



QUARTERLY PROGRESS REPORT

Fiscal Year 2019 Q1

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FY2019 Q1 at a Glance

In the first quarter of fiscal 2019, Metro advanced the pillars of the plan to Keep Metro Safe, Reliable and Affordable (KMSRA) – system safety, reliability and fiscal accountability.

Metro has now established a major component of the KMSRA framework – the Authority’s Transit Asset Management (TAM) Plan – and submitted it to the Transportation Planning Board, National Capital Region, Metropolitan Washington Council of Governments (MWCOCG) prior to the FTA required compliance date of October 2018.

The TAM plan encapsulates asset inventory; lays out the methodology by which assets are identified, assessed for condition and prioritized for reinvestment in the capital program; and drives progress towards a system-wide State of Good Repair. The document contains Metro’s Implementation Program which identifies new high-priority opportunities and elevates ongoing asset management practices. It provides a road map for Metro to implement better communication and training related to asset management with an aim of improving current competencies and establishing a culture focused on continuous improvement.

In the first quarter of FY2019, Metro continued its steady rate of capital investment and development. Having completed wireless internet access on all underground stations, work continued to prepare the above ground sections of the rail system for wireless connectivity. From July 21st through September 3rd, Metro completed structural repairs and rehabilitation during a series of shutdowns along the Red Line (between the NoMa-Gallaudet and Fort Totten stations). All critical tasks were accomplished including ADA compliance for level boarding; repairs to stations, concrete decks, and grout pads; and replacement of insulators, rail, fasteners, cover boards, switch machines, junction boxes, and signals.

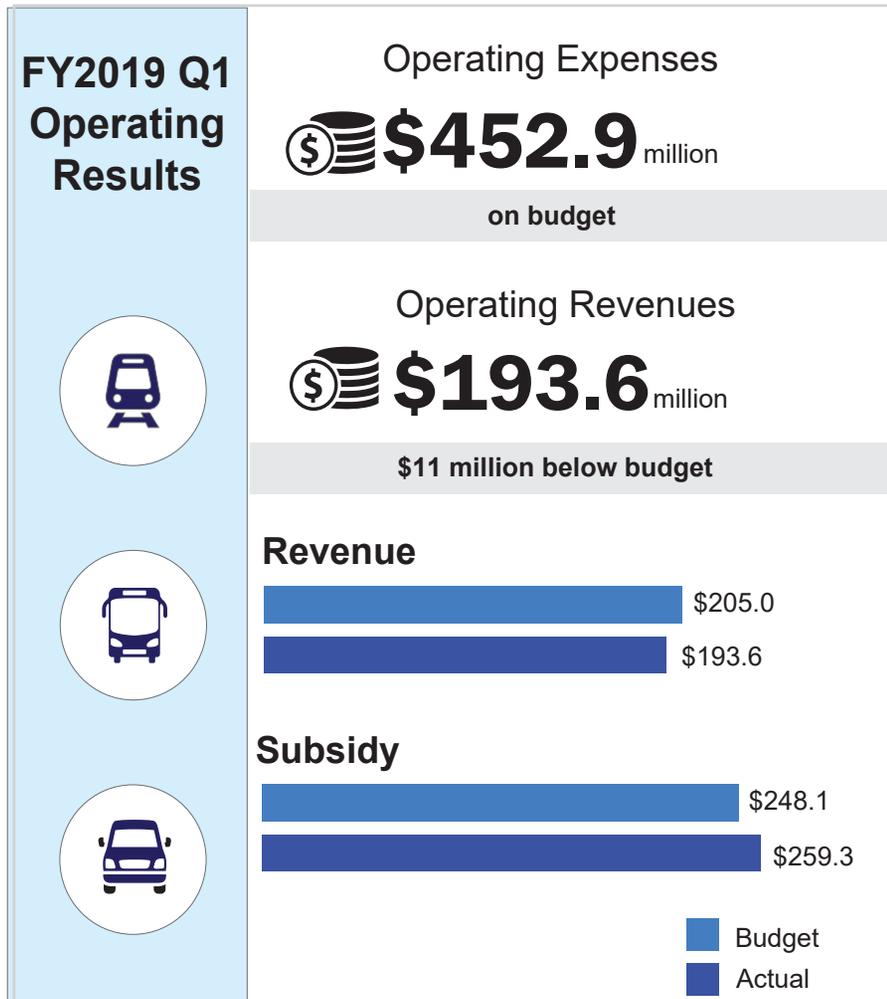
In September, Metro completed two major procurement milestones. The first was the selection of the prime construction contractor for the Potomac Yard Metrorail Station. The award of the \$213.7 million construction contract is the most recent milestone in this joint venture effort to bring a new transit station to Alexandria. Metro also took the first step toward acquiring its next generation of railcars, building on the success of the popular and reliable 7000-series fleet, with the issuance of a Request for Proposals (RFP) for the design and manufacturing of hundreds of new 8000-series cars to be delivered starting in 2024. Options in the contract would provide Metro the flexibility to expand all trains to the maximum 8-car length, run trains more frequently during rush hours, and begin retiring the 6000-series fleet in lieu of a midlife overhaul program.

On the operating side, Metro is employing innovative contracting approaches aimed at reducing costs and supporting operations at Metro’s new bus facility at Cinder Bed Road in Lorton, Virginia. In August, Metro awarded a contract for the maintenance and operation of buses from the Cinder Bed Road facility to control cost growth while delivering quality service and preserving current employees’ jobs. In September, Metro announced a competitive contracting opportunity for Silver Line Phase II, which is currently being constructed by the Metropolitan Washington Airports Authority (MWAA).

Operating Results

Metro's operating expenses in Q1 of FY2019 totaled \$452.9 million or \$0.3 million less than the budgeted expenses.

Operating revenues were \$193.6 million, or \$11.4 million below budget. Revenue funded 43 percent of operating expenses. This results in a net subsidy of \$259.3 million, \$11.2 million (four percent) above budget. A budget amendment for FY2019 was approved in November 2018 that will provide the additional required subsidy.



Revenue & Ridership

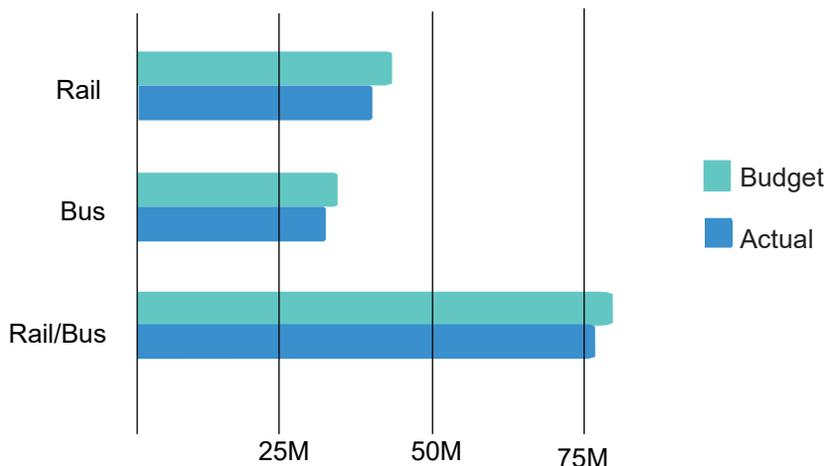
Actual ridership for all three modes was 76.6 million trips through Q1 of FY2019.

- Rail ridership through Q1 was 43.8 million trips – 1.1 million trips down from Q1 of FY2018.
- Bus automatic passenger counter (APC) ridership totaled 31.9 million trips – consistent with Q1 of FY2018. In previous years, ridership was reported using farebox (AFC) figures, however, in FY2018, the FTA approved the use of the APC method that is considered a more accurate count. The FY2019 Approved Budget AFC ridership figures are adjusted to account for this change. Prior year figures are actual APC counts collected during the transition.

	Q1 Budget	Q1 Actual
	45.6 million trips	43.8 million trips
	32.9 million trips	31.9 million trips
	0.6 million trips	0.6 million trips

- Total ridership on MetroAccess through the first quarter was 6 million trips – consistent with Q1 of FY2018.
- Parking revenue was \$11.1 million – \$1.4 million less than budget.
- Advertising revenue was \$5.9 million, while fiber optic/infrastructure revenue was \$4.3 million, and joint development revenue was \$1.8 million.
- First quarter non-passenger revenue of \$13.9 million was \$0.6 million less than budget.

FY2019 Budget vs Actual Ridership in Millions

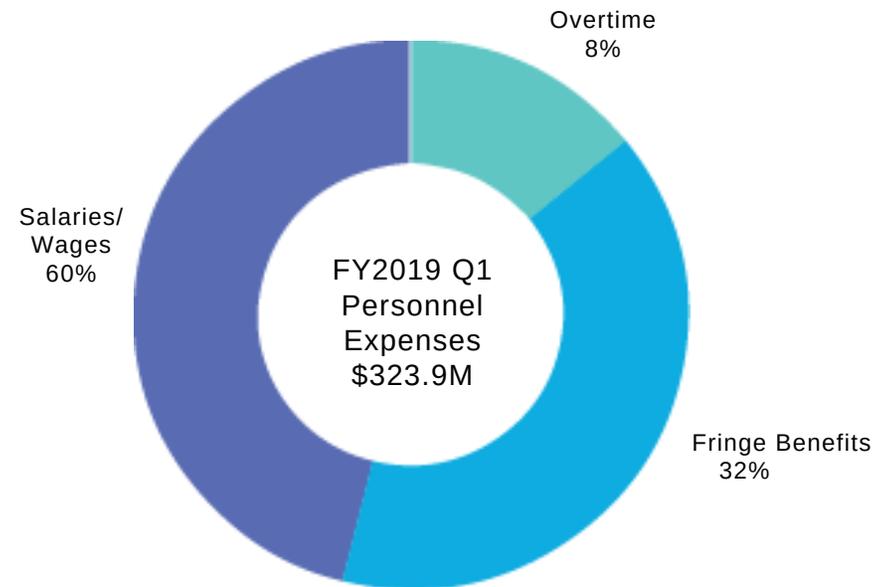


Operating Expenses

FY2019 operating expenses were \$452.9 million – favorable to budget by \$0.3 million.

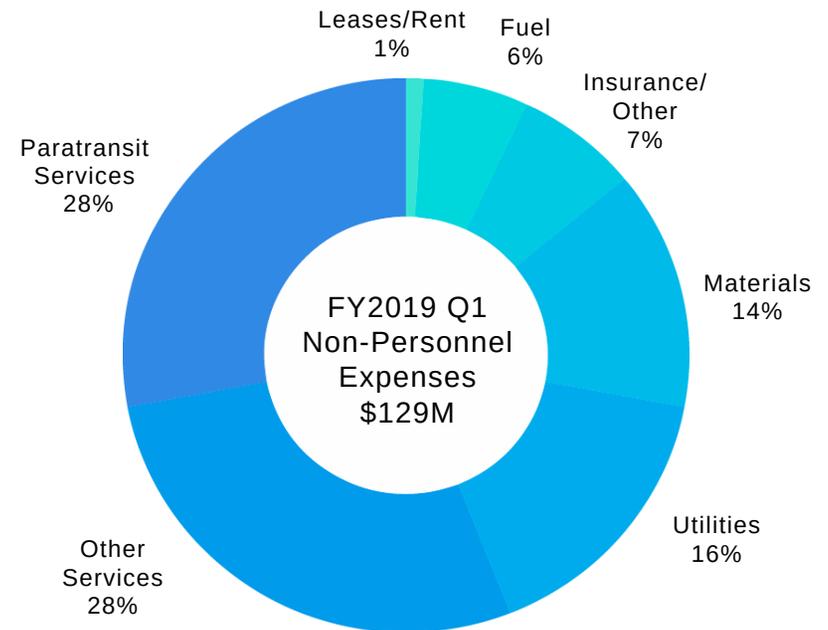
Personnel Expenses

- FY2019 Q1 personnel expenses (including salaries/wages, overtime, and fringe benefits) were \$323.9 million – favorable to budget by \$2.5 million (one percent).
- Salary and wage expenses accounted for \$195.2 million of this total – under budget by \$5.1 million (seven percent).
- Overtime expenses were \$25.6 million – more than budget by \$6.6 million, while fringe benefit expenses were \$103.1 million (\$4 million more than budget).



Non-Personnel Expenses

- Non-personnel expenses were \$129 million for Q1 – \$2.2 million (two percent) more than budget.
- Services accounted for \$78 million of expenses: Paratransit services were \$38.6 million while all Other Services were \$39.4 million.
- Fuel (gas, diesel and CNG) totaled \$8 million while utilities and propulsion expenses combined were \$22.3 million.
- Materials & Supplies expenses were \$20.2 million in Q1.
- The capital overhead allocation credit in Q1 totaled \$10.9 million.



Capital Programs

Metro invested \$227.8 million in the Capital Program through Q1 of FY2019.

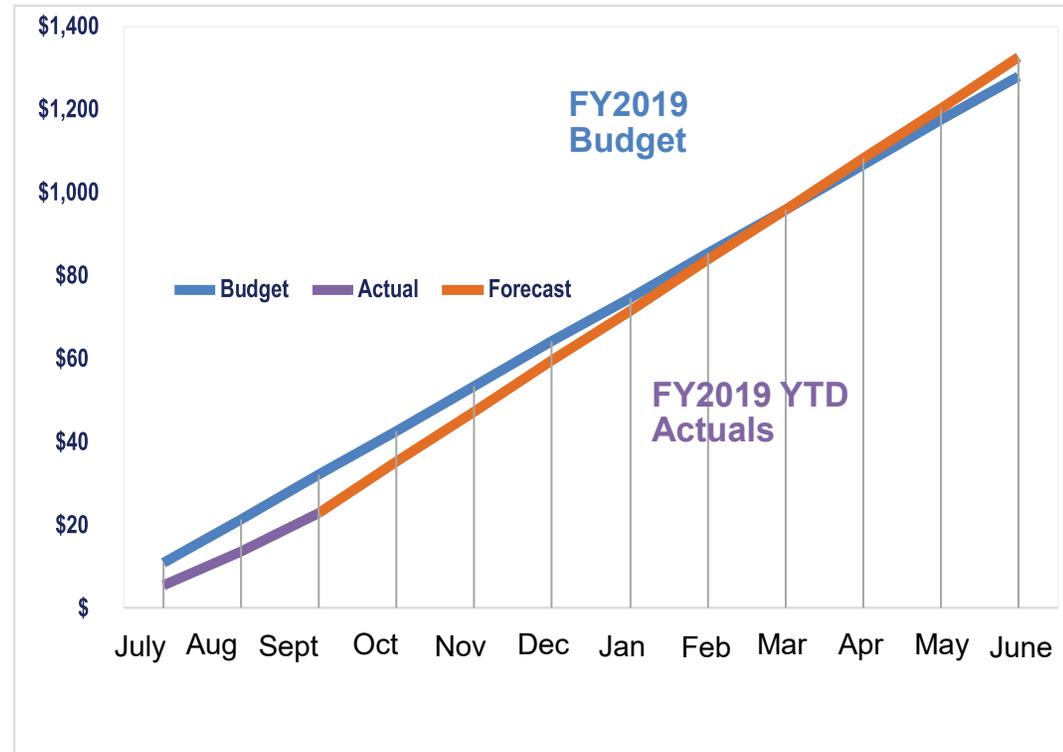
The capital budget is organized into the following six investment categories:

- Railcar
- Rail Systems Investments
- Track & Structures
- Stations & Passenger Facilities
- Bus & Paratransit
- Business Support

The chart to the right shows the Q1 capital expenditures, against the budgeted schedule for FY2019, and the current forecast range for the remaining three quarters in FY2019.

Expenditures were below forecast in the first quarter primarily due to delivery and acceptance of 7000-series railcars. The WMATA quality control process identified a product defect that was subsequently remedied by the manufacturer. Vehicle delivery and acceptance were suspended during most of this quarter to allow the solution to be implemented. By the end of the quarter, the prior rate of deliveries had resumed.

These investment categories are sub-divided into 17 capital programs.



Railcar

In Q1 of FY2019, Metro invested \$45.4 million in the Railcar category.

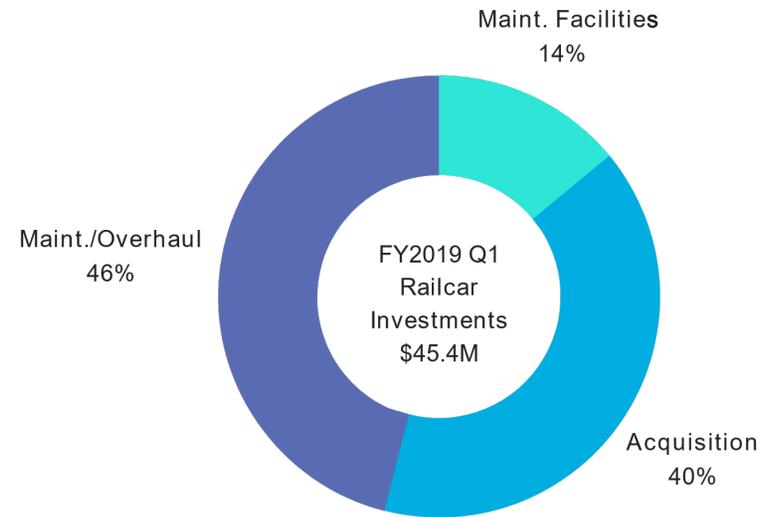
Railcar Acquisition

In FY2019, expenditures in the Railcar Acquisition program totaled \$18.1 million – 40 percent of total railcar investments. At the end of the quarter, a total of 580 of the 7000-series railcars had been delivered, but only 16 vehicles were conditionally accepted in Q1, due to delays related to quality control issues in production discussed above. Delivery of all 748 7000-series railcars is now planned for completion in 2020, with conditional acceptance to follow shortly thereafter.

Railcar Maintenance & Overhaul

Metro invested \$21.1 million in the Railcar Maintenance & Overhaul program in Q1 – 46 percent of total railcar investments. Metro's ongoing railcar rehabilitation and overhaul program is focused on the 2000/3000 series air compressors, HVAC conversions, truck assemblies, and other components; as well as the 6000-series truck assemblies. (\$12.2m)

Ongoing preventive maintenance on the rail fleet continued, accounting for \$8.7 million in expenditures.



The 7000 series railcars now represent over 48 percent of Metro’s fleet and are the top performers, traveling over 188,000 miles between delays.

Metro's "mean distance between delays" (MDBD) metric continued to show year-over-year improvement, driven in large part by the performance of the 7000-series vehicles.

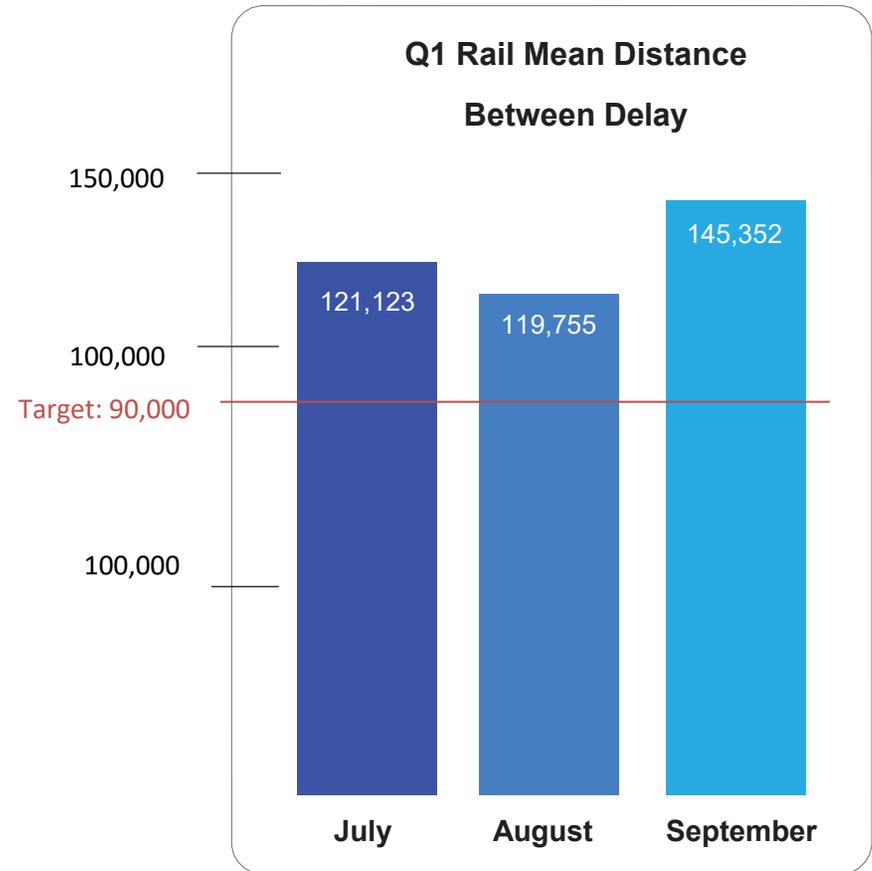
Overall MDBD for Q1 of FY2019 was 128,987 miles. That compares favorably to Metro’s target of 90,000 miles, and 86,860 miles between delays for Q1 of FY2018.

Railcar Maintenance Facilities

Capital improvements and rehabilitation work at Railcar Maintenance Facilities totaled \$6.2 million in Q1 of FY2019. Of this, expenses of \$2.7 million went toward the ongoing repairs at rail yard facilities at Alexandria, Brentwood and New Carrollton Yards.

In FY2019, the contract will close out, and work will be completed for the first phase of these on-going repairs at rail yards including service & inspection shops, maintenance buildings, yard exteriors, and railcar lifts. Metro is in the process of scoping the contract for the next phase of railyard repairs.

Metro advanced security at rail yards and improving CCTV security at stations. In Q1, work continued at Grosvenor, Rhode Island Ave., and Brookland stations, and a design task was issued for the detection of smoke in tunnels. (\$2.6m)



Rail Systems

Metro invested \$26.6 million in Rail Systems in FY2019.

Propulsion

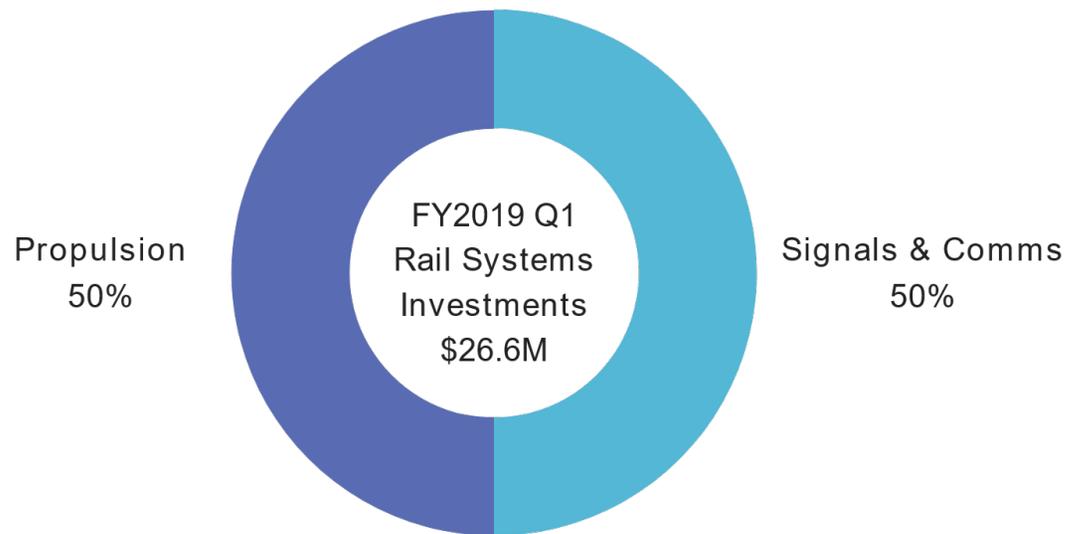
Progress continued on capacity upgrades to the traction-power system to improve reliability and support Metro's goal of running all eight car trains. In Q1, production of Blue Line traction power equipment slated to be received in Q3 and Q4 is now underway.

AC room and traction power station rehabilitations continued as well under the traction power state of good repair program. Traction power substation work was completed at Gallery Place and AC room work was completed at Capitol Heights, along with designs for East Falls Church and Vienna stations, while \$0.5 million was expended on the purchase of electrical protection suits for worker safety.

Signals & Communications

Metro's radio replacement project began final acceptance testing of cellular equipment and the delivery of 743 radio units. Two additional segments were completed in Q1 (Union Station to Dupont Circle and Metro Center to Rosslyn) and 17 above-ground locations were prepared for permitting and construction.

Metro also invested in state of good repair initiatives on Automatic Train Control systems. In Q1, 18 cross bond cables were installed, and meggering took place on 122 cables. (\$4.7m)



Track & Structures

In Q1 of FY2019, Metro invested \$40.2 million in the Track & Structures investment category.

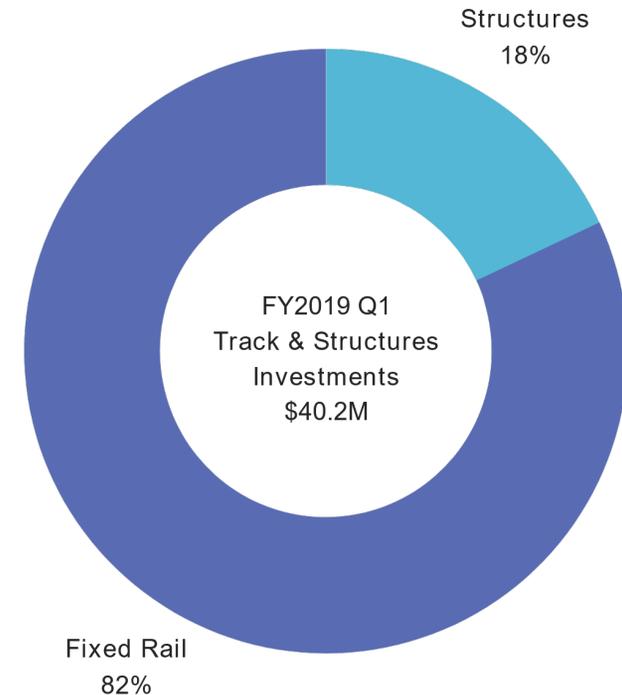
Fixed Rail

In Q1 of FY2019, Metro replaced 3,668 crossties and two switches, renewed 15,151 direct fixation fasteners, 2,987 insulators tamped 12.7 miles of track, and eliminated 418 open rail joints. (\$31.5m)

Structures

The Structures program focused on rehabilitation of structural components, grout pads that support the track structure, the replacement of illegible roadway track signs, and rehabilitation of drains.

Water intrusion mitigation efforts continued in Q1, with site visits ongoing to prepare for the design package for the segment between Silver Spring and Forest Glen stations. (\$0.6m)



Stations & Passenger Facilities

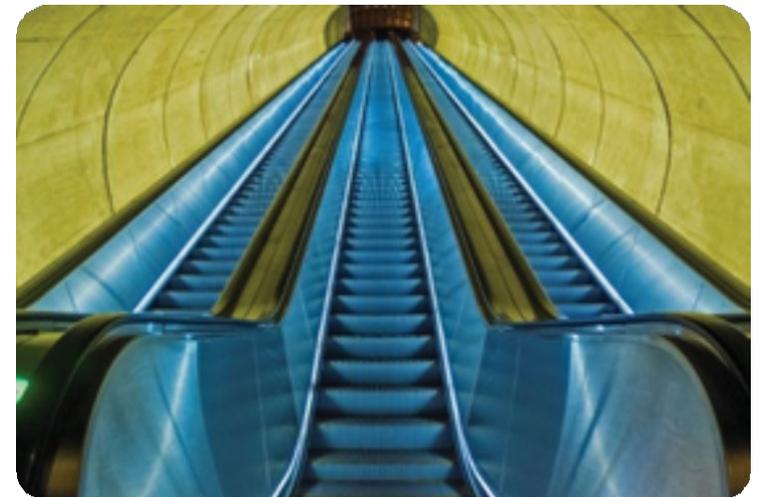
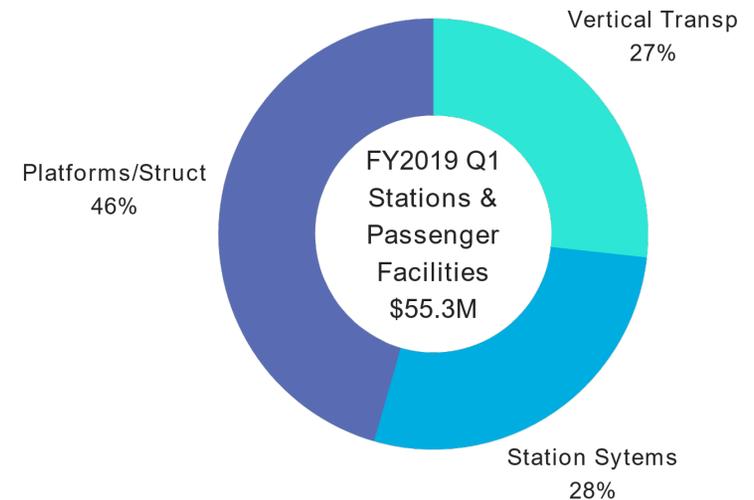
In the Stations & Passenger Facilities category, Metro invested \$55.3 million in FY2018.

Platforms & Structures

Rhode Island Avenue station was shut down from July 21st through September 2nd to repair platform concrete spalling, at an expense of \$6.8 million in Q1. The ongoing rehabilitation along the Orange/Blue line accounted for \$6.4 million. This project is nearing completion, with traction power sub-station equipment replacements completed at Pentagon and East Falls Church in Q1, and closeout activities beginning in Q2.

The Platforms & Structures program also includes construction support (engineering, safety assurance and design review support) to the Metropolitan Washington Airports Authority (MWAA) for the Silver Line Extension – with \$2.7 million expended on station furnishings, systems integration testing and evaluation in Q1.

Four full station refurbishments (Twinbrook, Arlington Cemetery, Eastern Market, Foggy Bottom Stations) and four partial restorations (Southern Avenue, Suitland, Fort Totten, and Prince George's Plaza Stations) were completed in Q1 through the station preservation program, with \$2.7 million expended during the quarter.



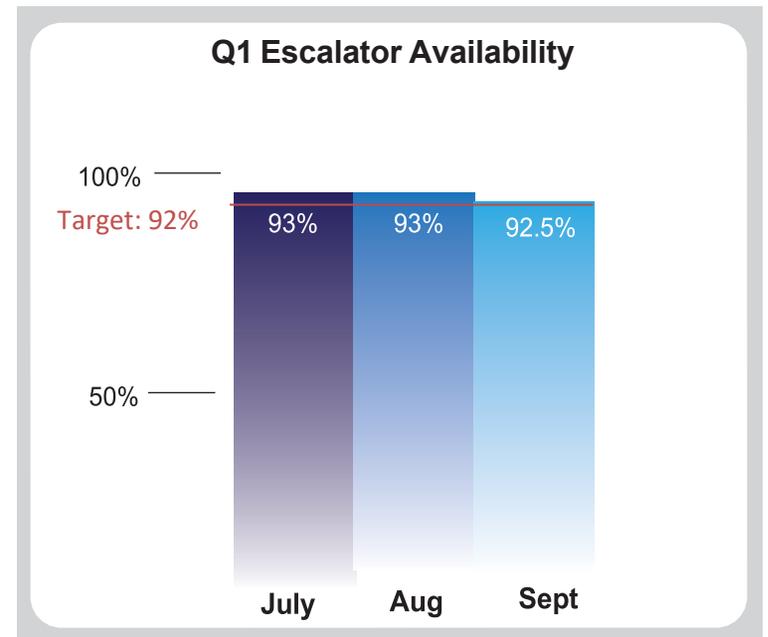
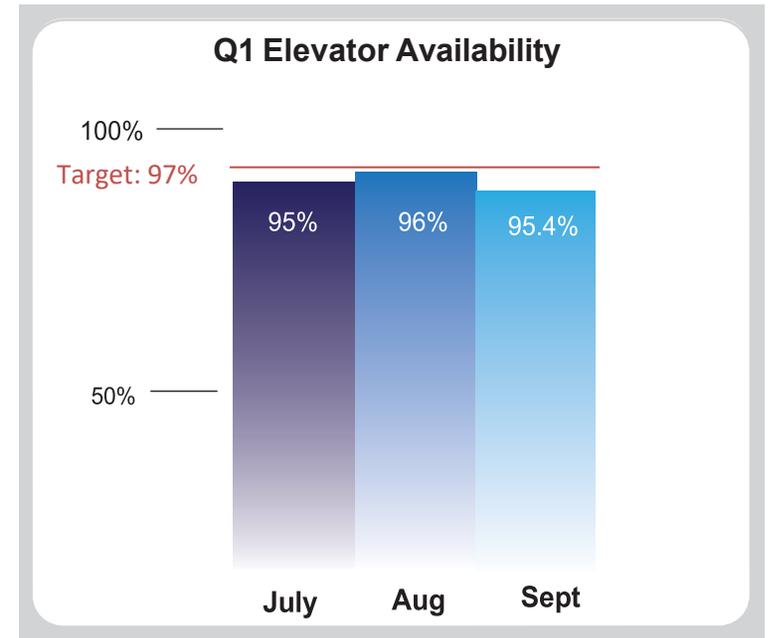
Vertical Transportation

WMATA invested \$14.7 million replacing and improving the system's escalator and elevator infrastructure in Q1 of FY2019.

Overall elevator availability for Q1 of FY2019 was 95.4 percent (1.6 percent below Metro's performance target). Metro's expansive plan to rehabilitate over a third of elevators (over the course of five years) and replace a significant number of escalators throughout the system remains on schedule. In Q1, one elevator rehabilitation was completed at Prince George's Plaza station.

Escalator Availability for Q1 was 92.7 percent (0.7 percent above the target). Metro also replaced a total of seven escalators – one each at the Cleveland Park, Courthouse, and Friendship Heights stations, and two each at the Arlington Cemetery and Southern Avenue stations.

In Q2, Metro will prepare a new RFP for Step Mold fabrication of new stairway steps, as well as a temporary labor contract to supplement heavy repair crews working on escalator renovation.



Station Systems

In FY2019, \$15.4 million was invested in the Station Systems program.

Drainage improvements were completed in and around Metro Center and Pentagon Stations, while construction is underway at five additional locations (Van Ness, Forest Glen, Mid River, 7th St. and Mall, and Drummond Avenue). In Q1, \$2.3 million was invested in these improvements.

In Q1, Metro increased lighting throughout the system, making stations two to five times brighter and replacing 40-year-old lights and fixtures within rail tunnels. In August, this work was done during single-tracking at the Metro Center, McPherson, Farragut West, and Federal Triangle stations (\$9.0 million).

Additionally, the maintenance and modernization of Metro's fare collection system continued. Software upgrades are ongoing for the communication and power infrastructure, along with mobile payment development (\$1.7 million).



Bus & Paratransit Investments

Total FY2019 Q1 expenditures in the Bus & Paratransit Investment category were \$26.6 million.

Bus & Paratransit Acquisition

In FY2019, 112 total buses (75 – 40 foot CNG, 25 – 40-foot clean diesel, 12 – 62 foot articulated hybrid) are planned for delivery.

Metro also placed an order in Q1 for 250 paratransit vehicles to be delivered in the second half of the fiscal year.

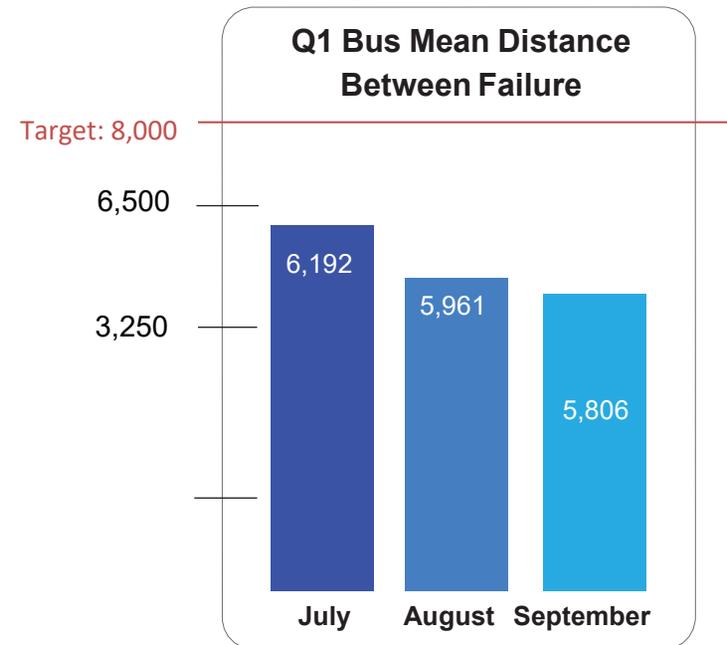
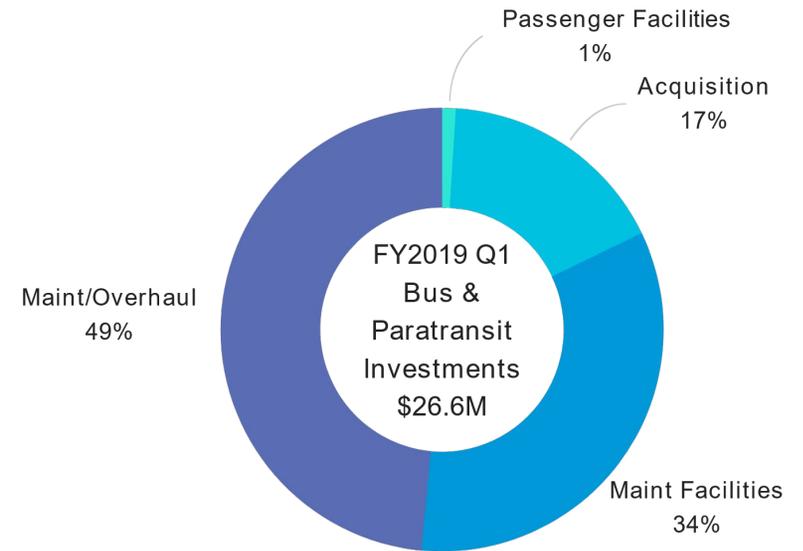
Bus Maintenance & Overhaul

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

WMATA's bus fleet continued to underperform and failed to meet Metro's mean distance between failure (8,000 miles) in Q1, travelling on average 5,985 miles between service interruptions during Q1 of FY2019 – a 22 percent decline from the same period last year, due to a range of minor defects that are currently being addressed.

Metro continues to complete safety checks and install operator bus shields and improved exhaust filters on buses.

In FY2019, Q1 expenditures in the Bus Maintenance & Overhaul program were \$12.9 million.



Bus Maintenance Facilities

In FY2019 Q1, \$8.9 million was invested in Bus Maintenance Facilities.

Q1 expenditures in this category were predominantly focused on completing construction of the new Andrews Federal Center bus facility (\$8.6m). Construction is planned for completion in FY2019, with operations to commence in FY2020.

Bus Passenger Facilities & Systems

Metro prepared a new contract for ADA construction and plans to complete additional ADA improvements at 155 bus stops in FY2019, and work will commence on that existing contract (\$0.3m).

Metro continued development of an annual bus shelter replacement program in Q1, and completed renovations in Arlington for the Pentagon commuter store for fare media and service information (\$0.2m).

Bus Maintenance & Overhaul (FY19 Work Plan)



100

bus rehabilitations & engine assemblies

101

energy storage systems replaced



120

transmission assemblies rebuilt

300

operator shields installed to protect bus drivers

Business Support Investments

WMATA invested \$33.7 million, in Q1 of FY2019, in the Business Support Investment category.

Information Technology

Information technology investments accounted for \$24.6 million of all Business Support investments in FY2019.

Investment in data centers and infrastructure was the largest component. These efforts were focused on enhancing data protection and expanding the capacity and scalability of Metro's data infrastructure (\$9.9m).

Metro also made network and communications improvements. These include ongoing network maintenance and expansion to support operational requirements as well as completing WiFi design for the above-ground segments of the system (\$4.8m).

Metro Transit Police Department

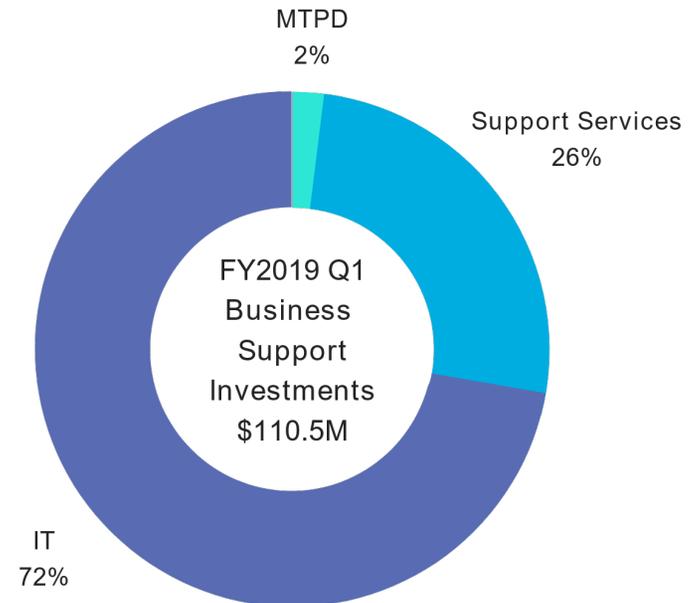
This investment enabled the procurement of non-lethal weapons and the lifecycle replacement of other police support and security equipment, along with the design of the new police substation at Morgan Boulevard.

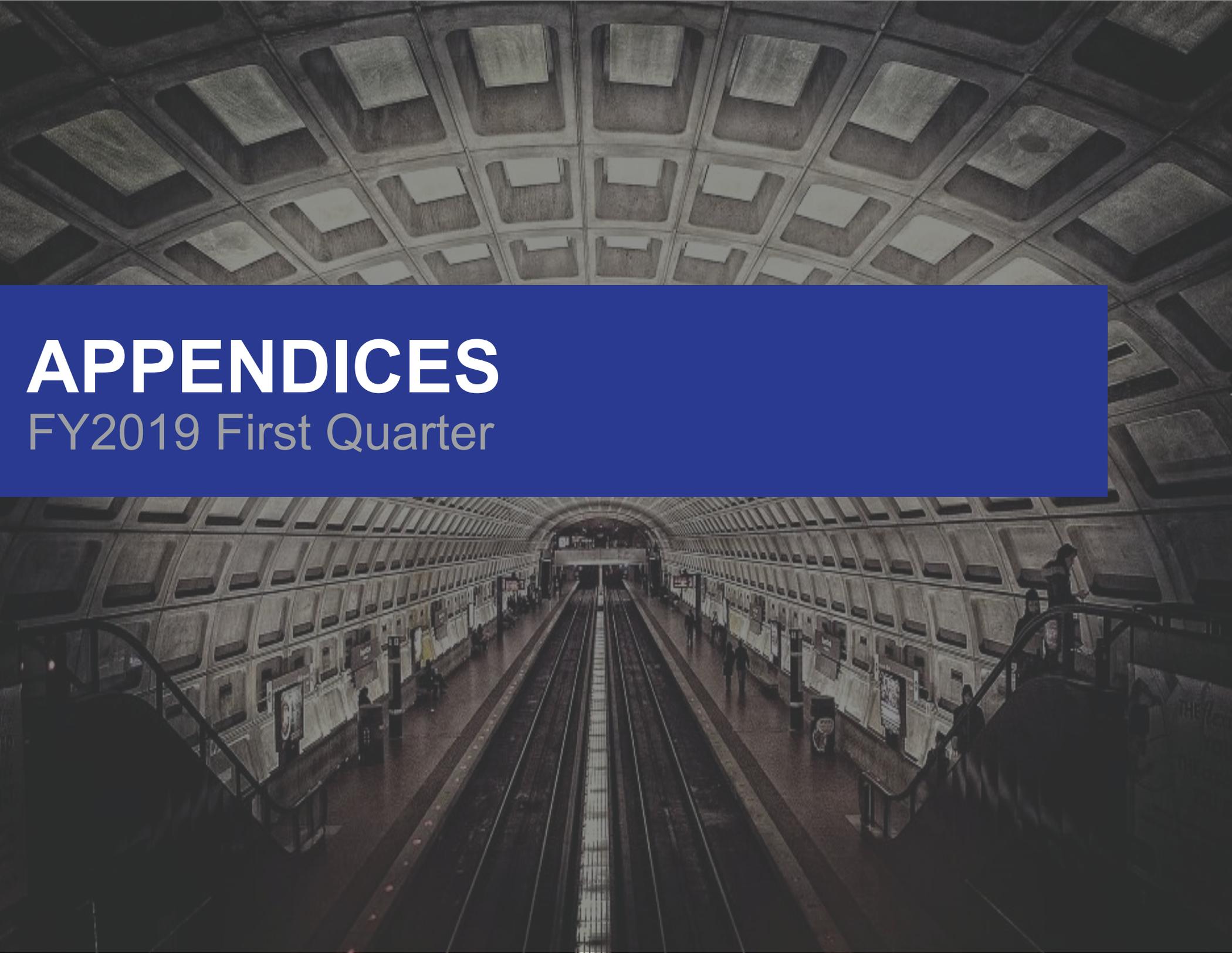
Support Equipment & Services

In the Support Equipment & Services capital program, Q1 expenditures totaled \$8.8 million. The major part of this investment went toward the rehabilitation of facility roofs across the Authority and continued capital program support required to grow the capacity of the program, accounted for \$2.2 million.

The new Enterprise Asset System Initiative kicked off in Q1, with department engagement underway, and the Transit Asset Inventory Conditional Assessment drafted.

The initiation of implementation of Metro's full Asset Management System implementation, along with a complete CNI impact analysis, remains planned during FY2019. Q1 expenditures in this project were \$0.3 million.





APPENDICES

FY2019 First Quarter

Appendix I - Operating Financials

Fiscal Year 2019 - Q1 (\$ in Millions)

	Budget	Actual	Variance	
			\$	%
Passenger Revenue	\$190.5	\$179.7	(\$10.8)	-6%
Non-Passenger Revenue	\$14.5	\$13.9	(\$0.6)	-4%
Total Revenue	\$205.0	\$193.6	(\$11.4)	-6%
Personnel	\$326.3	\$323.9	\$2.5	1%
Non- Personnel	\$126.8	\$129.0	(\$2.2)	-2%
Total Expenses	\$453.1	\$452.9	\$0.3	0%
Net Subsidy	\$248.1	\$259.3	(\$11.2)	-4%
Cost Recovery ratio	45%	43%	Favorable/(Unfavorable)	

Appendix II - Capital Project Financials by Investment Category

Fiscal Year 2019 (\$ in Millions)

Investment by Program	FY2019 Current Budget	FY2019 Actuals	Remaining Budget	Expend %
8000 Series Railcar Acquisition	\$2.6	\$0.4	\$2.2	14%
7000 Series Rail Car Procurement	\$255.0	\$17.7	\$237.2	7%
Dulles Railcars	\$1.3	\$0.0	\$1.3	0%
Railcar Acquisition	\$258.9	\$18.1	\$240.8	7%
Railcar Rehabilitation Program	\$49.8	\$12.2	\$37.5	25%
Rail Car Safety & Reliability Enhancements	\$3.2	\$0.1	\$3.1	2%
Rail Lifecycle Overhaul	\$60.0	\$8.7	\$51.3	15%
Repair of Damaged Railcars	\$0.4	\$0.1	\$0.3	23%
D&E Railcar Maint./Overhaul	\$0.5	\$0.0	\$0.5	0%
Railcar Maintenance/Overhaul	\$113.8	\$21.1	\$92.7	19%
Rail Yard Facility Repairs	\$4.8	\$2.7	\$2.1	57%
Rail Yard Hardening and Bus Security	\$11.7	\$2.6	\$9.1	22%
7000 Series Rail Car HVAC Maintenance Facility	\$1.0	\$0.2	\$0.8	23%
Relocation of Maintenance Departments from Rail Yards	\$5.5	\$0.4	\$5.1	8%
D&E Rail Yard Improvements	\$1.8	\$0.2	\$1.6	13%
Railcar Maintenance Facilities	\$24.9	\$6.2	\$18.7	25%
Railcar Investments	\$397.6	\$45.4	\$352.2	11%

Investment by Program	FY2019 Current Budget	FY2019 Actuals	Remaining Budget	Expend %
Rail Power System Upgrades	\$23.4	\$5.5	\$17.9	24%
AC Power Systems State of Good	\$11.5	\$2.8	\$8.7	24%
Repair Traction Power State of Good	\$24.2	\$4.8	\$19.4	20%
Operations D&E Power Improvements	\$1.9	\$0.2	\$1.8	8%
Propulsion	\$61.2	\$13.3	\$47.9	22%
Wayside Warning Train Wash	\$0.8	\$0.1	\$0.8	8%
Radio Infrastructure Replacement - T-Band Relocation	\$56.0	\$6.9	\$49.1	12%
National Transportation Safety Board Recommendations	\$5.6	\$1.4	\$4.2	25%
Automatic Train Control State of Good Repair	\$20.3	\$4.7	\$15.6	23%
ETS Infrastructure	\$1.8	\$0.1	\$1.7	4%
Track Inspector Location	\$0.6	\$0.3	\$0.3	48%
D&E ATC & Comm Improvements	\$1.7	\$0.0	\$1.7	1%
Signals & Communications	\$86.8	\$13.4	\$73.4	15%
Rail Systems Investments	\$148.0	\$26.6	\$121.3	18%
Track Rehabilitation	\$71.7	\$31.5	\$40.2	44%
Track Maintenance Equipment	\$5.7	\$0.3	\$5.4	5%
System-wide Infrastructure Rehab	\$0.0	\$0.1	\$-0.1	N/A
General Engineering	\$2.2	\$0.6	\$1.6	27%
Emergency Construction	\$0.5	\$0.2	\$0.3	35%
Tunnel Lighting	\$5.2	\$0.5	\$4.7	10%
Third Rail Reconfiguration	\$0.5	\$0.0	\$0.5	0%
D&E Fixed Rail Improvements	\$1.3	\$0.0	\$1.3	0%
Fixed Rail	\$87.1	\$33.2	\$53.9	38%

Investment by Program	FY2019 Current Budget	FY2019 Actuals	Remaining Budget	Expend %
Track Structural Rehabilitation	\$14.0	\$5.6	\$8.4	40%
Bush Hill Aerial Structure	\$0.3	\$0.0	\$0.3	15%
Red Line Water Mitigation	\$2.0	\$0.6	\$1.4	31%
Tunnel Ventilation	\$0.5	\$0.0	\$0.5	0%
D&E Track Structures Improvements	\$2.7	\$0.8	\$1.9	30%
Structures	\$19.5	\$7.1	\$12.4	36%
Track and Structures Rehabilitation Investments	\$106.6	\$40.2	\$66.3	38%
Bicycle & Pedestrian Facilities: Capacity Improvements	\$1.2	\$0.2	\$1.0	14%
Station Rehabilitation Program	\$11.4	\$2.7	\$8.7	24%
Station Entrance Canopies	\$7.6	\$1.2	\$6.4	15%
Rhode Island Platform Rehab	\$6.4	\$6.8	\$-0.4	106%
Orange/Blue Line Rehabilitation Stage One	\$15.0	\$6.4	\$8.6	43%
Parking Garage Rehabilitation	\$7.1	\$2.0	\$5.1	28%
Swing Gates	\$5.1	\$0.8	\$4.3	15%
Grosvenor Parking Garage (J/D)	\$15.2	\$0.1	\$15.2	0%
Passenger Facility SGR Program (TAICA DATA)	\$0.8	\$0.0	\$0.8	0%
Platform Rehab Construction	\$14.5	\$0.1	\$14.4	1%
Potomac Yard Alt. Analysis	\$23.0	\$0.1	\$22.9	1%
Dulles Phase 1	\$2.8	\$0.1	\$2.6	5%
Dulles Phase 2 Prelim Eng	\$18.4	\$2.6	\$15.7	14%
Purple Line: General	\$4.8	\$0.3	\$4.5	7%
Union Station Project	\$2.0	\$0.0	\$2.0	0%
D&E Platform & Structures Impr	\$7.5	\$1.8	\$5.7	24%
Platforms & Structures	\$142.7	\$25.2	\$117.5	18%

Investment by Program	FY2019 Current Budget	FY2019 Actuals	Remaining Budget	Expend %
Elevator Rehabilitation	\$7.2	\$1.1	\$6.0	16%
Escalator Rehabilitation	\$5.2	\$0.1	\$5.1	2%
Elevator/Escalator Repairables	\$8.0	\$1.3	\$6.7	17%
Escalator Replacement	\$33.8	\$12.1	\$21.7	36%
D&E Vertical Transportation	\$0.8	\$0.0	\$0.8	0%
Vertical Transportation	\$55.0	\$14.7	\$40.3	27%
Parking Access and Collection Equipment	\$0.6	\$0.0	\$0.6	0%
Open Bankcard & AFC System	\$0.4	\$0.1	\$0.3	37%
Fire Systems	\$3.8	\$1.3	\$2.5	33%
Station Cooling Program	\$7.0	\$0.8	\$6.2	12%
Station Lighting Improvements	\$30.2	\$9.0	\$21.2	30%
Raising Vent Shafts Vicinity	\$4.5	\$0.1	\$4.4	1%
Improving Drainage	\$7.0	\$2.3	\$4.7	33%
Fare Collection Modernization	\$14.4	\$1.7	\$12.8	11%
Fire Alarm System Upgrade	\$2.1	\$0.1	\$2.0	6%
Standpipe Replacement Program	\$6.0	\$0.0	\$6.0	0%
D&E Station Systems	\$1.0	\$0.0	\$1.0	3%
Station Systems	\$77.0	\$15.4	\$61.6	20%
Stations and Passenger Facilities Investments	\$274.7	\$55.3	\$219.4	20%

Investment by Program	FY2019 Current Budget	FY2019 Actuals	Remaining Budget	Expend %
Bus Replacement	\$80.7	\$4.3	\$76.4	5%
MetroAccess Fleet Replacement	\$19.8	\$0.1	\$19.7	1%
Bus and Paratransit Acquisition	\$100.5	\$4.4	\$96.1	4%
Automatic Vehicle Location Equipment	\$0.8	\$0.0	\$0.8	0%
Bus Repair Equipment	\$4.1	\$0.9	\$3.2	23%
Bus Rehabilitation Program	\$46.6	\$12.1	\$34.5	26%
Bus Camera Installation & Replacement	\$2.7	\$-0.2	\$2.9	\$-7%
D&E Bus Maint./Overhaul	\$0.7	\$0.0	\$0.7	\$0%
Bus Maintenance/Overhaul	\$54.8	\$12.9	\$42.0	23%
Southern Avenue Bus Garage Replacement (Andrews Federal Center)	\$18.0	\$8.6	\$9.4	48%
Royal Street Bus Garage Replacement (Cinder Bed Road)	\$0.0	\$0.2	\$-0.2	N/A
Shepherd Parkway Bus Facility	\$2.0	\$0.1	\$1.9	3%
D&E Bus Maint. Facilities	\$0.7	\$0.1	\$0.6	16%
Bus Maintenance Facilities	\$20.7	\$8.9	\$11.8	43%
Bus Priority Corridor Network	\$0.5	\$0.1	\$0.4	27%
Bus Planning	\$1.0	\$0.0	\$1.0	0%
Bus Customer Facility Improvements	\$3.0	\$0.2	\$2.8	6%
Traffic Signal Prioritization	\$3.2	\$0.0	\$3.2	0%
Chevy Chase Bus Loop	\$1.0	\$0.0	\$1.0	0%
New Carrollton Bus Bays (J/D) D&E Bus	\$5.0	\$0.0	\$5.0	0%
Passenger Fac./Systems	\$1.2	\$0.0	\$1.1	4%
Bus Passenger Facilities/Systems	\$14.8	\$0.3	\$14.5	2%
Bus and Paratransit Investments	\$190.9	\$26.6	\$164.4	14%

Investment by Program	FY2019 Current Budget	FY2019 Actuals	Remaining Budget	Expend %
Bus & Rail Asset Management Software	\$2.7	\$0.7	\$2.0	27%
Bus Operations Support Software	\$4.2	\$0.2	\$4.0	5%
IT Capital Program Business Process	\$1.5	\$0.2	\$1.3	15%
Support Data Centers and Infrastructures	\$18.3	\$9.9	\$8.4	54%
Document Management System	\$0.5	\$0.1	\$0.4	20%
Enterprise Geographic Information System	\$0.7	\$0.1	\$0.6	21%
Sensitive Data Protection Technology	\$0.6	\$0.1	\$0.4	21%
Management Support Software	\$16.3	\$2.8	\$13.5	17%
Police Dispatch and Records Management	\$3.0	\$0.5	\$2.5	17%
Network and Communications	\$14.7	\$4.8	\$9.8	33%
Customer Electronic Communications & Outreach Rail	\$3.0	\$0.5	\$2.4	18%
Operations Support Software	\$4.8	\$1.8	\$3.0	37%
Data Governance and Business Intelligence	\$1.3	\$0.1	\$1.2	9%
Safety Measurement System	\$2.0	\$0.4	\$1.6	19%
Rail Scheduling System Upgrade	\$1.7	\$0.0	\$1.7	0%
Time Keeping - Kronos	\$4.6	\$1.2	\$3.4	25%
Maximo Improvement Project	\$3.0	\$0.0	\$3.0	0%
Data Centers Move and Construction	\$1.1	\$0.0	\$1.1	0%
Fiber Installation (TPSS/TCR to COMM Room)	\$1.0	\$0.0	\$1.0	0%
D&E Information Technology	\$7.9	\$0.9	\$6.9	12%
Information Technology	\$92.9	\$24.6	\$68.3	26%
Police Substation (N.VA)	\$0.2	\$0.2	\$0.0	124%
Support Equipment - MTPD	\$0.9	\$0.2	\$0.7	23%
MTPD	\$1.0	\$0.4	\$0.6	38%

Investment by Program	FY2019 Current Budget	FY2019 Actuals	Remaining Budget	Expend %
Service Vehicle Replacement & Leasing	\$7.3	\$0.0	\$7.3	0%
Environmental Compliance Proj Underground Storage	\$1.6	\$0.1	\$1.5	6%
Tank Rplce	\$3.0	\$0.2	\$2.7	8%
Materials Handling Equipment	\$0.1	\$0.0	\$0.1	0%
Revenue Collection Facility	\$0.2	\$0.1	\$0.0	73%
Core & System Capacity Project Development	\$2.5	\$0.2	\$2.3	9%
Building Infrastructure & Systems Renewal Financial	\$0.8	\$0.1	\$0.7	19%
Credit Facility	\$0.7	\$0.1	\$0.6	13%
Transit Asset Inventory	\$2.8	\$0.3	\$2.5	11%
Roof Rehabilitation and Replacement	\$5.0	\$2.9	\$2.1	58%
Pollution Prevention - Track	\$1.1	\$0.0	\$1.1	0%
Stormwater Facility Assessment	\$1.0	\$0.0	\$1.0	2%
Sustainability Investments - Pilot Program	\$0.8	\$0.1	\$0.7	14%
Capital Support	\$12.8	\$2.2	\$10.6	17%
Advertising Diorama Replacement	\$9.0	\$0.0	\$9.0	0%
Facility Improvements	\$7.9	\$1.8	\$6.1	23%
Station Commercialization Plan	\$0.5	\$0.0	\$0.5	0%
CTF Parking Garage	\$5.8	\$0.0	\$5.8	0%
D&E Support Equipment/Services	\$1.7	\$0.3	\$1.5	15%
Planning Support for DC	\$1.0	\$0.1	\$0.9	8%
Planning Support for MD	\$1.0	\$0.0	\$1.0	4%
Planning Support for VA	\$1.0	\$0.1	\$0.9	9%
Support Equipment/Services	\$67.5	\$8.8	\$58.7	13%
Business Support Investments	\$161.4	\$33.7	\$127.6	21%
Total Capital Programs	\$1,279.1	\$227.8	\$1,051.2	18%

Appendix III - Weekday Parking Facility Usage

Fiscal Year 2019 (\$ in Millions)

State/Lot Region	Lot Capacity Sept-18	Paid Utilization (% of Capacity) FY2019 Q1	Variance Year-Over-Year %Change in Utilization FY2019 vs. FY2018
Montgomery County			
Grosvenor	1,894	88%	-3%
White Flint	1,270	59%	8%
Twinbrook	1,097	60%	5%
Rockville	524	96%	-1%
Shady Grove	5,745	70%	-3%
Glenmont	2,998	63%	-16%
Wheaton	977	25%	0%
Forest Glen	596	74%	-17%
Montgomery County Total	15,101	67%	-4%
Prince George's County			
New Carrollton	2,929	71%	-1%
Landover	1,866	34%	6%
Cheverly	500	57%	-2%
Addison Road	1,268	40%	-13%
Capitol Heights	372	74%	-12%
Greenbelt	3,399	67%	4%
College Park	1,820	53%	-5%
P.G. Plaza	1,068	51%	4%
West Hyattsville	453	52%	-29%
Southern Avenue	1,980	52%	-8%
Naylor Road	368	97%	8%
Suitland Garage	1,890	54%	4%
Branch Avenue	3,072	90%	11%
Morgan Blvd.	608	83%	-11%
Largo	2,200	81%	-6%
Prince George's County Total	23,793	64%	1%
Maryland Total	38,894	65%	-2%

State/Lot Region	Lot Capacity GYdH%	Paid Utilization (% of Capacity) FY2019 Q1	Variance Year-Over-Year % Change in Utilization FY2019 vs. FY2018
District of Columbia			
Deanwood	194	32%	-4%
Minnesota Ave.	333	84%	-33%
Rhode Island Ave.	221	61%	-41%
Fort Totten	408	108%	-2%
Anacostia Garage	808	50%	-6%
District of Columbia Total	1,964	67%	-13%
Northern Virginia			
Huntington	3,175	71%	3%
West Falls Church	2,009	53%	8%
Dunn Loring	1,963	44%	-27%
Vienna	5,169	70%	-2%
Franconia	5,069	55%	-1%
Van Dorn	361	102%	-2%
East Falls Church	422	115%	0%
Weihle-Reston East	2,300	93%	4%
Northern Virginia Total	20,468	66%	-2%
System Total	61,326	66%	-2%