

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

# QUARTERLY PROGRESS REPORT

Fiscal Year 2020 Quarter 3



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# Q3 FY2020 AT-A-GLANCE

**In the third quarter of FY2020, Metro continued to see positive growth in Rail ridership prior to the onset of COVID-19 related restrictions on service and customers. Metro further advanced its advertising and real estate strategies, advanced planning for upcoming platform rehabilitation projects, and completed FY2021 budget public outreach in advance of budget approval on April 2.**

In January, Metro reported promising ridership metrics from the prior year, highlighting a boost in customer confidence for Metro's reliability and on-time-performance. This was expressed as a net increase of seven million trips on the system - ending a downward trend that lasted several years. Metrorail ridership gains were largely a result of capital investments made earlier that improved service. Metro continued its focus on finding regional solutions to make Metrobus service more competitive with other travel options, and continued efforts to implement recommendations of the Bus Transformation Project with jurisdictional partners.

Advancements to expand Metro's digital advertising network were announced in January. Digital advertising within the system provides an infusion of revenue to support rail and bus services for Metro riders. Advertising is a growing component of Metro's (non-fare) commercial revenues with revenue to Metro exceeding the annual guarantee payments. These funds support operational expenses, keep fares and services affordable, and help Metro stay within the legally mandated three percent annual subsidy growth limit.

During the quarter, Metro announced plans for redevelopment of its current downtown Washington headquarters site, the Jackson Graham Building. The real estate transaction will generate long-term revenue for Metro over the term of a 99-year ground lease agreement. Working with Prince George's County, Metro also updated a master plan for an urbanized town center that includes Metro's future office building at New Carrollton. The site will create a more attractive, walkable community connected by one of the region's largest transit hubs with access to Metro, Amtrak, MARC, Greyhound and the MTA Purple Line.

February also marked an important milestone in the FY2021 budget process. Metro conducted extensive online and in-person outreach, including public hearings in the District of Columbia, Maryland and Virginia to provide the public the opportunity to comment on proposed capital improvements and changes to service and fares outlined in the FY2021 Budget. Over 17,000 comments and survey responses were received during the public input period.

Pre-construction activity to support Metro's Platform Improvement Project for the summer of 2020 began in Q3. As part of this multi-year project, Metro is rebuilding deteriorated platforms at 20 outdoor Metrorail stations. An expanded plan announced in April will simultaneously permit Metro to complete this summer's work demolishing and reconstructing platforms at four Orange Line stations while enabling MWAA to complete work needed for the integration of the Silver Line Phase 2.

In March, the coronavirus (COVID-19) pandemic had an increasing impact on the region and Metro operations. The Metro Pandemic Task Force began work around the clock in March to support the region and slow the spread of COVID-19. General Manager/CEO Paul J. Wiedefeld directed his team to implement several new measures to strike an appropriate balance for Metro's workforce and their families, customers, and the region.

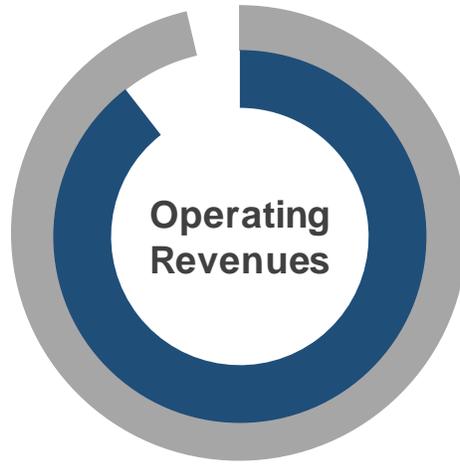
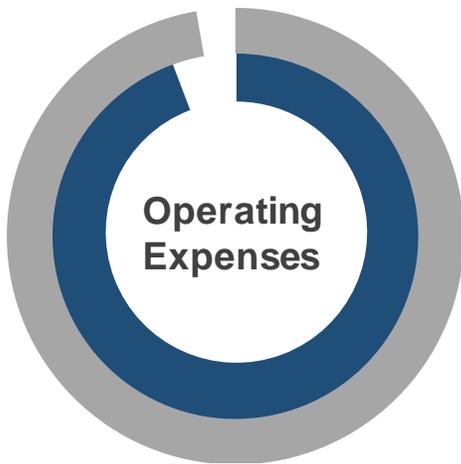
Metro use was declared for essential trips only and customers were urged not to take public transportation if not feeling well. In addition to establishing precautionary measures, Metro closed 19 of the system's 91 rail stations until further notice. Metro also implemented rear-door boarding and free fares on Metrobus to enhance the safety of its frontline workforce.

# OPERATING RESULTS

The following highlights Metro's system-wide financial performance through the third quarter of fiscal year 2020.

Metro's net subsidy through Q3 of FY2020 totaled \$854.2 million, or \$2.8 million favorable to budget despite COVID-related losses in March.

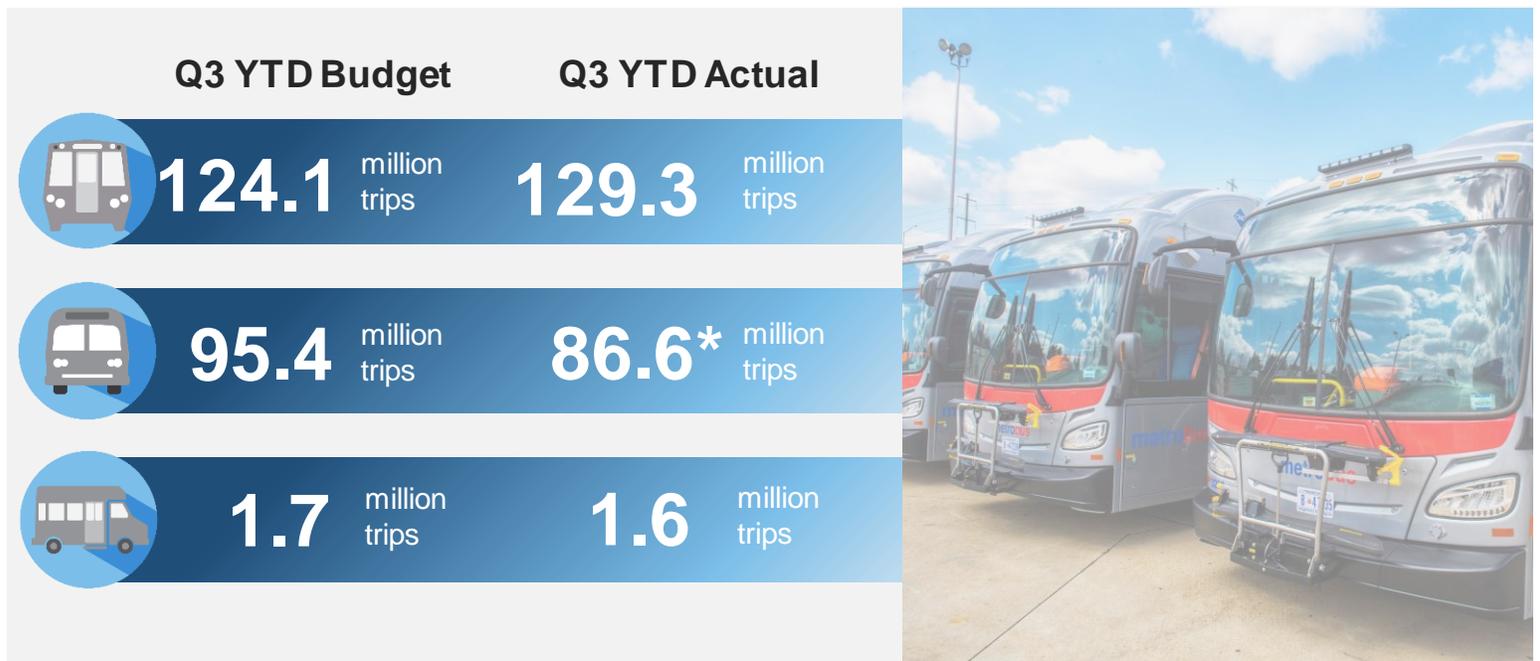
Metro's operating expenses through the third quarter were \$1,414 million or \$45.3 million less than budget. Operating revenues were \$559.3 million through Q3, funding 40 percent of operating expenses. Revenue losses from COVID-impacted bus and rail ridership and non-transit revenue were offset by savings from labor (including costs allocated to capital projects) and materials expenses.



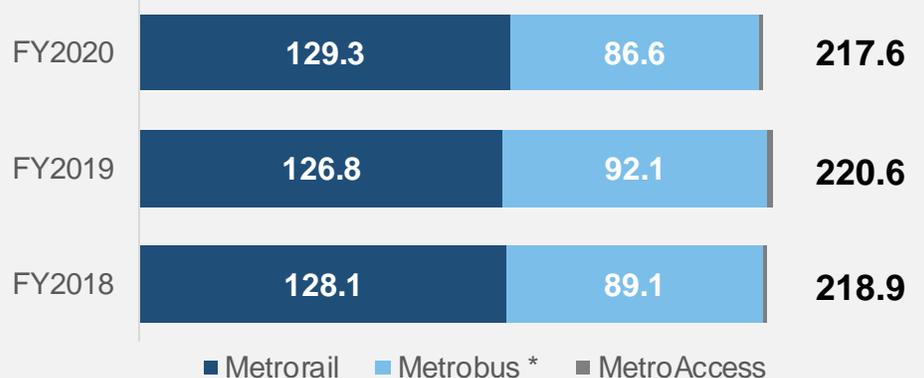
# RIDERSHIP

## Actual ridership for all three modes was 217.6 million trips through Q3 of FY2020

Rail ridership through Q3 was 129.3 million trips – up 2.6 million (two percent) from prior year. The rail variance to budget was 5.3 million trips, favorable by four percent. Bus ridership, using automated passenger counts (APC), totaled 86.6 million trips through Q3, nine percent below budget. Total Ridership on MetroAccess through the third quarter was 1.6 million trips, seven percent less than both budget and prior year.



### 3-YEAR PERFORMANCE TREND (Trips in millions)

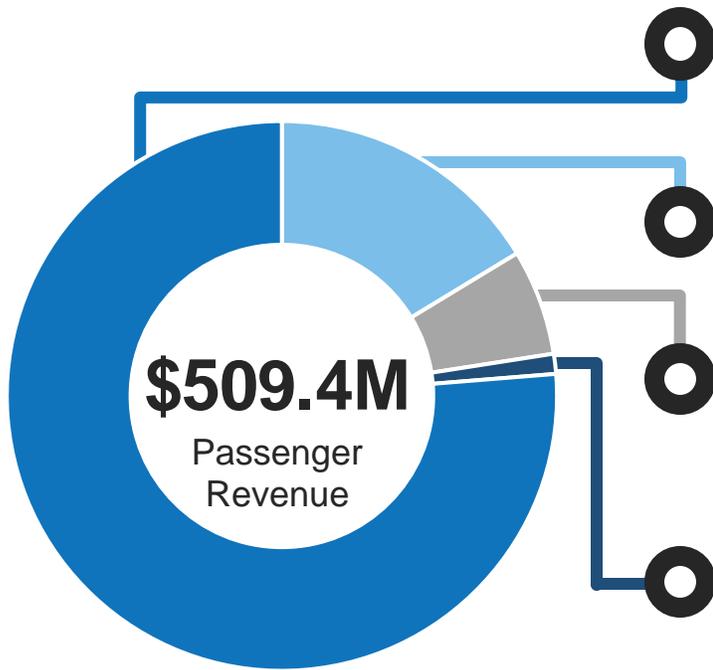


\* Bus totals include shuttles to accommodate rail station shutdowns and other track work. Ridership is preliminary and subject to change.

# OPERATING REVENUE

## PASSENGER REVENUE

YTD Q3 passenger revenue totaled \$509.4 million, \$22.1 million (4%) below budget, including:



### Metrorail – 76%

- Metrorail passenger revenue of \$388.5 million
- \$2.4 million (1%) above budget

### Metrobus – 17%

- Metrobus passenger revenue of \$83.1 million
- \$20.5 million (20%) below budget

### Parking – 6%

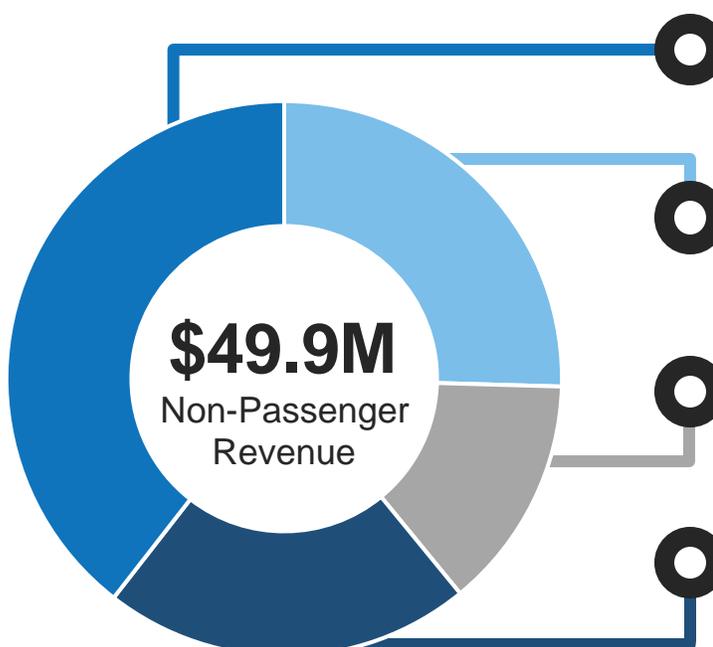
- Parking revenue of \$31.7 million
- \$2.7 million (8%) below budget

### MetroAccess – 1%

- MetroAccess passenger revenue of \$6.0 million
- \$1.3 million (17%) below budget

## NON-PASSENGER REVENUE

Non-passenger revenue totaled \$49.9 million through Q3, \$20.5 million (29%) below budget, including:



### Advertising – 39%

- Revenue of \$19.7 million
- \$0.2 million (1%) above budget

### Fiber Optic / Infrastructure – 26%

- Revenue of \$12.7 million
- \$0.4 million (3%) above budget

### Joint Development – 14%

- Revenue of \$6.8 million
- \$0.2 million (3%) above budget

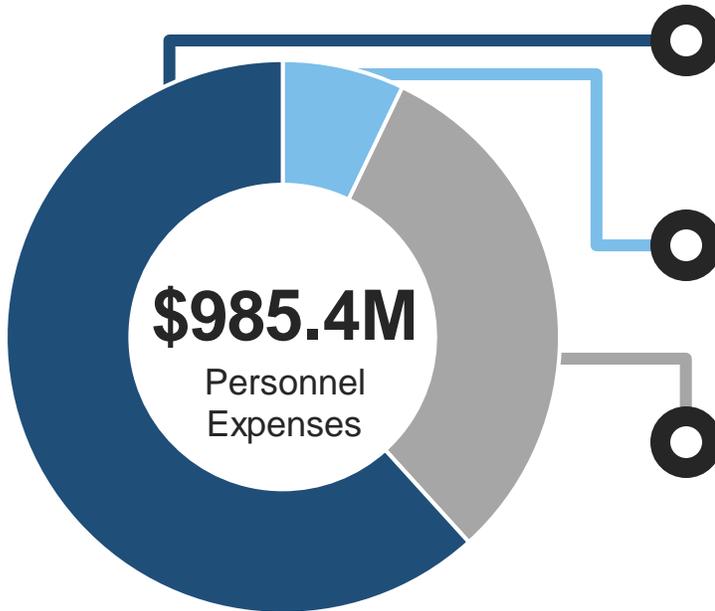
### Other – 21%

- Other non-passenger revenue of \$10.7 million
- \$21.3 million (67%) below budget

# OPERATING EXPENSES

**FY2020 operating expenses through Q3 were \$1.414B – favorable to budget by \$45.3M** due to savings in Salaries & Wages, Services, and Materials expenses and a larger-than-planned Capital Cost Allocation.

## PERSONNEL EXPENSES



### Salaries and Wages – 62%

- Expenses of \$608.2 million
- \$24.4 million (4%) below budget due to vacancies

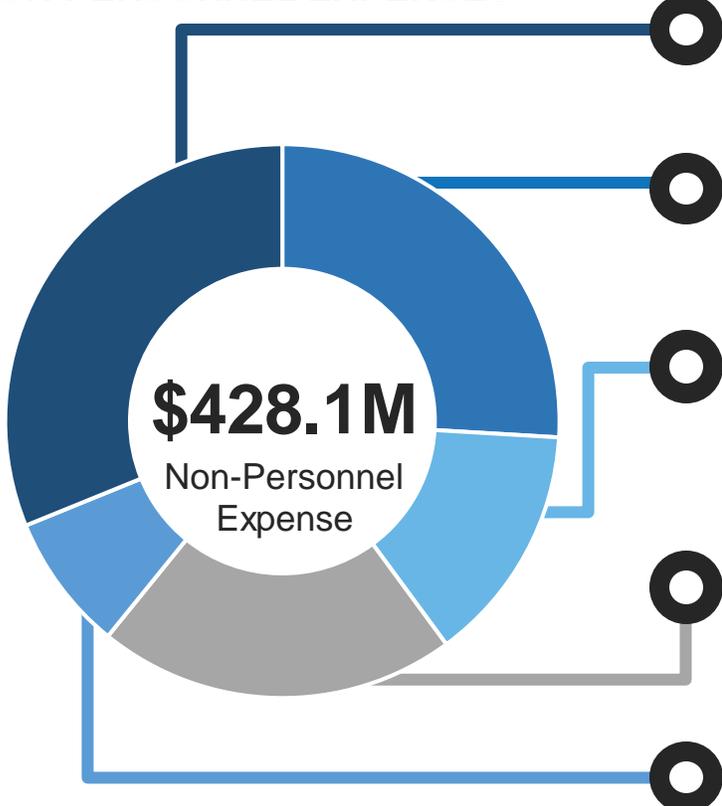
### Overtime – 7%

- Expenses of \$70.0 million
- \$13.8 million (25%) above budget due to vacancy coverage

### Benefits & Capital Cost Allocation – 31%

- Fringe benefit expenses of \$380.2 million less Capital Cost Allocation of \$73.0 million
- \$9.8 million (3%) above budget

## NON-PERSONNEL EXPENSES



### Services – 31%

- Expenses of \$133.4 million
- \$13.1 million (9%) below budget due to reduced expenses in professional/technical services

### Paratransit Services – 26%

- Expenses of \$111.0 million
- \$3.1 million (3%) below budget

### Materials – 14%

- Expenses of \$59.9M
- \$21.1 million (26%) below budget with lower than budgeted expenses for inventory writeoffs and other supplies

### Fuel, Propulsion, & Utilities – 21%

- Expenses of \$89.6 million
- \$3.5 million (4%) below budget

### Insurance & Other – 8%

- Expenses of \$34.3 million
- \$3.7 million (10%) below budget

# FY2020 CAPITAL PROGRAM PROGRESS

**Through Q3 of FY2020, Metro invested \$1.249 billion in the Capital Improvement Program, 72% of the FY2020 budget**

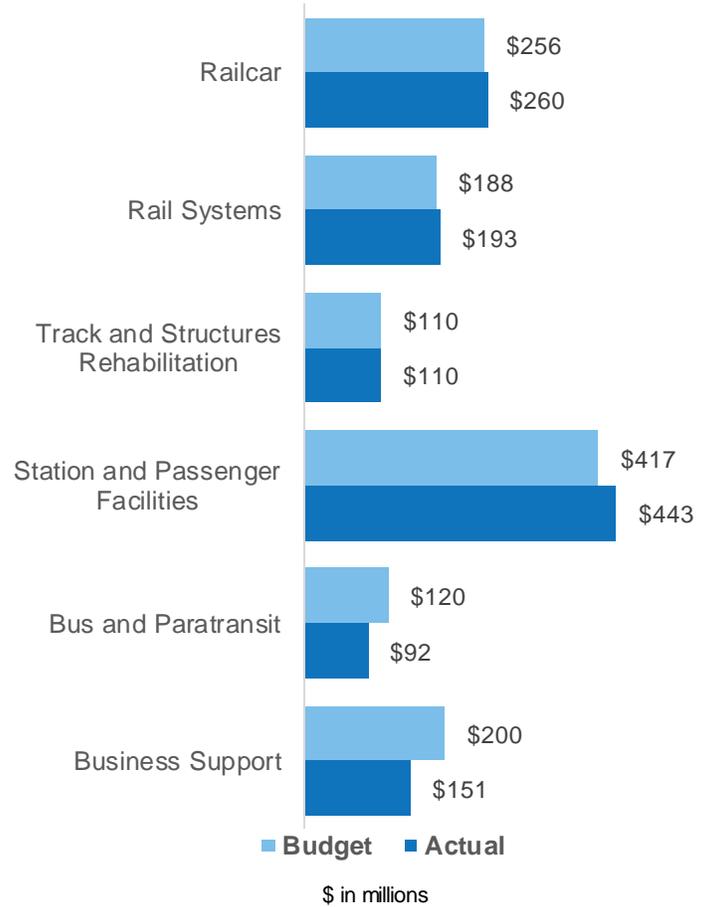
Through the third quarter of FY2020, Metro continued the aggressive delivery of capital projects to improve the safety and reliability of the transit system.

The FY2020 capital budget forecast as of the end of Q3 (March 2020) totals \$1.822 billion, \$83 million more than budget. This forecast reflects Metro's best estimate as of the third quarter.

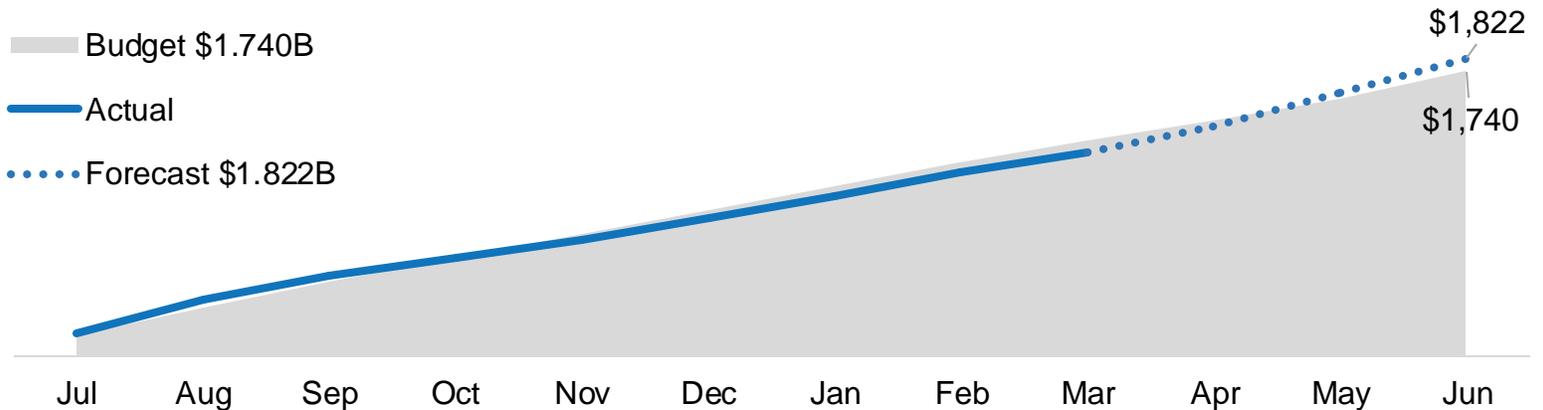
Updated forecasts, reflecting the estimated impact of COVID-19, will be included in a presentation to the Finance and Capital Committee of the Board of Directors in May 2020.



## Budget vs Actual by Investment Category Q3 YTD

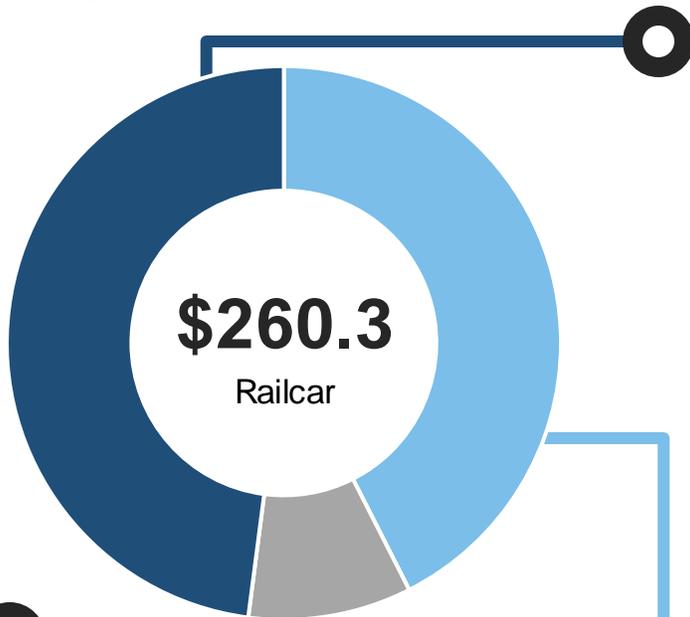


## Capital Expenditures by Month



# RAILCAR INVESTMENTS

Through Q3 of FY2020, Metro invested \$260.3 million in Railcar



## Acquisition – \$124.8M

In February 2020, Metro received its 748th and final 7000-Series railcar at the Greenbelt Rail Yard. Of the total 748 railcars ordered in the series, 740 have been conditionally accepted. The remaining eight cars are expected to be conditionally accepted in April 2020, provided there are no quality issues.

In Q3, Metro initiated the next round of evaluation and arranged meetings with all bidding vendors to receive “Best and Final Offers” for the 8000 Series contract proposals. This phase of the evaluation process will take six to nine months to complete and is anticipated to conclude with a winning bidder selected. The revised estimate of the contract award and Notice to Proceed for the 8000-Series railcars is Q3 of FY2021, reflecting additional time to evaluate Final Offers.

Customers are experiencing increased rail service reliability with fewer disruptions and offloads. See Metro’s Q3 Performance Report for specific data on Mean Distance Between Delay (MDBD) for the fleet through Q3 of FY2020. Note that Metro has increased its MDBD performance target for the fleet by 44%, from 90,000 in FY2019 to 130,000 in FY2020 due largely to the greater reliability of the 7000-Series railcars.

## Maintenance Facilities – \$24.8M

In Q3, Metro awarded a contract for the fabrication and installation of non-metallic handrails for the Alexandria Rail Yard Service and Inspection (S/I) Shop. The installation will be completed in Q4 of FY2020 and will improve safety.

Additionally, Metro completed the installation of LED lighting improvements to the Alexandria S/I shop which will decrease operating expenses.

## Maintenance/Overhaul – \$110.7M

Metro’s Railcar Rehabilitation Program supports the Scheduled Maintenance Service (SMS) of railcars. Specific deliverables include addressing 3000-Series air compressors, HVAC conversions, truck assemblies, and other components; as well as 6000-Series truck assemblies. Through Q3, Metro completed 56 of 90 rehabilitations scheduled in FY2020 for the 2000/3000-Series. Likewise, of the 104 planned rehabilitations for the 6000-Series, 72 were completed through the end of Q3.

Metro’s performance target for railcar availability is 98%, which makes ongoing rail fleet preventative maintenance critical. See Metro’s Q3 Performance Report for specific railcar service data.



# RAIL SYSTEMS INVESTMENTS

Through Q3 of FY2020, Metro invested \$193.1 million in Rail Systems



## Propulsion – \$92.2M

In the 8-Car Train Power Upgrade project, installation of Tie Breaker Station equipment at the Yellow and Blue Line junction in Virginia continued in Q3, along with the installation of Tie Breaker Stations at West Hyattsville and College Park. Construction also began on a Tie Breaker Station at Van Dorn St., and 4,000 linear feet of cabling was installed.

Metro is mobilizing and reviewing design drafts and engineering specifications for the second large-scale Traction Power Substation and Tie Breaker Station equipment supply and installment contract. Traction Power Substation equipment replacement work was completed at Stadium-Armory to provide a permanent fix for the fire incident in 2015. Rosslyn cable tray relocation design is currently underway. In Q3, a total of 675 cables were meggered and 6,800 linear feet of cable was replaced.

Construction continues on AC Switchgear replacements at Silver Spring and Gallery Place while replacement at East Falls Church and Vienna will be complete in Q2 of FY2021 after the conclusion of Phase 2 of the Platform Rehabilitation Program. A contract for the AC Switchgear replacement for five additional locations (Arlington Cemetery, Crystal City, Deanwood, Farragut West, and Foggy Bottom) has been awarded and a Notice to Proceed issued. Metro is preparing solicitation for AC Switchgear replacement at nine locations.

## Signals & Communications – \$100.9M

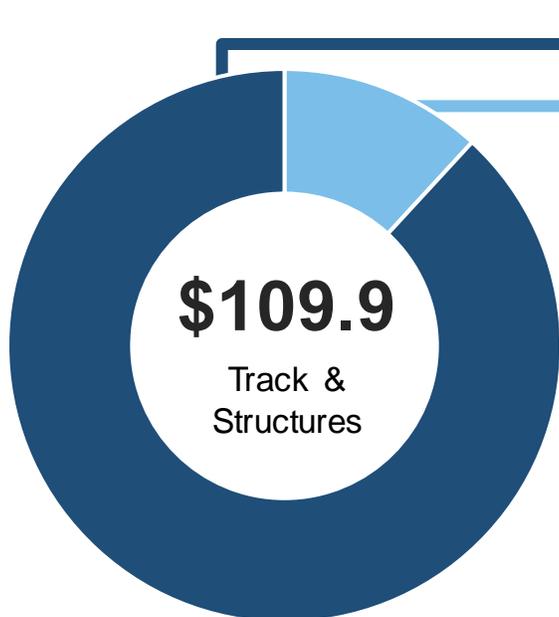
In Q3, Metro completed cell phone coverage between Dupont Circle and Medical Center as well as between Grosvenor-Strathmore and White Flint as part of the Radio Infrastructure Replacement project. The remaining segments - the Yellow line from L'Enfant Plaza to the Potomac River portal, and the one-mile Silver Line tunnel in Tysons - are expected to be completed in FY2021. At that point all 100 miles of Metrorail tunnel track will have cellular and data service available for riders to talk, text and stream. This project also enhances safety - in the event of an emergency, customers and employees can communicate more easily with first responders while underground.

Metro also distributed 2,100 High Tier Police grade radios to field personnel and MTPD in Q3.

Metro continued to fabricate the Alexandria Yard train control bungalows, install and test power supplies at various locations, and conduct training for the new Switch Machine power supplies replacements as part of the Automatic Train Control SOGR Program.

# TRACK & STRUCTURES REHABILITATION INVESTMENTS

Through Q3 of FY2020, Metro invested \$109.9 million in Track & Structures



## Fixed Rail – \$96.8M

Through Q3, Metro has:

- Welded 580 joints
- Rehabilitated 0.5 miles of third rail
- Replaced 6,352 crossties
- Replaced 29,718 fasteners
- Replaced 5.0 miles of running rail
- Replaced 2,627 insulators
- Tamped 18.2 miles of track
- Rehabilitated 3 turnouts
- Stabilized 730 linear feet of track

## Structures – \$13.0M

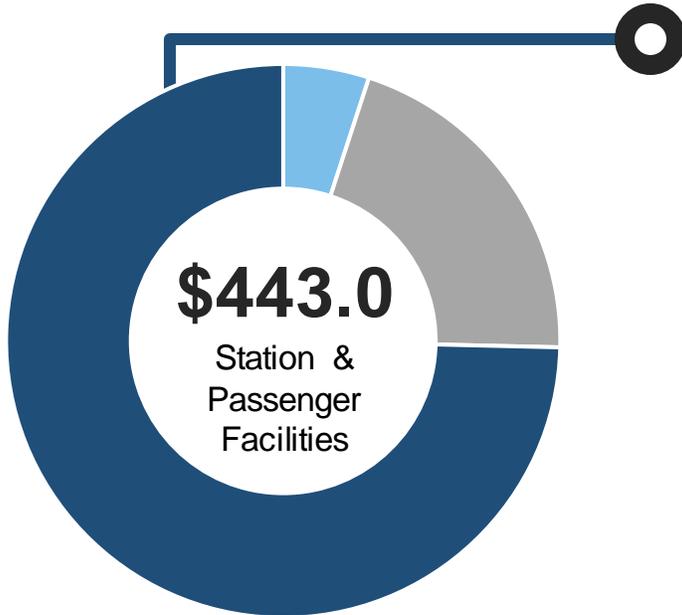
Through Q3, Metro has:

- Replaced 2,451 signs
- Rehabilitated 21,786 linear feet of grout pads
- Restored 11,782 square feet of concrete
- Replaced 3,130 linear feet of deck joints
- Mitigated 4,493 leaks
- Completed 111,881 linear feet drain rodding
- Cleaned 770,777 linear feet of track bed



# STATIONS & PASSENGER FACILITIES INVESTMENTS

Through Q3 of FY2020, Metro invested \$443.0 million in Stations & Passenger Facilities



## Platform & Structures – \$330.6M

Pre-construction activities are currently advancing at the four stations under Phase 2 of the Platform Rehabilitation program: East Falls Church, West Falls Church, Dunn Loring, and Vienna. This work will be completed prior to the beginning of shutdown, which will take place from Memorial Day weekend in Q4 FY2020 to Labor Day in Q1 FY2021. The primary work is as follows:

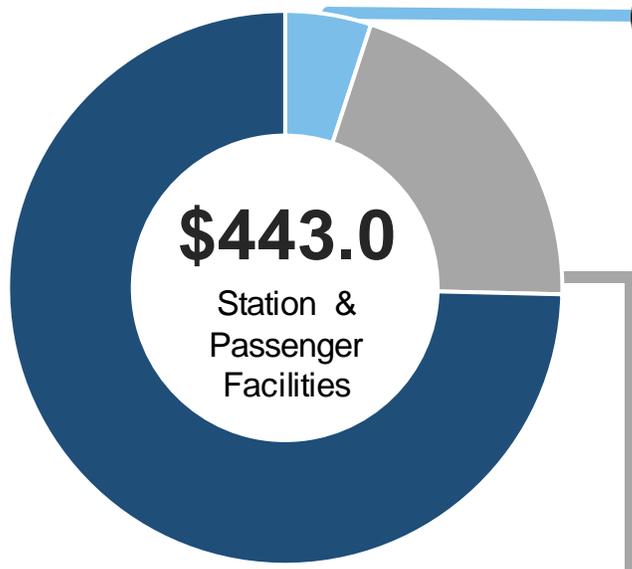
- Completed demolition of ceiling panels on Mezzanine levels and pedestrian bridges; work on ceiling panels at station platforms will be completed in May.
- Completed platform shoring on Track 3 at West Falls Church; work is ongoing at all other stations.
- Ongoing demolition of floor tiles on Mezzanine levels and pedestrian bridges at all stations.
- Ongoing concrete crack repairs and concrete cleaning at all stations.
- Ongoing contractor mobilization related to work trailers, Conex boxes, and yard setup.

The Platform Rehabilitation Program addresses rehabilitation of the platform concrete, pavers, and granite edges, as well as 36 other station systems including information displays, lighting, signage, bathrooms, public address, and fire systems.

Metro also completed station lighting improvements at Ballston, Capitol South, Clarendon, Eastern Market, Forest Glen, Glenmont, Potomac Ave., Stadium-Armory, Virginia Sq. and Wheaton stations.



# STATIONS & PASSENGER FACILITIES INVESTMENTS (CONTINUED)



## Vertical Transportation – \$22.2M

One elevator underwent rehabilitation in Q3, located at Largo Town Center. Seven more elevators are scheduled for rehabilitation in FY2020 at locations including Vienna, Greenbelt Rail Yard and Southern Ave. Ten additional elevators will be rehabilitated in FY2021 at locations still under evaluation.

In Q3, Metro developed design packages for the rehabilitation of eight escalator units which are currently being evaluated. These units are scheduled to be rehabilitated in FY2021. One escalator was replaced in Q3 at Court House station.

See Metro’s Q3 Performance Report for elevator and escalator availability data in comparison with Metro’s performance targets.

## Station Systems – \$90.2M

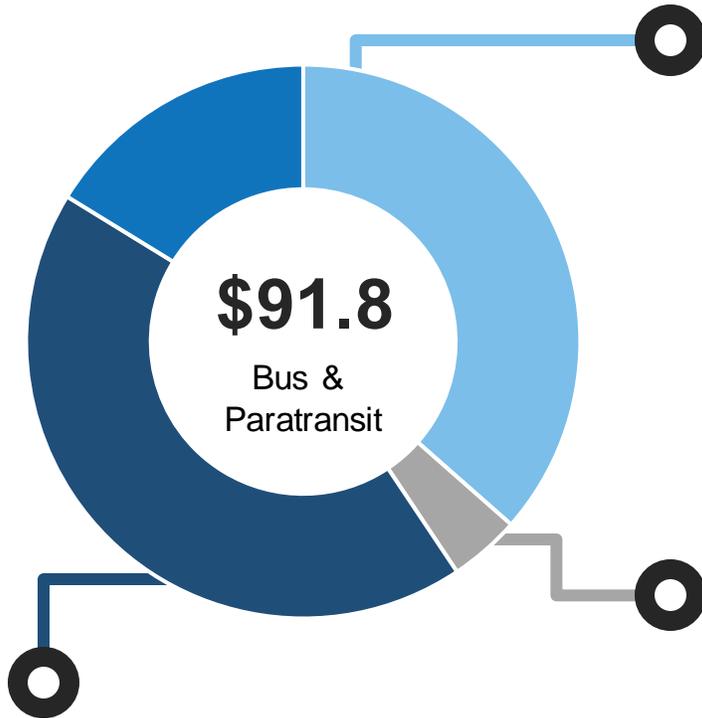
In the Fare Collection Program, Metro finalized the conceptual design of the new faregates that will be deployed throughout the system. Deployment planning is nearing completion with the pilot and rollout planned to start in late Q1/early Q2 of FY2021.

Metro continues to make progress on finalizing software development and testing in preparation for the launch of new mobile payment capabilities on Android and iOS. Metro planned to move to field testing in Q4 FY2020 and releasing the application after based on successful testing. However, due to the impacts of COVID-19 at a critical time in the program, delivery schedules are currently being re-evaluated. At this time, Metro still anticipates a launch on both platforms in the first half of FY2021.



# BUS & PARATRANSIT INVESTMENTS

Through Q3 of FY2020, Metro invested **\$91.8 million** in Bus & Paratransit



## Bus & Paratransit Acquisition – \$33.5M

Through Q3 FY2020, 55 40-foot Clean Diesel buses have been delivered with 45 more scheduled for delivery through the remainder of FY2020. These vehicles will enable Metro to achieve emissions reductions and fuel savings as they replace buses that have reached the end of their useful life.

Metro plans to order 175 sedans (not vans) for Paratransit service with bid responses and a potential delivery expected in Q4 FY2020.

## Bus Maintenance & Overhaul – \$39.6M

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

In Q3, 25 buses were rehabilitated, which included the replacement of Energy Storing Systems (ESS) and the rebuilding of engine assemblies. Thirty transmissions and 25 fare boxes were also rehabilitated. In total this fiscal year, Metro will rehabilitate 100 buses, rebuild 120 transmissions, and rebuild 105 fareboxes.

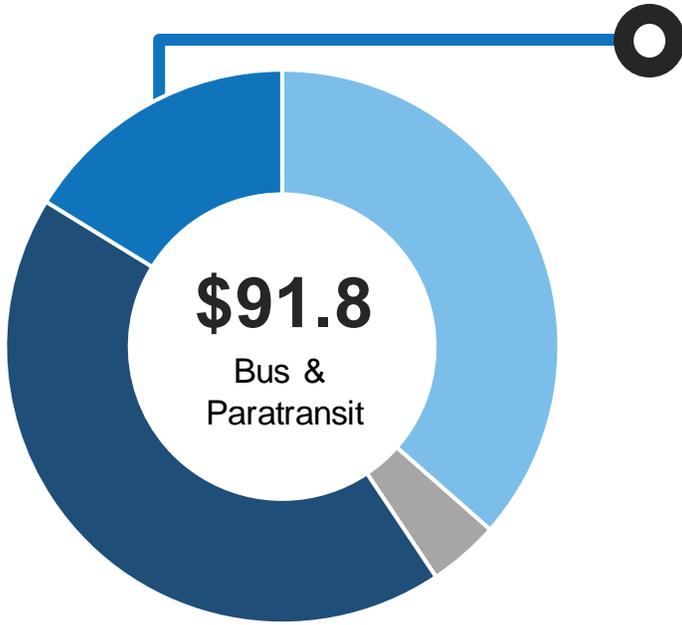
These investments are critical to meeting Metro’s Mean Distance Between Failure (MDBF) target for the bus fleet and providing customers with reliable service. See Metro’s Q3 Performance Report for specifics on MDBF data for the bus fleet.

## Bus Passenger Facilities – \$3.8M

Metro installed 47 Customer Information Electronic Display Signs (CIEDS) in Q3 at Metrobus stops for real-time bus arrivals. Thirty-five additional are expected to be installed by the end of FY2020.

In Q3, an RFP solicitation was released for the construction of the Bus Turn-outs for the Chevy Chase Bus Loop.





## Bus Maintenance Facilities – \$14.9M

In Q3, construction continued on an off-site bus parking lot for the Bladensburg Bus Garage, which is scheduled to be completed in Q4. This will allow demolition and construction of the new Bladensburg Bus Garage Facility to proceed. Metro plans to increase the size of the site by approximately one acre to incorporate a state-of-the-art garage for up to 300 buses, separate entrances for buses and employee vehicles, and on-site employee parking.

IT infrastructure work for additional data drops and CCTV tie-in will conclude the vehicle locator systems project at Andrews Federal Center Facility, which is expected to be closed out by Q4 FY2020.

Additional questions were submitted to vendors bidding on the Design-Build contract for a new CNG facility at Shepard Parkway. A contract is expected to be awarded in Q4 (along with the Bladensburg Bus Facility).

In Q3, Pre-construction activities began in preparation of demolition and construction at the Northern Bus Garage Facility.



### Bus Maintenance & Overhaul (FY2020 Work Plan)



**100**

Bus rehabilitations & engine assemblies



**101**

Energy storage systems replaced

**120**

Transmission assemblies rebuilt

**300**

Operator shields installed to protect bus operators

# BUSINESS SUPPORT INVESTMENTS

## Through Q3 of FY2020, Metro invested \$151.2 million in Business Support

### Information Technology – \$47.2M

Metro's IT investments improve internal operations and the customer experience. In Q3, Metro completed the Passenger Information Display Systems (PIDS) prototype and will begin to formulate an implementation plan for new stations as part of the Rail Operations Support Software Program. This program is focused on ensuring real time train information is accurate and available to customers.

As part of the office consolidation initiative, Metro is constructing a new data center to replace the existing center at the Jackson Graham building. A design concept has been developed and a project management plan is under review. Additionally, a study on the latest technology will be performed for potential adoption during the office consolidation. A scope of work for an RFP, an Independent Cost Estimate, and a mitigation strategies framework are all under development.

### Support Equipment & Services – \$103.4M

The largest project in the Support Equipment & Services category is the Office Consolidation Strategy that will enable Metro to downsize from ten current office buildings throughout the region to seven.

Metro continues to advance interior design, base building and core design for the DC, VA, and MD locations. Having received land use approvals in Q2, designs for each location are planned to be completed in Q1 of FY2021, at which time the Guaranteed Maximum Pricing (GMP) will be negotiated. The GMP for each project contract will be finalized by Q2 of FY2021. Additionally, pre-construction activities continued at the DC and VA locations, with additional permits for the DC location to be secured throughout the remainder of FY2020 and FY2021. An additional permit for the VA location will be secured in Q4 of FY2020.

In Q3, design and engineering work continued to advance for the installation of digital advertising displays at high traffic stations in DC, VA and MD.

A total of four roofs were rehabilitated in Q3 at the following locations:

- Landover Bus Maintenance Facility
- Metro Supply Facility
- Glenmont Yard Train Wash Facility
- Branch Ave S&I Shop

### Metro Transit Police Department (MTPD) – \$0.6M



# APPENDIX I: OPERATING FINANCIALS & RIDERSHIP

## Fiscal Year 2020 – Q3 Year-To-Date (\$ in millions)

	Budget	Actual	Variance \$	Variance %
Passenger Revenue	\$531.5	\$509.4	(\$22.1)	-4.2%
Non-Passenger Revenue	70.4	49.9	(20.5)	-29.1%
<b>Total Revenue</b>	<b>\$601.9</b>	<b>\$559.3</b>	<b>(\$42.6)</b>	<b>-7.1%</b>
Personnel	\$986.2	\$985.4	\$0.9	0.1%
Non-Personnel	472.6	428.1	44.5	9.4%
<b>Total Expenses</b>	<b>\$1,458.9</b>	<b>\$1,413.5</b>	<b>\$45.3</b>	<b>3.1%</b>
<b>Net Subsidy</b>	<b>\$857.0</b>	<b>\$854.2</b>	<b>\$2.8</b>	<b>0.3%</b>
<b>Cost Recovery Ratio</b>	<b>41%</b>	<b>40%</b>		

Note: excludes reimbursables

## Fiscal Year 2020 – Q3 Year-To-Date (Trips in millions)

Ridership	FY2019 Actual	FY2020 Budget	FY2020 Actual	Variance Prior Year	Variance Budget
Metrorail	126.8	124.1	129.3	2.0%	4.2%
Metrobus*	92.1	95.4	86.6	-5.9%	-9.2%
MetroAccess	1.7	1.7	1.6	-6.8%	-6.6%
<b>All Modes</b>	<b>220.6</b>	<b>221.2</b>	<b>217.6</b>	<b>-1.4%</b>	<b>-1.6%</b>

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

# APPENDIX II: CAPITAL PROJECT FINANCIALS BY INVESTMENT CATEGORY

<i>(\$ in Millions)</i>				
Program	FY2020 Current Budget	FY2020 Current Forecast	FY2020 Q3 Actual YTD	YTD % Forecast Expended
Railcar Acquisition	160.1	155.8	124.8	80%
Railcar Maintenance/Overhaul	116.6	123.0	110.7	90%
Railcar Maintenance Facilities	87.8	79.9	24.8	31%
<b>Railcar Investments</b>	<b>\$364.5</b>	<b>\$358.7</b>	<b>\$260.3</b>	<b>73%</b>
Propulsion	124.6	121.7	92.2	76%
Signals & Communications	114.2	134.5	100.9	75%
<b>Rail Systems Investments</b>	<b>\$238.8</b>	<b>\$256.2</b>	<b>\$193.1</b>	<b>75%</b>
Fixed Rail	139.9	134.3	96.8	72%
Structures	21.7	16.6	13.0	79%
<b>Track &amp; Structures Rehabilitation Investments</b>	<b>\$161.6</b>	<b>\$150.9</b>	<b>\$109.9</b>	<b>73%</b>
Platforms & Structures	388.7	504.0	330.6	66%
Vertical Transportation	35.7	32.7	22.2	68%
Station Systems	102.5	116.4	90.2	77%
<b>Stations &amp; Passenger Facilities Investments</b>	<b>\$526.9</b>	<b>\$653.1</b>	<b>\$443.0</b>	<b>68%</b>
Bus & Paratransit Acquisition	82.8	80.5	33.5	42%
Bus Maintenance/Overhaul	54.6	54.3	39.6	73%
Bus Maintenance Facilities	28.5	31.0	14.9	48%
Bus Passenger Facilities/Systems	11.0	10.1	3.8	38%
<b>Bus &amp; Paratransit Investments</b>	<b>\$176.3</b>	<b>\$175.8</b>	<b>\$91.8</b>	<b>52%</b>
IT	86.0	73.6	47.2	64%
MTPD	2.6	1.8	0.6	35%
Support Equipment/Services	183.1	152.3	103.4	68%
<b>Business Support Investments</b>	<b>\$271.7</b>	<b>\$227.7</b>	<b>\$151.2</b>	<b>66%</b>
<b>Total Capital Programs</b>	<b>\$1,739.8</b>	<b>\$1,822.4</b>	<b>\$1,249.3</b>	<b>69%</b>

The forecasts in this report reflect Metro's best estimates as of the third quarter. Updated forecasts, reflecting the estimated impacts of COVID-19, will be included in a presentation to the Finance and Capital Committee of the Board of Directors in May 2020.

# APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (% Change in Utilization)
<b>Montgomery County</b>			
Grosvenor-Strathmore	1,659	83%	-9%
White Flint	1,020	72%	16%
Twinbrook	1,097	50%	-8%
Rockville	524	80%	-15%
Shady Grove	5,745	67%	-6%
Glenmont	2,998	74%	0%
Wheaton	977	39%	11%
Forest Glen	596	82%	-4%
<b>Montgomery County Total</b>	<b>14,616</b>	<b>69%</b>	<b>-2%</b>
<b>Prince George's County</b>			
New Carrollton	2,349	75%	1%
Landover	1,185	73%	36%
Cheverly	500	54%	-5%
Addison Road-Seat Pleasant	1,268	51%	7%
Capitol Heights	372	75%	-6%
Greenbelt	3,399	57%	-7%
College Park-U of MD	1,290	62%	7%
Prince George's Plaza	1,068	43%	-5%
West Hyattsville	453	69%	7%
Southern Avenue	1,980	50%	-1%
Naylor Road	368	87%	-7%
Suitland	1,890	52%	0%
Branch Avenue	3,072	82%	-7%
Morgan Boulevard	608	73%	-13%
Largo Town Center	1,950	75%	-8%
<b>Prince George's County Total</b>	<b>21,752</b>	<b>65%</b>	<b>0%</b>
<b>Maryland Total</b>	<b>36,368</b>	<b>63%</b>	<b>-5%</b>

# APPENDIX III: WEEKDAY PARKING FACILITY USAGE

Station	Lot Capacity	YTD Paid Utilization (% of Capacity)	Variance, Year-Over-Year (% Change in Utilization)
<b>District of Columbia</b>			
Deanwood	194	38%	4%
Minnesota Ave	333	76%	-9%
Rhode Island Ave-Brentwood	221	86%	0%
Fort Totten	408	94%	-14%
Anacostia	808	32%	-13%
<b>District of Columbia Total</b>	<b>1,964</b>	<b>71%</b>	<b>3%</b>
<b>Northern Virginia</b>			
Huntington	2,732	66%	-9%
West Falls Church-VT/UVA	1,275	56%	0%
Dunn Loring-Merrifield	1,964	41%	-4%
Vienna/Fairfax-GMU	4,719	70%	-3%
Franconia-Springfield	5,069	52%	-4%
Van Dorn Street	361	84%	-17%
East Falls Church	422	91%	-24%
Wiehle-Reston East	2,300	85%	-10%
<b>Northern Virginia Total</b>	<b>18,842</b>	<b>63%</b>	<b>-5%</b>
<b>System Total</b>	<b>57,174</b>	<b>65%</b>	<b>-3%</b>