



Fiscal Year 2018

Q3 Financial Update

**Washington Metropolitan Area
Transit Authority**





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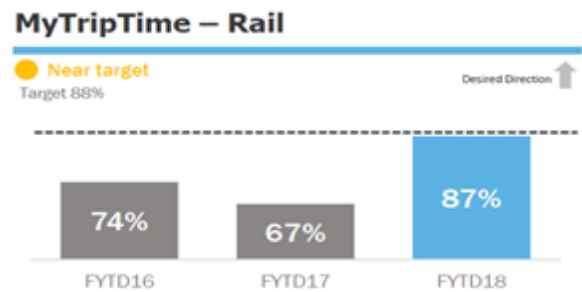
Highlights

During the third quarter of Fiscal 2018, Metro continued to focus on high priority initiatives and capital improvements. Performance metrics have shown a substantial gain in reliability, while improved financial management has helped to offset declining passenger revenue and deliver on the capital program.

Year-to-date ridership is 212.4 million – three percent below the budget of 219.7 million. The associated fare revenue shortfall has been offset by expense control measures, resulting in an operating subsidy need that is below budget through Q3. A quick summary of Metro’s accomplishments in its three focus areas of safety, reliability and fiscal accountability follows:

Improving Reliability and On-Time Performance

Metro rail has experienced fewer and less severe delays compared to recent years. YTD rail on-time performance (OTP) improved 20 percentage points compared to prior year. Two percent of trips were delayed by ten minutes or longer, compared to six percent last year.



As of Q3, Metro has 524 of the 7000-series railcars in service, representing over 45 percent of available fleet. YTD railcar reliability metrics are the best reported in the last eight years, leading to almost 40 percent fewer offloads compared to the prior year.

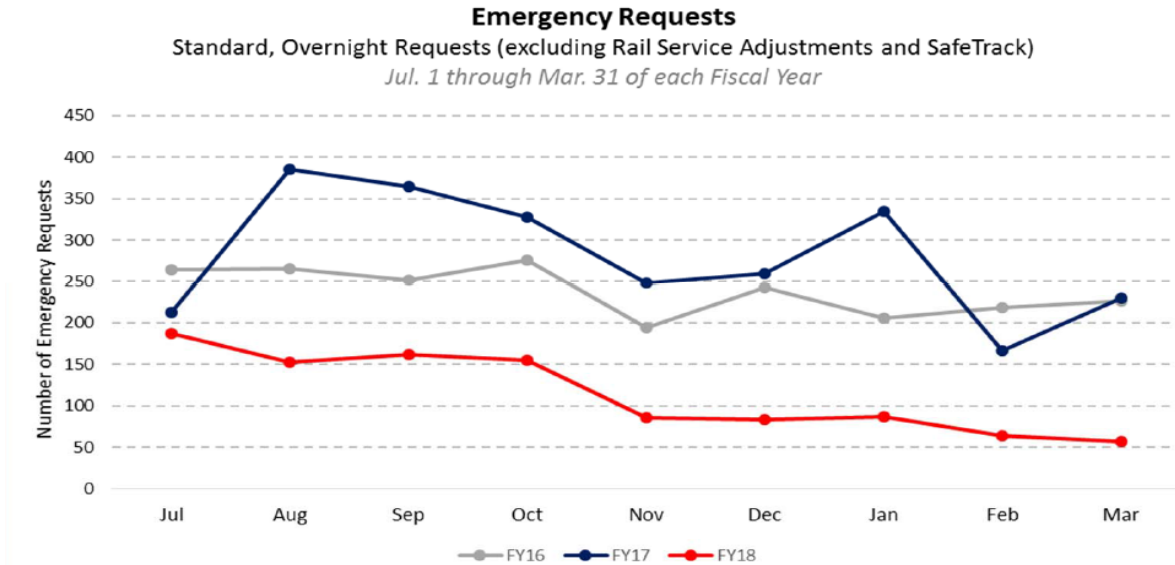
At 79 percent, Bus OTP met its target with the best third quarter result since reporting began in 2010. Fourteen percent of buses were considered late compared to 17 percent in the prior year.

Metro’s contracts with third-party paratransit providers stipulate 92 percent OTP for MetroAccess. MetroAccess YTD OTP is 92 percent, compared to 87 percent in the prior year.

Safety and Preventive Maintenance

Upon conclusion of SafeTrack, Metro established six Preventive Maintenance programs that supplement and maintain improvements made under SafeTrack. Program results are measured through reductions in electrical fires, track delays and emergency requests for track work, with an objective of a 50 percent reduction by the end of FY2019.

Through Q3, electrical and smoke incidents are down six percent, track incidents are down 35 percent and emergency repairs and maintenance requests are down by 59 percent compared to prior year.



Financial Management

Metro’s expense favorability exceeds the revenue shortfall, resulting in YTD subsidy favorability. Operating revenues through Q3 were \$601 million, or \$20 million below budget, while operating expenses totaled \$1.33 billion, or \$38 million below budget. On a full year basis, Metro expects to remain below the operating subsidy.

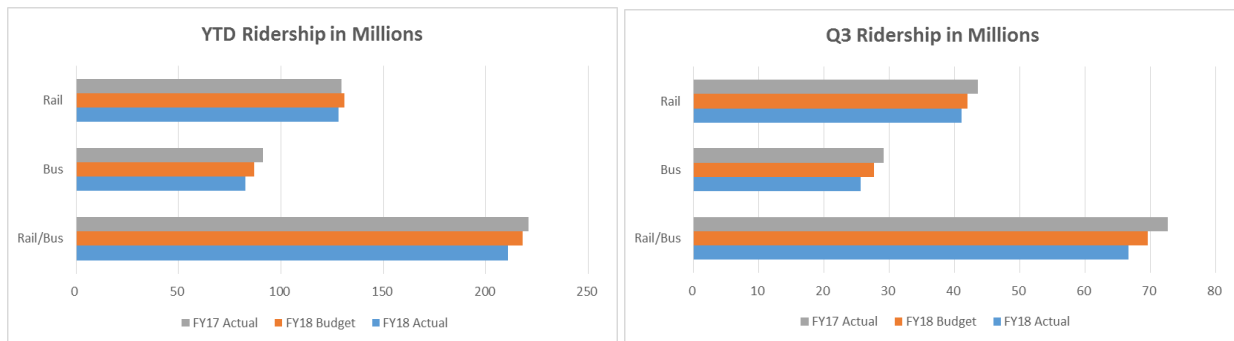
Through the third quarter, 65 percent of the full year capital budget was invested compared to the budget of 72 percent. Q4 investment is expected to exceed budget, with the full year investment projected to range between 94 and 100 percent of budget. The Q4 increase will be driven primarily by the timing of bus, railcar, and paratransit vehicle acquisitions, and progress in the radio infrastructure replacement project.

Operating Results

Metro’s operating expenses through Q3 totaled \$1.33 billion or \$38 million below budget. Operating revenues were \$601 million, or \$20 million below budget, resulting in an \$18 million favorable subsidy need through Q3. YTD revenue has funded 45 percent of operating expenses, which equals the YTD budgeted portion.

Ridership

Ridership continued to trail both budget and prior year in Q3 and YTD. Through Q3 ridership on all modes was 212 million trips – 10 million (five percent) lower than prior year and 7 million (3.3 percent) below budget.



Metrorail

Rail ridership through Q3 was 128 million trips, which was 2.8 million trips (2.1 percent) below budget and 1.6 million trips (1.2 percent) below prior year. In January, weekday ridership was down 9% from prior year, in large part due to weather-related closings during the month. The “March for Our Lives” on Saturday, March 24 yielded 250,000 more trips than a typical Saturday, partially offsetting unusual weather-related losses from a severe wind storm on March 2 and a snowstorm on March 21. Metro also experienced steep declines in evening rail ridership, with most stations 10-30 percent below 2016 levels.



Metrobus

Bus ridership through Q3 was 83 million trips, or 4.4 million trips (5.1 percent) below budget and 8.6 million trips (6.6 percent) below prior year. The average weekday ridership in Q3 was 353,000 trips, which is 12 percent lower than prior year. Average weekday boardings in Q3 were more than ten percent lower than prior year for each month of the quarter. The decline in Bus ridership is consistent systemwide, across nearly all routes and times of day.

Metrobus was adversely impacted by the March 2 windstorm, as well as the snow on March 21-22. Metrobus lost in excess of 390,000 trips from the snow storm, and nearly half that amount from the windstorm.

 **MetroAccess**

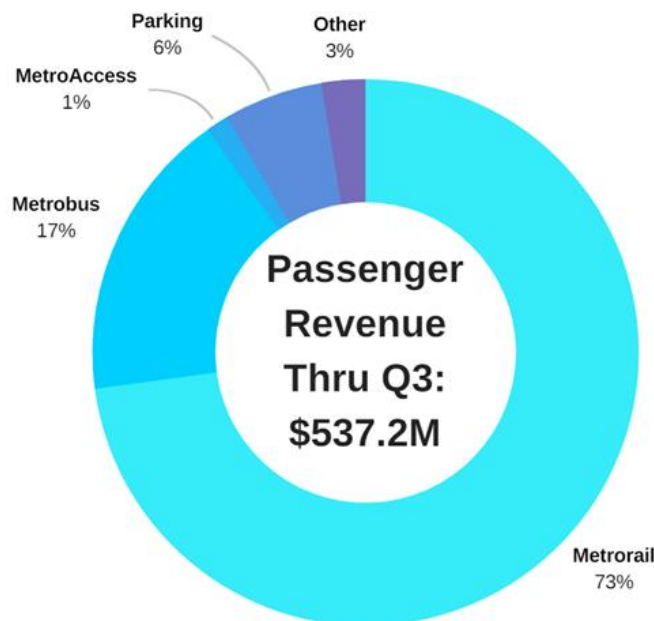
Total ridership on MetroAccess through the third quarter was approximately 1.7 million trips, which is below both prior year and projections by two percent.

Operating Revenue

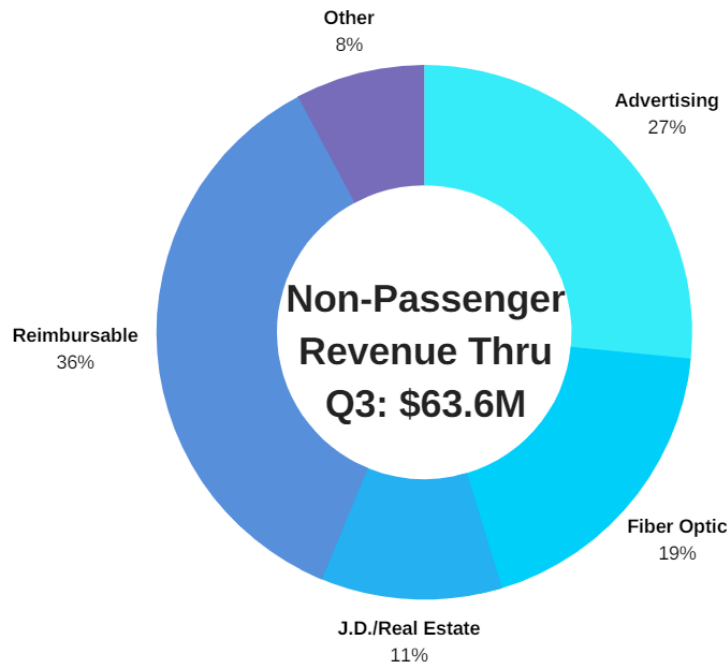
Total Passenger Revenue through Q3 was \$537.2 million, which was \$18.4 million (3.3 percent) below budget but \$8.3 million (1.6 percent) more than prior year. Revenue is higher than prior year despite lower ridership due to the higher per-passenger fare resulting from the 2017 fare increases.

Through Q3, Metrorail passenger revenue of \$391.5 million was \$3.0 million (0.8 percent) below budget but was \$8.4 million (2.2 percent) higher than prior year. MetroBus passenger revenue of \$93 million was \$16.0 million (14.6 percent) below budget and \$2.8 million (2.9 percent) below last year. MetroAccess passenger revenue was virtually on budget at less than one percent variance, despite ridership that was two percent below budget and prior year.

Parking revenue through the third quarter was \$0.7 million above budget (2.1 percent) and \$0.9 million (2.8 percent) above prior year. In February, Metro implemented significant changes to parking fees and structure. Revenue hours were extended by two hours on Monday – Thursday and three hours on Friday. Non-rider fees were implemented at select locations. Additionally, Metro began a pilot program to charge \$2.00 per day on Saturdays to park at all Metro-owned facilities. In February most lots were about 10-20 percent full on Saturdays, with a system-wide average utilization of 13 percent. Saturday utilization was higher in March, with a system-wide average of 20 percent. Parking utilization trailed prior year in January and February but recovered slightly in March; through the third quarter, parking utilization for the year remains one percentage point above last year (67 percent compared to 66 percent).



Through Q3 non-passenger revenue of \$63.6 million was \$1.2 million (1.9%) below budget but was \$0.6 million (0.9%) higher than prior year. The major sources of non-passenger revenue (advertising, fiber optic) were consistent with budget and prior year, with minor variances in miscellaneous revenue.



Operating Expenses

Through March, FY2018 operating expenses of \$1.33 billion were favorable to budget by \$37.8 million or three percent. Total expenses for FY2018 were three percent greater than the same period in FY2017.

Personnel Expenses

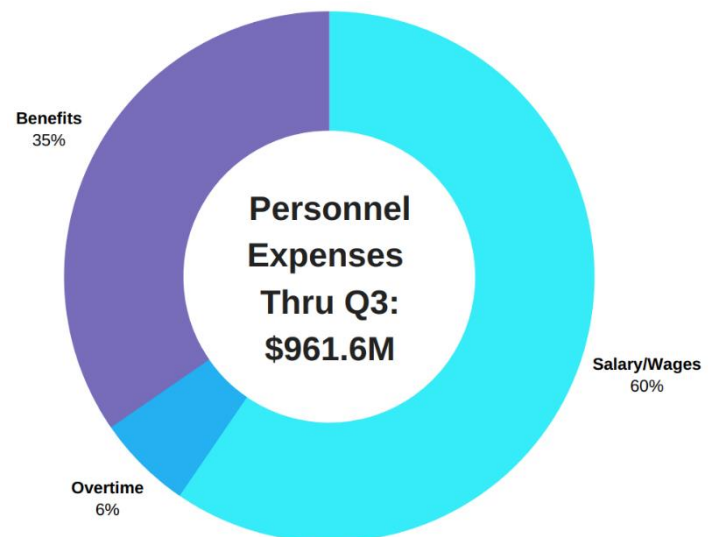
As of the end of the third quarter, personnel expenses (including salaries/wages, overtime, and fringe) of \$961.6 million were favorable to budget by \$25.4 million or three percent. At the end of March, Metro had a 6.4 percent vacancy rate, or 787 positions.

Salaries and Wages

Salary and wage expenses of \$572.6 million were under budget by \$34.2 million or six percent.

Overtime

Overtime expenses of \$56.2 million were below budget by \$5.8 million or 9.3 percent. Key



contributors include policy implementation and enforcement, usage of contractor support to secure administrative buildings thus reducing the overtime burden.

Fringe

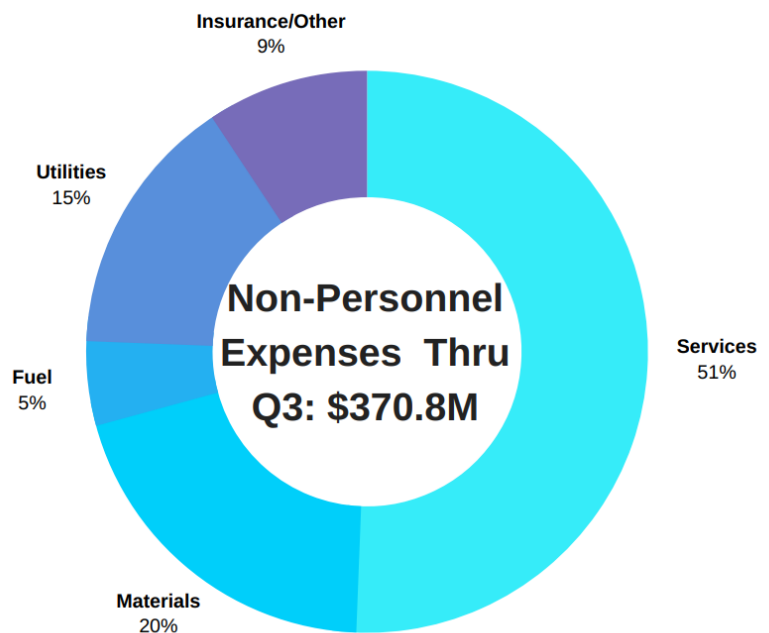
Fringe benefit expenses were \$14.6 million greater than budget at the end of the third quarter. Workers compensation reserve contributions increased. Pension and healthcare were unfavorable by a combined \$0.5 million due to market returns on investments being lower than expected, requiring WMATA to cover the difference to meet the funding requirement. The unfavorability in fringe was partially offset by \$3.6 million favorability in FICA due to lower salary and wages.

Non-Personnel

Non-personnel expenses of \$370.8 million through March were below budget by \$12.4 million or 3.2 percent. The main areas of expense savings were services (excluding Paratransit), fuel (gas, diesel and CNG) and utilities, offset by materials and supplies.

Services

Services were favorable to budget by \$18.0 million through the third quarter of FY2018. This favorability is mostly driven by contracting delays for support services including custodial, facilities, security and communications. In addition, revenue collection services are favorable due to lower maintenance on point-of-sale and U*Pass support. MetroAccess paratransit service expenses were unfavorable to budget by \$9.6 million.



Materials & Supplies

Materials & Supplies expenses exceeded budget by \$5 million through March mostly due to increased obsolescence reserves of \$19.2 million, offset by increased capital absorption of railcar parts.

Energy (Fuel, Propulsion, Electricity & Utilities)

Fuel expenses, which include gas, diesel, and CNG, totaled \$79.7 million, which was \$13.3 million or 14 percent below budget due to low fuel rates. The average diesel rate through March FY2018 was

\$1.90 per gallon compared to budgeted cost of \$2.45 per gallon. Gasoline was \$1.63 per gallon compared to budgeted cost of \$1.73 per gallon.

Propulsion expenses totaled \$34 million and are \$2.2 million or 6.1 percent below budget due to lower volume usage. The average kilowatt hour cost through March FY2018 was \$0.085 compared to budgeted cost of \$0.084. Electricity and utilities expenses totaled \$26.3 million, \$3.6 million or 12 percent below budget. The average cost per therm of natural gas, through March FY2018, was \$0.079 compared to budgeted cost of \$0.084.

Capital Overhead Allocation

The capital overhead allocation credit through the third quarter of FY2018 totaled \$28.9 million or \$8.4 million less than budget.

Capital Programs

Metro invested \$810 million in the Capital Program through Q3 of FY2018. The FY2018 capital budget is organized into six investment categories, as shown in the table to the right, along with actual FY2018 expenditures through Q3; the budget amount for the first three quarters at the start of FY2018; and the current forecast for total category expenditures for FY2018, which is compared against the current amount budgeted for FY2018 in that category.

Investment Category (\$ in millions)	FY18 Actual thru Q3	FY18 Budget thru Q3	FY2018 Forecast	FY2018 Budget	Over/(Under) Current Budget
Railcar	\$360.9	\$392.2	\$485.7	\$486.0	(\$0.3)
Rail Systems	63.6	86.0	148.3	155.4	(7.0)
Track & Structures	101.1	87.4	122.5	126.3	(3.8)
Stations & Pass. Facilities	118.7	125.7	170.7	171.5	(0.7)
Bus & Paratransit	117.7	156.8	199.3	201.2	(2.0)
Business Support	47.8	54.1	101.0	109.6	(8.6)
TOTAL	\$810.0	\$902.2	\$1,227.5	\$1,250.0	(\$22.5)

These six investment categories are sub-divided into 17 capital improvement programs. Expenditures by Capital Improvement Project (CIP) are detailed in Appendix II in this document.

Railcar Investments

In the third quarter of FY2018, Metro invested \$138.6 million in the Railcar category, which includes three programs: Railcar Acquisition, Railcar Maintenance & Overhaul, and Railcar Maintenance Facilities.

Railcar Acquisition

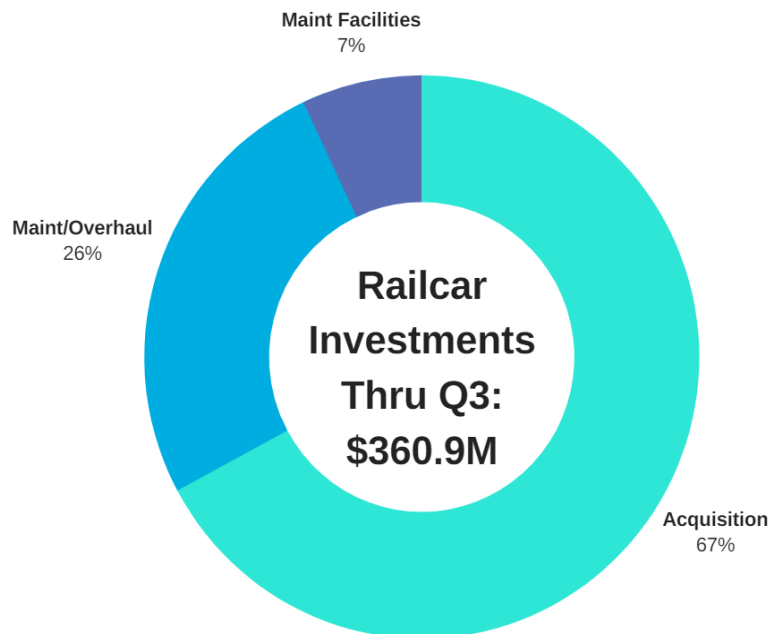
In Q3 of FY2018, expenditures in the Railcar Acquisition program totaled \$93.3 million. During the quarter 52 new 7000 series cars were delivered and accepted. A total of 524 railcars have been accepted through Q3.

All 748 of the contracted 7000 series railcars remain planned for delivery by the end of FY2019. In FY2018, Metro plans to receive a total of 216 of the 7000 series railcars, with 156 planned for FY2019.

Railcar Maintenance & Overhaul

Metro invested \$35.6 million in the Railcar Maintenance & Overhaul program toward on-going maintenance and reliability initiatives and activities in the third quarter of FY2018.

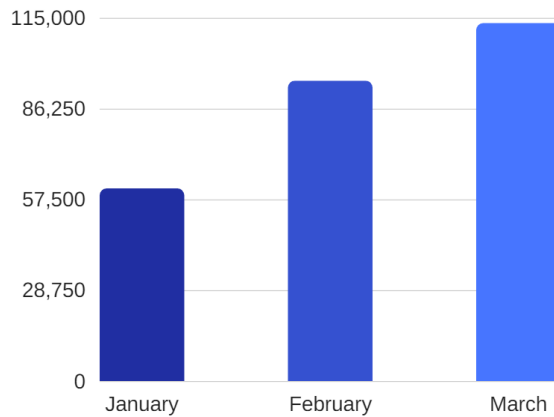
Metro's "mean distance between delays," (MDBD) metric continued to show year-over-year improvement – with 10% more miles between failure on average than Q3 of FY2017. Metrorail's Q3 MDBD was 89,828. That compares to 81,647 miles between delays in Q3 of FY2017, and 88,624 miles for FY2018 Q2. WMATA's target remains at 75,000 miles of revenue service between delays.



The 7000 series railcars now represent over 45 percent of the available fleet and are the top performers, traveling over 122,000 miles between delays.

Toward Metro’s on-going railcar rehabilitation and overhaul program, \$12.7 million was expended with a focus on the 2000/3000 series air compressors, HVAC conversions, truck assemblies, master controllers, sub-flooring and other components; as well as the 6000 series truck assemblies.

Q3 Rail Mean Distance Between Delay



Door overhauls were completed on 72 Railcars. Precision stop accuracy testing was also completed on the 6000-series trains (This software automates the stopping of rail cars at stations to consistently align the railcar and doors with the platform. The software compensates for 8-car trains and 6-car trains.) Q3 expenditures on railcar safety and reliability enhancements totaled \$0.4 million.

Railcar Maintenance Facilities

Capital improvements and rehabilitation work at Railcar Maintenance Facilities totaled \$9.7 million in Q3. Of this total, expenses of \$7.5 million went toward the on-going repairs at rail yard facilities. Construction at the Alexandria yard plant maintenance building was completed, and major mechanical work at the Alexandria service and inspection shop is underway. The rehabilitation and installation of railcar lifts are on schedule to be complete at both Shady Grove and West Falls Church in FY2018.

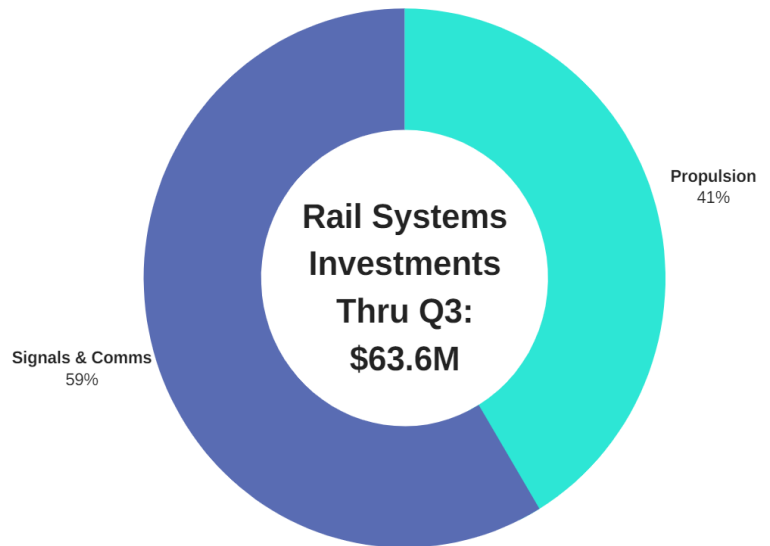
Construction at the new Good Luck Road location, for the facilities consolidation project, is underway and scheduled to be complete in mid FY2019. Relocation of departments will take place in Q4 of FY2019 and continue into Q2 of FY2020.

Rail Systems Investments

Metro invested \$21.2 million in Rail Systems during the third quarter of FY2018. The Propulsion and the Signals & Communications programs are included in this category.

Propulsion

Investments in the Propulsion program totaled \$8.8 million in Q3 of FY2018. Of this expense, \$2.6 million was expended on improvements to the traction-power system. An upgraded traction power substation was completed at Fisher Avenue, and cabling continued at a rate of 7,500 linear feet per quarter. Equipment was also ordered for upgrades along the Blue Line, with mobilization planned for Q4.



Signals & Communications

Metro invested \$12.4 million in the Signals & Communications program in Q3. This program implements National Transportation Safety Board (NTSB) recommended safety improvements, supports the repair and improvement of the Automatic Train Control system; and replaces the Radio Communications System with a new Federal Communications Commission (FCC) mandated system.

Automatic Train Control State of Good Repair continued in Q3 with cable meggering on-going at 60 per quarter, and three high current bond units were installed.

The replacement of the radio communications system and wiring for cellular service continues to make progress, with the segment between Union Station and Dupont Circle underway. The delivery of radio equipment will be accelerated into Q4. Fleet mapping is currently underway.

Metro also made progress on the pilot technology to evaluate track inspector location awareness systems and enhance transit worker protection. The final shipment of equipment was delivered, and installation was completed at five track segments.

Metro also awarded the manufacturer contract to begin the rollout of the first 400 ETS telephones. The new ETS Telephone system will replace existing instruments with intelligent phones that can perform self-diagnosis and reduce fault discovery times from months to 24 hours or less.

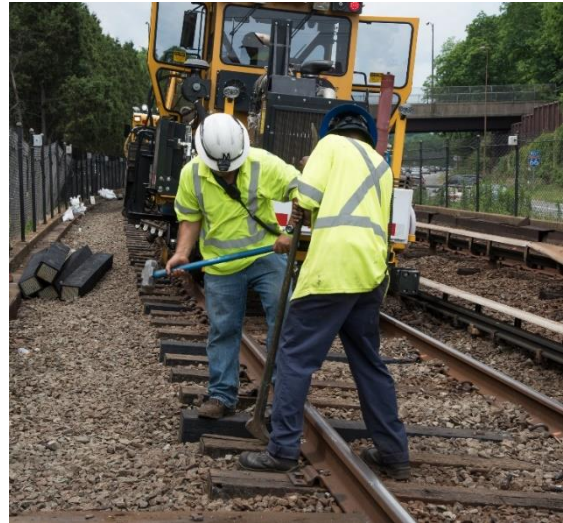
Track & Structures Investments

In Q3 of FY2018, Track & Structures Investments continued to focus on reinforcing and rehabilitating infrastructure to maintain a state of good repair. The Track & Structures Investment Category includes two programs – Fixed Rail and Structures. In Q3, \$43.6 million was invested in this category.

Fixed Rail

Metro expended \$22.5 million on the rehabilitation, repair or replacement of track components during Q3 of FY2018.

In FY2018, through the third quarter, Metro has replaced 14,023 crossties and 10 switches; renewed 17,797 direct fixation fasteners, 5,181 insulators and 8.7 miles of running rail; tamped 35 miles of track; and eliminated 713 open rail joints.



Structures

The Structures program accounted for \$21.1 million of Q3 expenditures. Of this expense, \$2.8 million went toward the rehabilitation of structural components, grout pads that support the track structure, the replacement of illegible roadway track signs, and rehabilitation of drains.

In Q3, 721 square feet on concrete was poured, 806 leaks were repaired, 1,992 linear feet of drains were cleaned, and 539 signs were replaced.

The Red Line water intrusion mitigation project continued as well, with work at Medical Center completed. The results of the Medical Center solution will be evaluated to determine the utility of its potential application to other leak prone locations in the future. Extending this effort beyond the pilot effort will require a new, competitive procurement process, which is now planned for FY2019.

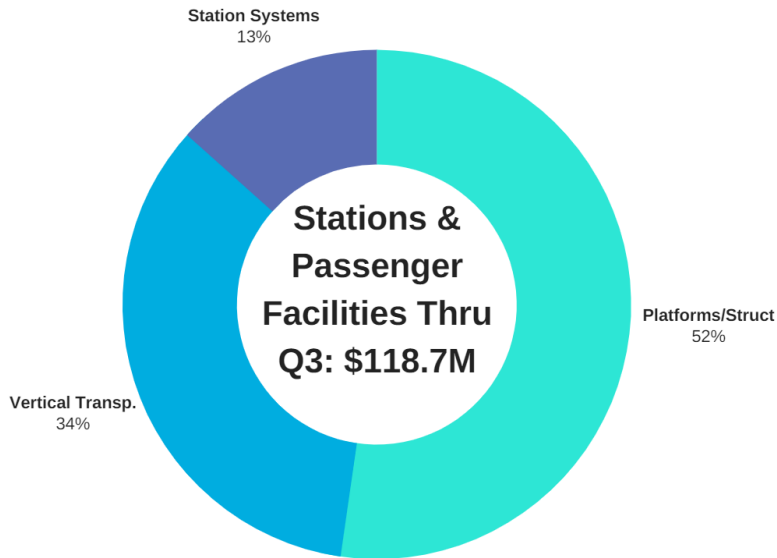
Stations & Passenger Facilities Investments

In the Stations & Passenger Facilities category, \$42.7 million was invested in Q3 of FY2018. This category consists of three capital programs: Platforms & Structures, Vertical Transportation, and Station Systems.

Platforms & Structures

In the Platforms & Structures category, \$22.8 million was invested in Q3 of FY2018. The on-going rehabilitation along the Orange/Blue line accounted for \$7.9 million of this expense.

An AC room rehabilitation was completed at Federal Center, and ceiling lights will be completed at L'Enfant in Q4. The installation of new station entrance canopies progressed as well, with \$3.1 million invested in the project. Canopies at Shady Grove and Brookland East are planned for completion in Q4.



The Platforms & Structures program also includes construction support (engineering, safety assurance and design review support) to the Metropolitan Washington Airports Authority (MWAA) for the Silver Line Extension.

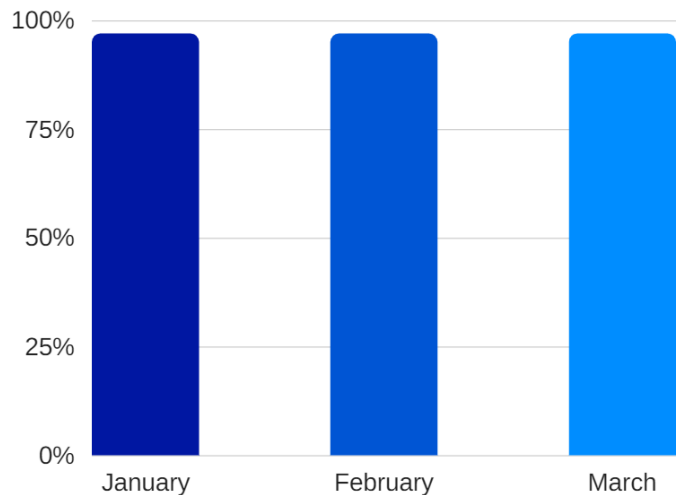
For Phase I, Metro continues to process warranty items and prepare for the closeout of the project (in early FY2019). For Phase II, the safety and security certification plan (version 10) was completed, and an RFP issued for non-revenue vehicles. In Q3, \$3.0 million was expended on these projects.

Vertical Transportation

WMATA continues to invest in replacing and improving the system’s escalator and elevator infrastructure and the various components required for the safe and reliable operation of these assets. WMATA invested \$12.1 million in improvements and renovations to vertical transportation in Q3 of FY2018.

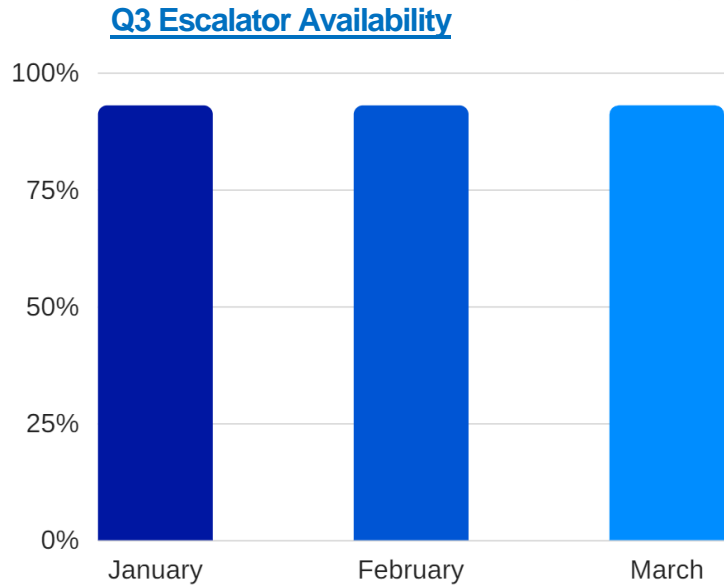
Fiscal year to-date elevator availability is at 97 percent, equaling performance through the same period last year, and meeting Metro’s target. Metro’s aggressive and expansive plan to rehabilitate over a third of elevators across the system remains on schedule. In Q3 expenses of \$2.4 million were invested, and two elevator rehabilitations were completed at King Street.

Q3 Elevator Availability



The plan to replace a significant number of escalators across the system remains on schedule, as Metro continues aggressive.

In Q3, WMATA expended \$8.4 million, and seven escalators were replaced: one at Smithsonian, two at Suitland, and one each at Naylor Road, Eastern Market, Cleveland Park and New York Avenue. To date, 91 escalators total have been rehabilitated, with 42 units remaining. Fiscal year to-date escalator availability is at 94 percent, equaling performance through the same period last year, and exceeding Metro’s target.



Station Systems

In Q3, \$7.8 million was invested in the Station Systems program. \$0.9 million of this was expended on upgrades to fire alarm systems in auxiliary facilities. Metro worked to integrate VMS software into the fire alarm system so that operations control centers can be alerted as an alarm is triggered and can contact the area fire department. Q4 efforts will be focused on coordinating with on-going rail yard repairs and completing standpipe replacement.

Expenditures of \$1.0 million were invested in Q3 toward the upgrade of Metro’s fare collection system. Metro plans to develop more effective user interfaces on devices and equipment and shift to more self-directed customer through web based and mobile applications. In the third quarter, upgrades to the communications and power infrastructure continued in order to support these changes, while technical specifications were developed for the upgrade of existing faregates.

A multi-year contract was also awarded for lighting improvements at stations throughout the system. In Q3, \$0.9 million was expended in this project, and in Q4, spending will increase to a projected \$4.8 million, with installations beginning in May.

Bus & Paratransit Investments

The Bus & Paratransit Investment Category includes four programs: Bus & Paratransit Acquisition; Bus Maintenance & Overhaul; Bus Maintenance Facilities; and Bus Passenger Facilities & Systems. In Q3 of FY2018, total expenditures in this category were \$40.6 million.

Bus & Paratransit Acquisition

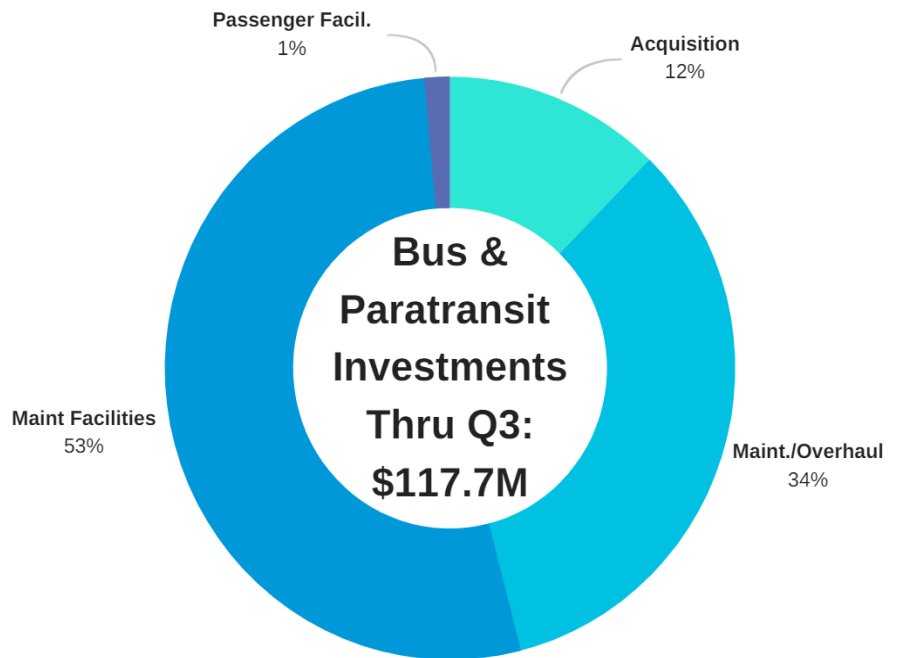
In FY2018, 87 total CNG buses (40 foot) are planned for delivery. In Q3, \$10.8 million was invested in the Bus & Paratransit Acquisition program. Acceptance testing was completed on the pilot vehicle and 17 buses were delivered during the quarter.

Delivery of new MetroAccess paratransit vehicles was underway in Q3, as well, with 55 of the total delivery of the total 227 vehicles delivered. Delivery of all 227 is expected in Q4.

Bus Maintenance & Overhaul

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

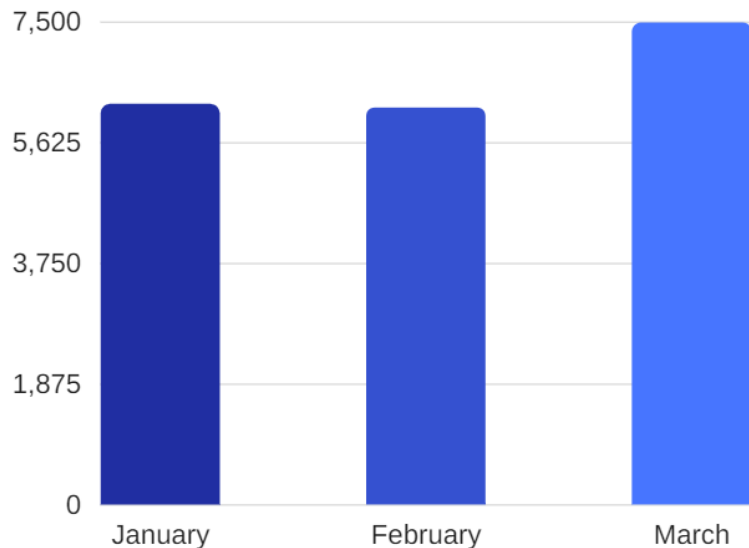
Beginning in late September 2017, 105 8000-series Hybrid buses (model year 2014) were removed from service. All of these were returned to service by February 2018. From March 28, 2018 through April 23, 2018, 164 New Flyer CNG buses (model year 2015 and 2016) were removed from service after two buses suddenly shutdown while carrying riders. All of these were returned to service on April 23 following adjustments recommended by New Flyer. Buses on average traveled 7,174 miles between service interruptions during the first three quarters of FY2018 – a 14 percent decline from the same period last year. Buses traveled 5 percent fewer miles and experienced 10 percent more service interruptions.



Q3 expenditures in the Bus Maintenance & Overhaul program were \$14.8 million. The majority of this amount was invested in mechanical, electrical, and structural rehabilitation that takes place at midlife of each bus.

Rehabilitation activities included 25 bus rehabilitations, 26 energy storage systems replaced, 25 engine assemblies rebuilt, and 30 transmission assemblies rebuilt, and 266 operator shields installed to protect bus drivers.

Q3 Bus Mean Distance Between Failure



Bus Maintenance Facilities

During Q3, \$14.8 million was invested in Bus Maintenance Facilities. Of this, \$13.9 million was expended on the new Andrews Federal Bus Garage, a modern Leadership in Energy and Environmental Design (LEED) Silver facility that will increase capacity from 103 to 175 buses.

Plans for the remainder of FY2018 include the completion of mechanical, electrical and plumbing work, interior finishing, and concrete paving. In FY2019, construction will be complete by the Spring, and Metro will be completing punch-list and project closeout items.

At the new Cinder Bed road facility (replacing the Royal Street Bus Garage) furniture, fixtures and equipment are being installed, and outstanding paving, landscaping and civil work was completed. In Q3, \$1.4 million was expended on this project.

Bus Passenger Facilities & Systems

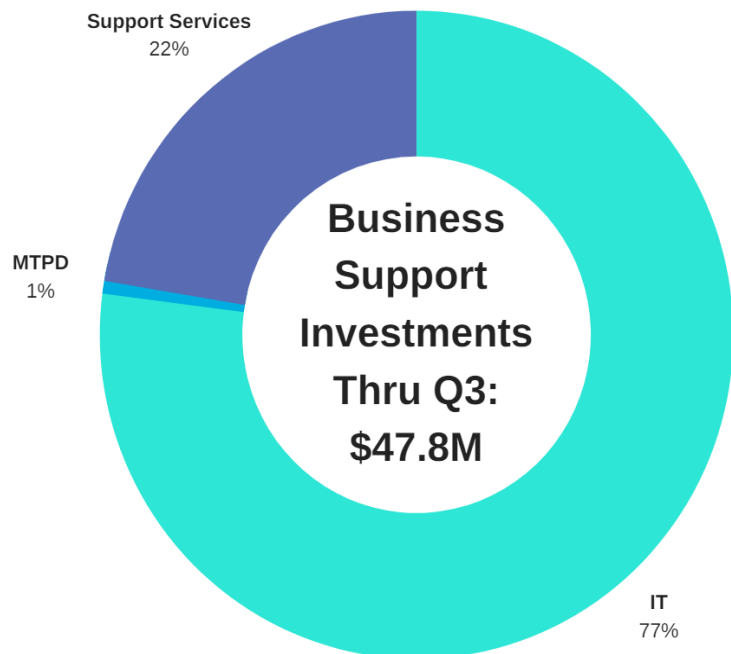
In Q3, \$0.1 million was expended in the Bus Passenger & Facilities program. An ADA construction contract was awarded for 206 locations, with work to commence in May. Permitting was finalized with regional Jurisdictions and a new procurement package was submitted for 155 additional locations during the quarter.

Business Support Investments

WMATA invested \$18.2 million, in Q3, in the Business Support Investment category. This category includes the Information Technology, Metro Transit Police Department, and Support Equipment & Services programs.

Information Technology

Information technology investments accounted for \$13.8 million of all Business Support investments in Q3 of FY2018. In Q3, \$1.3 million was expended on upgrades to the Maximo system that will support Authority-wide asset planning and inventory management. A deployment plan was developed for the mobile platform, and the build out of the platform was underway, with user acceptance testing completed.



Metro also expended \$1.5 million toward the improvement of the Authority's data hardware and infrastructure. The bulk of this was invested on the exchange email upgrade and expansion, as well as the replacement of 350 PCs, and the acquisition of an orchestration license and training.

Metro invested \$3.0 million in the development of software interfaces that will enable the transfer of data that support financial controls and decision support. This includes OneBadge, Kronos (the new time keeping system), Human Capital Management, Client (WMATA Departments) Relationship Management.

In Q3, Metro prepared for Phase II of a project to replace card readers, conducting a complete needs assessment for future OneBadge requirements. Planning, requirements gathering and analysis for design was underway, in preparation to integrate Hyperion financial management software with WMATA's current financial management environment.

The Hyperion upgrade includes systems that support scheduling, customer alerts, commuting benefits, and fares as well as applications that assist WMATA departments in the efficient delivery of core services.

IT program expenditures of \$0.3 million also went toward the further development of the automated and centralized Safety Management System to capture incident and safety information across the system and improve operations where there are opportunities to do so. The Safety Management tool captures information from accidents and incidents that occur at Metro stations,



Metro facilities and all Metro vehicles including all three modes. In Q3, Metro implemented the hazard management solution and the return to work/at risk solution.

WMATA expended \$1.0 million on the configuration and deployment of the new, standardized time management solution. In Q3, training of pilot users was completed and the initiation of the pilot rollout was underway.

Metro Transit Police Department

In Q3, a total of \$0.04 million was invested in the Metro Transit Police Department capital program. The bulk of this investment went toward the procurement of non-lethal weapons and the lifecycle replacement of other police support and security equipment. By the end of the fiscal year, Metro will begin design for a police substation at Morgan Boulevard.

Support Equipment & Services

In the Support Equipment & Services capital program, Q3 expenditures totaled \$4.5 million. The rehabilitation and replacement of facility roofs across the Authority accounted for \$1.0 million of this investment. In Q3, roof construction was on-going at Forest Glen, Montgomery bus facility, and at Waterfront.

Metro continued to compile asset inventory data and began the development of the asset registry for the transit asset management program. Survey work on Tier D assets was completed in Q3. By July of 2019, Metro plans to deploy a fully built out, data enabled asset management program. Metro invested \$1.2 million toward this effort during the quarter.



Appendices

Appendix I: Operating Financials

Operating Financials with Reimbursables

As of March 31, 2018
FISCAL YEAR 2018
Dollars in Millions

THIRD QUARTER RESULTS					YEAR-TO-DATE RESULTS					
Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES										
Passenger Revenue										
\$129.7	\$125.6	\$126.5	(\$0.9)	-1%	Metrorail	\$383.1	\$391.5	\$394.5	(\$3.0)	-1%
29.9	28.7	34.8	(6.1)	-18%	Metrobus	95.8	93.0	109.0	(15.9)	-15%
2.3	2.4	2.3	0.1	5%	MetroAccess	7.3	7.1	7.2	(0.0)	-1%
10.3	10.5	9.9	0.6	6%	Parking	30.7	31.6	30.9	0.7	2%
4.4	5.7	5.7	0.0	0%	Other Passenger	11.9	14.0	14.0	0.0	0%
\$176.6	\$172.8	\$179.1	(\$6.3)	-4%	subtotal	\$528.9	\$537.2	\$555.5	(\$18.4)	-3%
Non-Passenger Revenue										
5.5	5.6	5.6		0%	Advertising	16.4	16.9	16.9	0.0	0%
3.6	2.6	1.9	0.7	37%	Joint Dev/Property Rent	7.9	6.6	5.1	1.4	28%
5.3	4.5	5.0	(0.5)	-9%	Fiber Optic/Infrastructure	13.2	12.3	12.8	(0.4)	-3%
1.0	(0.2)	1.8	(1.9)	-109%	Other	8.3	4.6	7.4	(2.8)	-38%
6.4	5.4	7.4	(2.0)	-27%	Reimbursables	17.3	23.2	22.7	0.5	2%
\$21.8	\$18.0	\$21.6	(\$3.6)	-17%	subtotal	\$63.1	\$63.6	\$64.9	(\$1.2)	-2%
\$198.4	\$190.9	\$200.8	(\$9.9)	-5%	TOTAL REVENUE	\$592.0	\$600.8	\$620.4	(\$19.6)	-3%
EXPENSES										
Personnel										
69.0	74.0	77.2	3.2	4%	Salaries	218.0	217.9	223.6	5.6	3%
134.4	121.1	128.2	7.1	6%	Wages	363.5	354.6	383.3	28.6	7%
19.4	16.4	21.6	5.2	24%	Overtime	64.8	56.2	61.9	5.8	9.3%
111.5	112.7	108.0	(4.7)	-4%	Fringe Benefits	302.0	332.8	318.2	(14.6)	-5%
\$334.3	\$324.2	\$335.0	\$10.8	3%	subtotal	\$948.2	\$961.6	\$986.9	\$25.4	3%
Non-Personnel										
31.5	48.6	47.3	(1.3)	-3%	Services	99.6	118.9	146.4	27.5	19%
24.5	27.2	24.6	(2.6)	-10%	ParaTransit	74.8	83.5	73.9	(9.6)	-13%
6.8	8.9	15.3	6.4	42%	Materials & Supplies	27.1	41.7	42.2	0.5	1%
19.5	14.1	11.0	(3.1)	-29%	Materials & Supplies - Parts	59.6	38.8	33.3	(5.5)	-17%
1.0	6.3	9.0	2.8	31%	Fuel (Diesel/Gas/CNG)	13.4	19.4	26.9	7.5	28%
12.0	11.9	12.2	0.3	3%	Propulsion Power	35.3	34.0	36.2	2.2	6%
9.1	10.0	10.7	0.7	6%	Utilities	26.7	26.3	29.9	3.6	12%
7.1	11.3	7.1	(4.2)	-59%	Casualty & Liability	16.3	28.0	21.4	(6.5)	-31%
2.1	2.1	2.3	0.2	9%	Leases & Rentals	5.6	5.8	6.6	0.8	12%
1.1	1.8	1.3	(0.5)	-36%	Misc.	2.4	3.4	3.8	0.4	10%
(11.5)	(10.0)	(12.4)	(2.4)	-19%	Capital Overhead Allocation	(39.1)	(28.9)	(37.3)	(8.4)	-22%
\$103.2	\$132.2	\$128.5	(\$3.8)	-3%	subtotal	\$321.8	\$370.8	\$383.2	\$12.4	3%
\$437.5	\$456.4	\$463.5	\$7.1	2%	TOTAL EXPENSE	\$1270.1	\$1332.4	\$1370.2	\$37.8	3%
\$239.1	\$265.5	\$262.7	(\$2.9)	-1%	NET SUBSIDY	\$678.1	\$731.6	\$749.8	\$18.2	2%
Favorable/(Unfavorable)					Favorable/(Unfavorable)					
45%	42%	43%			COST RECOVERY RATIO	47%	45%	45%		



Operating Financials

2018-03-31

METRORAIL

FISCAL YEAR 2018

Dollars in Millions

THIRD QUARTER RESULTS

YEAR-TO-DATE RESULTS

Prior Year Actual	Current Year									
	Actual	Budget	Variance							
REVENUES										
Passenger Revenue										
\$129.7	\$125.6	\$126.5	(\$0.9)	-1%	Passenger Fares	\$383.1	\$391.5	\$394.5	(\$3.0)	-1%
10.3	10.5	9.9	0.6	6%	Parking	30.7	31.6	30.9	0.7	2%
2.9	1.4	1.4	(0.0)	0%	D.C. Schools	6.5	3.4	3.4	(0.0)	0%
\$142.9	\$137.5	\$137.8	(\$0.3)	0%	subtotal	\$420.3	\$426.4	\$428.8	(\$2.4)	-1%
\$1.8	\$1.9	\$1.9	\$0.0	0%	Advertising	\$5.4	\$5.6	\$5.6	\$0.0	0%
3.6	2.6	1.9	0.7	37%	Joint Dev/Property Rent	7.9	6.6	5.1	1.4	28%
5.3	4.5	5.0	(0.5)	-9%	Fiber Optic	13.2	12.3	12.8	(0.4)	-3%
0.2	(0.0)	0.3	(0.4)	-102%	Other	6.8	2.1	3.2	(1.1)	-34%
\$11.0	\$9.0	\$9.1	(\$0.1)	-1%	subtotal	\$33.2	\$26.6	\$26.6	(\$0.1)	0%
\$153.9	\$146.4	\$146.9	(\$0.4)	0%	TOTAL REVENUE	\$453.5	\$453.0	\$455.4	(\$2.4)	-1%
EXPENSES										
\$112.3	\$109.5	\$116.7	\$7.2	6%	Salary/Wages	\$339.2	\$326.5	\$345.9	\$19.5	6%
11.6	8.0	13.5	5.5	41%	Overtime	37.7	28.5	35.9	7.4	20%
53.7	69.0	60.9	(8.1)	-13%	Fringe Benefits	169.6	195.3	179.4	(15.8)	-9%
15.8	28.9	26.3	(2.7)	-10%	Services	49.3	65.5	78.6	13.1	17%
18.4	13.6	15.9	2.3	15%	Supplies	61.4	47.6	45.2	(2.4)	-5%
0.5	0.3	0.5	0.2	38%	Fuel (Gas, Diesel, CNG)	1.6	0.9	1.6	0.7	45%
18.6	19.2	18.6	(0.7)	-4%	Utilities & Propulsion	56.1	54.1	54.0	(0.1)	0%
(0.6)	6.6	(1.7)	(8.4)	-489%	Insurance/Other	(7.9)	8.5	(5.5)	(14.0)	-255%
\$230.3	\$255.2	\$250.6	(\$4.6)	-2%	TOTAL EXPENSE	\$707.0	\$726.8	\$735.1	\$8.3	1%
\$76.4	\$108.8	\$103.8	(\$5.0)	-5%	NET SUBSIDY	\$253.4	\$273.8	\$279.7	\$5.9	2%
67%	57%	59%			COST RECOVERY RATIO	64%	62%	62%		



Operating Financials

2018-03-31
METROBUS
 FISCAL YEAR 2018
 Dollars in Millions

THIRD QUARTER RESULTS

YEAR-TO-DATE RESULTS

Prior Year Actual	Current Year									
	Actual	Budget	Variance							
REVENUES										
Passenger Revenue										
\$29.9	\$28.7	\$34.8	(\$6.1)	-18%	Passenger Fares	\$95.8	\$93.0	\$109.0	(\$15.9)	-15%
1.5	4.3	4.3	0.0	0%	D.C. Schools	5.4	10.7	10.7	0.0	0%
\$31.4	\$33.0	\$39.1	(\$6.1)	-16%	subtotal	\$101.3	\$103.7	\$119.6	(\$15.9)	-13%
\$3.7	\$3.8	\$3.8	\$0.0	0%	Advertising	\$11.0	\$11.4	\$11.3	\$0.0	0%
0.8	(0.1)	1.4	(1.6)	-110%	Other	1.6	2.3	4.2	(1.9)	-45%
\$4.5	\$3.6	\$5.2	(\$1.6)	-30%	subtotal	\$12.6	\$13.7	\$15.6	(\$1.9)	-12%
\$35.9	\$36.6	\$44.3	(\$7.6)	-17%	TOTAL REVENUE	\$113.8	\$117.3	\$135.2	(\$17.8)	-13%
EXPENSES										
\$88.8	\$83.5	\$86.1	\$2.7	3%	Salary/Wages	\$235.3	\$239.8	\$253.5	\$13.7	5%
7.3	7.9	7.7	(0.2)	-3%	Overtime	26.3	26.5	25.2	(1.3)	-5%
56.0	42.0	45.9	3.9	8%	Fringe Benefits	128.3	132.8	135.2	2.3	2%
10.2	13.5	14.7	1.2	8%	Services	32.4	34.6	47.4	12.8	27%
7.8	9.4	10.2	0.8	8%	Supplies	25.1	32.4	29.7	(2.7)	-9%
0.2	4.7	6.7	2.0	30%	Fuel (Gas, Diesel, CNG)	9.1	14.2	20.0	5.8	29%
2.3	2.5	4.2	1.6	39%	Utilities & Propulsion	5.6	5.9	11.6	5.8	50%
(0.7)	(1.6)	(0.1)	1.5	1501%	Insurance/Other	(7.4)	(1.2)	(0.5)	0.7	125%
\$172.0	\$161.9	\$175.3	\$13.4	8%	TOTAL EXPENSE	\$454.5	\$484.9	\$522.0	\$37.1	7%
\$136.1	\$125.2	\$131.0	\$5.7	4%	NET SUBSIDY	\$340.7	\$367.6	\$386.8	\$19.2	5%
21%	23%	25%	COST RECOVERY RATIO			25%	24%	26%		



Operating Financials

2018-03-31
METROACCESS
 FISCAL YEAR 2018
 Dollars in Millions

THIRD QUARTER RESULTS

YEAR-TO-DATE RESULTS

Prior Year Actual	Current Year									
	Actual	Budget	Variance							Actual
REVENUES										
Passenger Revenue										
\$2.3	\$2.4	\$2.3	\$0.1	5%	Passenger Fares	\$7.3	\$7.1	\$7.2	(\$0.0)	-1%
0.0	0.0	0.0	0.0		D.C. Schools	0.0	0.0	0.0	0.0	
\$2.3	\$2.4	\$2.3	\$0.1	5%	subtotal	\$7.3	\$7.1	\$7.2	(\$0.0)	-1%
\$0.0	\$0.0	\$0.0	\$0.0		Advertising	\$0.0	\$0.0	\$0.0	\$0.0	
0.0	0.0	0.0	0.0		Other	0.0	0.2	0.0	0.2	
\$0.0	\$0.0	\$0.0	\$0.0		subtotal	\$0.0	\$0.2	\$0.0	\$0.2	
\$2.3	\$2.4	\$2.3	\$0.1	5%	TOTAL REVENUE	\$7.3	\$7.3	\$7.2	\$0.1	2%
EXPENSES										
\$1.5	\$1.4	\$1.5	\$0.2	10%	Salary/Wages	\$4.9	\$4.2	\$4.5	\$0.3	7%
0.0	0.0	0.0	0.0	39%	Overtime	0.0	0.0	0.0	0.0	54%
0.9	0.8	0.7	(0.1)	-12%	Fringe Benefits	2.2	2.4	2.2	(0.2)	-9%
25.7	28.5	26.1	(2.4)	-9%	Services	78.2	86.8	78.4	(8.5)	-11%
0.1	0.1	0.2	0.1	67%	Supplies	0.2	0.5	0.5	0.0	4%
0.2	1.1	1.3	0.2	16%	Fuel (Gas, Diesel, CNG)	2.1	3.8	3.8	(0.0)	0%
0.1	0.1	0.1	0.0	20%	Utilities & Propulsion	0.4	0.4	0.4	0.1	17%
0.2	0.1	0.2	0.1	58%	Insurance/Other	0.4	0.5	0.5	0.0	4%
\$28.8	\$32.0	\$30.2	(\$1.9)	-6%	TOTAL EXPENSE	\$88.5	\$98.6	\$90.4	(\$8.2)	-9%
\$26.4	\$29.7	\$27.9	(\$1.8)	-6%	NET SUBSIDY	\$81.1	\$91.3	\$83.2	(\$8.1)	-10%
8%	7%	8%			COST RECOVERY RATIO	8%	7%	8%		

Appendix II: Capital Program Financials & Detail

Capital Expenditures by Project

Investment by Program	FY2018 Current Budget	FY2018 Actuals	Remaining Budget	Expend %
2000/3000 Series Rail Car Replacement	\$ 1.2	\$ 0.6	\$ 0.6	50%
Test Track & Railcar Commissioning Facility	4.7	4.8	-0.1	101%
7000 Series Rail Car Procurement	231.1	154.6	76.6	67%
Dulles Railcars	0.4	0.9	-0.5	217%
Dulles Phase2 Rail Vehicles	95.3	81.4	13.9	85%
Railcar Acquisition	332.8	242.3	90.4	73%
Railcar Rehabilitation Program	51.4	35.8	15.6	70%
Rail Car Safety & Reliability Enhancements	5.1	3.0	2.1	58%
Rail Lifecycle Overhaul	60.0	54.1	5.9	90%
Repair of Damaged Railcars	0.4	0.4	0.0	96%
Railcar Maintenance/Overhaul	116.9	93.3	23.6	80%
Rail Yard Facility Repairs	26.5	21.2	5.2	80%
Rail Yard Hardening and Bus Security	5.1	1.6	3.5	31%
7000 Series Rail Car HVAC Maintenance Facility	1.7	1.6	0.2	90%
Relocation of Maintenance Departments from Rail Yards	1.7	0.8	0.8	49%
D&E Rail Yard Improvements	1.4	0.2	1.3	12%
Railcar Maintenance Facilities	36.4	25.3	11.0	70%
Railcar Investments	486.0	360.9	125.1	74%
Rail Power System Upgrades	17.1	11.3	5.8	66%
AC Power Systems State of Good Repair	6.2	3.4	2.8	55%
Traction Power State of Good Operations	15.2	11.3	3.9	75%
D&E Power Improvements	0.6	0.3	0.3	46%
Propulsion	39.1	26.3	12.8	67%
Wayside Warning Train Wash	0.5	0.2	0.3	46%
Train Control Signal and Traction Power System Interface	0.0	0.2	-0.2	
Radio Infrastructure Replacement - T-Band Relocation	86.1	17.6	68.5	20%
National Transportation Safety Board Recommendations	8.2	6.2	1.9	76%
Automatic Train Control State of Good Repair	17.9	11.4	6.5	64%
ETS Infrastructure	0.7	0.1	0.6	9%
Track Inspector Location	2.3	1.5	0.8	66%
D&E ATC & Comms Improvements	0.6	0.0	0.6	0%
Signals & Communications	116.2	37.3	78.9	32%
Rail Systems Investments	155.4	63.6	91.7	41%
Track Rehabilitation	73.8	56.8	17.0	77%
Track Maintenance Equipment	0.9	0.1	0.8	12%
System-wide Infrastructure Rehab	0.0	0.0	0.0	58%
General Engineering	2.7	3.1	-0.4	115%
Emergency Construction	1.0	0.7	0.3	74%
Tunnel Lighting	3.0	1.2	1.8	40%
Fixed Rail	81.4	62.0	19.5	76%
Track Structural Rehabilitation	12.5	9.2	3.3	74%
Bush Hill Aerial Structure	0.2	0.1	0.1	49%
Farragut North Beam Rehab	0.1	0.1	0.0	74%
Red Line Water Mitigation	30.4	29.2	1.2	96%
D&E Track Structures Improvements	1.6	0.5	1.1	33%
Structures	44.9	39.2	5.7	87%
Track and Structures Rehabilitation Investments	126.3	101.1	25.2	80%

Investment by Program	FY2018 Current Budget	FY2018 Actuals	Remaining Budget	Expend %
Bicycle & Pedestrian Facilities: Capacity Improvements	1.2	0.6	0.6	54%
Station Rehabilitation Program	10.8	7.6	3.3	70%
Station Entrance Canopies	8.0	7.9	0.2	98%
Rhode Island Platform Rehab	0.6	0.3	0.4	44%
Orange/Blue Line Rehabilitation Stage One	28.3	27.4	0.9	97%
Parking Garage Rehabilitation	5.0	4.1	0.9	83%
Metro Center Retail Buildout	0.2	0.1	0.1	62%
Swing Gates	3.7	0.6	3.1	17%
Grosvenor Parking Garage (J/D)	3.0	0.0	3.0	0%
Potomac Yard Alt. Analysis	5.3	0.9	4.4	17%
Purple Line: General	2.6	0.7	1.8	29%
Union Station Project	0.1	0.0	0.1	0%
Dulles Phase 1	2.7	0.6	2.0	24%
Dulles Phase 2 Prelim Eng	7.5	6.4	1.1	86%
D&E Platform & Structures Impr	7.6	4.5	3.1	59%
Platforms & Structures	86.7	62.0	24.7	72%
Elevator Rehabilitation	10.0	6.7	3.2	68%
Escalator Rehabilitation	3.0	0.8	2.2	26%
Elevator/Escalator Repairables	4.0	2.5	1.5	62%
Escalator Replacement	35.5	30.7	4.8	87%
Vertical Transportation	52.5	40.7	11.8	78%
Regional NextFare System	0.4	0.1	0.3	33%
Open Bankcard & AFC System	0.6	0.1	0.5	24%
Fire Systems	3.4	2.3	1.2	66%
Station Cooling Program	6.6	6.3	0.3	96%
Station Lighting Improvements	7.3	1.6	5.7	22%
Raising Vent Shafts Vicinity	3.0	1.3	1.7	43%
Improving Drainage	4.1	1.0	3.1	24%
Fare Collection Modernization	6.1	2.9	3.2	48%
Fire Alarm System Upgrade	0.8	0.3	0.5	35%
D&E Station Systems	0.1	0.0	0.0	29%
Station Systems	32.3	15.9	16.4	49%
Stations and Passenger Facilities Investments	171.5	118.7	52.8	69%
Bus Replacement	48.0	10.5	37.5	22%
MetroAccess Fleet Replacement	17.4	4.0	13.4	23%
Bus and Paratransit Acquisition	65.4	14.5	50.8	22%
Automatic Vehicle Location Eq	0.3	0.2	0.1	62%
Bus Repair Equipment	3.9	2.6	1.2	68%
Bus Rehabilitation Program	47.0	34.7	12.3	74%
Bus Camera Installation & Replacement	3.6	2.1	1.4	60%
Bus Maintenance/Overhaul	54.7	39.6	15.1	72%
Bladensburg Shop Reconfigure	0.5	0.0	0.5	8%
Southern Avenue Bus Garage Replacement	65.8	56.3	9.5	86%
Royal Street Bus Garage Replacement (Cinder Bed Road)	6.9	5.6	1.3	81%
D&E Bus Maint. Facilities	0.6	0.0	0.6	3%
Bus Maintenance Facilities	73.8	61.8	12.0	84%
Bus Priority Corridor Network	1.3	0.9	0.4	71%
Bus Planning	0.4	0.1	0.3	33%
Bus Customer Facility Improvements	2.3	0.1	2.2	6%
Traffic Signal Prioritization	0.6	0.5	0.0	93%
New Carrolton Bus Bays (J/D)	1.0	0.0	1.0	0%
King Street Station Bus Loop	1.3	0.0	1.3	-2%
D&E Bus Passenger Fac./Systems	0.4	0.0	0.4	3%
Bus Passenger Facilities/Systems	7.3	1.7	5.6	24%
Bus and Paratransit Investments	201.2	117.7	83.5	58%

Investment by Program	FY2018 Current Budget	FY2018 Actuals	Remaining Budget	Expend %
Bus & Rail Asset Management Software	4.1	3.2	0.9	79%
Bus Operations Support Software	0.3	0.2	0.1	57%
IT Capital Prog Business Proc Reeng'g & Prog Support	2.4	1.4	0.9	61%
Data Centers and Infrastructures	32.1	4.5	27.6	14%
Document Management System	0.3	0.2	0.1	80%
Enterprise Geographic Information System	0.6	0.4	0.2	68%
Sensitive Data Protection Technology	0.3	0.1	0.3	16%
Management Support Software	9.8	7.3	2.5	74%
Police Dispatch and Records Management	1.7	1.1	0.5	68%
Network and Communications	16.1	7.9	8.2	49%
Customer Electronic Communications & Outreach	1.8	1.3	0.5	75%
Rail Operations Support Software	3.5	2.3	1.2	65%
Data Governance and Business Intelligence	0.9	0.7	0.2	83%
Safety Measurement System	2.2	1.2	1.0	56%
Rail Scheduling System Upgrade	1.5	0.2	1.4	10%
Time Keeping - Kronos	5.4	3.5	1.9	65%
D&E IT	2.2	1.2	1.0	55%
IT	85.0	36.9	48.2	43%
Police Substation (N. VA)	0.5	0.0	0.5	0%
Support Equipment - MTPD	1.0	0.3	0.7	29%
MTPD	1.5	0.3	1.2	21%
Service Vehicle Replacement & Leasing	2.5	0.9	1.7	34%
Environmental Compliance Proj	1.1	0.7	0.4	66%
Underground Storage Tank Rplce	1.1	0.5	0.6	48%
Materials Handling Equipment	0.4	0.0	0.4	8%
Revenue Collection Facility	0.3	0.0	0.3	-3%
Core & System Capacity Project Development	0.5	0.2	0.3	46%
Building Infrastructure & Systems ReNeweral	1.0	0.3	0.7	34%
Financial Plan/Systemwide Upgrd	0.8	0.5	0.3	60%
Credit Facility	1.0	0.7	0.3	69%
Transit Asset Inventory	2.8	2.5	0.3	90%
Roof Rehabilitation and Replacement	3.5	2.2	1.3	64%
Rehabilitation of Non-Revenue Facilities	0.4	0.0	0.4	0%
Pollution Prevention - Track	0.5	0.0	0.4	4%
Stormwater Facility Assessment	1.0	0.4	0.6	42%
Sustainability Investments - Pilot Program	0.7	0.2	0.6	21%
Capital Support	1.6	0.3	1.4	16%
Facility Improvements	0.6	0.0	0.6	0%
Station Commercialization Plan	0.1	0.0	0.1	0%
D&E Support Equipment/Services	0.1	0.0	0.1	0%
Planning Support DC	1.0	0.3	0.7	29%
Planning Support for MD	1.0	0.3	0.7	27%
Planning Support for VA	1.2	0.7	0.5	58%
Support Equipment/Services	23.1	10.7	12.4	46%
Business Support Investments	109.6	47.8	61.8	44%
Total Capital Programs	1,250.0	810.0	440.0	65%



FY2018 Capital Reprogramming Summary

Investment by Program (\$millions)	FY2018 Board Approved Budget	Reprogramming Actions	FY2018 Current Budget	Comments
Railcar Acquisition	\$347.0	(\$14.2)	\$332.8	\$1.2M added to 2K/3K Series Rail Car Replacement to accelerate development of 8K series railcars; \$16M available in 7K Procurement due to spare parts delays, contract modifications, and schedule changes
Railcar Maintenance/Overhaul	\$138.0	(\$21.2)	\$116.9	Management decision to de-prioritized Railcar Rehab Program in favor of Red Line Water Mitigation and other priority projects (including replacement of end-of-life IT assets)
Railcar Maintenance Facilities	\$42.7	(\$6.3)	\$36.4	Funds transferred from D&E Rail Yard Improvements to fund time-sensitive PeopleSoft update; \$3.6M transferred from Relocation of Rail Yard Maintenance Depts. to accelerate Rail emergency gate hardening and Red Line Water Mitigation
Railcar Investments	\$527.7	(\$41.7)	\$486.0	
Propulsion	\$38.7	\$0.4	\$39.1	Funds reprogrammed from Fare Collection Modernization (facing protracted contracting process) to fund right-of-way monitoring software and a pilot of a new red tag switching process
Signals & Communications	\$90.0	\$26.3	\$116.2	\$1.5M of planned FY2018 activity rescheduled into FY2019; \$4M available in ATC (activity rescheduled to FY2019) for use in accelerating wifi improvement in rail stations; Radio Infrastructure Upgrade project is ahead of plan and \$38.5M of FY2019 work is shifting to FY2018
Rail Systems Investments	\$128.7	\$26.7	\$155.4	
Fixed Rail	\$99.0	(\$17.6)	\$81.4	\$6M from CIP0024 Track Rehab to CIP0022 Track Structural Rehab due to schedule acceleration requiring additional funds; \$8M more from Track Rehab (schedule changes) to fund the Radio Infrastructure Upgrade
Structures	\$13.6	\$31.3	\$44.9	Management decision to prioritize Red Line Water Mitigation with \$30.4M from Rail Rehab, Bus Rehab, and Fare Collection modernization (among other projects); schedule acceleration in Track Structural Rehab required additional budget
Track and Structures Rehabilitation Investment	\$112.6	\$13.7	\$126.3	
Platforms & Structures	\$83.4	\$3.3	\$86.7	Budget added for Dulles Phase 2 Engineering, Metro Center Retail Buildout, D&E Platform & Structures, and the Swing Gates project; \$5M reprogrammed from Orange/Blue Line Rehab to Red Line Water Mitigation; \$3M added to new Grosvenor Parking Garage J/D project
Vertical Transportation	\$60.5	(\$8.0)	\$52.5	\$2M from CIP0073 (Escalator Rehab) plus \$6M from CIP0132 (Escalator/Elevator Repairs) available due to engineering/design reviews requiring more time than planned; funds used for accelerated replacement of IT hardware past its useful life and Red Line Water Mitigation
Station Systems	\$46.7	(\$14.5)	\$32.3	Schedule change in Fare Collection Modernization, change in approach to solution
Stations and Passenger Facilities Investments	\$190.6	(\$19.1)	\$171.5	
Bus and Paratransit Acquisition	\$77.8	(\$12.4)	\$65.4	
Bus Maintenance/Overhaul	\$67.3	(\$12.6)	\$54.7	Bus Rehab project progressing normally but budget determined to be in excess of FY2018 requirement; \$8M transferred to re-prioritized Red Line Mitigation project
Bus Maintenance Facilities	\$58.4	\$15.4	\$73.8	Work at Cinder Bed Rd Garage was delayed from FY2017 to FY2018, necessitating additional funds; Fare Collection Modernization contract process expected to be lengthy, freeing funds for reprogramming
Bus Passenger Facilities/Systems	\$7.6	(\$0.3)	\$7.3	\$2.3M transferred from Traffic Signal Prioritization to other higher priority projects; \$1M added for New Carrollton Bus Bays
Bus and Paratransit Investments	\$211.1	(\$9.9)	\$201.2	
IT	\$55.1	\$29.9	\$85.0	Funds transferred to support pressing PeopleSoft upgrade and for replacement of network switches (which are beyond their intended life) in all stations, garages and administration buildings
MTPD	\$1.0	\$0.5	\$1.5	
Support Equipment/Services	\$23.3	(\$0.2)	\$23.1	Purchase of 4 Emergency Response Vehicles planned for FY2017 slipped to FY2018, necessitating additional funds; budget for several smaller projects in this category was reprogrammed to higher-priority projects
Business Support Investments	\$79.4	\$30.3	\$109.6	
Total Capital Programs	\$1,250.0	\$0.0	\$1,250.0	

Appendix III: FTA Grant Status

Active Grants

Active Federal Transit Administration Grants as of 3/31/2018					
Grant No.	Grant Description	Award Date	Federal Award	Drawn	Balance
DC-04-0007-01	FFY2010 SGR Asset Management	9/2/2014	\$3.9	\$2.1	\$1.8
DC-04-0008-00	Bus Livability - Bus Stop Improvements	9/11/2014	\$1.5	\$1.3	\$0.2
DC-26-7363-00	Transit Works: 2012 Workforce Grant	4/30/2014	\$0.8	\$0.3	\$0.5
DC-44-X001-01	FFY2013 Hurricane Sandy Resilience	8/15/2017	\$21.0	\$1.6	\$19.4
DC-57-X007-00	New Freedom Bus Stop Improvements	2/13/2012	\$1.0	\$0.0	\$1.0
DC-75-0006-01	FFY2015 PRIIA Appropriation	3/21/2017	\$148.5	\$148.5	\$0.0
DC-90-X089-01	FFY2015 5307/5340 Formula Grant	11/16/2015	\$146.8	\$143.6	\$3.2
DC-2016-008-00	FFY2016 5307/5340 Formula Funding	7/9/2016	\$147.0	\$123.7	\$23.3
DC-2016-009-00	FFY2016 5337 State of Good Repair	8/11/2016	\$147.2	\$127.6	\$19.6
DC-2016-010-00	FFY2016 PRIIA Appropriation	8/19/2016	\$148.5	\$121.1	\$27.4
DC-2017-004-01	FFY2017 5339 Bus Program	9/7/2017	\$8.4	\$4.5	\$3.9
DC-2017-005-00	WMATA Safety Preventative Maintenance	5/12/2017	\$163.3	\$162.9	\$0.4
DC-2017-006-01	FFY2017 PRIIA Appropriation	9/18/2017	\$148.5	\$40.3	\$108.2
DC-2017-007-01	FFY2017 5337 State of Good Repair	9/7/2017	\$145.5	\$75.6	\$69.9
DC-2017-011-00	Track Inspector Location Awareness With Enhanced Transit Worker Protection	8/15/2017	\$1.9	\$0.0	\$1.9
DC-2017-014-00	FFY2017 5307/5340 Formula Grant	9/21/2017	\$151.0	\$45.3	\$105.7
Total:			\$1,384.8	\$998.6	\$386.2

Current & Planned Grant Applications

Pending Federal Transit Administration Grant Applications and Unobligated Funding as of 5.1.18		
Grant Description	May 1, 2018 Status	Federal Award
FFY2017 5307/5340 Formula Funding - Unobligated Funds		\$8.0
FFY2017 VA CMAQ/RSTP Replacement Buses	Submitted to FTA for Review	\$5.5
FFY2018 Section 5310- Metro Access Replacement Fleet Vehicles	Submitted to FTA for Review	\$1.3
FFY2018 PRIIA Appropriation	Submitted to FTA for Review	\$70.3
FFY2018 5307/5340 Formula Funding	Submitted to FTA for Review	\$68.3
FFY2018 5337 State of Good Repair	Submitted to FTA for Review	\$66.1
FFY2018 5339 Bus Program	Submitted to FTA for Review	\$3.9
Total:		\$223.4

Grants Closed

Federal Transit Administration Grants Closed During FY2015 thru FY2018 as of 5/1/2018				
Grant No.	Grant Description	Award Date	Federal Award	Closed Date
DC-03-0039-12	Largo Extension FFGA	6/18/2010	\$364.3	7/7/2017
DC-05-0009-00	FFY2007 5309 Fixed Guideway	9/24/2007	\$81.8	6/7/2017
DC-05-0011-00	FFY2009 Fixed Guideway Rail Modernization	5/4/2010	\$100.5	6/14/2017
DC-05-0012-00	FFY2010 5309 Fixed Guideway	6/1/2011	\$101.3	6/5/2017
DC-05-0013-01	FFY2011 Fixed Guideway Rail Modernization	9/3/2014	\$101.2	6/1/2017
DC-05-0014-00	FFY2012 Fixed Guideway Rail Modernization	3/28/2013	\$97.3	5/18/2017
DC-26-7209-02	Energy Storage Demo for Rail	2/20/2015	\$0.3	1/5/2017
DC-34-0001-00	FFY2013 and '14 5339 Bus	1/16/2015	\$19.5	6/8/2017
DC-34-0002-01	FFY2015 5339 Bus	9/17/2015	\$9.7	6/14/2017
DC-54-0001-01	FFY 2013/FFY2014 5337 SOGR	4/27/2017	\$161.2	6/7/2017
DC-54-0002-01	FFY 2015 5337 SOGR	11/16/2015	\$131.5	3/5/2018
DC-75-0001-01	FFY2010 PRIIA Appropriation	9/7/2012	\$150.0	6/5/2017
DC-75-0002-00	FFY2011 PRIIA Appropriation	6/27/2012	\$149.7	6/7/2017
DC-75-0003-00	FFY2012 PRIIA Appropriation	3/26/2013	\$150.0	6/7/2017
DC-75-0004-00	FFY2013 PRIIA Appropriation	6/5/2014	\$142.2	11/15/2017
DC-75-0005-00	FFY2014 PRIIA Appropriation	4/8/2015	\$148.5	3/5/2018
DC-90-X083-00	FFY2009 5307/5304 Formula Grant	5/4/2010	\$138.6	6/6/2017
DC-90-X085-00	FFY2010 5307/5304 Formula Grant	2/24/2011	\$139.4	6/5/2017
DC-90-X086-01	FFY2011 5307/5340 Formula Grant	9/23/2014	\$141.8	6/5/2017
DC-90-X087-00	FFY2012 5307/5340 Formula Grant	4/1/2013	\$140.7	6/5/2017
DC-90-X088-01	FFY2013 & FFY2014 5307/5340 Formula	4/7/2017	\$240.9	11/21/2017
DC-95-X004-02	VA CMAQ Bus Purchase/ VA Projects	12/21/2010	\$4.1	4/23/2018
DC-95-X012-00	VA FFY09 CMAQ Bus Purchase	9/11/2012	\$3.9	4/30/2015
DC-95-X015-00	VA CMAQ/RSTP Replacement Buses	11/25/2015	\$27.9	7/7/2017
DC-2016-007-00	FFY2016 5339 Bus Program	7/29/2016	\$8.4	6/14/2017
DC-2017-009-00	VA RSTP Replacement Buses	6/9/2017	\$0.6	4/23/2018
DC-2017-010-00	Section 5310 - Metro Access Fleet Replacement	6/9/2017	\$0.5	12/27/2017
Total			\$2,755.7	