

FY2014 FIRST QUARTER HIGHLIGHTS

Ridership and Revenue

Metrorail

Rail ridership was 54.3 million: 0.8 million below budget, but 0.5 million above the first quarter of FY2013.

- Adjusted for weekdays, ridership is essentially the same as last year.
- Travel patterns by jurisdiction, line, and station are largely unchanged from the prior year.
- Average weekday ridership continues to show some weakness, down 2.2 percent compared to the first quarter of FY2013. However, this has been counteracted by stronger weekend ridership, which is up 3.9 percent over the same period as a result of generally good summertime weather and one-time events such as the 50th Anniversary of the March on Washington.

Metrobus

Bus ridership was 34.8 million: 0.6 million above budget and 1.0 million above the first quarter of FY2013.

- After kicking off in mid/late August, the "Ride Free on Bus" program for DC students ramped up in September. Initial estimates show a net increase of 0.3 million trips in September as a result of the program. Ridership appears to be stabilizing in the range of 20,000 to 25,000 trips per day.
- Overall, average weekday ridership on bus is up 1.5 percent over last year, and average weekend ridership is up 5.3 percent, driven in particular by stronger Sunday ridership.

MetroAccess

Access ridership was 539,000: 22,000 above budget and 35,000 above the first quarter of FY2013.

- The Access customer base (as measured by registrants) grew steadily in FY2013 and continues to grow in FY2014, and these added registrants are now translating into additional ridership.
- The new fare calculator is reducing fares for MetroAccess riders – average fare paid has dropped by 5 percent compared to the first quarter last year, and the share of riders paying the maximum fare of \$7.00 has dropped from 30 percent to 25 percent.
- The increase in registration and ridership is occurring across the region, with registrations up 11 percent in both Virginia and Maryland and 12 percent in DC. There was somewhat more variance in the growth in ridership, however – a 7 percent increase in DC and an 8 percent increase in Maryland, but only a 4 percent 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 4.7 percent to 5.8 percent.

Operating Revenue

Passenger fares plus parking were \$3.1 million above budget for the quarter, while non-transit revenue was \$0.2 million above budget.

- Operating revenues have been boosted by a combination of higher bus ridership, the additional recognition of unused fare media, and positive performance for advertising and fiber optic revenues.

Operating

Through September, year-to-date operating expenses are favorable to budget by \$8.4 million or 2.0 percent.

Salaries and Wages

- Salaries and Wages are favorable year-to-date by \$4.7 million or 2.5 percent, primarily due to Authority-wide vacancy levels partially offset by higher personnel expenses associated with the new Collective Bargaining Agreement with Amalgamated Transit Union Local 689.
- September overtime expenses were \$1.1 million higher than the same month last year. Efforts to manage the use of overtime continue to yield results: overtime expenses were \$1.8 million lower during the first quarter of FY2014 than during the same period last year. Year-to-date overtime was \$7.3 million over budget due to Car Maintenance (CMNT) 2K, 3K and 5K maintenance, vacancy coverage, leave coverage, and special events at

the Verizon center, FEDEX Field, and Nationals Park.

- Fringe benefits were \$820,000 over the year-to-date budget mainly due to higher than projected labor costs which caused higher than projected fringe benefit costs. These higher costs were partially offset pension costs being lower than projected by \$220,000.

Materials and Supplies

- Materials and Supplies are \$1.8 million unfavorable year-to-date mainly due to \$2.5 million of maintenance on the 2K, 3K and 5K railcars and Bus overruns of \$1.7 million as a result of accidents and vandalism. This was offset by favorability in Financial Services, Communications (CSCM), and the Office of the Deputy General Manager-Operations (DGMO).

Services

- Services expenses were \$8.6 million favorable year-to-date due to timing of a Treasury contract settlement of \$2.2 million; Access Service (ACCS) contract closeout claims of \$2.0 million; Transit Infrastructure and Engineering Services (TIES) System Maintenance (SMNT) and Plant (PLNT) contracts timing of \$1.9 million; timing of Bus Services (BUS) contracts of \$836,000; and timing of contract services procurements for DGMO (\$666,000), CSCM (\$414,000) and Department of Human Resources (\$272,000).

Fuel, Propulsion, and Utilities

- Fuel, Propulsion, and Utilities are favorable to budget by \$4.0 million year-to-date due to lower than projected power consumption and favorable diesel rates in Metro hedges. The passage of the American Taxpayer Relief Act of 2012 included a Compressed Natural Gas (CNG) credit which is expected to have a favorable impact of \$3.3 million on Metro's FY2014 expenditures.

Capital

Metro has invested \$137 million of the \$996 million FY2014 Capital Improvement Program (CIP) budget through September, which is \$18 million more than during the same period last year.

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 that are at the end of their useful life. An initial set of buses will be delivered for testing in March 2014.

Access Vehicle Replacement

- The final 24 vehicles of the 138 planned for procurement in FY2013 are now in service.
- A contract is in place for the FY2014 acquisition of 120 paratransit vans. Delivery of the vans is expected to begin in March 2014.

Escalator Rehabilitation

- Nine of the 37 planned FY2014 escalator rehabilitations are complete and five are in progress. Three escalator replacements at Pentagon Station are complete and in service. At least six additional escalator replacements are also planned for completion during FY2014 including escalators at Van Ness-UDC, Georgia Ave-Petworth, Friendship Heights, Bethesda, Glenmont, and Mt. Vernon Square.
- Three of the 22 planned FY2014 elevator rehabilitations are complete, and five are in progress.

Station Rehabilitation and Lighting Improvements

- Two of the 12 planned full station enhancement projects are complete, and two are in progress. One of the 12 planned "mini" station enhancements is completed, and three are in progress.
- Station lighting upgrades were completed at the East and West mezzanines at both Metro Center and Gallery Place stations to improve safety and ease navigation.

Track Rehabilitation

- During the first quarter, Metro welded 325 open weld joints, rehabilitated 2,409 linear feet of grout pads, tamped 9.3 miles of track, repaired 609 leaks, and replaced 2.28 miles of running rail, 1.97 miles of third rail, 5,080 cross ties, 4,667 fasteners, 1,783 insulators, 10 yard turnouts, and 237 safety signs.
- During the first quarter, Metro also received a 35-ton track maintenance crane funded by an American Recovery and Reinvestment Act grant.

Other Benefits to Customers

- The Notice to Proceed on a multi-year contract was issued for the rehabilitation of Metro Yard Facilities at Alexandria, Brentwood, and New Carrollton.
- Metro and the Metropolitan Washington Airports Authority executed a Cooperative Agreement for the design and construction of Phase 2 of the Silver Line extension project, which will extend the Silver Line west for an additional 11.4 miles from Wiehle Avenue to Dulles Airport and into Loudoun County.
- Metro purchased 3,000 smart card interface devices with faster speeds and more memory. 250 devices have been installed at exit fare machines, and the remaining devices are scheduled to be installed this fiscal year.
- Parking garage rehabilitations began at Southern Ave and Suitland. The rehabilitation efforts include improved lighting, reduced water dripping, and new concrete. Completion is expected in FY2015.
- A contract to complete the Largo Water Treatment Facility was awarded in August. The facility will be Leadership in Energy & Environmental Design (LEED) Silver certified and include solar panels and a green roof. Completion is expected in FY2015.
- The MetroConnect Human Capital Management project completed key design decisions in multiple functional areas and developed the test and training plan. MetroConnect will advance technological and administrative process efficiencies to support the new Human Resources delivery model.

Procurement

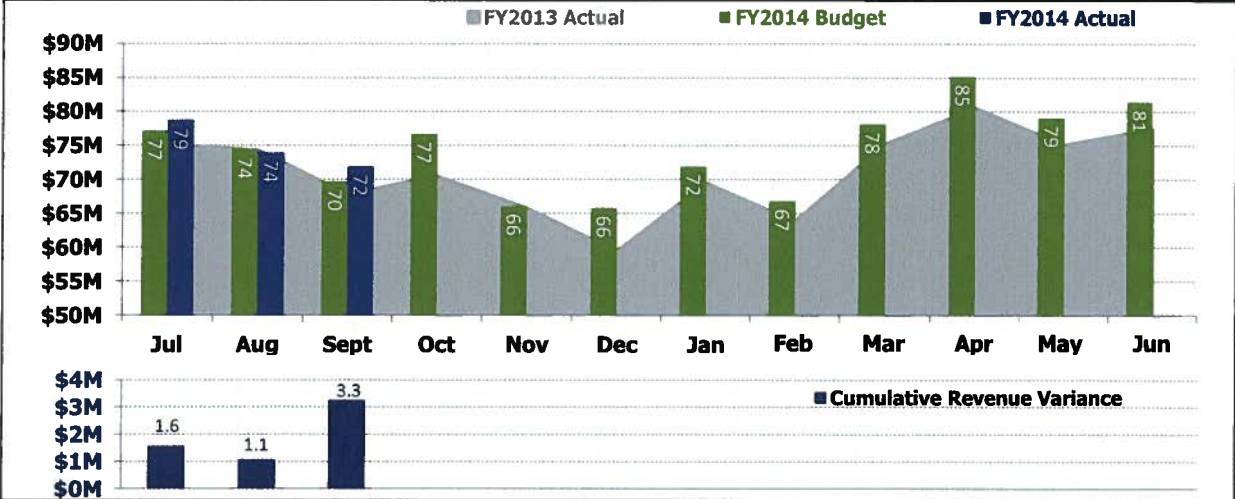
- In September, a \$10.3 million capital contract was awarded to Haris Design and Construction for renovation of three existing buildings at 3421 Pennsy Drive.



REVENUE AND RIDERSHIP

1st Quarter FY2014

REVENUE (in Millions)

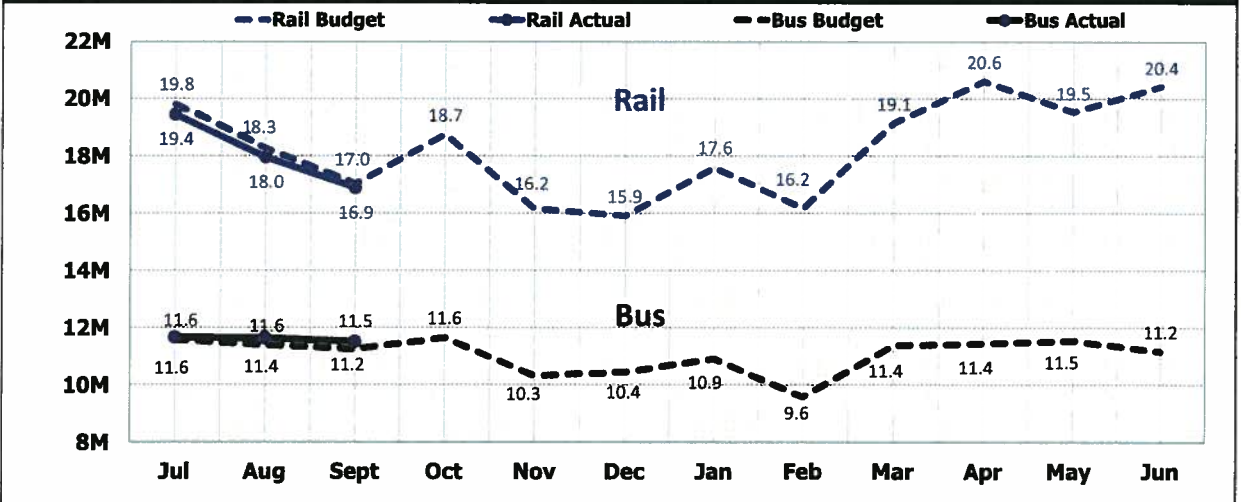


RIDERSHIP (trips in Thousands)

| MTD | Q1-FY2013 | | Q1-FY2014 | | Variance FY14 | |
|---------------------|---------------|---------------|---------------|-------------|---------------|--|
| | Actual | Actual | Budget | Prior Year | Budget | |
| Metrorail | 16,612 | 16,884 | 17,023 | 1.6% | -0.8% | |
| Metrobus | 11,054 | 11,499 | 11,242 | 4.0% | 2.3% | |
| MetroAccess | 162 | 177 | 170 | 9.6% | 4.4% | |
| System Total | 27,828 | 28,561 | 28,435 | 2.6% | 0.4% | |

| YTD | FY2013 | | FY2014 | | Variance FY14 | |
|---------------------|---------------|---------------|---------------|-------------|---------------|--|
| | Actual | Actual | Budget | Prior Year | Budget | |
| Metrorail | 53,756 | 54,288 | 55,099 | 1.0% | -1.5% | |
| Metrobus | 33,768 | 34,773 | 34,184 | 3.0% | 1.7% | |
| MetroAccess | 504 | 539 | 517 | 6.9% | 4.3% | |
| System Total | 88,028 | 89,599 | 89,799 | 1.8% | -0.2% | |

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

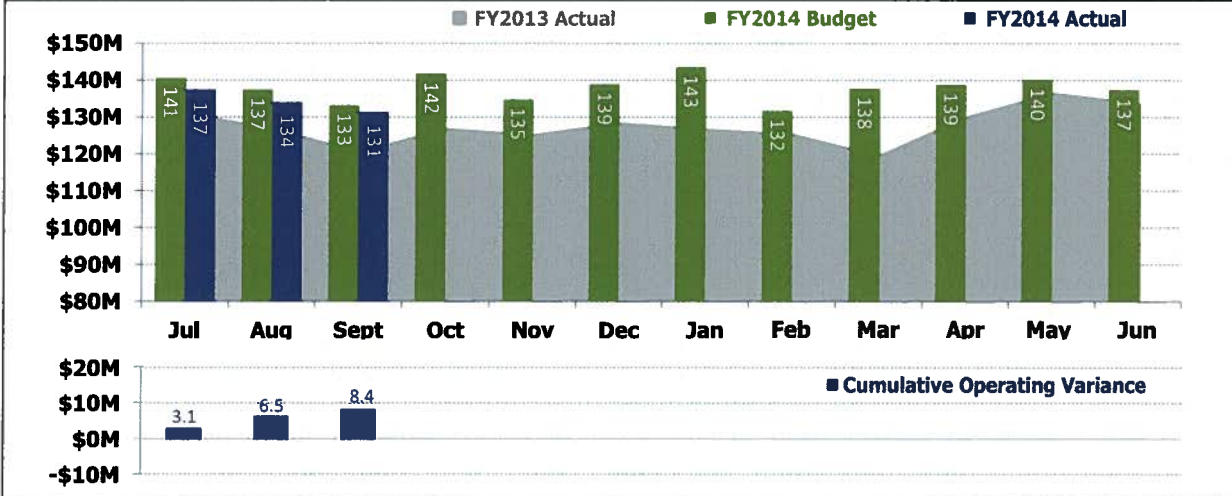




OPERATING BUDGET

1st Quarter FY2014

OPERATING EXPENDITURES (\$ in Millions)

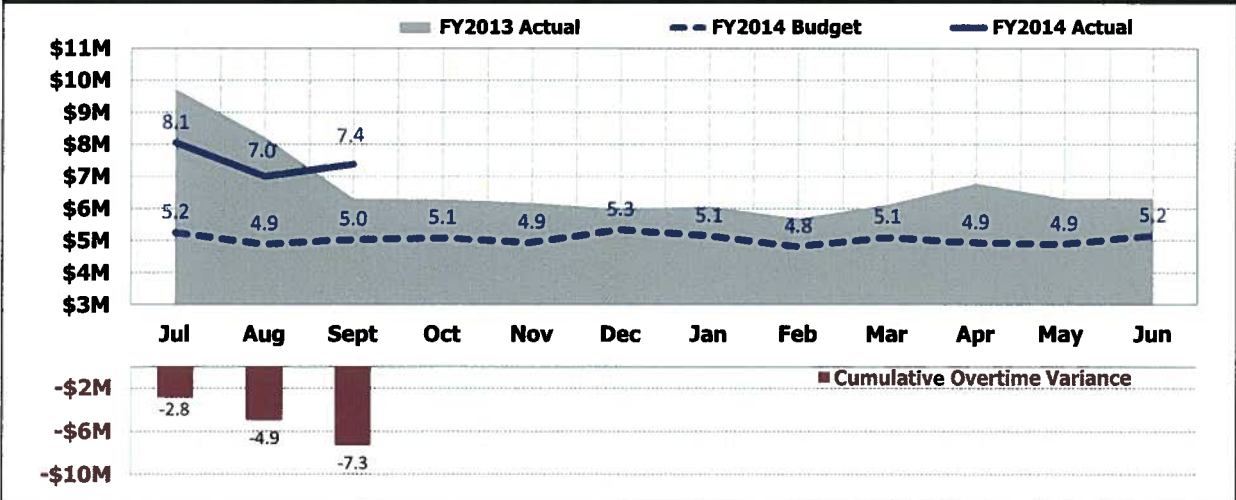


OPERATING BUDGET (\$ in Millions)

| MTD | Q1-FY2013 | | Q1-FY2014 | | Variance FY14 | |
|---------------|-----------|--|-----------|----------|---------------|---------|
| | Actual | | Actual | Budget | \$ | Percent |
| Revenue | \$ 67.7 | | \$ 71.9 | \$ 69.7 | \$ 2.2 | 3.2% |
| Expense | \$ 120.0 | | \$ 131.2 | \$ 133.2 | \$ 1.9 | 1.4% |
| Subsidy | \$ 52.4 | | \$ 59.4 | \$ 63.5 | \$ 4.1 | 6.5% |
| Cost Recovery | 56.4% | | 54.8% | 52.3% | | |

| YTD | FY2013 | | FY2014 | | Variance FY14 | |
|---------------|----------|--|----------|----------|---------------|---------|
| | Actual | | Actual | Budget | \$ | Percent |
| Revenue | \$ 217.0 | | \$ 224.4 | \$ 221.1 | \$ 3.3 | 1.5% |
| Expense | \$ 377.1 | | \$ 402.6 | \$ 411.0 | \$ 8.4 | 2.0% |
| Subsidy | \$ 160.1 | | \$ 178.2 | \$ 189.8 | \$ 11.6 | 6.1% |
| Cost Recovery | 57.5% | | 55.7% | 53.8% | | |

YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)

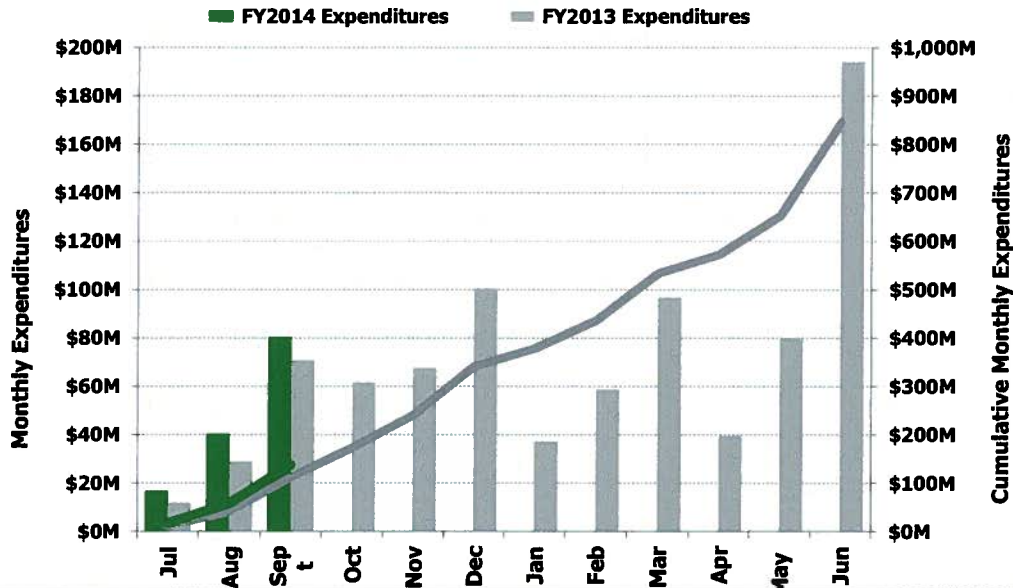




CAPITAL PROGRAM

1st Quarter FY2014

CIP EXPENDITURES (\$ in Millions)



FY2014 USES OF FUNDS (\$ in Millions)

| | Budget | Forecast | Expended | % Exp. |
|------------------------------|-----------------|---------------|---------------|------------|
| FY2014 CIP | \$ 996 | \$ 996 | \$ 137 | 14% |
| Safety & Security | 10 | - | 0 | 0% |
| ARRA | 2 | - | 2 | 67% |
| Reimbursable | 69 | - | 8 | 11% |
| Total | \$ 1,077 | \$ 996 | \$ 147 | 14% |

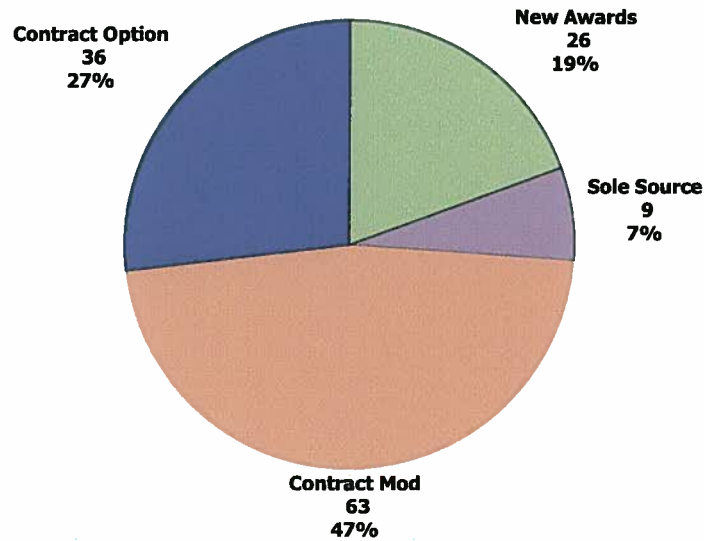
FY2014 PLANNED SOURCES OF FUNDS (\$ in Millions)

| CIP | Planned | Received | Remaining |
|-------------------------------|-----------------|---------------|---------------|
| Federal Reimbursement | \$ 491 | \$ 2 | \$ 489 |
| State and Local | 401 | 120 | 281 |
| Other Sources/Rollover | 104 | 66 | 38 |
| Subtotal | \$ 996 | \$ 188 | \$ 808 |
| Safety & Security | \$ 10 | \$ - | \$ 10 |
| ARRA | 2 | 3 | (1) |
| Reimbursable | 69 | 5 | 64 |
| Subtotal | \$ 81 | \$ 8 | \$ 73 |
| Total | \$ 1,077 | \$ 196 | \$ 881 |

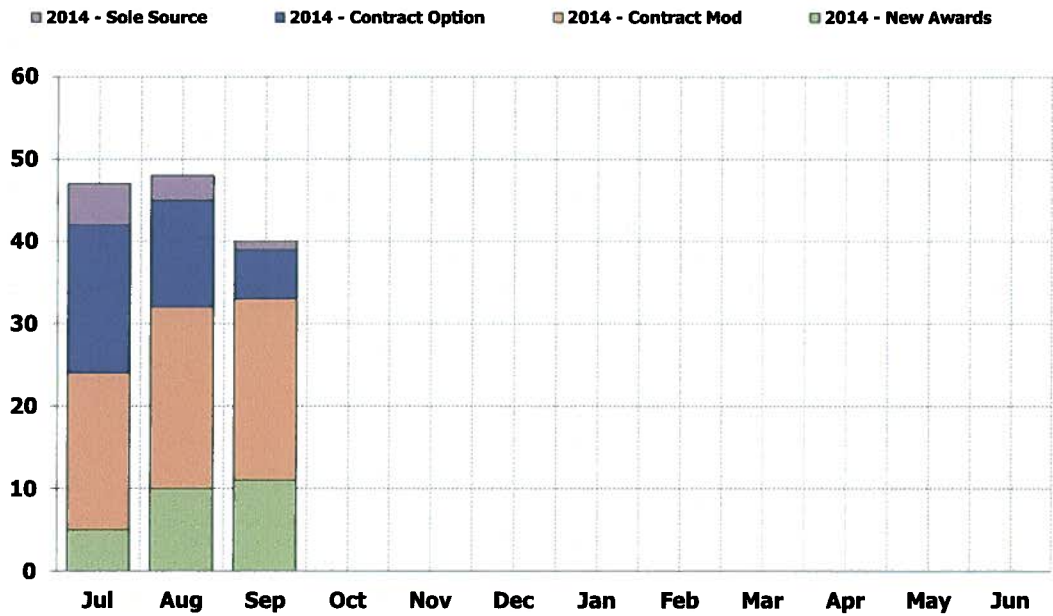


SOLICITATION ACTIONS

**YTD SEPTEMBER SOLICITATION ACTIONS
(134 TOTAL ACTIONS)**



HISTORICAL SOLICITATIONS

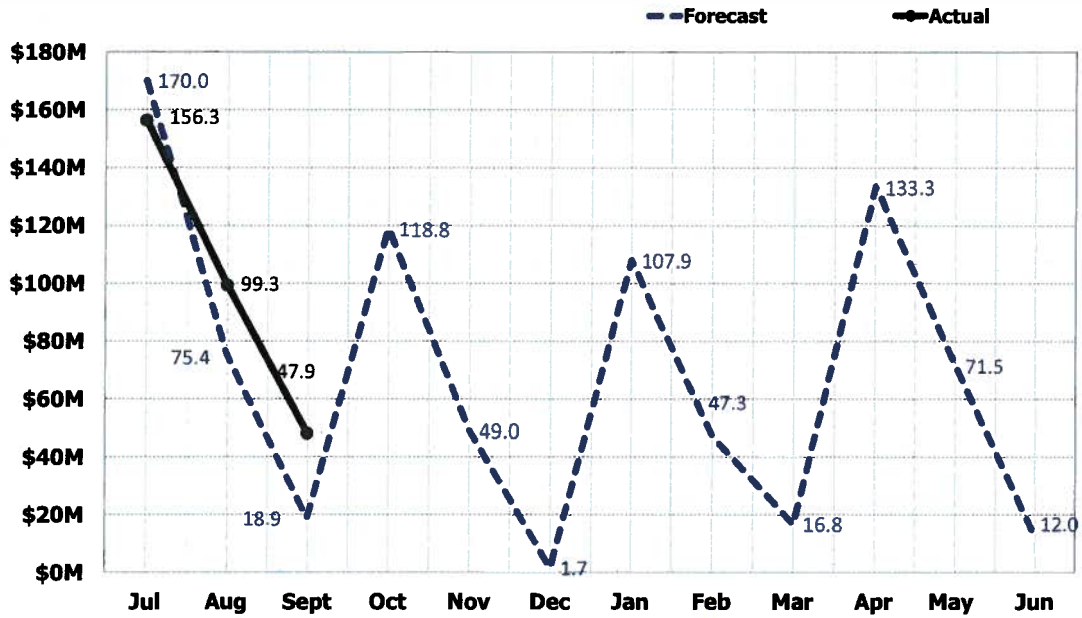




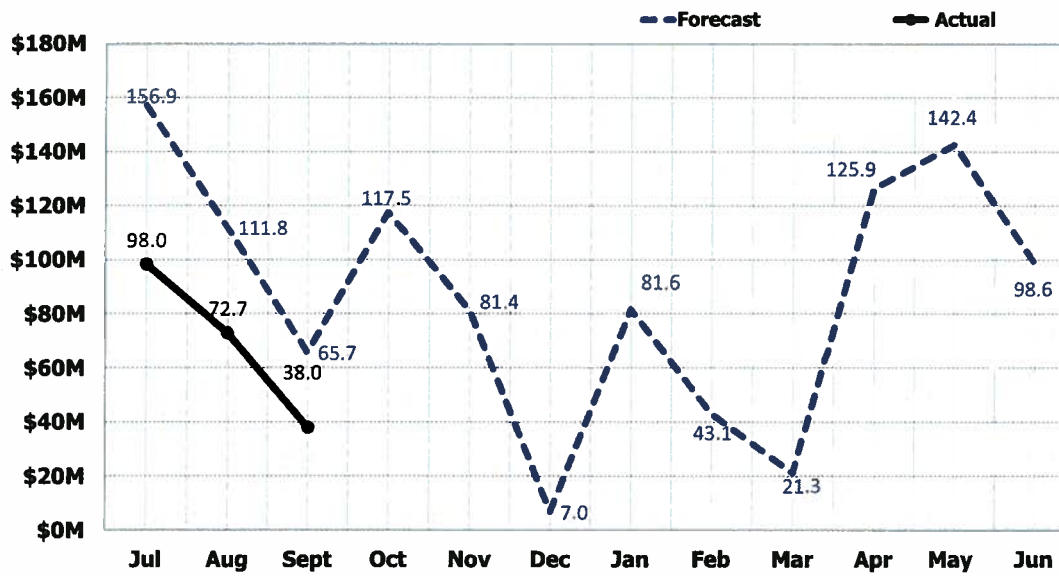
FUND BALANCE

1st Quarter FY2014

OPERATING FUND BALANCE



CAPITAL FUND BALANCE





OPERATING FINANCIALS

1st Quarter FY2014

| SEPTEMBER MONTHLY RESULTS | | | | | YEAR-TO-DATE RESULTS | | | | |
|---------------------------|--------------|---------|----------|--------------------------------------|----------------------|--------------|---------|----------|--------|
| Prior Year Actual | Current Year | | Variance | FISCAL YEAR 2013 Dollars in Millions | Prior Year Actual | Current Year | | Variance | |
| | Actual | Budget | | | | Actual | Budget | | |
| \$47.7 | \$49.6 | \$49.3 | \$0.2 | 0.5% | \$155.7 | \$158.8 | \$157.3 | \$1.5 | 0.9% |
| 11.4 | 12.3 | 11.2 | 1.0 | 9.1% | 35.7 | \$37.2 | 35.9 | 1.4 | 3.8% |
| 0.6 | 0.6 | 0.7 | (0.0) | -2.8% | 2.0 | \$2.0 | 2.0 | 0.0 | 2.2% |
| 3.6 | 3.9 | 3.9 | 0.0 | 0.3% | 11.5 | \$12.0 | 11.7 | 0.2 | 1.8% |
| 0.8 | 0.6 | 0.6 | (0.0) | -0.1% | 1.2 | \$1.9 | 1.9 | (0.0) | -0.1% |
| \$64.3 | \$67.0 | \$65.8 | \$1.3 | 1.9% | \$206.1 | \$211.9 | \$208.8 | \$3.1 | 1.5% |
| \$1.6 | \$2.6 | \$1.6 | \$1.0 | 65.1% | \$4.0 | \$5.5 | \$4.8 | \$0.8 | 16.8% |
| 0.3 | 0.5 | 0.5 | 0.1 | 12.1% | 1.6 | 1.7 | 2.1 | (0.3) | -16.8% |
| 1.2 | 1.3 | 1.2 | 0.1 | 5.6% | 3.7 | 3.8 | 3.6 | 0.2 | 5.6% |
| 0.3 | 0.4 | 0.6 | (0.2) | -32.7% | 1.6 | 1.4 | 1.8 | (0.4) | -23.2% |
| (0.0) | (0.0) | 0.0 | (0.0) | -103.7% | 0.0 | 0.0 | 0.1 | (0.1) | -86.0% |
| 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| \$3.4 | \$4.8 | \$3.9 | \$0.9 | 24.1% | \$10.9 | \$12.5 | \$12.3 | \$0.2 | 1.4% |
| \$67.7 | \$71.9 | \$69.7 | \$2.2 | 3.2% | \$217.0 | \$224.4 | \$221.1 | \$3.3 | 1.5% |
| \$51.7 | \$61.4 | \$59.5 | (\$1.9) | -3.3% | \$166.4 | \$181.5 | \$186.2 | \$4.7 | 2.5% |
| 6.3 | 7.4 | 5.0 | (2.4) | -46.9% | 24.2 | 22.4 | 15.1 | (7.3) | -48.2% |
| 26.9 | 32.1 | 30.1 | (2.0) | -6.7% | 83.0 | 93.5 | 92.7 | (0.8) | -0.9% |
| 17.0 | 11.3 | 16.9 | 5.6 | 33.2% | 43.9 | 42.7 | 51.3 | 8.6 | 16.7% |
| 4.7 | 5.3 | 6.3 | 1.0 | 16.5% | 18.2 | 20.7 | 18.9 | (1.8) | -9.5% |
| 7.5 | 7.9 | 9.1 | 1.2 | 13.0% | 22.8 | 24.4 | 27.9 | 3.5 | 12.5% |
| 2.8 | 3.0 | 3.1 | 0.1 | 4.1% | 8.6 | 8.9 | 9.5 | 0.6 | 5.8% |
| 3.1 | 2.9 | 3.2 | 0.3 | 8.4% | 10.1 | 8.3 | 9.2 | 0.9 | 10.1% |
| \$120.0 | \$131.2 | \$133.2 | \$1.9 | 1.4% | \$377.1 | \$402.6 | \$411.0 | \$8.4 | 2.0% |
| \$52.4 | \$59.4 | \$63.5 | \$4.1 | 6.5% | \$160.1 | \$178.2 | \$189.8 | \$11.6 | 6.1% |
| | | | | PASSENGER REVENUE | | | | | |
| | | | | MetroRail | | | | | |
| | | | | Metrobus | | | | | |
| | | | | MetroAccess | | | | | |
| | | | | Parking | | | | | |
| | | | | D.C. Schools | | | | | |
| | | | | subtotal | | | | | |
| | | | | NON-PASSENGER REVENUE | | | | | |
| | | | | Advertising | | | | | |
| | | | | Joint Dev/Property Rent | | | | | |
| | | | | Fiber Optic | | | | | |
| | | | | Other | | | | | |
| | | | | Interest | | | | | |
| | | | | SE Closure | | | | | |
| | | | | SCR Funding | | | | | |
| | | | | subtotal | | | | | |
| | | | | TOTAL REVENUE | | | | | |
| | | | | Salary/Wages | | | | | |
| | | | | Overtime | | | | | |
| | | | | Fringe Benefits | | | | | |
| | | | | Services | | | | | |
| | | | | Supplies | | | | | |
| | | | | Power/Diesel/CNG | | | | | |
| | | | | Utilities | | | | | |
| | | | | Insurance/Other | | | | | |
| | | | | TOTAL EXPENSE | | | | | |
| | | | | SUBSIDY | | | | | |



Washington Metropolitan Area Transit Authority

Fiscal Year 2013 Financials

Fiscal Year 2014

Quarterly Financial Report

1st Quarter

July – September 2013

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
QUARTERLY FINANCIAL REPORT
Q1 - FY2014
July – September 2013**

REPORT SECTIONS

Operating Budget

- Revenue
- Ridership
- Expense

Capital Program

- Sources
- Uses
- Projects

Outstanding Debt

Appendix

Operating Financials

Capital expenditures

Reimbursable projects

American Recovery & Reinvestment Act (ARRA)

Safety and Security expenditures

TIFF projects

Jurisdictional balances on account

Grant activity

Contract activity

Parking facility usage



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

OPERATING BUDGET SUMMARY

Metro delivered the FY2014 operating budget with a net positive Q1 position of \$11.6 million. Total operating expenses were \$402.6 million, \$8.4 million less than budget. Total operating revenues were \$224.4 million, \$3.3 million above budget.

The majority of the higher than anticipated revenue occurred in Metrorail, which ended Q1 \$3.3 million or 1.5 percent above budget. The majority of the lower than anticipated expense was in Service costs, which ended Q1 \$8.4 million or 16.8 percent below the budget.

Table 1

| OPERATING BUDGET (\$ in Millions) | | | | | |
|-----------------------------------|-----------|-----------|----------|---------------|---------|
| MTD | Q1-FY2013 | Q1-FY2014 | | Variance FY14 | |
| | Actual | Actual | Budget | \$ | Percent |
| Revenue | \$ 67.7 | \$ 71.9 | \$ 69.7 | \$ 2.2 | 3.2% |
| Expense | \$ 120.0 | \$ 131.2 | \$ 133.2 | \$ 1.9 | 1.4% |
| Subsidy | \$ 52.4 | \$ 59.4 | \$ 63.5 | \$ 4.1 | 6.5% |
| Cost Recovery | 56.4% | 54.8% | 52.3% | | |
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| Subsidy | \$ 160.1 | \$ 178.2 | \$ 189.8 | \$ 11.6 | 6.1% |
| Cost Recovery | 57.5% | 55.7% | 53.8% | | |

Revenue and Ridership by Mode

Metrorail

Ridership on Metrorail increased by 1.0 percent to 54.3 million in the first quarter of FY2014 compared to the first quarter of FY2013. Overall, no major changes in ridership patterns have been identified. However, fare media usage continues to move away from paper-magnetic and towards SmarTrip.

- *Line:* Ridership by line did not shift substantially – Yellow line ridership was flat, while Red line ridership grew by 2.0 percent, and the other three lines (Blue, Green, Orange) saw growth between those two extremes.
- *Station:* The variability in ridership at the station level is “noisier” than at the line level, but still consistent from last year to this year. Nearly all stations fell within a fairly narrow range of -6 percent to +8 percent, with the higher positive growth occurring at stations that have had significant development in the surrounding area (e.g., Rhode Island Avenue, Shaw-Howard University, and U Street-Cardozo). The two stations that showed double-digit growth were Dupont Circle at 14 percent, which is explained by the closure of the south entrance during Q1 of FY2013 and Stadium-Armory at 17 percent,



Washington Metropolitan Area Transit Authority Quarterly Financial Report – Q1 - FY2014

which saw a large one-time jump in utilization in August 2013 as a result of the anniversary of the March on Washington. The only station that showed a double-digit decline was East Falls Church at -14 percent, which was due to impacts from weekend track work.

- *Time period:* Midday ridership was nearly flat (up only 0.2 percent), but AM Peak, PM Peak, and Evening ridership were all up 1.0 to 1.5 percent in the quarter versus last year. Late night peak ridership declined by 1.0 percent, but that period represents less than 0.4 million trips out of the 54.3 million in the quarter.
- *Fare instrument:* Full fare trips on paper magnetic cards declined 23 percent in the quarter compared to FY2013 and now represent only 10 percent of total trips on rail. Full fare stored value transactions on SmarTrip increased 3 percent, and SmartBenefits transactions (including both full fare and senior/disabled) increased by 10 percent.

Parking

Parking performance has improved compared to the first quarter last year, when utilization dropped following the July 2012 fare increase for both rail and parking. System-wide utilization of Metro's 59,421 parking spaces increased from 79 percent in the first quarter of FY2013 to 82 percent in the first quarter of FY2014.

- The gain was driven primarily by an improvement in the usage of the 39,484 spaces at Maryland stations. Total Maryland utilization increased from 73 percent to 77 percent, with notable gains at larger lots such as New Carrollton and Grosvenor as well as smaller lots such as Cheverly and West Hyattsville.
- Utilization also improved in the District, from 75 percent to 77 percent; however, the District only has 1,964 spaces, or 3 percent of the system total, so this does not have much impact on overall utilization.
- Utilization was flat overall in Northern Virginia at 90 percent. Slight increases in usage at Huntington and Vienna were balanced by a moderate decline in usage at West Falls Church, though West Falls Church still recorded a 100 percent utilization rate. There is significant variation in parking usage by rail line in Northern Virginia – parking utilization at the four Orange Line stations is 101 percent overall, while utilization at the three Blue/Yellow stations is only 79 percent.

MetroAccess

The new MetroAccess fare calculator is reducing fares for riders – the share of riders paying the maximum fare dropped from 30 percent to 25 percent, and the overall average fare paid (not including those who ride for free, such as personal care attendants and children) dropped by five percent compared to last year, from \$5.00 to \$4.75.

Overall, the Access customer base (as measured by registrants) grew steadily in FY2013 and continues to grow in FY2014, and these added registrants are



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

translating into additional ridership. The increase in registration and ridership is occurring across the region, with registrations up 11% in both Virginia and Maryland and 12% in DC. There was 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 4.7% to 5.8%.

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 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 by students ramped up during the last weeks of August through mid-September as more students became aware of the program. By late September, ridership appeared to stabilize at approximately 23,000 trips per day. 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 in the early spring of 2014.) This initiative was passed by the DC Council subsequent to the adoption of Metro’s FY2014 budget, and Metro will be invoicing the District at a rate of \$1.60 (the base SmarTrip fare) for these trips. The Q1 financial reports do not reflect an accrual for this revenue, but this will be corrected in October and reflected in all subsequent financial reports.

Metro also initiated fare evasion monitoring on its buses in mid-September 2013. Bus operators can now count fare evaders (e.g., riders who board through the back door) via a unique button press on the farebox. Knowledge and usage of this feature ramped up through September and now appears to be stabilizing at 2000 to 3000 per day, or about 0.5 percent of an average weekday. These counts are currently being included as ridership – while they may bring down the average fare very slightly, they should not have any distorting effect on subsidy allocation, unused fare media, or other critical financial measures. Metro staff will continue to monitor the fare evasion figures, and once more data is collected, this information will be useful for MTPD, Bus Planning, and other areas within the Authority.



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

Operating Expenses

First quarter FY2014 operating expenditures totaled \$402.6 million, \$8.4 million, or 2.0 percent, less than the first quarter budget. First quarter FY2014 expenditures were 6.8 percent higher than FY2013 operating expenditures.

Labor

Total personnel expenses of \$297.4 million were over budget by \$3.4 million or 1.1 percent at the end of the first quarter. Metro's Board of Directors passed a vote to increase salaries and wages for L689 union employees by 1.5 percent. The agreement was retroactive and a \$2.3 million payout was made in September. This salary and wage increase is not included in the FY2014 budget approved by the board in April. Metro's recruitment efforts continue through Q1. At the end of Q1, Metro had an overall vacancy rate of 7.6 percent. Q1 salary and wage expenses were under budget by \$4.7 million or 2.5 percent.

Q1 operating budget overtime costs were \$1.8 million lower than the prior year overtime costs. Through FY2013 and Q1 FY2014, Metro 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 were 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 Q1 overtime included vacancy coverage, leave coverage, incident response, and special events.

The primary contributors to Q1 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. 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. The TIES department's main overtime cost driver is directly related to Metro's increased investment in railcar maintenance over the last 12 months to prepare for the introduction of revenue service on the Silver Line. 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. Overtime in Q1 is \$7.3 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.



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

Fringe benefits are \$820,000 over budget mainly due to higher than projected labor costs which caused higher than projected fringe benefit costs. These higher costs were partially offset by lower than projected pension costs.

Non-Labor

Q1 non-personnel expenses of \$105.1 million were under budget by \$11.8 million. Services were under budget by \$8.6 million mainly due to lower than projected SmartTrip expenses, utilization of paratransit services and service contracts.

Actual SmartTrip expenses were less than expected by \$2.2 million due to a favorable settlement of the Cubic contract dispute from previous fiscal years. The MetroAccess service contract was favorable to budget by \$2.0 million in Q1. The favorability is due to the former single source paratransit service contractor's contract closeout claims being \$1.7M less than anticipated and an \$800K credit applied to expenses to close out a JARC grant, being offset by ridership that is 7% higher than FY2013 YTD. TIES was \$1.9 million favorable to budget in services. PLNT Services activities will ramp up including Chiller water treatment monitoring, Cooling Tower Maintenance and repair of Telegraph Road water main break. Bus Services will ramp up on various contracts including On Board Equipment Maintenance and Camera Maintenance in Q2 and Q3. Bus Services is favorable to budget by \$836,000 in services. DGMO continues its labor relations consulting services and will ramp up on expenditures in the second and third quarters. The department is favorable by \$666,000 through Q1.

Metro uses hedging practices to mitigate market volatility by locking in on favorable pricing conditions for future fuel usage. Fuel, propulsion and utilities were under budget by \$4.0 million mainly due to \$1.1 million in savings from lower than budgeted rates for diesel, propulsion and utilities resulting from favorable hedges and fixed price contracts, \$2.9 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 Q1 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.

Materials and Supplies expenses of \$20.7 million exceeded budget by \$1.8 million due to higher than expected expenses in CMNT for 2K, 3K and 5K railcar maintenance and Bus parts and material usage. 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.



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

Table 2

| Non-Labor Category | FY2014 Q1 Budget | FY2014 Q1 Actuals | FY2014 Q1 Variance | Summary |
|---------------------------------------|------------------|-------------------|--------------------|--|
| Services | \$51.3M | \$42.7M | \$8.6M | <ul style="list-style-type: none"> • \$2.2M Treasury favorable contract settlement • \$2.0M Paratransit favorability. Ridership, revenue hours, taxi miles and non-dedicated trips are down • \$1.9M various TIES services contracts expected in Q2 and Q3 • \$836K Bus timing • \$666K DGMO timing of labor negotiation services • \$414K CSCM timing of Bus and Rail schedule printing |
| Fuel, Propulsion and Utilities | \$37.4M | \$33.3M | \$4.1M | <ul style="list-style-type: none"> • \$592K Propulsion mainly volume favorability • \$388K Electricity both rate and volume favorability • \$49K Natural Gas both rate and volume favorability • \$153K Water & Sewer volume favorability • \$769K Diesel rate favorability • \$398K Bus CNG mainly volume favorability • \$423K CNG tax credit • \$1.2M Gasoline & Other Lubricants |
| Insurance and Other | \$9.2M | \$8.3M | \$0.9M | <ul style="list-style-type: none"> • \$514K CFO favorable C&L premium expenses • \$347K CSCM timing of promotional advertising expenses • \$100K Bus accident reimbursements receipts |
| Materials and Supplies | \$18.9M | \$20.7M | (\$1.8M) | <ul style="list-style-type: none"> • (\$2.5M) TIES 2K, 3K and 5K railcar repair and maintenance • (\$1.7M) 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 and Bus and Rail schedule |

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 \$1,077 million, which includes \$996 million for the Capital Improvement Program (CIP), \$10 million for the Security program, \$69 million for the Reimbursable program, and \$2 million for the American Recovery and Reinvestment Act (ARRA) program. At the end of the first quarter, Metro received \$2 million from Federal reimbursement, \$120 million from State and Local contributions, and \$66 million from Other sources for the CIP. Additionally, Metro received \$8 million from the Security, Reimbursable, and ARRA programs.

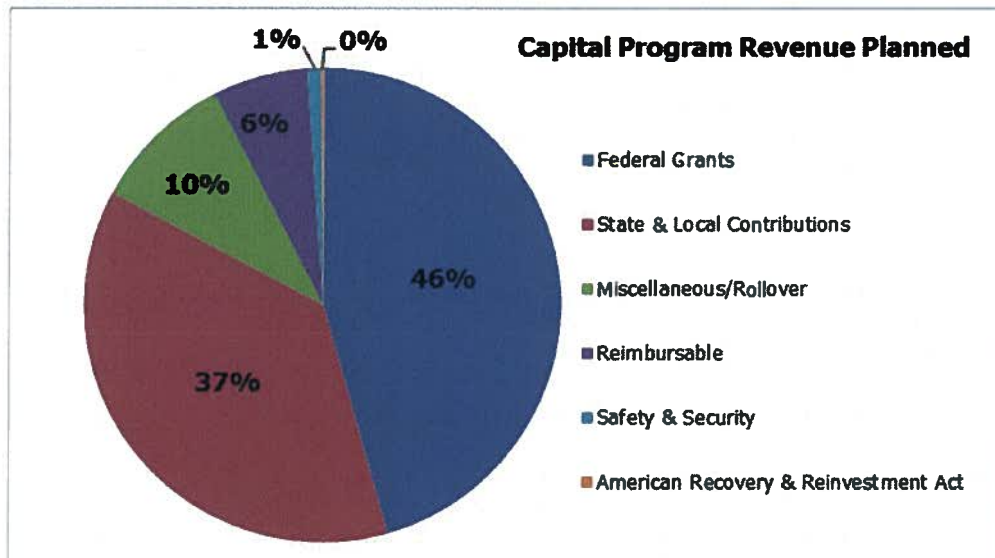
Metro closed seven prior year FTA grants during the first quarter of FY2014. Metro is preparing the ARRA FTA grants for closeout during the second quarter. The focus on closing grants will continue through FY2014.



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

Table 3

| Capital Program Revenue (dollars in millions) | FY2014 Year to Date Through September 30, 2013 | | |
|---|---|-----------------|------------------|
| | Planned | Received | Remaining |
| Capital Improvement Program (CIP) | | | |
| CIP - Federal Reimbursement | \$ 491 | \$ 2 | \$ 489 |
| CIP - State & Local Contributions | 401 | 120 | 281 |
| CIP - Other Sources | 104 | 66 | 37 |
| Subtotal | \$ 996 | \$ 189 | \$ 807 |
| Security - Federal Grants | \$ 10 | \$ - | \$ 10 |
| Reimbursable - State & Local Grants | 69 | 5 | 64 |
| ARRA - Federal Grants | 2 | 3 | (0) |
| Subtotal | \$ 81 | \$ 8 | \$ 73 |
| Total | \$ 1,077 | \$ 196 | \$ 881 |





**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

Table 4

| State & Local Contributions Capital Improvement Program (dollars in millions) | FY2014 Year to Date Through September 30, 2013 | | |
|---|---|---------------|-----------------|
| Formula Match and System Performance | Planned | Billed | Received |
| District of Columbia | \$ 86 | \$ 17 | \$ 17 |
| Montgomery County | \$ 39 | \$ 8 | \$ 8 |
| Prince George's County | 41 | 9 | 9 |
| Subtotal State of Maryland | \$ 80 | \$ 16 | \$ 16 |
| City of Alexandria | \$ 10 | \$ 2 | \$ 2 |
| Arlington County | 19 | 3 | 3 |
| City of Fairfax | 1 | 0 | 0 |
| Fairfax County | 34 | 6 | 6 |
| City of Falls Church | 1 | 0 | 0 |
| Subtotal Common Wealth of Virginia | \$ 65 | \$ 12 | \$ 12 |
| Subtotal Formula Match and System Performance | \$ 230 | \$ 45 | \$ 45 |
| State and Local PRIIA | Planned | Billed | Received |
| District of Columbia | \$ 56 | \$ 15 | \$ 15 |
| State of Maryland | 56 | 15 | 15 |
| Common Wealth of Virginia | 56 | 15 | 15 |
| Subtotal State and Local PRIIA | \$ 169 | \$ 45 | \$ 45 |
| Total | \$ 399 | \$ 90 | \$ 90 |

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 first quarter, Metro has expended \$137 million in the CIP, \$8 million in the Reimbursable program, and \$2 million in the ARRA program. The appendix includes budget, expenditure, and obligation data for each capital project.



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

Table 5

| Capital Program Spending (dollars in millions) | FY2014 Year to Date Through September 30, 2013 | | |
|--|---|-----------------|-------------------|
| | Planned | Expended | Unexpended |
| Capital Improvement Program | | | |
| Vehicles/Vehicles Parts | \$ 211 | \$ 26 | \$ 185 |
| Rail System Infrastructure Rehab | 120 | 23 | 97 |
| Maintenance Facilities | 213 | 16 | 197 |
| Systems and Technology | 114 | 17 | 97 |
| Track and Structures | 57 | 21 | 36 |
| Passenger Facilities | 130 | 23 | 106 |
| Maintenance Equipment | 108 | 10 | 98 |
| Other Facilities | 41 | 1 | 40 |
| Project Management and Support | 2 | 0 | 2 |
| Subtotal | \$ 996 | \$ 137 | \$ 859 |
| Security Program | \$ 10 | \$ 0 | \$ 10 |
| Reimbursable Program | \$ 69 | \$ 8 | \$ 61 |
| ARRA Program | | | |
| Vehicles and Vehicle Parts | \$ 0 | \$ - | \$ 0 |
| Maintenance Facilities | 0 | (0) | 0 |
| Passenger Facilities | 1 | 1 | 0 |
| Safety and Security | 0 | - | 0 |
| Maintenance and Repair Equipment | 1 | 0 | 0 |
| Operations System | 0 | - | 0 |
| Information Technology | 0 | 0 | (0) |
| Miscellaneous | 0 | - | - |
| Subtotal | \$ 2 | \$ 2 | \$ 1 |
| Total | \$ 1,077 | \$ 147 | \$ 930 |

As of the end of September 2013, \$137 million of the CIP has been invested in FY2014 as compared to \$119 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 12-year useful life. In order to insure a modern operating fleet that operates within its useful life, Metro combines an effective rehabilitation program that extends the average useful life by three years and 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. Delivery of pilot buses for inspection and testing are scheduled to begin in March 2014.



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

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. The procurement of 120 Para transit vans is scheduled for FY2014. A contract is in place for the FY2014 acquisition of 120 paratransit vans and the vehicle specifications are finalized. Delivery of the vans is scheduled to begin in March 2014.

Table 6

| Vehicles | Planned | Received | In Service | Comments |
|-------------------------------|---------|----------|------------|----------|
| 40-foot Hybrid/Electric Buses | 85 | 0 | 0 | |
| MetroAccess Procurement | 120 | 0 | 0 | |
| Total Vehicle Procurement | 205 | 0 | 0 | |

Passenger Facilities

Metro currently has 277 elevators and 588 escalators in its system, each with a 25-30 year useful life. Metro has an aggressive program that includes the rehabilitation and modernization of 22 elevators and 37 escalators as well as the replacement of nine escalators for FY2014. This will include code and safety upgrades and energy saving devices. As of the end of September, three of the planned 22 elevators have been rehabilitated, modernized, and returned to service while five are in progress. Of the 37 planned escalators, nine have been rehabilitated, modernized, and returned to service and five are in progress. Three planned escalator replacements at Pentagon station, which were advance through CIP0073, are complete and in service.

Table 7

| Project | Planned | Completed | In Progress | Comments |
|------------------------------------|---------|-----------|-------------|--------------------------|
| CIP0072 – Elevator Rehabilitation | 22 | 3 | 5 | |
| CIP0073 – Escalator Rehabilitation | 37 | 9 | 5 | |
| CIP0073 – Escalator Rehabilitation | 3 | 3 | 0 | Replacements at Pentagon |
| CIP0185 – Escalator Replacement | 6 | 0 | 0 | |

Metro currently has 86 stations in Virginia, Maryland, and the District of Columbia. 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; restoring the appearance to its original character, preserving the asset, and helping 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 September, two full stations and one mini station have been completed and two full stations and three mini stations are in progress.

Table 8

| CIP0087 – Station Rehabilitation Program | Planned | Completed | In Progress | Comments |
|--|---------|-----------|-------------|----------|
| Full Stations | 12 | 2 | 2 | |
| Mini Stations | 12 | 1 | 3 | |

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
- 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, 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



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

- 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 Forest Glen and Takoma

Blue and ^{OR} 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 and insulator renewal, 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
- Tract 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
- Junction box replacement, structural/grout pad rehabilitation, track maintenance, and cover board renewal on Blue and Yellow Lines

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

Table 9

| Project | FY2014 Plan | Status |
|---|-----------------------------|---|
| CIP0018 – Track Welding Program | 1,000 open weld joints | Welded 325 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 237 roadway safety signs |
| CIP0021 – Track Pad/Shock Absorber Rehabilitation | 8,000 In ft of grout pads | Rehabilitated 2,409 In ft of grout pads |



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report – Q1 - FY2014**

| | | |
|--|----------------------------|-------------------------------------|
| CIP0023 – Third Rail Rehabilitation | 5 miles of rail | Replaced 1.97 miles of third rail |
| CIP0024 –Track Rehabilitation | 40 miles of track | Tamped 9.30 miles of track |
| | 15,000 cross ties | Replaced 5,080 cross ties |
| | 27,000 fasteners | Replaced 4,667 fasteners |
| | 7,000 insulators | Replaced 1,783 insulators |
| | 12.5 miles of running rail | Replaced 2.28 miles of running rail |
| | 14 Mainline turnouts | Replaced 0 turnouts |
| CIP0026 – Station Tunnel Leak Mitigation | 32 Yard turnouts | Replaced 10 turnouts |
| | 2,150 leaks | Repaired 609 leaks |

OUTSTANDING DEBT

Metro’s outstanding debt as of September 30, 2013 is \$283.0 million, as shown in the table below.

Table 11

| September 30, 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 | \$ 283.1 | \$ 33.0 | | |
| Wells Fargo LOC | \$ - | Varies | Jun-14 | |
| Bank of America LOC | \$ - | Varies | Jun-14 | |
| US Bank LOC | - | Varies | Jun-14 | |
| Subtotal | \$ - | | | |
| Total | \$ 283.1 | | | |

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



APPENDIX

- **Operating Financials**

- **Capital Improvement Program**

- **Reimbursable Project Program**

- **American Recovery & Reinvestment Act (ARRA)**

- **Safety and Security Expenditures**

- **TIFF projects**

- **Jurisdictional Balances on Account**

- **Grant Activity**

- **Contract Activity**

- **Parking Facility Usage**

Operating Financials

September-13
FISCAL YEAR 2014
Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

| Prior Year Actual | Current Year | | Variance | Prior Year Actual | Current Year | | Variance | | |
|------------------------------|----------------|----------------|--------------|-------------------|----------------|----------------|----------------|---------------|-----------|
| | Actual | Budget | | | Actual | Budget | | | |
| REVENUES: | | | | | | | | | |
| Passenger Revenue | | | | | | | | | |
| \$47.7 | \$49.6 | \$49.3 | \$0.2 | 0% | \$155.7 | \$158.8 | \$157.3 | \$1.5 | 1% |
| 11.4 | 12.3 | 11.2 | 1.0 | 9% | 35.7 | 37.2 | 35.9 | 1.4 | 4% |
| 0.6 | 0.6 | 0.7 | (0.0) | -3% | 2.0 | 2.0 | 2.0 | 0.0 | 2% |
| 3.6 | 3.9 | 3.9 | 0.0 | 0% | 11.5 | 12.0 | 11.7 | 0.2 | 2% |
| \$0.8 | \$0.6 | \$0.6 | (0.0) | 0% | \$1.2 | \$1.9 | \$1.9 | (0.0) | 0% |
| \$64.3 | \$67.0 | \$65.8 | \$1.3 | 2% | \$206.1 | \$211.9 | \$208.8 | \$3.1 | 1% |
| Non-Passenger Revenue | | | | | | | | | |
| 1.6 | 2.6 | 1.6 | \$1.0 | 65% | 4.0 | 5.5 | 4.8 | \$0.8 | 17% |
| 0.3 | 0.5 | 0.5 | 0.1 | 12% | 1.6 | 1.7 | 2.1 | (0.3) | -17% |
| 1.2 | 1.3 | 1.2 | 0.1 | 6% | 3.7 | 3.8 | 3.6 | 0.2 | 6% |
| 0.3 | 0.4 | 0.6 | (0.2) | -33% | 1.6 | 1.4 | 1.8 | (0.4) | -23% |
| (0.0) | (0.0) | 0.0 | (0.0) | -104% | 0.0 | 0.0 | 0.1 | (0.1) | -86% |
| 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| \$3.4 | \$4.8 | \$3.9 | \$0.9 | 24% | \$10.9 | \$12.5 | \$12.3 | \$0.2 | 1% |
| \$67.7 | \$71.9 | \$69.7 | \$2.2 | 3% | \$217.0 | \$224.4 | \$221.1 | \$3.3 | 1% |
| EXPENSES: | | | | | | | | | |
| \$51.7 | \$61.4 | \$59.5 | (\$1.9) | -3% | \$166.4 | \$181.5 | \$186.2 | \$4.7 | 3% |
| \$6.3 | \$7.4 | \$5.0 | (2.4) | -47% | \$24.2 | \$22.4 | \$15.1 | (7.3) | -48% |
| 26.9 | 32.1 | 30.1 | (2.0) | -7% | 83.0 | 93.5 | 92.7 | (0.8) | -1% |
| 17.0 | 11.3 | 16.9 | 5.6 | 33% | 43.9 | 42.7 | 51.3 | 8.6 | 17% |
| 4.7 | 5.3 | 6.3 | 1.0 | 17% | 18.2 | 20.7 | 18.9 | (1.8) | -10% |
| 7.5 | 7.9 | 9.1 | 1.2 | 13% | 22.8 | 24.4 | 27.9 | 3.5 | 12% |
| 2.8 | 3.0 | 3.1 | 0.1 | 4% | 8.6 | 8.9 | 9.5 | 0.6 | 6% |
| 3.1 | 2.9 | 3.2 | 0.3 | 8% | 10.1 | 8.3 | 9.2 | 0.9 | 10% |
| \$120.0 | \$131.2 | \$133.2 | \$1.9 | 1% | \$377.1 | \$402.6 | \$411.0 | \$8.4 | 2% |
| SUBSIDY | | | | | | | | | |
| \$52.4 | \$59.4 | \$63.5 | \$4.1 | 6% | \$160.1 | \$178.2 | \$189.8 | \$11.6 | 6% |
| Favorable/(Unfavorable) | | | | | | | | | |
| 56.4% | 54.8% | 52.3% | | | 57.5% | 55.7% | 53.8% | | |
| Favorable/(Unfavorable) | | | | | | | | | |
| COST RECOVERY RATIO | | | | | | | | | |

REGIONAL BUS Operating Financials September-13 FISCAL YEAR 2014

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

| | MONTHLY RESULTS: | | | YEAR-TO-DATE RESULTS: | | | | | | |
|----------------------------|-------------------|---------------------|---------------------|-----------------------|-------------------|---------------------|---------------------|----------------|--------------|-----------|
| | Prior Year Actual | Current Year Actual | Current Year Budget | Variance | Prior Year Actual | Current Year Actual | Current Year Budget | Variance | | |
| REVENUES: | | | | | | | | | | |
| Passenger Fares | \$9.6 | \$10.1 | \$9.2 | \$0.8 | 9% | \$29.9 | \$30.6 | \$29.5 | \$1.1 | 4% |
| D.C. Schools | 0.3 | 0.3 | 0.2 | 0.1 | 39% | 0.6 | 0.9 | 0.6 | 0.2 | 39% |
| Advertising | 1.1 | 1.8 | 1.1 | 0.7 | 65% | 2.6 | 3.7 | 3.2 | 0.5 | 17% |
| Other | 0.0 | 0.1 | 0.2 | (0.1) | -72% | 0.5 | 0.3 | 0.6 | (0.3) | -48% |
| Interest | (0.0) | 0.0 | 0.0 | (0.0) | -95% | (0.0) | 0.0 | 0.1 | (0.1) | -82% |
| SE Closure | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| SCR Funding | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | |
| TOTAL REVENUE | \$11.0 | \$12.2 | \$10.7 | \$1.5 | 14% | \$33.6 | \$35.5 | \$34.0 | \$1.6 | 5% |
| EXPENSES: | | | | | | | | | | |
| Salary/Wages | \$16.3 | \$19.2 | \$18.2 | (\$1.0) | -6% | \$54.6 | \$56.8 | \$56.9 | \$0.1 | 0% |
| Overtime | \$2.0 | \$2.7 | \$2.1 | (\$0.7) | -32% | \$6.8 | \$8.3 | \$6.3 | (\$2.0) | -33% |
| Fringe Benefits | 8.4 | 10.2 | 9.5 | (0.7) | -7% | 26.7 | 30.0 | 29.4 | (0.6) | -2% |
| Services | 2.0 | 1.3 | 2.5 | 1.3 | 50% | 4.3 | 5.5 | 7.5 | 2.0 | 27% |
| Supplies | 0.8 | 1.7 | 1.7 | (0.1) | -4% | 5.5 | 5.3 | 5.0 | (0.4) | -7% |
| Power/Diesel/CNG | 2.7 | 2.5 | 3.0 | 0.6 | 19% | 7.7 | 7.6 | 9.2 | 1.6 | 18% |
| Utilities | 0.4 | 0.4 | 0.5 | 0.0 | 8% | 1.2 | 1.3 | 1.5 | 0.2 | 12% |
| Insurance/Other | 1.2 | 0.9 | 1.0 | 0.1 | 10% | 3.7 | 2.4 | 2.9 | 0.5 | 17% |
| TOTAL EXPENSE | \$33.9 | \$39.0 | \$38.5 | (\$0.5) | -1% | \$110.5 | \$117.2 | \$118.7 | \$1.4 | 1% |
| SUBSIDY | \$22.8 | \$26.8 | \$27.7 | \$1.0 | 4% | \$76.9 | \$81.7 | \$84.7 | \$3.0 | 4% |
| COST RECOVERY RATIO | 32.6% | 31.3% | 27.9% | | | 30.4% | 30.3% | 28.6% | | |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

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

| Capital Improvement Program* | Budget | Obligated | Expended | Un- Expended | Obligation % | Expend % |
|---|--------------------|-------------------|-------------------|-------------------------|-------------------------|-----------------|
| A. Vehicles/ Vehicle Parts | | | | | | |
| Replacement of Rail Cars | | | | | | |
| CIP0057 1000 Series Rail Car Replacement | \$1,106.1 | \$1,106.1 | \$0.0 | \$1,106.1 | 100.0% | 0.0% |
| Subtotal | \$1,510.7 | \$1,106.1 | \$0.0 | \$1,510.7 | 73.2% | 0.0% |
| Replacement of Buses | | | | | | |
| CIP0006 Bus Replacement | \$61,371.8 | \$1,383.1 | \$38.0 | \$61,333.9 | 2.3% | 0.1% |
| Subtotal | \$61,371.8 | \$1,383.1 | \$38.0 | \$61,333.9 | 2.3% | 0.1% |
| Rehabilitation of Rail Cars | | | | | | |
| CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation | \$1,077.1 | \$725.1 | \$67.1 | \$1,010.0 | 67.3% | 6.2% |
| CIP0063 Railcar Rehabilitation Program | 17,257.3 | 6,686.9 | 3,855.8 | 13,401.5 | 38.7% | 22.3% |
| CIP0064 1000 Series Rail Car HVAC Rehabilitation | 143.6 | 1.0 | 0.0 | 143.6 | 0.7% | 0.0% |
| CIP0067 Rail Car Safety & Reliability Enhancements | 5,728.0 | 5,305.0 | 995.1 | 4,733.0 | 92.6% | 17.4% |
| CIP0142 Rail Lifecycle Overhaul | 20,262.0 | 7,101.0 | 5,063.3 | 15,198.7 | 35.0% | 25.0% |
| CIP0148 Repair of Damaged Railcars | 2,110.2 | 386.7 | 14.7 | 2,095.5 | 18.3% | 0.7% |
| Subtotal | \$46,578.1 | \$20,205.8 | \$9,996.0 | \$36,582.2 | 43.4% | 21.5% |
| Rehabilitation of Buses | | | | | | |
| CIP0005 Bus Rehabilitation Program | \$32,779.1 | \$29,293.2 | \$7,937.8 | \$24,841.3 | 89.4% | 24.2% |
| CIP0008 Bus Repairables | 14,920.3 | 3,801.2 | 1,784.9 | 13,135.4 | 25.5% | 12.0% |
| CIP0143 Bus Lifecycle Overhaul | 10,438.0 | 2,608.9 | 2,608.9 | 7,829.2 | 25.0% | 25.0% |
| Subtotal | \$58,137.4 | \$35,703.3 | \$12,331.6 | \$45,805.8 | 61.4% | 21.2% |
| Replacement of MetroAccess Vehicles | | | | | | |
| CIP0015 MetroAccess Fleet Replacement | \$9,099.3 | \$7,353.2 | \$339.9 | \$8,759.4 | 80.8% | 3.7% |
| Subtotal | \$9,099.3 | \$7,353.2 | \$339.9 | \$8,759.4 | 80.8% | 3.7% |
| Replacement of Service Vehicles | | | | | | |
| CIP0009 Service Vehicle Replacement | \$8,489.2 | \$3,579.0 | \$706.2 | \$7,783.0 | 42.2% | 8.3% |
| Subtotal | \$8,489.2 | \$3,579.0 | \$706.2 | \$7,783.0 | 42.2% | 8.3% |
| Rail Car Fleet Expansion | | | | | | |
| CIP0062 6000 Series Rail Car Procurement | \$1,375.3 | \$643.0 | \$64.1 | \$1,311.1 | 46.8% | 4.7% |
| Subtotal | \$1,375.3 | \$643.0 | \$64.1 | \$1,311.1 | 46.8% | 4.7% |
| Bus Enhancements | | | | | | |
| CIP0002 Automatic Vehicle Location Equipment Replacement | \$21,107.5 | \$13,922.6 | \$2,437.0 | \$18,670.6 | 66.0% | 11.5% |
| CIP0007 Bus Camera Installation & Replacement | 3,530.2 | 401.9 | 0.0 | 3,530.2 | 11.4% | 0.0% |
| Subtotal | \$24,637.7 | \$14,324.5 | \$2,437.0 | \$22,200.8 | 58.1% | 9.9% |
| Total: Vehicles/ Vehicle Parts | \$211,199.6 | \$84,298.0 | \$25,912.7 | \$185,286.9 | 39.9% | 12.3% |

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

| Capital Improvement Program * | Budget | Obligated | Expended | Un-Expended | Obligation % | Expend % |
|---|--------------------|--------------------|-------------------|--------------------|--------------|--------------|
| B. Rail System Infrastructure Rehabilitation | | | | | | |
| Rail Line Segment Rehabilitation | | | | | | |
| CIP0107 Red Line Rehabilitation Stage One | \$30,896.3 | \$25,658.7 | \$14,168.3 | \$16,728.0 | 83.0% | 45.9% |
| CIP0108 Red Line Rehabilitation Stage Two | 1,593.1 | 1,040.9 | 133.3 | 1,459.8 | 65.3% | 8.4% |
| CIP0110 Orange/Blue Line Rehabilitation Stage One | 87,099.4 | 75,282.7 | 8,663.2 | 78,436.2 | 86.4% | 9.9% |
| Subtotal | \$119,588.8 | \$101,982.3 | \$22,964.8 | \$96,624.0 | 85.3% | 19.2% |
| Total: Rail System Infrastructure Rehabilitation | \$119,588.8 | \$101,982.3 | \$22,964.8 | \$96,624.0 | 85.3% | 19.2% |
| C. Maintenance Facilities | | | | | | |
| Rehabilitation and Replacement of Bus Garages | | | | | | |
| CIP0084 Southern Avenue Bus Garage Replacement | \$34,304.9 | \$5,111.9 | \$17.9 | \$34,287.0 | 14.9% | 0.1% |
| CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road) | 12,767.1 | 1,158.7 | 44.2 | 12,722.9 | 9.1% | 0.3% |
| Subtotal | \$47,072.0 | \$6,270.6 | \$125.4 | \$46,946.5 | 13.3% | 0.3% |
| Maintenance of Bus Garages | | | | | | |
| CIP0119 Bus Garage Facility Repairs | \$33,491.0 | \$28,554.0 | \$5,547.7 | \$27,943.3 | 85.3% | 16.6% |
| Subtotal | \$33,491.0 | \$28,554.0 | \$5,547.7 | \$27,943.3 | 85.3% | 16.6% |
| Maintenance of Rail Yards | | | | | | |
| CIP0116 Rail Yard Facility Repairs | \$42,507.1 | \$8,202.7 | \$1,546.3 | \$40,960.8 | 19.3% | 3.6% |
| Subtotal | \$42,507.1 | \$8,202.7 | \$1,546.3 | \$40,960.8 | 19.3% | 3.6% |
| Rail Maintenance Facilities | | | | | | |
| CIP0071 Test Track & Railcar Commissioning Facility | \$48,516.7 | \$45,780.9 | \$6,471.6 | \$42,045.1 | 94.4% | 13.3% |
| CIP0201 8-Car Train Maintenance and Storage Facilities | 1,061.6 | 576.4 | (140.4) | 1,202.0 | 54.3% | -13.2% |
| CIP0204 7000 Series Rail Car HVAC Maintenance Facility | 3,000.0 | 387.4 | 0.0 | 3,000.0 | 12.9% | 0.0% |
| Subtotal | \$52,578.2 | \$46,744.8 | \$6,331.1 | \$46,247.1 | 88.9% | 12.0% |
| Environmental Compliance Projects | | | | | | |
| CIP0010 Environmental Compliance Project | \$3,340.0 | \$2,374.8 | (\$85.8) | \$3,425.8 | 71.1% | -2.6% |
| CIP0011 Underground Storage Tank Replacement | 2,368.1 | 811.5 | 37.0 | 2,331.1 | 34.3% | 1.6% |
| CIP0210 Pollution Prevention for Track Fueling Areas | 1,200.0 | 230.4 | 0.0 | 1,200.0 | 19.2% | 0.0% |
| CIP0211 Storm Water Facility Assessment | 800.0 | 153.6 | 0.0 | 800.0 | 19.2% | 0.0% |
| CIP0212 Sustainability Investments - Pilot Program | 1,000.0 | 0.0 | 0.0 | 1,000.0 | 0.0% | 0.0% |
| Subtotal | \$8,708.1 | \$3,570.3 | (\$48.7) | \$8,756.8 | 41.0% | -0.6% |
| Maintenance Bus and Rail Facilities | | | | | | |
| CIP0126 Financial Planning, Project Administration, & Infrastructure Upgrades | \$1,662.8 | \$1,335.1 | \$198.1 | \$1,464.7 | 80.3% | 11.9% |
| CIP0127 Support Equipment - MTPD | 1,341.1 | 742.9 | 257.7 | 1,083.5 | 55.4% | 19.2% |
| CIP0145 Rail Yard Hardening and Bus Security | 12,767.0 | 10,111.6 | 2,052.8 | 10,714.2 | 79.2% | 16.1% |
| CIP0155 Rehabilitation of Backlick Road Facility | 381.5 | 67.4 | 25.3 | 356.3 | 17.7% | 6.6% |
| CIP0213 8-Car Train Maintenance and Storage Facilities | 2,000.0 | 1,189.1 | 0.0 | 2,000.0 | 59.5% | 0.0% |
| Subtotal | \$18,152.5 | \$13,446.2 | \$2,533.9 | \$15,618.6 | 74.1% | 14.0% |
| Expansion of Bus Garages | | | | | | |
| CIP0038 Future Bus Facilities | \$0.0 | \$0.0 | \$0.0 | \$0.0 | | |
| CIP0078 Bladensburg Bus Facility Rehabilitation & Reconfiguration | 10,774.7 | 2,640.6 | 277.7 | 10,497.0 | 24.5% | 2.6% |
| Subtotal | \$10,774.7 | \$2,640.6 | \$277.7 | \$10,497.0 | 24.5% | 2.6% |
| Total: Maintenance Facilities | \$213,283.5 | \$109,429.1 | \$16,313.4 | \$196,970.1 | 51.3% | 7.6% |

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

| Capital Improvement Program* | Budget | Obligated | Expended | Un-Expended | Obligation % | Expend % |
|---|--------------------|-------------------|-------------------|-------------------|--------------|--------------|
| D-Systems and Technology | | | | | | |
| Power System Upgrades - Rail | | | | | | |
| CIP0076 100% 8-Car Train - Power Upgrade | \$7,570.5 | \$4,724.9 | \$489.3 | \$7,081.3 | 62.4% | 6.5% |
| Subtotal | \$7,570.5 | \$4,724.9 | \$489.3 | \$7,081.3 | 62.4% | 6.5% |
| Operations Support Software | | | | | | |
| CIP0042 Bus & Rail Asset Management Software | \$4,120.4 | \$2,489.2 | \$905.9 | \$3,214.5 | 60.4% | 22.0% |
| CIP0043 Bus Operations Support Software | 3,067.3 | 1,598.8 | 1,216.7 | 1,850.6 | 52.1% | 39.7% |
| CIP0044 IT Capital Program Business Process Reengineering & Program Support | 2,798.2 | 2,798.2 | 866.0 | 1,932.2 | 100.0% | 30.9% |
| CIP0045 Data Centers and Infrastructures | 5,989.2 | 2,838.6 | 595.6 | 5,393.6 | 47.4% | 9.9% |
| CIP0047 Enterprise Geographic Information System | 3,823.9 | 1,932.1 | 403.1 | 3,420.9 | 50.5% | 10.5% |
| CIP0051 Police Dispatch and Records Management | 4,967.4 | 1,211.2 | 266.5 | 4,700.9 | 24.4% | 5.4% |
| CIP0052 Network and Communications | 3,782.2 | 3,096.2 | 539.0 | 3,243.2 | 81.9% | 14.3% |
| CIP0053 Metro Enterprise Monitoring Center (MEMC) | 1,383.7 | 733.0 | 124.3 | 1,259.4 | 53.0% | 9.0% |
| CIP0056 Rail Operations Support Software | 4,741.5 | 3,138.4 | 985.0 | 3,756.5 | 66.2% | 20.8% |
| CIP0128 Data Governance and Business Intelligence | 1,831.1 | 1,523.3 | 277.6 | 1,553.5 | 83.2% | 15.2% |
| CIP0140 Rail Mileage Based Asset Management | 1,618.1 | 1,411.9 | 795.3 | 822.9 | 87.3% | 49.1% |
| CIP0149 Transit Asset Management System | 2,500.8 | 1,320.6 | 100.4 | 2,400.4 | 52.8% | 4.0% |
| CIP0215 Rail Scheduling System Upgrade | 3,173.9 | 405.2 | 0.0 | 3,173.9 | 12.8% | 0.0% |
| Subtotal | \$43,797.8 | \$24,496.6 | \$7,075.4 | \$36,722.4 | 55.9% | 16.2% |
| Business Support Software & Equipment | | | | | | |
| CIP0030 Currency Processing Machines | \$414.6 | \$57.2 | \$0.7 | \$413.9 | 13.8% | 0.2% |
| CIP0046 Document Management System | 3,775.2 | 3,561.2 | 737.2 | 3,038.0 | 94.3% | 19.5% |
| CIP0048 Sensitive Data Protection Technology | 4,612.1 | 3,593.9 | 1,103.3 | 3,508.9 | 77.9% | 23.9% |
| CIP0049 Management Support Software | 20,846.3 | 13,868.2 | 3,254.0 | 17,592.3 | 66.5% | 15.6% |
| CIP0050 Metro IT One Stop and Office Automation | 1,003.4 | 646.6 | 349.2 | 654.2 | 64.4% | 34.8% |
| CIP0054 Customer Electronic Communications & Outreach | 2,170.9 | 1,913.3 | 530.4 | 1,640.5 | 88.1% | 24.4% |
| CIP0103 Police Portable Radio Replacement | 78.8 | 3.9 | 0.0 | 78.8 | 5.0% | 0.0% |
| CIP0195 Radio Project - Additional Coverage | 4,014.7 | 487.6 | 61.2 | 3,953.5 | 12.1% | 1.5% |
| CIP0196 Safety Measurement System | 2,989.4 | 2,448.7 | 716.2 | 2,273.2 | 81.9% | 24.0% |
| CIP0202 Non-Revenue Vehicle Management System | 1,000.0 | 96.0 | 0.0 | 1,000.0 | 9.6% | 0.0% |
| Subtotal | \$40,905.3 | \$26,676.6 | \$6,752.0 | \$34,153.3 | 65.2% | 16.5% |
| Rail Fare Equipment | | | | | | |
| CIP0031 Debit/Credit Processing Requirements | \$381.0 | \$238.4 | \$2.4 | \$378.5 | 62.6% | 0.6% |
| CIP0092 Ethernet Wiring for Rail Fare Machines | 485.6 | 280.3 | 66.8 | 418.8 | 57.7% | 13.8% |
| CIP0093 Integrating regional NEXTFARE System | 3,039.2 | 3,039.2 | 1,865.6 | 1,173.5 | 100.0% | 61.4% |
| CIP0094 Coin Collection Machines Improvements | 1,540.5 | 1,246.2 | 38.0 | 1,502.5 | 80.9% | 2.5% |
| CIP0097 New Electronic Payments Program | 16,339.2 | 4,803.8 | 310.3 | 16,028.9 | 29.4% | 1.9% |
| Subtotal | \$21,785.5 | \$9,607.9 | \$2,283.2 | \$19,502.3 | 44.1% | 10.5% |
| Total: Systems and Technology | \$114,059.1 | \$65,506.0 | \$16,599.8 | \$97,459.3 | 57.4% | 14.6% |

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

| Capital Improvement Program* | Budget | Obligated | Expended | Un- Expended | Obligation % | Expend % |
|--|-------------------|-------------------|-------------------|-------------------|-----------------|--------------|
| E. Track and Structures | | | | | | |
| Track Rehabilitation | | | | | | |
| CIP0018 Track Welding Program | \$2,498.4 | \$2,063.6 | \$485.6 | \$2,012.8 | 82.6% | 19.4% |
| CIP0019 Track Floating Slab Rehabilitation | 1,217.0 | 1,124.7 | (82.5) | 1,299.4 | 92.4% | -6.8% |
| CIP0021 Track Pad/Shock Absorber Rehabilitation | 1,972.6 | 1,834.8 | 781.3 | 1,191.4 | 93.0% | 39.6% |
| CIP0022 Track Structural Rehabilitation | 1,493.0 | 1,342.6 | 728.0 | 765.0 | 89.9% | 48.8% |
| CIP0023 Third Rail Rehabilitation | 3,726.6 | 3,726.6 | 1,606.8 | 2,119.8 | 100.0% | 43.1% |
| CIP0024 Track Rehabilitation | 44,029.4 | 40,657.1 | 16,775.3 | 27,254.1 | 92.3% | 38.1% |
| Subtotal | \$54,937.1 | \$50,749.2 | \$20,282.8 | \$34,654.3 | 92.4% | 36.9% |
| Station/Tunnel Rehabilitation | | | | | | |
| CIP0026 Station/Tunnel Leak Mitigation | \$2,217.8 | \$1,827.6 | \$788.8 | \$1,428.9 | 82.4% | 35.6% |
| Subtotal | \$2,217.8 | \$1,827.6 | \$788.8 | \$1,428.9 | 82.4% | 35.6% |
| Total: Track and Structures | \$57,154.9 | \$52,576.7 | \$21,071.6 | \$36,083.3 | 92.0% | 36.9% |
| F. Passenger Facilities | | | | | | |
| Elevator/Escalator Facilities | | | | | | |
| CIP0072 Elevator Rehabilitation | \$1,378.8 | \$1,029.9 | \$947.9 | \$430.9 | 74.7% | 68.7% |
| CIP0073 Escalator Rehabilitation | 12,505.7 | 12,505.7 | 6,213.3 | 6,292.4 | 100.0% | 49.7% |
| CIP0132 Elevator/Escalator Repairables | 5,915.5 | 4,908.9 | 2,052.9 | 3,862.6 | 83.0% | 34.7% |
| CIP0185 Escalator Replacement | 11,583.5 | 11,181.4 | 3,397.0 | 8,186.5 | 96.5% | 29.3% |
| Subtotal | \$31,383.4 | \$29,625.8 | \$12,611.1 | \$18,772.4 | 94.4% | 40.2% |
| Maintenance of Rail Station Facilities | | | | | | |
| CIP0087 Station Rehabilitation Program | \$7,109.9 | \$3,809.0 | \$1,971.0 | \$5,138.9 | 53.6% | 27.7% |
| CIP0138 System-wide Infrastructure Rehabilitation | 32,389.3 | 27,487.7 | 4,758.9 | 27,630.4 | 84.9% | 14.7% |
| CIP0150 Fire Systems | 13,081.1 | 3,960.9 | 62.1 | 13,019.0 | 30.3% | 0.5% |
| CIP0151 Station Cooling Program | 4,699.3 | 1,156.5 | 81.8 | 4,617.5 | 24.6% | 1.7% |
| CIP0152 Parking Garage Rehabilitation | 7,835.1 | 5,192.8 | 532.2 | 7,302.9 | 66.3% | 6.8% |
| CIP0153 Accessible Station Signage | 291.7 | 14.8 | 10.9 | 280.9 | 5.1% | 3.7% |
| CIP0198 Platform to Mezzanine Stairs - Bethesda Station | 1,629.9 | 433.2 | 67.4 | 1,562.5 | 26.6% | 4.1% |
| CIP0199 Station & Right-of-Way Improvements | 2,343.6 | 2,343.6 | 1,687.4 | 656.1 | 100.0% | 72.0% |
| CIP0216 Farragut North Beam Rehabilitation | 2,000.0 | 258.3 | 0.0 | 2,000.0 | 12.9% | 0.0% |
| Subtotal | \$71,380.0 | \$44,656.8 | \$9,171.8 | \$62,208.2 | 62.6% | 12.8% |
| Bicycle & Pedestrian Facilities | | | | | | |
| CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements | \$2,658.7 | \$280.8 | \$72.7 | \$2,586.0 | 10.6% | 2.7% |
| Subtotal | \$2,658.7 | \$280.8 | \$72.7 | \$2,586.0 | 10.6% | 2.7% |

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

| Capital Improvement Program* | Budget | Obligated | Expended | Un- Expended | Obligation % | Expend % |
|--|--------------------|-------------------|-------------------|--------------------|-----------------|--------------|
| Rail Station: Capacity/Enhancements | | | | | | |
| CIP0017 Station Platform Safety Improvement (Truncated Domes) | \$5,000.0 | \$645.7 | \$0.0 | \$5,000.0 | 12.9% | 0.0% |
| CIP0039 Core & System Capacity Project Development | 2,166.5 | 897.9 | 229.6 | 1,936.9 | 41.4% | 10.6% |
| CIP0074 Installation of Parking Lot Credit Card Readers - Parking Automation | 42.1 | 23.7 | 0.0 | 42.1 | 56.2% | 0.0% |
| CIP0088 Station Entrance Canopies | 1,000.0 | 629.2 | 2.4 | 997.6 | 62.9% | 0.2% |
| CIP0218 Station Upgrades | 4,814.0 | 692.4 | 1.3 | 4,812.7 | 14.4% | 0.0% |
| CIP0219 Station Lighting Improvements | 4,000.0 | 740.6 | 2.0 | 3,998.0 | 18.5% | 0.0% |
| Subtotal | \$17,022.7 | \$3,629.5 | \$235.3 | \$16,787.3 | 21.3% | 1.4% |
| Bus Priority Corridor Improvements | | | | | | |
| CIP0037 Bus Priority Corridor & Network | \$6,875.2 | \$5,334.9 | \$892.2 | \$5,983.0 | 77.6% | 13.0% |
| Subtotal | \$6,875.2 | \$5,334.9 | \$892.2 | \$5,983.0 | 77.6% | 13.0% |
| Rail Station Equipment | | | | | | |
| CIP0099 Police Emergency Management Equipment | \$198.8 | \$133.9 | \$75.7 | \$123.1 | 67.3% | 38.1% |
| Subtotal | \$198.8 | \$133.9 | \$75.7 | \$123.1 | 67.3% | 38.1% |
| Total: Passenger Facilities | \$129,518.9 | \$83,661.7 | \$23,058.9 | \$106,460.0 | 64.6% | 17.8% |
| G. Maintenance Equipment | | | | | | |
| Rail Maintenance Equipment | | | | | | |
| CIP0020 Replacement of Rail Track Signage | \$867.8 | \$552.6 | \$66.6 | \$801.3 | 63.7% | 7.7% |
| CIP0025 Track Maintenance Equipment | 17,659.1 | 13,482.9 | 551.2 | 17,107.9 | 76.4% | 3.1% |
| CIP0027 Switch Machine Rehabilitation Project | 1,550.4 | 1,225.2 | 224.4 | 1,326.0 | 79.0% | 14.5% |
| CIP0065 Geometry Vehicle | 2,144.6 | 1,958.0 | 28.1 | 2,116.6 | 91.3% | 1.3% |
| CIP0066 Rail Shop Repair Equipment | 17,571.5 | 15,355.4 | 1,678.1 | 15,893.4 | 87.4% | 9.6% |
| CIP0133 Wayside Work Equipment | 3,493.0 | 924.1 | 22.2 | 3,470.8 | 26.5% | 0.6% |
| CIP0135 Train Control Signal and Traction Power System Interface | 1,959.3 | 1,876.0 | 229.0 | 1,730.3 | 95.7% | 11.7% |
| CIP0136 Radio Infrastructure Replacement - T-Band Relocation | 5,168.3 | 1,236.1 | 45.6 | 5,122.7 | 23.9% | 0.9% |
| CIP0139 National Transportation Safety Board Recommendations | 52,157.0 | 27,644.8 | 6,805.3 | 45,351.7 | 53.0% | 13.0% |
| Subtotal | \$102,571.1 | \$64,255.1 | \$9,650.5 | \$92,920.5 | 62.6% | 9.4% |
| Bus Repair Equipment | | | | | | |
| CIP0004 Bus Repair Equipment | \$3,158.7 | \$904.5 | \$402.0 | \$2,756.6 | 28.6% | 12.7% |
| Subtotal | \$3,158.7 | \$904.5 | \$402.0 | \$2,756.6 | 28.6% | 12.7% |
| Business Facilities Equipment | | | | | | |
| CIP0028 Materials Handling Equipment | \$134.4 | \$17.8 | \$0.0 | \$134.4 | 13.2% | 0.0% |
| CIP0029 Warehouse Vertical Storage Unit | 2,054.1 | 1,253.3 | 184.4 | 1,869.7 | 61.0% | 9.0% |
| Subtotal | \$2,188.5 | \$1,271.0 | \$184.4 | \$2,004.1 | 58.1% | 8.4% |
| Total: Maintenance Equipment | \$107,918.3 | \$66,430.7 | \$10,237.0 | \$97,681.3 | 61.6% | 9.5% |

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

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|--|--------------------|--------------------|--------------------|--------------------|-----------------|--------------|
| H. Other Facilities | | | | | | |
| Business Support Facilities | | | | | | |
| CIP0033 Revenue Facility Equipment | \$949.6 | \$333.4 | \$0.5 | \$949.1 | 35.1% | 0.1% |
| CIP0034 Revenue Collection Facility | 1,391.7 | 108.3 | 3.8 | 1,387.8 | 7.8% | 0.3% |
| CIP0080 Building Infrastructure & Systems Renewal | 2,336.6 | 439.1 | 0.0 | 2,336.6 | 18.8% | 0.0% |
| CIP0170 Roof Rehabilitation and Replacement | 1,000.0 | 366.9 | 26.2 | 973.8 | 36.7% | 2.6% |
| CIP0197 Rehabilitation of Non-Revenue Facilities | 903.8 | 178.8 | 0.0 | 903.8 | 19.8% | 0.0% |
| CIP0206 Carmen Turner Facility Electrical Distribution Upgrade | 1,500.0 | 193.7 | 0.0 | 1,500.0 | 12.9% | 0.0% |
| Subtotal | \$8,081.6 | \$1,620.2 | \$30.6 | \$8,051.0 | 20.0% | 0.4% |
| MTPD Support Facilities | | | | | | |
| CIP0101 Police Substation- New District 2/Training Facility | \$19,456.6 | \$18,147.1 | \$965.3 | \$18,491.2 | 93.3% | 5.0% |
| CIP0106 Special Operations Division Facility | 13,223.5 | 11,176.7 | 219.4 | 13,004.1 | 84.5% | 1.7% |
| Subtotal | \$32,680.1 | \$29,323.8 | \$1,184.7 | \$31,495.4 | 89.7% | 3.6% |
| Total: Other Facilities | \$40,761.7 | \$30,943.9 | \$1,215.3 | \$39,546.4 | 75.9% | 3.0% |
| I. Project Management and Support | | | | | | |
| Credit Facility | | | | | | |
| CIP0131 Credit Facility | \$2,500.0 | \$104.1 | \$104.1 | \$2,395.9 | 4.2% | 4.2% |
| Subtotal | \$2,500.0 | \$104.1 | \$104.1 | \$2,395.9 | 4.2% | 4.2% |
| Total: Project Management and Support | \$2,500.0 | \$104.1 | \$104.1 | \$2,395.9 | 4.2% | 4.2% |
| Grand Total: Capital Improvement Program | \$995,984.8 | \$594,932.4 | \$137,477.5 | \$858,507.3 | 59.7% | 13.8% |

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
Fiscal Year 2014 - September 2013
Dollars in Thousands

| Reimbursable Projects | Budget | Obligated | Prior Year Expended | FY14 Expended | Total Expended | Un-Expended | Obligation % | Expend % |
|-----------------------------------|--------------------|--------------------|---------------------|----------------|--------------------|-------------------|--------------|--------------|
| District of Columbia | | | | | | | | |
| CRB0001 | \$17,960.8 | \$17,571.2 | \$16,808.5 | \$8.9 | \$16,817.5 | \$1,143.3 | 97.8% | 93.6% |
| CRB0002 | 21,450.0 | 17,643.7 | 17,643.7 | | 17,643.7 | 3,806.3 | 82.3% | 82.3% |
| CRB0003 | 109,950.0 | 109,622.9 | 109,622.9 | | 109,622.9 | 327.1 | 99.7% | 99.7% |
| CRB0004 | 67,530.8 | 57,292.5 | 51,216.9 | 239.4 | 51,216.9 | 16,313.8 | 84.8% | 75.8% |
| CRB0005 | 14,072.8 | 10,752.8 | 9,651.3 | 373.9 | 9,651.3 | 4,421.5 | 76.4% | 68.6% |
| CRB0027 | 2,390.3 | 2,369.5 | 2,369.5 | | 2,369.5 | 20.8 | 99.1% | 99.1% |
| CRB0031 | 29,951.9 | 29,951.9 | 29,822.1 | | 29,822.1 | 129.9 | 100.0% | 99.6% |
| CRB0036 | 19,585.4 | 19,504.9 | 19,499.1 | | 19,499.1 | 86.3 | 99.6% | 99.6% |
| CRB0045 | 190.0 | 51.3 | 51.3 | | 51.3 | 138.7 | 27.0% | 27.0% |
| CRB0047 | 390.0 | 390.0 | 13.4 | | 13.4 | 376.6 | 100.0% | 3.4% |
| CRB0049 | 1,500.0 | 1,008.7 | 1,008.7 | | 1,008.7 | 491.3 | 67.2% | 67.2% |
| CRB0052 | 500.0 | 500.0 | 500.0 | | 500.0 | 0.0 | 100.0% | 100.0% |
| CRB0056 | 1,500.0 | 914.1 | 609.1 | | 609.1 | 890.9 | 60.9% | 40.6% |
| CRB0073 | 112.0 | 111.7 | 111.7 | | 111.7 | 0.3 | 99.7% | 99.7% |
| CRB0078 | 50.0 | 50.0 | 20.4 | | 20.4 | 29.6 | 100.0% | 40.8% |
| CRB0096 | 219.3 | 219.3 | 218.6 | | 218.6 | 0.7 | 100.0% | 99.7% |
| CRB0100 | 1,455.0 | 1,454.9 | 1,411.9 | | 1,411.9 | 43.1 | 100.0% | 97.0% |
| CRB0107 | 18,384.4 | 18,384.4 | 18,096.4 | | 18,096.4 | 288.1 | 100.0% | 98.4% |
| CRB0119 | 130.8 | 123.9 | 94.0 | | 94.0 | 36.7 | 94.7% | 71.9% |
| CRB0121 | 30.0 | 30.0 | | | | 30.0 | 100.0% | |
| CRB0122 | 2,550.0 | | | | | 2,550.0 | | |
| | 448.6 | | | | | 448.6 | | |
| District of Columbia Total | \$310,352.1 | \$287,947.8 | \$278,769.5 | \$622.2 | \$278,778.5 | \$31,573.7 | 92.8% | 89.8% |

| | | | | | | | | |
|--------------------------|------------|------------|------------|--------|------------|-----------|--------|-------|
| Maryland | | | | | | | | |
| Montgomery County | | | | | | | | |
| CRB0006 | \$30,121.0 | \$28,266.9 | \$27,159.7 | \$12.5 | \$27,159.7 | \$2,961.3 | 93.8% | 90.2% |
| CRB0007 | 6,700.0 | 1,339.5 | 1,339.5 | | 1,339.5 | 5,360.5 | 20.0% | 20.0% |
| CRB0043 | 2,247.9 | 2,225.5 | 2,225.3 | | 2,225.3 | 22.6 | 99.0% | 99.0% |
| CRB0046 | 400.0 | 269.8 | 261.3 | | 261.3 | 138.7 | 67.4% | 65.3% |
| CRB0055 | 17,390.0 | 17,382.8 | 17,373.2 | | 17,373.2 | 16.8 | 100.0% | 99.9% |
| CRB0062 | 1,000.0 | 525.6 | 525.6 | | 525.6 | 474.4 | 52.6% | 52.6% |
| CRB0106 | 50.0 | 50.0 | 21.0 | | 21.0 | 29.0 | 100.0% | 42.0% |
| CRB0116 | 60.0 | | | | | 60.0 | | |
| Subtotal | \$57,968.9 | \$50,060.1 | \$48,905.7 | \$12.5 | \$48,905.7 | \$9,063.2 | 86.4% | 84.4% |

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2014 - September 2013
Dollars in Thousands

| Reimbursable Projects | Budget | Obligated | Prior Year Expended | FY14 Expended | Total Expended | Un-Expended | Obligation % | Expend % |
|-------------------------------|--------------------|--------------------|---------------------|----------------|--------------------|-------------------|--------------|--------------|
| Prince George's County | | | | | | | | |
| CRB0008 | \$70,375.0 | \$69,451.3 | \$69,449.8 | | \$69,449.8 | \$925.2 | 98.7% | 98.7% |
| CRB0034 | 1,828.8 | 1,776.1 | 1,776.1 | | 1,776.1 | 52.7 | 97.1% | 97.1% |
| CRB0037 | 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 | \$12,623.3 | 9,444.1 | \$7,813.5 | \$215.7 | \$7,813.5 | \$4,809.8 | 74.8% | 61.9% |
| CRB0010 | 469,590.8 | 467,005.9 | 466,980.4 | | 466,980.4 | 2,610.4 | 99.4% | 99.4% |
| CRB0092 | 399.5 | 379.6 | 379.6 | | 379.6 | 19.9 | 95.0% | 95.0% |
| CRB0105 | 10,397.3 | 10,397.3 | 10,198.0 | | 10,198.0 | 199.2 | 100.0% | 98.1% |
| CRB0108 | 514.4 | 305.0 | 305.0 | | 305.0 | 209.4 | 59.3% | 59.3% |
| Subtotal | \$493,525.1 | \$487,531.9 | \$485,676.5 | \$215.7 | \$485,676.5 | \$7,848.7 | 98.8% | 98.4% |
| Maryland Total | \$646,812.9 | \$631,236.5 | \$628,225.2 | \$228.2 | \$628,225.2 | \$18,587.7 | 97.6% | 97.1% |
| Virginia | | | | | | | | |
| Alexandria | | | | | | | | |
| CRB0011 | \$1,800.0 | \$276.4 | \$232.4 | | \$232.4 | \$1,567.6 | 15.4% | 12.9% |
| CRB0012 | 4,200.0 | 725.3 | 686.9 | 0.1 | 686.9 | 3,513.1 | 17.3% | 16.4% |
| CRB0013 | 4,600.0 | 4,271.3 | 3,835.4 | 30.0 | 3,835.4 | 764.6 | 92.9% | 83.4% |
| CRB0023 | 200.0 | 138.6 | 94.1 | | 94.1 | 105.9 | 69.3% | 47.0% |
| CRB0032 | 300.0 | 70.0 | 49.4 | | 49.4 | 250.6 | 23.3% | 16.5% |
| CRB0075 | 16,600.0 | 16,363.7 | 16,349.0 | | 16,349.0 | 251.0 | 98.6% | 98.5% |
| CRB0113 | 228.1 | 228.1 | 187.1 | | 187.1 | 41.0 | 100.0% | 82.0% |
| CRB0126 | 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 | \$30.1 | \$25,105.8 | \$6,822.3 | 81.7% | 78.6% |
| Arlington County | | | | | | | | |
| CRB0015 | \$4,060.0 | \$3,914.8 | \$3,903.6 | | \$3,903.6 | \$156.4 | 96.4% | 96.1% |
| CRB0016 | 2,000.0 | 1,076.7 | 964.3 | | 964.3 | 1,035.7 | 53.8% | 48.2% |
| CRB0025 | 14,763.4 | 14,660.9 | 14,660.9 | 14.4 | 14,660.9 | 102.5 | 99.3% | 99.3% |
| CRB0042 | 5,089.0 | 4,484.0 | 4,445.5 | 20.2 | 4,445.5 | 643.5 | 88.1% | 87.4% |
| CRB0044 | 5,096.2 | 5,096.2 | 5,074.3 | | 5,074.3 | 21.9 | 100.0% | 99.6% |
| CRB0064 | 900.0 | 900.0 | 780.3 | | 780.3 | 119.7 | 100.0% | 86.7% |
| CRB0111 | 4,960.7 | 4,960.7 | 4,510.3 | | 4,510.3 | 450.5 | 100.0% | 90.9% |
| CRB0117 | 7.0 | 6.8 | 6.8 | | 6.8 | 0.2 | 97.1% | 97.1% |
| CRB0125 | 200.0 | 200.0 | 37.5 | | 37.5 | 162.5 | 100.0% | 18.8% |
| Subtotal | \$37,076.4 | \$35,300.2 | \$34,383.6 | \$34.6 | \$34,383.6 | \$2,692.8 | 95.2% | 92.7% |

**Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2014 - September 2013**
Dollars in Thousands

| 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% |
| 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 | \$83,058.7 | \$81,510.8 | \$80,980.0 | | \$80,980.0 | \$2,078.6 | 98.1% | 97.5% |
| Falls Church | | | | | | | | |
| None | | | | | | | | |
| Virginia-wide | | | | | | | | |
| CRB0018 Project Development | \$10,409.6 | \$8,015.0 | \$7,354.9 | \$60.0 | \$7,354.9 | \$3,054.7 | 77.0% | 70.7% |
| CRB0019 Dulles Extension Design/Build | 478,784.6 | 391,473.1 | 155,622.0 | 6,393.4 | 155,622.0 | 323,162.6 | 81.8% | 32.5% |
| CRB0020 Dulles Phase 2 (PE) | 3,500.0 | 3,058.6 | 2,164.6 | 358.7 | 2,164.6 | 1,335.4 | 87.4% | 61.8% |
| 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 | \$552,241.7 | \$461,942.7 | \$224,410.0 | \$6,812.1 | \$224,410.0 | \$327,831.7 | 83.6% | 40.6% |
| Virginia Total | \$704,304.9 | \$604,827.1 | \$364,879.4 | \$6,876.8 | \$364,879.4 | \$339,425.5 | 85.9% | 51.8% |

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2014 - September 2013
Dollars in Thousands

| Reimbursable Projects | | Budget | Obligated | Prior Year Expended | FY14 Expended | Total Expended | Un-Expended | Obligation % | Expend % |
|------------------------------|--------------------------------|--------------------|--------------------|----------------------------|----------------------|-----------------------|--------------------|---------------------|-----------------|
| Regional | | | | | | | | | |
| 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 | | 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 | \$17.8 | \$150,857.8 | \$3,865.2 | 97.6% | 97.5% |

| | | | | | | | | |
|-------------------------------------|----------------------|----------------------|----------------------|------------------|----------------------|--------------------|--------------|--------------|
| Total: Reimbursable Projects | \$1,816,192.9 | \$1,675,066.8 | \$1,422,731.9 | \$7,745.0 | \$1,422,740.9 | \$393,452.0 | 92.2% | 78.3% |
|-------------------------------------|----------------------|----------------------|----------------------|------------------|----------------------|--------------------|--------------|--------------|

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 | 0.0 | 100.0% | 100.0% |
| CRB0058 | DC Starter Line | 1,234.3 | 1,234.3 | 1,234.3 | | 1,234.3 | | 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 | \$1,867,316.6 | \$1,726,190.5 | \$1,473,840.2 | \$7,745.0 | \$1,473,849.2 | \$393,467.4 | 92.4% | 78.9% |
|-------------------------------------|----------------------|----------------------|----------------------|------------------|----------------------|--------------------|--------------|--------------|

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 - September 2013
Dollars in Thousands

| American Recovery & Reinvestment Act (ARRA) | | Budget | Obligated | Prior Year Expended | FY14 Expended | Total Expended | Un-Expended | Obligation % | Expend % |
|--|---|---------------|------------------|----------------------------|----------------------|-----------------------|--------------------|---------------------|-----------------|
| Vehicles & Vehicle Parts | | | | | | | | | |
| ARA0021 | Bus Replacement Components (ST26) | \$2,493.0 | \$2,490.0 | \$2,490.0 | | \$2,490.0 | \$3.0 | 99.9% | 99.9% |
| ARA0022 | Preventative Maintenance | 11,092.1 | 11,087.1 | 11,087.1 | | \$11,087.1 | 5.0 | 100.0% | 100.0% |
| 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 | \$50,752.6 | \$50,744.6 | \$50,744.6 | | \$50,744.6 | \$8.0 | 100.0% | 100.0% |
| Maintenance Facilities | | | | | | | | | |
| ARA0001 | New Bus Body and Paint Shop (ST04) | \$21,400.0 | \$21,400.0 | \$21,404.5 | | \$21,404.5 | (\$4.5) | 100.0% | 100.0% |
| ARA0002 | Replacement of Southeastern Bus Garage (ST05) | 30,000.0 | 29,996.7 | 29,999.8 | (\$3.1) | \$29,996.7 | 3.3 | 100.0% | 100.0% |
| ARA0003 | Bus Garage Facility Repairs (ST11) | 7,600.0 | 7,600.0 | 7,590.4 | | \$7,590.4 | 9.6 | 100.0% | 99.9% |
| | Subtotal | \$59,000.0 | \$58,996.7 | \$58,994.6 | (\$3.1) | \$58,991.5 | \$8.5 | 100.0% | 100.0% |
| Passenger Facilities | | | | | | | | | |
| 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) | 2,500.0 | 2,500.0 | 1,716.1 | 793.8 | \$2,509.9 | (\$9.9) | 100.0% | 100.4% |
| ARA0006 | Metro Center Sales Office Replacement (ST38) | 1,200.0 | 1,200.0 | 699.4 | 363.3 | \$1,062.7 | 137.3 | 100.0% | 88.6% |
| | Subtotal | \$19,700.0 | \$19,700.0 | \$18,415.5 | \$1,157.2 | \$19,572.7 | \$127.3 | 100.0% | 99.4% |
| Safety & Security | | | | | | | | | |
| ARA0008 | Additional Station Alarm/Chemical Sensors (ST48) | \$3,991.2 | \$3,991.2 | \$3,991.2 | | \$3,991.2 | \$0.0 | 100.0% | 100.0% |
| (1) ARA0007 | Bus Garage Security Update (ST23) | 3,000.0 | 2,999.2 | 2,999.9 | | \$2,999.9 | 0.1 | 100.0% | 100.0% |
| ARA0017 | Communications Equipment for Operations Control Center (ST24) | 3,000.0 | 3,000.0 | 2,999.5 | | \$2,999.5 | 0.5 | 100.0% | 100.0% |
| ARA0025 | Emergency Tunnel Evacuation Carts (ST30) | 836.3 | 836.3 | 836.3 | | \$836.3 | 0.0 | 100.0% | 100.0% |
| ARA0031 | Underground Communications Radios (ST40) | 868.7 | 868.7 | 868.7 | | \$868.7 | | 100.0% | 100.0% |
| | Subtotal | \$11,696.2 | \$11,695.4 | \$11,695.5 | | \$11,695.5 | \$0.6 | 100.0% | 100.0% |
| Maintenance & Repair Equipment | | | | | | | | | |
| 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) | 3,838.9 | 3,838.9 | 3,071.1 | 383.9 | \$3,455.0 | 383.9 | 100.0% | 90.0% |
| 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) | 3,900.0 | 3,900.0 | 3,858.4 | | \$3,858.4 | 41.6 | 100.0% | 98.9% |
| ARA0020 | Power Tool Equipment Replacement (ST31) | 1,647.9 | 1,647.9 | 1,647.9 | | \$1,647.9 | 0.0 | 100.0% | 100.0% |
| ARA0029 | Track Pad/Shock Absorber Rehabilitation (ST37) | 1,030.0 | 1,030.0 | 1,029.7 | | \$1,029.7 | 0.3 | 100.0% | 100.0% |
| | Subtotal | \$25,923.8 | \$25,923.7 | \$25,114.0 | \$383.9 | \$25,497.9 | \$425.8 | 100.0% | 98.4% |

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

| | Budget | Obligated | Prior Year Expended | FY14 Expended | Total Expended | Un-Expended | Obligation % | Expend % |
|--|--------------------|--------------------|---------------------|------------------|--------------------|----------------|---------------|--------------|
| American Recovery & Reinvestment Act (ARRA) | | | | | | | | |
| Operations Systems | | | | | | | | |
| ARA0013 Upgrade 3 (Three) Oldest Stations and Systems (ST09) | \$17,900.0 | \$17,900.0 | \$17,907.2 | | \$17,907.2 | (\$7.2) | 100.0% | 100.0% |
| ARA0014 Bus Real-Time, Route, and Scheduling Systems (ST21) | 2,999.8 | 2,988.0 | 2,980.9 | | \$2,980.9 | 18.8 | 99.6% | 99.4% |
| ARA0018 Kiosk and Train Control Computers (ST41) | 329.8 | 329.8 | 329.8 | | \$329.8 | 0.0 | 100.0% | 100.0% |
| ARA0019 Bus Engine Fluid Alert System (ST34) | 1,500.0 | 1,500.0 | 1,500.0 | | \$1,500.0 | (0.0) | 100.0% | 100.0% |
| ARA0026 Additional SmartTrip Fare Machines (ST19) | 2,220.8 | 2,220.8 | 2,220.8 | | \$2,220.8 | | 100.0% | 100.0% |
| Subtotal | \$24,950.4 | \$24,938.6 | \$24,938.8 | | \$24,938.8 | \$11.6 | 100.0% | 100.0% |
| Information Technology | | | | | | | | |
| ARA0015 Sensitive Data Protection Technology (ST16) | \$3,511.1 | \$3,555.5 | \$3,406.7 | \$122.5 | \$3,529.3 | (\$18.1) | 101.3% | 100.5% |
| ARA0016 Financial System Integration (ST63) | 5,000.0 | 5,000.0 | 5,000.0 | | \$5,000.0 | 0.0 | 100.0% | 100.0% |
| ARA0024 Document Management System (ST32) | 749.2 | 749.2 | 749.2 | | \$749.2 | | 100.0% | 100.0% |
| Subtotal | \$9,260.3 | \$9,304.7 | \$9,155.9 | \$122.5 | \$9,278.4 | (\$18.1) | 100.5% | 100.2% |
| TOTAL ARRA PROJECTS | \$201,283.2 | \$201,303.8 | \$199,059.0 | \$1,660.5 | \$200,719.5 | \$563.7 | 100.0% | 99.7% |
| Miscellaneous Other | | | | | | | | |
| ARA0023 Program Management | \$550.0 | \$424.5 | \$292.1 | | \$292.1 | \$257.9 | 77.2% | 53.1% |
| Subtotal | \$550.0 | \$424.5 | \$292.1 | | \$292.1 | \$257.9 | 77.2% | 53.1% |
| TOTAL ARRA PROGRAM | \$201,833.2 | \$201,728.3 | \$199,351.2 | \$1,660.5 | \$201,011.7 | \$821.5 | 99.9% | 99.6% |

(1)- Working with Accounting to correct expenditures

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
Approved Capital Safety & Security Program Financials
Fiscal Year 2014 - September 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 - September 2013**
Dollars in Thousands

| | Funds Received | Jurisdictional Allocation | Approved Uses | Expenses | Unexpended Approved Uses |
|---|-----------------------|----------------------------------|----------------------|--------------------|---------------------------------|
| Maryland 37% | | | | | |
| <u>Use of Funds:</u> | | \$22,200.0 | | | |
| 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% | | | | | |
| <u>Use of Funds:</u> | | \$16,200.0 | | | |
| 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: | | \$139,650.3 | \$144,894.4 | \$112,096.8 | \$32,797.6 |

**JURISDICTIONAL BALANCES ON ACCOUNT
AS OF 1ST QUARTER FISCAL YEAR 2014 - SEPT. 30, 2013**
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

| JURISDICTION | OPERATING | CAPITAL | TOTAL | NOTES ¹ |
|---|------------------|------------------|------------------|--|
| DC | | | | |
| DISTRICT OF COLUMBIA | | | | |
| DC Dept of Transportation | (0.003) | (0.012) | (0.014) | |
| DC Dept of Transportation - DC School Subsidy | (0.126) | 0.000 | (0.126) | Operating credits represent unused audit adjustment credits. |
| 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 & PRIA Contributions | 0.000 | (0.012) | (0.012) | |
| DC TOTAL | \$0.203 | \$0.854 | \$1.057 | |
| MARYLAND | | | | |
| Montgomery County | (0.198) | 1.863 | 1.665 | |
| Prince George's County | (0.155) | 1.691 | 1.537 | Pending receipt of operating & capital/CMAQ |
| Credits to be Applied to Billing: | | | | |
| Interest Earnings on PRIA Contributions | 0.000 | (0.005) | (0.005) | |
| MD TOTAL | \$0.353 | \$3.550 | \$3.197 | |
| VIRGINIA | | | | |
| Alexandria | (0.101) | (0.181) | (0.281) | |
| Arlington | (0.660) | (0.002) | (0.662) | Operating credits represent unused audit adjustment credits. |
| City of Fairfax | 0.037 | (0.000) | 0.037 | Capital credits represent interest earnings on capital payments. |
| Fairfax County | (0.447) | (2.018) | (2.465) | |
| Falls Church | (0.000) | (0.000) | (0.000) | |
| Northern VA Transportation Comm. | (0.285) | (1.499) | (1.784) | Bus Capital one tenth adjustment |
| Virginia Department of Rail and Public Transportation | 0.000 | (0.005) | (0.005) | |
| Credits to be Applied to Billing: | | | | |
| Interest Earnings on CIP and PRIA Contributions | 0.000 | 0.009 | 0.009 | |
| VA TOTAL | (\$1.456) | (\$3.695) | (\$5.151) | |
| GRAND TOTAL..... | (\$1.607) | \$0.709 | (\$0.897) | |

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 September 30, 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). Twenty-one projects have been completed with a total value of \$121.3 million. • Began steps for closing both grants and all ARRA projects. |
| | | <ul style="list-style-type: none"> To meet heightened reporting requirements: • Submitted required 1512 reporting of jobs and project progress to FTA. |
| | Department of Homeland Security Transit Security Grant | <ul style="list-style-type: none"> • Anti-Terrorism Teams (ATT) conducted targeted train and bus inspections, critical infrastructure inspections, area saturation patrols, and security inspection points. ATT funding continued with FFY2012 TSGP grant. • 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 \$106.1 million was drawn to reimburse Metro for CIP expenses. • FFY2012 Section 5309 grant for \$97.3 million was awarded, which \$68.8 million was drawn to reimburse Metro for CIP expenses. Metro FY2012 • FFY2011 Section 5307 grant for \$128.6 million was awarded, which \$107.7 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 \$112.1 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 \$100.1 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 \$137.6 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. |
| | 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 one grant, 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. • Prior Years - Closed one grant, which included drawing final funds. |
| | | |
| Safety & Security | Transit Security Grant Program (TSGP) | <ul style="list-style-type: none"> • FFY2008 – Grants expired 6/13/2013 and completed closeout in July. • FFY2009 – The grant for several projects has been extended one year to 5/31/2014. • FFY2010 – The contract was issued for Rail Yard Hardening. • FFY2011 – K9 and Mobile Explosives Screening Team (MEST) vehicles ordered and awaiting delivery, procurement of additional equipment ongoing. K9 teams in service. Special Event OT ongoing. • FFY2012 – Bomb Response Liaison is in service. Anti-Terrorism Teams (ATT) and K9 teams originally funded in FFY09 continued operations. • FFY2013 – \$3.5 million was awarded for Regional Response Exercises, MEST, and Training. |
| | 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 1

| 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 |
|-----------------|---|---------------------|--------------|----------------|------------|------------|---------------|------------|--|------------|-------------------------------|--------------|
| CO13052 | Risk Assessment | IT/Support Services | S. Pant | Operating | RFP | Comp | \$ 1,629,984 | 07/29/13 | Crowe Howarth Information Management Consultants | 0% | | |
| FQ13012 | Shared Drive Migration and Clean Up, Licensing Fee and Solution Software | IT/Support Services | T. Kazimi | Capital | RFP | Comp | \$ 253,251 | 07/17/13 | SHI International Corp. | 0% | | |
| CO14007 | Microsoft Enterprise Agreement | IT/Support Services | Z. Chaudhry | Operating | RFP | Comp | \$ 1,924,006 | 07/15/13 | SHI International Corp. | 0% | | |
| CO13014 | Vertical Turning & Milling Machine | RAIL | E. Harper | Capital | RFP | Comp | \$ 899,000 | 08/16/13 | Gosiger | 0% | | |
| FQ13079 | 180 Degree Hi-Rail Crane | RAIL | L. Woodruff | Capital | RFP | Comp | \$ 988,200 | 08/27/13 | SwingMaster | 1% | L. Rogers, Inc. | \$ 17,000 |
| FQ13019 | 2K/3K/6K Propulsion and HVAC Circuit Board Test Equipment | RAIL | R. Pichini | Capital | RFP | SS | \$ 1,189,824 | 08/28/13 | Diagnosys Systems | 0% | | |
| PO 75756 | Expert Technical Services of Mr. Dave Rishel | ACCS | S. Collings | Operating | Simplified | SS | \$ 150,000 | 08/06/13 | Delta Services Group | 0% | | |
| FQ13070 | Non-Vital Interlocking Relay Logic Replacement with Microlok II Processor Logic | OPER | D. Simkins | Capital | RFP | SS | \$ 672,233 | 08/22/13 | Ansaldo | 0% | | |
| FQ9194 | Rehabilitation of the Rail Yard Facilities | OPER | M. Magnusson | Capital | RFP | Comp | \$ 76,000,000 | 08/22/13 | Potomac | 27% | | |
| PO75984 | Bomb-Resistant Trash Receptacles | OPER | L. Jones | Capital | Simplified | Comp | \$ 72,387 | 08/15/13 | Mistral Security | N/A | | |
| FQ13066A | FY14 Non-Revenue Vehicles | BUS | K. Newman | Capital | IFB | Comp | \$ 1,523,942 | 08/30/13 | Brian Hoskins | 0% | | |
| FQ13066B | FY14 Non-Revenue Vehicles | BUS | K. Newman | Capital | IFB | Comp | \$ 885,005 | 08/30/13 | Criswell Chevrolet Kip Killman's | 0% | | |
| FQ13066C | FY14 Non-Revenue Vehicles | BUS | K. Newman | Capital | IFB | Comp | \$ 1,474,602 | 08/30/13 | Tyson's Corner Ford | 0% | | |
| FQ13066D | FY14 Non-Revenue Vehicles Senior Data Mart / ETL Developer to design and implement data marts and data integration in support of WMATA's Business Intelligence program. | BUS | K. Newman | Capital | IFB | Comp | \$ 864,500 | 08/30/13 | Lindsay Ford Biswas Information Technology Solutions | 0% | | |
| FQ12266 | Intelligence program. | IT/Support Services | B. Durham | Capital | RFP | Comp | \$ 241,639 | 08/16/13 | Staples | 0% | | |
| CO13033 | Office Supplies | INV | T. Jackson | Operating | RFP | Comp | \$ 919,820 | 07/26/13 | Staples | 0% | | |
| CO13062 | Functional Assessments (LMNTP) | BUS | F. Roth | Operating | RFP | Comp | \$ 100,000 | 09/03/13 | NovaCare | 0% | | |
| CO13053 | WMATA External Auditors | BUS | R. Johnson | Operating | RFP | Comp | \$ 134,000 | 09/11/13 | McGladrey LATA Test | 0% | | |
| FQ13085 | Metronet Technical Services | IT/Support Services | A. Pegram | Capital | RFP | Comp | \$ 851,287 | 09/26/13 | Engineering, Advisory & Associates | 28% | Susan Fitzgerald & Associates | \$ 1,160,823 |

OFFICE OF PROCUREMENT AND MATERIALS
NEW AWARDS - FY2014, QUARTER 1

| 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 |
|-----------------|--|---------------------|-----------------|----------------|-----------|------------|---------------|------------|--------------------------------|------------|----------------------|---------------------------------------|
| FQ13007 | Design, implement, & maintain a fully-functional, scalable, seamlessly integrated Computer Aided Dispatch and Police Records Management System (CAD/RMS), including Mobile Data Computer, Field Based Reporting, and robust GIS capabilities for WMATA MTPD. | IT/Support Services | J. Berchler | Capital | RFP | Comp | \$ 5,480,545 | 09/27/13 | Motorola Solutions | 7% | SBP Consulting, Inc. | \$ 3,730,000 |
| CQ13094 | Title VI Public Participation | IT/Support Services | D. Coram | Operating | RFP | Comp | \$ 444,387 | 09/19/13 | The Perspectives Group, Inc. | 0% | | |
| CQ13061 | Customer Satisfaction Survey | IT/Support Services | A. Simon | Operating | RFP | Comp | \$ 857,200 | 09/30/13 | Morpace | 0% | | |
| CQ13064 | Advertising | IT/Support Services | J. Green | Operating | RFP | Comp | \$ 2,540,800 | 09/30/13 | White & Partner | 0% | | |
| FQ13075 | Net Vision Surveillance trailer | IT/Support Services | D. Wigglesworth | Capital | RFP | Comp | \$ 224,081 | 09/06/13 | Millenium Products | 0% | | |
| FQ14016 | Special Interlocking Trackwork | RAIL | S. Davis | Capital | RFP | Comp | \$ 1,491,513 | 09/30/13 | Unitrac Railroad Materials | 6% | Curtco, Inc. | \$ 1,534,000 |
| FQ12165 | Renovation of Three Existing Buildings at 3421 Pennsy Drive | OPER | J. Thomas | Capital | IFB | Comp | \$ 10,262,973 | 09/11/13 | Harris Design and Construction | 29% | Harris Design | DBE Prime |
| FQ12175 | Largo Water Treatment Facility | OPER | R. Noyes | Capital | IFB | Comp | \$ 2,655,000 | 09/13/13 | WM Schlosser | 32% | | Subs have not been identified to date |
| FQ13070 | Microlok Relay Logic | OPER | N. Croce | Capital | RFP | SS | \$ 700,000 | 09/10/13 | Ansaldo STA USA | 0% | | |

TOTAL COMPETITIVE AWARDS \$ 112,718,124
TOTAL SOLE SOURCE AWARDS 2,712,057
GRAND TOTAL \$ 115,430,181

DBE UPDATE

Our overall DBE goal is 25%. The DBE goal achieved as of September 30, 2013 (FTA Year End) is 33.19%.

OFFICE OF PROCUREMENT AND MATERIALS
 CONTRACT MODIFICATIONS - FY2014, QUARTER 1

| CONTRACT NUMBER | CONTRACT DESCRIPTION | PRMT GROUP | COTR OR PM | FUNDING SOURCE | AWARD AMOUNT | AWARD DATE | AWARDED VENDOR | DBE GOAL % |
|-------------------|---|---------------------|---------------|----------------|--------------|------------|-----------------------------------|------------|
| FQ12220 | Escalator Replacement Rehabilitation- Addition and deletion of escalators to accommodate Bethesda Station LTK Engineering Services -- Task Order No. 13-CENV-14 -- Technical support to the Chief Engineer to create documentation | RAIL | Watson | Capital | \$ - | 07/18/13 | KONE | 23% |
| CQ9205 | | RAIL | G. Werner | Capital | \$ 9,956 | 07/26/13 | LTK Engineering | 25% |
| RE9210 | DC Circulator Bus Service | BUS | C. Gannaway | DC Reimb. | N/A-Audit | 07/01/13 | First Transit | 0% |
| FQ11008 | Hardware Maintenance Support 7 Repair-Extend Perf. Period | BUS | R. Jefferson | Capital | \$ - | 07/01/13 | ACS | 0% |
| CQ12088 | Fluid Analysis | BUS | R. Jefferson | Operating | \$ - | 07/01/13 | ALS Tribology | 0% |
| CQ12172A | Xerox Workstation 7556 10 months 9/1/2013 through 6/30/2014 Mod CQ13082 - Peoplesoft Inventory | IT/Support Services | D. Dunham | Operating | \$ 7,282 | 07/24/13 | Xerox Corp | 0% |
| CQ13082 | Application User License. PeopleSoft Component Licenses. Quantity 60. Part No. 9891-4972 | IT/Support Services | Z. Chaudhary | Operating | \$ 140,090 | 07/23/13 | DLT Solutions | 0% |
| CQ11324-01 | Aon Consulting Add-On Mod-FY14 | IT/Support Services | J. Hamilton | Operating | \$ 150,000 | 07/23/13 | Aon Consulting Inc | 0% |
| CQ11324-02 | Segal Company Add-On Mod-FY14 | IT/Support Services | J. Hamilton | Operating | \$ 150,000 | 07/23/13 | The Segal Company | 0% |
| CQ11324-03 | PFM Add-On Mod-FY14 | IT/Support Services | M. Burke | Operating | \$ 50,000 | 07/23/13 | Public Financial Management | 0% |
| FQ12092 | Contract FQ12092 - SmartNET Maintenance renewal for FY14. | IT/Support Services | A. Pegram | Capital | \$ 1,126,817 | 07/23/13 | The Presidio Corporation | 0% |
| CQ12128 | 50 Additional TDM & 4 Spares Xerox Workstations 3330 Services @ a rate of \$346.44 monthly and a period of 11 months POP 8/1/2013 through 6/30/2014. | IT/Support Services | R. Abramovich | Operating | \$ 774,682 | 07/18/13 | GE Transportation Systems | 0% |
| CQ12172A | | IT/Support Services | D. Dunham | Operating | \$ 75,511 | 07/18/13 | Xerox Corp | 0% |
| FQ10064 | Adjustment to AFC Engineering Task 6 purchase order to account for receipt error | IT/Support Services | R. Abramovich | Capital | \$ 86,089 | 07/12/13 | LTK Engineering Services | 0% |
| CQ11282 | Task Order 4 - Safety/Ergo Proj June hours | IT/Support Services | J. Hamilton | Operating | \$ 15,855 | 07/10/13 | Aon Risk Services Inc | 0% |
| FQ11326 PFM Model | Strategic and Business Planning Budget | IT/Support Services | M. Burke | Capital | \$ 136,500 | 07/15/13 | Public Financial Management, Inc. | 0% |
| FQ11133 | Extension of contract FQ11133 - Metronet Technical Services. 1280 additional hours for 4 positions. | IT/Support Services | A. Pegram | Capital | \$ 210,637 | 07/02/13 | Dynamic Concepts, Inc. | 0% |

OFFICE OF PROCUREMENT AND MATERIALS
 CONTRACT MODIFICATIONS - FY2014, QUARTER 1

| CONTRACT NUMBER | CONTRACT DESCRIPTION | PRMT GROUP | COTR OR PM | FUNDING SOURCE | AWARD AMOUNT | AWARD DATE | AWARDED VENDOR | DBE GOAL % |
|-----------------|---|---------------------|---------------|----------------|---------------|------------|------------------------------------|------------|
| CQ12071 | FY13 Actuarial / Consulting - reserve analysis | IT/Support Services | J. Hamilton | Operating | \$ 14,750 | 07/19/13 | Willis of New York, Inc. | 0% |
| CQ9233 | Strategic Systems Contract Extension | IT/Support Services | K. Santacroce | Operating | \$ 59,400 | 07/02/13 | Insite Training & Develop Inc | 0% |
| CQ12258 | Rail Car Wheels | RAIL | W. Bolander | Operating | \$ - | 08/27/13 | Standard Steel | 0% |
| CQ9205 | Task Order Operations - Vehicle Engineering Support | RAIL | G. Wenner | Capital | \$ 641,679 | 08/01/13 | LTK Engineering | 25% |
| CQ9205 | Task Order - 2K/3K Engineering Support - Oil Free Compressors | RAIL | G. Wenner | Capital | \$ 25,515 | 08/01/13 | LTK Engineering | 25% |
| CQ12087 | Travel Training for People w/Disabilities | ACCS | S. Collings | Operating | \$ - | 08/02/13 | Medical Transportation Mgmt., Inc. | 0% |
| CQ12136 | Travel Training for People w/Disabilities | ACCS | S. Collings | Operating | \$ - | 08/02/13 | Independence Now, Inc. | 0% |
| CQ12137 | Travel Training for People w/Disabilities | ACCS | S. Collings | Operating | \$ - | 08/02/13 | ENDependence Center of Northern VA | 0% |
| CQ12031 | Quarles Fuel Dispensing Services-2nd half of Base Year | ACCS | S. Collings | Operating | \$ 1,000,000 | 08/09/13 | Quarles Petroleum | 0% |
| FQ13050 | DriveCam Recorders-2nd half of Base Year | ACCS | S. Collings | CIP | \$ 99,653 | 08/29/13 | Drive Cam | 0% |
| CQ9100 | Professional Services for Functional Assessments - Modification# 8 | BUS | COTR | Operating | \$ - | 07/01/13 | NovaCare | 0% |
| RE9210 | DC Circulator Bus Painting & graphics Application | BUS | C. Gannaway | DC Reimb. | NTE \$588,000 | 08/27/13 | First Transit, Incorporated | 6% |
| FQ11204 | CoABE and FeS-M004 Extend Performance Period 09/27/2013 | BUS | J. Walker | Capital | \$ - | 08/28/13 | Clever Devices | N/A |
| CQ12172A | eNSI Smartdocument Travel Solution. | IT/Support Services | D. Dunham | Operating | \$ 79,550 | 08/27/13 | Xerox Corp | 0% |
| CQ9228 | Mod 07_ Software S. Services Oracle/Peoplesoft Maintenance. Period from 7/1/13-6/30/14. Covering CSIs 14480539, 3367301, and 17923803. | IT/Support Services | R. Abramovich | Operating | \$ 995,327 | 08/20/13 | Cubic Transportation Systems Inc. | 0% |
| CQ13082 | Modification to PUM Project. Additional 475 hours of Application Architect Services for completion of BPR portion and Windchill/Maximo Integration. | IT/Support Services | M. Jacobson | Operating | \$ 78,261 | 08/21/13 | DLT Solutions | 0% |
| FQ12193 | Windchill/Maximo Integration. | IT/Support Services | D. Dunham | Capital | \$ 97,000 | 08/06/13 | IBM | 0% |
| CQ11328 | Excess Liability Insurance Pre | IT/Support Services | J. Hamilton | Operating | \$ 576,920 | 08/02/13 | Willis of New York, Inc. | 0% |

OFFICE OF PROCUREMENT AND MATERIALS
 CONTRACT MODIFICATIONS - FY2014, QUARTER 1

| CONTRACT NUMBER | CONTRACT DESCRIPTION | PRMT GROUP | COTR OR PM | FUNDING SOURCE | AWARD AMOUNT | AWARD DATE | AWARDED VENDOR | DBE GOAL % |
|-----------------|---|---------------------|---------------|----------------|--------------|------------|--------------------------------|------------|
| CQ11150 | Additional Legal Services on Paratransit 139c) issue | IT/Support Services | M. Pohl | Operating | \$ 2,500 | 08/19/13 | Thompson Coburn LLP | 0% |
| CQ11138 | Legal Risk Assessment for Workplace Issue | IT/Support Services | M. Pohl | Operating | \$ 6,500 | 08/27/13 | Venable, LLP | 0% |
| CQ12234 | Legal Services for Renewal of H-1B Visa for TIES Employee | IT/Support Services | M. Pohl | Operating | \$ 6,650 | 08/29/13 | Whiteford Taylor & Preston Llp | 0% |
| FN5052 | Professional Services by Gordian Mod 9 for FY14 | OPER | A Rajpal | Capital | \$ 1,032,757 | 08/16/13 | Gordian | 0% |
| FQ12225 | Mod 2, Vertical Lifts | OPER | R. Noyes | Capital | \$ 350,000 | 08/30/13 | Schlosser | 5% |
| FQ12225 | Mod 1, Option | OPER | R. Noyes | Capital | \$ 190,000 | 08/23/13 | Schlosser | 5% |
| FQ12269 | New Multi Year Bus Procurement | BUS | J. Walker | Capital | \$ 208,250 | 09/27/13 | NABI | *FTA |
| RE9210 | DC Circulator Bus Service | BUS | C. Gannaway | Reimbursement | \$ 804,055 | 09/30/13 | First Transit | 7% |
| CQ9100 | Professional Services for Functional Assessments - Modification# 10 | BUS | F. Roth | Operating | \$ 12,700 | 09/16/13 | NovaCare | N/A |
| CQ9100 | Professional Services for Functional Assessments - Modification# 10 | BUS | F. Roth | Operating | \$ 30,000 | 09/09/13 | NovaCare | N/A |
| FQ11204 | CoABE and FeS-M004 Extend Performance Period 10/18/2013 | BUS | J. Walker | Capital | \$ - | 09/27/13 | Clever Devices | 0% |
| CQ11001 | Promotional Advertising Services | IT/Support Services | D. Murray | Operating | \$ 99,800 | 09/13/13 | Williams Whittle | N/A |
| CQ12234 | Immigration Legal Services Mod contract CQ12172A - 3 additional | IT/Support Services | M. Pohl | Operating | \$ 1,100 | 09/20/13 | Whiteford Taylor & Preston Lip | N/A |
| CQ12172A | W7556PG copiers for 10 month maintenance period. | IT/Support Services | D. Dunham | Operating | \$ 20,531 | 09/18/13 | Xerox | N/A |
| CQ11011 | Aon Mod 8 funding - Pre-Trial and Mediation | IT/Support Services | M. Pohl | Operating | \$ 125,000 | 09/20/13 | Thompson Coburn LLP | N/A |
| CQ9228 | Allowance for Support Hrs Continuing Financial Advisory Services for New Electronic Payment's Program | IT/Support Services | R. Abramovich | Operating | \$ 155,144 | 09/13/13 | Cubic Transportation Systems | N/A |
| FQ11326 | Procurement | IT/Support Services | G. Garback | Operating | \$ 50,000 | 09/17/13 | Seabury Advisors LLC | N/A |
| CQ12083 | AON - Endorsement - Fine Arts floater to Increase Limit to \$5M | IT/Support Services | J. Hamilton | Operating | \$ 7,137 | 09/23/13 | Aon Risk Services Inc | N/A |

OFFICE OF PROCUREMENT AND MATERIALS
 CONTRACT MODIFICATIONS - FY2014, QUARTER 1

| CONTRACT NUMBER | CONTRACT DESCRIPTION | PRMT GROUP | COTR OR PM | FUNDING SOURCE | AWARD AMOUNT | AWARD DATE | AWARDED VENDOR | DBE GOAL % | |
|-----------------|---|---------------------|--------------------|----------------|-----------------|-------------------|--------------------------|------------|--|
| CQ12067 | Uniforms for 689 & 922 employees of TRES | IT/Support Services | S. Eley | Operating | \$ 5,000 | 09/17/13 | Unifirst Corporation | N/A | |
| FQ11301 | Add one Protect sensor at Rosshyn Station-MOD 002 Motorola M3EG gateway interface module for replacement of the CRCs master zone controller currently installed at Carmen Turner Facility-MOD 61, PCO 71 | OPER | N. Dimitracopoulos | Capital | \$ 96,804 | 09/24/13 | Smith Detection | 0% | |
| FI5583 | | OPER | N. Dimitracopoulos | Capital | \$ 198,725 | 09/26/13 | Motorola Solutions | 0% | |
| FN5068 | MM - Replace-MOD 20 | OPER | M. Magnussen | Capital | \$ 182,870 | 09/13/13 | M& Welding & Fabricators | 0% | |
| FQ11291 | Locomotive(s) - Change in Terms (Admin Mod) | RAIL | C. Bunting | Capital | \$ - | 09/22/13 | Harsco Rail | NA | |
| CQ9205 | Railcar Vehicle Engineering Consultant Services | RAIL | G. Wenner | Capital | \$ 703,679 | 09/06/13 | LTK Engineering | 25% | |
| CQ9205 | Railcar Vehicle Engineering Consultant Services-- Admin Change | RAIL | G. Wenner | Capital | \$ - | 09/26/13 | LTK Engineering | 25% | |
| FQ11202 | Rental of Heavy Equipment - increase maximum limit | RAIL | M. Thomas | Capital | \$ 250,000 | 09/25/13 | Crane Master | 0% | |
| FQ11272 | Rental of Heavy Equipment - increase maximum limit 5K HVAC Reliability Improvement | RAIL | M. Thomas | Capital | \$ 750,000 | 09/24/13 | Crane Services | 0% | |
| FQ13031 | Demonstration Project - Mod 1 Defrinitized Contract | RAIL | T. Bach | Capital | \$ - | 08/30/13 | Merak, LLP | 1% | |
| | | | | | TOTAL \$ | 11,890,674 | | | |

* FTA establishes goals for Vehicle Manufacturers

OFFICE OF PROCUREMENT AND MATERIALS
 CONTRACT OPTIONS - FY2014, QUARTER 1

| CONTRACT NUMBER | CONTRACT DESCRIPTION | PRMT GROUP | COTR OR PM | FUNDING SOURCE | AWARD AMOUNT | AWARD DATE | AWARDED VENDOR | DBE GOAL % |
|-----------------|---|---------------------|--------------|----------------|---------------|------------|---|------------|
| CQ12044 | Elevator and Escalator Maintenance | RAIL | M. Nici | Operating | \$ 4,671,320 | 07/01/13 | KONE | 0% |
| FQ12228 | Westinghouse Escalator Rack and Axle | RAIL | R. Pittman | Capital | \$ 417,600 | 07/29/13 | ECS Corporation | 3% |
| FQ12229 | Westinghouse Gilde Stop Brake Board | RAIL | R. Pittman | Capital | \$ 113,200 | 07/29/13 | Glebe Electronics | 3% |
| FQ12230 | Refurbish Escalator Step Assemblies | RAIL | R. Pittman | Capital | \$ 1,048,000 | 07/30/13 | Precision Escalator | 3% |
| FQ12231 | Westinghouse Speed Reducers | RAIL | R. Pittman | Capital | \$ 119,000 | 07/30/13 | Schmit Machine | 3% |
| CQ12141 | Diesel Fuel | BUS | R. Jefferson | Operating | \$ 30,000,000 | 07/01/13 | Mansfield Oil | 0% |
| FQ11120 | Bus Engineering Consultant-Option Year 3 | BUS | B. Golden | Capital | \$ 1,000,000 | 07/01/13 | CH2MHill | 5% |
| FQ11120 | Bus Engineering Consultant-Option Year 4 | BUS | B. Golden | Capital | \$ 1,000,000 | 07/01/13 | CH2MHill | 5% |
| FQ11008 | Hardware Maintenance Support 7 Repair (NTE) | BUS | R. Jefferson | Capital | \$ 1,752,975 | 07/01/13 | ACS Transportation | 0% |
| CQ11329 | FY14 Operating Insurance Program | IT/Support Services | J. Hamilton | Operating | \$ 8,163,900 | 07/15/13 | MARSH USA, INC | 0% |
| CQ12145 | Option 1 -CQ12145 - WMATA HelpDesk Support Services. | IT/Support Services | C. Swanson | Operating | \$ 2,387,001 | 07/15/13 | General Dynamics Information Technology | 0% |
| CQ11328 | Willis of NYC - FY14 Excess Liability renewal | IT/Support Services | J. Hamilton | Operating | \$ 7,662,100 | 07/18/13 | Willis of New York, Inc. | 0% |
| CQ12083 | FY14 Operating Insurance Program - other insurance BOA, broker AON | IT/Support Services | J. Hamilton | Operating | \$ 1,192,416 | 07/16/13 | Aon Risk Services Inc | 0% |
| CQ12190 | Labor Legal Consultant Service | IT/Support Services | B. Donohue | Operating | \$ 500,000 | 07/23/13 | Venable, LLP | 0% |
| FQ12092 | Contract FQ12092 - SmartNET Maintenance renewal for FY14. | IT/Support Services | A. Pegram | Capital | \$ 1,126,817 | 07/25/13 | Presidio | 0% |
| FQ11132 | Modification to FQ11132 - Metronet Cabling. Third Option as approved under MEAD 101013. | IT/Support Services | A. Pegram | Capital | \$ 600,000 | 07/23/13 | DCI Bombardier | 0% |
| CQ10129A | Bombardier Transportation Canada, Inc. | IT/Support Services | P. Mitchell | Operating | \$ 139,200 | 07/01/13 | Transportation Canada, Inc. | 0% |

OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT OPTIONS - FY2014, QUARTER 1

| CONTRACT NUMBER | CONTRACT DESCRIPTION | PRMT GROUP | COTR OR PM | FUNDING SOURCE | AWARD AMOUNT | AWARD DATE | AWARDED VENDOR | DBE GOAL % |
|-----------------|--|---------------------|---------------|----------------|--------------|------------|------------------------------------|------------|
| CQ11330 | FY14 Operating Insurance Program - (FINPRO) financial lines of coverages broker PSA | IT/Support Services | J. Hamilton | Operating | \$ 1,110,435 | 07/09/13 | Edgewood Partners Insurance Center | 0% |
| FQ12231 | Refurbish Escalator Reducers | RAIL | R. Pitman | Capital | \$ 238,000 | 08/12/13 | Schmit Machine Inc | 3% |
| FQ11226 | Vendor Management Inventory (VMI) Services | INV | T. Parks | Operating | \$ 2,233,845 | 08/31/13 | New Flyer | N/A |
| FQ12026 | DriveCam Managed Services-Exercise Option Year-One | BUS/ACCS | S. Collings | CIP | \$ 260,256 | 08/29/13 | Drive Cam | 0% |
| CQ10037 | Gasoline 1-Yr Contract Extension | BUS/ACCS | R. Jefferson | Operating | \$ - | 08/15/13 | Truman Arnold | N/A |
| CQ10037 | Gasoline | BUS | R. Jefferson | Operating | \$ 1,020,000 | 08/26/13 | Truman Arnold | N/A |
| FQ11120 | Bus Engineering Services (Options 3 & 4)- Task Order | BUS | R. Golden | Capital | \$ 1,000,000 | 08/05/13 | CH2MHill | 7% |
| FQ11008 | Preventative Maintenance-Bus Radio System (Option 3) | BUS | R. Jefferson | Capital | \$ 876,488 | 08/01/13 | ACS-Xerox | N/A |
| CQ12088 | Bus Fluid Analysis (Option) Second Year Option - Maintenance of Metro's personal computers (PCs), laptops, printers, and related peripheral equipment. Period from 7/1/13-6/30/14. | BUS | R. Jefferson | Operating | \$ 212,500 | 08/01/13 | ALS Tribology | N/A |
| CQ11281 | | IT/Support Services | T. Williams | Operating | \$ 306,146 | 08/07/13 | Technical Specialties Inc | N/A |
| CQ9224 | Mod 06-Option Year 1 | IT/Support Services | A. McGavock | Operating | \$ 3,293,420 | 08/14/13 | Cubic Transportation Systems Inc. | N/A |
| CQ9203 | Option Exercise | IT/Support Services | C. Grano | Operating | \$ 1,309,564 | 08/15/13 | URS Corporation | N/A |
| CQ10103-A | Fourth Option-Communications Systems Maintenance Blanket Purchase Agreement. | IT/Support Services | A. Pegram | Operating | \$ 200,000 | 08/05/13 | Graybar Electric Co Inc | N/A |
| CQ10103-B | Fourth Option-Communications Systems Maintenance Blanket Purchase Agreement | IT/Support Services | A. Pegram | Operating | \$ 200,000 | 08/06/13 | Communications Supply Corp. | N/A |
| CQ12121 | Outsourcing WMATA Payroll Garnishment Administration with Payroll Tax Option | IT/Support Services | C. Tibbets | Operating | \$ 95,692 | 09/20/13 | ADP Inc. | N/A |
| CQ13040 | Quest Diagnostics FY2014 Funding | IT/Support Services | K. Santacroce | Operating | \$ 287,138 | 09/05/13 | Quest Diagnostics Incorporated | N/A |
| CQ11312B | Track Geometry Test "B" | RAIL | F. Minnefield | Operating | \$ 231,895 | 09/12/13 | Holland LP | N/A |

OFFICE OF PROCUREMENT AND MATERIALS
 CONTRACT OPTIONS - FY2014, QUARTER 1

| CONTRACT NUMBER | CONTRACT DESCRIPTION | PRMT GROUP | COTR OR PM | FUNDING SOURCE | AWARD AMOUNT | AWARD DATE | AWARDED VENDOR | DBE GOAL % |
|-----------------|-------------------------|------------|------------|----------------|--------------|------------|-----------------------|------------|
| CQ12227 | Storm Water Maintenance | RAIL | S. Eley | Operating | \$ 670,000 | 09/30/13 | Apex | N/A |
| CQ12049 | Heating Oil | RAIL | S. Eley | Operating | \$ 359,000 | 09/30/13 | James River Solutions | N/A |

TOTAL \$ 75,797,909

**Small Business & Local Preference Program (SBLPP) Report
FY2014-Q1**

| JURISDICTION | CATEGORY | | | Grand Total |
|--------------------|------------------------|------------------------|------------------------|-------------------------|
| | OTHER | PARTS | SERVICES | |
| DC | \$ 1,376,169.34 | \$ 1,053,516.40 | \$ 388,910.00 | \$ 2,818,595.74 |
| MD | \$ 4,694,770.57 | \$ 2,850,913.98 | \$ 445,544.83 | \$ 7,991,229.38 |
| VA | \$ 1,863,434.54 | \$ 468,123.37 | \$ 502,877.87 | \$ 2,834,435.78 |
| Grand Total | \$ 7,934,374.45 | \$ 4,372,553.75 | \$ 1,337,332.70 | \$ 13,644,260.90 |

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
September-2013

| STATION/LOT REGION | LOT CAPACITY | Paid Utilization (% of Capacity) | | | |
|--------------------------------------|-----------------|----------------------------------|---------------|----------------|---------------|
| | | September-2013 | Y-T-D FY14 | September-2012 | Y-T-D FY13 |
| <u>MONTGOMERY COUNTY</u> | | | | | |
| Grosvenor | 1,894 | 99% | 101% | 99% | 96% |
| White Flint | 1,270 | 54% | 47% | 53% | 43% |
| Twinbrook | 1,097 | 60% | 56% | 56% | 55% |
| Rockville | 524 | 109% | 105% | 108% | 101% |
| Shady Grove | 5,745 | 91% | 91% | 88% | 88% |
| Glenmont | 2,998 | 79% | 75% | 65% | 72% |
| Wheaton | 977 | 31% | 35% | 31% | 31% |
| Forest Glen | 596 | 95% | 98% | 95% | 93% |
| Montgomery County Total | 15,101 | 81% | 80% | 78% | 76% |
| <u>PRINCE GEORGE'S COUNTY</u> | | | | | |
| New Carrollton | 3,519 | 92% | 89% | 87% | 76% |
| Landover | 1,866 | 45% | 45% | 43% | 44% |
| Cheverly | 500 | 88% | 91% | 86% | 81% |
| Addison Road | 1,268 | 55% | 53% | 52% | 51% |
| Capitol Heights | 372 | 87% | 77% | 82% | 73% |
| Greenbelt | 3,399 | 80% | 81% | 79% | 78% |
| College Park | 1,820 | 58% | 61% | 60% | 61% |
| P.G. Plaza | 1,068 | 46% | 44% | 45% | 44% |
| West Hyattsville | 453 | 88% | 88% | 85% | 80% |
| Southern Avenue | 1,980 | 64% | 67% | 62% | 66% |
| Naylor Road | 368 | 108% | 104% | 105% | 99% |
| Suitland Garage | 1,890 | 68% | 71% | 58% | 70% |
| Branch Avenue | 3,072 | 100% | 97% | 97% | 97% |
| Morgan Blvd. | 608 | 94% | 92% | 87% | 89% |
| Largo | 2,200 | 90% | 88% | 87% | 86% |
| Prince George's County Total | 24,383 | 77% | 77% | 74% | 73% |
| Maryland Total | 39,484 | 79% | 78% | 75% | 74% |
| <u>DISTRICT OF COLUMBIA</u> | | | | | |
| Deanwood | 194 | 55% | 52% | 51% | 48% |
| Minnesota Ave. | 333 | 105% | 86% | 101% | 77% |
| Rhode Island Ave. | 221 | 107% | 90% | 107% | 96% |
| Fort Totten | 408 | 112% | 109% | 83% | 107% |
| Anacostia Garage | 808 | 43% | 59% | 39% | 57% |
| District of Columbia Total | 1,964 | 76% | 77% | 68% | 75% |
| <u>Northern Virginia</u> | | | | | |
| Huntington | 3,617 | 78% | 80% | 76% | 78% |
| West Falls Church | 2,009 | 100% | 100% | 97% | 111% |
| Dunn Loring | 1,326 | 96% | 95% | 89% | 92% |
| Vienna | 5,169 | 103% | 102% | 100% | 99% |
| Franconia | 5,069 | 75% | 77% | 74% | 77% |
| Van Dorn | 361 | 112% | 112% | 113% | 109% |
| East Falls Church | 422 | 124% | 122% | 126% | 121% |
| Northern Virginia Total | 17,973 | 90% | 90% | 88% | 90% |
| System Total | 59,421 | 82% | 82% | 80% | 79% |