

FY2014 SECOND QUARTER HIGHLIGHTS

Ridership and Revenue

Metrorail

Second quarter rail ridership was 47.5 million: 3.3 million below budget and 0.6 million below the second quarter of FY2013.

- Ridership was down sharply in the first half of October as a result of the federal government shutdown – weekday ridership was reduced by 15-20 percent. However, ridership recovered quickly during the second half of the month. Comparisons to the prior October are of limited value due to Hurricane Sandy.
- November saw ridership return to trend, although weekend ridership declined slightly.
- Ridership in December (14.7 million) was similar to the previous December (14.6 million), but below budget of 15.9 million and also below the December average for the four years from FY2009 to FY2012 (16.1 million). The reason is twofold:
 - Bad winter weather resulting in a two-hour delayed arrival (with option for unscheduled telework and leave) on December 9 and a full closure of all federal offices on December 10, which together reduced total ridership by approximately 0.5 million trips.
 - The timing of the Christmas and New Year's holidays in the middle of the week, which appears to have caused riders to take fewer trips in the second half of the month. For comparison, in December 2011 (when Christmas was on Sunday and observed on Monday), there were seventeen normal weather weekdays prior to the Christmas week. These days had an average ridership of 710,000. This year, there were only thirteen such days, but ridership averaged 701,000, only 1.5 percent lower and well within the broader overall trends over that period. Ridership for the remaining non-holiday weekdays in the month was only 438,000.

Metrobus

Second quarter bus ridership was 33.4 million: 1.0 million above budget and 1.7 million above the second quarter of FY2013.

- After kicking off in August, the “Ride Free on Bus” program for District of Columbia students continued its strong performance through the second quarter. Ridership has stabilized at an average of 23,000 trips per day, and total second quarter ridership in the program was 1.3 million.
- Bus also continues to perform well on weekends – up 5.7 percent for the year to date compared to last year.

MetroAccess

Second quarter MetroAccess ridership was 528,000: 38,000 above budget and 35,000 above the second quarter of FY2013.

- MetroAccess ridership year to date is up 6.0 percent over budget and 7.0 percent over the same period last year. The growth comes primarily as a result of a larger registrant pool, which has increased by 12.4 percent over the last twelve months and has increased consistently in all three jurisdictions.

Operating Revenue

Total operating revenue for the second quarter was \$0.8 million below budget, or -0.4 percent.

- Passenger fares and parking fees were \$6.8 million below budget, primarily as a result of the October federal shutdown's impact on rail and parking revenues and December's lower rail ridership. Non-transit sources were \$6.0 million above budget, primarily as a result of positive performance in joint development and fiber optics and a one-time insurance payout in October.
- Revenue from the “Ride Free on Bus” program pushed passenger revenue above budget; excluding that source, passenger revenue was at budget.

Operating Expenses

Second quarter operating expenses are favorable to budget by \$5.8 million or 1.4 percent and year-to-date operating expenses are favorable to budget by \$14.2 million or 1.7 percent.

Salaries and Wages

- Salaries and Wages are favorable year-to-date by \$6.7 million or 1.8 percent, primarily due to Authority-wide vacancy levels. The favorability was partially offset by higher personnel expenses associated with the new Collective Bargaining Agreements. In December L2 retroactive payouts of \$4.1 million were paid out.
- December year-to-date overtime was \$1.3 million lower than the same period last year. Year-to-date overtime is \$10.8 million over budget primarily due to Car Maintenance (CMNT) 2K, 3K and 5K work, vacancy coverage, leave coverage, and special events.
- Fringe benefits are \$1.5 million over budget year-to-date. The overage is due to higher than expected D.C. workers' compensation assessment costs. Due to the unpredictability of the D.C. workers' compensation assessment billing, it is difficult to predict payments. The one-time annual pension payment also contributed to this unfavorability.

Materials and Supplies

- Materials and Supplies are \$5.9 million unfavorable year-to-date mainly due to \$5.8 million of maintenance on the 2K, 3K and 5K railcars and Bus overruns of \$3.4 million as a result of accidents and vandalism. The overruns are partially offset by favorability in Communications (CSCM), the Office of the Deputy General Manager-Operations (DGMO), Financial Services (CFO) and Safety (SAFE).

Services

- Services expenses are \$13.0 million favorable year-to-date due to Transit Infrastructure and Engineering Services (TIES) which includes Plant (PLNT), System Maintenance (SMNT) and Car Maintenance (CMNT) contracts timing of \$3.2 million; timing of a Treasury contract settlement of \$3.0 million; Access Service (ACCS) contract closeout claims offset by increased ridership of \$1.3 million; and timing of contract services procurements for DGMO of \$1.3 million, timing of transportation and environmental services for Safety (SAFE) of \$1.3 million, Bus Services (BUS) of \$0.7 million and CSCM of \$0.6 million.

Fuel, Propulsion, and Utilities

- Fuel, Propulsion, and Utilities are favorable to budget by \$10.8 million year-to-date due to lower than projected power consumption, favorable diesel rates in Metro's hedges, and the CNG tax credit. Of the variance, approximately \$2.6 million is due to price favorability, \$6.3 million is due to lower volume, \$1.2 million due to other lubricants and \$0.7 million due to the CNG credit.

Capital Program

Metro has invested \$320 million of the \$996 million FY2014 Capital Improvement Program (CIP) budget through December. As a result of the new bus contract, which full payments are made on acceptance of buses instead of milestone/progress payments, investments are \$40 million less than the same period last year. All figures below are year to date.

Bus Acquisition

- A multi-year contract is in place for the acquisition of new buses. The FY2014 order includes 85 forty-foot hybrid/electric buses that will replace buses at the end of their useful life. An initial set of buses will be delivered for testing in March 2014. Metrobus also broke ground on the environmentally friendly Cinder Bed Road facility, which replaces the 70-year-old Royal Street Bus Garage and enables Metro to run modern buses on these routes.

Access Vehicle Replacement

- A contract is in place for the acquisition of 120 paratransit vans. The first article inspection is complete and delivery is expected to begin in March 2014.

Escalator and Elevator Rehabilitation and Replacement

- Twelve escalators rehabilitations are complete and seven are in progress. Three escalator replacements at Pentagon Station are complete and in service. Five of the seven additional escalator replacements planned for completion during FY2014 are in progress at Van Ness-UDC (2), Georgia Ave-Petworth, Mt Vernon Sq., and

Bethesda.

- Seven elevator rehabilitations are complete and four are in progress. Arlington County will be replacing the elevator previously scheduled to be rehabilitated at the Court House station.
- The escalator rehabilitation at Foggy Bottom is in progress and is expected to be returned to service in time for the Cherry Blossom festival in March.

Station Rehabilitation and Lighting Improvements

- Four of the 12 planned full station enhancement projects are complete, and two are in progress. Four of the 12 planned mini station enhancements are complete, and four are in progress.
- Metro awarded a multi-year contract for the replacement of over 13,000 parking garage light fixtures in 25 parking facilities. Each fixture will respond to its environment by automatically dimming in response to motion and ambient light from the sun or other sources. The contract includes maintenance of the lighting system for the life of the contract and will save Metro approximately \$600,000 annually.
- Metro began installing new, brighter mezzanine lighting at underground stations. Lighting upgrades have been completed at eight stations. The remaining 39 stations are expected to be completed by 2015.

Track Rehabilitation

- Metro welded 370 open weld joints, rehabilitated 3,509 linear feet of grout pads, tamped 20.43 miles of track, repaired 1,170 leaks, and replaced 4.19 miles of running rail, 2.70 miles of third rail, 8,055 cross ties, 9,741 fasteners, 3,543 insulators, 14 yard turnouts, and 613 safety signs.

Benefits to Customers

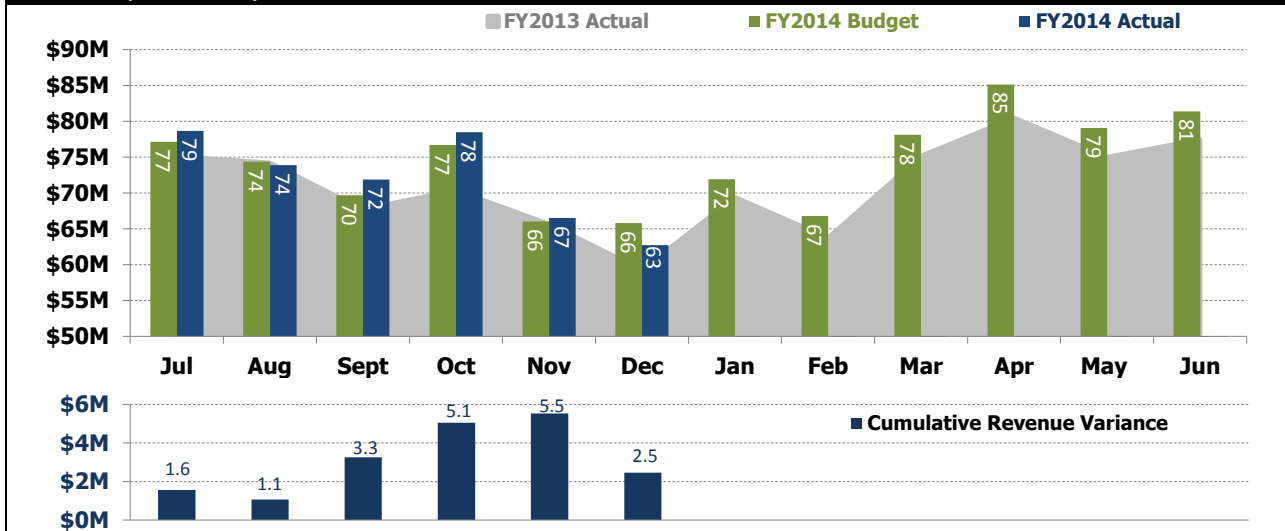
- Received the first 7000-Series railcars that will be tested on the system over the next several months. The new railcars are equipped with state-of-the-art safety technology and numerous features designed with extensive customer input. Full-scale production of the new cars is expected to begin in mid-2014.
- Awarded the contract for New Electronic Fare Payment System. The new system will be designed to provide a state-of-the-art system for Metro customers that enable them to continue to use the SmarTrip cards, while expanding fare payment to chip-enabled credit cards, identification cards, and mobile phones using near field communications.
- Announced services changes that advance the \$5 million investment for the Better Bus initiative, which includes more limited-stop MetroExtra routes and refinements to 11 existing priority corridors. Customers will receive more frequent service, additional capacity, or expanded hours of operation.
- Began replacing the carpet in the existing railcar fleet with new slip resistant resilient flooring. The new flooring also reflects some interior and exterior light, creating a brighter, more open feel inside the car. Flooring has been installed on more than a dozen railcars. Metro expects to have flooring installed on all 5000 and 6000-Series railcars over the next two years.



REVENUE AND RIDERSHIP

2nd Quarter FY2014

REVENUE (in Millions)

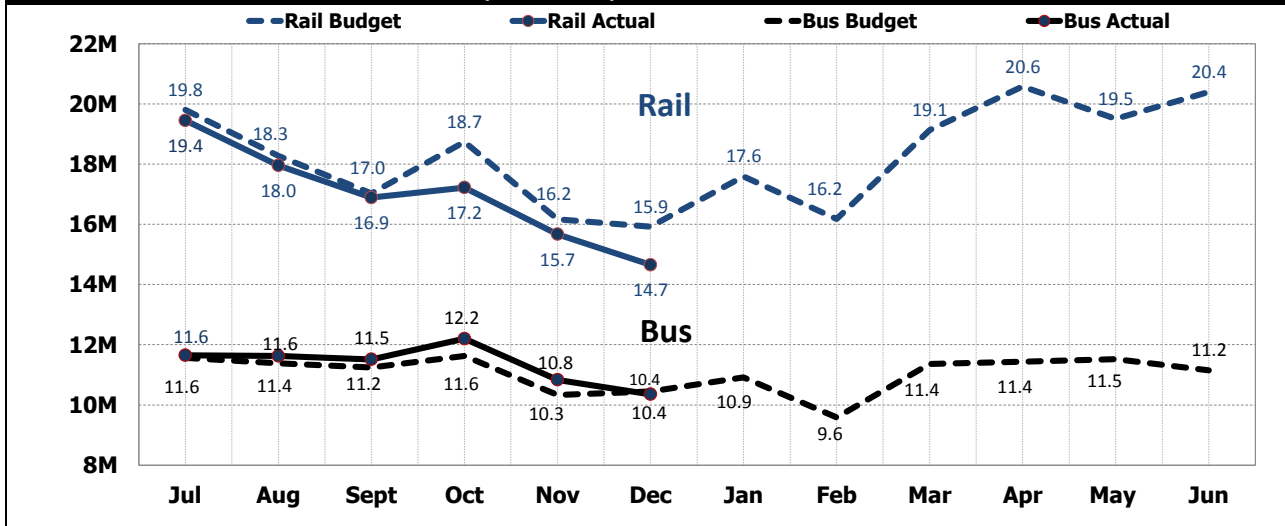


RIDERSHIP (trips in Thousands)

QTD	Q2-FY2013	Q2-FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metro rail	48,155	47,541	50,824	-1.3%	-6.5%
Metro bus	31,713	33,387	32,398	5.3%	3.1%
Metro Access	493	528	490	7.1%	7.8%
System Total	80,361	81,456	83,712	1.4%	-2.7%

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metro rail	101,912	101,829	105,923	-0.1%	-3.9%
Metro bus	65,481	68,173	66,582	4.1%	2.4%
Metro Access	997	1,067	1,006	7.0%	6.0%
System Total	168,390	171,069	173,511	1.6%	-1.4%

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

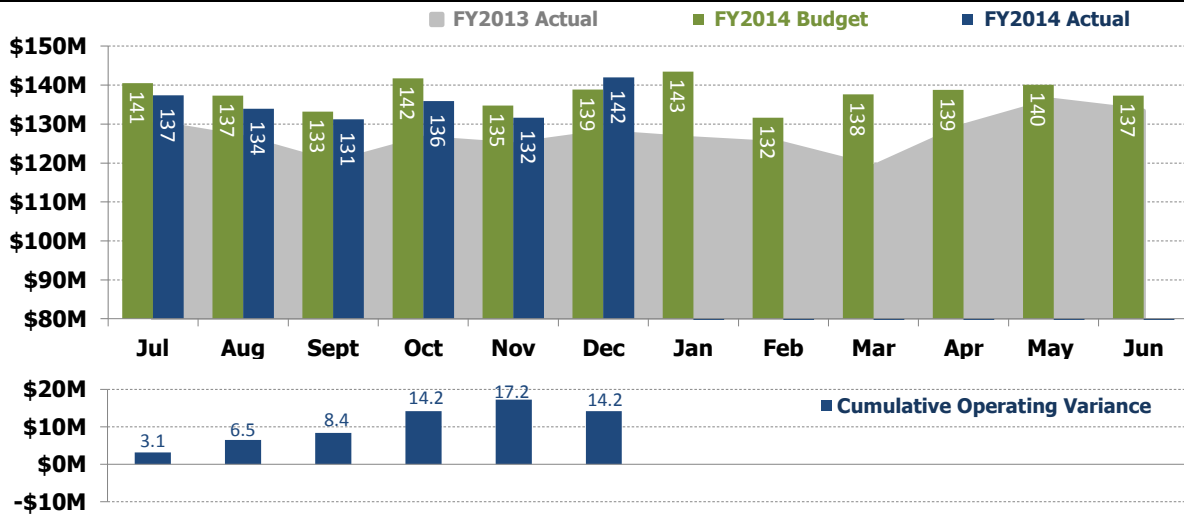




OPERATING BUDGET

2nd Quarter FY2014

OPERATING EXPENDITURES (\$ in Millions)

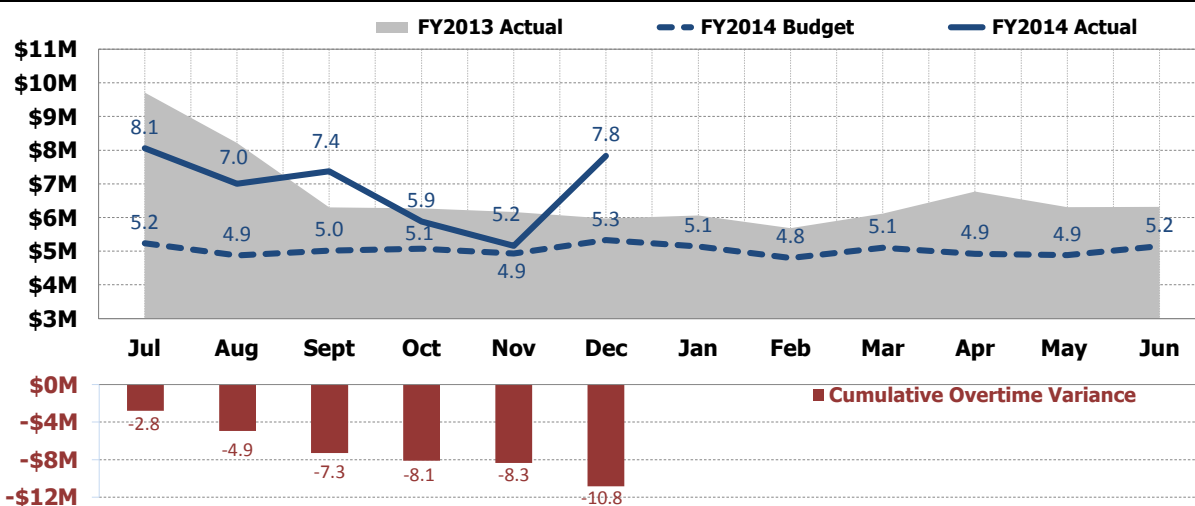


OPERATING BUDGET (\$ in Millions)

QTD	Q2-FY2013		Q2-FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 195.4	\$ 207.7	\$ 208.5	\$ (0.8)	-0.4%	
Expense	\$ 379.1	\$ 409.5	\$ 415.3	\$ 5.8	1.4%	
Subsidy	\$ 183.7	\$ 201.9	\$ 206.9	\$ 5.0	2.4%	
Cost Recovery	51.5%	50.7%	50.2%			

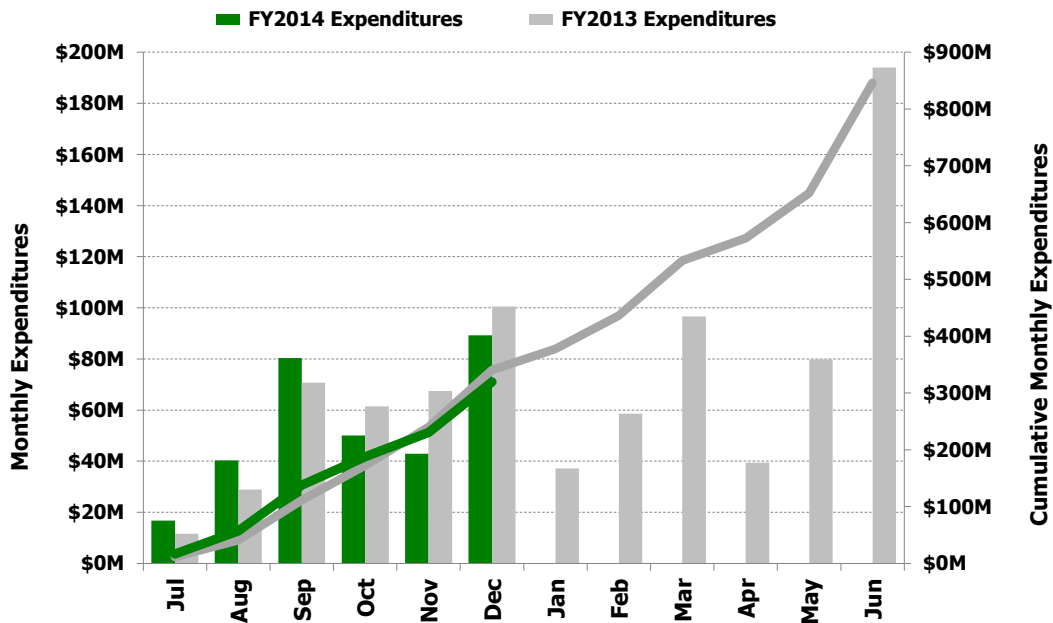
YTD	FY2013		FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 412.4	\$ 432.1	\$ 429.6	\$ 2.5	0.6%	
Expense	\$ 756.2	\$ 812.1	\$ 826.3	\$ 14.2	1.7%	
Subsidy	\$ 343.8	\$ 380.0	\$ 396.7	\$ 16.6	4.2%	
Cost Recovery	54.5%	53.2%	52.0%			

YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)





CIP EXPENDITURES (\$ in Millions)



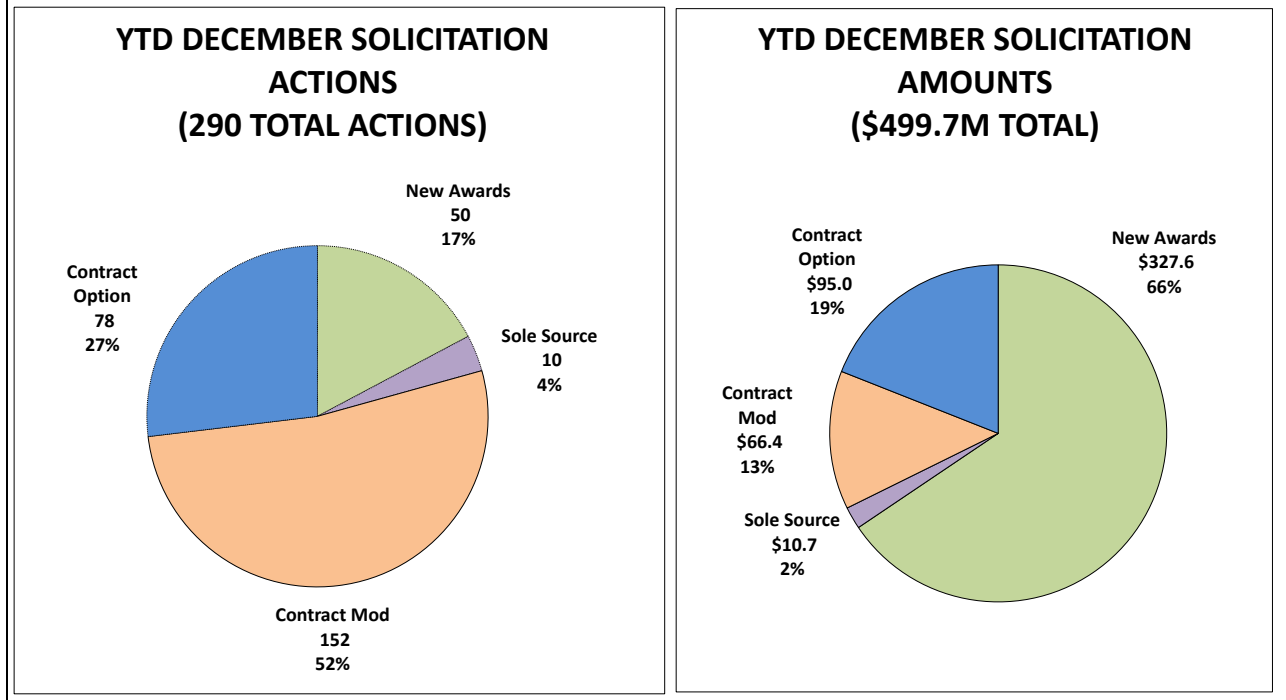
FY2014 USES OF FUNDS (\$ in Millions)

	Budget	Forecast	Expended	% Exp.
FY2014 CIP	\$ 996	\$ 919	\$ 320	32%
Safety & Security	10	10	0	0%
ARRA	2	3	2	84%
Reimbursable	69	79	28	40%
Total	\$ 1,077	\$ 1,011	\$ 350	32%

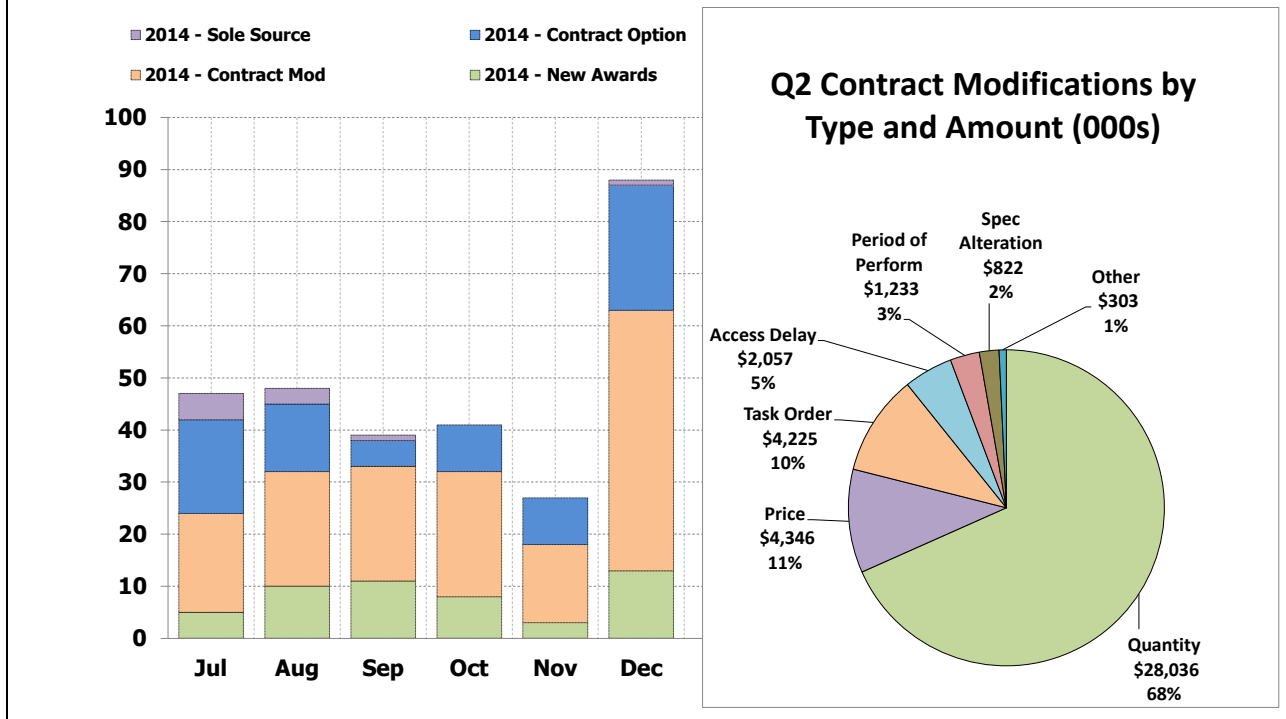
FY2014 PLANNED SOURCES OF FUNDS (\$ in Millions)

	CIP	Planned	Received
Federal Reimbursement		\$ 491	\$ 10
State and Local		401	214
Other Sources/Rollover		104	66
Subtotal		\$ 996	\$ 290
Safety & Security		\$ 10	\$ -
ARRA		3	3
Reimbursable		69	8
Subtotal		\$ 82	\$ 11
Total		\$ 1,078	\$ 301

SOLICITATION ACTIONS



HISTORICAL SOLICITATIONS



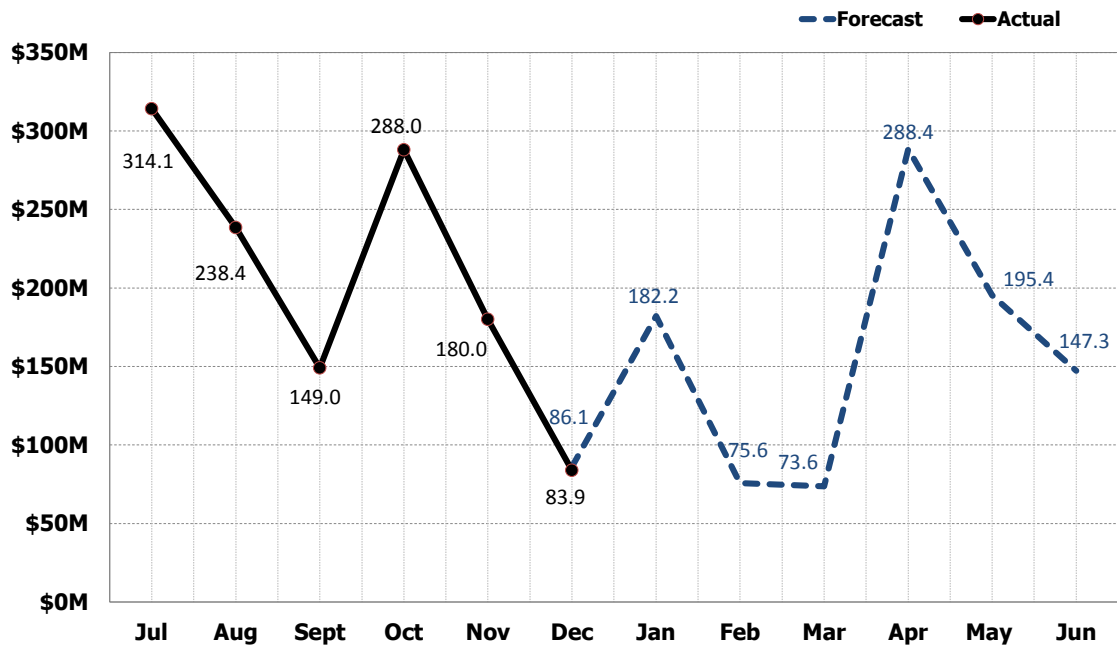
Note: 'Contract Mod' includes any written alteration in the specifications, delivery point, frequency of delivery, period of performance, price, quantity, or other provisions of the contract



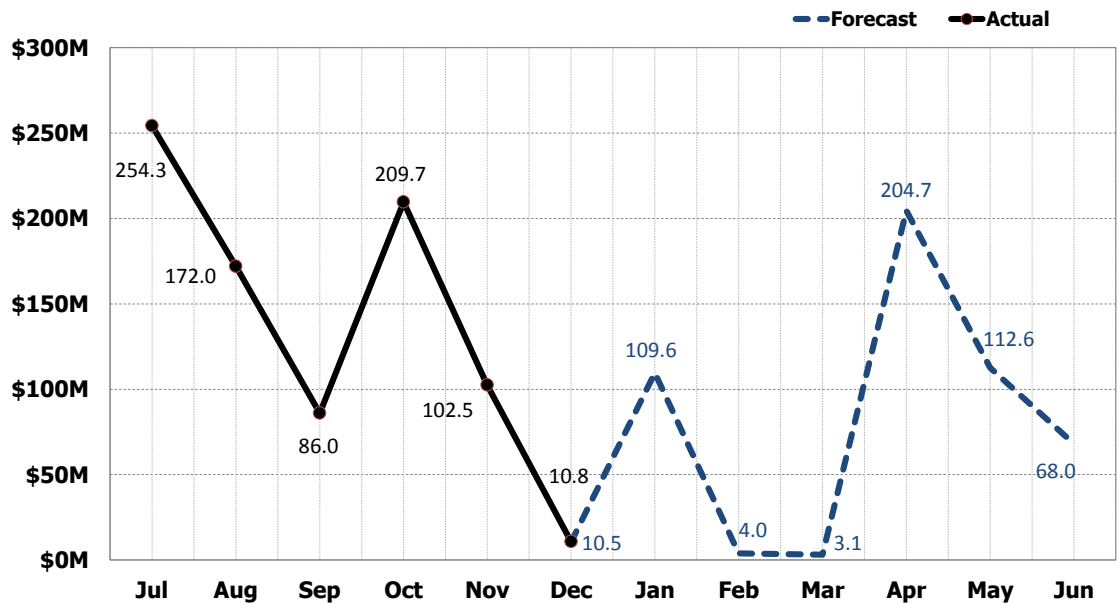
FUND BALANCE

2nd Quarter FY2014

TOTAL CASH (RESTRICTED and UNRESTRICTED)



UNRESTRICTED CASH and LINE of CREDIT BALANCE



NOTE: Unrestricted Cash Balance includes a \$45 million draw on WMATA's Line of Credit in December, with forecasted draws of \$5 million in February and \$40 million in March.



Washington Metropolitan Area Transit Authority
Fiscal Year 2014 Financials

Fiscal Year 2014
Quarterly Financial Report
2nd Quarter
October – December 2013

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
QUARTERLY FINANCIAL REPORT
Q2 - FY2014
October – December 2013**

REPORT SECTIONS

Operating Budget

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- **Ridership**
- **Expense**

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- **Projects**

Outstanding Debt

Appendix

Operating Financials

Capital expenditures

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American Recovery & Reinvestment Act (ARRA)

Safety and Security expenditures

TIFF projects

Jurisdictional balances on account

Grant activity

Contract activity

Parking facility usage



OPERATING BUDGET SUMMARY

Through the second quarter of FY2014, Metro has a positive net operating position of \$16.6 million. Total year-to-date operating expenses are \$812.1 million, \$14.2 million below budget. Total year-to-date operating revenues are \$432.1 million, \$2.5 million above budget.

Passenger revenues are below budget through the second quarter primarily in Metrorail fares and parking fees as a result of the federal government shutdown in October and the poor weather and holiday timing in December. This has been offset by growth in non-passenger revenues, including a one-time insurance payment. The majority of the lower than anticipated expense is in Services costs as well as Fuel, Propulsion, and Utilities.

Table 1

OPERATING BUDGET (\$ in Millions)					
QTD	Q2-FY2013	Q2-FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 195.4	\$ 207.7	\$ 208.5	\$ (0.8)	-0.4%
Expense	\$ 379.1	\$ 409.5	\$ 415.3	\$ 5.8	1.4%
Subsidy	\$ 183.7	\$ 201.9	\$ 206.9	\$ 5.0	2.4%
Cost Recovery	51.5%	50.7%	50.2%		
YTD	FY2013	FY2014		Variance FY14	
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Cost Recovery	54.5%	53.2%	52.0%		

Revenue and Ridership by Mode

Metrorail

Ridership on Metrorail is flat through the first six months of FY2014 compared to the same period in FY2013. Ridership growth had been positive in the first quarter, but ridership was negatively impacted by the federal government shutdown in October and by poor weather and holiday timing in December:

- *October*: Average weekday rail ridership was down 15 to 20 percent in the first half of October during the federal government shutdown. AM peak exits at stations with significant surrounding federal employment density (such as L’Enfant Plaza, Federal Center SW, and Smithsonian) were down 40 to 60 percent. Ridership quickly returned to normal in the second half of October following the end of the shutdown.



Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2014 Q2

- *December:* Weekday ridership was impacted in the first half of the month by bad winter weather. The federal Office of Personnel Management (OPM) declared December 9 as a two hour late start with the option for unscheduled telework, and OPM closed federal offices completely on December 10. Rail ridership was down approximately 20 percent and 50 percent, respectively, on those two days.

Aside from those two days, however, weekday ridership prior to the beginning of the holiday season was equal to last December and down less than two percent compared to December 2011. But the timing of the holidays, with Christmas Day and New Year's Day on Wednesdays (causing some riders to take extended time off), negatively impacted ridership for the last two weeks of the month.

Metro also changed the pricing for SmarTrip® cards at the beginning of the second quarter, lowering the initial purchase price for the card from \$5 to \$2. A slight reduction in paper-magnetic farecard usage can already be seen as a result (paper farecards were used for only 9 percent of trips in November, down from 10 percent during September), and Metro will continue to monitor SmarTrip® utilization during the spring as tourist and visitor travel increases.

Parking

Parking performance through the second quarter has declined compared to the same period last year. System-wide utilization of Metro's 59,421 parking spaces fell from 79 percent in the first half of FY2013 to 77 percent in FY2014, and this decline occurred across all three jurisdictions. Parking utilization had been up in the first quarter, but the challenges facing rail in the second quarter hit parking even more acutely, given the over-representation of federal employees among Metro's parking population. Weekday parking utilization declined by approximately 30 percent during the federal shutdown in October, and December's overall utilization also declined noticeably as a result of the weather and holiday timing.

MetroAccess

Overall, the Access customer base (as measured by registrants) grew steadily in FY2013 and continues to grow through the first six months of FY2014. These added registrants are translating into additional ridership. The increase in registration and ridership is occurring across the region, with registrations up 13% in both DC and Maryland and 12% in Virginia. There has been somewhat more variance in the growth in ridership, however – a 7% increase in DC and an 8% increase in Maryland, but only a 4% increase in Virginia. The increase in ridership has also caused an increase in the usage of taxis to supplement the regular MetroAccess dedicated vans – taxi trips as a share of the total increased from 5.3% to 6.1%, with the increase occurring particularly in Virginia.

As the impact of travel training, eligibility screening, and other demand management efforts has plateaued, Metro is pursuing new initiatives to manage future paratransit growth. Two pilot efforts are underway in Maryland (for customers traveling to



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Human Services organizations/programs) and in DC (for kidney dialysis patients) that will shift certain Access trips to local taxicab providers, which offers cost savings to the local jurisdictions.

Metrobus

The most substantive change in Metrobus ridership from FY2013 to FY2014 is the new “Ride Free on Bus” program for DC students. The program was initiated in mid-August with the opening of the 2013-2014 school year, and ridership has stabilized at approximately 23,000 trips per day through December. Currently, DC students must present a valid pass or ID to the bus operator, and the rides are counted via a button press on the bus farebox. A longer-term solution utilizing the existing DC One card is under development and will be rolled out later in 2014. These student rides have accounted for approximately 1.6 million trips in the first half of FY2014 and about 60 percent of the total 2.7 million additional trips that Metrobus has recorded compared to last year. Much of the remaining growth on bus has occurred on weekends, which are up close to six percent compared to last year.

Looking ahead, Metro will implement two changes to the Metrobus fareboxes that are intended to make the boarding process faster for bus riders. For passengers adding value to their SmarTrip card aboard the bus, the first change means it will only take two taps to complete the process rather than three. Metro has also added a safeguard feature so that riders are not overcharged if they accidentally tap their card after adding value or if they pay their fare first and then add value on board. The second improvement is a new tone that will sound if a rider's SmarTrip® card has less than \$1.60 in stored value remaining. The low balance warning tone is intended to remind passengers to add value before they take their next trip to minimize boarding delays.

Operating Expenses

Second quarter FY2014 operating expenditures totaled \$409.5 million, which was \$5.8 million or 1.4 percent less than the second quarter budget. Second quarter FY2014 expenditures were 8.0 percent higher than FY2013 operating expenditures. Through December, year-to-date operating expenses are favorable to budget by \$14.2 million or 1.7 percent. Actual year-to-date expenses are \$812.1 million, \$55.9 million or 7.4 percent higher than the same period last year.

Labor

Second quarter personnel expenses of \$300.5 million were above budget by \$2.3 million or 0.8 percent. For the year-to-date, personnel expenses are over budget by \$5.7 million or 1.0 percent. As a result of the recently negotiated Collective Bargaining Agreement, salaries and wages for Local 2 union employees have increased by 1.5 percent. The agreement included retroactive payments, and a \$4.1 million total payout was made in December. This salary and wage increase was not included in the FY2014 budget. Metro's recruitment efforts continued in the second quarter, and Metro's overall vacancy rate year-to-date is 6.4 percent.



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Year-to-date overtime expenses of \$41.3 million are 1.3 million less than the same period last year. Second quarter overtime costs in the operating budget were \$0.5 million higher than the prior year overtime costs. In FY2013 and FY2014, Metro has actively increased investment in railcar maintenance in order to improve reliability and prepare for the introduction of service on the Silver Line. Metro's overtime costs are above budget in part to advance this increased investment in railcar and other maintenance. In addition to the increase in railcar maintenance, other key drivers of second quarter overtime included vacancy coverage, leave coverage, incident response, and special events:

- The primary contributors to second quarter overtime were in Rail, Bus Services and Transit Infrastructure and Engineering Services (TIES). Overtime expenses in Rail are mainly related to vacancy coverage, training coverage, vacation leave, equipment maintenance and special events at the Verizon center, FedEx Field, and Nationals Park and inclement weather coverage.
- The TIES department's main overtime cost driver is directly related to inclement weather in December and to Metro's increased investment in railcar maintenance to prepare for the introduction of revenue service on the Silver Line and. In FY2013, Metro operated approximately 878 railcars to meet its daily peak revenue service requirement; in FY2014 this number increased to 920. When Metro begins operating revenue service on the Silver Line in 2014, a total of 954 railcars will be required.
- Bus Services department overtime variance is mainly as a result of coverage for vacancies, absenteeism and leave. As staffing ramps up for the Silver Line, Bus vacancies will be backfilled to cover employee movements from Bus to Rail. Overtime in Q2 is \$3.5 million over budget compared to \$7.3 million over budget in Q1. Year-to-date overtime is 10.8 million over budget.

Several initiatives are underway that will enhance the efficiency and effectiveness of workforce management and planning to improve personnel cost budgeting, enhance time reporting capability, and support the fatigue management initiative. To achieve these objectives, Metro is investing in a new human capital management system and a new rail scheduling system.

Second quarter fringe benefits are \$0.7 million over budget mainly due to higher than projected Workers Compensation Assessment costs and effects of the Collective Bargaining Agreement (CBA) agreements in December. Year-to-date fringe benefits are \$1.5 million over budget due to higher than projected Workers Compensation Assessment costs and the effects of the L689 and L2 CBA agreements. Due to the unpredictability of DC's workers compensation assessment billing, it is difficult to forecast payments in this area.

Non-Labor



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Second quarter non-personnel expenses of \$109.1 million were under budget by \$8.1 million. Fuel, Power and Utilities were under budget by \$6.7 million mainly due to hedging practices and lower than projected rate and volume consumption. December year-to-date non-personnel expenses are 19.9 million under budget.

Metro uses hedging practices to mitigate market volatility by locking in on favorable pricing conditions for future fuel usage. Second quarter fuel, propulsion and utilities were under budget by \$6.7 million. December year-to-date was \$10.8 million under budget mainly due to \$2.6 million in savings from lower than budgeted rates for diesel, propulsion and utilities resulting from favorable hedges and fixed price contracts, \$6.3 million related to lower than budgeted consumption in mainly propulsion, electricity and natural gas, a CNG tax credit, and savings on lubricants and other items. The year-to-date rate, volume mix analysis below reflects volume favorability for propulsion, electricity, water and gasoline and rate favorability for natural gas, diesel and bus CNG. Utility favorability is mainly attributable to savings in electricity volume generation. This energy is supplied by Reliant Energy in DC and MD and by Dominion Energy in VA.

Year-to-date SmarTrip® expenses were less than expected by \$3.0 million due to a favorable settlement of a vendor contract dispute. The MetroAccess service contract is favorable to budget by \$1.9 million through the second quarter. The favorability is due to the former single-source paratransit service contractor's contract closeout claims being \$1.7 million less than anticipated, as well as a \$0.8 million credit applied to expenses to close out a Job Access and Reverse Commute (JARC) grant. However, these positive variances are being offset by ridership that is approximately 8 percent higher than budget.

Services were favorable to budget by \$4.4 million in the quarter, and year-to-date Services are favorable to budget by \$13.0 million. Highlights in this area include:

- TIES is \$3.2 million favorable to budget in services through the second quarter.
- PLNT Services has initiated installation of chiller control panels at Columbia Heights, masonry/granite tile repair at East Falls Church, and upgrading of breaker panels at L'Enfant Plaza.
- DGMO continues its labor relations consulting services and will ramp up on expenditures in the second half of FY2014. The department is favorable by \$1.3 million through the second quarter.
- Safety services will ramp up in the second half of the year with transportation consulting and environmental services; Safety is favorable by \$1.3 million through the second quarter.
- Bus Services will advance various contracts including the Orion Management bus cameras contract in the second half of the year. Bus Services is favorable to budget by \$0.7 million in services.



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Quarterly Financial Report – FY2014 Q2**

Second quarter Materials and Supplies expenses of \$22.7 million exceeded budget by \$4.1 million due to higher than expected expenses in CMNT for 2K, 3K and 5K railcar maintenance and Bus parts and material usage. Year-to-date Materials and Supplies are over budget by \$5.9 million. Most of the overrun in CMNT is related to maintenance activities to prepare for increased railcar demand in FY2014. Bus parts and material usage was impacted by accidents and vandalism as well as more expensive spares for the advanced technology buses. A summary of non-personnel budget results is included in Table 2.

Table 2

Non-Labor Category	FY2014 YTD Budget	FY2014 YTD Actuals	FY2014 YTD Variance	Summary
Services	\$102.9M	\$90.0M	\$13.0M	<ul style="list-style-type: none"> • \$3.2M various TIES services contracts expected in Q2 and Q3 • \$3.0M Treasury favorable contract settlement • \$1.9M Paratransit favorability. Ridership, revenue hours, taxi miles and non-dedicated trips are down • \$1.3M DGMO timing of labor negotiation services • \$709K Bus timing • \$601K CSCM timing of Bus and Rail schedule printing
Fuel, Propulsion and Utilities	\$75.0M	\$64.3M	\$10.8M	<ul style="list-style-type: none"> • \$2.2M Propulsion mainly volume favorability • \$1.4M Electricity both rate and volume favorability • \$468K Natural Gas both rate and volume favorability • \$1K Water & Sewer volume favorability • \$3.2M Diesel both rate and volume favorability • \$901K Bus CNG mainly volume favorability • \$800K CNG tax credit • \$784K Gasoline & Other Lubricants
Insurance and Other	\$18.5M	\$16.5M	\$2.0M	<ul style="list-style-type: none"> • \$737K CFO favorable C&L premium expenses • \$575K CSCM timing of promotional advertising expenses • \$221K Bus accident reimbursements receipts • \$202K CFO favorable reimbursable payments for SmarTrip
Materials and Supplies	\$37.5M	\$43.4M	(\$5.9M)	<ul style="list-style-type: none"> • (\$6.6M) TIES 2K, 3K and 5K railcar repair and maintenance • (\$3.4M) Bus accidents, vandalism and more expensive advanced technology bus spares • This is offset by under-runs in timing of disposition of obsolete inventory, Technical Skills Program material timing, Safety materials and Bus and Rail schedule materials



CAPITAL PROGRAM

Sources of Funds

Metro’s FY2014 Capital Program is supported by Federal funds, State and Local contributions, and other sources, which include real estate and insurance proceeds. Federal funds include Passenger Rail Investment and Improvement Act of 2008 (PRIIA), 5307/5340 Urbanized Area Formula Program, 5337 State of Good Repair Formula Program, and 5339 Bus and Bus Facilities Formula Program.

For FY2014, the total planned sources of funds is \$1,078 million, which includes \$996 million for the Capital Improvement Program (CIP), \$10 million for the Security program, \$69 million for the Reimbursable program, and \$3 million for the American Recovery and Reinvestment Act (ARRA) program. At the end of the second quarter, Metro has received \$10 million from Federal reimbursement, \$214 million from State and Local contributions, and \$66 million from Other sources for the CIP. Additionally, Metro has received \$11 million for the Security, Reimbursable, and ARRA programs.

Metro closed an additional five prior-year FTA grants and one ARRA FTA grant during the second quarter, bringing the total number of grants closed in FY2014 to thirteen. Management’s focus on closing grants will continue through FY2014.

Table 3

Capital Program Revenue (dollars in millions)	FY2014 Year to Date Through December 31, 2013		
	Planned	Received	Remaining
Capital Improvement Program (CIP)			
CIP - Federal Reimbursement	\$ 491	\$ 10	\$ 481
CIP - State & Local Contributions	401	214	187
CIP - Other Sources	104	66	37
Subtotal	\$ 996	\$ 290	\$ 706
Security - Federal Grants	\$ 10	\$ 0	\$ 10
Reimbursable - State & Local Grants	69	8	61
ARRA - Federal Grants	3	3	-
Subtotal	\$ 82	\$ 11	\$ 70
Total	\$ 1,078	\$ 301	\$ 776



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – FY2014 Q2**

Table 4

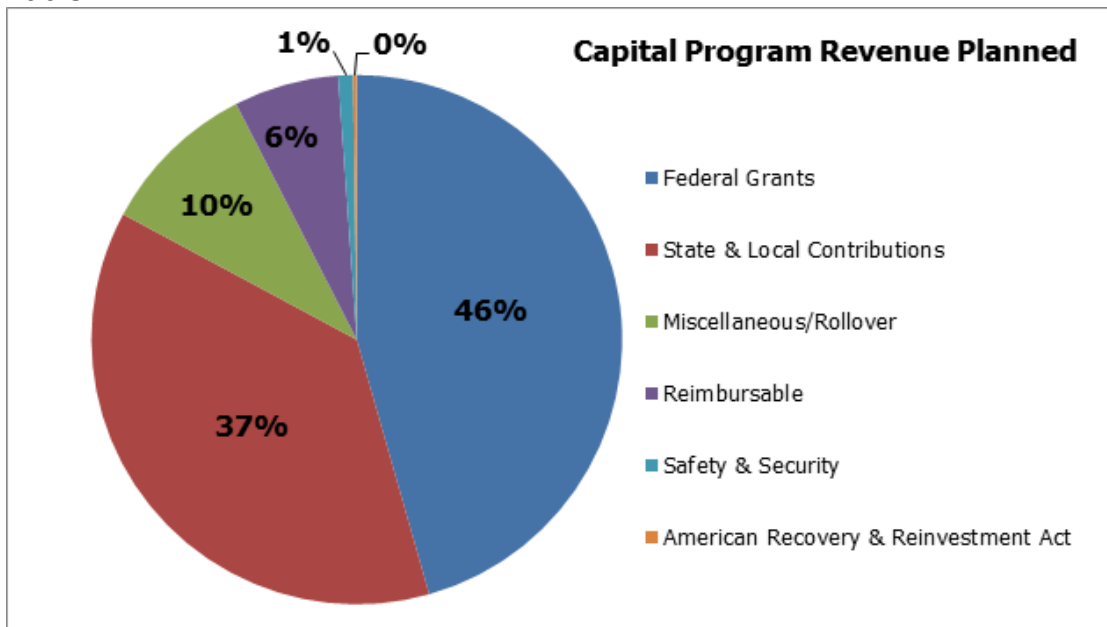


Table 5

State & Local Contributions Capital Improvement Program (dollars in millions)		FY2014 Year to Date Through December 31, 2013		
Formula Match and System Performance	Planned	Billed	Received	
District of Columbia	\$ 86	\$ 47	\$ 47	
Montgomery County	\$ 39	\$ 22	\$ 22	
Prince George's County	41	24	24	
Subtotal State of Maryland	\$ 80	\$ 46	\$ 46	
City of Alexandria	\$ 10	\$ 5	\$ 5	
Arlington County	19	10	10	
City of Fairfax	1	0	0	
Fairfax County	34	17	17	
City of Falls Church	1	0	0	
Subtotal Common Wealth of Virginia	\$ 65	\$ 33	\$ 33	
Subtotal Formula Match and System Performance	\$ 230	\$ 126	\$ 126	
State and Local PRIIA				
	Planned	Billed	Received	
District of Columbia	\$ 56	\$ 29	\$ 29	
State of Maryland	56	29	29	
Common Wealth of Virginia	56	29	29	
Subtotal State and Local PRIIA	\$ 169	\$ 88	\$ 88	
Total	\$ 399	\$ 214	\$ 214	



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – FY2014 Q2**

Uses of Funds

For FY2014, the total planned investments \$1,077 million, which includes \$996 million for the CIP, \$10 million for the Security program, \$69 million for the Reimbursable program, and \$2 million for the ARRA program. As of the end of the second quarter, Metro has expended \$320 million in the CIP, \$28 million in the Reimbursable program, and \$2 million in the ARRA program. The appendix includes budget, expenditure, and obligation data for each capital project.

Table 6

Capital Program Spending (dollars in millions)	FY2014 Year to Date Through December 31, 2013		
Capital Improvement Program	Planned	Expended	Unexpended
Vehicles/Vehicles Parts	\$ 211	\$ 60	\$ 151
Rail System Infrastructure Rehab	120	58	62
Maintenance Facilities	213	41	173
Systems and Technology	114	33	81
Track and Structures	57	41	16
Passenger Facilities	130	50	79
Maintenance Equipment	108	28	80
Other Facilities	41	9	32
Project Management and Support	2	0	2
Subtotal	\$ 996	\$ 320	\$ 676
Security Program	\$ 10	\$ 0	\$ 10
Reimbursable Program	\$ 69	\$ 28	\$ 41
ARRA Program			
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0
Maintenance Facilities	0	(0)	0
Passenger Facilities	1	1	(0)
Safety and Security	0	-	0
Maintenance and Repair Equipment	1	1	0
Operations System	0	-	0
Information Technology	0	0	(0)
Miscellaneous	0	-	-
Subtotal	\$ 2	\$ 2	\$ 0
Total	\$ 1,077	\$ 350	\$ 727

As of the end of December 2013, \$320 million of the CIP has been invested in FY2014 as compared to \$341 million invested at this time in FY2013.



Capital Project Highlights

Vehicle/Vehicle Parts

Metro currently has a fleet of approximately 1,500 buses, each with a standard 12-year useful life. In order to ensure reliability for riders and full utilization of its assets, Metro combines an effective rehabilitation program that extends the average useful life by three years with an aggressive replacement program replacing approximately 100 buses each year. The FY2014 plan consists of the rehabilitation of approximately 100 buses, 80 engines, and 300 transmissions and the replacement of 85 buses. A multi-year contract is in place for the acquisition of new buses, with delivery of pilot buses for inspection and testing scheduled to begin in March 2014.

MetroAccess currently has a fleet of approximately 600 paratransit vehicles. Metro strives to maintain an average MetroAccess fleet age of four years, which requires the replacement of approximately 150 vehicles per year. A contract is in place for the FY2014 acquisition of 120 paratransit vans and the vehicle specifications are finalized. As of the end of December, the first article inspection is complete, and delivery of the vans is scheduled to begin in March 2014.

Passenger Facilities

Metro currently has 289 elevators and 586 escalators in its system, each with a 25 to 30 year useful life. Metro has an aggressive rehabilitation, modernization, and replacement program that includes code and safety upgrades and energy saving devices. For FY2014, the plan includes the rehabilitation of 36 escalators and the replacement of 10 escalators. Through December, twelve escalators have been rehabilitated, modernized, and returned to service, and seven are in progress. Three planned escalator replacements at Pentagon station, which were advanced through CIP0073, are completed and in service. Five of the planned seven escalator replacements are in progress at Van Ness (2), Georgia Avenue, Mt. Vernon Square, and Bethesda. As of the end of December, seven of the planned 19 elevators have been rehabilitated, modernized, and returned to service, while four are in progress.



**Washington Metropolitan Area Transit Authority
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Table 7

Project	Planned	Completed	In Progress	Comments
CIP0072 – Elevator Rehabilitation	19	7	4	Landover Bus Garage advanced through CIP0119
CIP0073 – Escalator Rehabilitation	31	12	7	
CIP0073 – Escalator Rehabilitation	3	3	0	Replacements at Pentagon
CIP0185 – Escalator Replacement	7	0	5	

Metro currently has 86 stations in Virginia, Maryland, and the District of Columbia, which will expand to 91 once the Silver Line opens. The Station Rehabilitation Program rehabilitates 24 stations (12 full rehabs and 12 mini rehabs) each year. Under this program, each station receives a full rehabilitation every seven years and a minor rehabilitation every third or fourth year after a major rehab. These efforts restore the station’s appearance to its original character, preserve the asset, and help to extend its useful life.

Mini enhancements include cleaning masonry surfaces of station entrances, canopies, passageways, parapet walls, granite edges, track beds, ceiling tile, third rail cover boards and station tiles, spot repair of paver tiles, tile beds, flexible expansion joint and escalator landing plates, repairing metal components (station doors, hand railing and drainage grates), painting of interior surfaces of entrance gates, wind screens, kiosks, fare gates, phone booths, sign and map cases, platform shelters, ceiling tile, doors, parking lot light poles, bus shelters, sign post, bollards, and curbing, spot refinishing of bronze surfaces to include hand railings, elevator housings, and escalators, and station graphics to doors, pylons, kiosks, track beds, parking lots, and elevator /escalator signs.

Full enhancements include all of the mini enhancements listed plus the addition of pressure washing the station coffered ceilings/liner and painting interior surfaces of ancillary rooms throughout the station.

The FY2014 station rehabilitation plan includes 12 mini stations and 12 full stations. As of the end of December, four full stations and four mini stations have been completed and two full stations and four mini stations are in progress.

Track and Structures Maintenance

RD Red Line

- Wooden rail tie replacement, third-rail insulator renewal, platform reconstruction, track substructure improvements, and communication equipment installation between Silver Spring and NoMa-Gallaudet



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- Ceiling tile rehabilitation and communication equipment installation between Shady Grove and Glenmont
- Third-rail rehabilitation, joint elimination, drain repairs and cleaning, leak mitigation, and removal of standing water between Van Ness-UDC and Friendship Heights
- Third-rail improvements, tunnel leak mitigation, rail joint elimination, and catwalk repairs between Dupont Circle and Van Ness-UDC
- Emergency Trip Station cable installation, third-rail infrastructure improvements, concrete repairs, and platform reconstruction between Rhode Island Ave and Forest Glen
- Wooden tie replacement, third-rail infrastructure renewal, concrete structure rehabilitation, and winter weather preparations between Rhode Island Ave and Judiciary Square
- Track insulator, tie and rail fastener renewal, and tunnel leak mitigation between Glenmont and Takoma
- Third-rail infrastructure upgrades, tie and rail fastener replacement, rail welding, structural repairs, and security camera work between Dupont Circle and NoMa-Gallaudet
- Third-rail improvements, tie and rail fastener renewal, and insulator and cover board installation between Twinbrook and Grosvenor-Strathmore
- Third-rail upgrades, rail welding, and joint elimination between Silver Spring and Fort Totten
- Track circuit replacement and installation of new ties, insulators, and cover boards between Shady Grove and Twinbrook

Blue and Orange Lines

- Platform reconstruction between Stadium-Armory and Benning Road and between Stadium-Armory and Cheverly
- Track maintenance, fastener renewal, structural repairs, tunnel leak mitigation, and ceiling tile replacement between McPherson Sq and Smithsonian
- Platform deterioration rebuilding, tie, insulator, and fastener renewal and replacement, tamping, ballast regulating, joint elimination, and structural improvements between Minnesota Ave and Deanwood
- Track maintenance, fastener replacement and renewal, grout pad rehabilitation, and third-rail insulator renewal between Vienna and Stadium-Armory and Stadium-Armory and Cheverly
- Switch and signal testing associated with Silver Line, tamping, ballast work, tie and insulator renewal, third-rail maintenance, and rail de-stressing between Vienna and Ballston-MU
- Third-rail renewal, ballast tamping, fastener replacement, and joint elimination between Van Dorn Street and King St-Old Town
- Track circuit module replacement between Foggy Bottom-GWU and Smithsonian
- Wooden tie replacement, third-rail components renewal, and track improvements to smoothen ride between Ballston-MU and East Falls Church



**Washington Metropolitan Area Transit Authority
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- Junction box replacement, structural/grout pad rehabilitation, track maintenance, and cover board renewal on Blue and Yellow Lines
- Rail tie installation, joint elimination, track maintenance, and third-rail upgrades near Braddock Road and between Eastern Market and Stadium-Armory
- Tunnel repairs, station dome repairs, track infrastructure improvement, fastener replacement, joint elimination, drain cleaning, and signage installation between Federal Triangle and Eastern Market
- Silver Line sign installation between East Falls Church and West Falls Church
- Bridge repair work at Stadium-Armory

GR Green and YL Yellow Lines

- Track improvements, tie and insulator renewal, ballast tamping, and structural leak repairs between Fort Totten and Prince George’s Plaza
- Construction associated with new test track for 7000-series railcars between College Park and Greenbelt
- Annual inspection of Yellow Line Potomac River bridge
- Station repairs, track infrastructure improvements, fastener replacement, joint elimination, drain cleaning, and signage installation between L’Enfant Plaza and Branch Ave

Table 8

Project	FY2014 Plan	Status
CIP0018 – Track Welding Program	1,000 open weld joints	Welded 370 open joints
CIP0019 – Track Floating Slab Rehabilitation	750 In ft of floating slabs	Retrofitted 0 In ft of floating slabs
CIP0020 – Rail Track Signage Replacement	1,500 roadway safety signs	Replaced 613 roadway safety signs
CIP0021 – Track Pad/Shock Absorber Rehabilitation	8,000 In ft of grout pads	Rehabilitated 3,509 In ft of grout pads
CIP0023 – Third Rail Rehabilitation	5 miles of rail	Replaced 2.70 miles of third rail
CIP0024 –Track Rehabilitation	40 miles of track	Tamped 20.43 miles of track
	15,000 cross ties	Replaced 8,055 cross ties
	27,000 fasteners	Replaced 9,741 fasteners
	7,000 insulators	Replaced 3,543 insulators
	12.5 miles of running rail	Replaced 4.19 miles of running rail
	14 Mainline turnouts	Replaced 0 turnouts
CIP0026 – Station Tunnel Leak Mitigation	32 Yard turnouts	Replaced 14 turnouts
	2,150 leaks	Repaired 1,170 leaks



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – FY2014 Q2**

OUTSTANDING DEBT

Metro's outstanding debt as of December 31 is \$328.0 million.

Table 9

December 31, 2013			
Debt Type (dollars in millions)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 2003	\$11.4	\$11.8	FY2015
Bond Series 2009A	\$216.7	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	\$283.0	\$32.9	
Wells Fargo LOC	\$45.0	Varies	Jun-14
Bank of America LOC	\$0.0	Varies	Jun-14
US Bank LOC	\$0.0	Varies	Jun-14
Subtotal	\$45.0		
Grand Total	\$328.0		

Note: Annual debt service based on 1/1/2014 and 7/1/2014 payments due.

Operating Financials

December-13
FISCAL YEAR 2014
Dollars in Millions

QUARTER-TO-DATE RESULTS:

Prior Year Actual	Current Year			
	Actual	Budget	Variance	

\$138.1	\$138.6	\$147.6	(\$9.0)	-6%
32.2	33.9	33.6	0.2	1%
1.9	2.0	1.9	0.1	3%
10.6	11.1	11.7	(0.7)	-6%
2.2	4.6	1.9	2.7	140%
\$185.1	\$190.0	\$196.8	(\$6.8)	-3%
4.4	4.9	4.8	0.1	2%
1.1	2.1	1.4	0.7	47%
3.6	3.9	3.6	0.3	9%
1.1	6.9	1.8	5.1	290%
0.0	(0.2)	0.1	(0.2)	-296%
0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	
\$10.3	\$17.7	\$11.7	\$6.0	51%
\$195.4	\$207.7	\$208.5	(\$0.8)	-0.4%

Favorable/(Unfavorable)

51.5% 50.7% 50.2%

1/23/2014

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year			
	Actual	Budget	Variance	

REVENUES:				
Passenger Revenue				
\$293.8	\$297.4	\$305.0	(\$7.6)	-2%
67.9	71.1	69.5	1.6	2%
3.9	4.0	3.9	0.1	3%
22.2	23.0	23.5	(0.5)	-2%
3.5	6.5	3.8	2.7	70%
\$391.2	\$402.0	\$405.7	(\$3.7)	-1%
Non-Passenger Revenue				
8.4	10.4	9.5	0.9	10%
2.7	3.8	3.5	0.3	9%
7.3	7.8	7.2	0.5	7%
2.7	8.2	3.5	4.7	133%
0.0	(0.2)	0.2	(0.3)	-191%
0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	
\$21.2	\$30.1	\$24.0	\$6.2	26%
\$412.4	\$432.1	\$429.6	\$2.5	0.6%
EXPENSES:				
\$335.2	\$365.9	\$372.6	\$6.7	1.8%
\$42.6	\$41.3	\$30.5	(\$10.8)	-35.6%
170.3	190.8	189.2	(1.5)	-0.8%
90.7	90.0	102.9	13.0	12.6%
36.5	43.4	37.5	(5.9)	-15.6%
43.7	46.5	55.4	8.9	16.1%
17.1	17.8	19.6	1.8	9.3%
20.1	16.5	18.5	2.0	10.7%
\$756.2	\$812.1	\$826.3	\$14.2	1.7%
\$343.8	\$380.0	\$396.7	\$16.6	4.2%
TOTAL REVENUE				
TOTAL EXPENSE				
SUBSIDY				

Favorable/(Unfavorable)

54.5% 53.2% 52.0%

COST RECOVERY RATIO

RAIL

Operating Financials

December-13
FISCAL YEAR 2014

Dollars in Millions

QUARTER-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

\$138.1	\$138.6	\$147.6	(\$9.0)	-6%
1.3	1.1	1.3	(0.2)	-14%
10.6	11.1	11.7	(0.7)	-6%
1.4	1.6	1.6	0.0	2%
1.1	2.1	1.4	0.7	47%
3.6	3.9	3.6	0.3	9%
0.8	5.6	1.2	4.4	370%
0.0	(0.2)	0.0	(0.2)	-2342%
0.0	0.0	0.0	0.0	
\$157.1	\$163.8	\$168.4	(\$4.7)	-3%

REVENUES:

Passenger Fares
D.C. Schools
Parking
Advertising
Joint Dev/Property Rent
Fiber Optic
Other
Interest
SCR Funding

TOTAL REVENUE

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

\$293.8	\$297.4	\$305.0	(\$7.6)	-2%
2.0	2.1	2.5	(0.4)	-17%
22.2	23.0	23.5	(0.5)	-2%
2.8	3.4	3.1	0.3	10%
2.7	3.8	3.5	0.3	9%
7.3	7.8	7.2	0.5	7%
1.8	6.6	2.4	4.3	180%
0.1	(0.2)	0.0	(0.2)	-1237%
0.0	0.0	0.0	0.0	
\$332.7	\$344.0	\$347.3	(\$3.3)	-1%

EXPENSES:

\$102.7	\$116.2	\$115.9	(\$0.3)	0%
\$10.3	\$9.4	\$7.7	(\$1.7)	-22%
52.5	59.7	58.9	(0.8)	-1%
16.3	17.1	19.6	2.5	13%
12.5	16.1	12.6	(3.5)	-28%
12.5	12.1	14.0	1.9	14%
6.6	6.4	7.8	1.3	17%
5.4	5.3	4.9	(0.3)	-7%
\$218.9	\$242.3	\$241.4	(\$1.0)	0%

Salary/Wages
Overtime
Fringe Benefits
Services
Supplies
Power/Diesel/CNG
Utilities
Insurance/Other

TOTAL EXPENSE

\$202.2	\$227.7	\$231.6	\$3.9	2%
\$26.3	\$21.8	\$15.2	(\$6.6)	-43%
102.9	116.3	115.3	(1.0)	-1%
22.8	32.4	39.0	6.6	17%
24.0	30.2	25.3	(4.9)	-20%
25.9	25.6	28.3	2.7	10%
13.7	13.8	15.5	1.7	11%
10.7	10.3	9.8	(0.5)	-5%
\$428.7	\$478.1	\$480.0	\$1.9	0%

\$61.8 \$78.5 \$72.9 (\$5.6) -8%

SUBSIDY

\$96.0 \$134.1 \$132.7 (\$1.4) -1%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

71.8% 67.6% 69.8%

COST RECOVERY RATIO

77.6% 72.0% 72.3%

METROBUS
Operating Financials
December-13
FISCAL YEAR 2014
Dollars in Millions

QUARTER-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

\$32.2	\$33.9	\$33.6	\$0.2	1%
0.9	3.5	0.6	2.8	443%
2.9	3.3	3.2	0.1	2%
0.1	1.3	0.6	0.7	126%
(0.0)	0.0	0.1	(0.1)	-92%
0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	
\$36.2	\$41.9	\$38.1	\$3.8	10%

REVENUES:

Passenger Fares
D.C. Schools
Advertising
Other
Interest
SE Closure
SCR Funding

TOTAL REVENUE

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

\$67.9	\$71.1	\$69.5	\$1.6	2%
1.5	4.4	1.3	3.1	241%
5.6	7.0	6.4	0.6	10%
0.6	1.6	1.2	0.4	39%
(0.0)	0.0	0.2	(0.1)	-87%
0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	
\$75.5	\$84.1	\$78.5	\$5.6	7%

EXPENSES:

Salary/Wages
Overtime
Fringe Benefits
Services
Supplies
Power/Diesel/CNG
Utilities
Insurance/Other

TOTAL EXPENSE

\$65.0	\$66.7	\$69.0	\$2.3	3%
\$8.1	\$9.4	\$7.6	(\$1.8)	-24%
34.1	36.8	36.8	0.0	0%
8.7	7.5	9.4	1.9	20%
5.8	6.6	6.0	(0.6)	-10%
8.4	7.5	11.0	3.5	32%
2.0	2.4	2.3	(0.1)	-2%
4.3	2.6	3.6	0.9	27%
\$136.4	\$139.5	\$145.8	\$6.2	4%

\$130.8	\$135.5	\$138.0	\$2.5	2%
\$16.3	\$19.5	\$15.2	(\$4.3)	-28%
66.3	73.1	72.4	(0.7)	-1%
13.9	14.2	18.6	4.3	23%
12.4	13.1	12.0	(1.0)	-9%
17.7	16.7	22.1	5.5	25%
3.4	4.0	4.1	0.2	4%
8.8	5.6	7.1	1.6	22%
\$269.6	\$281.6	\$289.6	\$8.0	3%

\$100.2	\$97.6	\$107.7	\$10.0	9%
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SUBSIDY

\$194.1	\$197.6	\$211.1	\$13.6	6%
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

26.5% **30.0%** **26.1%**

COST RECOVERY RATIO

28.0% **29.8%** **27.1%**

REGIONAL BUS Operating Financials

December-13
FISCAL YEAR 2014

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

Prior Year Actual	Current Year		
	Actual	Budget	Variance

REVENUES:

\$27.0	\$27.8	\$27.6	\$0.2	1%	Passenger Fares
0.9	3.5	0.6	2.8	443%	D.C. Schools
2.9	3.3	3.2	0.1	2%	Advertising
0.1	1.3	0.6	0.7	126%	Other
(0.0)	0.0	0.1	(0.1)	-92%	Interest
0.0	0.0	0.0	0.0		SE Closure
0.0	0.0	0.0	0.0		SCR Funding
\$31.0	\$35.9	\$32.1	\$3.8	12%	TOTAL REVENUE

\$56.9	\$58.4	\$57.1	\$1.3	2%	Passenger Fares
1.5	4.4	1.3	3.1	241%	D.C. Schools
5.6	7.0	6.4	0.6	10%	Advertising
0.6	1.6	1.2	0.4	39%	Other
(0.0)	0.0	0.2	(0.1)	-87%	Interest
0.0	0.0	0.0	0.0		SE Closure
0.0	0.0	0.0	0.0		SCR Funding
\$64.6	\$71.4	\$66.1	\$5.3	8%	TOTAL REVENUE

EXPENSES:

\$53.9	\$55.0	\$56.9	\$1.9	3%	Salary/Wages
\$6.7	\$7.8	\$6.3	(\$1.5)	-24%	Overtime
28.3	30.4	30.4	0.0	0%	Fringe Benefits
7.2	6.2	7.8	1.6	20%	Services
4.8	5.4	4.9	(0.5)	-10%	Supplies
7.0	6.2	9.1	2.9	32%	Power/Diesel/CNG
1.6	2.0	1.9	(0.0)	-2%	Utilities
3.6	2.2	2.9	0.8	27%	Insurance/Other
\$113.1	\$115.2	\$120.3	\$5.1	4%	TOTAL EXPENSE

\$108.5	\$111.8	\$113.9	\$2.1	2%	Salary/Wages
\$13.5	\$16.1	\$12.5	(\$3.5)	-28%	Overtime
55.0	60.3	59.7	(0.6)	-1%	Fringe Benefits
11.5	11.8	15.3	3.6	23%	Services
10.3	10.8	9.9	(0.9)	-9%	Supplies
14.7	13.8	18.3	4.5	25%	Power/Diesel/CNG
2.8	3.3	3.4	0.1	4%	Utilities
7.3	4.6	5.9	1.3	22%	Insurance/Other
\$223.7	\$232.4	\$239.0	\$6.6	3%	TOTAL EXPENSE

\$82.1	\$79.3	\$88.2	\$8.9	10%
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SUBSIDY

\$159.1	\$161.0	\$172.9	\$11.9	7%
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

27.4% 31.1% 26.7%

COST RECOVERY RATIO

28.9% 30.7% 27.6%

NON-REGIONAL BUS

Operating Financials

December-13

FISCAL YEAR 2014

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

Prior Year Actual	Current Year		
	Actual	Budget	Variance

\$5.2	\$6.0	\$6.0	\$0.0	1%
.0	.0	.0	.0	
\$5.2	\$6.0	\$6.0	\$0.0	1%

REVENUES:

Passenger Fares
Other, SE Closure

TOTAL REVENUE

\$10.9	\$12.7	\$12.4	\$0.3	2%
.0	.0	.0	.0	
\$10.9	\$12.7	\$12.4	\$0.3	2%

EXPENSES:

\$11.1	\$11.7	\$12.1	\$0.4	3%
\$1.4	\$1.6	\$1.3	(\$0.3)	-24%
5.8	6.4	6.4	0.0	0%
1.5	1.3	1.6	0.3	20%
1.0	1.2	1.0	(0.1)	-10%
1.4	1.3	1.9	0.6	32%
0.3	0.4	0.4	(0.0)	-2%
.7	.5	.6	.2	27%
\$23.2	\$24.4	\$25.5	\$1.1	4%

Salary/Wages
Overtime
Fringe Benefits
Services
Supplies
Power/Diesel/CNG
Utilities
Insurance/Other

TOTAL EXPENSE

\$22.3	\$23.7	\$24.1	\$0.4	2%
\$2.8	\$3.4	\$2.7	(\$0.7)	-28%
11.3	12.8	12.6	(0.1)	-1%
2.4	2.5	3.2	0.8	23%
2.1	2.3	2.1	(0.2)	-9%
3.0	2.9	3.9	1.0	25%
0.6	0.7	0.7	0.0	4%
1.5	1.0	1.2	.3	22%
\$46.0	\$49.2	\$50.6	\$1.4	3%

\$18.1	\$18.3	\$19.5	\$1.1	6%
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SUBSIDY

\$35.0	\$36.5	\$38.2	\$1.7	4%
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

22.3% 24.8% 23.5%

COST RECOVERY RATIO

23.8% 25.8% 24.5%

METROACCESS

Operating Financials

December-13

FISCAL YEAR 2014

Dollars in Millions

QUARTER-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

\$1.9	\$2.0	\$1.9	\$0.1	3%
.2	.0	.0	.0	
\$2.1	\$2.0	\$1.9	\$0.1	3%

REVENUES:

Passenger Fares
Other

TOTAL REVENUE

\$1.1	\$1.5	\$1.5	(\$0.0)	-1%
\$0.0	\$0.0	\$0.0	\$0.0	50%
0.6	0.7	0.8	0.1	7%
21.8	22.6	22.5	(0.0)	0%
0.0	0.1	0.1	0.0	42%
0.0	0.0	0.0	0.0	51%
.3	.3	.8	.5	58%
\$23.8	\$27.7	\$28.2	\$0.5	2%

EXPENSES:

Salary/Wages
Overtime
Fringe Benefits
Services
Supplies
Utilities
Insurance/Other

TOTAL EXPENSE

\$21.7	\$25.7	\$26.3	\$0.6	2%
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Favorable/(Unfavorable)

8.9% 7.2% 6.8%

COST RECOVERY RATIO

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

\$3.9	\$4.0	\$3.9	\$0.1	3%
.3	(.0)	.0	(.0)	
\$4.2	\$4.0	\$3.9	\$0.1	3%

\$2.1	\$2.8	\$3.0	\$0.3	8%
\$0.0	\$0.0	\$0.0	\$0.0	52%
1.1	1.3	1.5	0.2	12%
54.0	43.3	45.4	2.1	5%
0.1	0.1	0.2	0.1	62%
0.1	0.0	0.1	0.0	43%
.5	.6	1.6	.9	59%
\$57.9	\$52.4	\$56.7	\$4.3	8%

\$53.7	\$48.4	\$52.8	\$4.4	8%
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Favorable/(Unfavorable)

7.2% 7.6% 6.9%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2014 - December 2013
Dollars in Thousands

Capital Improvement Program	Budget	Forecast	Obligated	Expended	Un-Expended	Obligation %	Expend %
A. Vehicles/ Vehicle Parts							
Replacement of Rail Cars							
CIP0057 1000 Series Rail Car Replacement	\$1,106.1	\$800.0	\$119.5	\$0.0	\$1,106.1	10.8%	0.0%
Subtotal	\$1,510.7	\$800.0	\$119.5	\$0.0	\$1,510.7	7.9%	0.0%
Replacement of Buses							
CIP0006 Bus Replacement	\$61,371.8	\$61,371.8	\$57,531.5	\$355.5	\$61,016.3	93.7%	0.6%
Subtotal	\$61,371.8	\$61,371.8	\$57,531.5	\$355.5	\$61,016.3	93.7%	0.6%
Rehabilitation of Rail Cars							
CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation	\$1,077.1	\$799.9	\$755.5	\$392.4	\$684.6	70.1%	36.4%
CIP0063 Railcar Rehabilitation Program	17,257.3	17,257.3	10,634.8	8,391.2	8,866.1	61.6%	48.6%
CIP0064 1000 Series Rail Car HVAC Rehabilitation	143.6	10.8	1.0	0.0	143.6	0.7%	0.0%
CIP0067 Rail Car Safety & Reliability Enhancements	5,728.0	3,844.6	4,808.5	2,408.6	3,319.5	83.9%	42.0%
CIP0142 Rail Lifecycle Overhaul	20,262.0	20,262.0	12,147.8	10,121.6	10,140.4	60.0%	50.0%
CIP0148 Repair of Damaged Railcars	2,110.2	1,484.5	431.1	98.6	2,011.6	20.4%	4.7%
Subtotal	\$46,578.1	\$43,659.1	\$28,778.7	\$21,412.5	\$25,165.7	61.8%	46.0%
Rehabilitation of Buses							
CIP0005 Bus Rehabilitation Program	\$32,779.1	\$32,779.1	\$29,942.8	\$19,697.7	\$13,081.4	91.3%	60.1%
CIP0008 Bus Repairables	14,920.3	14,920.3	5,067.4	2,600.1	12,320.2	34.0%	17.4%
CIP0143 Bus Lifecycle Overhaul	10,438.0	10,438.0	5,217.7	5,217.7	5,220.3	50.0%	50.0%
Subtotal	\$58,137.4	\$58,137.4	\$40,228.0	\$27,515.6	\$30,621.9	69.2%	47.3%
Replacement of MetroAccess Vehicles							
CIP0015 MetroAccess Fleet Replacement	\$9,099.3	\$8,534.3	\$7,368.1	\$736.7	\$8,362.6	81.0%	8.1%
Subtotal	\$9,099.3	\$8,534.3	\$7,368.1	\$736.7	\$8,362.6	81.0%	8.1%
Replacement of Service Vehicles							
CIP0009 Service Vehicle Replacement	\$8,489.2	\$8,489.2	\$7,282.9	\$1,672.8	\$6,816.4	85.8%	19.7%
Subtotal	\$8,489.2	\$8,489.2	\$7,282.9	\$1,672.8	\$6,816.4	85.8%	19.7%
Rail Car Fleet Expansion							
CIP0062 6000 Series Rail Car Procurement	\$1,375.3	\$696.5	\$676.0	\$160.3	\$1,215.0	49.2%	11.7%
Subtotal	\$1,375.3	\$696.5	\$676.0	\$160.3	\$1,215.0	49.2%	11.7%
Bus Enhancements							
CIP0002 Automatic Vehicle Location Equipment Replacement	\$21,107.5	\$18,635.3	\$14,082.2	\$8,122.7	\$12,984.9	66.7%	38.5%
CIP0007 Bus Camera Installation & Replacement	3,530.2	1,530.9	401.9	0.0	3,530.2	11.4%	0.0%
Subtotal	\$24,637.7	\$20,166.2	\$14,484.1	\$8,122.7	\$16,515.1	58.8%	33.0%
Total: Vehicles/ Vehicle Parts	\$211,199.6	\$201,854.6	\$156,468.8	\$59,976.0	\$151,223.7	74.1%	28.4%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2014 - December 2013
Dollars in Thousands

Capital Improvement Program	Budget	Forecast	Obligated	Expended	Un-Expended	Obligation %	Expend %
<i>B. Rail System Infrastructure Rehabilitation</i>							
<i>Rail Line Segment Rehabilitation</i>							
CIP0107 Red Line Rehabilitation Stage One	\$30,896.3	\$30,896.3	\$30,896.3	\$33,157.6	(\$2,261.3)	100.0%	107.3%
CIP0108 Red Line Rehabilitation Stage Two	1,593.1	2,593.1	1,532.1	620.0	973.1	96.2%	38.9%
CIP0110 Orange/Blue Line Rehabilitation Stage One	87,099.4	70,000.0	77,708.1	23,995.4	63,104.0	89.2%	27.5%
Subtotal	\$119,588.8	\$103,489.4	\$110,136.4	\$57,773.0	\$61,815.8	92.1%	48.3%
Total: Rail System Infrastructure Rehabilitation	\$119,588.8	\$103,489.4	\$110,136.4	\$57,773.0	\$61,815.8	92.1%	48.3%
<i>C. Maintenance Facilities</i>							
<i>Rehabilitation and Replacement of Bus Garages</i>							
CIP0084 Southern Avenue Bus Garage Replacement	\$34,304.9	\$19,914.4	\$5,629.3	\$987.8	\$33,317.1	16.4%	2.9%
CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)	12,767.1	12,767.1	731.3	204.3	12,562.8	5.7%	1.6%
Subtotal	\$47,072.0	\$32,681.5	\$6,360.6	\$1,258.1	\$45,813.9	13.5%	2.7%
<i>Maintenance of Bus Garages</i>							
CIP0119 Bus Garage Facility Repairs	\$33,491.0	\$33,491.0	\$26,958.5	\$10,191.4	\$23,299.6	80.5%	30.4%
Subtotal	\$33,491.0	\$33,491.0	\$26,958.5	\$10,191.4	\$23,299.6	80.5%	30.4%
<i>Maintenance of Rail Yards</i>							
CIP0116 Rail Yard Facility Repairs	\$42,507.1	\$34,000.0	\$23,561.6	\$5,650.0	\$36,857.1	55.4%	13.3%
Subtotal	\$42,507.1	\$34,000.0	\$23,561.6	\$5,650.0	\$36,857.1	55.4%	13.3%
<i>Rail Maintenance Facilities</i>							
CIP0071 Test Track & Railcar Commissioning Facility	\$48,516.7	\$42,930.3	\$48,516.7	\$16,717.0	\$31,799.7	100.0%	34.5%
CIP0201 8-Car Train Maintenance and Storage Facilities	1,061.6	1,061.6	1,021.3	46.9	1,014.7	96.2%	4.4%
CIP0204 7000 Series Rail Car HVAC Maintenance Facility	3,000.0	1,000.0	1,187.4	0.0	3,000.0	39.6%	0.0%
Subtotal	\$52,578.2	\$44,991.9	\$50,725.3	\$16,763.8	\$35,814.4	96.5%	31.9%
<i>Environmental Compliance Projects</i>							
CIP0010 Environmental Compliance Project	\$3,340.0	\$3,340.0	\$3,058.6	\$110.7	\$3,229.3	91.6%	3.3%
CIP0011 Underground Storage Tank Replacement	2,368.1	2,228.9	958.1	314.3	2,053.8	40.5%	13.3%
CIP0210 Pollution Prevention for Track Fueling Areas	1,200.0	800.0	230.4	0.0	1,200.0	19.2%	0.0%
CIP0211 Storm Water Facility Assessment	800.0	800.0	153.6	0.0	800.0	19.2%	0.0%
CIP0212 Sustainability Investments - Pilot Program	1,000.0	1,000.0	0.0	0.0	1,000.0	0.0%	0.0%
Subtotal	\$8,708.1	\$8,168.9	\$4,400.7	\$425.0	\$8,283.1	50.5%	4.9%
<i>Maintenance Bus and Rail Facilities</i>							
CIP0126 Financial Planning, Project Administration, & Infrastructure Upgrades	\$1,662.8	\$1,662.8	\$1,518.5	\$737.9	\$925.0	91.3%	44.4%
CIP0127 Support Equipment - MTPD	1,341.1	1,341.1	1,004.3	557.5	783.7	74.9%	41.6%
CIP0145 Rail Yard Hardening and Bus Security	12,767.0	12,767.0	9,365.9	4,385.6	8,381.4	73.4%	34.4%
CIP0155 Rehabilitation of Backlick Road Facility	381.5	381.5	67.4	29.4	352.1	17.7%	7.7%
CIP0213 8-Car Train Maintenance and Storage Facilities	2,000.0	2,000.0	1,039.1	0.3	1,999.7	52.0%	0.0%
Subtotal	\$18,152.5	\$18,152.5	\$12,995.3	\$5,710.6	\$12,441.9	71.6%	31.5%
<i>Expansion of Bus Garages</i>							
CIP0078 Bladensburg Bus Facility Rehabilitation & Reconfiguration	\$10,774.7	\$4,000.0	\$2,755.8	\$573.5	\$10,201.1	25.6%	5.3%
Subtotal	\$10,774.7	\$4,000.0	\$2,755.8	\$573.5	\$10,201.1	25.6%	5.3%
Total: Maintenance Facilities	\$213,283.5	\$175,485.8	\$127,757.8	\$40,572.5	\$172,711.1	59.9%	19.0%

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Capital Improvement Program	Budget	Forecast	Obligated	Expended	Un-Expended	Obligation %	Expend %
<i>D. Systems and Technology</i>							
<i>Power System Upgrades - Rail</i>							
CIP0076 100% 8-Car Train - Power Upgrade	\$7,570.5	\$11,310.5	\$5,900.6	\$1,919.1	\$5,651.5	77.9%	25.3%
Subtotal	\$7,570.5	\$11,310.5	\$5,900.6	\$1,919.1	\$5,651.5	77.9%	25.3%
<i>Operations Support Software</i>							
CIP0042 Bus & Rail Asset Management Software	\$4,120.4	\$4,120.4	\$3,146.5	\$1,487.4	\$2,633.0	76.4%	36.1%
CIP0043 Bus Operations Support Software	3,067.3	3,067.3	1,663.8	1,480.3	1,587.0	54.2%	48.3%
CIP0044 IT Capital Program Business Process Reengineering & Program Support	2,798.2	4,091.2	2,798.2	1,832.5	965.7	100.0%	65.5%
CIP0045 Data Centers and Infrastructures	5,989.2	6,104.2	4,113.9	948.7	5,040.5	68.7%	15.8%
CIP0047 Enterprise Geographic Information System	3,823.9	3,075.0	2,032.8	1,013.9	2,810.0	53.2%	26.5%
CIP0051 Police Dispatch and Records Management	4,967.4	4,967.4	3,900.3	973.7	3,993.7	78.5%	19.6%
CIP0052 Network and Communications	3,782.2	3,832.2	3,106.4	1,093.8	2,688.4	82.1%	28.9%
CIP0053 Metro Enterprise Monitoring Center (MEMC)	1,383.7	1,383.7	1,039.0	273.5	1,110.1	75.1%	19.8%
CIP0056 Rail Operations Support Software	4,741.5	4,741.5	3,715.3	1,679.7	3,061.8	78.4%	35.4%
CIP0128 Data Governance and Business Intelligence	1,831.1	1,931.1	1,527.7	655.9	1,175.2	83.4%	35.8%
CIP0140 Rail Mileage Based Asset Management	1,618.1	1,618.1	1,470.1	1,108.2	510.0	90.9%	68.5%
CIP0149 Transit Asset Management System	2,500.8	2,500.8	1,327.0	402.8	2,098.0	53.1%	16.1%
CIP0215 Rail Scheduling System Upgrade	3,173.9	1,000.0	405.2	0.0	3,173.9	12.8%	0.0%
Subtotal	\$43,797.8	\$42,432.9	\$30,246.2	\$12,950.4	\$30,847.3	69.1%	29.6%
<i>Business Support Software & Equipment</i>							
CIP0030 Currency Processing Machines	\$414.6	\$414.6	\$57.4	\$6.2	\$408.4	13.8%	1.5%
CIP0046 Document Management System	3,775.2	3,231.2	3,611.1	1,422.7	2,352.5	95.7%	37.7%
CIP0048 Sensitive Data Protection Technology	4,612.1	4,612.1	4,040.5	1,584.9	3,027.2	87.6%	34.4%
CIP0049 Management Support Software	20,846.3	20,846.3	17,172.3	5,827.0	15,019.2	82.4%	28.0%
CIP0050 Metro IT One Stop and Office Automation	1,003.4	1,003.4	855.3	722.9	280.5	85.2%	72.0%
CIP0054 Customer Electronic Communications & Outreach	2,170.9	2,170.9	1,968.5	1,006.1	1,164.9	90.7%	46.3%
CIP0103 Police Portable Radio Replacement	78.8	78.8	35.6	35.6	43.2	45.2%	45.2%
CIP0195 Radio Project - Additional Coverage	4,014.7	2,355.7	3,263.1	371.4	3,643.3	81.3%	9.3%
CIP0196 Safety Measurement System	2,989.4	2,989.4	2,769.7	1,367.7	1,621.7	92.7%	45.8%
CIP0202 Non-Revenue Vehicle Management System	1,000.0	1,000.0	0.0	0.0	1,000.0	0.0%	0.0%
Subtotal	\$40,905.3	\$38,702.4	\$33,773.6	\$12,344.5	\$28,560.9	82.6%	30.2%
<i>Rail Fare Equipment</i>							
CIP0031 Debit/Credit Processing Requirements	\$381.0	\$191.9	\$154.3	\$16.0	\$365.0	40.5%	4.2%
CIP0092 Ethernet Wiring for Rail Fare Machines	485.6	485.6	485.6	130.1	355.5	100.0%	26.8%
CIP0093 Integrating regional NEXTFARE System	3,039.2	5,779.2	3,039.2	3,885.3	(846.1)	100.0%	127.8%
CIP0094 Coin Collection Machines Improvements	1,540.5	1,540.5	1,251.7	184.3	1,356.2	81.3%	12.0%
CIP0097 New Electronic Payments Program	16,339.2	16,339.2	8,014.0	1,167.0	15,172.2	49.0%	7.1%
Subtotal	\$21,785.5	\$24,336.4	\$12,944.8	\$5,382.6	\$16,402.8	59.4%	24.7%
Total: Systems and Technology	\$114,059.1	\$116,782.3	\$82,865.1	\$32,596.6	\$81,462.5	72.7%	28.6%

Washington Metropolitan Area Transit Authority
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Capital Improvement Program	Budget	Forecast	Obligated	Expended	Un-Expended	Obligation %	Expend %
<i>E. Track and Structures</i>							
<i>Track Rehabilitation</i>							
CIP0018 Track Welding Program	\$2,498.4	\$2,498.4	\$2,111.4	\$811.4	\$1,687.0	84.5%	32.5%
CIP0019 Track Floating Slab Rehabilitation	1,217.0	1,217.0	1,134.5	118.6	1,098.4	93.2%	9.7%
CIP0021 Track Pad/Shock Absorber Rehabilitation	1,972.6	1,972.6	1,868.1	1,611.4	361.2	94.7%	81.7%
CIP0022 Track Structural Rehabilitation	1,493.0	1,493.0	1,493.0	1,562.1	(69.1)	100.0%	104.6%
CIP0023 Third Rail Rehabilitation	3,726.6	4,910.6	3,726.6	4,106.5	(379.8)	100.0%	110.2%
CIP0024 Track Rehabilitation	44,029.4	48,445.0	41,558.2	30,980.4	13,049.0	94.4%	70.4%
Subtotal	\$54,937.1	\$60,536.7	\$51,891.6	\$39,190.1	\$15,747.0	94.5%	71.3%
<i>Station/Tunnel Rehabilitation</i>							
CIP0026 Station/Tunnel Leak Mitigation	\$2,217.8	\$2,217.8	\$2,217.8	\$2,298.8	(\$81.0)	100.0%	103.7%
Subtotal	\$2,217.8	\$2,217.8	\$2,217.8	\$2,298.8	(\$81.0)	100.0%	103.7%
Total: Track and Structures	\$57,154.9	\$62,754.5	\$54,109.4	\$41,488.8	\$15,666.1	94.7%	72.6%
<i>F. Passenger Facilities</i>							
<i>Elevator/Escalator Facilities</i>							
CIP0072 Elevator Rehabilitation	\$1,378.8	\$4,456.8	\$1,378.8	\$1,274.9	\$103.9	100.0%	92.5%
CIP0073 Escalator Rehabilitation	12,505.7	14,617.7	12,505.7	11,420.8	1,084.9	100.0%	91.3%
CIP0132 Elevator/Escalator Repairables	5,915.5	5,455.7	5,915.5	3,396.9	2,518.6	100.0%	57.4%
CIP0185 Escalator Replacement	11,583.5	11,583.5	11,583.5	6,285.7	5,297.8	100.0%	54.3%
Subtotal	\$31,383.4	\$36,113.7	\$31,383.4	\$22,378.2	\$9,005.2	100.0%	71.3%
<i>Maintenance of Rail Station Facilities</i>							
CIP0087 Station Rehabilitation Program	\$7,109.9	\$7,109.9	\$4,820.8	\$4,694.5	\$2,415.4	67.8%	66.0%
CIP0138 System-wide Infrastructure Rehabilitation	32,389.3	32,389.3	22,698.2	11,649.8	20,739.5	70.1%	36.0%
CIP0150 Fire Systems	13,081.1	9,387.0	7,112.3	1,443.5	11,637.7	54.4%	11.0%
CIP0151 Station Cooling Program	4,699.3	10,109.3	3,455.2	951.3	3,748.0	73.5%	20.2%
CIP0152 Parking Garage Rehabilitation	7,835.1	2,925.0	5,977.3	2,323.7	5,511.4	76.3%	29.7%
CIP0153 Accessible Station Signage	291.7	291.7	37.6	17.5	274.3	12.9%	6.0%
CIP0198 Platform to Mezzanine Stairs – Bethesda Station	1,629.9	329.9	233.5	90.3	1,539.7	14.3%	5.5%
CIP0199 Station & Right-of-Way Improvements	2,343.6	2,343.6	2,328.5	2,308.1	35.5	99.4%	98.5%
CIP0216 Farragut North Beam Rehabilitation	2,000.0	800.0	258.3	0.0	2,000.0	12.9%	0.0%
Subtotal	\$71,380.0	\$65,685.8	\$46,921.6	\$23,478.6	\$47,901.4	65.7%	32.9%
<i>Bicycle & Pedestrian Facilities</i>							
CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$2,658.7	\$1,687.5	\$1,206.3	\$494.7	\$2,164.0	45.4%	18.6%
Subtotal	\$2,658.7	\$1,687.5	\$1,206.3	\$494.7	\$2,164.0	45.4%	18.6%

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Capital Improvement Program	Budget	Forecast	Obligated	Expended	Un-Expended	Obligation %	Expend %
<i>Rail Station: Capacity/Enhancements</i>							
CIP0017 Station Platform Safety Improvement (Truncated Domes)	\$5,000.0	\$2,500.0	\$1,311.4	\$179.9	\$4,820.1	26.2%	3.6%
CIP0039 Core & System Capacity Project Development	2,166.5	2,166.5	1,209.9	507.4	1,659.1	55.8%	23.4%
CIP0074 Installation of Parking Lot Credit Card Readers - Parking Automation	42.1	42.1	31.5	0.0	42.1	74.8%	0.0%
CIP0088 Station Entrance Canopies	1,000.0	1,000.0	652.8	43.3	956.7	65.3%	4.3%
CIP0218 Station Upgrades	4,814.0	980.0	1,111.1	294.5	4,519.5	23.1%	6.1%
CIP0219 Station Lighting Improvements	4,000.0	3,000.0	3,300.4	770.7	3,229.3	82.5%	19.3%
Subtotal	\$17,022.7	\$9,688.7	\$7,617.1	\$1,795.8	\$15,226.8	44.7%	10.5%
<i>Bus Priority Corridor Improvements</i>							
CIP0037 Bus Priority Corridor & Network	\$6,875.2	\$6,875.2	\$5,717.0	\$2,172.2	\$4,703.1	83.2%	31.6%
Subtotal	\$6,875.2	\$6,875.2	\$5,717.0	\$2,172.2	\$4,703.1	83.2%	31.6%
<i>Rail Station Equipment</i>							
CIP0099 Police Emergency Management Equipment	\$198.8	\$198.8	\$135.0	\$106.0	\$92.8	67.9%	53.3%
Subtotal	\$198.8	\$198.8	\$135.0	\$106.0	\$92.8	67.9%	53.3%
Total: Passenger Facilities	\$129,518.9	\$120,249.7	\$92,980.5	\$50,425.5	\$79,093.4	71.8%	38.9%
<i>G. Maintenance Equipment</i>							
<i>Rail Maintenance Equipment</i>							
CIP0020 Replacement of Rail Track Signage	\$867.8	\$867.8	\$557.0	\$201.2	\$666.6	64.2%	23.2%
CIP0025 Track Maintenance Equipment	17,659.1	15,658.8	13,399.6	1,207.1	16,452.0	75.9%	6.8%
CIP0027 Switch Machine Rehabilitation Project	1,550.4	1,786.8	1,232.0	428.4	1,122.1	79.5%	27.6%
CIP0065 Geometry Vehicle	2,144.6	2,144.6	2,036.3	732.0	1,412.6	94.9%	34.1%
CIP0066 Rail Shop Repair Equipment	17,571.5	16,000.0	15,380.6	2,522.1	15,049.4	87.5%	14.4%
CIP0133 Wayside Work Equipment	3,493.0	2,200.0	1,594.9	412.5	3,080.5	45.7%	11.8%
CIP0135 Train Control Signal and Traction Power System Interface	1,959.3	1,300.0	1,959.3	319.5	1,639.9	100.0%	16.3%
CIP0136 Radio Infrastructure Replacement - T-Band Relocation	5,168.3	5,168.3	1,274.5	142.8	5,025.6	24.7%	2.8%
CIP0139 National Transportation Safety Board Recommendations	52,157.0	45,338.0	40,070.5	20,646.1	31,510.9	76.8%	39.6%
Subtotal	\$102,571.1	\$90,464.4	\$77,504.7	\$26,611.6	\$75,959.5	75.6%	25.9%
<i>Bus Repair Equipment</i>							
CIP0004 Bus Repair Equipment	\$3,158.7	\$3,158.7	\$1,370.1	\$819.2	\$2,339.5	43.4%	25.9%
Subtotal	\$3,158.7	\$3,158.7	\$1,370.1	\$819.2	\$2,339.5	43.4%	25.9%
<i>Business Facilities Equipment</i>							
CIP0028 Materials Handling Equipment	\$134.4	\$134.4	\$17.8	\$1.0	\$133.4	13.2%	0.8%
CIP0029 Warehouse Vertical Storage Unit	2,054.1	2,054.1	1,268.4	686.9	1,367.2	61.8%	33.4%
Subtotal	\$2,188.5	\$2,188.5	\$1,286.2	\$687.9	\$1,500.7	58.8%	31.4%
Total: Maintenance Equipment	\$107,918.3	\$95,811.6	\$80,161.0	\$28,118.6	\$79,799.6	74.3%	26.1%

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Capital Improvement Program	Budget	Forecast	Obligated	Expended	Un- Expended	Obligation %	Expend %
<i>H. Other Facilities</i>							
<i>Business Support Facilities</i>							
CIP0033 Revenue Facility Equipment	\$949.6	\$343.0	\$333.4	\$319.8	\$629.8	35.1%	33.7%
CIP0034 Revenue Collection Facility	1,391.7	1,065.9	384.4	81.7	1,309.9	27.6%	5.9%
CIP0080 Building Infrastructure & Systems Renewal	2,336.6	4,012.5	2,156.8	203.8	2,132.8	92.3%	8.7%
CIP0170 Roof Rehabilitation and Replacement	1,000.0	1,000.0	367.8	128.2	871.8	36.8%	12.8%
CIP0197 Rehabilitation of Non-Revenue Facilities	903.8	903.8	274.3	83.1	820.6	30.3%	9.2%
CIP0206 Carmen Turner Facility Electrical Distribution Upgrade	1,500.0	700.0	210.4	40.1	1,459.9	14.0%	2.7%
Subtotal	<u>\$8,081.6</u>	<u>\$8,025.2</u>	<u>\$3,727.2</u>	<u>\$856.8</u>	<u>\$7,224.8</u>	<u>46.1%</u>	<u>10.6%</u>
<i>MTPD Support Facilities</i>							
CIP0101 Police Substation- New District 2/Training Facility	\$19,456.6	\$19,456.6	\$19,404.9	\$5,172.9	\$14,283.7	99.7%	26.6%
CIP0106 Special Operations Division Facility	13,223.5	14,523.5	13,223.5	2,678.1	10,545.4	100.0%	20.3%
Subtotal	<u>\$32,680.1</u>	<u>\$33,980.1</u>	<u>\$32,628.4</u>	<u>\$7,851.0</u>	<u>\$24,829.1</u>	<u>99.8%</u>	<u>24.0%</u>
Total: Other Facilities	<u>\$40,761.7</u>	<u>\$42,005.3</u>	<u>\$36,355.5</u>	<u>\$8,707.7</u>	<u>\$32,053.9</u>	<u>89.2%</u>	<u>21.4%</u>
<i>I. Project Management and Support</i>							
<i>Credit Facility</i>							
CIP0131 Credit Facility	\$2,500.0	\$750.0	\$161.9	\$161.9	\$2,338.1	6.5%	6.5%
Subtotal	<u>\$2,500.0</u>	<u>\$750.0</u>	<u>\$161.9</u>	<u>\$161.9</u>	<u>\$2,338.1</u>	<u>6.5%</u>	<u>6.5%</u>
Total: Project Management and Support	<u>\$2,500.0</u>	<u>\$750.0</u>	<u>\$161.9</u>	<u>\$161.9</u>	<u>\$2,338.1</u>	<u>6.5%</u>	<u>6.5%</u>
Grand Total: Capital Improvement Program	<u>\$995,984.8</u>	<u>\$919,183.0</u>	<u>\$740,996.5</u>	<u>\$319,820.6</u>	<u>\$676,164.2</u>	<u>74.4%</u>	<u>32.1%</u>

Definitions

Budget: The current fiscal year's total planned cash payout.

Obligated: The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.

Expended: The actual cash payout that has occurred to date in the current fiscal year.

Unexpended: The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.

Washington Metropolitan Area Transit Authority
Reimbursable Projects
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Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un-Expended	Obligation %	Expend %	
<i>District of Columbia</i>									
CRB0001	Anacostia Light Rail Demonstration	\$17,960.8	\$17,815.3	\$16,808.5	\$253.1	\$17,061.6	\$899.1	99.2%	95.0%
CRB0002	DC Downtown Circulator Buses	21,450.0	17,643.7	17,643.7		17,643.7	3,806.3	82.3%	82.3%
CRB0003	New York Ave. Metrorail Station	109,950.0	109,622.9	109,622.9		109,622.9	327.1	99.7%	99.7%
CRB0004	Southeast Bus Garage Replacement	67,530.8	57,292.5	51,216.9	246.6	51,216.9	16,313.8	84.8%	75.8%
CRB0005	Project Development	14,072.8	10,752.8	9,651.3	849.9	9,651.3	4,421.5	76.4%	68.6%
CRB0027	Brentwood Rail Yard Expansion	2,390.3	2,369.5	2,369.5		2,369.5	20.8	99.1%	99.1%
CRB0031	DC Convention Center	29,951.9	29,951.9	29,822.1		29,822.1	129.9	100.0%	99.6%
CRB0036	Navy Yard Station Modification	19,585.4	19,504.9	19,499.1		19,499.1	86.3	99.6%	99.6%
CRB0045	DC Real Time Sign Bus Shelters	190.0	51.3	51.3		51.3	138.7	27.0%	27.0%
CRB0047	DC Student SmartTrip Pass	390.0	390.0	13.4		13.4	376.6	100.0%	3.4%
CRB0049	Union Row: U Str/Cardozo Station	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CRB0052	U St Stat 14 St Bus Access Imp	500.0	500.0	500.0		500.0	0.0	100.0%	100.0%
CRB0056	Yellow Line Extension	1,500.0	914.1	609.1		609.1	890.9	60.9%	40.6%
CRB0073	Dupont Circle Artwork	112.0	111.7	111.7		111.7	0.3	99.7%	99.7%
CRB0078	Minnesota Avenue Public Hearing	50.0	50.0	20.4		20.4	29.6	100.0%	40.8%
CRB0096	DC Station Name Changes	219.3	219.3	218.6		218.6	0.7	100.0%	99.7%
CRB0100	Georgetown Streetscape	1,455.0	1,454.9	1,411.9		1,411.9	43.1	100.0%	97.0%
CRB0107	MCI Arena	18,384.4	18,384.4	18,096.4		18,096.4	288.1	100.0%	98.4%
CRB0119	DC Station Trailblazer Signs	130.8	123.9	94.0		94.0	36.7	94.7%	71.9%
CRB0121	Connecticut Avenue Streetscape	30.0	30.0				30.0	100.0%	
CRB0122	Union Station Metrorail Access and Capacity Ii	2,550.0					2,550.0		
	DC Uncommitted Funds	448.6					448.6		
District of Columbia Total		\$310,352.1	\$288,191.9	\$278,769.5	\$1,349.6	\$279,022.6	\$31,329.5	92.9%	89.9%
<i>Maryland</i>									
Montgomery County									
CRB0006	Glenmont Parking Facility Design Work	\$30,121.0	\$28,266.9	\$27,159.7	\$1,264.9	\$27,159.7	\$2,961.3	93.8%	90.2%
CRB0007	Takoma Langley Park Center	6,700.0	1,339.5	1,339.5		1,339.5	5,360.5	20.0%	20.0%
CRB0043	Shady Grove Rail Yard Expansion	2,247.9	2,225.5	2,225.3		2,225.3	22.6	99.0%	99.0%
CRB0046	Silver Spring South Entrance	400.0	269.8	261.3		261.3	138.7	67.4%	65.3%
CRB0055	White Flint Parking Structure	17,390.0	17,382.8	17,373.2		17,373.2	16.8	100.0%	99.9%
CRB0062	Twinbrook Facility Relocation	1,000.0	525.6	525.6		525.6	474.4	52.6%	52.6%
CRB0106	Rockville MARC ADA	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CRB0116	Shady Grove Parking II	60.0					60.0		
	Subtotal	\$57,968.9	\$50,060.1	\$48,905.7	\$1,264.9	\$48,905.7	\$9,063.2	86.4%	84.4%

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Reimbursable Projects
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Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un-Expended	Obligation %	Expend %
Prince George's County									
CRB0008	New Carrollton Rail Yard Expansion	\$70,375.0	\$69,451.3	\$69,449.8		\$69,449.8	\$925.2	98.7%	98.7%
CRB0034	Greenbelt Rail Yard Expansion	1,828.8	1,776.1	1,776.1		1,776.1	52.7	97.1%	97.1%
CRB0037	New Carrollton Parking Garage	23,115.0	22,417.1	22,417.1		22,417.1	697.9	97.0%	97.0%
	Subtotal	\$95,318.8	\$93,644.5	\$93,643.0		\$93,643.0	\$1,675.8	98.2%	98.2%
Maryland-wide									
CRB0009	Project Development	\$12,623.3	9,444.1	\$7,813.5	\$363.8	\$7,813.5	\$4,809.8	74.8%	61.9%
CRB0010	Largo Blue Line Extension	469,590.8	467,005.9	466,980.4	0.2	466,980.4	2,610.4	99.4%	99.4%
CRB0092	Bike Lockers	399.5	379.6	379.6		379.6	19.9	95.0%	95.0%
CRB0105	Largo Blue Line Extension - Prelim Engr	10,397.3	10,397.3	10,198.0		10,198.0	199.2	100.0%	98.1%
CRB0108	Maryland Station Name Change	514.4	305.0	305.0		305.0	209.4	59.3%	59.3%
	Subtotal	\$493,525.1	\$487,531.9	\$485,676.5	\$364.0	\$485,676.5	\$7,848.7	98.8%	98.4%
	Maryland Total	\$646,812.9	\$631,236.5	\$628,225.2	\$1,628.9	\$628,225.2	\$18,587.7	97.6%	97.1%
Virginia									
Alexandria									
CRB0011	Eisenhower Station Entrance	\$1,800.0	\$276.4	\$232.4		\$232.4	\$1,567.6	15.4%	12.9%
CRB0012	King Street Station Bus Loop Reconfiguration	4,200.0	725.3	686.9	76.2	686.9	3,513.1	17.3%	16.4%
CRB0013	Potomac Yard Alt. Analysis	4,600.0	4,271.3	3,835.4	100.7	3,835.4	764.6	92.9%	83.4%
CRB0023	Alexandria Rail Yard - EA	200.0	138.6	94.1		94.1	105.9	69.3%	47.0%
CRB0032	Crystal City - Potomac (Alex)	300.0	70.0	49.4		49.4	250.6	23.3%	16.5%
CRB0075	King Street Station Improvements	16,600.0	16,363.7	16,349.0		16,349.0	251.0	98.6%	98.5%
CRB0113	Potomac Yards	228.1	228.1	187.1		187.1	41.0	100.0%	82.0%
CRB0126	Crystal City-Potomac Yard Transitway	4,000.0	4,000.0	3,671.5		3,671.5	328.5	100.0%	91.8%
	Subtotal	\$31,928.1	\$26,073.4	\$25,105.8	\$176.8	\$25,105.8	\$6,822.3	81.7%	78.6%
Arlington County									
CRB0015	Columbia Pike - NEPA and PE	\$4,060.0	\$3,914.8	\$3,903.6		\$3,903.6	\$156.4	96.4%	96.1%
CRB0016	Columbia Pike Super Stops	2,000.0	1,076.7	964.3		964.3	1,035.7	53.8%	48.2%
CRB0025	Ballston Station Improvements	14,763.4	14,660.9	14,660.9	14.4	14,660.9	102.5	99.3%	99.3%
CRB0042	Rosslyn Station New Entrance	5,089.0	4,484.0	4,445.5	65.9	4,445.5	643.5	88.1%	87.4%
CRB0044	Shirlington Bus Station	5,096.2	5,096.2	5,074.3		5,074.3	21.9	100.0%	99.6%
CRB0064	Arlington County Project Mgmt.	900.0	900.0	780.3		780.3	119.7	100.0%	86.7%
CRB0111	National Airport	4,960.7	4,960.7	4,510.3		4,510.3	450.5	100.0%	90.9%
CRB0117	Shirlington Garage Design Study	7.0	6.8	6.8		6.8	0.2	97.1%	97.1%
CRB0125	Twinbrook Commons JDA	200.0	200.0	37.5		37.5	162.5	100.0%	18.8%
	Subtotal	\$37,076.4	\$35,300.2	\$34,383.6	\$80.3	\$34,383.6	\$2,692.8	95.2%	92.7%

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Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un- Expended	Obligation %	Expend %	
City of Fairfax									
None									
Fairfax County									
CRB0017	Vienna Station Mezzanine Stair	\$2,000.0	\$1,849.7	\$1,840.4		\$1,840.4	\$159.6	92.5%	92.0%
CRB0026	Bus Stop Signs 600 in Fairfax	96.0	55.6	\$35.2		35.2	60.8	57.9%	36.6%
CRB0035	Huntington Parking Structure	32,732.8	32,701.5	\$32,698.9		32,698.9	33.8	99.9%	99.9%
CRB0050	Vienna/Fairfax-GMU Parking Structure	1,000.0	866.3	\$733.5		733.5	266.5	86.6%	73.3%
CRB0051	Vienna Parking Structure	27,100.0	26,164.8	\$26,163.5		26,163.5	936.5	96.5%	96.5%
CRB0053	Vienna Station Improve - Pulte Home	350.0	350.0	\$48.5		48.5	301.5	100.0%	13.9%
CRB0054	West Falls Church Parking Structure	17,029.9	16,867.8	\$16,843.0		16,843.0	186.9	99.0%	98.9%
CRB0124	Dunn Loring Joint Development	300.0	216.3	\$198.2	\$63.3	198.2	101.8	72.1%	66.1%
CRB0084	West Fall Church Bus Bays	2,750.0	2,655.0	2,617.1		2,617.1	132.9	96.5%	95.2%
	Subtotal	\$83,358.7	\$81,727.1	\$81,178.2	\$63.3	\$81,178.2	\$2,180.4	98.0%	97.4%
Falls Church									
None									
Virginia-wide									
CRB0018	Project Development	\$10,409.6	\$8,015.0	\$7,354.9	\$283.6	\$7,354.9	\$3,054.7	77.0%	70.7%
CRB0019	Dulles Extension Design/Build	478,784.6	391,473.1	155,622.0	23,360.5	155,622.0	323,162.6	81.8%	32.5%
CRB0020	Dulles Phase 2 (PE)	102,956.5	3,058.6	2,164.6	755.0	2,164.6	100,791.9	3.0%	2.1%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,361.3	1,299.5		1,299.5	206.2	90.4%	86.3%
CRB0059	Dulles Preliminary Engineering/NEPA	58,041.8	58,034.6	57,968.9		57,968.9	72.9	100.0%	99.9%
	Subtotal	\$651,698.2	\$461,942.7	\$224,410.0	\$24,399.1	\$224,410.0	\$427,288.3	70.9%	34.4%
	Virginia Total	\$804,061.4	\$605,043.4	\$365,077.6	\$24,719.6	\$365,077.6	\$438,983.8	75.2%	45.4%

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Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un-Expended	Obligation %	Expend %	
<i>Regional</i>									
CRB0021	6000 Rail Car Purchase - Base	\$120,000.0	\$119,722.6	\$119,722.6		\$119,722.6	\$277.4	99.8%	99.8%
CRB0022	Regional Travel Training ACCS	1,234.5	1,124.0	\$1,103.3	\$160.5	1,103.3	131.2	91.1%	89.4%
CRB0038	Precision Stopping	992.1	917.6	\$867.0		867.0	125.1	92.5%	87.4%
CRB0040	Bus Bike Racks	1,645.0	1,429.8	\$1,429.8		1,429.8	215.2	86.9%	86.9%
CRB0041	IT Communication Enhancement	1,562.5	1,562.5	\$1,562.5		1,562.5		100.0%	100.0%
CRB0060	Regional Fare Int. (MTA)	7,607.6	6,262.3	\$6,139.0		6,139.0	1,468.6	82.3%	80.7%
CRB0065	Precision Stopping Pilot Prog.	\$3,000.0	2,605.0	\$2,605.0		2,605.0	395.0	86.8%	86.8%
CRB0097	Dynamic Display System	10,261.4	10,226.7	\$10,226.7		10,226.7	34.7	99.7%	99.7%
MSC0005	Tax Advantage Lease Program	8,419.9	7,204.9	7,201.8	17.8	7,201.8	1,218.1	85.6%	85.5%
	Regional Total	\$154,722.9	\$151,055.4	\$150,857.8	\$178.3	\$150,857.8	\$3,865.2	97.6%	97.5%
Total: Reimbursable Projects		\$1,915,949.4	\$1,675,527.2	\$1,422,930.1	\$27,876.4	\$1,423,183.2	\$492,766.2	87.5%	74.3%
Fully Expended Projects									
CRB0014	Royal Street Bus Garage Replacement	\$4,263.1	\$4,263.1	\$4,263.1		\$4,263.1		100.0%	100.0%
CRB0030	College Park Parking Structure	17,310.0	17,310.0	17,307.0		17,307.0	3.0	100.0%	100.0%
CRB0033	Franconia/Springfield Garage	16,609.0	16,609.0	16,608.5		16,608.5	0.5	100.0%	100.0%
CRB0039	Fiber Optic Cable Installation	2,500.0	2,500.0	2,500.0		2,500.0	0.0	100.0%	100.0%
CRB0057	DC Alternative Analysis	7,008.5	7,008.5	7,008.5		7,008.5		100.0%	100.0%
CRB0058	DC Starter Line	1,234.3	1,234.3	1,234.3		1,234.3	0.0	100.0%	100.0%
CRB0068	Clarendon Station Improvements	372.5	372.5	360.8		360.8	11.8	100.0%	96.8%
CRB0070	Crystal City Canopy	347.4	347.4	347.4		347.4		100.0%	100.0%
CRB0080	Rosslyn Access Improvements	130.0	130.0	129.9		129.9	0.1	100.0%	99.9%
CRB0082	TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	100.0%
CRB0085	FDA Transit Center @ White Oak	71.0	71.0	71.0		71.0		100.0%	100.0%
CRB0120	VA Station Name Changes	779.9	779.9	779.9		779.9		100.0%	100.0%
	Fully Expended Total	\$51,123.7	\$51,123.7	\$51,108.3		\$51,108.3	\$15.4	100.0%	100.0%
Total: Reimbursable Projects		\$1,967,073.1	\$1,726,650.9	\$1,474,038.4	\$27,876.4	\$1,474,291.5	\$492,781.6	87.8%	74.9%

Definitions

Budget: The current fiscal year's total planned cash payout.

Obligated: The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.

Expended: The actual cash payout that has occurred to date in the current fiscal year.

Unexpended: The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2014 - December 2013
Dollars in Thousands

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un-Expended	Obligation %	Expend %
<i>Vehicles & Vehicle Parts</i>									
ARA0021	Bus Replacement Components (ST26)	\$2,490.0	\$2,490.0	\$2,490.0		\$2,490.0		100.0%	100.0%
ARA0022	Preventative Maintenance	11,366.2	11,092.1	11,087.1	5.0	11,092.1	274.1	97.6%	97.6%
ARA0027	Replacement of Oldest Buses (ST02)	27,025.2	27,025.2	27,025.2		27,025.2		100.0%	100.0%
ARA0028	Service Vehicle Replacement (ST14)	5,992.7	5,992.7	5,992.7		5,992.7		100.0%	100.0%
ARA0030	MetroAccess Fleet Expansion and Replacement (ST10)	4,149.5	4,149.5	4,149.5		4,149.5		100.0%	100.0%
	Subtotal	\$51,023.7	\$50,749.6	\$50,744.6	\$5.0	\$50,749.6	\$274.1	99.5%	99.5%
<i>Maintenance Facilities</i>									
ARA0001	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,400.0	\$21,400.0		\$21,400.0		100.0%	100.0%
ARA0002	Replacement of Southeastern Bus Garage (ST05)	29,996.7	29,996.7	29,999.8	(\$3.1)	29,996.7		100.0%	100.0%
ARA0003	Bus Garage Facility Repairs (ST11)	7,589.4	7,589.4	7,589.4		7,589.4		100.0%	100.0%
	Subtotal	\$58,986.2	\$58,986.2	\$58,989.2	(\$3.1)	\$58,986.2		100.0%	100.0%
<i>Passenger Facilities</i>									
ARA0004	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$16,000.0	\$16,000.0		\$16,000.0		100.0%	100.0%
ARA0005	Update Platform Real-Time Signs (ST28)	2,592.7	2,592.7	1,716.1	821.5	2,537.7	55.0	100.0%	97.9%
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.3	1,200.3	699.4	500.9	1,200.3		100.0%	100.0%
	Subtotal	\$19,793.0	\$19,793.0	\$18,415.5	\$1,322.5	\$19,738.0	\$55.0	100.0%	99.7%
<i>Safety & Security</i>									
ARA0008	Additional Station Alarm/Chemical Sensors (ST48)	\$3,991.2	\$3,991.2	\$3,991.2		\$3,991.2		100.0%	100.0%
ARA0007	Bus Garage Security Update (ST23)	3,000.6	3,000.6	3,000.6		3,000.6		100.0%	100.0%
ARA0017	Communications Equipment for Operations Control Center (ST24)	2,999.5	2,999.5	2,999.5		2,999.5		100.0%	100.0%
ARA0025	Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	836.3		836.3		100.0%	100.0%
ARA0031	Underground Communications Radios (ST40)	868.7	868.7	868.7		868.7		100.0%	100.0%
	Subtotal	\$11,696.3	\$11,696.3	\$11,696.3		\$11,696.3		100.0%	100.0%
<i>Maintenance & Repair Equipment</i>									
ARA0009	Heavy Duty Locomotives for Maintenance (ST12)	\$4,998.9	\$4,998.9	\$4,998.9		\$4,998.9		100.0%	100.0%
ARA0010	60-Ton Crane for Track Work (ST17)	3,808.9	3,808.9	3,071.1	737.8	3,808.9		100.0%	100.0%
ARA0011	Heavy Duty Track Equipment (ST07)	10,508.1	10,508.1	10,508.1		10,508.1		100.0%	100.0%
ARA0012	Track Welding Program to Repair Defects (ST18)	3,838.5	3,838.5	3,838.5		3,838.5		100.0%	100.0%
ARA0020	Power Tool Equipment Replacement (ST31)	1,647.9	1,647.9	1,647.9		1,647.9		100.0%	100.0%
ARA0029	Track Pad/Shock Absorber Rehabilitation (ST37)	1,029.7	1,029.7	1,029.7		1,029.7		100.0%	100.0%
	Subtotal	\$25,831.9	\$25,831.9	\$25,094.1	\$737.8	\$25,831.9		100.0%	100.0%

**Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2014 - December 2013
Dollars in Thousands**

American Recovery & Reinvestment Act (ARRA)	Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un- Expended	Obligation %	Expend %
<i>Operations Systems</i>								
ARA0013 Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$17,900.0		\$17,900.0		100.0%	100.0%
ARA0014 Bus Real-Time, Route, and Scheduling Systems (ST21)	2,980.9	2,980.9	2,980.9		2,980.9		100.0%	100.0%
ARA0018 Kiosk and Train Control Computers (ST41)	329.8	329.8	329.8		329.8		100.0%	100.0%
ARA0019 Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	1,500.0		1,500.0		100.0%	100.0%
ARA0026 Additional SmarTrip Fare Machines (ST19)	2,220.8	2,220.8	2,220.8		2,220.8		100.0%	100.0%
Subtotal	\$24,931.5	\$24,931.5	\$24,931.5		\$24,931.5		100.0%	100.0%
<i>Information Technology</i>								
ARA0015 Sensitive Data Protection Technology (ST16)	\$3,529.3	\$3,529.3	\$3,406.7	\$122.5	\$3,529.3		100.0%	100.0%
ARA0016 Financial System Integration (ST63)	5,000.0	5,000.0	5,000.0		5,000.0		100.0%	100.0%
ARA0024 Document Management System (ST32)	749.2	749.2	749.2		749.2		100.0%	100.0%
Subtotal	\$9,278.4	\$9,278.4	\$9,155.9	\$122.5	\$9,278.4		100.0%	100.0%
TOTAL ARRA PROJECTS	\$201,541.1	\$201,267.0	\$199,027.2	\$2,184.7	\$201,212.0	\$329.1	99.9%	99.8%
<i>Miscellaneous Other</i>								
ARA0023 Program Management	\$292.1	\$292.1	\$292.1		\$292.1		100.0%	100.0%
Subtotal	\$292.1	\$292.1	\$292.1		\$292.1		100.0%	100.0%
TOTAL ARRA PROGRAM	\$201,833.2	\$201,559.1	\$199,319.4	\$2,184.7	\$201,504.1	\$329.1	99.9%	99.8%

Definitions

Budget: The planned expenses to be paid for the project. The budget includes revised amounts approved by FTA on January 9, 2014.

Obligated: The portion of the budget reserved for payment against awarded contracts plus the labor costs paid for the project.

Expended: The actual cash payouts that have occurred to the end of the reporting period.

Unexpended: The difference between the budget and the actual expenses that have been paid through the report date.

Washington Metropolitan Area Transit Authority
Approved Capital Safety & Security Program Financials
Fiscal Year 2014 - November 2013
Dollars in Thousands

Safety & Security Program		Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un-Expended	Obligation %	Expend %
<u>Security Program</u>									
SEC0001	Bus Garage Security	\$5,836.5	\$5,836.5	\$5,836.5	\$0.0	\$5,836.5	\$0.0	100.0%	100.0%
SEC0002	Cameras on Buses	6,410.0	6,293.3	\$6,293.1		6,293.1	116.9	98.2%	98.2%
SEC0003	Cameras on Rail Cars	7,139.7	1,927.5	\$1,591.7		1,591.7	5,548.0	27.0%	22.3%
SEC0004	CCV and Access Control	11,675.8	11,675.8	\$11,258.9		11,258.9	417.0	100.0%	96.4%
SEC0005_01	Chemical Detection	1,906.0	1,345.4	\$1,306.3		1,306.3	599.7	70.6%	68.5%
SEC0006	Metrorail Station Camera	2,774.0	2,734.8	\$2,734.8		2,734.8	39.2	98.6%	98.6%
SEC0007	Montgomery Garage	23.1	23.1	\$23.1		23.1		100.0%	100.0%
SEC0008	PG Radio Upgrade	500.0	405.4	\$405.4		405.4	94.6	81.1%	81.1%
SEC0009	Platform Security	6,517.8	4,121.1	\$3,023.2	3.5	3,023.2	3,494.7	63.2%	46.4%
SEC0010	PROTECT Systems	606.0	606.0	\$606.0		606.0		100.0%	100.0%
SEC0011	Radio Redundancy AOCC	6,580.0	6,580.0	\$5,606.5		5,606.5	973.5	100.0%	85.2%
SEC0012	Vent Intrusion Detection	11,500.0	10,247.1	\$10,168.0		10,168.0	1,332.0	89.1%	88.4%
SEC0013	Chemical Sensor Prg.	16,400.0		\$2.3		2.3	16,397.7	0.0%	0.0%
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	175.0	\$142.9		142.9	32.1	100.0%	81.7%
Total: Security Program		\$78,044.0	\$51,971.0	\$48,998.6	\$3.5	\$48,998.6	\$29,045.3	66.6%	62.8%

**Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal Year 2014 - December 2013**
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
Total Received for TIIF	\$141,192.9				
<u>Unallocated Funds:</u>					
Huntington Parking			\$12,900.0	\$11,876.1	\$1,023.9
White Flint Parking			4,421.7	4,404.9	16.8
FY05/06/07/08/09/10 Operating			12,000.0	12,000.0	0.0
FY11 Operating (continues thru FY12)			4,000.0	2,000.0	2,000.0
FY07/08/09/10 Safe, Clean Reliable			26,850.0	26,850.0	0.0
SmarTrip Program			9,600.0	0.0	9,600.0
CNG Buses Procurement			11,800.0	0.0	11,800.0
Precision Stopping			3,000.0	0.0	3,000.0
TSSM from Twinbrook to Shady Grove			1,000.0	525.6	474.4
Gallery Place Remediation			18.4	18.4	0.0
			\$85,590.1	\$57,675.0	\$27,915.1
<u>Unallocated Funds Remaining:</u>		(\$4,397.2)			
Total allocated to the Jurisdictions		\$60,000.0			
<u>District of Columbia 36%</u>		\$21,600.0			
<u>Use of Funds:</u>					
Tivoli			\$2,500.0	\$2,500.0	\$0.0
Anacostia Light Rail Program/Demonstration			10,000.0	9,009.3	990.7
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			500.0	457.5	42.5
Union Row /U Street			1,500.0	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,452.0	4,452.0	0.0
View 14 /U Street & 14Th			500.0	500.0	0.0
			\$21,102.0	\$18,686.5	\$2,415.5
Balance of DC Unallocated Funds:		\$498.0			

Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal Year 2014 - December 2013
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
Maryland 37%		\$22,200.0			
<u>Use of Funds:</u>					
New Carrollton Parking			\$497.6	\$496.0	\$1.6
College Park Parking			9,514.7	9,512.2	2.5
Largo Parking			2,432.7	2,432.7	0.0
Largo Day Care Center			3,000.0	3,000.0	0.0
Takoma-Langley			6,744.3	1,339.5	5,404.8
			\$22,189.3	\$16,780.4	\$5,408.9
Balance of Maryland Unallocated Funds:		\$10.7			
Virginia 27%		\$16,200.0			
<u>Use of Funds:</u>					
Huntington			\$8,082.8	\$9,009.0	(\$926.2)
West Falls Church			2,000.0	2,000.0	0.0
Royal Street Bus Garage			100.0	100.0	0.0
Ballston (Multi-modal improvements)			1,032.2	930.2	101.9
Rosslyn Station Access Improve			798.1	771.6	26.5
Shirlington			1,978.0	1,961.4	16.6
Crystal City Potomac Yard Bus Way			522.0	315.9	206.1
Potomac Yard Station			1,500.0	3,866.8	(2,366.8)
			\$16,013.1	\$18,954.9	(\$2,941.8)
Balance of Virginia Unallocated Funds:		\$186.9			
Grand Total:	\$141,192.9	\$141,192.9	\$144,894.4	\$112,096.8	\$32,797.6

JURISDICTIONAL BALANCES ON ACCOUNT
AS OF 2nd QUARTER FISCAL YEAR 2014 - DEC 31, 2013
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

JURISDICTION	OPERATING	CAPITAL	TOTAL	NOTES ¹
DISTRICT OF COLUMBIA				
DC Dept of Transportation	(0.003)	(0.005)	(0.008)	Operating credits represent unused audit adjustment credits.
DC Dept of Transportation - DC School Subsidy	2.092	0.000	2.092	
DC Uncommitted Funds	0.000	(0.001)	(0.001)	Station enhancements & Navy Yard improvement, excludes TIFF
DC Dept of Transportation	0.000	0.879	0.879	7th Street Bridge
DC Dept of Public Works	0.182	0.000	0.182	Joint and Adjacent Escort Services JOB #213104 - Benning Road Bridge
DC Dept of Public Works	0.150	0.000	0.150	Joint and Adjacent Escort Services JOB #213138 - Benning Rd Bridge @ Anacostia River
Credits to be Applied to Billing:				
Interest Earnings on CIP & PRIIA Contributions	<u>0.000</u>	<u>(0.005)</u>	<u>(0.005)</u>	
DC TOTAL	<u><u>\$2.421</u></u>	<u><u>\$0.867</u></u>	<u><u>\$3.289</u></u>	
MARYLAND				
Montgomery County	(0.198)	1.867	1.668	Pending receipt of operating & capital/CMAQ
Prince George's County	(0.155)	1.690	1.535	Pending receipt of operating & capital/CMAQ
Credits to be Applied to Billing:				
Interest Earnings on PRIIA Contributions	<u>0.000</u>	<u>(0.002)</u>	<u>(0.002)</u>	
MD TOTAL	<u><u>(\$0.353)</u></u>	<u><u>\$3.554</u></u>	<u><u>\$3.201</u></u>	
VIRGINIA				
Alexandria	(0.101)	(0.181)	(0.282)	Operating credits represent unused audit adjustment credits.
Arlington	0.000	(0.001)	(0.001)	Capital credits represent interest earnings on capital payments.
City of Fairfax	0.037	(0.000)	0.037	
Fairfax County	(0.447)	(2.019)	(2.466)	
Falls Church	(0.000)	(0.000)	(0.000)	
Northern VA Transportation Comm.	(0.285)	(1.501)	(1.786)	Bus Capital one tenth adjustment
Virginia Department of Rail and Public Transportation	0.000	(0.002)	(0.002)	
Credits to be Applied to Billing:				
Interest Earnings on CIP and PRIIA Contributions	<u>0.000</u>	<u>0.004</u>	<u>0.004</u>	
VA TOTAL	<u><u>(\$0.796)</u></u>	<u><u>(\$3.699)</u></u>	<u><u>(\$4.495)</u></u>	
GRAND TOTAL.....	<u><u>\$1.272</u></u>	<u><u>\$0.722</u></u>	<u><u>\$1.994</u></u>	

¹ Operating credits represent unused audit adjustment credits
Capital credits represent interest earnings on capital payments

Washington Metropolitan Area Transit Authority (Metro)
CFO - OMBS - Grants Management

Grant Activity for the Quarter Ending December 31, 2013

Grant Program		Activity
ARRA	FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement	<ul style="list-style-type: none"> • \$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). All projects were completed. • The Fixed Guideway grant was fully expended and closed. The financial closeout is in progress for the Capital Transit grant.
		<p>To meet heightened reporting requirements:</p> <ul style="list-style-type: none"> • Submitted required 1512 reporting of jobs and project progress to FTA.
	Department of Homeland Security Transit Security Grant	<ul style="list-style-type: none"> • The project was completed and fully expended by 4/30/2013. The grant was closed in July. • The final 1512 report has been submitted.
FTA	Annual Formula Grants for Sections 5309 and 5307	<ul style="list-style-type: none"> • FFY2012 Section 5307 grant for \$140.7 million was awarded, which \$112.2 million was drawn to reimburse Metro for CIP expenses. • FFY2012 Section 5309 grant for \$97.3 million was awarded, which \$70.6 million was drawn to reimburse Metro for CIP expenses. • Metro FY2012 • FFY2011 Section 5307 grant for \$128.6 million was awarded, which \$107.8 million was drawn to reimburse Metro for CIP expenses. • FFY2011 Section 5309 grant for \$93.2 million was awarded, which \$76.9 million was drawn to reimburse Metro for CIP expenses. • Prior Years - Closed five grants, which included drawing final funds, revising line item budgets, and reallocating active contracts to other funding sources.
	Passenger Rail Investment and Improvement Act (PRIIA)	<ul style="list-style-type: none"> • FTA awarded the FFY2012 PRIIA grant for the full appropriated amount of \$150 million, from which \$120.6 million was drawn to reimburse Metro for CIP expenses. • FTA awarded the FFY2011 PRIIA grant for the full appropriated amount of \$149.7 million, from which \$105.9 million was drawn to reimburse Metro for CIP expenses. • FTA awarded the FFY2010 PRIIA grant for the full appropriated amount of \$150 million, from which \$137.9 million was drawn to reimburse Metro for CIP expenses.
	Congestion Mitigation & Air Quality (CMAQ)	<ul style="list-style-type: none"> • Metro continues to utilize CMAQ funding for the replacement of buses that have met or exceeded their minimum useful service life. • Closed two grants, which included drawing final funds.
	Federal Earmarks	<ul style="list-style-type: none"> • FFY2010 Largo Extension Appropriation - The grant is expected to close in 2013 when right of way claims have been resolved and final warranty payments are made. 96 percent of the project activities have been completed. • Prior Years - Closed three grants, which included drawing final funds.
	Competitive Programs	<ul style="list-style-type: none"> • FFY2012 Section 5309 Bus Livability - Metro won \$1.5 of \$12.8 million sought for bus stop accessibility improvements. • FFY2012 Innovative Transit Workforce Development Program - Metro won \$0.8 million of the \$0.9 million sought for partnerships to expand the transit-focused training for non-traditional students, military veterans, and under-represented adults in the labor pool. • FFY2013 Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Research Demonstrations - Metro submitted an application for \$6.25 million. • Prior Years - Closed one grant, which included drawing final funds.
	Safety & Security	Transit Security Grant Program (TSGP)
Urban Areas Security Initiative (UASI)		<ul style="list-style-type: none"> • FFY2010 – Grant expired 6/30/2013 and completed closeout in July. • FFY2011 – Grant for \$0.73 million awarded. • FFY2012 – Grant for \$0.73 million awarded.

**OFFICE OF PROCUREMENT AND MATERIALS
NEW AWARDS - FY2014, QUARTER 2**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	RFP / IFB	COMP OR SS	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	DBE (SUB)	AMOUNT
FQ13065	Auto Track-Control Cable	Oper/Const	D. Simkins	Capital	IFB	Comp	\$ 8,036,000	10/03/13	Ideal Electric	1%	Bulldog Distribution Trucking, LLC	\$ 80,360
FQ13032	Fire Alarm Notification System	Oper/Const	N. Dimitracopoulos	Capital	RFP	Comp	\$ 2,709,023	10/11/13	Orion	21%	Bell & Sons and Emergency 911 Security	\$ 284,447
FQ13024	Station Radio Coverage Enhancement	Oper/Const	N. Dimitracopoulos	Capital	RFP	Comp	\$ 2,401,115	10/25/13	Intelect	21%	Intelect DBE Prime	\$ 2,401,115
CQ13064	Promotional Advertising	BUS	J. Greene	Operating	RFP	Comp	\$ 2,540,800	10/01/13	White & Partners	0%		
CQ13061	Customer Satisfaction Measurement Survey	BUS	A. Simon	Operating	RFP	Comp	\$ 131,400	10/01/13	Morpace, Inc	0%		
CQ14017	Non-Hazardous Waste Disposal	IT/Support Services	C. Grano	Operating	RFP	Comp	\$ 760,225	10/24/13	Clean Venture Inc	0%		
CQ14041	Licensing for Tivoli Service Manager (TSSM)	IT/Support Services	S. Jehangir	Operating	RFP	Comp	\$ 315,744	10/30/13	Sirius Solutions	0%		
FQ13074	PeopleSoft HCM Training	IT/Support Services	K. Thompson	Capital	RFP	Comp	\$ 880,000	10/29/13	High Street IT solutions	20%	Advance Digital Systems	\$ 176,000
CQ14030	Electricity Supply	Oper/Const	T. Robinson	Operating	IFB	Comp	\$ 129,661,785	11/07/13	Hess Energy Marketing LLC	0%		
FQ14006	Chilled water Air conditioning units Tivoli Storage Manager (TSM)	Oper/Const	M. Magnussen	Capital	IFB	Comp	\$ 4,987,000	11/07/13	Dean Technology	31%	Helix Enterprises	\$ 1,596,000
CQ14041	Licensing Storage Model Cost for Server License	IT/Support Services	S. Jehangir	Operating	RFQ	Comp	\$ 315,744	11/01/13	Sirius Computer Solutions	0%		
FQ13093	Truncated Dome Quarry Tile	Oper/Const.	C. Zhou	Capital	IFB	Comp	\$ 258,129	12/27/13	Mid Atlantic Chem	3%	Construction Management & Technology	\$ 7,797
CQ14037	Contract Digitization	IT/Support Services	N. Monower	Operating	RFP	Comp	\$ 435,450	12/18/13	DataBank	0%		
							TOTAL	\$ 153,432,415				

DBE UPDATE

Our overall DBE goal is 25%. The DBE participation between October 1 and December 31, 2013 (Q1 of FTA 's Fiscal Year) was 25.06%.

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)
NEW SOLE SOURCE AWARDS - FY2014, QUARTER 2**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	RFP / IFB	SOLE SOURCE TYPE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	*DBE (SUB)	AMOUNT
CQ13091	San Maintenance	IT/Support Services	A. Lee	Operating	RFP	Limited Source	\$ 835,160	12/03/13	Clerapath	N/A	N/A	\$ -
TOTAL							\$ 835,160					

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT MODIFICATIONS - FY2014, QUARTER 2**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	G SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
FQ8143	Mod 114 - Rehab of Redline Dupont	Oper/Const	K. Spain	Capital	\$ 27,618	10/24/13	Mass Electric	21%
FQ8143	Mod 116- Rehab of Redline Dupont	Oper/Const	K. Spain	Capital	\$ 10,735	10/24/13	Mass Electric	21%
FQ8143	Mod 99- Rehab of Redline Dupont	Oper/Const	K. Spain	Capital	\$ 136,401	10/24/13	Mass Electric	21%
FQ12179	Mod 1 Largo Water Treatment Facility	Oper/Const	K. Reahl	Capital	\$ 300,000	10/16/13	Mac Products	0%
CQ9205	Railcar Vehicle Engineering Consultant Services (Admin. Mod)	RAIL	G. Wenner	Capital	\$ -	10/15/13	LTK Engineering Services	25%
CQ9205	Railcar Vehicle Engineering Consultant Services	RAIL	G. Wenner	Capital	\$ 100,000	10/21/13	LTK Engineering Services	25%
FQ11291	Locomotives	RAIL	C. Bunting	Capital	\$ 34,473	10/09/13	Harsco Rail	0%
CQ9205	Railcar Vehicle Engineering Consultant Services	RAIL	G. Wenner	Capital	\$ 1,600,000	10/03/13	LTK Engineering Services	25%
CQ13034	Temporary Labor	PLNT	S. Eley	Operating	\$ 900,000	10/02/13	Community Bridge	0%
CQ10037	Gasoline/Execute "Tank Wagon" delivery	ACCS	S. Collings	Operating	\$ -	10/09/13	Truman Arnold	N/A
CQ10037	Gasoline/ Rescind Mod 080	ACCS	V. Johnson	Operating	\$ -	10/18/13	Truman Arnold	N/A
CQ10037	Gasoline/Add funding for BMNT FY'14	BUS	V. Johnson	Operating	\$ 4,000,000	10/21/13	Truman Arnold	N/A
FQ11204	CoABE and FeS-M004 Extend Performance Period 11/29/2013	BUS	J. Walker	Capital	\$ -	10/25/13	Clever Devices	0%
FQ12269	Bus Procurement-Hybrid Electric Buses	BUS	J. Walker	Capital	\$ 13,431,618	10/24/13	NABI	*FTA
FQ12269	Bus Procurement-Hybrid Electric Buses	BUS	J. Walker	Capital	\$ 208,250	10/01/13	NABI	*FTA
CQ13009	General Immigration Legal Services	IT/Support Services	M. Pohl	Operating	\$ 2,500	10/11/13	Robinson Kirlaw & Associates, P.C.	0%
CQ10074	AON Funding Modification for ICMA and Great West fund transfer	IT/Support Services	K. Santacroce	Operating	\$ 27,300	10/28/13	Aon Consulting Inc	0%
CQ11013	On Call Legal Services	IT/Support Services	M. Pohl	Operating	\$ 205,000	10/23/13	Arent Fox LLP	0%

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT MODIFICATIONS - FY2014, QUARTER 2**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	G SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
CQ12071	Excess Liability Insurance Services	IT/Support Services	J. Hamilton	Operating	\$ 27,000	10/18/13	Willis of New York, Inc.	0%
FQ11326	Continuing Financial Advisory Services for New Electronic Payment's Program Procurement	IT/Support Services	G. Garback	Operating	\$ 25,000	10/28/13	Seabury Advisors LLC	0%
CQ12083	AON RRPL 2nd QTR 2/6	IT/Support Services	J. Hamilton	Operating	\$ 89,767	10/16/13	Aon Risk Services	0%
CQ13082	Oracle Maintenance	IT/Support Services	M. Jacobson	Operating	\$ 51,150	10/16/13	DLT Solutions	0%
FQ12092	DMP Maintenance - Maintenance for all currently installed Digital Media Players.	IT/Support Services	A. Pegram	Capital	\$ 20,268	10/30/13	Presidio Networked Solutions	0%
FQ12040	CA Clarity Licenses	IT/Support Services	D. Dunham	Capital	\$ 114,528	10/18/13	immixTechnology, Inc.	0%
FQ11230	Multi-year enviromental services	Oper/Const	C. Grano	Capital	\$ 455,584	11/05/13	Total Environmental	9%
FQ8143	Rehab red line dupont to silver spring- access delays	Oper/Const	K. Spain	Capital	\$ 2,056,500	11/08/13	Mass Electric	21%
FQ10218	Staff Augmentation	Oper/Const	G. Wenner	Capital	\$ 215,000	11/18/13	Parsons PB	24%
CQ9024-4	Consultant Services Task Order 6000 Services	RAIL	G. Wenner	Capital	\$ 31,113	11/25/13	LTK	25%
CQ9024-4	Rail Engineering & Maintenance Support Task Order	RAIL	G. Wenner	Capital	\$ 295,164	11/12/13	LTK	25%
CQ9024-4	2000 & 3000 Rail Car Program Services overall Task Order	RAIL	G. Wenner	Capital	\$ 140,000	11/15/13	LTK	25%
FQ11307	Mod. 003-Vehicle Monitoring System Printed Circuit Boards Change delivery schedule	RAIL	T. Soesbee	Capital	\$ -	11/18/13	Sepasa	NA
FQ11320	Mod. 002-Closed Circuit Television (CCTV) System on Railcars - Terms and conditions and delivery schedule change	RAIL	D. Lemke	Capital	\$ -	11/08/13	Tactical Micro	NA
FQ12201	Additional 39ft Running Rails	RAIL	S. Davis	Capital	\$ 383,604	11/18/13	Progress Rail System	2%
FQ12269	Modified Contract to add 20 Buses	BUS/ACCS	J. Walker	Capital	\$ 13,431,610	11/04/13	NABI BUS, LLC	FTA
FQ11204	Extend Base Year Period of Performance	BUS/ACCS	J. Walker	Capital	\$ -	11/26/13	Clever Devices	0%

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT MODIFICATIONS - FY2014, QUARTER 2**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	G SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
CQ11137	Legal services on Dutch Courts Dodd-frank	IT/Support Services	M. Pohl	Operating	\$ 4,000	11/01/13	Fulbright & Jaworski LLP	0%
CQ11150	Legal services on Procurement Systems Review	IT/Support Services	M. Pohl	Operating	\$ 250,000	11/22/13	Thompson Coburn LLP	0%
CQ13082	Solutions Oracle/PeopleSoft Maintenance True – Up Proposal	IT/Support Services	L. Roberson	Operating	\$ 318,798	11/08/13	DLT Solutions	0%
CQ13044	CA Tools (Mod. 001, 12/7/13-12/6/14)	IT/Support Services	T. Kazmi	Operating	\$ 283,041	11/21/13	Immix Group, Inc.	0%
FQ12146	Spanish Language Audio-Montgomery County & Time Format	BUS	D. Patel	Capital	\$ 89,500	12/04/13	Luminator	11%
FQ12269	Bus Procurement - Additions & Deletions Expedite Software Packages	BUS	J. Walker	Capital	\$ 166,929	12/11/13	NABI	*FTA
CQ13003	DriveCam	BUS	V. Johnson	Operating	\$ 406,000	12/03/13	DriveCam	N/A
YR8004	Detriot Diesel Parts	BUS	T. Parks	Operating	\$ -	12/19/13	Johnson & Towers	N/A
FQ11204	CoABE and FeS-M009 Extend Performance Period 01/07/2014	BUS	J Walker	Capital	\$ -	12/17/13	Clever Devices	16%
FQ10064	AFC Systems Program	IT/Support Services	R. Abramovich	CIP	\$ -	12/31/13	LTK Engineering	25%
FQ12092	Cisco Equipment: Reason for Mod: To acquire various hardware and software for the Authority.	IT/Support Services	A. Pegram	Operating	\$ 305,603	12/30/13	Presidio	0%
ES10083	Rail Operations Computer Systems	IT/Support Services	A. Fehrens	Capital	\$ -	12/31/13	Com-Net Software	0%
FQ11323	Fare Card Coin Vault	Oper/Const.	R. Fraser/ R. Noyes	Capital	\$ 429,637	12/31/13	Facchina Construction	5%
CQ11203	Compressed Natural Gas Bus Fueling Facilities - replacement compressor and install a new valve panel	RAIL	S. Eley	Operating	\$ 300,000	12/20/13	Trillium USA, LLC	N/A
FN4011	Congress Heights F07X01 Elevator Repair Work	RAIL	C. Watson	Capital	\$ 148,955	12/04/13	Mid-American Elevator Company	13%
TOTAL					\$ 41,022,645			

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT OPTIONS - FY2014, QUARTER 2**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	CONTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
FQ12232	Task Order- Corrosion Inspection of Tracks	Oper/Const	J. Mewborn	Capital	\$ 423,894	10/09/13	Russell Corrosion	27%
CQ12097	Snow and Ice Removal Services	RAIL	K. Moore	Operating	\$ 259,000	10/31/13	C.T. Stanley	N/A
CQ12042	Snow and Ice Removal Services	RAIL	K. Moore	Operating	\$ 461,000	10/31/13	WDC	N/A
CQ12049	Heating Oil	RAIL	K. Moore	Operating	\$ 359,000	10/01/13	James River Solutions	N/A
CQ12227	Storm Water Maintenance	RAIL	K. Moore	Operating	\$ 670,000	10/01/13	Apex Companies	N/A
FQ10155	Bus Schedule/ Option Year Three	BUS	O. Johnson	Capital	\$ 165,650	10/24/13	CHK, Inc	20%
FQ12003	Web Based PM Software System -Option Yr. 2	IT/Support Services	C. Myers	Capital	\$ 96,000	10/08/13	Procure Technologies, Inc.	0%
FQ11302	Exercise option for consultant services for Disaster Recovery Failover planning, testing and implementation for Virtual Servers Recovery tools. Estimated 1840 hours.	IT/Support Services	A. Lee	Capital	\$ 289,800	10/02/13	EMC Corporation	0%
CQ9208	Excess Revenue Processing	IT/Support Services	M. Talbert	Operating	\$ 326,000	10/15/13	Garda CL Atlantic, Inc.	N/A
FQ11320	Closed Circuit Television (CCTV) System on Railcars	RAIL	D. Lemke	Capital	\$ 4,927,092	11/08/13	Tactical Micro Integrated Support	N/A
CQ9014	Helpdesk Support Technician Services	IT/Support Services	R. Warmack	Operating	\$ 165,760	11/20/13	Strategies	N/A
FQ10064	Task 1 On-call AFC Engineering Consulting Services for New Electronic Payments Program Deployment	IT/Support Services	G. Garbeck	Operating	\$ 2,365,000	11/07/13	LTK Engineering Services	25%
FQ10064	Task 2 - Engineering support for infrastructure upgrades needed for NEPP Funds for 4th option year of Government Consulting Services Contract	IT/Support Services	R. Abramovich	Operating	\$ 509,000	11/07/13	LTK Engineering Services	25%
CQ9225	Legal services on Procurement Systems Review	IT/Support Services	E. Webster	Operating	\$ 200,000	11/12/13	VAN SCOYOC Associates	N/A
CQ11150	Legal services on Procurement Systems Review	IT/Support Services	M. Pohl	Operating	\$ 250,000	11/22/13	Thompson Coburn LLP	N/A
CQ11013	Arent Fox Modification	IT/Support Services	M. Pohl	Operating	\$ 1,000,000	11/25/13	Arent Fox LLP	N/A
CQ12172A	MFD leasing Option Period Two(2)	IT/Support Services	T. Williams-Hill	Operational	\$ 1,800,000	11/13/13	Xerox	N/A
FQ12261	Senior Solutions Architect BI	IT/Support Services	B. Durham	Capitol	\$ 243,417	11/21/13	IBM	0%
CQ12073	Bus Destination Sign Maintenance - Exercise Option	BUS	V. Johnson	Operating	\$ 638,000	12/19/13	Luminator Holdings	N/A
CQ12192	Enhanced Bus Interior Cleaning	BUS	R. Jefferson	Operating	\$ 1,376,803	12/06/13	Hands On, LLC	N/A
CQ13003	DriveCam	BUS	V. Johnson	Operating	\$ 910,000	12/18/13	DriveCam	N/A
CQ12023	Option year 2 for implementation of the mystery rider program to assess the Metro bus and rail systems during calendar year 2014	IT/Support Services	A. Simon	Operating	\$ 215,766	12/17/13	Synovate	N/A
CQ9037	Enterprise Information Security Services	IT/Support Services	J. Staples	Operating	\$ 1,771,200	12/31/13	Patriot Technologies	N/A
CQ11203	Compressed Natural Gas Bus Fueling Facilities Option Year 3	RAIL	S. Eley	Operating	\$ 775,000	12/20/13	Trillium USA, LLC	N/A
TOTAL					\$ 20,197,381			

**Small Business & Local Preference Program (SBLPP) Report
FY2014-Q2**

JURISDICTION	CATEGORY			Grand Total
	OTHER	PARTS	SERVICES	
DC	\$ 1,327,901.33	\$ 593,576.76	\$ 265,875.91	\$ 2,187,354.00
MD	\$ 4,106,683.01	\$ 2,911,571.19	\$ 491,526.99	\$ 7,509,781.19
VA	\$ 1,201,009.89	\$ 751,490.17	\$ 671,412.20	\$ 2,623,912.26
Grand Total	\$ 6,635,594.23	\$ 4,256,638.12	\$ 1,428,815.10	\$ 12,321,047.45

The categorization is done based on the data set available in PeopleSoft purchasing.
PARTS: Consists of all PO lines with inventory part numbers
SERVICES: Non inventory PO lines with Services category.
OTHER: Not in PARTS and SERVICES.

**WMATA PARKING FACILITY USAGE
December-2013**

STATION/LOT REGION	LOT CAPACITY	Paid Utilization (% of Capacity)			
		December-2013	Y-T-D FY14	December-2012	Y-T-D FY13
<u>MONTGOMERY COUNTY</u>					
Grosvenor	1,894	86%	97%	91%	98%
White Flint	1,270	49%	53%	47%	46%
Twinbrook	1,097	54%	57%	55%	57%
Rockville	524	94%	104%	100%	102%
Shady Grove	5,745	76%	85%	83%	88%
Glenmont	2,998	67%	68%	68%	73%
Wheaton	977	28%	30%	29%	32%
Forest Glen	596	86%	93%	99%	97%
Montgomery County Total	15,101	69%	76%	74%	78%
<u>PRINCE GEORGE'S COUNTY</u>					
New Carrollton	3,519	74%	83%	79%	81%
Landover	1,866	35%	40%	40%	44%
Cheverly	500	76%	83%	80%	83%
Addison Road	1,268	42%	48%	45%	50%
Capitol Heights	372	72%	78%	75%	77%
Greenbelt	3,399	65%	74%	72%	78%
College Park	1,820	47%	56%	51%	59%
P.G. Plaza	1,068	38%	43%	40%	44%
West Hyattsville	453	75%	82%	77%	83%
Southern Avenue	1,980	50%	59%	61%	66%
Naylor Road	368	88%	100%	94%	99%
Suitland Garage	1,890	56%	58%	63%	69%
Branch Avenue	3,072	84%	93%	88%	95%
Morgan Blvd.	608	81%	85%	84%	90%
Largo	2,200	74%	82%	78%	85%
Prince George's County Total	24,383	63%	70%	68%	73%
Maryland Total	39,484	65%	73%	70%	75%
<u>DISTRICT OF COLUMBIA</u>					
Deanwood	194	45%	49%	44%	48%
Minnesota Ave.	333	88%	100%	85%	84%
Rhode Island Ave.	221	91%	101%	104%	101%
Fort Totten	408	94%	93%	97%	108%
Anacostia Garage	808	44%	42%	42%	53%
District of Columbia Total	1,964	67%	70%	68%	75%
<u>Northern Virginia</u>					
Huntington	3,617	63%	72%	71%	78%
West Falls Church	2,009	82%	93%	88%	103%
Dunn Loring	1,326	77%	88%	88%	93%
Vienna	5,169	84%	96%	90%	98%
Franconia	5,069	64%	71%	70%	76%
Van Dorn	361	97%	108%	103%	109%
East Falls Church	422	112%	121%	115%	120%
Northern Virginia Total	17,973	74%	84%	81%	89%
System Total	59,421	68%	77%	73%	79%