

As of September 30, 2023, Metro had 24 active awards from the Federal Transit Administration (FTA) with a combined value of \$3.9 billion. This includes Federal Fiscal Year 2022 formula funding of \$1.2 billion American Rescue Plan Act (ARPA) Section 5307-WMATA Operating Assistance and \$120 million in ARPA Additional Assistance Funding for WMATA operations.

In Q1 of 2024, Metro received reimbursements totaling \$2.64 billion for projects that include, but are not limited to, assisting to fill the operating budget revenue shortfall through the ARPA grant (through September 30, 2023), the purchase of new buses, the construction of new bus garages, and repairing station and track infrastructure.

FTA awarded Metro's amendments and three new applications for Federal Fiscal Year 2023 including a total federal request of \$457 million in formula funding and applications for \$148.5 million in Passenger Rail Infrastructure and Investment Act (PRIIA) funding. New applications included the FFY2023 PRIIA funding, Section 5307 funding for \$173 thousand in prior year available balances, and Congestion Mitigation Air Quality (CMAQ) funds.

Active FTA Awards as of 09/30/2023 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Updated Balance	POP End Date
DC-2017-011	08/15/2017	Track Inspector Location Awareness with Enhanced Transit Worker Protection ¹	\$1.88	\$1.88	\$2.3	09/30/2023
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	\$215.5	\$188.3	\$3.1	03/30/2024
DC-2020-007-00	05/27/2020	FFY2019 Section 5310 Metro Access Replacement Vehicles	\$0.9	\$0.0	\$0.9	12/30/2023
DC-2020-010-01	07/10/2020 09/07/2021	FFY2020 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion Improvement	\$328.7	\$309.1	\$19.6	06/30/2024
DC-2020-017-01	08/14/2020 09/09/2021	FFY2020 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility	\$293.8	\$236.4	\$57.3	09/30/2024

Note: Drawn numbers are from inception through 09/30/2023

1. This award must remain active until the final report is submitted. Period of Performance end date pending with FTA Office of Research

FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 09/30/2023 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-2021-003	03/08/2021	FFY2020 5339 (c) Low-No Metrobus Zero-Emission Fleet Program	\$4.2	\$0.2	\$4.0	06/30/2024
DC-2021-008	05/19/2021	WMATA FFY2019 Section 5312 Public Safety Pilot Study	\$0.2	\$0	\$0.2	09/30/2024
DC-2021-012	8/17/2021	FFY2021 5312 COVID-19 Research and Demonstration Project	\$0.6	\$2	\$0.4	12/30/2023
DC-2021-014	9/01/2021	FFY2021 5339 Bladensburg Bus Garage	\$21.7	\$9.2	\$12.6	12/30/2027
DC-2021-015	8/13/2021	ARPA Section 5307 - WMATA Operating Assistance	\$1,208.9	\$793.6	\$415.4	12/30/2024
DC-2021-017	9/7/2021	FFY2021 PRIIA WMATA Railcars Rehabilitation, Platform Rehab (Phase 3), Vertical Transportation, Automatic Train Control and Radio Infrastructure	\$148.5	\$117.4	\$31.1	06/30/2024
DC-2022-008	8/18/2022	FFY2022 Section 5339 Bus Farebox Replacements	\$10.5	\$9.0	\$1.5	12/30/2023
DC-2022-010	8/26/2022	FFY2022 PRIIA WMATA Office of Inspector General	\$10.0	\$3.7	\$6.3	9/01/2025
DC-2022-011	8/26/2022	FFY2021 American Rescue Plan (ARP) Additional Assistance for WMATA Operations	\$120.1	\$0.0	\$120.1	3/30/2024
DC-2022-012	8/29/2022	FFY2022 Section 5337 Railcar Preventive Maintenance, Railcar Scheduled Maintenance Program and Track Preventive Maintenance Program	\$301.3	\$71.1	\$230.2	6/30/2026
DC-2022-014	9/07/2022	FFY2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program	\$243.0	\$81.0	\$161.9	12/30/2027
DC-2022-015	9/7/2022	FFY2022 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance	\$157.2	\$35.1	\$122.2	03/31/2026

Note: Drawn numbers are from inception through 09/30/2023 which include updated period of performance end dates. Date of Award is the initial award date.

FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 09/30/2023 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-2022-016	9/7/2022	FFY2022 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility	\$158.3	\$65.8	\$92.5	7/30/2027
DC-2022-010	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	\$9.2	\$15.0	12/30/2023
DC-2022-018	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	\$112.4	\$31.0	6/30/2025
DC-2023-005	7/7/2023	FY2022 VA CMAQ Bus Replacements	\$3.5	\$0.0	\$3.5	6/30/2024
DC-2023-006	8/23/2023	FFY2018 5307 Paratransit Van Replacements	\$0.17	\$0.0	\$0.17	2/28/2025
DC-2023-007	9/15/2023	FFY2023 PRIIA WMATA Vertical Transportation, Yellow Line Tunnel and Bridge Rehabilitation, Tunnel Water Leak Mitigation, Automatic Train Control Rooms	\$143.5	\$81.1	\$62.4	6/30/2026

Note: Drawn numbers are from inception through 09/30/2023

FEDERAL AWARDS UPDATE (CONTINUED)

FTA Awards Closed in FY2024 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
DC-2021-010	06/01/2021	WMATA FFY2021 Section 5307 CRRSAA Operating Assistance	\$713.9	9/30/2022
DC-2020-016	08/13/2020	FFY2020 H.R.1865 RSI (Section 75) Funding Railcar Acquisition & Rehab, Train Control, Vertical Improvements, Ventilation, & Platforms Phase II	\$148.5	9/22/2023

FTA Applications in Progress Pending Award as of 09/30/2023

Federal Award ID	Application Name	Federal Request
1398-2023-3	VA CMAQ Bus Replacement (FY2024)	3,413,168

Active Non-FTA Awards as of 09/30/2023 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
EMW-2019-RA-00011	09/01/2019	DHS Transit Security Grant Program	\$4.1	\$1.1	\$3.0	08/30/2023
EMW-2020-RA-00019	09/01/2020	DHS Transit Security Grant Program	\$3.2	\$0.4	\$2.8	08/30/2024
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	\$0.9	\$0.9	\$0.0	12/30/2024
EMW-2023-RA-0036	08/9/2023	DHS Transit Security Grant Program	\$4.5	\$0.0	\$4.5	8/31/2026

Closed Non-FTA Awards as of 09/30/2023 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Closed Date
EMW-2018-RA-00028	06/01/2018	DHS Transit Security Grant Program	\$5.186	3/30/2023

APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

Q1 FY2024 – July to September 30 (\$ in millions) *

	Budget	Actual	Variance \$**	Variance %
Passenger Revenue	\$100.4	\$83.8	\$(16.6)	-16.5%
Non-Passenger Revenue	\$25.7	\$24.6	\$(1.1)	-4.1%
Total Revenue	\$126.1	\$108.4	\$(17.7)	-14.0%
Personnel	\$401.8	\$378.5	\$23.2	5.8%
Non-Personnel	\$187.8	\$163.5	\$24.4	13.0%
Total Expenses	\$589.6	\$542.0	\$47.6	8.1%
Gross Subsidy	\$463.5	\$433.6	\$29.9	6.5%
Federal Relief	\$150.4	\$120.5	\$(29.9)	-19.9%
Net Subsidy ***	\$313.1	\$313.1		
Cost Recovery Ratio ****	47%	42%		
Farebox Recovery Ratio	17%	15%		

* All figures exclude reimbursables

** Positive numbers denote favorable variance to budget; negative numbers denote unfavorable variance to budget

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

**** Includes total federal relief funding

Q1 FY2024 – July to September 30 (Trips in millions)

Ridership	FY2023 Actual	FY2024 Budget	FY2024 Actual	Variance Prior Year	Variance Budget
Metrorail*	20.1	28.7	30.0	49.3%	4.6%
Metrobus**	25.0	26.2	28.5	14.0%	8.5%
MetroAccess	0.3	0.4	0.4	4.6%	-7.4%
All Modes	45.4	55.3	58.8	29.6%	6.4%

* Rail total includes 26.5 million tapped ridership and 3.5 million non-tap ridership. Prior to January 2023, Metrorail ridership reported only tapped ridership, which understated the total number of riders. The completion of the installation of new faregates in January 2023 enabled Metro to now report all ridership (tapped and non-tap). FY2024 Budget includes only tapped trips.

** 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	FY2024 Current Budget	FY2024 Actuals	YTD % Budget Expended
Acquisition	102.7	5.5	5%
Maintenance & Overhaul	296.5	52.8	18%
Maintenance Facilities	71.4	0.9	1%
Railcar and Railcar Facilities	\$ 470.6	\$ 59.2	13%
Power	105.6	30.4	29%
Signals & Communications	219.5	54.6	25%
Rail Systems	\$ 325.1	\$ 85.0	26%
Fixed Rail	142.6	39.0	27%
Structures	118.9	11.4	10%
Track and Structures Rehabilitation	\$ 261.5	\$ 50.4	19%
Platforms & Structures	86.9	22.1	25%
Vertical Transportation	69.8	15.4	22%
Station Systems	209.6	56.0	27%
Stations and Passenger Facilities	\$ 366.2	\$ 93.5	26%
Acquisition	120.5	20.3	17%
Maintenance & Overhaul	93.8	17.3	18%
Maintenance Facilities	201.2	33.6	17%
Passenger Facilities & Systems	70.6	11.4	16%
Bus, Bus Facilities and Paratransit	\$ 486.1	\$ 82.7	17%
IT	95.7	21.0	22%
MTPD	2.2	1.8	82%
Support Equipment & Services	202.5	60.3	30%
Business and Operations Support	\$ 300.4	\$ 83.1	28%
Total Capital Programs	\$ 2,209.9	\$ 454.0	21%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	Q1 Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in YTD Utilization %)
Montgomery County			
Grosvenor-Strathmore	1,647	50%	21%
North Bethesda	1,270	12%	2%
Twinbrook	1,097	30%	13%
Rockville	524	45%	16%
Shady Grove	5,745	28%	9%
Glenmont	2,998	32%	8%
Wheaton	955	9%	-1%
Forest Glen	596	47%	13%
Montgomery County Total	14,832	30%	9%
Prince George's County			
New Carrollton	1,877	64%	53%
Landover	1,185	27%	13%
Cheverly	375	26%	23%
Addison Road-Seat Pleasant	286	35%	24%
Capitol Heights	372	33%	-4%
Greenbelt	3,399	13%	-21%
College Park-U of MD	1,290	15%	-10%
Hyattsville Crossing	1,068	7%	-4%
West Hyattsville	453	19%	-62%
Southern Avenue	1,299	21%	9%
Naylor Road	91	128%	49%
Suitland	1,890	17%	4%
Branch Avenue	2,768	32%	8%
Morgan Boulevard	633	32%	0%
Downtown Largo	2,200	29%	-3%
Prince George's County Total	19,186	27%	6%
Maryland Total	34,018	28%	7%

APPENDIX III: WEEKDAY PARKING FACILITY USAGE (CONTINUED)

Station	Lot Capacity	Q1 Paid Utilization (% of Capacity)	Variance, Year-Over-Year (Change in Utilization %)
District of Columbia			
Deanwood	194	12%	5%
Minnesota Ave	333	68%	27%
Rhode Island Ave-Brentwood	221	56%	13%
Fort Totten	408	103%	27%
Anacostia	786	17%	5%
District of Columbia Total	1,942	48%	15%
Virginia			
Huntington	2,732	29%	11%
West Falls Church-VT	2,009	28%	13%
Dunn Loring-Merrifield	1,964	11%	1%
Vienna/Fairfax-GMU	5,169	20%	1%
Franconia-Springfield	5,069	23%	10%
Van Dorn Street	361	72%	34%
East Falls Church	422	97%	24%
Ashburn	1,555	23%	23%
Loudoun Gateway	2,115	7%	7%
Herndon	3,751	6%	6%
Innovation Center	2,072	3%	3%
Wiehle-Reston East	2,300	20%	-14%
Virginia Total	29,519	19%	0%
System Total	65,479	25%	4%