



Finance & Administration Committee

Information Item III-B

May 12, 2011

**FY2011 Monthly Financial Report
(March 2011)**



Washington Metropolitan Area Transit Authority

FY2011 Monthly Financial Report March

Finance and Administration Committee
May 12, 2011



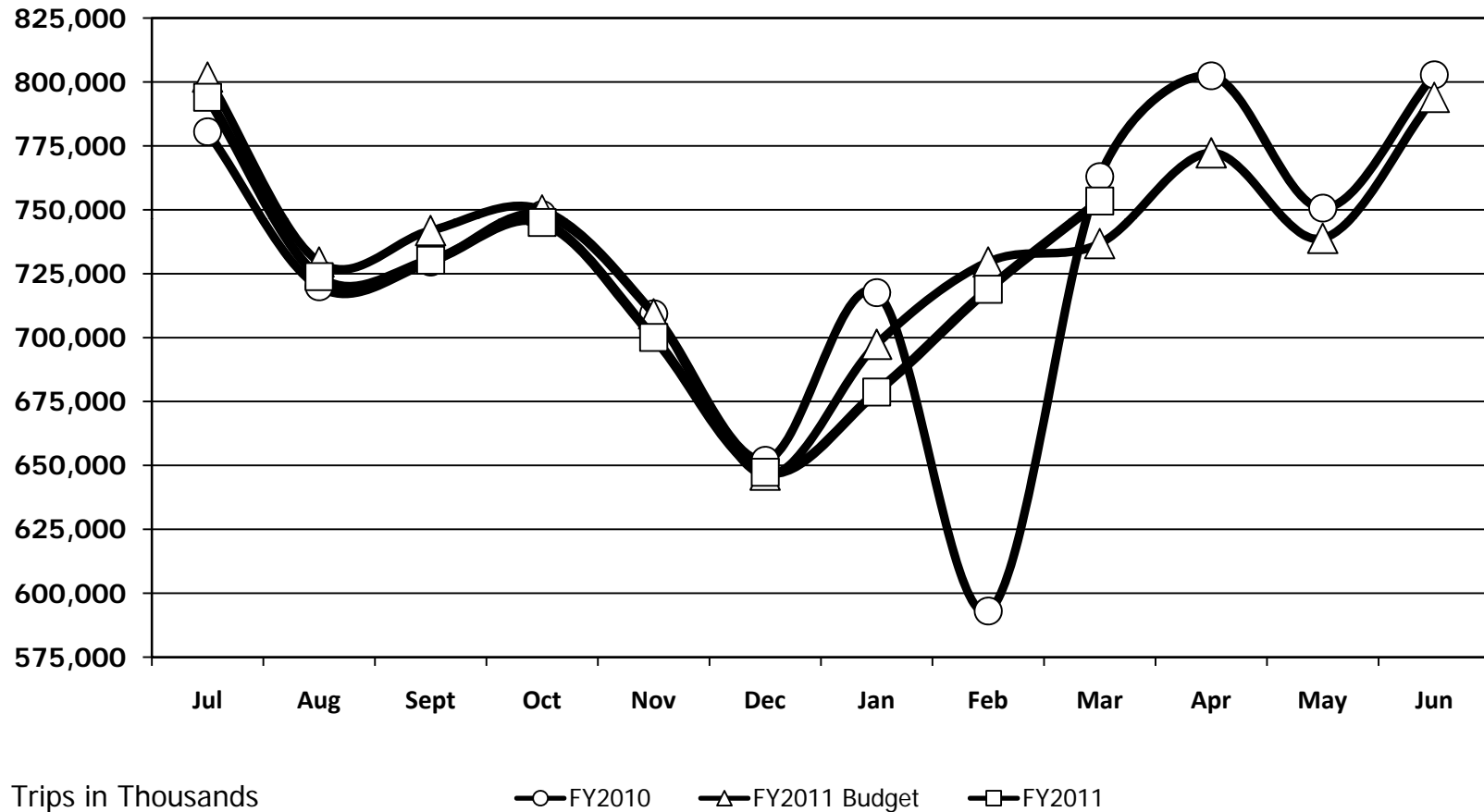
Operating Budget: Highlights

- As of March, **Metro is on budget**
- Year-to-date expenditures are \$38.7 million below budget:
 - Favorable items include: Fringe Benefits (\$10.1 million), Services (\$8 million), Propulsion/Diesel (\$19 million), and Utilities/Insurance/Other (\$11.5 million)
 - Unfavorable items include:
 - Salary, wages, and overtime (\$4.4 million over budget), mainly due to bus and rail operator overtime caused by vacancies and repairs to equipment
 - Supplies (\$5.5 million over budget), mainly for unanticipated repairs, including lighting and brake parts
- Year-to-date revenues are \$19.6 million below budget, major drivers:
 - \$15.7 million shortfall in Rail revenue
 - \$4.1 million shortfall in Bus revenue



Rail Ridership

Average Weekday Rail Ridership

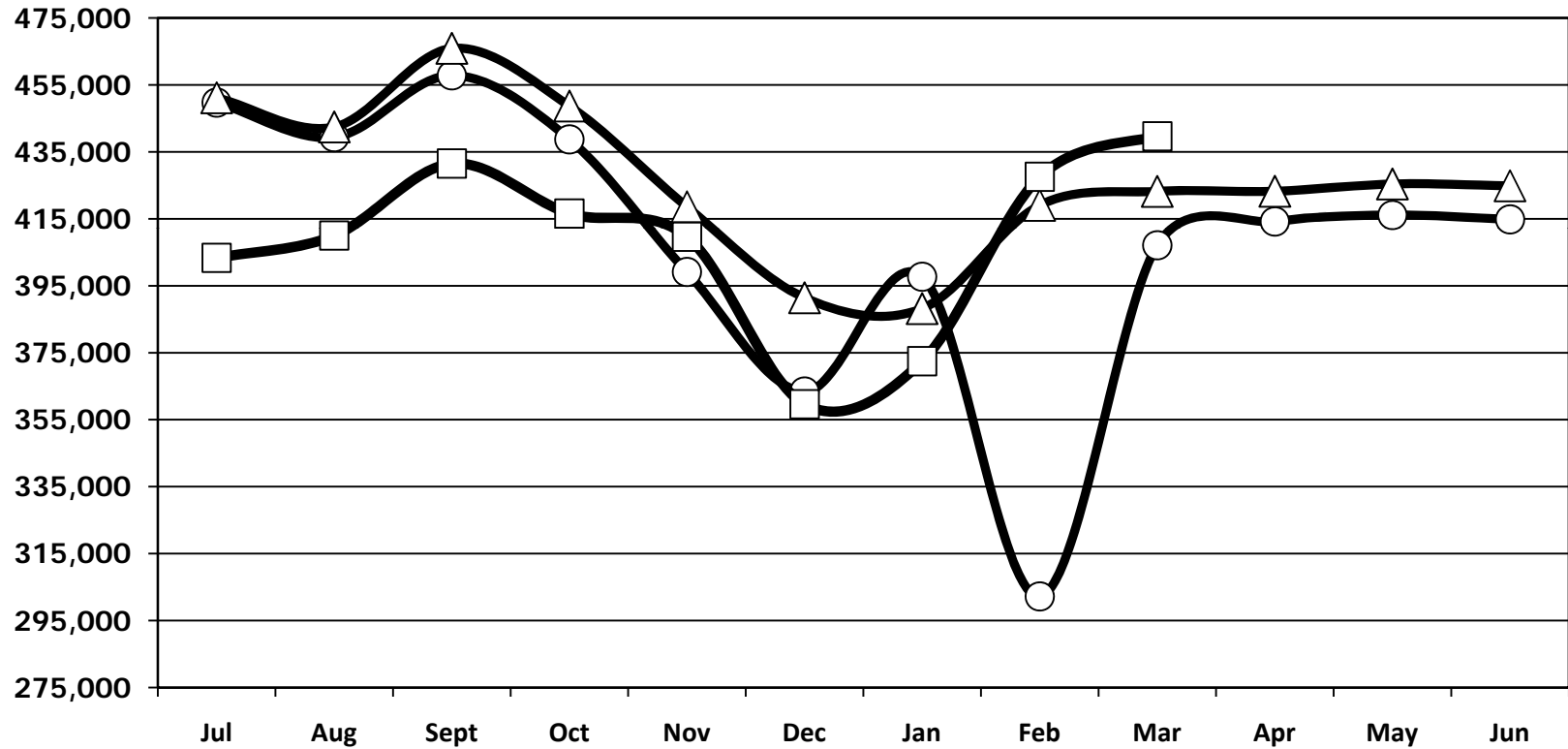


YTD ridership variance is 1.2 million trips below budget, 1.0%



Bus Ridership

Average Weekday Bus Ridership



Trips in Thousands

○ FY2010 ▲ FY2011 Budget □ FY2011

YTD ridership variance is 3.9 million trips below budget , 4.1%



Capital Budget - Expenditures

- As of March, \$392 million of the \$853 million FY2011 CIP budget had been expended
- 3% increase in obligation rate (\$257 million) and 2% increase in expenditure rate (\$145 million) when compared to Metro Matters Program spending (March 2010)

Capital Spending

(dollars in millions)

Expended-Based Year to Date Budget Status

	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate
Metro Matters 2010	\$ 562	\$ 437	\$ 247	\$ 315	78%	44%
Capital Improvement Program 2011	\$ 853	\$ 694	\$ 392	\$ 460	81%	46%

Obligation-Based Budget Status

	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate
American Recovery & Reinvestment Act	\$ 202	\$ 198	\$ 126	\$ 76	98%	62%
Reimbursable Projects	1,832	1,456	1,253	579	79%	68%
Safety & Security Projects	60	6	5	56	10%	8%
Total	\$ 2,094	\$ 1,661	\$ 1,384	\$ 711	79%	66%

Obligation-Based projects do not have annual budgets



Capital Budget: Highlights

March FY2011 - Key Highlights

- As of March, Metro has expended more capital dollars than all of FY2010
- Acquired land for Cinder Bed Road Bus Garage
- Continued installation of a redundant Comprehensive Radio Communication System (CRCS) at the Carmen Turner Facility
- Continued design services to upgrade perimeter security at Four Mile Run Bus Garage



**Washington Metropolitan Area Transit Authority
Fiscal 2011 Financials**

Monthly Financial Report

March 2011

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
MONTHLY FINANCIAL REPORT
FY2011
March 2011**

REPORT SECTIONS

Operating Budget

- Revenue
- Ridership
- Expense

Capital Finances

- Revenues
- Costs
- Projects

Outstanding Debt

Appendix

Operating Financials

Ridership and utilization analysis

Capital expenditures and Reimbursable projects

American Recovery & Reinvestment Act (ARRA)

Safety and Security expenditures

Passenger Rail Investment and Improvement Act (PRIIA)

Capital Improvement Program (CIP) Budget Amendments

Transit Infrastructure Investment Fund (TIIF)

Jurisdictional balances on account

Grant Activity



OPERATING BUDGET

Summary

Year-to-date results are within budget for FY2011. Expenditures through March were \$38.7 million favorable to budget, while revenues were \$19.6 million unfavorable to budget. Metro is favorable to budget by four percent. It is anticipated the cost recovery will be adjusted downward during the third quarter by \$5.5 million due to revenue adjustments and application of the FEMA payment to track rehabilitation.

Revenue for the month was above budget by \$4.1 million, or six percent. Of total revenue of \$77.9 million, \$69.5 million was passenger revenue. For March, rail passenger revenue was \$52 million, \$1.1 million below budget. Bus passenger revenue was \$12.7 million, \$0.8 million above budget.

In March, total expenses of \$120.7 million were under budget by \$4.0 million, or three percent. Expenses were favorable to budget due to below budget salary and wage expenses and favorable fuel/propulsion and utility expenses.

(\$ Millions)	March 2010	March 2011		Budget	Budget	Budget	Variance
	Actual	Actual	Budget	Actual	Budget	Variance	
		Month to Date Budget Variance					Variance
Revenue	\$68.4	\$77.9	\$73.8				6%
Expense	\$118.1	\$120.7	\$124.8				3%
Subsidy	\$49.8	\$42.9	\$51.0				16%
Cost Recovery	58%	64%	59%				
		Year to Date Budget Variance					Variance
Revenue	\$537.6	\$593.9	\$613.5				-3%
Expense	\$1042.2	\$1058.5	\$1097.2				4%
Subsidy	\$504.6	\$464.5	\$483.6				4%
Cost Recovery	52%	56%	56%				

Ridership

Total rail ridership through the end of March was 159.4 million trips, 1.6 million trips above the same time last fiscal year of 137.8 million trips, but 1.2 million trips below budget. Total monthly bus ridership for the same period was 91.7 million trips, 400,000 trips below the total last fiscal year of 92.1 million trips and 3.9 million trips below the budgeted total of 95.6 million trips.



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	March 2010 <i>Actual</i>	March 2011 <i>Actual Budget</i>		<i>Above/(Below) Prior Year Budget</i>	
<i>Trips</i>	Average Weekday Ridership			Growth Rate	
Metrorail	763,013	753,469	736,811	(1%)	2%
Metrobus	407,132	439,648	423,206	8%	4%
MetroAccess	8,953	7,932	9,106	(11%)	(13%)
System Total	1,179,098	1,201,049	1,169,123	2%	3%
<i>Trips (Thousands)</i>	Fiscal Year to Date Ridership			Growth Rate	
Metrorail	157,786	159,357	160,563	1%	(1%)
Metrobus	92,085	91,672	95,614	(0%)	(4%)
MetroAccess	1,736	1,788	1,988	3%	(10%)
System Total	251,607	252,817	258,165	0%	(2%)

Rail

Total rail ridership of 19.7 million trips for March 2011 was over 600,000 trips, or three percent, below last March. When compared to budget, actual ridership is almost 300,000 trips or 1.5 percent above budget. Average weekday rail ridership for the month was 753,500 trips, 1.3 percent below the average weekday last March. Ridership declined in every time period this March as compared to the previous year, including Saturday and Sunday ridership. On weekdays, the greatest ridership loss over last year occurred in the midday and PM peak periods. Average weekday ridership in the AM peak period this March declined approximately 500 trips below the average for last March, the smallest period decline this year for the critical category of work trips during the AM peak. The largest year-over-year ridership losses occurred during the midday with average weekday ridership of 144,900 trips, a decline of 2.7 percent below the average for last year. PM peak ridership declined 3,800 below the average weekday PM peak from last year or 1.4 percent. Average evening ridership for the month was almost 90,000 trips, 1,200 trips below last March or 1.3 percent. Average Saturday rail ridership in March was 371,980, 11 percent below last March, while average Sunday ridership of 214,800 was 54,000 trips, or 20 percent, below last year.

One of the reasons for the sluggish year-over-year growth in average weekday ridership in March was the late start to the spring tourist and Easter Holiday seasons. For example, daily ridership for March 31st of last year was almost 816,000 trips, generated by the start of cherry blossom season, and moderating temperatures after extremely snowy and severe weather last February. In contrast, ridership on the equivalent day in March 2011 generated only 775,000 trips, a ridership decline of almost 41,000 trips.



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Bus

In contrast to rail ridership, total Metrobus ridership for March of 11.5 million trips was 603,000 trips above the total for last March, an increase of 5.5 percent. Average weekday ridership for the period was 439,600 trips, 32,500 trips or 8 percent above the average for last March. Metrobus ridership for the month also exceeded budgeted projections by almost 16,500 trips or 3.9 percent. Weekend Metrobus ridership increased almost nine percent on Saturday, while average Sunday ridership grew almost two percent above the average for last year and almost one percent above budget.

At the end of February last year, a ten cent surcharge was enacted which dampened normal ridership growth during the spring. At the end of June, Metro implemented further fare changes. Since initial reactions to the fare increase, riders have normalized their travel patterns, and Metrobus ridership is seeing increased ridership across all periods compared to the prior year. In addition, Metro implemented new service plans for Bus in December that performed well over the past three months. The new services include X9 limited stop, Greenbelt restructuring, 16F/7Y Express buses and a number of running-time adjustments to improve reliability.

MetroAccess

MetroAccess transported 204,998 passengers in March 2011. This represents a decrease in ridership of 11.6 percent, or 26,903 passengers, as compared with March of FY2010. March FY2011 ridership was 18.8 percent or 47,349 passengers below forecast. Year-to-date, MetroAccess ridership is 55,105 passengers or 3.2 percent above the same period last year, and 200,861 passengers or 10.1 percent below FY2011 forecast. Ridership growth for the first three quarters of FY2011 has been reduced due to the success of recent Board policy, eligibility and travel training initiatives, and their collective impact on demand management.

Operating Revenue

Total revenue for March was \$77.9 million, \$4.1 million more than the budgeted revenue of \$73.8 million. The positive revenue variance was due to several components, including application of the FEMA payment and reimbursement of the Neutral Host expenses. A year-end revenue adjustment is anticipated for these payments; for example the funds from FEMA are to be applied to Track Rehabilitation. Other contributors to revenue included \$0.4 million in joint development activities and \$0.4 million in pass revenue. Through the end of March, total revenues of \$593.9 million were \$19.6 million, or three percent, below the budgeted amount of \$613.5 million.

Rail

Rail passenger revenue for the month was \$52.0 million, \$1.1 million or two percent, less than budget. Through the first nine months of the fiscal year, total rail



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passenger revenue of \$418.7 million was \$15.7 million, or four percent, less than expected.

Total Rail revenue year-to-date was \$483.4 million, \$12.1 million less than the budget. The largest shortfall was passenger fare revenue, followed by a \$4.4 shortfall in parking revenue. The shortfall in rail and parking revenue was moderated by higher than expected advertising and other revenue, such as joint development revenue.

Bus

Total Metrobus passenger revenue for the month was \$12.7 million, \$0.8 million above budget. This was due to the application of SmarTrip[®] flash pass revenue for prior months transactions totaling approximately \$1.4 million.

MetroAccess

MetroAccess passenger revenue for March 2011 was \$464,000. Year-to-date passenger revenue for FY2011 is \$3.1 million. MetroAccess monthly passenger revenue has increased since the implementation of the fare increase on February 27, 2011.

Parking

Parking revenue for the month of \$4.3 million was \$0.3 million higher than budget. In March, the number of parking permits sold and meter revenue both increased from the prior month. This is consistent with the increased parking utilization, which contributed to the above budget performance for the month. The continued escalation in gasoline prices is positively affecting parking operations as commuters seek ways to avoid the inflation in the price of gasoline.

Expenses

Metro was \$4.0 million, or 3.2 percent, under budget in expenditures for March and \$38.7 million, or 3.5 percent, under budget year-to-date. Total personnel expenses were under budget by \$2.6 million in March. Salary and wage expenses were under budget primarily due to the appropriate capitalization of \$1.4 million in Bus labor. Vacancies in Bus Services, Rail Transportation and training positions in the technical skills program also contributed to the favorable variance. Overtime was over budget by \$2.2 million mainly due to Transit Infrastructure and Engineering Services (TIES). TIES overtime was \$1.2 million over budget due to 140 vacancies in various offices. In addition, Bus Services and Rail Transportation were each \$0.5 million over budget due to operator vacancies. Fringe benefits were \$1.2 million under budget for March and \$10.1 million under budget year-to-date. The favorability in fringe expense is due to lower than projected costs for pension plan contributions and lower than projected healthcare claims.



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Non-personnel expenses were under budget by \$1.4 million for the month. Fuel & Propulsion and Utilities were under budget by \$2.4 million, partially due to the FY2011 accrual of the Compressed Natural Gas (CNG) credit of \$250,000 and lower than budgeted fuel and utility rates in TIES and Bus Services. Services were over budget by \$1 million due to a claim settlement payment to MetroAccess' contract service provider and an over accrual of fuel that will be reversed the following month.

Year-to-date non-personnel expenses were under budget by \$32.9 million. Fuel & Propulsion and Utilities were under budget by \$29.1 million mainly due to lower than budget utility rates and favorable market hedging. Services were under budget by \$8.1 million mainly due to delays in spending on rail carwash and information technology services; this favorability was offset by Materials & Supplies, which was over budget by \$5.5 million, mainly due to car maintenance and brake parts.

CAPITAL FINANCES

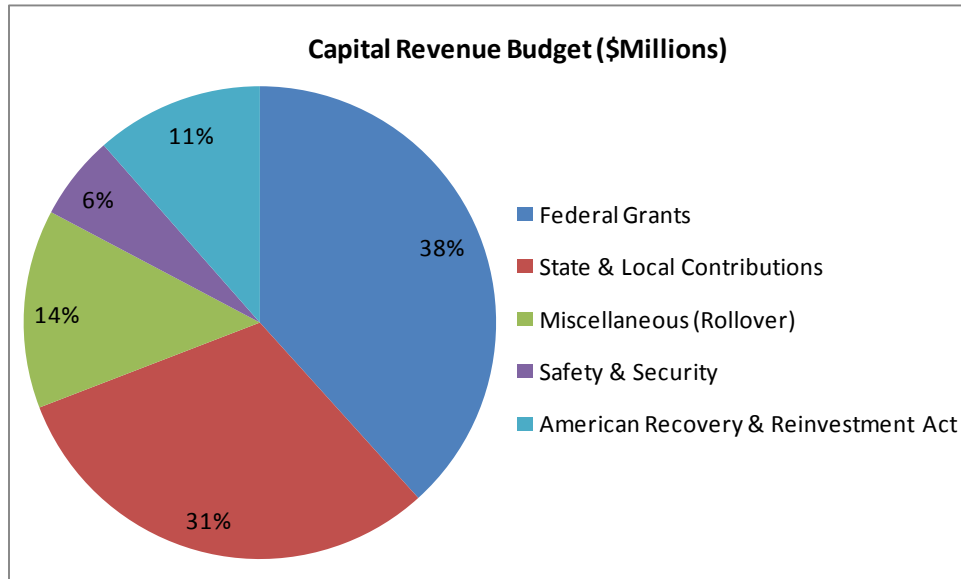
Sources of Funds

Year-to-date sources of funds total for FY2011 are \$1,030 million. As of March 31st, the amount awarded to Metro, including federal grants, totals \$655 million. Revenue received year-to-date is \$483 million, and represents available cash on hand. The State and Local Contributions received to date is \$203 million. Total miscellaneous revenue consists of \$132 million from annual rollover and \$8 million from the West Falls Church insurance settlement.

Capital Revenues (dollars in millions)	FY2011 Year to Date				
	CIP	Budget	Awarded	Received to Date	To be Received
Federal Grants	\$	391	\$ 289	\$ 87	\$ 304
Security - Federal Grants		3			3
State & Local Contributions		318	203	203	115
Miscellaneous		140		140	-
Subtotal	\$	853	\$ 492	\$ 430	\$ 422
Other Programs					
Security - Federal Grants	\$	59	\$ 44	\$ -	\$ 59
ARRA - Federal Grants	\$	118	118	53	65
Subtotal		178	162	53	125
Total	\$	1,030	\$ 655	\$ 483	\$ 547



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As of March 31, 2011, \$430 million of the Capital Improvement Program (CIP) revenue in FY2011 has been received as compared to \$210 million received for the Metro Matters Program at this time in FY2010. This is an increase of 105% or \$220 million year over year.

Capital Revenues (dollars in millions)	Year to Date Budget Variance			
	Budget	Awarded	Received to Date	To be Received
March 2010	\$ 562	\$ 42	\$ 210	\$ 352
March 2011 (CIP)	\$ 853	\$ 492	\$ 430	\$ 422

Expenditure-Based programs include Metro Matters (ending in FY10) and the CIP (starting in FY11)

Expenditures

The capital budget for FY2011 is \$1,030 million. To date Metro has expended more than all of FY2010. As of March, capital spending is as follows: \$816 million (79%) has been obligated and \$439 million (43%) has been expended. The appendix includes budget and spending data for each capital project.



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Capital Spending		FY2011 Year to Date					
(dollars in millions)							
Capital Improvement Program	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate	
Vehicles/Vehicles Parts	\$ 339	\$ 297	\$ 200	139	88%	59%	
Rail System Infrastructure Rehab	112	109	44	68	97%	39%	
Maintenance Facilities	68	45	19	49	67%	28%	
Systems and Technology	85	67	34	51	80%	40%	
Track and Structure	76	57	40	37	74%	52%	
Passenger Facilities	111	89	46	66	80%	41%	
Maintenance Equipment	44	18	5	39	40%	12%	
Other Facilities	12	10	2	9	81%	20%	
Project Management and Support	5	2	2	3	45%	45%	
Subtotal	\$ 853	\$ 694	\$ 392	\$ 460	81%	46%	
Security Program	\$ 59	\$ 6	\$ 4	\$ 56	10%	6%	
ARRA Program							
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0	\$ 0	100%	0%	
Maintenance Facilities	49	47	19	30	97%	38%	
Passenger Facilities	15	15	9	6	99%	59%	
Safety and Security	3	3	1	2	94%	36%	
Maintenance and Repair Equipment	23	22	7	15	99%	32%	
Operations System	21	21	3	18	99%	13%	
Information Technology	7	7	4	3	100%	51%	
Miscellaneous	1	0	-	1	77%	0%	
Subtotal	\$ 118	\$ 116	\$ 42	\$ 76	98%	36%	
Total	\$ 1,030	\$ 816	\$ 439	\$ 592	79%	43%	

The Capital Improvement Program had a three percent increase in obligation rate and two percent increase in expenditure rate when compared to the Metro Matters Program spending (March 2010). This increase in expenditures is approximately \$145 million year over year.

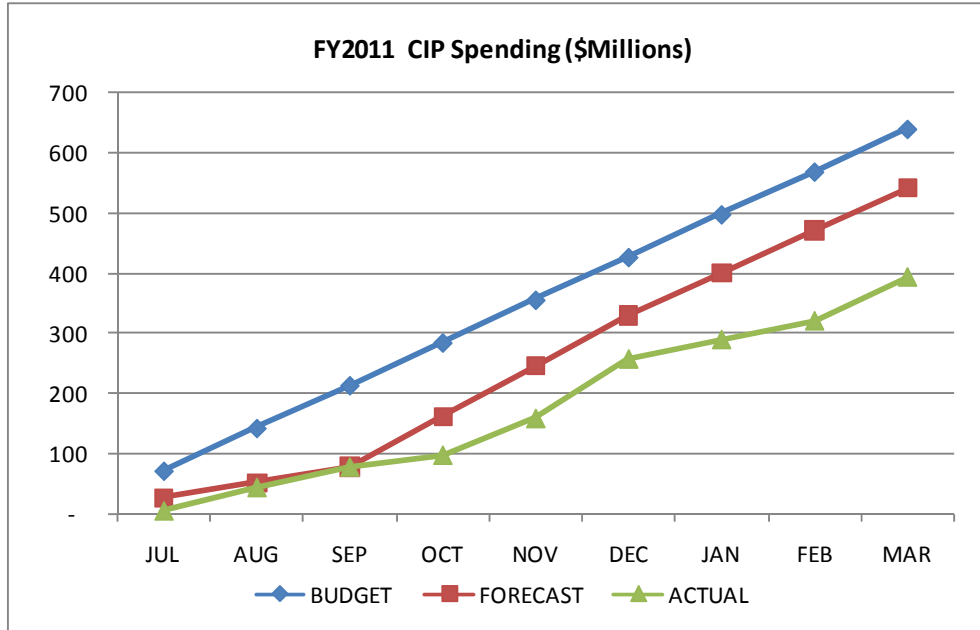
Capital Spending		Expenditure-Based Year to Date Budget Status					
(dollars in millions)							
	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate	
Metro Matters 2010	\$ 562	\$ 437	\$ 247	\$ 315	78%	44%	
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Obligation-Based Budget Status							
	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate	
American Recovery & Reinvestment Act	\$ 202	\$ 198	\$ 126	\$ 76	98%	62%	
Reimbursable Projects	1,832	1,456	1,253	579	79%	68%	
Safety & Security Projects	60	6	5	56	10%	8%	
Total	\$ 2,094	\$ 1,661	\$ 1,384	\$ 711	79%	66%	

Obligation-Based projects do not have annual budgets



**Washington Metropolitan Area Transit Authority
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As of March 31, 2011, Capital Improvement Program year-to-date expenditures are \$392 million.



CAPITAL PROJECT HIGHLIGHTS

Passenger Facilities

Elevator & Escalator Report

Major repairs were started on escalators at the Bethesda, Dupont Circle, Metro Center and U Street/African-Amer Civil War Memorial/Cardozo Metrorail stations. Major repairs were completed on escalators at the Anacostia, Bethesda, Dupont Circle (2 entrances) and Metro Center Metrorail stations.

Rehabilitation/modernizations were started on escalators at the Gallery PI-Chinatown, Metro Center and Union Station Metrorail stations. Rehabilitation/modernizations are ongoing on escalators at the Dupont Circle, Farragut North, Foggy Bottom-GWU, Metro Center and Union Station Metrorail stations. Rehabilitation/modernizations were completed on escalators at the Franconia-Springfield, Gallery PI-Chinatown, Judiciary Square, Metro Center and Wheaton Metrorail station.

Station Rehabilitations Report

Station Rehabilitations were started at the Tenleytown-AU Metrorail station. Station Rehabilitations are ongoing at the Southern Avenue (mini), Glenmont, Gallery PI-Chinatown, Metro Center, DuPont Circle, Farragut North and Minnesota Avenue



Metrorail stations. Station Rehabilitations were completed at the Judiciary Square and Gallery Pl-Chinatown Metrorail stations.

Other System-wide Infrastructure Rehabilitation Activities

- On-going rehabilitation of Automatic Train Control (ATC) room in Silver Spring
- On-going rehabilitation on various parking structures
- On-going replacement of existing standpipes
- Continued upgrade / modernization of various escalators
- Continued PEPCO conversion at Carmen Turner Facility which includes construction of switchgear building and installation of cables

Track and Structures Maintenance

Red Line

- Track and station improvements at New York Ave-Florida Ave-Gallaudet U to Rhode Island Ave-Brentwood stations.
- Platform repairs and new rail welding completed at Grosvenor-Strathmore to Twinbrook.
- Train control room upgrades and improvements at Takoma to Forest Glen
- Switch replacements at Forest Glen to Glenmont

Blue and Orange Lines

- Fastener replacements at Foggy Bottom-GWU to Arlington Cemetery/Court House
- Cellular cable installations at Federal Center SW to Eastern Market
- Floating slab replacements and cellular cable installations at Stadium-Armory to Addison Road-Seat Pleasant
- Rail and ties replacements and Dulles extension at East Falls Church to West Falls Church-VT/UVA

Yellow Line

- New rail welding and cellular cable installations for Pentagon City to L'Enfant Plaza



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Project	FY2011 Plan	Completed
CIP018 – Track Welding Program	1,000 open weld joints	Welded 1,164 open weld joints
CIP019 – Track Floating Slab Rehabilitation	2,700 In ft of floating slabs	Retrofitted 590 In ft of floating slabs
CIP020 – Rail Track Signage Replacement	3,500 chain markers/safety signs	Replaced 1,634 chain markers/safety signs
CIP021 – Track Pad/Shock Absorber Rehabilitation	5,000 In ft of grout pads	Rehabilitated 8,807 In ft of grout pads
CIP 022 – Track Structural Rehabilitation	2,100 sq ft of concrete 1,189 bridge anchor bolts	Rehabilitated 1,764 sq ft of concrete Rehabilitated 806 anchor bolts on Minnesota and Grosvenor Aerials Rehabilitated 303 In ft of deck joints
CIP 024 –Track Rehabilitation	8,000 cross ties 15,000 fasteners 5,000 insulators 57,000 In ft of running rail 30 turnouts	Replaced 9,893 cross ties Replaced 7,132 fasteners Replaced 2,994 insulators Replaced 42,211 In ft of running rail Replaced 34 of the turnouts Tamped 146,055 In ft for track
CIP 026 – Station Tunnel Leak Mitigation	1,700 leaks	Repaired 1,984 leaks
CIP 089 – Track Fasteners	6,260 direct fixation fasteners	Replaced total of 3,720 direct fixation fasteners

Rail System Infrastructure Rehabilitation

- Continued construction work Orange/Blue line System Infrastructure Rehab from Stadium Armory to Reagan National Airport

Maintenance Facilities

- Acquired land for Cinder Bed Road Bus Garage

Safety and Security

- On-going work to install a redundant Comprehensive Radio Communication System (CRCS) at the Carmen Turner Facility
- Design services to upgrade perimeter security at Four Mile Run Bus Garage

OUTSTANDING DEBT

Metro's outstanding debt as of March 31, 2011 is \$427.7 million, as shown in the table below.

The Series 1993 and 2003 bonds were issued to fund the Rail Construction program. The Series 1993 bonds matured July 1, 2010 and the 2003 bonds are being repaid by semi-annual debt service payments from the jurisdictions. This annual debt



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service expense is reported as part of the operating budget and is always included on subsidy allocation tables.

The Series 2003B bonds matured July 1, 2010. The bonds were issued to increase funding for capital rehabilitation and maintenance of elevators and escalators. The debt service expense was funded from passenger fare revenue. The FY05 fare increase set aside \$6 million per year in revenue to fund the debt service expense. These amounts were reported as part of the capital budget.

The Series 2009A and 2009B bonds were issued to (i) pay off all of the \$314.5 million in outstanding principal and interest due for Commercial Paper, and (ii) finance the capital cost components of the Metro Matters Program. The annual debt service expense will be paid by the jurisdictions that opted into the bond issuance. The \$21.2 million annual debt service expense is reported as part of the capital budget and will be included on the subsidy allocation tables.

The Commercial Paper Program was retired during June 2009 with proceeds of the Series 2009A bond issuance and a portion of the jurisdiction opt out receipts. A \$125 million line of credit (LOC) with Wachovia, a \$125 million line of credit with Bank of America and a \$50 million line of credit with U.S. Bank fund operating and capital cash flow needs. Separately, the Authority entered into a multi-year \$300 million credit facility in support of the Series 7000 rail car procurement.

March 31, 2011			
Debt Type (dollars in million)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 1993	\$0.0	\$0.0	FY2011
Bond Series 2003	\$63.9	\$15.6	FY2015
Subtotal	\$63.9	\$15.6	
Bond Series 2003B	\$0.0	\$0.0	FY 2011
Bond Series 2009A	\$237.3	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	\$292.3	\$21.2	
Internal Borrowing	\$71.5	n/a	Multiple
Wachovia LOC	\$0.0	Varies	Jun-11
Bank of America LOC	\$0.0	Varies	Jun-11
US Bank LOC	\$0.0	Varies	Jun-11
SMBC LOC	\$0.0	Varies	Jun-15
Subtotal	\$71.5		
Grand Total	\$427.7		



APPENDIX

- Operating Financials (budget variance report, by mode)
- Ridership and utilization analysis – monthly
- Capital expenditures and Reimbursable projects
- American Recovery & Reinvestment Act (ARRA)
- Safety and Security expenditures
- Passenger Rail Investment and Improvement Act (PRIIA)
- Report on Capital Improvement Program (CIP) Budget Amendments
- Transit Infrastructure Investment Fund (TIIF)
- Jurisdictional balances on account
- Grant Activity – monthly
- Sole Source Awards - quarterly

Operating Financials

March-11
FISCAL YEAR 2011
Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

MONTHLY RESULTS:					YEAR-TO-DATE RESULTS:				
Prior Year Actual	Current Year				Prior Year Actual	Current Year			
	Actual	Budget	Variance		Actual	Budget	Variance		
REVENUES:									
Passenger Revenue									
\$46.9	\$52.0	\$53.2	(\$1.1)	-2%	\$351.9	\$418.7	\$434.4	(\$15.7)	-4%
9.3	12.7	11.9	0.8	7%	76.2	98.4	102.6	(4.1)	-4%
0.4	0.5	0.5	(0.0)	-4%	3.2	3.1	4.4	(1.2)	-28%
4.3	4.3	4.0	0.3	7%	33.6	31.8	35.9	(4.1)	-11%
\$60.9	\$69.5	\$69.6	(\$0.1)	0%	\$464.9	\$552.0	\$577.2	(\$25.2)	-4%
Non-Passenger Revenue									
\$0.3	\$0.9	\$0.8	\$0.1	12%	\$3.3	\$5.4	\$5.1	\$0.3	5%
0.0	0.0	0.0	0.0	0%	0.0	0.0	0.0	0.0	0%
3.5	1.0	1.3	(0.2)	-19%	31.5	10.6	11.3	(0.7)	-6%
0.8	1.0	0.5	0.4	80%	7.0	4.8	4.8	(0.0)	0%
1.1	1.0	1.2	(0.2)	-20%	10.9	10.6	11.1	(0.6)	-5%
0.5	4.5	0.4	4.1	1027%	10.0	10.4	3.6	6.7	186%
0.1	0.0	0.0	(0.0)	-59%	0.1	0.2	0.4	(0.2)	-49%
0.4	0.0	0.0	0.0		3.8	0.0	0.0	0.0	
0.7	0.0	0.0	0.0		6.1	0.0	0.0	0.0	
\$7.5	\$8.4	\$4.2	\$4.2	98%	\$72.7	\$41.9	\$36.3	\$5.6	15%
\$68.4	\$77.9	\$73.8	\$4.1	6%	\$537.6	\$593.9	\$613.5	(\$19.6)	-3%
EXPENSES:									
\$57.2	\$58.9	\$60.3	\$1.4	2%	\$511.5	\$525.2	\$520.7	(\$4.4)	-1%
24.9	25.8	27.0	1.2	5%	218.8	227.3	237.5	10.1	4%
15.8	16.5	15.5	(1.0)	-7%	128.1	133.0	141.0	8.1	6%
8.7	5.2	5.3	0.1	2%	59.5	53.1	47.6	(5.5)	-12%
6.2	7.7	8.8	1.1	12%	70.6	62.6	81.6	19.0	23%
5.4	6.7	7.9	1.2	15%	53.7	57.3	68.8	11.5	17%
0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
\$118.1	\$120.7	\$124.8	\$4.0	3%	\$1,042.2	\$1,058.5	\$1,097.2	\$38.7	4%
\$49.8	\$42.9	\$51.0	\$8.1	16%	\$504.6	\$464.5	\$483.6	\$19.1	4%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

58% 64% 59%

COST RECOVERY RATIO

52% 56% 56%

RAIL

Operating Financials

March-11
FISCAL YEAR 2011

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES:										
\$46.9	\$52.0	\$53.2	(\$1.1)	-2%	Passenger Fares	\$351.9	\$418.7	\$434.4	(\$15.7)	-4%
0.2	0.4	0.4	(0.1)	-15%	D.C. Schools	1.5	2.5	3.0	(0.5)	-15%
4.3	4.3	4.0	0.3	7%	Parking	33.6	31.8	35.9	(4.1)	-11%
1.3	0.5	0.4	0.1	21%	Advertising	11.3	7.1	3.7	3.4	92%
0.8	1.0	0.5	0.4	78%	Rent	6.9	4.8	4.8	(0.0)	-1%
1.1	1.0	1.2	(0.2)	-20%	Fiber Optic	10.9	10.6	11.1	(0.6)	-5%
0.3	3.9	0.3	3.6	1402%	Other	6.3	8.0	2.3	5.6	243%
0.0	0.0	0.0	(0.0)	-100%	Interest	(0.0)	(0.0)	0.2	(0.2)	-100%
0.2	0.0	0.0	0.0		SCR Funding	0.8	0.0	0.0	0.0	
\$55.0	\$63.0	\$60.1	\$2.9	5%	TOTAL REVENUE	\$423.2	\$483.4	\$495.5	(\$12.1)	-2%
EXPENSES:										
\$33.0	\$35.6	\$35.5	(\$0.1)	0%	Salary/Wages/OT	\$306.7	\$316.9	\$306.5	(\$10.4)	-3%
14.2	15.5	15.7	0.2	1%	Fringe Benefits	128.5	135.6	138.0	2.4	2%
3.9	5.3	4.9	(0.5)	-10%	Services	39.7	38.1	43.6	5.5	13%
5.1	4.4	3.1	(1.3)	-43%	Supplies	38.1	35.4	27.9	(7.5)	-27%
3.8	4.6	5.5	1.0	18%	Power/Diesel/CNG	47.6	42.0	51.4	9.4	18%
3.3	4.6	5.5	0.9	17%	Insurance/Utilities/Other	38.0	39.4	48.7	9.3	19%
0.0	0.0	0.0	0.0		Reimbursements	0.0	0.0	0.0	0.0	
\$63.3	\$70.0	\$70.2	\$0.2	0%	TOTAL EXPENSE	\$598.6	\$607.3	\$616.0	\$8.7	1%
\$8.3	\$7.0	\$10.1	\$3.1	31%	SUBSIDY	\$175.4	\$123.9	\$120.5	(\$3.4)	-3%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

87% **90%** **86%**

COST RECOVERY RATIO

71% **80%** **80%**

METROBUS
Operating Financials
March-11
FISCAL YEAR 2011
Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year						Prior Year Actual	Current Year			
	Actual	Budget	Variance					Actual	Budget	Variance	
REVENUES:											
\$9.3	\$12.7	\$11.9	\$0.8	7%	Passenger Fares	\$76.2	\$98.4	\$102.6	(\$4.1)	-4%	
0.1	0.5	0.3	0.2	50%	D.C. Schools	1.8	2.8	2.1	0.7	34%	
2.2	0.5	0.8	(0.3)	-39%	Advertising	20.2	3.5	7.5	(4.1)	-54%	
0.2	0.6	0.1	0.5	331%	Other	3.3	1.7	1.3	0.4	32%	
0.1	0.0	0.0	0.0	15%	Interest	0.1	0.2	0.1	0.1	43%	
0.4	0.0	0.0	0.0		SE Closure	3.8	0.0	0.0	0.0		
0.6	0.0	0.0	0.0		SCR Funding	5.2	0.0	0.0	0.0		
\$12.9	\$14.4	\$13.2	\$1.1	8%	TOTAL REVENUE	\$110.8	\$106.7	\$113.6	(\$7.0)	-6%	
EXPENSES:											
\$23.9	\$23.1	\$24.5	\$1.5	6%	Salary/Wages/OT	\$202.3	\$205.8	\$211.7	\$6.0	3%	
10.6	10.2	11.2	1.0	9%	Fringe Benefits	89.2	90.6	98.4	7.7	8%	
2.4	2.0	2.6	0.7	25%	Services	19.0	18.4	23.8	5.4	23%	
3.5	0.7	2.2	1.4	66%	Supplies	21.3	17.6	19.6	1.9	10%	
2.4	3.2	3.3	0.1	3%	Power/Diesel/CNG	23.0	20.6	30.2	9.6	32%	
2.1	2.0	2.3	0.3	12%	Insurance/Utilities/Other	15.4	17.2	19.4	2.2	11%	
0.0	0.0	0.0	0.0		Reimbursements	0.0	0.0	0.0	0.0		
\$44.9	\$41.2	\$46.1	\$4.9	11%	TOTAL EXPENSE	\$370.2	\$370.3	\$403.1	\$32.8	8%	
\$32.0	\$26.8	\$32.9	\$6.1	18%	SUBSIDY	\$259.4	\$263.6	\$289.5	\$25.8	9%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

29% 35% 29%

COST RECOVERY RATIO

30% 29% 28%

REGIONAL BUS

Operating Financials

March-11
FISCAL YEAR 2011

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year						Prior Year Actual	Current Year			
	Actual	Budget	Variance					Actual	Budget	Variance	
REVENUES:											
\$7.8	\$10.7	\$10.0	\$0.7	7%	Passenger Fares		\$63.8	\$82.6	\$86.0	(\$3.5)	-4%
0.1	0.5	0.3	0.2	50%	D.C. Schools		1.8	2.8	2.1	0.7	34%
2.2	0.5	0.8	(0.3)	-39%	Advertising		20.2	3.5	7.5	(4.1)	-54%
0.2	0.6	0.1	0.5	331%	Other		3.3	1.7	1.3	0.4	32%
0.1	0.0	0.0	0.0	15%	Interest		0.1	0.2	0.1	0.1	43%
0.4	0.0	0.0	0.0		SE Closure		3.8	0.0	0.0	0.0	
0.6	0.0	0.0	0.0		SCR Funding		5.2	0.0	0.0	0.0	
\$11.4	\$12.3	\$11.3	\$1.0	9%	TOTAL REVENUE		\$98.3	\$90.8	\$97.1	(\$6.3)	-7%
EXPENSES:											
\$19.4	\$19.1	\$20.3	\$1.2	6%	Salary/Wages/OT		\$163.9	\$170.7	\$175.6	\$5.0	3%
8.6	8.5	9.3	0.8	9%	Fringe Benefits		72.3	75.2	81.6	6.4	8%
2.0	1.6	2.2	0.6	25%	Services		15.4	15.3	19.7	4.5	23%
2.9	0.6	1.8	1.2	66%	Supplies		17.3	14.6	16.2	1.6	10%
2.0	2.6	2.7	0.1	3%	Power/Diesel/CNG		18.6	17.1	25.1	8.0	32%
1.7	1.7	1.9	0.2	12%	Insurance/Utilities/Other		12.4	14.3	16.1	1.8	11%
0.0	0.0	0.0	0.0		Reimbursements		0.0	0.0	0.0	0.0	
\$36.4	\$34.2	\$38.3	\$4.1	11%	TOTAL EXPENSE		\$300.0	\$307.2	\$334.4	\$27.2	8%
\$25.0	\$21.8	\$26.9	\$5.1	19%	SUBSIDY		\$201.7	\$216.4	\$237.3	\$20.9	9%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

31% 36% 30%

COST RECOVERY RATIO

33% 30% 29%

NON-REGIONAL BUS

Operating Financials

March-11

FISCAL YEAR 2011

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES:										
\$1.5	\$2.1	\$1.9	\$0.1	7%	Passenger Fares	\$12.4	\$15.9	\$16.6	(\$0.7)	-4%
.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0	
\$1.5	\$2.1	\$1.9	\$0.1	7%	TOTAL REVENUE	\$12.4	\$15.9	\$16.6	(\$0.7)	-4%
EXPENSES:										
\$4.5	\$3.9	\$4.2	\$0.2	6%	Salary/Wages/OT	\$38.3	\$35.1	\$36.1	\$1.0	3%
2.0	1.7	1.9	0.2	9%	Fringe Benefits	16.9	15.4	16.8	1.3	8%
0.5	0.3	0.4	0.1	25%	Services	3.6	3.1	4.1	0.9	23%
0.7	0.1	0.4	0.2	66%	Supplies	4.0	3.0	3.3	0.3	10%
0.5	0.5	0.6	0.0	3%	Power/Diesel/CNG	4.4	3.5	5.2	1.6	32%
0.4	0.3	0.4	0.0	12%	Insurance/Utilities/Other	2.9	2.9	3.3	0.4	11%
.0	.0	.0	.0		Reimbursements	.0	.0	.0	.0	
\$8.5	\$7.0	\$7.9	\$0.8	11%	TOTAL EXPENSE	\$70.1	\$63.1	\$68.7	\$5.6	8%
\$7.0	\$5.0	\$5.9	\$1.0	16%	SUBSIDY	\$57.7	\$47.2	\$52.2	\$4.9	9%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

18% 29% 24%

COST RECOVERY RATIO

18% 25% 24%

METROACCESS

Operating Financials

March-11

FISCAL YEAR 2011

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
\$0.4	\$0.5	\$0.5	(\$0.0)	-4%	Passenger Fares	\$3.2	\$3.1	\$4.4	(\$1.2)	-28%	
.0	.0	.0	.0		Other	.5	.7	.0	.7		
\$0.5	\$0.5	\$0.5	\$0.0	5%	TOTAL REVENUE	\$3.7	\$3.8	\$4.4	(\$0.5)	-12%	
EXPENSES:											
\$0.2	\$0.2	\$0.3	\$0.1	18%	Salary/Wages/OT	\$2.5	\$2.5	\$2.5	(\$0.0)	-1%	
0.1	0.1	0.1	0.0	13%	Fringe Benefits	1.1	1.1	1.1	(0.0)	-2%	
9.4	9.2	8.0	(1.2)	-15%	Services	69.5	76.5	73.6	(2.8)	-4%	
0.0	0.0	0.0	0.0	58%	Supplies	0.1	0.1	0.1	0.1	60%	
0.1	0.1	0.1	0.0	21%	Insurance/Utilities/Other	0.3	0.7	0.7	(0.0)	-2%	
\$9.9	\$9.6	\$8.5	(\$1.1)	-13%	TOTAL EXPENSE	\$73.4	\$80.8	\$78.0	(\$2.8)	-4%	
\$9.4	\$9.1	\$8.0	(\$1.1)	-14%	SUBSIDY	\$69.8	\$77.0	\$73.7	(\$3.4)	-5%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

5%

5%

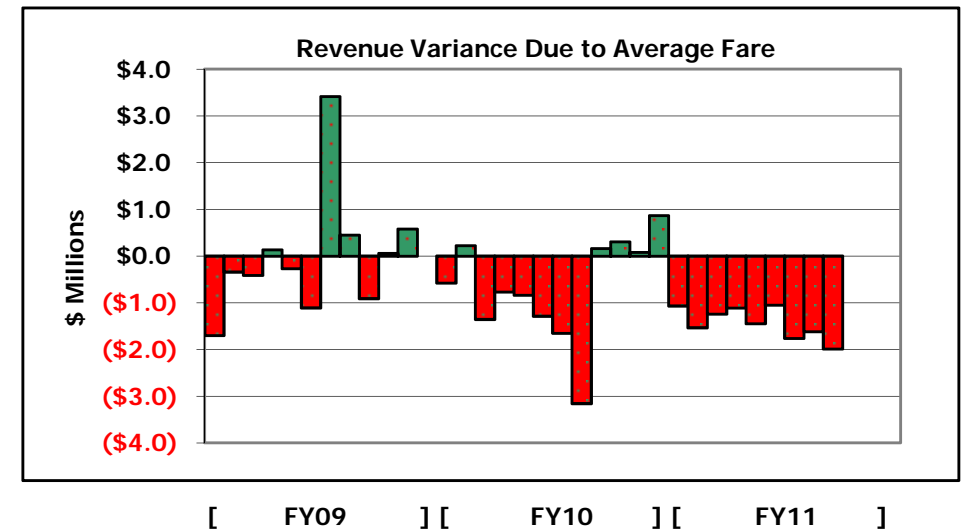
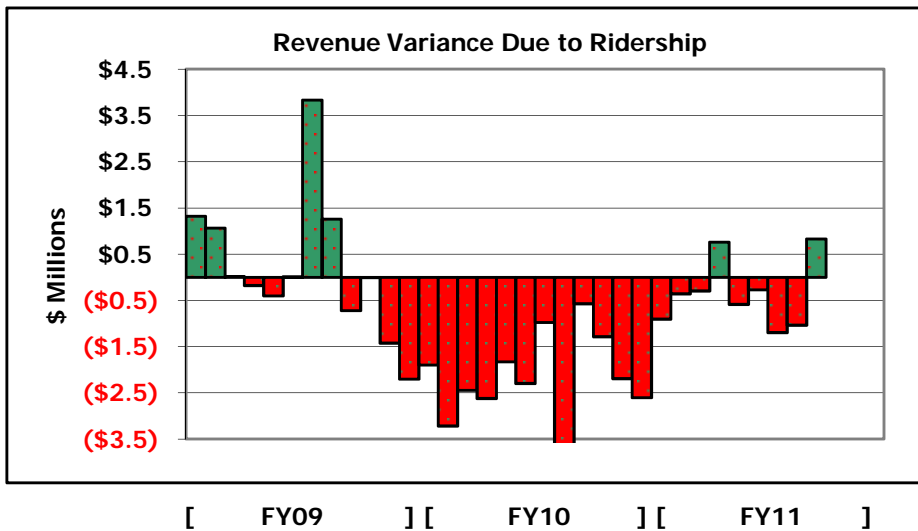
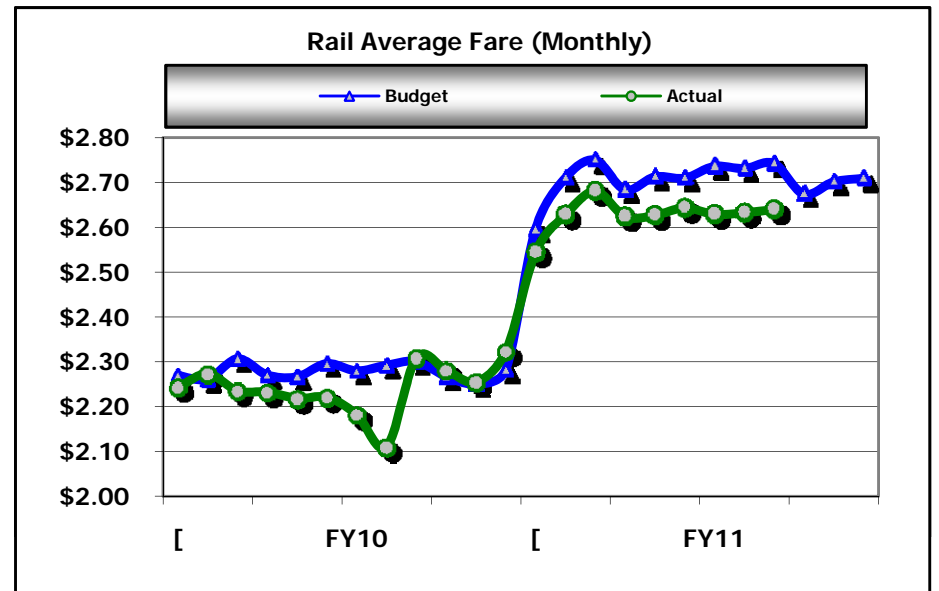
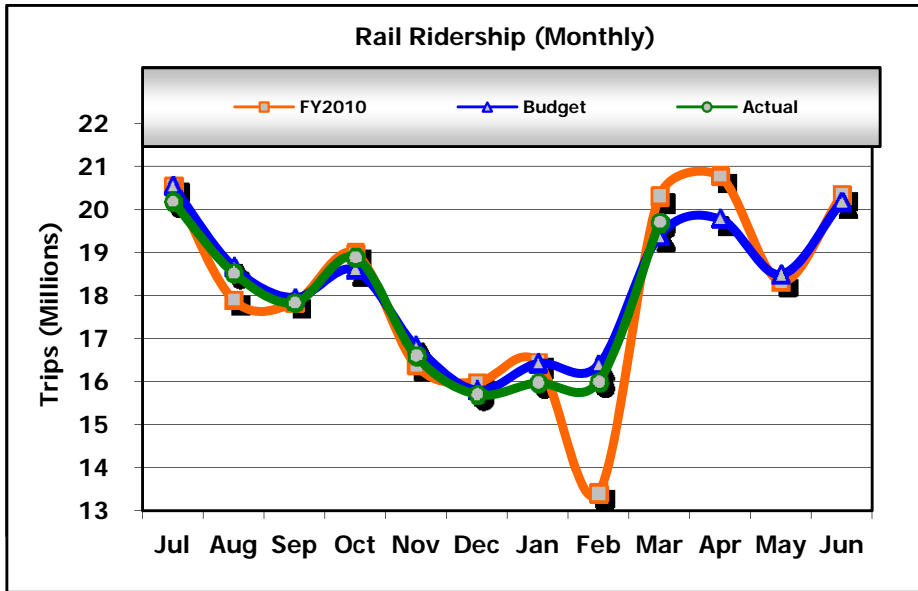
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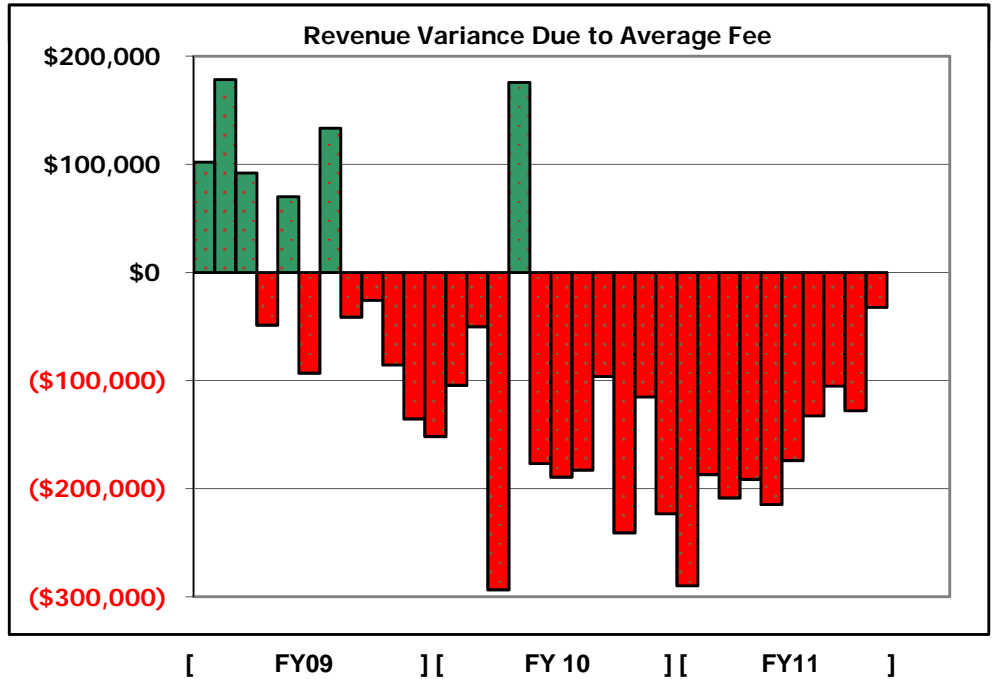
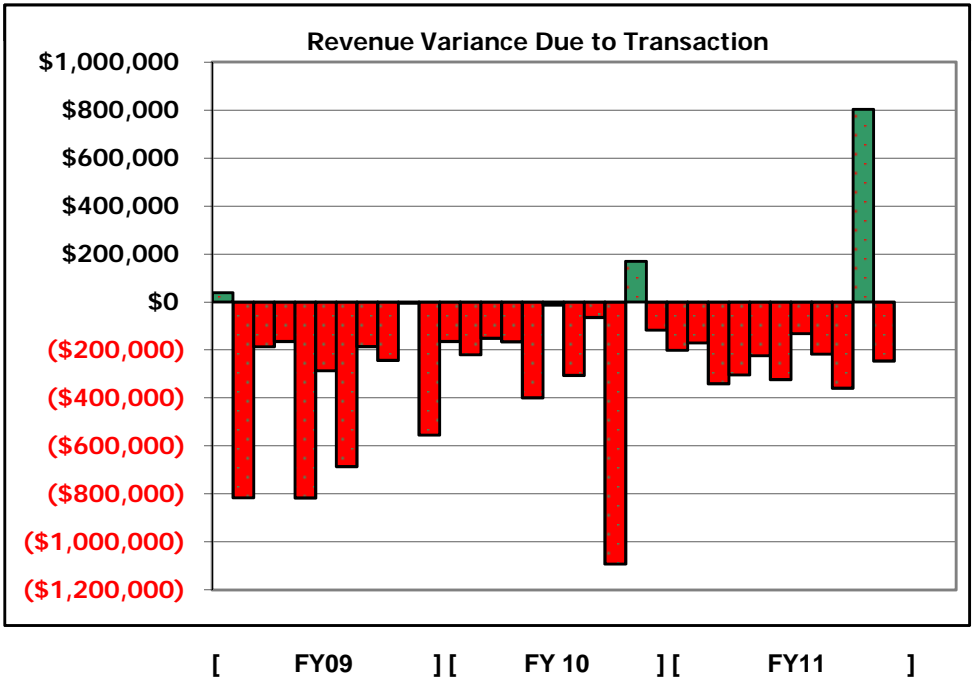
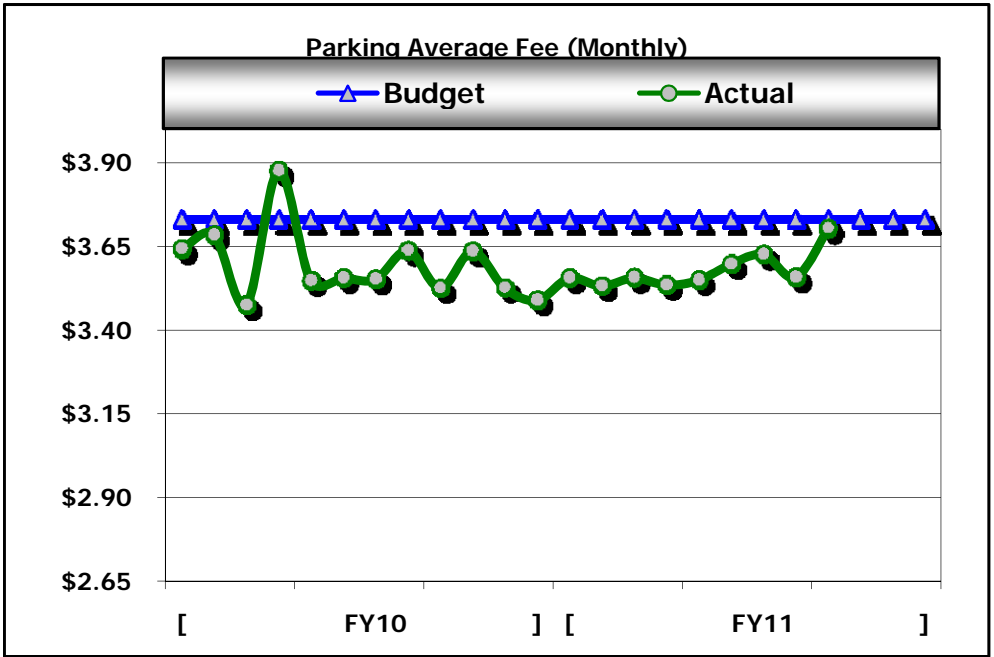
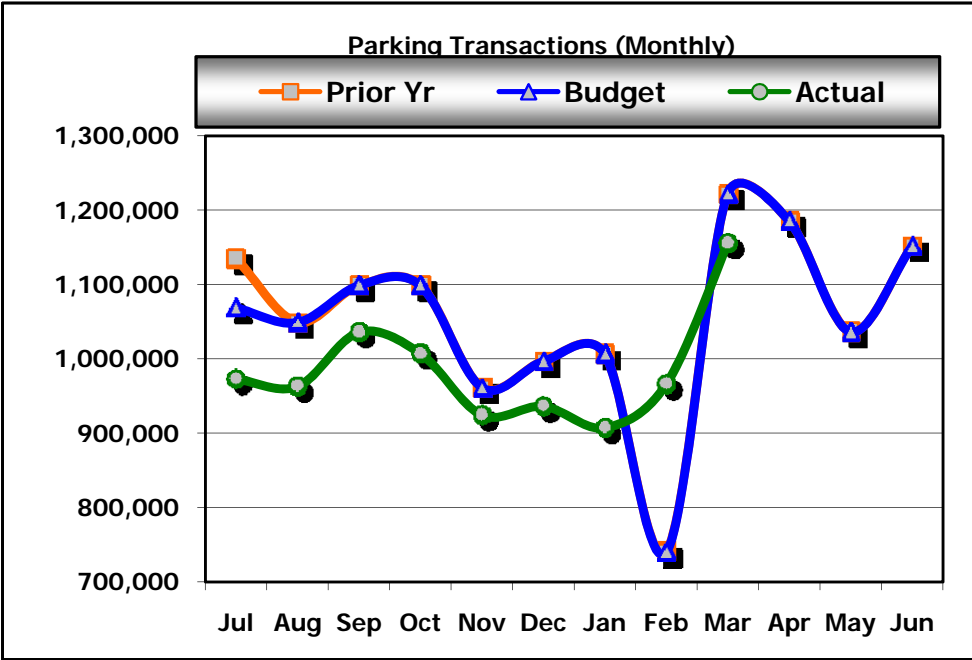
COST RECOVERY RATIO

5%

5%

6%





Ridership and Revenue Analysis: Month-to-Date March FY2011

Account Analysis						Modal Analysis					
	Last Year Actual	This Year Actual	Budget	Budget Variance		Actual vs Budget			This Year Actual vs. Last Year Actual		
a. Passenger Revenue											
Metrorail	\$46,852	\$52,025	\$53,159	(\$1,134)	(2%)	Ridership	\$800	2%	(\$1,424)	(3%)	
Metrobus	\$9,290	\$12,715	\$11,927	\$788	7%	Average Fare	(\$1,934)	(4%)	\$6,597	15%	
MetroAccess	\$449	\$464	\$485	(\$20)	(4%)	Budget Variance	(\$1,134)	(2%)	\$5,173	11%	
Monthly Total	\$56,591	\$65,205	\$65,571	(\$366)	(1%)						
b. Ridership											
Metrorail	20,294	19,677	19,385	292	2%	Ridership	\$450	4%	\$513	6%	
Metrobus	10,932	11,535	11,116	419	4%	Average Fare	\$338	3%	\$2,912	30%	
MetroAccess	233	205	252	(47)	(19%)	Budget Variance	\$788	7%	\$3,425	37%	
Monthly Total	31,458	31,417	30,753	\$664	2%						
c. Average Fare											
Metrorail	\$2.31	\$2.64	\$2.74	(\$0.10)	(4%)	Ridership	(\$91)	(19%)	(\$54)	(12%)	
Metrobus	\$0.85	\$1.10	\$1.07	\$0.03	3%	Average Fare	\$71	18%	\$69	18%	
MetroAccess	\$1.93	\$2.27	\$1.92	\$0.34	18%	Budget Variance	(\$20)	(4%)	\$16	3%	
Monthly Total	\$1.80	\$2.08	\$2.13	(\$0.06)	(3%)						
d. Metrorail											
e. Metrobus											
f. MetroAccess											

**WMATA PARKING FACILITY USAGE
March-2011**

STATION/LOT REGION	LOT CAP	Paid Utilization (% of Capacity)			
		March-2011	Y-T-D FY11	March-2010	Y-T-D FY10
<u>MONTGOMERY COUNTY</u>					
Grosvenor	1,894	104%	98%	103%	97%
White Flint	1,270	63%	52%	56%	47%
Twinbrook	1,097	77%	71%	80%	73%
Rockville	524	107%	94%	106%	100%
Shady Grove	5,745	97%	88%	96%	89%
Glenmont	1,781	105%	93%	102%	92%
Wheaton	977	62%	52%	60%	50%
Forest Glen	596	105%	100%	104%	94%
Montgomery County Total	13,884	93%	84%	91%	83%
<u>PRINCE GEORGE'S COUNTY</u>					
New Carrollton	3,519	82%	84%	96%	92%
Landover	1,866	56%	39%	61%	56%
Cheverly	500	99%	94%	98%	91%
Addison Road	1,268	70%	62%	67%	60%
Capitol Heights	372	88%	81%	87%	83%
Greenbelt	3,399	91%	83%	94%	88%
College Park	1,820	70%	66%	72%	66%
P.G. Plaza	1,068	52%	45%	52%	49%
West Hyattsville	453	102%	97%	101%	94%
Southern Avenue	1,980	78%	76%	81%	77%
Naylor Road	368	106%	84%	107%	102%
Suitland Garage	1,890	89%	78%	91%	85%
Branch Avenue	3,072	99%	91%	103%	97%
Morgan Blvd.	608	95%	65%	95%	90%
Largo	2,200	93%	83%	95%	89%
Prince George's County Total	24,383	83%	76%	87%	82%
Maryland Total	38,267	87%	79%	89%	82%
<u>DISTRICT OF COLUMBIA</u>					
Deanwood	194	52%	35%	77%	78%
Minnesota Ave.	333	60%	48%	43%	40%
Rhode Island Ave.	340	Closed		96%	96%
Fort Totten	408	86%	84%	89%	85%
Anacostia Garage	808	73%	64%	69%	69%
District of Columbia Total	2,083	71%	62%	74%	72%
<u>Northern Virginia</u>					
Huntington	3,617	92%	83%	84%	82%
West Falls Church	2,009	102%	96%	102%	95%
Dunn Loring	1,326	108%	103%	108%	101%
Vienna	5,169	105%	97%	105%	98%
Franconia	5,069	95%	89%	95%	89%
Van Dorn	361	113%	107%	115%	108%
East Falls Church	422	120%	111%	122%	117%
Northern Virginia Total	17,973	100%	92%	98%	93%
System Total	58,323	90%	82%	91%	85%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2011 - March 2011
Dollars in Thousands

Capital Improvement Program	Budget	Obligated	Expended	Un- Expended	Obligation Rate	Expend Rate
A. Vehicles/ Vehicle Parts						
Replacement of Rail Cars						
CIP057 1000 Series Rail Car Replacement	\$79,253.3	\$79,253.3	\$71,976.5	\$7,276.8	100.0%	90.8%
Subtotal	\$79,253.3	\$79,253.3	\$71,976.5	\$7,276.8	100.0%	90.8%
Replacement of Buses						
CIP006 Bus Replacement	\$83,081.6	\$73,872.4	\$41,092.2	\$41,989.3	88.9%	49.5%
Subtotal	\$83,081.6	\$73,872.4	\$41,092.2	\$41,989.3	88.9%	49.5%
Rehabilitation of Rail Cars						
CIP064 1000 Series Rail Car HVAC Rehabilitation	\$4,247.0	\$2,667.3	\$1,154.2	\$3,092.8	62.8%	27.2%
CIP058 2000/3000 Series Rail Car Mid-Life Rehabilitation	6,080.8	5,780.8	3,864.8	2,216.0	95.1%	63.6%
CIP148 Repair of Damaged Railcars	8,053.4	100.0	0.0	8,053.4	1.2%	0.0%
CIP067 Rail Car Safety & Reliability Enhancements	15,892.9	11,743.9	3,961.2	11,931.7	73.9%	24.9%
CIP063 Rail Rehabilitation Program	15,092.0	11,198.5	6,411.6	8,680.4	74.2%	42.5%
CIP142 Rail Lifecycle Overhaul	20,000.0	20,000.0	15,000.0	5,000.0	100.0%	75.0%
CIP125 Rail Preventive Maintenance	20,861.1	20,861.1	15,574.8	5,286.2	100.0%	74.7%
Subtotal	\$90,227.2	\$72,351.5	\$45,966.7	\$44,260.5	80.2%	50.9%
Rehabilitation of Buses						
CIP005 Bus Rehabilitation Program	\$24,400.8	\$23,500.7	\$13,798.3	\$10,602.4	96.3%	56.5%
CIP008 Bus Repairables	8,896.8	5,925.0	4,094.3	4,802.5	66.6%	46.0%
CIP143 Bus Lifecycle Overhaul	10,000.0	10,000.0	7,500.0	2,500.0	100.0%	75.0%
CIP137 Bus Preventive Maintenance	11,471.2	11,471.2	8,547.6	2,923.6	100.0%	74.5%
Subtotal	\$54,768.8	\$50,896.8	\$33,940.2	\$20,828.6	92.9%	62.0%
Replacement of MetroAccess Vehicles						
CIP015 MetroAccess Fleet Replacement	\$11,569.1	\$11,564.3	\$2,566.3	\$9,002.8	100.0%	22.2%
Subtotal	\$11,569.1	\$11,564.3	\$2,566.3	\$9,002.8	100.0%	22.2%
Replacement of Service Vehicles						
CIP009 Service Vehicle Replacement	\$2,061.7	\$83.1	\$64.1	\$1,997.5	4.0%	3.1%
Subtotal	\$2,061.7	\$83.1	\$64.1	\$1,997.5	4.0%	3.1%
Rail Car Fleet Expansion						
CIP062 6000 Series Rail Car Procurement	\$11,124.5	\$6,339.3	\$2,200.7	\$8,923.8	57.0%	19.8%
Subtotal	\$11,124.5	\$6,339.3	\$2,200.7	\$8,923.8	57.0%	19.8%
Bus Enhancements						
CIP002 Automatic Vehicle Location Equipment Replacement	\$4,718.7	\$478.7	\$322.9	\$4,395.8	10.1%	6.8%
CIP007 Bus Camera Installation	2,340.6	2,340.6	2,066.1	274.5	100.0%	88.3%
Subtotal	\$7,059.3	\$2,819.3	\$2,389.1	\$4,670.3	39.9%	33.8%
Total: Vehicles/ Vehicle Parts	\$339,145.5	\$297,180.1	\$200,195.8	\$138,949.7	87.6%	59.0%

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Capital Improvement Program	Budget	Obligated	Expended	Un- Expended	Obligation Rate	Expend Rate
<i>B. Rail System Infrastructure Rehabilitation</i>						
<i>Rail Line Segment Rehabilitation</i>						
CIP107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$76,941.2	\$76,433.9	\$31,473.5	\$45,467.7	99.3%	40.9%
CIP110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	34,894.7	32,292.4	12,572.1	22,322.7	92.5%	36.0%
Subtotal	\$111,835.9	\$108,726.2	\$44,045.6	\$67,790.4	97.2%	39.4%
Total: Rail System Infrastructure Rehabilitation	\$111,835.9	\$108,726.2	\$44,045.6	\$67,790.4	97.2%	39.4%
<i>C. Maintenance Facilities</i>						
<i>Rehabilitation and Replacement of Bus Garages</i>						
CIP085 Royal Street Bus Garage Replacement (Cinder Bed Road)	\$13,895.3	\$10,310.4	\$7,803.9	\$6,091.5	74.2%	56.2%
CIP084 Southern Avenue Bus Garage Replacement	10,533.0	2,336.5	928.5	9,604.5	22.2%	8.8%
Subtotal	\$24,428.4	\$12,646.9	\$8,732.4	\$15,696.0	51.8%	35.7%
<i>Maintenance of Bus Garages</i>						
CIP119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18,878.6	\$18,766.8	\$3,441.7	\$15,436.9	99.4%	18.2%
Subtotal	\$18,878.6	\$18,766.8	\$3,441.7	\$15,436.9	99.4%	18.2%
<i>Maintenance of Rail Yards</i>						
CIP116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$296.6	\$296.6	\$296.6	\$0.0	100.0%	100.0%
Subtotal	\$296.6	\$296.6	\$296.6	\$0.0	100.0%	100.0%
<i>Rail Maintenance Facilities</i>						
CIP071 Test Track & Commissioning Facility	\$5,154.2	\$1,043.3	\$325.0	\$4,829.1	20.2%	6.3%
Subtotal	\$5,154.2	\$1,043.3	\$325.0	\$4,829.1	20.2%	6.3%
<i>Environmental Compliance Projects</i>						
CIP010 Environmental Compliance Projects	\$522.6	\$433.9	\$192.7	\$329.9	83.0%	36.9%
CIP011 Underground Storage Tank Replacement	1,934.8	1,934.6	123.7	1,811.2	100.0%	6.4%
Subtotal	\$2,457.5	\$2,368.5	\$316.4	\$2,141.1	96.4%	12.9%
<i>Maintenance Bus and Rail Facilities</i>						
CIP127 Support Equipment - MTPD	\$4,601.1	\$4,425.6	\$3,948.1	\$652.9	96.2%	85.8%
CIP145 Rail Yard Hardening and Bus Security	3,000.0	0.0	0.0	3,000.0	0.0%	0.0%
CIP147 Electronic Countermeasures	351.0	0.0	0.0	351.0	0.0%	0.0%
CIP126 Financial Planning, Project Administration, and System Wide Infrastructure Upgrades	3,337.9	2,179.6	387.7	2,950.2	65.3%	11.6%
Subtotal	\$11,289.9	\$6,605.2	\$4,335.8	\$6,954.1	58.5%	38.4%
<i>Expansion of Bus Garages</i>						
CIP078 Bladensburg Shop Reconfiguration	\$3,092.5	\$2,701.1	\$1,273.7	\$1,818.8	87.3%	41.2%
CIP038 Bus Garage Capacity Enhancements	2,215.9	719.9	178.2	2,037.8	32.5%	8.0%
Subtotal	\$5,308.4	\$3,421.0	\$1,451.9	\$3,856.5	64.4%	27.4%
Total: Maintenance Facilities	\$67,813.5	\$45,148.4	\$18,899.7	\$48,913.8	66.6%	27.9%

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<i>D. Systems and Technology</i>						
<i>Power System Upgrades - Rail</i>						
CIP077 8-Car Train Power Upgrades	\$4,123.3	\$4,123.3	\$2,739.0	\$1,384.3	100.0%	66.4%
Subtotal	\$4,123.3	\$4,123.3	\$2,739.0	\$1,384.3	100.0%	66.4%
<i>Operations Support Software</i>						
CIP042 Bus & Rail Asset Management Software	\$2,722.1	\$2,229.1	\$951.2	\$1,770.9	81.9%	34.9%
CIP043 Bus Operations Support Software	3,905.8	2,581.0	1,137.9	2,768.0	66.1%	29.1%
CIP044 Customer & Regional Integration	9,629.8	8,579.8	4,645.1	4,984.6	89.1%	48.2%
CIP045 Data Centers and Infrastructures	10,335.0	9,132.7	3,683.4	6,651.6	88.4%	35.6%
CIP047 Enterprise Geographic Information System	2,318.9	1,372.3	608.4	1,710.5	59.2%	26.2%
CIP052 Network and Communications	3,584.4	3,445.7	1,387.4	2,197.0	96.1%	38.7%
CIP053 Network Operations Center (NOC)	1,936.9	986.9	777.9	1,159.0	51.0%	40.2%
CIP140 Rail Mileage Based Asset Management	4,123.3	1,990.4	77.1	4,046.2	48.3%	1.9%
CIP056 Rail Operations Support Software	2,949.4	1,041.5	543.2	2,406.2	35.3%	18.4%
Subtotal	\$41,505.8	\$31,359.6	\$13,811.6	\$27,694.2	75.6%	33.3%
<i>Business Support Software & Equipment</i>						
CIP030 Currency Processing Machines	\$1,014.3	\$871.1	\$32.6	\$981.7	85.9%	3.2%
CIP054 Customer Electronic Communications & Outreach	2,811.6	2,628.4	1,868.0	943.5	93.5%	66.4%
CIP046 Document Management System	1,546.2	910.6	627.4	918.9	58.9%	40.6%
CIP049 Management Support Software	9,002.6	8,748.5	4,466.9	4,535.7	97.2%	49.6%
CIP050 Metro IT OneStop and Office Automation	4,214.4	3,635.4	1,905.7	2,308.7	86.3%	45.2%
CIP103 Police Portable Radio Replacement	670.0	570.2	555.2	114.8	85.1%	82.9%
CIP048 Sensitive Data Protection Technology	6,660.8	5,780.7	3,409.6	3,251.2	86.8%	51.2%
Subtotal	\$25,920.0	\$23,145.0	\$12,865.4	\$13,054.6	89.3%	49.6%
<i>Rail Fare Equipment</i>						
CIP031 Debit/Credit Processing Requirements	\$1,207.0	\$750.3	\$109.6	\$1,097.5	62.2%	9.1%
CIP092 Ethernet Wiring for Rail Fare Machines	1,340.1	592.7	341.5	998.6	44.2%	25.5%
CIP094 Improvements to Coin Collection Machines	2,276.1	139.1	68.6	2,207.5	6.1%	3.0%
CIP093 Integrating regional NEXTFARE System	6,624.8	6,061.1	3,418.0	3,206.8	91.5%	51.6%
CIP097 Open Bankcard and Automatic Fare Collection Systems	1,546.2	1,173.4	462.7	1,083.6	75.9%	29.9%
Subtotal	\$12,994.2	\$8,716.5	\$4,400.3	\$8,594.0	67.1%	33.9%
Total: Systems and Technology	\$84,543.2	\$67,344.4	\$33,816.2	\$50,727.0	79.7%	40.0%

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Capital Improvement Program	Budget	Obligated	Expended	Un- Expended	Obligation Rate	Expend Rate
<i>E. Track and Structures</i>						
<i>Track Rehabilitation</i>						
CIP089 Track Fasteners	\$2,061.7	\$1,378.5	\$965.7	\$1,096.0	66.9%	46.8%
CIP019 Track Floating Slab Rehabilitation	1,780.8	1,288.4	1,093.3	687.5	72.3%	61.4%
CIP021 Track Pad/Shock Absorber Rehabilitation	4,510.4	2,095.0	1,754.5	2,755.9	46.4%	38.9%
CIP024 Track Rehabilitation	53,067.2	39,772.0	27,195.3	25,871.8	74.9%	51.2%
CIP022 Track Structural Rehabilitation	2,910.6	2,682.6	2,650.0	260.7	92.2%	91.0%
CIP141 Cheverly Abutment	7,407.4	5,129.2	3,455.4	3,952.0	69.2%	46.6%
CIP146 Mainline #8 Switch Replacement Program	1,000.0	1,000.0	0.0	1,000.0	100.0%	0.0%
CIP018 Track Welding Program	466.9	252.6	126.4	340.5	54.1%	27.1%
Subtotal	\$73,204.9	\$53,598.3	\$37,240.5	\$35,964.4	73.2%	50.9%
<i>Station/Tunnel Rehabilitation</i>						
CIP026 Station/Tunnel Leak Mitigation	\$3,215.5	\$3,066.8	\$2,359.3	\$856.2	95.4%	73.4%
Subtotal	\$3,215.5	\$3,066.8	\$2,359.3	\$856.2	95.4%	73.4%
Total: Track and Structures	\$76,420.4	\$56,665.1	\$39,599.8	\$36,820.6	74.1%	51.8%
<i>F. Passenger Facilities</i>						
<i>Elevator/Escalator Facilities</i>						
CIP072 Elevator Rehabilitation	\$2,426.4	\$648.9	\$435.4	\$1,991.0	26.7%	17.9%
CIP132 Elevator/Escalator Repairables	4,329.5	2,219.6	1,165.3	3,164.2	51.3%	26.9%
CIP073 Escalator Rehabilitation	6,515.9	3,209.7	2,419.5	4,096.4	49.3%	37.1%
Subtotal	\$13,271.7	\$6,078.2	\$4,020.2	\$9,251.6	45.8%	30.3%
<i>Maintenance of Rail Station Facilities</i>						
CIP138 System-wide Infrastructure Rehabilitation	\$76,731.2	\$69,915.5	\$35,017.3	\$41,713.9	91.1%	45.6%
CIP087 Station Rehabilitation Program	7,759.1	7,759.1	5,763.4	1,995.7	100.0%	74.3%
Subtotal	\$84,490.3	\$77,674.6	\$40,780.7	\$43,709.6	91.9%	48.3%
<i>Bicycle & Pedestrian Facilities</i>						
CIP035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$976.2	\$71.5	\$30.4	\$945.8	7.3%	3.1%
CIP036 Replacement of Bicycle Racks & Lockers	456.7	114.7	14.2	442.5	25.1%	3.1%
Subtotal	\$1,432.9	\$186.2	\$44.6	\$1,388.3	13.0%	3.1%
<i>Rail Station: Capacity/Enhancements</i>						
CIP039 Core & System Capacity Project Development	\$515.4	\$20.8	\$16.0	\$499.4	4.0%	3.1%
CIP074 Installation of Parking Lot Credit Card Readers	4,700.0	0.0	0.0	4,700.0	0.0%	0.0%
Subtotal	\$5,215.4	\$20.8	\$16.0	\$5,199.4	0.4%	0.3%
<i>Bus Priority Corridor Improvements</i>						
CIP037 Bus Priority Corridor Network Enhancements	\$6,132.8	\$4,491.3	\$854.2	\$5,278.6	73.2%	13.9%
Subtotal	\$6,132.8	\$4,491.3	\$854.2	\$5,278.6	73.2%	13.9%

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Capital Improvement Program	Budget	Obligated	Expended	Un- Expended	Obligation Rate	Expend Rate
<i>Rail Station Equipment</i>						
CIP099 Police Emergency Management Equipment	\$914.3	\$373.0	\$34.2	\$880.1	40.8%	3.7%
Subtotal	\$914.3	\$373.0	\$34.2	\$880.1	40.8%	3.7%
Total: Passenger Facilities	\$111,457.5	\$88,824.1	\$45,749.9	\$65,707.5	79.7%	41.0%
<i>G. Maintenance Equipment</i>						
<i>Rail Maintenance Equipment</i>						
CIP136 FCC Radio Frequency Communication Changes	\$176.3	\$169.3	\$27.2	\$149.1	96.1%	15.4%
CIP065 Geometry Vehicle	2,905.2	2,880.7	920.4	1,984.8	99.2%	31.7%
CIP139 NTSB Recommendations	26,032.0	6,154.0	1,068.1	24,963.9	23.6%	4.1%
CIP066 Rail Shop Repair Equipment	2,164.7	1,485.6	167.1	1,997.6	68.6%	7.7%
CIP020 Replacement of Rail Track Signage	1,083.9	919.8	567.2	516.7	84.9%	52.3%
CIP027 Switch Machine Rehabilitation Project	908.2	610.5	152.9	755.3	67.2%	16.8%
CIP025 Track Maintenance Equipment	2,258.2	1,386.8	1,045.7	1,212.5	61.4%	46.3%
CIP135 Train Control Signal	1,030.8	42.0	21.3	1,009.5	4.1%	2.1%
CIP133 Wayside Work Equipment	4,123.3	1,308.0	464.5	3,658.8	31.7%	11.3%
Subtotal	\$40,682.6	\$14,956.7	\$4,434.5	\$36,248.2	36.8%	10.9%
<i>Bus Repair Equipment</i>						
CIP004 Bus Repair Equipment	\$2,973.7	\$2,179.4	\$979.7	\$1,994.0	73.3%	32.9%
Subtotal	\$2,973.7	\$2,179.4	\$979.7	\$1,994.0	73.3%	32.9%
<i>Business Facilities Equipment</i>						
CIP028 Materials Handling Equipment	\$157.7	\$117.7	\$18.5	\$139.2	74.6%	11.7%
CIP029 Warehouse Vertical Storage Units/Shelving	675.2	651.9	36.2	639.0	96.5%	5.4%
Subtotal	\$832.9	\$769.6	\$54.7	\$778.2	92.4%	6.6%
Total: Maintenance Equipment	\$44,489.2	\$17,905.7	\$5,468.9	\$39,020.4	40.2%	12.3%
<i>H. Other Facilities</i>						
<i>Business Support Facilities</i>						
CIP144 Bus Operations Control Center	\$1,604.0	\$1,604.0	\$1,294.6	\$309.4	100.0%	80.7%
CIP080 Jackson Graham Building Renovation	7,398.9	6,851.2	759.3	6,639.7	92.6%	10.3%
CIP033 Replacement of Revenue Facility Equipment	694.8	693.9	24.3	670.5	99.9%	3.5%
Subtotal	\$9,697.7	\$9,149.1	\$2,078.2	\$7,619.5	94.3%	21.4%
<i>MTPD Support Facilities</i>						
CIP101 Police Substation- New District 2/Special Operations Division Facility	\$1,295.8	\$236.1	\$215.9	\$1,079.8	18.2%	16.7%
CIP106 Special Operations Division Facility	830.8	154.7	89.9	740.9	18.6%	10.8%
Subtotal	\$2,126.6	\$390.8	\$305.8	\$1,820.8	18.4%	14.4%
Total: Other Facilities	\$11,824.3	\$9,539.9	\$2,384.0	\$9,440.3	80.7%	20.2%

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Capital Improvement Program	Budget	Obligated	Expended	Un- Expended	Obligation Rate	Expend Rate
<i>I. Project Management and Support</i>						
<i>Credit Facility</i>						
CIP131 Credit Facility	\$5,000.0	\$2,253.2	\$2,253.2	\$2,746.8	45.1%	45.1%
Subtotal	\$5,000.0	\$2,253.2	\$2,253.2	\$2,746.8	45.1%	45.1%
Total: Project Management and Support	\$5,000.0	\$2,253.2	\$2,253.2	\$2,746.8	45.1%	45.1%
Grand Total: Capital Improvement Program	\$852,529.6	\$693,587.1	\$392,413.1	\$460,116.5	81.4%	46.0%

Definitions

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

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

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

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

Washington Metropolitan Area Transit Authority
Reimbursable Projects
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Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY11 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate	
<i>District of Columbia</i>									
CD_ALTR	Anacostia Light Rail Demonstration	\$16,960.0	\$16,499.2	\$15,158.9	\$583.4	\$15,742.3	\$1,217.7	97.3%	92.8%
CC_BWYD	Brentwood Rail Yard Expansion	2,390.3	2,390.3	2,339.0		2,339.0	51.3	100.0%	97.9%
CD_DCAA	DC Alternative Analysis	7,008.5	7,008.3	7,008.3		7,008.3	0.2	100.0%	100.0%
CD_DCSL	DC Starter Line	1,234.3	1,234.3	1,234.3		1,234.3	0.0	100.0%	100.0%
CC_CIRC	DC Downtown Circulator Buses	18,850.0	17,736.6	17,404.1		17,404.1	1,445.9	94.1%	92.3%
CC_CONV	DC Convention Center	29,888.9	29,834.3	29,822.1		29,822.1	66.9	99.8%	99.8%
CH_DCNC	DC Station Name Changes	219.3	219.3	218.6		218.6	0.7	100.0%	99.7%
CH_TBLZ	DC Station Trailblazer Signs	130.8	123.8	93.9		93.9	36.8	94.6%	71.8%
CC_SMRT	DC Student SmarTrip Pass	390.0	20.0	13.4		13.4	376.6	5.1%	3.4%
CC_DUPT	Dupont Circle Artwork	112.0	111.7	111.7		111.7	0.3	99.7%	99.7%
CH_GRGE	Georgetown Streetscape	1,455.0	1,454.9	1,411.9		1,411.9	43.1	100.0%	97.0%
CH_MCIA	MCI Arena	18,384.4	18,096.4	18,096.4		18,096.4	288.1	98.4%	98.4%
CC_MINN	Minnesota Avenue Public Hearing	50.0	50.0	20.4		20.4	29.6	100.0%	40.8%
CC_NAVY	Navy Yard Station Modification	19,585.4	19,545.4	19,499.1		19,499.1	86.3	99.8%	99.6%
CD_NYAV	New York Ave. Metrorail Station	109,950.0	109,744.4	108,622.9	1,000.0	109,622.9	327.1	99.8%	99.7%
CC_SEGR	Southeast Bus Garage Replacement	67,534.8	42,509.7	14,684.9	617.6	15,302.5	52,232.2	62.9%	22.7%
CC_SIGN	DC Real Time Sign Bus Shelters	190.0	50.3		50.3	50.3	139.7	26.5%	26.5%
CC_UROW	Union Row: U Str/Cardoza Station	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CC_YELL	Yellow Line Extension	1,500.0	816.7	609.1		609.1	890.9	54.4%	40.6%
CD_DCPD	Project Development	10,784.9	8,508.9	6,319.9	529.0	6,848.8	3,936.0	78.9%	63.5%
	DC Uncommitted Funds	1,118.6					1,118.6		
District of Columbia Total		\$309,237.3	\$276,963.1	\$243,677.5	\$2,780.3	\$246,457.9	\$62,779.4	89.6%	79.7%
<i>Maryland</i>									
Montgomery County									
CC_GLEN	Glenmont Parking Facility Design Work	\$30,121.0	\$8,957.0	\$5,125.0	\$547.4	\$5,672.3	\$24,448.7	29.7%	18.8%
CC_SGYD	Shady Grove Rail Yard Expansion	2,247.9	2,228.8	2,212.6		2,212.6	35.3	99.1%	98.4%
CC_SLVR	Silver Spring South Entrance	400.0	339.2	261.3		261.3	138.7	84.8%	65.3%
CC_TAKM	Takoma Langley Park Center	6,700.0	1,071.3	820.8	250.6	1,071.3	5,628.7	16.0%	16.0%
CC_WHFL	White Flint Parking Structure	17,390.0	17,382.9	17,373.2		17,373.2	16.8	100.0%	99.9%
CC_WOAK	FDA Transit Center @ White Oak	71.6	71.6	71.0		71.0	0.6	100.0%	99.2%
CH_MARC	Rockville MARC ADA	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CH_SHDY	Shady Grove Parking II	60.0	60.0				60.0	100.0%	
	Subtotal	\$57,040.5	\$30,160.7	\$25,884.8	\$797.9	\$26,682.7	\$30,357.8	52.9%	46.8%

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Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY11 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
Prince George's County									
CC_COLL	College Park Parking Structure	\$17,310.0	\$17,310.0	\$17,306.6		\$17,306.6	\$3.4	100.0%	100.0%
CC_GBYD	Greenbelt Rail Yard Expansion	1,828.8	1,801.2	1,765.4		1,765.4	63.3	98.5%	96.5%
CC_NCAR	New Carrollton Parking Garage	22,417.4	22,417.4	22,417.1		22,417.1	0.3	100.0%	100.0%
CC_NCYD	New Carrollton Rail Yard Expansion	70,375.0	69,676.1	69,291.3	86.4	69,377.7	997.3	99.0%	98.6%
	Subtotal	\$111,931.2	\$111,204.7	\$110,780.5	\$86.4	\$110,866.9	\$1,064.3	99.4%	99.0%
Maryland-wide									
CD_MDPD	Project Development	\$9,390.5	\$6,552.2	\$4,990.0	\$434.1	\$5,424.1	\$3,966.4	69.8%	57.8%
CH_LRGO	Largo Blue Line Extension - Prelim Engr	10,397.3	10,198.0	10,198.0		10,198.0	199.2	98.1%	98.1%
CD_LRGO	Largo Blue Line Extension	469,590.8	467,568.7	466,820.4		466,820.4	2,770.4	99.6%	99.4%
CH_MDNC	Maryland Station Name Change	514.4	306.4	304.3		304.3	210.0	59.6%	59.2%
	Subtotal	\$489,892.9	\$484,625.4	\$482,312.7	\$434.1	\$482,746.9	\$7,146.0	98.9%	98.5%
	Maryland Total	\$658,864.6	\$625,990.8	\$618,978.1	\$1,318.4	\$620,296.5	\$38,568.1	95.0%	94.1%
Virginia									
Alexandria									
CC_ALEX	Alexandria Rail Yard - EA	\$200.0	\$138.6	\$94.1		\$94.1	\$105.9	69.3%	47.0%
CC_EISE	Eisenhower Station Entrance	1,800.0	115.0		68.5	68.5	1,731.5	6.4%	3.8%
CC_KSBL	King Street Station Bus Loop Reconfiguration	4,200.0	25.0				4,200.0	0.6%	
CC_KING	King Street Station Improvements	16,389.0	16,349.0	16,349.0		16,349.0	40.0	99.8%	99.8%
CH_PMAC	Potomac Yards	228.1	187.1	187.1		187.1	41.0	82.0%	82.0%
CC_PYST	Potomac Yard Alt. Analysis	3,000.0	434.9	224.7	59.6	284.3	2,715.7	14.5%	9.5%
CC_ROYL	Royal Street Bus Garage Replacement	4,263.1	4,263.1	1,865.0	2,398.2	4,263.1		100.0%	100.0%
	Subtotal	\$30,080.3	\$21,512.8	\$18,719.8	\$2,526.3	\$21,246.1	\$8,834.1	71.5%	70.6%
Arlington County									
CC_ARLG	Arlington County Project Mgmt.	\$900.0	\$900.0	\$780.3		\$780.3	\$119.7	100.0%	86.7%
CC_BALL	Ballston Station Improvements	14,763.4	14,676.6	14,487.2	153.0	14,640.2	123.2	99.4%	99.2%
CC_CLAR	Clarendon Station Improvements	360.8	360.8	148.1	212.7	360.8		100.0%	100.0%
CC_CLPK	Columbia Pike - NEPA and PE	4,060.0	1,161.2	250.0	755.5	1,005.5	3,054.5	28.6%	24.8%
CC_STOP	Columbia Pike Super Stops	2,000.0	647.1	69.4	24.7	94.0	1,906.0	32.4%	4.7%
CC_CYST	Crystal City Canopy	347.4	347.4	347.4		347.4		100.0%	100.0%
CH_NAIR	National Airport	4,960.7	4,510.3	4,510.3		4,510.3	450.5	90.9%	90.9%
CC_RAIM	Rosslyn Access Improvements	130.0	130.0	130.0		130.0		100.0%	100.0%
CC_RSNE	Rosslyn Station New Entrance	5,089.0	3,946.7	3,811.3	(6.3)	3,804.9	1,284.1	77.6%	74.8%
CC_SHIR	Shirlington Bus Station	5,096.2	5,091.6	5,074.3		5,074.3	21.9	99.9%	99.6%
CH_SHRL	Shirlington Garage Design Study	7.0	7.0	6.8		6.8	0.2	100.0%	97.1%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2011 - March 2011
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY11 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate	
Subtotal	\$37,714.5	\$31,778.6	\$29,615.0	\$1,139.6	\$30,754.6	\$6,959.9	84.3%	81.5%	
City of Fairfax									
None									
Fairfax County									
CC_BSGN	Bus Stop Signs 600 in Fairfax	\$96.0	\$19.2			\$96.0	20.0%		
CC_FRNC	Franconia/Springfield Garage	16,609.0	16,608.5	16,601.3	5.9	16,607.2	1.8	100.0%	
CC_HUNT	Huntington Parking Structure	32,732.8	32,700.8	32,698.9		32,698.9	33.8	99.9%	
CJ_SPRN	Springfield Circulator	1,814.4	1,814.4	1,790.5		1,790.5	23.9	100.0%	
CC_TAGS	TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	
CC_VGMU	Vienna/Fairfax-GMU Parking Structure	1,000.0	866.3	733.5		733.5	266.5	86.6%	
CC_VIEN	Vienna Parking Structure	27,100.0	26,169.5	26,163.5		26,163.5	936.5	96.6%	
CC_VSPH	Vienna Station Improve - Pulte Home	60.0	60.0	48.5		48.5	11.5	100.0%	
CC_VSTR	Vienna Station Mezzanine Stair	2,000.0	1,099.5		293.6	293.6	1,706.4	55.0%	
CC_WFCH	West Falls Church Parking Structure	17,029.9	16,889.9	16,708.5	53.6	16,762.2	267.8	99.2%	
CC_WBAY	West Fall Church Bus Bays	2,750.0	2,250.2	2,250.2		2,250.2	499.8	81.8%	
	Subtotal	\$101,690.0	\$98,976.3	\$97,493.0	\$353.1	\$97,846.0	\$3,844.0	97.3%	96.2%
Falls Church									
None									
Virginia-wide									
CD_VAPD	Project Development	\$7,941.5	\$6,101.3	\$5,481.2	\$254.7	\$5,736.0	\$2,205.5	76.8%	72.2%
CC_CCPY	Crystal City/Potomac Yard	1,505.8	1,292.7	1,095.0	89.0	1,184.1	321.7	85.8%	78.6%
CD_DLDB	Dulles Extension Design/Build	478,718.0	195,219.7	12,189.9	20,886.4	33,076.3	445,641.7	40.8%	6.9%
CD_DULL	Dulles Preliminary Engineering/NEPA	58,041.8	58,041.4	57,968.9		57,968.9	72.9	100.0%	99.9%
CD_DLPE	Dulles Phase 2 (PE)	3,500.0	687.3		458.2	458.2	3,041.8	19.6%	13.1%
CH_VANC	VA Station Name Changes	779.9	774.5	774.5		774.5	5.4	99.3%	99.3%
	Subtotal	\$550,486.9	\$262,116.9	\$77,509.7	\$21,688.3	\$99,198.0	\$451,288.9	47.6%	18.0%
Virginia Total									
		\$719,971.8	\$414,384.5	\$223,337.5	\$25,707.4	\$249,044.8	\$470,926.9	57.6%	34.6%
Regional									
CC_6RPU	6000 Rail Car Purchase - Base	\$120,000.0	\$119,992.6	\$112,151.6	\$6,609.8	\$118,761.4	\$1,238.6	100.0%	99.0%
CC_TRVL	Regional Travel Training ACCS	1,234.5	987.6	91.4	347.0	438.4	796.1	80.0%	35.5%
CC_OPTC	Fiber Optic Cable Installation	2,500.0	2,499.5	2,413.7	85.8	2,499.5	0.5	100.0%	100.0%
CC_PREC	Precision Stopping	992.1	867.0	451.6	415.4	867.0	125.1	87.4%	87.4%
CC_RITS	IT Communication Enhancement	1,562.0	1,425.3	1,421.3	4.0	1,425.3	136.7	91.2%	91.2%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2011 - March 2011
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY11 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
CH_MISC	Regional Fare Int. (MTA)	7,607.6	6,139.0	6,114.3	24.7	6,139.0	1,468.6	80.7%	80.7%
CH_TXAD	Tax Advantage Lease Program	8,419.9	7,111.7	7,028.2	83.5	7,111.7	1,308.2	84.5%	84.5%
Regional Total		\$144,096.5	\$139,022.6	\$129,672.0	\$7,570.2	\$137,242.2	\$5,073.8	96.5%	95.2%
Total: Reimbursable Projects		\$1,832,170.1	\$1,456,361.1	\$1,215,665.0	\$37,376.4	\$1,253,041.4	\$577,348.2	79.5%	68.4%

Definitions

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

Note

DC Uncommitted Funds include \$447K of TIIF Funds

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2011 - March 2011
Dollars in Thousands

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY11 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
<i>Vehicles & Vehicle Parts</i>									
CL_HYBR	Replacement of Oldest Buses (ST02)	\$27,026.1	\$27,025.2	\$27,025.2		\$27,025.2	\$0.8	100.0%	100.0%
CL_ACCS	MetroAccess Fleet Expansion and Replacement (ST10)	3,764.2	3,760.3	3,760.3		3,760.3	4.0	99.9%	99.9%
CL_RSVH	Service Vehicle Replacement (ST14)	5,992.7	5,992.7	5,992.7		5,992.7		100.0%	100.0%
CL_RPBL	Bus Replacement Components (ST26)	2,673.1	2,493.0	2,487.4	2.7	2,490.0	183.0	93.3%	93.2%
CL_PVMN	Preventative Maintenance	11,092.1	11,087.1	11,087.1		11,087.1	5.0	100.0%	100.0%
	Subtotal	\$50,548.2	\$50,358.3	\$50,352.7	\$2.7	\$50,355.3	\$192.9	99.6%	99.6%
<i>Maintenance Facilities</i>									
CL_BODY	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,101.1	\$4,259.1	\$10,463.4	\$14,722.5	\$6,677.5	98.6%	68.8%
CL_SEGR	Replacement of Southeastern Bus Garage (ST05)	30,000.0	29,073.0	1,466.1	6,255.4	7,721.5	22,278.5	96.9%	25.7%
CL_RTRM	Bus Garage Facility Repairs (ST11)	7,600.0	6,891.5	4,547.3	1,921.0	6,468.3	1,131.7	90.7%	85.1%
	Subtotal	\$59,000.0	\$57,065.6	\$10,272.5	\$18,639.8	\$28,912.3	\$30,087.7	96.7%	49.0%
<i>Passenger Facilities</i>									
CL_PTFM	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$16,000.0	\$4,360.2	\$8,890.3	\$13,250.5	\$2,749.5	100.0%	82.8%
CL_PIDS	Update Platform Real-Time Signs (ST28)	2,500.0	2,400.0		100.0	100.0	2,400.0	96.0%	4.0%
CL_MCSO	Metro Center Sales Office Replacement (ST38)	1,200.0	1,139.7	77.2	55.1	132.3	1,067.7	95.0%	11.0%
	Subtotal	\$19,700.0	\$19,539.7	\$4,437.4	\$9,045.5	\$13,482.8	\$6,217.2	99.2%	68.4%
<i>Safety & Security</i>									
CL_BGSU	Bus Garage Security Update (ST23)	\$3,000.0	\$2,286.4	\$1,965.3	\$85.7	\$2,051.1	\$948.9	76.2%	68.4%
CL_POCC	Communications Equipment for Operations Control Center (ST24)	3,000.0	3,000.0	2,336.8	179.0	2,515.9	484.1	100.0%	83.9%
CL_CART	Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	809.3	26.9	836.3	0.0	100.0%	100.0%
CL_RADO	Underground Communications Radios (ST40)	868.7	868.7	868.7	0.0	868.7		100.0%	100.0%
CL_ALRM	Additional Station Alarm/Chemical Sensors (ST48)	3,991.2	3,991.2	2,639.9	804.3	3,444.2	547.0	100.0%	86.3%
	Subtotal	\$11,696.2	\$10,982.6	\$8,620.1	\$1,096.0	\$9,716.1	\$1,980.1	93.9%	83.1%
<i>Maintenance & Repair Equipment</i>									
CL_LOCO	Heavy Duty Locomotives for Maintenance (ST12)	\$4,998.9	\$4,998.9				\$4,998.9	100.0%	
CL_PWTL	Power Tool Equipment Replacement (ST31)	1,660.5	1,647.9	1,335.5	312.4	1,647.9	12.7	99.2%	99.2%
CL_CRNE	60-Ton Crane for Track Work (ST17)	4,000.0	3,838.9		383.9	383.9	3,616.1	96.0%	9.6%
CL_HDTE	Heavy Duty Track Equipment (ST07)	10,510.6	10,508.1	706.0	5,229.0	5,935.0	4,575.6	100.0%	56.5%
CL_WELD	Track Welding Program to Repair Defects (ST18)	3,900.0	3,900.0	445.5	1,400.0	1,845.5	2,054.5	100.0%	47.3%
CL_TPAD	Track Pad/Shock Absorber Rehabilitation (ST37)	1,030.0	1,030.0	1,030.0	(0.4)	1,029.6	0.4	100.0%	100.0%
	Subtotal	\$26,100.0	\$25,923.8	\$3,517.0	\$7,324.9	\$10,841.9	\$15,258.1	99.3%	41.5%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2011 - March 2011
Dollars in Thousands

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY11 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
Operations Systems									
CL_INRB	Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$648.9	\$1,645.0	\$2,293.9	\$15,606.1	100.0%	12.8%
CL_FARE	Additional SmarTrip Fare Machines (ST19)	2,220.8	2,220.8	2,038.6	182.3	2,220.8		100.0%	100.0%
CL_BSRT	Bus Real-Time, Route, and Scheduling Systems (ST21)	3,000.0	2,638.8	519.4	405.5	924.9	2,075.1	88.0%	30.8%
CL_BSEF	Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	345.3	451.0	796.3	703.7	100.0%	53.1%
CL_KTCC	Kiosk and Train Control Computers (ST41)	356.8	356.8	291.8	37.9	329.8	27.1	100.0%	92.4%
	Subtotal	\$24,977.7	\$24,616.4	\$3,844.0	\$2,721.7	\$6,565.7	\$18,412.0	98.6%	26.3%
Information Technology									
CL_DATA	Sensitive Data Protection Technology (ST16)	\$3,511.2	\$3,511.1	\$1,590.7	\$780.9	\$2,371.6	\$1,139.6	100.0%	67.5%
CL_DOCU	Document Management System (ST32)	750.0	749.2	526.8	222.4	749.2	0.8	99.9%	99.9%
CL_FNSY	Financial System Integration (ST63)	5,000.0	5,000.0	256.8	2,532.9	2,789.7	2,210.3	100.0%	55.8%
	Subtotal	\$9,261.2	\$9,260.3	\$2,374.3	\$3,536.2	\$5,910.5	\$3,350.7	100.0%	63.8%
TOTAL ARRA PROJECTS		\$201,283.2	\$197,746.8	\$83,417.9	\$42,366.8	\$125,784.7	\$75,498.5	98.2%	62.5%
Miscellaneous Other									
	ARRA Contingency								
CL_PMGT	Program Management	\$550.0	\$424.5				\$550.0	77.2%	
	Subtotal	\$550.0	\$424.5				\$550.0	77.2%	
TOTAL ARRA PROGRAM		\$201,833.2	\$198,171.3	\$83,417.9	\$42,366.8	\$125,784.7	\$76,048.5	98.2%	62.3%

Definitions

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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 2011 - March 2011
Dollars in Thousands

Safety & Security Program		Budget	Prior Year Obligated	Prior Year Expended	FY11 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>Security Program</i>									
CK_BGSE	Bus Garage Security	\$5,836.5	\$2,760.1	\$579.6	\$1,948.6	\$2,528.2	\$3,308.3	47.3%	43.3%
CK_CAMB	Cameras on Buses	6,410.0	33.3	0.0	33.3	33.3	6,376.7	0.5%	0.5%
CK_CAMR	Cameras on Rail Cars	7,139.7	146.7	0.0	6.5	6.5	7,133.2	2.1%	0.1%
CK_CCAC	CCV and Access Control	11,675.8	363.5	0.0	14.9	14.9	11,661.0	3.1%	0.1%
CK_CHEM	Chemical Detection	1,300.0	0.0	0.0	0.0	0.0	1,300.0	0.0%	0.0%
CK_MSCA	Metrorail Station Camera	2,774.0	0.0	0.0	0.0	0.0	2,774.0	0.0%	0.0%
CK_MONT	Montgomery Garage	23.1	0.0	0.0	0.0	0.0	23.1	0.0%	0.0%
CK_PGRU	PG Radio Upgrade	500.0	389.5	283.5	106.0	389.5	110.5	77.9%	77.9%
CK_PLAT	Platform Security	6,517.8	203.1	0.0	18.8	18.8	6,499.0	3.1%	0.3%
CK_PROT	PROTECT Systems	606.0	606.0	0.0	588.2	588.2	17.8	100.0%	97.1%
CK_ROCC	Radio Redundancy AOCC	5,900.0	1,605.4	90.0	1,053.4	1,143.3	4,756.7	27.2%	19.4%
CK_VEND	Vent Intrusion Detection	11,500.0	0.0	0.0	0.0	0.0	11,500.0	0.0%	0.0%
CK_MERV	Mobile Emergency Response Vehicle Cabinets	175.0	126.1	0.0	0.0	0.0	175.0	72.0%	0.0%
Total: Security Program		\$60,358.0	\$6,233.6	\$953.0	\$3,769.7	\$4,722.8	\$55,635.2	10.3%	7.8%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2011 - March 2011
Dollars in Thousands

Passenger Rail Investment and Improvement Act (PRIIA)	FTA Admin Approved	Obligated	Expended	Un- Expended	Obligation Rate	Expend Rate
<i>A. Vehicles/ Vehicle Parts</i>						
<i>Replacement of Rail Cars</i>						
CIP057 1000 Series Rail Car Replacement	\$79,253.3	\$79,253.3	\$71,976.5	\$7,276.8	100.0%	90.8%
Subtotal	\$79,253.3	\$79,253.3	\$71,976.5	\$7,276.8	100.0%	90.8%
<i>Rehabilitation of Rail Cars</i>						
CIP067 Rail Car Safety & Reliability Enhancements	\$12,082.4	\$8,074.9	\$3,240.3	\$8,842.1	66.8%	26.8%
CIP063 Rail Rehabilitation Program	12,439.0	8,599.4	5,435.0	7,004.0	69.1%	43.7%
CIP142 Rail Lifecycle Overhaul	20,000.0	20,000.0	15,000.0	5,000.0	100.0%	75.0%
Subtotal	\$44,521.4	\$36,674.2	\$23,675.3	\$20,846.1	82.4%	53.2%
<i>Rehabilitation of Buses</i>						
CIP005 Bus Rehabilitation Program	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	100.0%	0.0%
Subtotal	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	100.0%	0.0%
<i>Bus Enhancements</i>						
CIP002 Automatic Vehicle Location Equipment Replacement	\$9,418.7	\$478.7	\$322.9	\$9,095.8	5.1%	3.4%
Subtotal	\$9,418.7	\$478.7	\$322.9	\$9,095.8	5.1%	3.4%
Total: Vehicles/ Vehicle Parts	\$134,593.4	\$117,806.2	\$95,974.7	\$38,618.7	87.5%	71.3%
<i>B. Rail System Infrastructure Rehabilitation</i>						
<i>Rail Line Segment Rehabilitation</i>						
CIP110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	\$34,546.2	\$31,943.8	\$12,381.6	\$22,164.6	92.5%	35.8%
Subtotal	\$34,546.2	\$31,943.8	\$12,381.6	\$22,164.6	92.5%	35.8%
Total: Rail System Infrastructure Rehabilitation	\$34,546.2	\$31,943.8	\$12,381.6	\$22,164.6	92.5%	35.8%
<i>C. Maintenance Facilities</i>						
<i>Maintenance of Bus Garages</i>						
CIP119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18,878.6	\$18,766.8	\$3,441.7	\$15,436.9	99.4%	18.2%
Subtotal	\$18,878.6	\$18,766.8	\$3,441.7	\$15,436.9	99.4%	18.2%
<i>Rail Maintenance Facilities</i>						
CIP071 Test Track & Commissioning Facility	\$5,154.2	\$1,043.3	\$325.0	\$4,829.1	20.2%	6.3%
Subtotal	\$5,154.2	\$1,043.3	\$325.0	\$4,829.1	20.2%	6.3%
Total: Maintenance Facilities	\$24,032.8	\$19,810.2	\$3,766.8	\$20,266.0	82.4%	15.7%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2011 - March 2011
Dollars in Thousands

Passenger Rail Investment and Improvement Act (PRIIA)	FTA Admin Approved	Obligated	Expended	Un- Expended	Obligation Rate	Expend Rate
<i>E. Track and Structures</i>						
<i>Track Rehabilitation</i>						
CIP089 Track Fasteners	\$2,061.7	\$1,378.5	\$965.7	\$1,096.0	66.9%	46.8%
CIP019 Track Floating Slab Rehabilitation	1,727.7	1,235.2	1,041.6	686.1	71.5%	60.3%
CIP021 Track Pad/Shock Absorber Rehabilitation	4,333.6	1,974.6	1,664.9	2,668.7	45.6%	38.4%
CIP024 Track Rehabilitation	44,449.4	31,322.5	23,276.2	21,173.1	70.5%	52.4%
CIP022 Track Structural Rehabilitation	2,332.8	2,105.6	2,080.9	251.9	90.3%	89.2%
CIP018 Track Welding Program	1,466.9	252.6	126.4	1,340.5	17.2%	8.6%
Subtotal	\$56,372.0	\$38,269.0	\$29,155.6	\$27,216.3	67.9%	51.7%
<i>Station/Tunnel Rehabilitation</i>						
CIP026 Station/Tunnel Leak Mitigation	\$3,057.4	\$2,908.7	\$2,228.1	\$829.4	95.1%	72.9%
Subtotal	\$3,057.4	\$2,908.7	\$2,228.1	\$829.4	95.1%	72.9%
Total: Track and Structures	\$59,429.4	\$41,177.7	\$31,383.7	\$28,045.7	69.3%	52.8%
<i>F. Passenger Facilities</i>						
<i>Elevator/Escalator Facilities</i>						
CIP072 Elevator Rehabilitation	\$2,370.9	\$593.4	\$435.4	\$1,935.5	25.0%	18.4%
CIP073 Escalator Rehabilitation	4,948.0	1,641.8	851.6	4,096.4	33.2%	17.2%
Subtotal	\$7,318.9	\$2,235.2	\$1,287.0	\$6,031.9	30.5%	17.6%
<i>Rail Station Equipment</i>						
CIP099 Police Emergency Management Equipment	\$914.3	\$373.0	\$34.2	\$880.1	40.8%	3.7%
Subtotal	\$914.3	\$373.0	\$34.2	\$880.1	40.8%	3.7%
Total: Passenger Facilities	\$8,233.2	\$2,608.2	\$1,321.2	\$6,912.0	31.7%	16.0%
<i>G. Maintenance Equipment</i>						
<i>Rail Maintenance Equipment</i>						
CIP136 FCC Radio Frequency Communication Changes	\$176.3	\$169.3	\$27.2	\$149.1	96.1%	15.4%
CIP139 NTSB Recommendations (See note)	10,308.3	6,154.0	1,068.1	9,240.2	59.7%	10.4%
CIP066 Rail Shop Repair Equipment	2,164.7	1,485.6	167.1	1,997.6	68.6%	7.7%
CIP020 Replacement of Rail Track Signage	1,014.3	856.0	503.4	510.9	84.4%	49.6%
CIP027 Switch Machine Rehabilitation Project	908.2	610.5	152.9	755.3	67.2%	16.8%
CIP025 Track Maintenance Equipment (See note)	17,292.2	697.1	537.8	16,754.4	4.0%	3.1%
CIP135 Train Control Signal	1,030.8	42.0	21.3	1,009.5	4.1%	2.1%
CIP133 Wayside Work Equipment	4,123.3	1,308.0	464.5	3,658.8	31.7%	11.3%
Subtotal	\$37,018.1	\$11,322.5	\$2,942.3	\$34,075.8	30.6%	7.9%
Total: Maintenance Equipment	\$37,018.1	\$11,322.5	\$2,942.3	\$34,075.8	30.6%	7.9%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2011 - March 2011
Dollars in Thousands

Passenger Rail Investment and Improvement Act (PRIIA)	FTA Admin Approved	Obligated	Expended	Un- Expended	Obligation Rate	Expend Rate
<i>H. Other Facilities</i>						
<i>MTPD Support Facilities</i>						
CIP101 Police Substation- New District 2/Special Operations Division Facility	\$1,295.8	\$236.1	\$215.9	\$1,079.8	18.2%	16.7%
CIP106 Special Operations Division Facility	830.8	154.7	89.9	740.9	18.6%	10.8%
Subtotal	\$2,126.6	\$390.8	\$305.8	\$1,820.8	18.4%	14.4%
Total: Other Facilities	\$2,126.6	\$390.8	\$305.8	\$1,820.8	18.4%	14.4%
Grand Total: Capital Improvement Program PRIIA	\$300,000.0	\$225,059.5	\$148,076.1	\$151,903.7	75.0%	49.4%

Please note that this report reflects project budgets approved by FTA and does not reflect subsequent reprogramming that is pending grant amendment.

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.

FY2011 Capital Improvement Program Budget Amendments

Through March 2011

Dollars in millions

Date	Project ID	Project Name	Amount	From	To	Action	Approver	Note
Amendments:								
9/30/2010	CIP145	Rail Yard Hardening and Bus Security	\$3.000	\$0.000	\$3.000	New Project	Board	
11/14/2010	CIP147	Electronic Countermeasures	0.351	0.000	0.351	New Project	Board	
1/24/2011	CIP148	Repair of Damaged Railcars	8.053	0.000	8.053	New Project	Board	
		Total Amendments	\$11.404	\$0.000	\$11.404			
Reprogrammings:								
9/30/2010	CIP086	Southeastern Bus Garage Replacement (DC Village)	(\$5.732)	\$5.732	\$0.000	Reprogramming	Board	
9/30/2010	CIP138	System-wide Infrastructure Rehabilitation	5.732	43.568	49.300	Reprogramming	Board	With rollover, approved budget is \$73.004M
11/14/2010	CIP018	Track Welding Program	(1.000)	1.467	0.467	Reprogramming	Board	
11/14/2010	CIP146	Mainline Number 8 Switch Replacement Program	1.000	0.000	1.000	Reprogramming	Board	
12/16/2010	CIP025	Track Maintenance Equipment	(15.724)	17.982	2.258	Reprogramming	Board	
12/16/2010	CIP139	NTSB Recommendations	15.724	10.308	26.032	Reprogramming	Board	
2/15/2011	CIP074	Installation of Parking Lot Card Readers	4.700	3.364	8.064	Reprogramming	General Manager	
2/15/2011	CIP002	Automatic Vehicle Location Equipment Rehab	(4.700)	39.001	34.301	Reprogramming	General Manager	
3/13/2011	CIP107	Rail Rehab Tier 1: Dupont to Silver Spring	1.240	76.940	78.180	Reprogramming	General Manager	
3/13/2011	CIP110	Rail Rehab Tier 1: National Airport to Stadium Armory	0.860	34.890	35.750	Reprogramming	General Manager	
3/13/2011	CIP030	Currency Processing Machines	(0.200)	1.010	0.810	Reprogramming	General Manager	
3/13/2011	CIP133	Wayside Work Equipment	(1.900)	4.120	2.220	Reprogramming	General Manager	
3/24/2011	CIP138	System-wide Infrastructure Rehabilitation	3.700	73.004	76.704	Reprogramming	Board	
3/24/2011	CIP010	Environmental Compliance	(0.100)	0.620	0.520	Reprogramming	Board	
3/24/2011	CIP011	Underground Storage Tank	(0.200)	2.130	1.930	Reprogramming	Board	
3/24/2011	CIP085	Royal Street Bus Garage	(2.700)	16.600	13.900	Reprogramming	Board	
3/24/2011	CIP031	Debit/Credit Processing Requirements	(0.700)	1.910	1.210	Reprogramming	Board	
		Total Reprogrammings	\$0.000	\$332.646	\$332.646			

Capital Reimbursable Project Budget Amendments Approved in FY2011

Through March 2011

Dollars in millions

Date	Project ID	Project Name	Amount	From	To	Action	Approver	Note
9/30/2010	CC_WBAY	West Fall Church Bus Bays	\$0.500	\$2.250	\$2.750	Amendment	Board	
9/30/2010	CC_PYST	Potomac Yard Alt. Analysis	1.500	1.500	3.000	Amendment	Board	
10/13/2010	CC_SIGN	DC Real Time Sign Bus Shelters	0.300	0.000	0.300	New Project	General Manager	
10/28/2010	CC_TAGS	TAGS Shuttle Buses	(0.113)	0.611	0.498	Amendment	Board	Project close-out
10/28/2010	CC_WOAK	FDA Transit Center @ White Oak	(0.236)	0.307	0.071	Amendment	Board	Project close-out
12/16/2010	CC_RSNE	Rosslyn Station New Entrance	0.822	4.207	5.089	Amendment	Board	
		Total Amendments	\$2.772	\$8.876	\$11.708			

Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal Year 2011 - March 2011
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
Total Received for TIIF	\$129,773.1				
<u>Restricted Funds:</u>					
Huntington Parking			\$12,900.0	\$12,802.3	\$97.7
White Flint Parking			4,421.7	4,404.9	16.8
FY05/06/07/08/09/10 Operating			12,000.0	12,000.0	0.0
FY11 Operating (continues thru FY12)			2,000.0	0.0	2,000.0
FY07/08/09/10 Safe, Clean Reliable			26,850.0	26,850.0	0.0
TSSM from Twinbrook to Shady Grove			1,000.0	525.6	474.4
Gallery Place Remediation			18.4	18.4	0.0
			\$59,190.1	\$56,601.3	\$2,588.8
<u>Unrestricted Funds Available for Use:</u>		\$10,583.1			
Total allocated to the Jurisdictions		\$60,000.0			
<u>District of Columbia 36%</u>		\$21,600.0			
<u>Use of Funds:</u>					
Tivoli			\$2,500.0	\$2,500.0	\$0.0
Anacostia Light Rail Program/Demonstration			10,000.0	9,009.3	990.7
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			500.0	497.4	2.6
Union Row /U Street			1,500.0	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,452.0	4,412.2	39.8
View 14 /U Street & 14Th			500.0	480.7	19.3
			\$21,102.0	\$18,667.2	\$2,434.8
Balance of DC Funds Available for Use:		\$498.0			
<i>DC Portion includes \$447,589 in uncommitted funds</i>					

Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal Year 2011 - March 2011
Dollars in Thousands

Maryland 37%	\$22,200.0			
Use of Funds:				
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	1,071.3		5,673.0
	\$22,189.3	\$16,512.3		\$5,677.1
Balance of Maryland Funds Available for Use:	\$10.7			
Virginia 27%	\$16,200.0			
Use of Funds:				
Huntington	\$8,082.8	\$8,082.8		\$0.0
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	909.0		123.2
Rosslyn Station Access Improve	798.1	716.4		81.8
Shirlington	1,978.0	1,961.4		16.6
Crystal City Potomac Yard Bus Way	522.0	200.4		321.6
Potomac Yard Station	1,500.0	284.3		1,215.7
	\$16,013.0	\$14,254.2		\$1,758.8
Balance of Virginia Funds Available for Use:	\$187.0			
Grand Total:	\$129,773.1	\$129,773.1	\$118,494.4	\$106,034.9
	\$12,459.4			

JURISDICTIONAL BALANCES ON ACCOUNT
As of March 31, 2011
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

JURISDICTION	OPERATING	CAPITAL	TOTAL	NOTES ¹
DISTRICT OF COLUMBIA				
DC Dept of Transportation	(\$0.002)	(\$0.058)	(\$0.060)	
DC Dept of Transportation	\$0.817	\$0.000	\$0.817	
DC	\$0.000	(\$0.766)	(\$0.766)	D.C. Sch Sub.- Estimates for September 2010 - January 2011 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
DC Dept of Public Works	0.150	0.000	0.150	Joint and Adjacent Escort Services
Credits to be Applied to 4th Quarter FY2011 Billing:				
Interest Earnings on CIP & PRIIA Contributions	\$0.000	\$0.058	0.058	
DC TOTAL	<u>\$1.147</u>	<u>\$0.112</u>	<u>\$1.259</u>	
MARYLAND				
Montgomery County	\$0.085	\$1.885	\$1.970	Pending receipt of operating & capital/CMAQ
Prince George's County	(\$0.155)	\$1.728	\$1.573	Pending receipt of operating & capital/CMAQ
Credits to be Applied to 4th Quarter FY2011 Billing:				
Interest Earnings on PRIIA Contributions	\$0.000	\$0.014	\$0.014	
MD TOTAL	<u>(\$0.070)</u>	<u>\$3.626</u>	<u>\$3.556</u>	
VIRGINIA				
Alexandria	(\$0.100)	(\$0.186)	(\$0.286)	
Arlington	(\$0.660)	(\$0.011)	(0.670)	
City of Fairfax	(\$0.031)	(\$0.001)	(0.031)	
Fairfax County	(\$0.446)	(\$2.015)	(2.462)	
Fairfax County Dept. of Family Service	\$0.093	\$0.000	0.093	Access to Jobs
Falls Church	(\$0.056)	(\$0.096)	(0.152)	
Northern VA Transportation Comm.	(\$0.285)	(\$1.487)	(1.772)	
Virginia Department of Rail and Public Transportation	\$0.000	(\$0.001)	(0.001)	
Credits to be Applied to 4th Quarter FY2011 Billing:				
Interest Earnings on CIP and PRIIA Contributions	\$0.000	\$0.046	0.046	
VA TOTAL	<u>(\$1.485)</u>	<u>(\$3.750)</u>	<u>(\$5.235)</u>	
GRAND TOTAL.....	<u>(\$0.408)</u>	<u>(\$0.012)</u>	<u>(\$0.420)</u>	

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

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

Grant Activity for the Month ending March 31, 2011

<u>Grant Program</u>		<u>Activity</u>
ARRA	FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement	<p>\$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). Project budgets will continue to be reviewed for cost savings that may be to transferred to PM or to existing projects. Twelve projects have been completed with a total value of \$53.7 million.</p> <p>To meet heightened reporting expectations:</p> <ul style="list-style-type: none"> • Monthly reporting to the House Committee on Transportation and Infrastructure Committee has ceased due to the change in leadership of the Committee.
	Department of Homeland Security Transit Security Grant	<p>Anti-Terrorism Teams conducted Targeted Train Inspections, rolling train inspections, bus division checks, station checks, and area saturation patrols. Completed vehicle delivery. Continued procurements of specialized equipment. Issued contract for training entitled "Strategic Counter Terrorism Training for Transit Managers" and conducted training for all team members.</p>
FTA	Annual Formula Grants for Sections 5309 and 5307	<p>Metro FY2011</p> <ul style="list-style-type: none"> • FFY2010 Section 5307 grant application for \$139.4 million was awarded. • FFY2010 Section 5309 grant application for \$101.3 million continued to be reviewed by FTA. <p>Metro FY2012</p> <ul style="list-style-type: none"> • FFY2011 Section 5309 and 5307 draft grant applications were submitted to FTA. • The FFY2011 appropriation was not yet issued.
	Passenger Rail Investment and Improvement Act (PRIIA)	<ul style="list-style-type: none"> • From the FFY2010 \$150.0 million PRIIA grant, FTA has disbursed \$65.9 million to reimburse Metro for payments for the rail car procurement milestone and other projects in Metro's FY2011 CIP. • Metro submitted a draft application for \$150.0 million of FFY2011 PRIIA funds to support the Metro FY2012 CIP. The appropriation was not yet issued.
	Congestion Mitigation & Air Quality (CMAQ)	<p>Drainage installation is complete and lighting enhancements are beginning for expending \$0.4 million of FTA CMAQ funding for completion of the Bus Bay Canopies at West Falls Church.</p>
	Federal Earmarks	<ul style="list-style-type: none"> • \$1.8 million of FFY2008 and FFY2009 earmark grants supported the acquisition of land on Cinder Bed Road for the relocation of the Royal Street Bus Garage. • Current federal legislation does not contain language to permit reprogramming of \$1.4 million of a prior year bus earmark as WMATA has been pursuing. The grants are expected to be de-obligated in April.
Safety & Security	Transit Security Grant Program (TSGP)	<ul style="list-style-type: none"> • FFY2006 – Completed Bus Garage Camera Surveillance project at Northern and Landover. • FFY2007 – Issued solicitation for intelligence analyst. • FFY2008 – Held kick-off meeting and initial site visits for risk assessment. • FFY2009 – Purchased and installed K9-Opack explosives magazine and installed a second kennel. • FFY2010 – Funds were released to begin design for Rail Yard Hardening.
	Urban Areas Security Initiative (UASI)	<ul style="list-style-type: none"> • FFY2008 – Continued procurement of equipment for Metro Emergency Response Vehicles (MERV) cabinets. • FFY2009 – Completed design for Station Entrance Cameras and began Environmental & Historic Preservation review. • FFY2010 – Began vehicle procurement for Electronic Countermeasures.

Office of Procurement and Materials
Sole Source Awards = / > \$100,000
January - March 2011

No.	Contractor	Contract No.	Description	Award Amount	Date of Award	Type of Funds	Program Office	Point of Contact	CA	Comments
1	Knorr Brake Corporation	CQ11145	Brake Caliper Repair Kits and Components	\$ 816,800.00	01/19/11	Federal	RAIL	M. Moses	S. Armstrong	
2	Jostes Carpet	YR11187	Carpet, Lite R/W/B, Railcar	\$ 205,925.00	01/07/11	Operations	CMNT	M. Moses	R. Michaelis	
3	Bombardier	YR11177	Misc. Bombardier Propulsion (6 items)	\$ 306,800.00	01/31/11	Operations	CMNT	M. Moses	R. Michaelis	
4	Sepso	YR11203	Transformer, Power	\$ 460,182.10	02/04/11	Operations	CMNT	M. Moses	R. Michaelis	
5	Fujitec America	YR11184	Various Elevator and Escalator Parts	\$ 212,229.00	01/06/11	Operations	Inventory	M. Moses	C. Rooths	
6	Kone	YR11184	Various Elevator and Escalator Parts	\$ 888,410.00	01/14/11	Operations	Inventory	M. Moses	C. Rooths	
7	EMC	FQ11221	EMC Vmax Upgrade	\$ 1,351,000.00	02/11/11	Federal	OIT	V. Lipscomb	H. Toorie	
8	IBM	FQ11261	Maximo ACM	\$ 1,822,113.24	03/15/11	Federal	OIT/RAIL	Smith	H. Toorie	
9	MAC Products	YR11208	Cover, Comprs Lug	\$ 112,700.00	01/14/11	Operations	TRST	M. Moses	I. Amachree	
10	Erico International Corporation	YR11165	Bond, 250 MCM, 13"C	\$ 111,864.00	01/14/11	Operations	TRST	M. Moses	I. Amachree	
11	LB Foster	YR11165	Threaded Rods	\$ 147,834.00	01/14/11	Operations	TRST	M. Moses	I. Amachree	
12	Alstom Transportation, Inc.	YR11209	Various Alstom OEM Items	\$ 1,049,370.92	02/23/11	Operations	RAIL	M. Moses	O. Reynolds	
13										