



# OPERATING BUDGET REPORT

2nd Quarter FY2013

## OPERATING BUDGET (\$ in Millions)

Q2	Q2-FY2012		Q2-FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 190.9		\$ 195.4	\$ 210.6	\$ (15.3)	-7.2%
Expense	\$ 346.2		\$ 379.1	\$ 393.6	\$ 14.6	3.7%
Subsidy	\$ 155.2		\$ 183.7	\$ 183.0	\$ (0.7)	-0.4%
Cost Recovery	55.2%		51.5%	53.5%		

YTD	FY2012		FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 397.1		\$ 412.4	\$ 432.6	\$ (20.3)	-4.7%
Expense	\$ 710.8		\$ 756.2	\$ 781.4	\$ 25.2	3.2%
Subsidy	\$ 313.7		\$ 343.8	\$ 348.8	\$ 5.0	1.4%
Cost Recovery	55.9%		54.5%	55.4%		

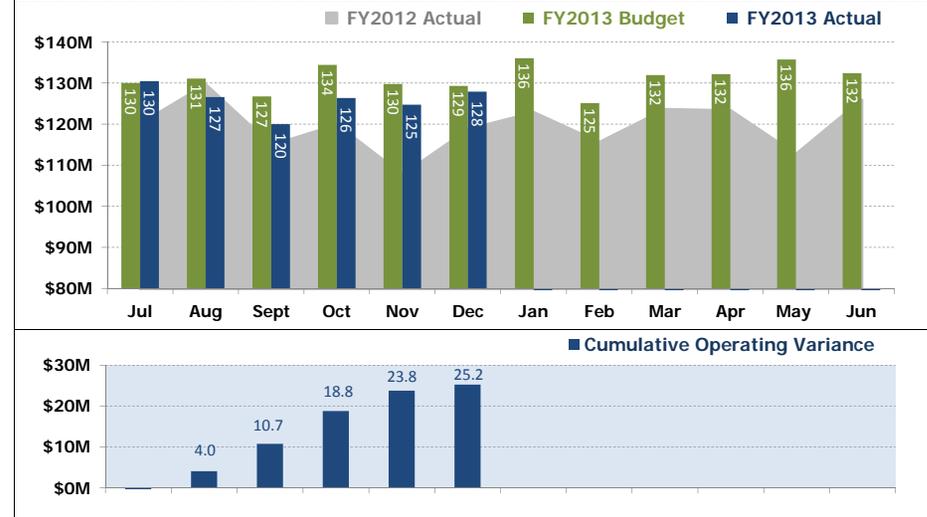
## OPERATING PROGRAM HIGHLIGHTS

As of December YTD, Metro is **favorable to budget** by \$5.0M, or 1.4%.

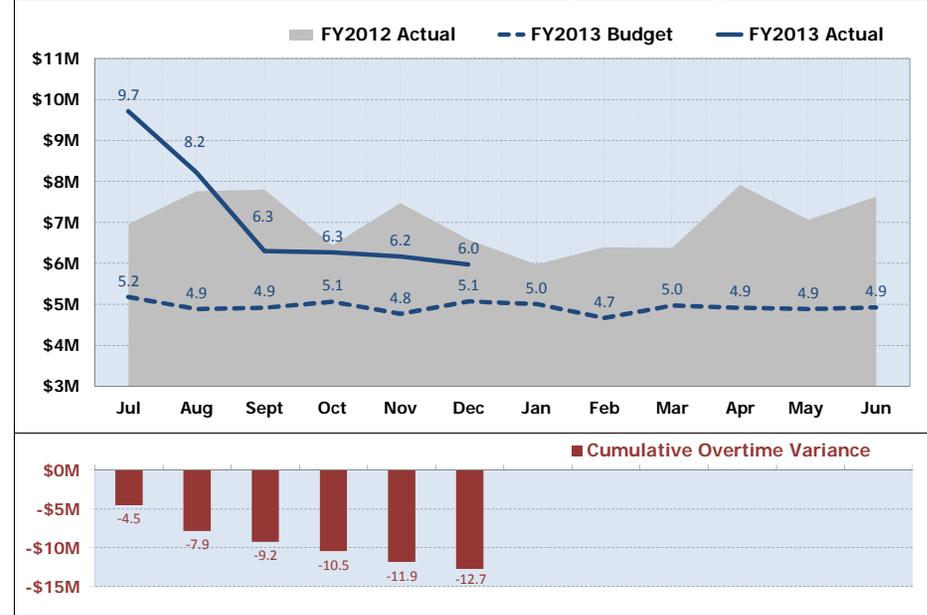
Year-to-date expenditures \$25.2M or 3.2% favorable to budget.

- Salary & wages below budget by \$16.0M due to vacancies. BUS and Accounting completed entries in December to capitalize BUS labor.
- Overtime is (\$12.7M) over budget due to CMNT 2K, 3K and 5K maintenance, HVAC overhauls, midlife door inspections and friction brake maintenance, vacancy coverage, leave coverage, special events.
- Fringe benefits is \$4.5M under budget due to lower than projected pension costs (\$3.3 million), lower than expected health claims costs, surpluses in FICA Expense, clothing, tools, and allowances (\$1.2 million).
- Materials and Supply expenses are (\$5.8M) unfavorable mostly due to overruns in Bus material usage (\$3.6M unfavorable) and higher than expected expenses in CMNT 2K, 3K and 5K maintenance. BUS and Accounting completed entries in December to capitalize BUS parts.
- Service expenses were \$17.4M favorable due to savings in paratransit expenses, late PLNT, SMNT, CMNT and ELES contract awards, timing of various JOC contracts and Labor Relations expenses for arbitration negotiations and timing of Financial, IT and BUS services.
- Propulsion/Diesel and Utilities were favorable to budget by \$7.9M due to lower than projected power consumption and favorable diesel rates in Metro hedges.

## OPERATING EXPENDITURES (\$ in Millions)



## YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)





# REVENUE AND RIDERSHIP REPORT

2nd Quarter FY2013

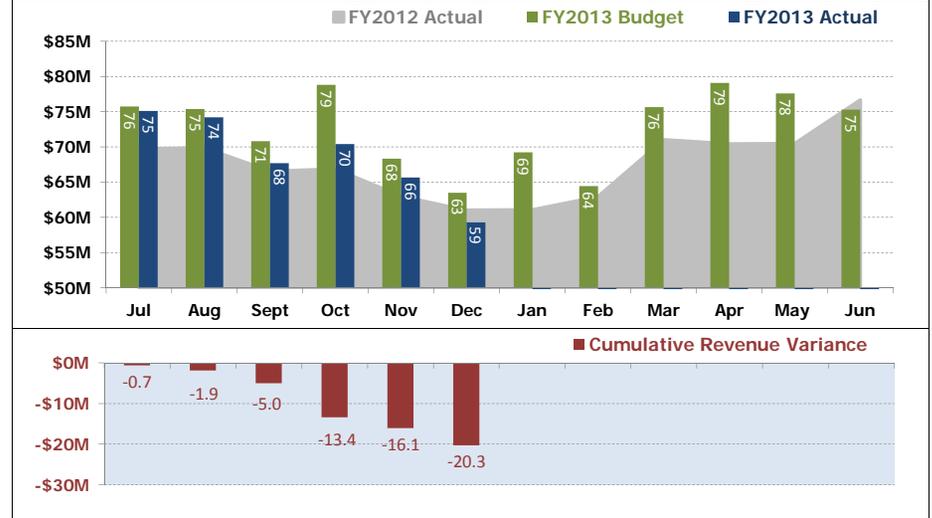
## RIDERSHIP (trips in Thousands)

Q2	Q2-FY2012		Q2-FY2013		Variance FY13	
	Actual	Actual	Budget	Prior Year	Budget	
Metrarail	51,788	48,154	51,799	-7.0%	-7.0%	
Metrobus	32,252	30,205	31,925	-6.3%	-5.4%	
MetroAccess	514	493	550	-4.1%	-10.4%	
<b>System Total</b>	<b>84,554</b>	<b>78,852</b>	<b>84,274</b>	<b>-6.7%</b>	<b>-6.4%</b>	

YTD	FY2012		FY2013		Variance FY13	
	Actual	Actual	Budget	Prior Year	Budget	
Metrarail	107,968	101,912	108,315	-5.6%	-5.9%	
Metrobus	65,827	63,838	65,212	-3.0%	-2.1%	
MetroAccess	1,030	997	1,114	-3.2%	-10.5%	
<b>System Total</b>	<b>174,824</b>	<b>166,747</b>	<b>174,641</b>	<b>-4.6%</b>	<b>-4.5%</b>	

## REVENUE (in Millions)



## REVENUE AND RIDERSHIP HIGHLIGHTS

### Year-to-date Revenue

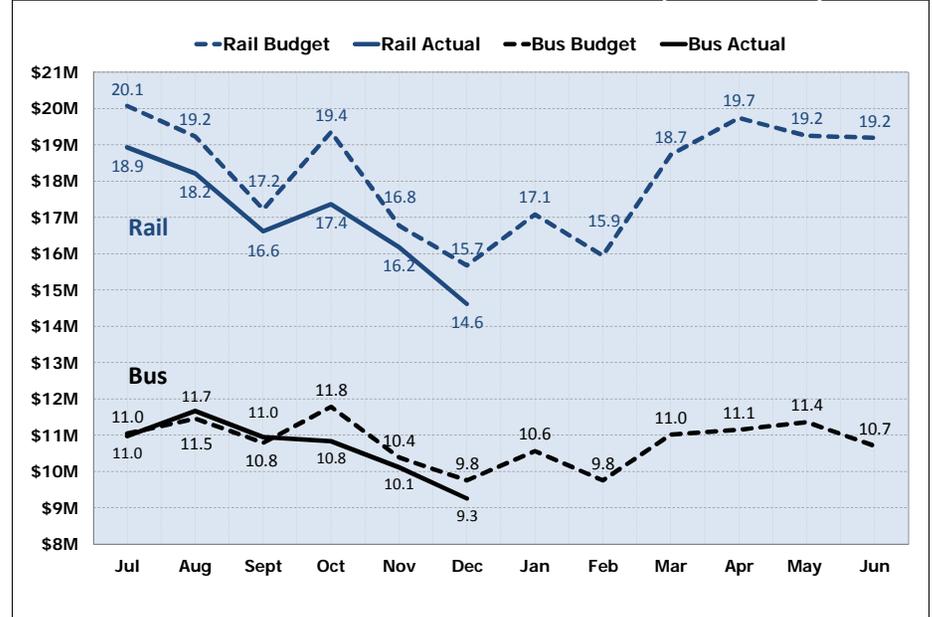
Total operating revenue is (\$20.3M) below budget, or -4.7%. Passenger revenues plus parking is (\$19.0M) below budget, while non-transit revenue is (\$1.2M) below budget.

- **Rail passenger fare revenue** is (\$15.2M) below budget YTD as a result of lower rail ridership; average fare YTD is \$2.88, which reflects the impact of the July fare increase and is just slightly above the budgeted average fare for FY13 of \$2.87. The impact of Hurricane Sandy in October and the unanticipated federal Christmas Eve holiday is approximately \$5 million in lost rail revenue.
- **Bus passenger revenue** is (\$2.3M) below budget YTD. In addition to the Hurricane Sandy shutdown and Christmas Eve holiday (estimated impact of \$1 million), it has been determined that a Cubic farebox software error has been causing an undercount of bus ridership and revenue beginning in September 2012. When corrected, bus ridership and revenue YTD should be at or near budget. Average fare YTD is \$1.06, slightly below the budgeted average fare for FY13 of \$1.07.
- **MetroAccess revenue** is at budget YTD; although ridership is below budget, actual average fare is higher at \$3.91 versus \$3.50 budget.
- **Parking revenue** is below budget YTD by (\$1.5M) or -6.4%, slightly greater than the overall reduction in rail ridership.
- **Other revenue** is (\$1.2M) below budget, with positive variances in advertising revenue outweighed by negative variances in joint development and other revenues.

### Year-to-date Ridership

- **Rail ridership** YTD is (6.4M) below budget, or -5.9%; rail ridership YTD is also down (6.1M) compared to the same period in FY12. The portion of the ridership loss attributable to Hurricane Sandy and the Christmas Eve holiday is approximately 1.8M trips.
- **Bus ridership** is (1.4M) below budget YTD, or -2.1%; bus ridership YTD is also down (2.0M) compared to the same period in FY12. As noted above, in addition to Hurricane Sandy and Christmas Eve, a farebox software error is causing ridership undercounts. When corrected, bus ridership should be at or near budget.
- **MetroAccess ridership** is -10.5% below budget YTD; Access ridership YTD is also down -3.2% compared to the same period in FY12.

## MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)





# CAPITAL PROGRAM REPORT

2nd Quarter FY2013

## SOURCES OF FUNDS (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2012 CIP	\$ 1,042	\$ 917	\$ 363	\$ 357	\$ 685
FY2013 CIP	\$ 1,073	\$ 975	\$ 377	\$ 346	\$ 727

	Obligation-Based to Date Sources of Funds				
	Budget		Awarded	Received	To be Rec.
Safety & Security	\$ 38		\$ 38	\$ -	\$ 38
ARRA	\$ 8		\$ 8	\$ 2	\$ 6
Reimbursable	\$ 57		\$ 57	\$ 13	\$ 44
<b>Total</b>	<b>\$ 104</b>		<b>\$ 104</b>	<b>\$ 15</b>	<b>\$ 89</b>

## USES OF FUNDS (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2012 CIP	\$ 1,042	\$ 917	\$ 699	\$ 307	76.2%	33.5%
FY2013 CIP	\$ 1,073	\$ 975	\$ 572	\$ 341	58.6%	34.9%

	Obligation-Based to Date Uses of Funds					
	Budget		Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$ 39		\$ 39	\$ 11	99.7%	27.2%
ARRA	\$ 9		\$ 8	\$ 2	92.9%	21.2%
Reimbursable	\$ 57		\$ 52	\$ 23	92.7%	41.2%
<b>Total</b>	<b>\$ 104</b>		<b>\$ 99</b>	<b>\$ 36</b>	<b>95.4%</b>	<b>34.3%</b>

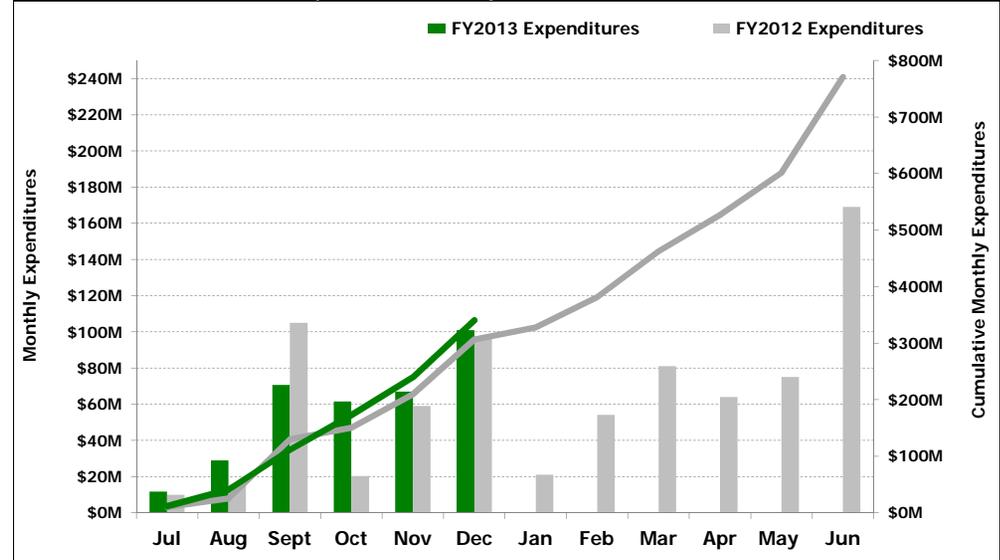
## CAPITAL PROGRAM HIGHLIGHTS

As of December 31, 2012:

The Capital Improvement Program (CIP) has expended \$341 million in FY2013. This is \$34 million more than the same period in FY2012. Accomplishments include:

- 37 of the planned 96 forty-foot hybrid/electric buses have been received and are in service.
- A contract has been awarded for the planned purchase of 138 paratransit vans.
- 20 of the 54 planned FY2013 escalator rehabilitations/modernizations are complete.
- 4 of the 25 planned FY2013 elevator rehabilitations/modernizations are complete.
- 5 of the 12 planned full station enhancement projects are complete; 6 of the planned 12 mini station enhancements are complete and 1 full enhancement and 5 mini-station enhancement projects are underway.
- Track rehabilitation work completed includes the following: welded 326 open weld joints, retrofitted 465 linear feet of floating slabs, rehabilitated 6,102 linear feet of grout pads, tamped 15.08 miles of track, repaired 866 leaks, and replaced 5.61 miles of running rail, 7,522 cross ties, 14,403 fasteners, 3,394 insulators, 422 safety signs, six yard turnouts, and 2,522 direct fixation fasteners.

## CIP EXPENDITURES (\$ in Millions)



## CAPITAL BUDGET REPROGRAMMING STATUS (\$ in Millions)

\* Reprogrammed From:

Project ID	Name	Reprogramming
CIP0085	Royal Street Bus Garage Replacement	\$-10,000,000
CIP0049	Management Support Software	-1,061,000
CIP0047	Enterprise GIS	-1,097,000
CIP0042	Bus and Rail Asset Management Software	-470,000
CIP0052	Network and Communications	-361,000
CIP0131	Credit Facility	-200,000
<b>Total</b>		<b>\$-13,189,000</b>

Reprogrammed To:

Project ID	Name	Reprogramming
CIP0024	Track Rehabilitation	\$7,000,000
CIP0106	Special Operations Division Facility	3,000,000
CIP0045	Data Centers and Infrastructure	2,489,000
CIP0046	Document Management System	500,000
CIP0074	Install Parking Lot Credit Card Readers	200,000
<b>Total</b>		<b>\$13,189,000</b>

\*Reprogramming actions were approved after the close of the second quarter. Changes to project budgets are as of 1/11/13

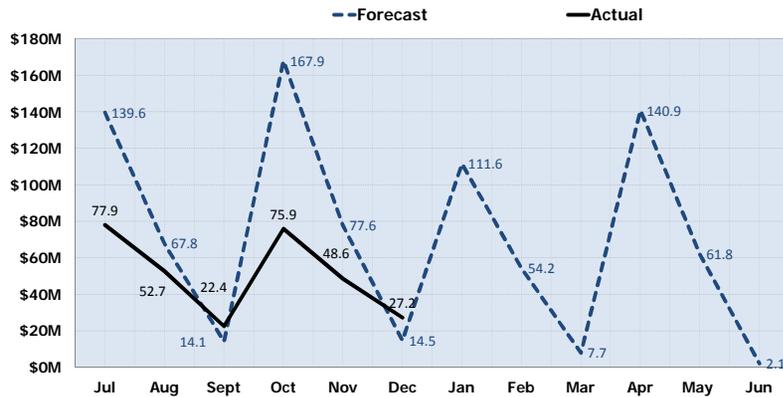


# FUND BALANCE & PROCUREMENT

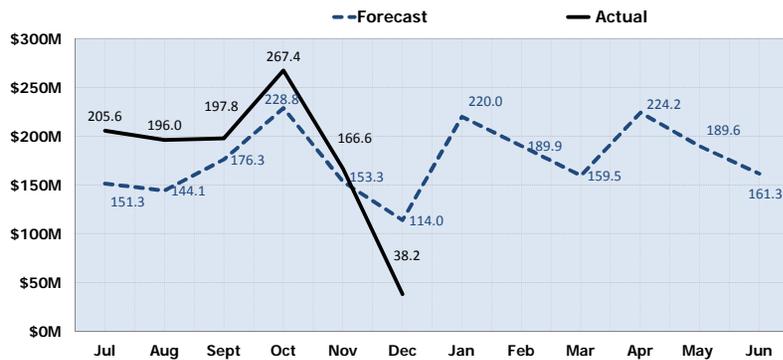
2nd Quarter FY2013

## FUND BALANCE

### OPERATING FUND BALANCE

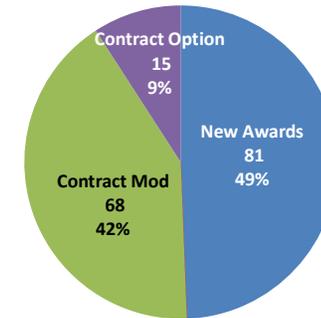


### CAPITAL FUND BALANCE



## PROCUREMENT

### Q2 SOLICITATION ACTIONS (164 TOTAL ACTIONS)

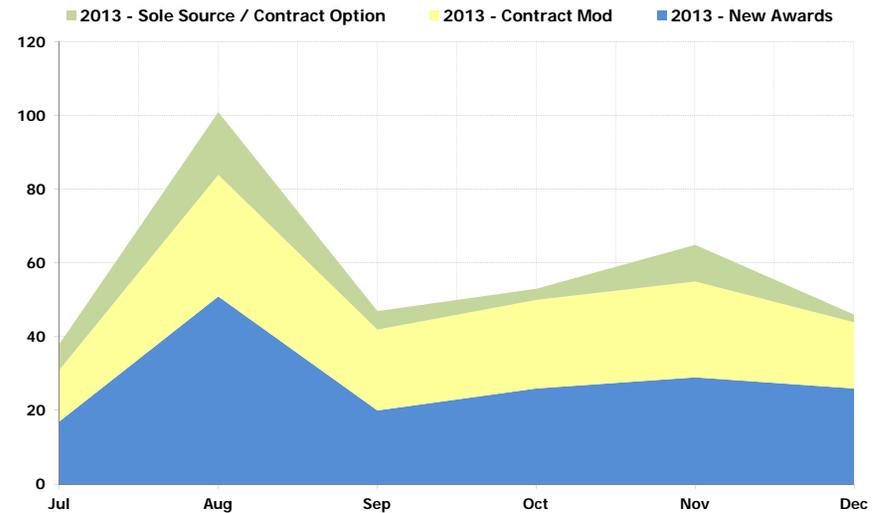


#### Procurement Highlights:

An \$18,650,926 operationally funded contract was awarded to Goodyear for Bus Tires.

A \$16,350,600 capital funded contract was awarded to DRAKA Cabletaq for Traction Power Cables.

A \$6,829,650 CIP funded contract was awarded to Sonny Merryman, Inc. for 150 Raised Roof Paratransit Vans.





# OPERATING FINANCIALS

2nd Quarter FY2013

MONTHLY RESULTS					
Prior Year Actual	Current Year			Variance	
	Actual	Budget	Variance		
\$42.8	\$41.8	\$44.7	(\$2.9)	-6.5%	
10.2	9.8	10.4	(0.6)	-5.9%	
0.6	0.6	0.6	0.0	2.2%	
3.9	3.2	3.7	(0.6)	-15.1%	
\$57.5	\$55.4	\$59.5	(\$4.1)	-6.8%	
\$0.6	\$0.7	\$0.7	\$0.0	0.0%	
1.1	1.2	0.8	0.5	60.7%	
0.4	0.3	0.7	(0.3)	-51.0%	
1.1	1.2	1.2	(0.0)	-0.3%	
0.3	0.4	0.6	(0.2)	-37.4%	
0.0	0.0	0.0	(0.0)	-80.0%	
0.0	0.0	0.0	0.0		
0.0	0.0	0.0	0.0		
\$3.5	\$3.9	\$4.0	(\$0.1)	-2.9%	
<b>\$61.0</b>	<b>\$59.3</b>	<b>\$63.5</b>	<b>(\$4.2)</b>	<b>-6.6%</b>	
\$54.5	\$55.1	\$57.4	\$2.2	3.9%	
6.6	6.0	5.1	(0.9)	-17.7%	
24.1	30.7	29.6	(1.1)	-3.6%	
15.1	17.7	17.6	(0.1)	-0.5%	
5.7	5.1	5.1	(0.0)	-0.3%	
7.0	7.2	8.3	1.0	12.4%	
2.9	2.9	3.7	0.8	21.3%	
2.7	3.2	2.6	(0.6)	-21.4%	
<b>\$118.7</b>	<b>\$127.9</b>	<b>\$129.4</b>	<b>\$1.4</b>	<b>1.1%</b>	
<b>\$57.7</b>	<b>\$68.6</b>	<b>\$65.9</b>	<b>(\$2.7)</b>	<b>-4.1%</b>	

Favorable/(Unfavorable)

## FISCAL YEAR 2013

Dollars in Millions

### Passenger Revenue

Metrorail	
Metrobus	
MetroAccess	
Parking	

#### subtotal

### Non-Passenger Revenue

D.C. Schools	
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

## YEAR-TO-DATE RESULTS

Prior Year Actual	Current Year			Variance	
	Actual	Budget	Variance		
\$281.0	\$293.8	\$309.0	(\$15.2)	-4.9%	
65.7	67.9	70.1	(2.3)	-3.3%	
3.9	3.9	3.9	0.0	0.1%	
22.6	22.2	23.7	(1.5)	-6.4%	
\$373.1	\$387.7	\$406.8	(\$19.0)	-4.7%	
\$3.3	\$3.5	\$3.5	\$0.0	0.0%	
5.6	8.4	7.4	1.0	12.9%	
3.2	2.7	4.0	(1.3)	-32.8%	
7.2	7.3	7.2	0.0	0.4%	
4.6	2.7	3.5	(0.8)	-22.0%	
0.0	0.0	0.2	(0.1)	-77.3%	
0.0	0.0	0.0	0.0		
0.0	0.0	0.0	0.0		
\$24.0	\$24.6	\$25.9	(\$1.2)	-4.8%	
<b>\$397.1</b>	<b>\$412.4</b>	<b>\$432.6</b>	<b>(\$20.3)</b>	<b>-4.7%</b>	
\$318.8	\$335.2	\$351.3	\$16.0	4.6%	
43.0	42.6	29.9	(12.7)	-42.6%	
154.7	170.3	174.8	4.5	2.6%	
86.2	90.7	108.1	17.4	16.1%	
29.7	36.5	30.7	(5.8)	-18.9%	
45.3	43.7	48.8	5.1	10.4%	
15.8	17.1	19.9	2.8	14.1%	
17.3	20.1	18.0	(2.1)	-11.7%	
<b>\$710.8</b>	<b>\$756.2</b>	<b>\$781.4</b>	<b>\$25.2</b>	<b>3.2%</b>	
<b>\$313.7</b>	<b>\$343.8</b>	<b>\$348.8</b>	<b>\$5.0</b>	<b>1.4%</b>	

Favorable/(Unfavorable)



**Washington Metropolitan Area Transit Authority**  
**Fiscal Year 2013 Financials**

**Finance and Administration Committee**  
**Fiscal Year 2013**

**Quarterly Financial Report**  
**2<sup>nd</sup> Quarter**  
**October - December 2012**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
Q2 - FY2013  
October- December 2012**

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**REPORT SECTIONS**

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**Operating Budget**

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

**Capital Finances**

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- **Costs**
- **Projects**

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**Operating Financials**

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

**Safety and Security expenditures**

**Jurisdictional balances on account**

**Grant activity**



**OPERATING BUDGET**

Through the end of December, total expense less revenue was \$349 million, which was under budget by \$5.0 million, or two percent. Expenditures year-to-date (YTD) were \$756 million, \$25.2 million below budget; while revenues totaled \$412 million, \$20 million less than anticipated. The bulk of the revenue reduction is due to Metrorail, which is below budget by \$15.2 million YTD.

Total expenditures were \$25.2 million or three percent under budget YTD. Through the end of the second quarter, overtime budgets have a negative variance of \$12.7 million (43 percent) due to CMNT 2K, 3K and 5K maintenance, HVAC overhauls, midlife door inspections and friction brake maintenance, vacancy coverage, leave coverage, and special events. Heavy overtime in July and August accounts for 37 percent of the year-to-date overrun but the monthly overrun has been declining since that peak activity during the summer months. Management continues to focus on controlling overtime through oversight, reporting, and process improvements like managing work crew size, ensuring event response is appropriate, limiting individual hours worked, and performing only essentially required work on overtime.

This overrun is offset by under runs in salaries and wages totaling \$16.0 million. Fringes are under budget by \$4.5 million due to lower than projected pension costs (\$3.3M), mostly due to the timing of the increased contributions to the Transit Employees Retirement Plan, and a surplus in FICA Expense (\$1.2M). Services, propulsion/diesel, and utilities are favorable year-to-date mainly due to favorable rates and lower Paratransit contract costs.

Table 1

<b>OPERATING BUDGET (\$ in Millions)</b>					
Q2	Q2-FY2012	Q2-FY2013		Variance FY13	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 190.9	\$ 195.4	\$ 210.6	\$ (15.3)	-7.2%
Expense	\$ 346.2	\$ 379.1	\$ 393.6	\$ 14.6	3.7%
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Cost Recovery	55.9%	54.5%	55.4%		



## Ridership

Table 2

### Year-to-Date Total Ridership (in thousands)

	FY2012	FY2013		Variance FY13	
	Actual	Actual	Budget	Prior Year	Budget
<b>Metrorail</b>	107,968	101,912	108,315	-5.6%	-5.9%
<b>Metrobus</b>	65,827	63,838	65,212	-3.0%	-2.1%
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<b>System Total</b>	<b>174,824</b>	<b>166,747</b>	<b>174,641</b>	<b>-4.6%</b>	<b>-4.5%</b>

As in the first quarter, overall ridership in the second quarter of FY2013 was below both actual FY2012 and FY2013 budget. The changes to the federal transit subsidy and the fare increase appear to be the source of much of this drop, but there were also two additional unexpected negative impacts in Q2. Hurricane Sandy at the end of October forced the entire system to close for almost two days, and December 24 (Christmas Eve) was declared a federal holiday, which was not anticipated in the FY2013 budget.

### **Metrorail**

Year-to-date through December, Metrorail ridership is 5.9 percent lower than forecasted and 5.6 percent lower than the same period last year, with a total of 6.4 million fewer trips than budgeted. Of that total, approximately 1.8 million trips, or 28 percent, were lost as a result of Hurricane Sandy and the Christmas Eve holiday. The timing of the Christmas holiday (on a Tuesday) also contributed to lower ridership in the week between Christmas and New Year's. The remaining reduction in ridership appears to be due primarily to:

- the combined impacts of the January 2012 changes to the federal transit benefit program (reducing the maximum benefit from \$230 to \$125 and requiring federal agencies to "claw back" unused transit benefits at the end of each month);
- the July fare increase, which particularly impacted off-peak ridership; and
- closures for track work, which have had an additional impact on weekend ridership.

### **Metrobus**

Metrobus ridership year-to-date is 2.1 percent lower than budget and 3.0 percent below the same period last year. Hurricane Sandy and the Christmas Eve holiday also impacted bus ridership, reducing total ridership by about one million trips, and customers also took additional vacation days preceding and following the holidays, as on rail.

More importantly, however, it has also been determined that there is a problem with a recent Cubic software update resulting in the understatement of bus ridership. Other local bus operators are experiencing the same issue, and Metro is working with the vendor and the other local operators to determine the extent of the problem



## Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2013

and the resolution. We believe this software update in September 2012 led to an under-reporting of bus ridership. Although FY2013 bus fare revenue to date is also understated, the cash impact due to the software problem is minimal since the stored values from the SmarTrip cards have been appropriately decremented commensurate with the bus fares, but have not been reclassified from deferred revenue to current year's revenue.

When confirmed, adjustments will be processed in March that could increase the total bus ridership through the second quarter of FY2013 by approximately 2 percent, with additional adjustments in January and February. These adjustments will bring bus ridership in line with FY2013 budgeted values.

### **MetroAccess**

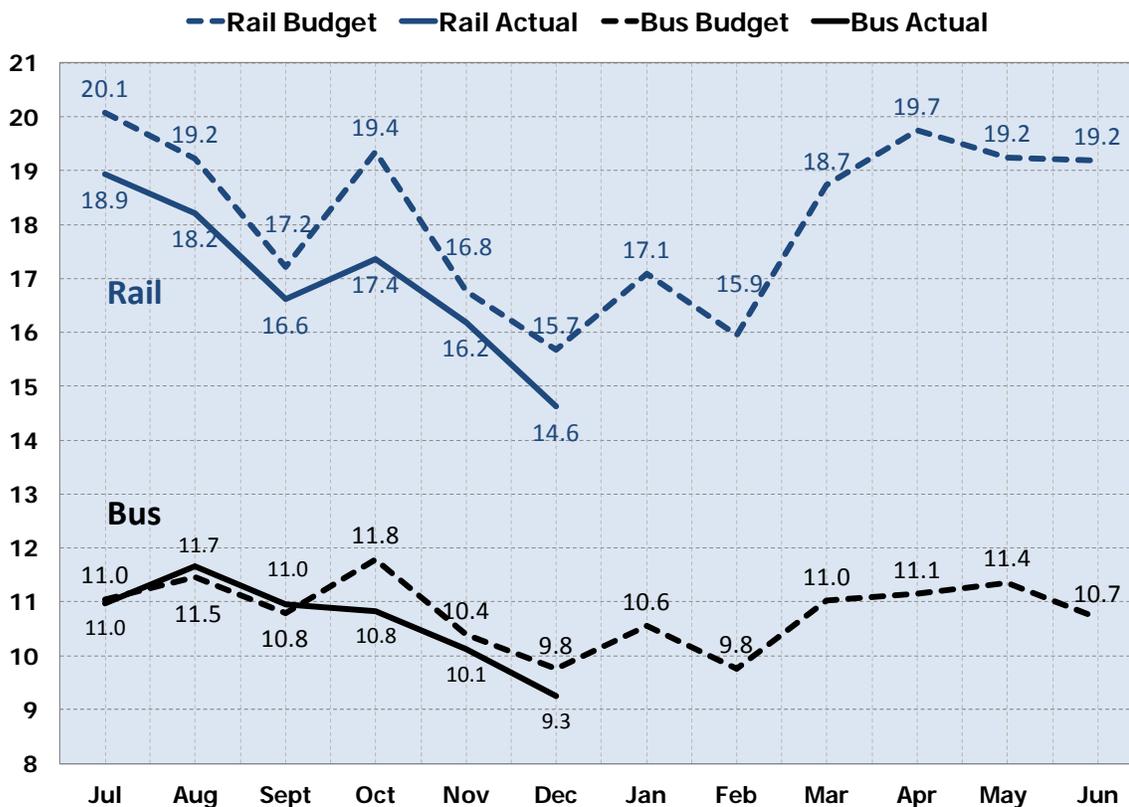
MetroAccess transported 33,000 fewer passengers year-to-date as compared to the same period in FY2012. This represents a 3.2 percent reduction from last year and is 117,000 fewer trips than forecasted. The ridership reduction is the result of ongoing demand management efforts (eligibility screening and travel training).

There is one additional consideration concerning future ridership. As part of the American Taxpayer Relief Act of 2012 that averted the "fiscal cliff," the cap on the federal transit benefit was raised to \$245 per month. Metro is working both internally and with external partners to raise awareness of this change, but it may take a few months for the change to be fully implemented and for riders to begin taking advantage of it. We expect to begin seeing a positive impact on ridership in the spring of 2013.



Table 3

Monthly Ridership for Rail and Bus (millions)



**Operating Revenue and Average Fares**

Year-to-date operating revenues of \$412.4 million are \$20.3 million or 4.7 percent below budget. Of that \$20.3 million, approximately \$6 million is due to Hurricane Sandy and the Federal Christmas Eve holiday. For the year, Metrorail revenues are \$15.2 million lower than budget. Metrobus is \$2.3 million lower than budget, and MetroAccess revenues are in line with budget. Parking revenue is below budget \$1.5 million or 6.4 percent, largely in line with the shortfall in Rail revenue. Other revenue sources are \$1.2 million below budget with positive variances for advertising revenue of \$1.0 million being outweighed by negative variances in joint development and other revenues.

Metro was able to accurately forecast the impact of the July 2013 fare increase on average fares. Average fares are essentially on plan for both Rail and Bus, while Access is exceeding the plan by 12 percent:

- Metrorail YTD average fare is \$2.88, an increase of \$0.01 (+0.3 percent) over the FY2013 budget annual value of \$2.87. The FY2012 average fare

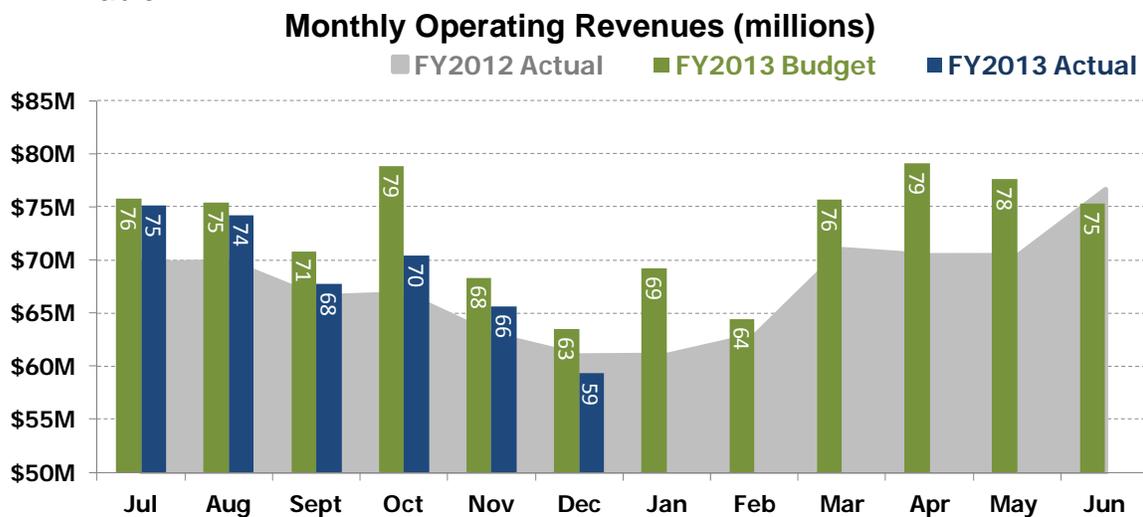


## Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2013

(covering the 12 months prior to the fare increase) was \$2.61.

- Metrobus YTD average fare is \$1.06, a reduction of \$0.01 (-1.0 percent) compared to the FY2013 budget annual value of \$1.07. The FY2012 average fare was \$1.01.
- Metro Access YTD average fare is \$3.91, an increase of \$0.41 (+12 percent) over the FY2013 annual budget value of \$3.50. Metro Access fares, which are indexed to the fixed-route fares, have increased as a result of the FY2013 fare increase.

Table 4





### **Operating Expenses**

Metro was \$25.2 million, or 3.2 percent, below budget in expenditure through the end of the second quarter, as shown in table 1.

#### ***Labor***

Total personnel expenses were under budget by \$7.8 million through the end of the second quarter. Overtime was over budget by \$12.7 million mainly in the departments of Transit Infrastructure and Engineering Services (TIES) and Rail Transportation (Rail). The primary contributor to overtime has been due to CMNT 2K, 3K and 5K maintenance, HVAC overhauls, midlife door inspections and friction brake maintenance, vacancy coverage, leave coverage, special events. Salary and wage expenses were under budget by \$16.0 million primarily due to vacancies in Rail, DGMO, MTPD, and IT. Fringe benefits were \$4.5 million under budget year-to-date due to lower than projected pension costs of \$3.3M, mostly due to timing of the increased contributions to the Transit Employees Retirement Plan, which were partially offset by FICA expense of (\$1.2M).

#### ***Non-Labor***

Year-to-date non-personnel expenses were under budget by \$17.4 million. Services were under budget by \$17.4 million mainly due to lower than projected utilization of paratransit services and delays in initiating service contracts. The MetroAccess service contract was \$6.7 million favorable to budget through the second quarter. Fuel & Propulsion and Utilities were under budget by \$7.9 million mainly due to lower than budgeted propulsion and utility rates. Part of this favorable performance was offset by Materials and Supplies, which was over budget by \$5.8 million due to overruns in Bus material usage (\$3.6M unfavorable) and higher than expected expenses in CMNT 2K, 3K and 5K maintenance. BUS and Accounting completed entries in December to capitalize BUS parts.



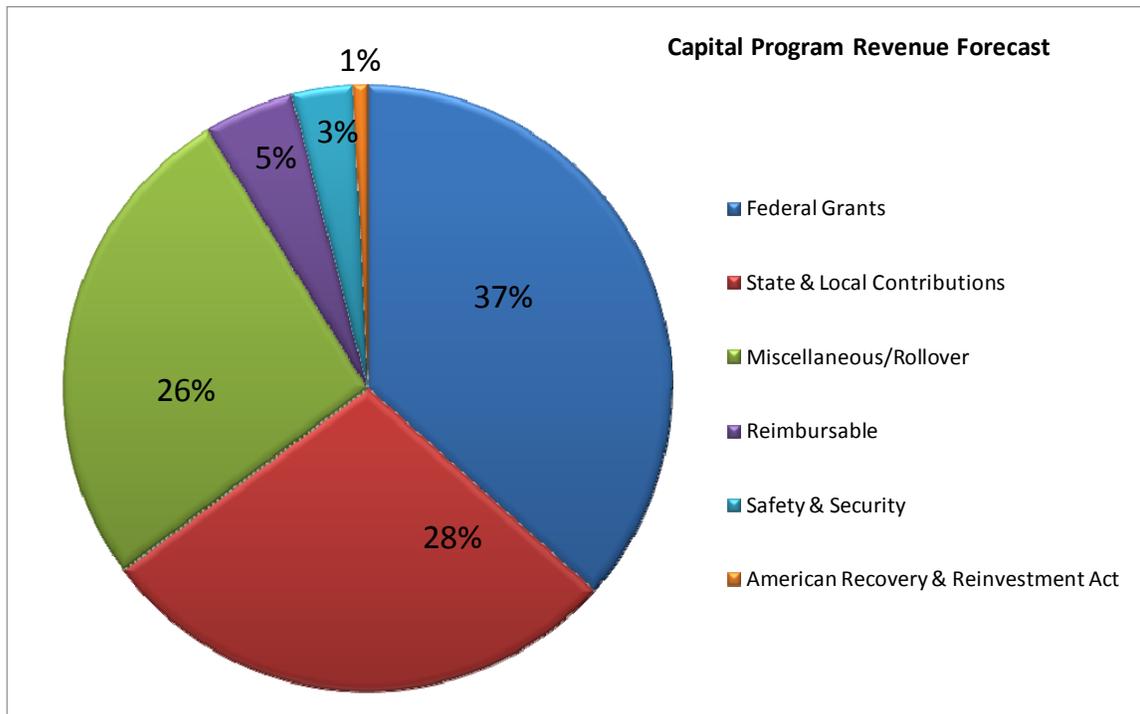
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**CAPITAL PROGRAM**

**Sources of Funds**

Budgeted sources of funds total for FY2013 is \$1,177 million. As of December 31, 2012, the amount awarded to Metro, including federal grants, totals \$481 million. Revenue received year-to-date is \$388 million, and represents available cash on hand. Total miscellaneous revenue consists of \$311 million from Metro Matters and Capital Improvement Program rollover, land sales, West Falls Church insurance settlement, and other Jurisdictional proceeds.

Capital Revenues		FY2013 Year to Date				
(dollars in millions)		Budget	Forecast	Awarded	Received to Date	To be Received
CIP	Federal Grants	\$ 431	\$ 431	\$ 4	\$ -	\$ 431
	State & Local Contributions	331	331	160	160	171
	Miscellaneous/Rollover	311	213	213	213	-
	<b>Subtotal</b>	<b>\$ 1,073</b>	<b>\$ 975</b>	<b>\$ 377</b>	<b>\$ 373</b>	<b>\$ 602</b>
	Security - Federal Grants	\$ 38	\$ 38	\$ 38	\$ -	\$ 38
	Reimbursable - State & Local Grants	57	57	57	13	44
	ARRA - Federal Grants	8	8	8	2	7
	<b>Subtotal</b>	<b>\$ 104</b>	<b>\$ 104</b>	<b>\$ 104</b>	<b>\$ 15</b>	<b>\$ 89</b>
	<b>Total</b>	<b>\$ 1,177</b>	<b>\$ 1,079</b>	<b>\$ 481</b>	<b>\$ 388</b>	<b>\$ 691</b>





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As of December 31, 2012, \$373 million of the Capital Improvement Program revenue in FY2013 has been received as compared to \$357 million received at this time in FY2012.

Capital Improvement Program Revenues (dollars in millions)	Year to Date Budget Variance				
	Budget	Forecast	Awarded	Received to Date	To be Received
December FY2012	\$ 1,042	\$ 917	\$ 363	\$ 357	\$ 560
December FY2013	\$ 1,073	\$ 975	\$ <b>377</b>	\$ <b>373</b>	\$ 602

**Uses of Funds**

The entire capital budget for FY2013 is \$1,177 million. As of December 31, 2012, capital spending was as follows: \$666 million, or 62 percent, had been obligated and \$376 million, or 35 percent, had been expended. The appendix includes budget and spending data for each capital project. Year-to-date the FY2013 Capital Improvement Program has spent ten percent more than the same period in FY2012.

Capital Spending (dollars in millions)	FY2013 Year to Date							
	Budget	Forecast	Obligated	Expended	Unexpended	% Obl.	% Exp.	
<b>Capital Improvement Program</b>								
Vehicles/Vehicles Parts	\$ 237	\$ 226	\$ 164	\$ 94	\$ 131	73%	42%	
Rail System Infrastructure Rehab	150	150	63	72	78	42%	48%	
Maintenance Facilities	190	144	82	31	122	57%	22%	
Systems and Technology	116	110	65	30	80	59%	27%	
Track and Structures	62	69	57	34	27	83%	50%	
Passenger Facilities	146	134	66	39	94	49%	29%	
Maintenance Equipment	139	110	55	31	78	50%	29%	
Other Facilities	29	30	20	7	20	67%	24%	
Project Management and Support	5	2	0	0	2	8%	7%	
Subtotal	\$ 1,073	\$ 975	\$ 572	\$ 341	\$ 634	59%	35%	
<b>Security Program</b>	\$ 39	\$ 39	\$ 39	\$ 11	\$ 28	100%	27%	
<b>Reimbursable Program</b>	\$ 57	\$ 57	\$ 48	\$ 23	\$ 33	85%	41%	
<b>ARRA Program</b>								
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0	\$ -	\$ 0	99%	0%	
Maintenance Facilities	0	0	0	0	0	69%	6%	
Passenger Facilities	4	4	4	0	4	96%	3%	
Safety and Security	0	0	0	-	0	90%	0%	
Maintenance and Repair Equipment	1	1	1	1	0	62%	97%	
Operations System	2	2	1	0	2	56%	9%	
Information Technology	0	0	0	(0)	0	92%	-5%	
Miscellaneous	0	0	0	0	(0)	60%	35%	
Subtotal	\$ 8	\$ 8	\$ 7	\$ 2	\$ 7	79%	21%	
<b>Total</b>	<b>\$ 1,177</b>	<b>\$ 1,079</b>	<b>\$ 666</b>	<b>\$ 376</b>	<b>\$ 702</b>	<b>62%</b>	<b>35%</b>	



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Capital Spending (dollars in millions)	Expenditure-Based Year to Date Budget Status						
	Budget	Forecast	Obligated	Expended	Unexpended	% Obl.	% Exp.
Capital Improvement Program FY2012	\$ 1,042	\$ 917	\$ 699	\$ 307	\$ 610	76%	33%
Capital Improvement Program FY2013	\$ 1,073	\$ 975	\$ 572	\$ 341	\$ 634	59%	35%

	Obligation-Based Budget Status						
	Budget	Forecast	Obligated	Expended	Unexpended	% Obl.	% Exp.
Safety & Security Projects	\$ 39	\$ 39	\$ 39	\$ 11	\$ 28	100%	27%
Reimbursable Projects	57	57	48	23	33	85%	41%
American Recovery & Reinvestment Act	8	8	7	2	7	79%	21%
<b>Total</b>	<b>\$ 104</b>	<b>\$ 104</b>	<b>\$ 94</b>	<b>\$ 36</b>	<b>\$ 68</b>	<b>90%</b>	<b>34%</b>

*Obligation-Based projects do not have annual budgets*

### Capital Project Highlights

#### **Vehicle/Vehicle Parts**

Metro currently has a fleet of approximately 1,500 buses. In order to ensure a modern operating fleet that operates within its useful life, Metro combines an aggressive and effective maintenance program and a bus replacement program that sets a target of approximately 100 buses for replacement each year. As of December 31, 2012, 37 of the 96 forty-foot Hybrid/Electric buses have been received and all are in service.

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 138 vehicles is scheduled for this fiscal year; Ford E-350 based Braun Para Transit Vans. As of December 31, 2012, all specifications are complete, the contract has been awarded, and a pilot vehicle has been designed and manufactured.

	Planned	Received	In Service	Comments
<b>Vehicles</b>				
FY2012 30-foot BRT Buses	51	51	51	Remaining 20 buses from FY2012 Plan are now in service
FY2013 40-foot BRT Buses	96	37	37	37 buses have been received and are in service
FY2013 MetroAccess Procurement	138	0	0	Initial deliveries expected in February 2013
<b>Total Vehicle Procurement</b>	<b>285</b>	<b>88</b>	<b>88</b>	

#### **Passenger Facilities**

Metro currently has 277 elevators and 589 escalators in its system, each with a 25-30 year useful life. In order to rehabilitate the oldest and poorest performing elevators and escalators, Metro has an aggressive maintenance program that includes the rehabilitation and modernization of 25 elevators and 54 escalators as well as the replacement of three escalators for FY2013. This will include code and safety upgrades and energy saving devices. As of December 31, 2012, two of the planned 25 elevators are in progress and four have been



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rehabilitated, modernized, and returned to service. Of the 54 planned escalators, 12 are in progress and 20 have been rehabilitated, modernized, and returned to service.

<b>Project</b>	<b>Planned</b>	<b>In Progress</b>	<b>Completed</b>	<b>Comments</b>
CIP0072 – Elevator Rehabilitation	25	2	4	
CIP0073 – Escalator Rehabilitation	54	12	20	

Metro currently has 86 stations in Virginia, Maryland, and the District of Columbia. Contract Maintenance Station Rehabilitation has an aggressive rehabilitation program that rehabilitates 24 stations each year on a rotating schedule performing 12 minor (mini) rehabilitations and 12 major (full) rehabilitations each year. The present enhancement cycle is 3.75 years per station which restores the appearance to its original character.

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 FY2013 station rehabilitation plan includes 12 mini stations and 12 full stations. As of December 31, 2012, one full station and five mini stations are in progress and six mini stations and five full stations were completed.

<b>CIP0087 – Station Rehabilitation Program</b>	<b>Planned</b>	<b>In Progress</b>	<b>Completed</b>	<b>Comments</b>
Mini Stations	12	5	6	
Full Stations	12	1	5	

***Track and Structures Maintenance***



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Red Line

- Track renewal, signal improvements, platform reconstruction, and fiber-optic cable installation between Fort Totten and Glenmont
- Track fastener and insulator renewal between Friendship Heights and Van Ness
- Platform reconstruction, signal upgrades, and cable installation between Takoma and Forest Glen

Blue and Orange Lines

- Platform reconstruction between Stadium-Armory and Cheverly (Orange)
- Work associated with the Silver Line extension project between East Falls Church and West Falls Church (Orange)
- Floating concrete slab repair beneath the rails between Stadium-Armory and Addison Road (Blue)

Green and Yellow Lines

- Track switch and tie replacement and fiber-optic cable installation between Archives and Waterfront (Green)
- Bridge work between Fort Totten and Archives and Fort Totten and Pentagon (Yellow)  
Construction associated with new track to test 7000-series railcars between Greenbelt and College Park (Green)

<b>Project</b>	<b>FY2013 Plan</b>	<b>Completed</b>
CIP0018 – Track Welding Program	1,000 open weld joints	Welded 326 open weld joints
CIP0019 – Track Floating Slab Rehabilitation	500 In ft of floating slabs	Retrofitted 465 In ft of floating slabs
CIP0020 – Rail Track Signage Replacement	1,500 "High Voltage" roadway safety signs	Replaced 422 "High Voltage" roadway safety signs
CIP0021 – Track Pad/Shock Absorber Rehabilitation	8,000 In ft of grout pads	Rehabilitated 6,102 In ft of grout pads
CIP0024 –Track Rehabilitation	40 miles of track 15,000 cross ties 20,000 fasteners 7,000 insulators 12.5 miles of running rail 14 Mainline turnouts	Tamped 15.08 miles of track Replaced 7,522 cross ties Replaced 14,403 fasteners Replaced 3,394 insulators Replaced 5.61 miles of running rail Replaced 6 turnouts
CIP0026 – Station Tunnel Leak Mitigation	2,150 leaks	Repaired 866 leaks
CIP0089 – Track Fasteners	7,000 direct fixation fasteners	Replaced 2,522 direct fixation fasteners
CIP0146 – Switch Replacement	32 yard switches	Replaced 6 yard switches



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**OUTSTANDING DEBT**

Metro's outstanding debt as of December 31, 2012 is \$305.4 million, as shown in the table below.

The Series 2003 bonds were issued to fund the Rail Construction program and are being repaid by semi-annual debt service payments from the jurisdictions. This annual debt service expense is reported as part of the operating budget and is always included on subsidy allocation tables.

The Series 2009A and 2009B bonds were issued to (i) pay off a portion 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. There are three lines of credit available to fund operating and capital cash flow needs. As of July 2012 availability on the lines of credit was reduced from \$200 million to \$150 million. Wachovia's and Bank of America's lines of credit were each reduced from \$85 million to \$63.75 million and U.S. Bank was reduced from \$30 million to \$22.5 million.

<b>December 31, 2012</b>			
<b>Debt Type</b> (dollars in millions)	<b>Outstanding Principal</b>	<b>Annual Debt Service</b>	<b>Maturity Date</b>
<b>Bond Series 2003</b>	<b>\$26.5</b>	<b>\$16.2</b>	<b>FY2015</b>
<b>Bond Series 2009A</b>	<b>\$223.9</b>	<b>\$18.7</b>	<b>FY2033</b>
<b>Bond Series 2009B</b>	<b>\$55.0</b>	<b>\$2.5</b>	<b>FY2035</b>
<b>Subtotal</b>	<b>\$305.4</b>	<b>\$37.4</b>	
<b>Wachovia LOC</b>	<b>\$0.0</b>	<b>Varies</b>	<b>Jun-13</b>
<b>Bank of America LOC</b>	<b>\$0.0</b>	<b>Varies</b>	<b>Jun-13</b>
<b>US Bank LOC</b>	<b>\$0.0</b>	<b>Varies</b>	<b>Jun-13</b>
<b>Subtotal</b>	<b>\$0.0</b>		
<b>Grand Total</b>	<b>\$305.4</b>		

Note: Annual debt service based on 1/1/2013 and 7/1/2013 payments due.



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**APPENDIX**

- Operating Financials (budget variance report, by mode)
- Capital expenditures and Reimbursable Projects
- American Recovery & Reinvestment Act (ARRA)
- Safety and Security Expenditures
- Jurisdictional Balances on Account
- Grant Activity

# Operating Financials

December-12  
FISCAL YEAR 2013

Dollars in Millions

## QUARTER-TO-DATE RESULTS:

## YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
<b>Passenger Revenue</b>										
\$134.6	\$138.1	\$149.3	(\$11.1)	-7%	Metrorail	\$281.0	\$293.8	\$309.0	(\$15.2)	-5%
32.0	32.2	34.1	(2.0)	-6%	Metrobus	65.7	67.9	70.1	(2.3)	-3%
1.6	1.9	1.9	0.0	1%	MetroAccess	3.9	3.9	3.9	0.0	0%
11.3	10.6	11.6	(1.0)	-9%	Parking	22.6	22.2	23.7	(1.5)	-6%
<b>\$179.5</b>	<b>\$182.8</b>	<b>\$196.9</b>	<b>(\$14.1)</b>	<b>-7%</b>	<b>subtotal</b>	<b>\$373.1</b>	<b>\$387.7</b>	<b>\$406.8</b>	<b>(\$19.0)</b>	<b>-5%</b>
<b>Non-Passenger Revenue</b>										
\$2.0	\$2.2	\$2.2	\$0.0	0%	D.C. Schools	\$3.3	\$3.5	\$3.5	\$0.0	0%
3.2	4.4	4.0	0.4	11%	Advertising	5.6	8.4	7.4	1.0	13%
1.7	1.1	2.0	(0.9)	-45%	Joint Dev/Property Rent	3.2	2.7	4.0	(1.3)	-33%
3.3	3.6	3.6	0.0	0%	Fiber Optic	7.2	7.3	7.2	0.0	0%
1.2	1.1	1.8	(0.6)	-37%	Other	4.6	2.7	3.5	(0.8)	-22%
0.0	0.0	0.1	(0.1)	-64%	Interest	0.0	0.0	0.2	(0.1)	-77%
0.0	0.0	0.0	0.0		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	
<b>\$11.4</b>	<b>\$12.5</b>	<b>\$13.7</b>	<b>(\$1.2)</b>	<b>-9%</b>	<b>subtotal</b>	<b>\$24.0</b>	<b>\$24.6</b>	<b>\$25.9</b>	<b>(\$1.2)</b>	<b>-5%</b>
<b>\$190.9</b>	<b>\$195.4</b>	<b>\$210.6</b>	<b>(\$15.3)</b>	<b>-7%</b>	<b>TOTAL REVENUE</b>	<b>\$397.1</b>	<b>\$412.4</b>	<b>\$432.6</b>	<b>(\$20.3)</b>	<b>-5%</b>
<b>EXPENSES:</b>										
\$157.5	\$168.8	\$176.5	\$7.6	4%	Salary/Wages	\$318.8	\$335.2	\$351.3	\$16.0	5%
\$20.5	\$18.4	\$14.9	(\$3.5)	-23%	Overtime	\$43.0	\$42.6	\$29.9	(\$12.7)	-43%
73.5	87.2	89.6	2.4	3%	Fringe Benefits	154.7	170.3	174.8	4.5	3%
45.1	46.8	53.7	6.8	13%	Services	86.2	90.7	108.1	17.4	16%
11.5	18.3	15.4	(2.9)	-19%	Supplies	29.7	36.5	30.7	(5.8)	-19%
21.5	20.9	24.3	3.4	14%	Power/Diesel/CNG	45.3	43.7	48.8	5.1	10%
7.8	8.6	10.4	1.8	17%	Utilities	15.8	17.1	19.9	2.8	14%
8.8	10.0	8.8	(1.2)	-14%	Insurance/Other	17.3	20.1	18.0	(2.1)	-12%
<b>\$346.2</b>	<b>\$379.1</b>	<b>\$393.6</b>	<b>\$14.5</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$710.8</b>	<b>\$756.2</b>	<b>\$781.4</b>	<b>\$25.2</b>	<b>3%</b>
<b>\$155.2</b>	<b>\$183.7</b>	<b>\$182.9</b>	<b>(\$0.8)</b>	<b>0%</b>	<b>SUBSIDY</b>	<b>\$313.7</b>	<b>\$343.8</b>	<b>\$348.8</b>	<b>\$5.0</b>	<b>1%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

55% 52% 54%

**COST RECOVERY RATIO**

56% 55% 55%

# RAIL

## Operating Financials

December-12  
FISCAL YEAR 2013

Dollars in Millions

### MONTHLY RESULTS:

### QUARTER-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
\$134.6	\$138.1	\$149.3	(\$11.1)	-7%	Passenger Fares	\$281.0	\$293.8	\$309.0	(\$15.2)	-5%
(0.1)	1.3	1.5	(0.2)	-11%	D.C. Schools	0.8	2.0	2.3	(0.3)	-14%
11.3	10.6	11.6	(1.0)	-9%	Parking	22.6	22.2	23.7	(1.5)	-6%
1.1	1.4	1.3	0.1	11%	Advertising	1.9	2.8	2.5	0.4	16%
1.7	1.1	2.0	(0.9)	-46%	Joint Dev/Property Rent	3.2	2.7	4.0	(1.3)	-33%
3.3	3.6	3.6	0.0	0%	Fiber Optic	7.2	7.3	7.2	0.0	0%
0.6	0.8	1.2	(0.4)	-32%	Other	3.6	1.8	2.4	(0.5)	-22%
0.0	0.0	0.0	0.0	296%	Interest	0.0	0.1	0.0	0.0	234%
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0	
<b>\$152.5</b>	<b>\$157.1</b>	<b>\$170.5</b>	<b>(\$13.4)</b>	<b>-8%</b>	<b>TOTAL REVENUE</b>	<b>\$320.1</b>	<b>\$332.7</b>	<b>\$351.1</b>	<b>(\$18.5)</b>	<b>-5%</b>
<b>EXPENSES:</b>										
\$94.1	\$102.7	\$107.8	\$5.1	5%	Salary/Wages	\$189.8	\$202.2	\$214.6	\$12.3	6%
\$12.6	\$10.3	\$7.2	(\$3.1)	-43%	Overtime	\$26.8	\$26.3	\$14.5	(\$11.8)	-81%
43.9	52.5	53.1	0.6	1%	Fringe Benefits	92.2	102.9	103.5	0.6	1%
14.1	16.3	18.8	2.5	13%	Services	25.4	22.8	37.4	14.7	39%
5.1	12.5	10.2	(2.3)	-23%	Supplies	17.8	24.0	20.3	(3.7)	-18%
13.0	12.5	13.8	1.3	10%	Power/Diesel/CNG	26.3	25.9	27.6	1.6	6%
6.3	6.6	8.1	1.5	18%	Utilities	13.1	13.7	15.9	2.2	14%
5.2	5.4	4.5	(0.9)	-21%	Insurance/Other	10.2	10.7	8.9	(1.8)	-20%
<b>\$194.4</b>	<b>\$218.9</b>	<b>\$223.5</b>	<b>\$4.6</b>	<b>2%</b>	<b>TOTAL EXPENSE</b>	<b>\$401.6</b>	<b>\$428.7</b>	<b>\$442.7</b>	<b>\$14.1</b>	<b>3%</b>
<b>\$41.8</b>	<b>\$61.8</b>	<b>\$53.0</b>	<b>(\$8.8)</b>	<b>-17%</b>	<b>SUBSIDY</b>	<b>\$81.4</b>	<b>\$96.0</b>	<b>\$91.6</b>	<b>(\$4.4)</b>	<b>-5%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

78%

72%

76%

**COST RECOVERY RATIO**

80%

78%

79%

**METROBUS**  
**Operating Financials**  
**December-12**  
**FISCAL YEAR 2013**  
Dollars in Millions

**MONTHLY RESULTS:**

**QUARTER-TO-DATE RESULTS:**

Prior Year Actual	Current Year		
	Actual	Budget	Variance

Prior Year Actual	Current Year		
	Actual	Budget	Variance

**REVENUES:**

\$32.0	\$32.2	\$34.1	(\$2.0)	-6%	Passenger Fares	\$65.7	\$67.9	\$70.1	(\$2.3)	-3%
2.1	0.9	0.8	0.2	22%	D.C. Schools	2.5	1.5	1.2	0.3	28%
2.1	2.9	2.6	0.3	11%	Advertising	3.8	5.6	5.0	0.6	12%
0.4	0.1	0.6	(0.4)	-75%	Other	0.9	0.6	1.2	(0.5)	-45%
(0.0)	(0.0)	0.1	(0.1)	-100%	Interest	0.0	(0.0)	0.2	(0.2)	-108%
0.0	0.0	0.0	0.0		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	
<b>\$36.7</b>	<b>\$36.2</b>	<b>\$38.2</b>	<b>(\$2.0)</b>	<b>-5%</b>	<b>TOTAL REVENUE</b>	<b>\$72.9</b>	<b>\$75.5</b>	<b>\$77.6</b>	<b>(\$2.1)</b>	<b>-3%</b>

**EXPENSES:**

\$62.5	\$65.0	\$67.3	\$2.3	3%	Salary/Wages	\$127.1	\$130.8	\$134.1	\$3.3	2%
\$7.9	\$8.1	\$7.7	(\$0.4)	-5%	Overtime	\$16.2	\$16.3	\$15.3	(\$0.9)	-6%
29.1	34.1	35.9	1.7	5%	Fringe Benefits	61.5	66.3	70.0	3.8	5%
7.0	8.7	9.4	0.7	7%	Services	12.4	13.9	18.6	4.7	25%
6.3	5.8	5.1	(0.6)	-12%	Supplies	11.8	12.4	10.2	(2.2)	-22%
8.4	8.4	10.5	2.1	20%	Power/Diesel/CNG	19.0	17.7	21.2	3.4	16%
1.5	2.0	2.3	0.3	15%	Utilities	2.7	3.4	4.0	0.6	16%
3.4	4.3	4.1	(0.2)	-5%	Insurance/Other	6.7	8.8	8.2	(0.6)	-7%
<b>\$126.2</b>	<b>\$136.4</b>	<b>\$142.3</b>	<b>\$6.0</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$257.5</b>	<b>\$269.6</b>	<b>\$281.7</b>	<b>\$12.1</b>	<b>4%</b>

<b>\$89.5</b>	<b>\$100.2</b>	<b>\$104.1</b>	<b>\$3.9</b>	<b>4%</b>	<b>SUBSIDY</b>	<b>\$184.6</b>	<b>\$194.1</b>	<b>\$204.1</b>	<b>\$10.0</b>	<b>5%</b>
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

29% 27% 27%

**COST RECOVERY RATIO**

28% 28% 28%

# REGIONAL BUS

## Operating Financials

December-12

FISCAL YEAR 2013

Dollars in Millions

### MONTHLY RESULTS:

### QUARTER-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$26.9	\$26.4	\$28.0	(\$1.6)	-6%	Passenger Fares	\$55.1	\$55.8	\$57.6	(\$1.9)	-3%	
2.1	0.9	0.8	0.2	22%	D.C. Schools	2.5	1.5	1.2	0.3	28%	
2.1	2.9	2.6	0.3	11%	Advertising	3.8	5.6	5.0	0.6	12%	
0.4	0.1	0.6	(0.4)	-75%	Other	0.9	0.6	1.2	(0.5)	-45%	
(0.0)	(0.0)	0.1	(0.1)	-100%	Interest	0.0	(0.0)	0.2	(0.2)	-108%	
0.0	0.0	0.0	0.0		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		
<b>\$31.5</b>	<b>\$30.4</b>	<b>\$32.1</b>	<b>(\$1.7)</b>	<b>-5%</b>	<b>TOTAL REVENUE</b>	<b>\$62.3</b>	<b>\$63.4</b>	<b>\$65.1</b>	<b>(\$1.7)</b>	<b>-3%</b>	
<b>EXPENSES:</b>											
\$51.9	\$53.6	\$55.6	\$1.9	3%	Salary/Wages	\$105.4	\$108.0	\$110.7	\$2.7	2%	
\$6.5	\$6.7	\$6.3	(\$0.3)	-5%	Overtime	\$13.5	\$13.4	\$12.7	(\$0.8)	-6%	
24.1	28.2	29.6	1.4	5%	Fringe Benefits	51.1	54.7	57.8	3.1	5%	
5.8	7.2	7.7	0.6	7%	Services	10.3	11.5	15.3	3.9	25%	
5.3	4.8	4.2	(0.5)	-12%	Supplies	9.8	10.3	8.4	(1.8)	-22%	
7.0	7.0	8.7	1.7	20%	Power/Diesel/CNG	15.7	14.6	17.5	2.8	16%	
1.2	1.6	1.9	0.3	15%	Utilities	2.3	2.8	3.3	0.5	16%	
2.8	3.6	3.4	(0.2)	-5%	Insurance/Other	5.6	7.3	6.8	(0.5)	-7%	
<b>\$104.7</b>	<b>\$112.5</b>	<b>\$117.4</b>	<b>\$4.9</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$213.6</b>	<b>\$222.5</b>	<b>\$232.5</b>	<b>\$10.0</b>	<b>4%</b>	
<b>\$73.2</b>	<b>\$82.1</b>	<b>\$85.3</b>	<b>\$3.2</b>	<b>4%</b>	<b>SUBSIDY</b>	<b>\$151.3</b>	<b>\$159.1</b>	<b>\$167.4</b>	<b>\$8.3</b>	<b>5%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

30% 27% 27%

**COST RECOVERY RATIO**

29% 29% 28%

# NON-REGIONAL BUS

## Operating Financials

December-12

FISCAL YEAR 2013

Dollars in Millions

### MONTHLY RESULTS:

### QUARTER-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$5.2	\$5.7	\$6.1	(\$0.4)	-6%	Passenger Fares	\$10.6	\$12.1	\$12.5	(\$0.4)	-3%	
.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0		
<b>\$5.2</b>	<b>\$5.7</b>	<b>\$6.1</b>	<b>(\$0.4)</b>	<b>-6%</b>	<b>TOTAL REVENUE</b>	<b>\$10.6</b>	<b>\$12.1</b>	<b>\$12.5</b>	<b>(\$0.4)</b>	<b>-3%</b>	
<b>EXPENSES:</b>											
\$10.7	\$11.4	\$11.8	\$0.4	3%	Salary/Wages	\$21.7	\$22.9	\$23.4	\$0.6	2%	
\$1.3	\$1.4	\$1.3	(\$0.1)	-5%	Overtime	\$2.8	\$2.8	\$2.7	(\$0.2)	-6%	
5.0	6.0	6.3	0.3	5%	Fringe Benefits	10.5	11.6	12.2	0.7	5%	
1.2	1.5	1.6	0.1	7%	Services	2.1	2.4	3.2	0.8	25%	
1.1	1.0	0.9	(0.1)	-12%	Supplies	2.0	2.2	1.8	(0.4)	-22%	
1.4	1.5	1.8	0.4	20%	Power/Diesel/CNG	3.2	3.1	3.7	0.6	16%	
0.2	0.3	0.4	0.1	15%	Utilities	0.5	0.6	0.7	0.1	16%	
.6	.8	.7	(.0)	-5%	Insurance/Other	1.1	1.5	1.4	(.1)	-7%	
<b>\$21.5</b>	<b>\$23.8</b>	<b>\$24.9</b>	<b>\$1.0</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$43.9</b>	<b>\$47.1</b>	<b>\$49.2</b>	<b>\$2.1</b>	<b>4%</b>	
<b>\$16.3</b>	<b>\$18.1</b>	<b>\$18.8</b>	<b>\$0.7</b>	<b>4%</b>	<b>SUBSIDY</b>	<b>\$33.3</b>	<b>\$35.0</b>	<b>\$36.7</b>	<b>\$1.7</b>	<b>5%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

24% 24% 24%

**COST RECOVERY RATIO**

24% 26% 25%

# METROACCESS

## Operating Financials

December-12

FISCAL YEAR 2013

Dollars in Millions

### MONTHLY RESULTS:

### QUARTER-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$1.6	\$1.9	\$1.9	\$0.0	1%	Passenger Fares	\$3.9	\$3.9	\$3.9	\$0.0	0%	
.1	.2	.0	.2		Other	.2	.3	.0	.3		
<b>\$1.7</b>	<b>\$2.1</b>	<b>\$1.9</b>	<b>\$0.2</b>	<b>10%</b>	<b>TOTAL REVENUE</b>	<b>\$4.1</b>	<b>\$4.2</b>	<b>\$3.9</b>	<b>\$0.3</b>	<b>7%</b>	
<b>EXPENSES:</b>											
\$0.9	\$1.1	\$1.3	\$0.2	16%	Salary/Wages	\$1.8	\$2.1	\$2.6	\$0.4	16%	
\$0.0	\$0.0	\$0.0	\$0.0	19%	Overtime	\$0.0	\$0.0	\$0.0	\$0.0	30%	
0.5	0.6	0.7	0.1	15%	Fringe Benefits	0.9	1.1	1.3	0.2	16%	
23.9	21.8	25.5	3.7	14%	Services	48.4	54.0	52.1	(1.9)	-4%	
0.1	0.0	0.1	0.0	50%	Supplies	0.2	0.1	0.2	0.1	46%	
0.0	0.0	0.0	(0.0)	-17%	Utilities	0.0	0.1	0.1	0.0	2%	
.2	.3	.2	(.1)	-55%	Insurance/Other	.3	.5	.8	.3	37%	
<b>\$25.6</b>	<b>\$23.8</b>	<b>\$27.7</b>	<b>\$3.9</b>	<b>14%</b>	<b>TOTAL EXPENSE</b>	<b>\$51.7</b>	<b>\$57.9</b>	<b>\$57.0</b>	<b>(\$0.9)</b>	<b>-2%</b>	
<b>\$23.9</b>	<b>\$21.7</b>	<b>\$25.8</b>	<b>\$4.1</b>	<b>16%</b>	<b>SUBSIDY</b>	<b>\$47.6</b>	<b>\$53.7</b>	<b>\$53.1</b>	<b>(\$0.6)</b>	<b>-1%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

7%

9%

7%

**COST RECOVERY RATIO**

8%

7%

7%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2013 - December 2012**  
Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<b>A. Vehicles/ Vehicle Parts</b>							
<b>Replacement of Rail Cars</b>							
CIP0057 1000 Series Rail Car Replacement	\$2,111.0	\$2,111.0	\$71.9	\$71.9	\$2,039.1	3.4%	3.4%
Subtotal	\$2,111.0	\$2,111.0	\$71.9	\$71.9	\$2,039.1	3.4%	3.4%
<b>Replacement of Buses</b>							
CIP0006 Bus Replacement	\$71,249.0	\$71,249.0	\$67,985.7	\$40,638.2	\$30,610.8	95.4%	57.0%
Subtotal	\$71,249.0	\$71,249.0	\$67,985.7	\$40,638.2	\$30,610.8	95.4%	57.0%
<b>Rehabilitation of Rail Cars</b>							
CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation	\$2,350.0	\$1,472.0	\$589.4	\$589.4	\$882.6	40.0%	40.0%
CIP0063 Rail Rehabilitation Program	19,722.0	\$19,722.0	13,530.7	9,800.6	9,921.4	68.6%	49.7%
CIP0064 1000 Series Rail Car HVAC Rehabilitation	541.0	\$448.0	226.2	225.8	222.2	50.5%	50.4%
CIP0067 Rail Car Safety & Reliability Enhancements	7,736.0	\$7,736.0	1,471.8	1,174.9	6,561.1	19.0%	15.2%
CIP0125 Rail Preventive Maintenance	55.0	\$55.0	0.0	0.0	55.0	0.0%	0.0%
CIP0142 Rail Lifecycle Overhaul	20,288.0	\$20,288.0	20,288.0	10,314.5	9,973.5	100.0%	50.8%
CIP0148 Repair of Damaged Railcars	7,810.0	\$1,128.0	68.4	68.4	1,059.6	6.1%	6.1%
Subtotal	\$58,502.0	\$50,849.0	\$36,174.5	\$22,173.7	\$28,675.3	71.1%	43.6%
<b>Rehabilitation of Buses</b>							
CIP0005 Bus Rehabilitation Program	\$31,089.0	\$30,862.3	\$23,172.5	\$14,657.6	\$16,204.6	75.1%	47.5%
CIP0008 Bus Repairables	12,292.0	\$12,292.0	6,531.6	4,100.3	8,191.7	53.1%	33.4%
CIP0137 Bus Preventive Maintenance	47.0	\$0.0	0.0	0.0	0.0	0.0%	0.0%
CIP0143 Bus Lifecycle Overhaul	10,446.0	\$10,446.0	10,446.0	5,312.5	5,133.5	100.0%	50.9%
Subtotal	\$53,874.0	\$53,600.3	\$40,150.2	\$24,070.4	\$29,529.9	74.9%	44.9%
<b>Replacement of MetroAccess Vehicles</b>							
CIP0015 MetroAccess Fleet Replacement	\$8,733.0	\$8,547.0	\$565.6	\$320.7	\$8,226.3	6.6%	3.8%
Subtotal	\$8,733.0	\$8,547.0	\$565.6	\$320.7	\$8,226.3	6.6%	3.8%
<b>Replacement of Service Vehicles</b>							
CIP0009 Service Vehicle Replacement	\$10,882.0	\$9,976.0	\$7,998.9	\$2,041.1	\$7,934.9	80.2%	20.5%
Subtotal	\$10,882.0	\$9,976.0	\$7,998.9	\$2,041.1	\$7,934.9	80.2%	20.5%
<b>Rail Car Fleet Expansion</b>							
CIP0062 6000 Series Rail Car Procurement	\$4,046.0	\$2,480.0	\$1,328.7	\$986.2	\$1,493.8	53.6%	39.8%
Subtotal	\$4,046.0	\$2,480.0	\$1,328.7	\$986.2	\$1,493.8	53.6%	39.8%
<b>Bus Enhancements</b>							
CIP0002 Automatic Vehicle Location Equipment Replacement	\$27,126.0	\$27,126.0	\$9,573.9	\$4,140.0	\$22,986.0	35.3%	15.3%
CIP0007 Bus Camera Installation	0.0	\$0.0	0.0	0.0	0.0	0.0%	0.0%
Subtotal	\$27,126.0	\$27,126.0	\$9,573.9	\$4,140.0	\$22,986.0	35.3%	15.3%
<b>Total: Vehicles/ Vehicle Parts</b>	<b>\$236,523.0</b>	<b>\$225,938.3</b>	<b>\$163,849.4</b>	<b>\$94,442.2</b>	<b>\$131,496.0</b>	<b>72.5%</b>	<b>41.8%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2013 - December 2012**  
Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<b><i>B. Rail System Infrastructure Rehabilitation</i></b>							
<b><i>Rail Line Segment Rehabilitation</i></b>							
CIP0107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$86,523.0	\$86,523.0	\$46,277.3	\$48,379.9	\$38,143.1	53.5%	55.9%
CIP0108 Rail Rehabilitation Tier 1: Dupont to Grosvenor	440.0	\$440.0	2.5	2.5	437.5	0.6%	0.6%
CIP0110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	63,242.0	\$63,242.0	16,798.2	24,075.8	39,166.2	26.6%	38.1%
Subtotal	\$150,205.0	\$150,205.0	\$63,078.0	\$72,458.1	\$77,746.9	42.0%	48.2%
<b>Total: Rail System Infrastructure Rehabilitation</b>	<b>\$150,205.0</b>	<b>\$150,205.0</b>	<b>\$63,078.0</b>	<b>\$72,458.1</b>	<b>\$77,746.9</b>	<b>42.0%</b>	<b>48.2%</b>
<b><i>C. Maintenance Facilities</i></b>							
<b><i>Rehabilitation and Replacement of Bus Garages</i></b>							
CIP0084 Southern Avenue Bus Garage Replacement	\$28,892.0	\$8,873.0	\$359.9	\$248.0	\$8,625.0	4.1%	2.8%
CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)	26,145.0	\$6,980.0	587.4	509.6	6,470.4	8.4%	7.3%
CIP0086 Shepherd Parkway Bus Facility	4,856.0	\$4,856.0	921.8	827.0	4,029.0	19.0%	17.0%
Subtotal	\$59,893.0	\$20,709.0	\$1,869.1	\$1,584.6	\$19,124.4	9.0%	7.7%
<b><i>Maintenance of Bus Garages</i></b>							
CIP0119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$32,341.0	\$32,341.0	\$10,801.9	\$9,239.1	\$23,101.9	33.4%	28.6%
Subtotal	\$32,341.0	\$32,341.0	\$10,801.9	\$9,239.1	\$23,101.9	33.4%	28.6%
<b><i>Maintenance of Rail Yards</i></b>							
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$18,157.0	\$18,157.0	\$15,797.1	\$7,902.8	\$10,254.2	87.0%	43.5%
Subtotal	\$18,157.0	\$18,157.0	\$15,797.1	\$7,902.8	\$10,254.2	87.0%	43.5%
<b><i>Rail Maintenance Facilities</i></b>							
CIP0071 Test Track & Commissioning Facility	\$41,686.0	\$41,686.0	\$40,486.1	\$4,665.0	\$37,021.0	97.1%	11.2%
Subtotal	\$41,686.0	\$41,686.0	\$40,486.1	\$4,665.0	\$37,021.0	97.1%	11.2%
<b><i>Environmental Compliance Projects</i></b>							
CIP0010 Environmental Compliance Projects	\$2,034.0	\$2,034.0	\$721.9	\$514.4	\$1,519.6	35.5%	25.3%
CIP0011 Underground Storage Tank Replacement	3,602.0	\$3,602.0	3,064.6	2,459.9	1,142.1	85.1%	68.3%
Subtotal	\$5,636.0	\$5,636.0	\$3,786.5	\$2,974.3	\$2,661.7	67.2%	52.8%
<b><i>Maintenance Bus and Rail Facilities</i></b>							
CIP0126 Financial Planning, Project Admin., and System Wide Infra. Upgrades	\$1,570.0	\$1,438.0	\$413.8	\$262.2	\$1,175.8	28.8%	18.2%
CIP0127 Support Equipment - MTPD	1,289.0	\$1,289.0	140.2	133.8	1,155.2	10.9%	10.4%
CIP0145 Rail Yard Hardening and Bus Security	19,760.0	\$13,348.0	5,924.3	3,793.1	9,554.9	44.4%	28.4%
CIP0155 Rehab Backlick Road Facility	440.0	\$440.0	7.5	7.5	432.5	1.7%	1.7%
Subtotal	\$23,059.0	\$16,515.0	\$6,485.8	\$4,196.6	\$12,318.4	39.3%	25.4%
<b><i>Expansion of Bus Garages</i></b>							
CIP0038 Bus Garage Capacity Enhancements	\$526.0	\$0.0	\$19.5	\$19.5	(\$19.5)	0.0%	0.0%
CIP0078 Bladensburg Shop Reconfiguration	8,747.0	\$8,747.0	2,262.7	759.2	7,987.8	25.9%	8.7%
Subtotal	\$9,273.0	\$8,747.0	\$2,282.2	\$778.7	\$7,968.3	26.1%	8.9%
<b>Total: Maintenance Facilities</b>	<b>\$190,045.0</b>	<b>\$143,791.0</b>	<b>\$81,508.6</b>	<b>\$31,341.0</b>	<b>\$112,450.0</b>	<b>56.7%</b>	<b>21.8%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2013 - December 2012**  
Dollars in Thousands

<b>Capital Improvement Program*</b>	<b>Budget Authority*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended (Forecast)</b>	<b>Obligation % (Forecast)</b>	<b>Expend % (Forecast)</b>
<b><i>D. Systems and Technology</i></b>							
<b><i>Power System Upgrades - Rail</i></b>							
CIP0077 8-Car Train Power Upgrades	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	0.0%
CIP0076 100 % 8-Car Train - Power Upgrades	880.0	880.0	121.3	0.0	880.0	13.8%	0.0%
Subtotal	880.0	880.0	121.3	\$0.0	880.0	13.8%	0.0%
<b><i>Operations Support Software</i></b>							
CIP0042 Bus & Rail Asset Management Software	\$4,705.0	\$4,235.0	\$3,558.5	\$1,144.1	\$3,090.9	84.0%	27.0%
CIP0043 Bus Operations Support Software	2,553.0	\$2,553.0	1,609.5	860.5	1,692.5	63.0%	33.7%
CIP0044 Customer & Regional Integration	7,214.0	\$4,651.0	4,502.7	2,152.0	2,499.0	96.8%	46.3%
CIP0045 Data Centers and Infrastructures	1,699.0	\$4,188.0	1,699.0	1,053.9	3,134.1	40.6%	25.2%
CIP0047 Enterprise Geographic Information System	3,873.0	\$2,776.0	1,751.6	886.7	1,889.3	63.1%	31.9%
CIP0051 Police Dispatch and Records Management	3,272.0	\$3,272.0	677.3	181.7	3,090.3	20.7%	5.6%
CIP0052 Network and Communications	4,955.0	\$4,594.0	3,462.9	2,058.6	2,535.4	75.4%	44.8%
CIP0053 Network Operations Center (NOC)	1,210.0	\$1,209.0	635.4	265.6	943.4	52.6%	22.0%
CIP0056 Rail Operations Support Software	4,876.0	\$4,876.0	3,053.4	1,072.7	3,803.3	62.6%	22.0%
CIP0128 Data Governance and Business Intelligence	2,610.0	\$2,240.0	1,259.0	640.6	1,599.4	56.2%	28.6%
CIP0140 Rail Mileage Based Asset Management	4,276.0	\$4,276.0	3,020.8	2,258.3	2,017.7	70.6%	52.8%
CIP0149 Transit Asset Management	2,700.0	\$2,430.0	565.8	565.8	1,864.2	23.3%	23.3%
Subtotal	\$43,943.0	\$41,300.0	\$25,796.0	\$13,140.5	\$28,159.5	62.5%	31.8%
<b><i>Business Support Software &amp; Equipment</i></b>							
CIP0030 Currency Processing Machines	\$751.0	\$751.0	\$306.5	\$221.3	\$529.7	40.8%	29.5%
CIP0046 Document Management System	2,402.0	\$2,902.0	2,095.8	778.4	2,123.6	72.2%	26.8%
CIP0048 Sensitive Data Protection Technology	4,695.0	\$4,695.0	4,695.0	2,246.2	2,448.8	100.0%	47.8%
CIP0049 Management Support Software	20,538.0	\$19,477.0	9,830.7	3,899.8	15,577.2	50.5%	20.0%
CIP0050 Metro IT OneStop and Office Automation	2,874.0	\$2,874.0	2,126.3	1,852.6	1,021.4	74.0%	64.5%
CIP0054 Customer Electronic Communications & Outreach	4,195.0	\$4,195.0	2,069.3	1,291.3	2,903.7	49.3%	30.8%
CIP0103 Police Portable Radio Replacement	808.0	\$808.0	3.9	0.0	808.0	0.5%	0.0%
CIP0147 Electronic Countermeasures	68.0	\$68.0	0.0	0.0	68.0	0.0%	0.0%
CIP0195 Radio Project - Add'l Coverage	5,280.0	\$5,280.0	357.7	357.7	4,922.3	6.8%	6.8%
CIP0196 Safety Measurement System	2,904.0	\$2,904.0	835.8	835.8	2,068.2	28.8%	28.8%
Subtotal	\$44,515.0	\$43,954.0	\$22,321.1	\$11,483.1	\$32,470.9	50.8%	26.1%
<b><i>Rail Fare Equipment</i></b>							
CIP0031 Debit/Credit Processing Requirements	\$620.0	\$332.0	\$121.7	\$86.7	\$245.3	36.6%	26.1%
CIP0032 Fare Media Encoders	913.0	\$5.0	0.0	0.0	5.0	0.0%	0.0%
CIP0091 Automatic Fare Collection Machines	1,029.0	\$0.0	0.9	0.9	(0.9)	0.0%	0.0%
CIP0092 Ethernet Wiring for Rail Fare Machines	4,514.0	\$4,514.0	4,154.1	955.0	3,559.0	92.0%	21.2%
CIP0093 Integrating regional NEXTFARE System	8,192.0	\$8,192.0	6,065.2	2,800.7	5,391.3	74.0%	34.2%
CIP0094 Improvements to Coin Collection Machines	2,748.0	\$2,748.0	2,472.7	526.7	2,221.3	90.0%	19.2%
CIP0097 Open Bankcard and Automatic Fare Collection Systems	8,560.0	\$8,560.0	3,960.5	1,386.1	7,173.9	46.3%	16.2%
Subtotal	\$26,576.0	\$24,351.0	\$16,775.1	\$5,756.1	\$18,594.9	68.9%	23.6%
<b>Total: Systems and Technology</b>	<b>\$115,914.0</b>	<b>\$110,485.0</b>	<b>\$65,013.4</b>	<b>\$30,379.7</b>	<b>\$80,105.3</b>	<b>58.8%</b>	<b>27.5%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2013 - December 2012**  
Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<b><i>E. Track and Structures</i></b>							
<b><i>Track Rehabilitation</i></b>							
CIP0018 Track Welding Program	\$2,627.0	\$2,627.0	\$2,580.2	\$1,584.2	\$1,042.8	98.2%	60.3%
CIP0019 Track Floating Slab Rehabilitation	1,023.0	\$1,023.0	1,023.0	956.3	66.7	100.0%	93.5%
CIP0021 Track Pad/Shock Absorber Rehabilitation	1,889.0	\$1,889.0	1,889.0	1,703.4	185.6	100.0%	90.2%
CIP0022 Track Structural Rehabilitation	2,393.0	\$2,393.0	2,393.0	1,219.4	1,173.6	100.0%	51.0%
CIP0023 Third Rail Rehabilitation	7,755.0	\$7,755.0	4,110.2	1,243.2	6,511.8	53.0%	16.0%
CIP0024 Track Rehabilitation	36,181.0	\$43,181.0	35,363.8	23,685.4	19,495.6	81.9%	54.9%
CIP0089 Track Fasteners	1,857.0	\$1,857.0	1,803.5	575.9	1,281.1	97.1%	31.0%
CIP0141 Cheverly Abutment	81.0	\$81.0	81.0	138.5	(57.5)	100.0%	171.0%
CIP0146 Mainline #8 Switch Replacement Program	5,198.0	\$5,198.0	5,112.2	1,557.1	3,640.9	98.3%	30.0%
Subtotal	\$59,004.0	\$66,004.0	\$54,355.8	\$32,663.3	\$33,340.7	82.4%	49.5%
<b><i>Station/Tunnel Rehabilitation</i></b>							
CIP0026 Station/Tunnel Leak Mitigation	\$2,721.0	\$2,721.0	\$2,721.0	\$1,693.7	\$1,027.3	100.0%	62.2%
Subtotal	\$2,721.0	\$2,721.0	\$2,721.0	\$1,693.7	\$1,027.3	100.0%	62.2%
<b>Total: Track and Structures</b>	<b>\$61,725.0</b>	<b>\$68,725.0</b>	<b>\$57,076.8</b>	<b>\$34,357.0</b>	<b>\$34,368.0</b>	<b>83.1%</b>	<b>50.0%</b>
<b><i>F. Passenger Facilities</i></b>							
<b><i>Elevator/Escalator Facilities</i></b>							
CIP0072 Elevator Rehabilitation	\$3,895.0	\$3,312.0	\$3,895.0	\$4,376.4	(\$1,064.4)	117.6%	132.1%
CIP0073 Escalator Rehabilitation	14,326.0	\$13,972.0	2,558.6	5,999.4	7,972.6	18.3%	42.9%
CIP0132 Elevator/Escalator Repairables	8,431.0	\$7,932.0	6,227.3	3,051.2	4,880.8	78.5%	38.5%
CIP0185 Escalator Replacement	3,080.0	\$3,080.0	1,112.4	1,112.4	1,967.6	36.1%	36.1%
Subtotal	\$29,732.0	\$28,296.0	\$13,793.4	\$14,539.4	\$13,756.6	48.7%	51.4%
<b><i>Maintenance of Rail Station Facilities</i></b>							
CIP0087 Station Rehabilitation Program	\$10,012.0	\$10,012.0	\$6,232.8	\$4,121.7	\$5,890.3	62.3%	41.2%
CIP0138 System-wide Infrastructure Rehabilitation	65,169.0	\$56,126.0	32,950.9	15,221.1	40,904.9	58.7%	27.1%
CIP0150 Fire Systems	5,253.0	\$5,155.0	3,224.3	433.7	4,721.3	62.5%	8.4%
CIP0151 Station Cooling Program	5,051.0	\$5,051.0	3,281.5	848.0	4,203.0	65.0%	16.8%
CIP0152 Parking Garage Rehabilitation	2,006.0	\$2,006.0	903.5	501.4	1,504.6	45.0%	25.0%
CIP0153 Accessible Station Signage	722.0	\$722.0	0.0	0.0	722.0	0.0%	0.0%
CIP0198 Concrete Stairs	2,000.0	\$2,000.0	166.5	166.5	1,833.5	8.3%	8.3%
CIP0199 Station & ROW Improvements	5,527.0	\$5,527.0	409.6	409.6	5,117.4	7.4%	7.4%
CIP0200 Breakers & Relay Electric Power	2,000.0	\$2,000.0	0.0	0.0	2,000.0	0.0%	0.0%
CIP0201 Design for facility for 8 car trains	3,000.0	\$3,000.0	9.3	9.3	2,990.7	0.3%	0.3%
Subtotal	\$100,740.0	\$91,599.0	\$47,178.4	\$21,711.2	\$69,887.8	51.5%	23.7%
<b><i>Bicycle &amp; Pedestrian Facilities</i></b>							
CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$2,932.0	\$2,646.0	\$1,198.9	\$436.8	\$2,209.2	45.3%	16.5%
CIP0036 Replacement of Bicycle Racks & Lockers	527.0	\$514.0	0.9	0.9	513.1	0.2%	0.2%
Subtotal	\$3,459.0	\$3,160.0	\$1,199.8	\$437.7	\$2,722.3	38.0%	13.9%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
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Dollars in Thousands

<b>Capital Improvement Program*</b>	<b>Budget Authority*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended (Forecast)</b>	<b>Obligation % (Forecast)</b>	<b>Expend % (Forecast)</b>
<b><i>Rail Station: Capacity/Enhancements</i></b>							
CIP0039 Core & System Capacity Project Development	\$2,909.0	\$2,048.0	\$1,355.9	\$948.3	\$1,099.7	66.2%	46.3%
CIP0074 Installation of Parking Lot Credit Card Readers	1,061.0	\$1,261.0	56.6	50.1	1,210.9	4.5%	4.0%
Subtotal	\$3,970.0	\$3,309.0	\$1,412.5	\$998.4	\$2,310.6	42.7%	30.2%
<b><i>Bus Priority Corridor Improvements</i></b>							
CIP0037 Bus Priority Corridor Network Enhancements	\$7,831.0	\$6,701.0	\$1,823.2	\$1,264.5	\$5,436.5	27.2%	18.9%
Subtotal	\$7,831.0	\$6,701.0	\$1,823.2	\$1,264.5	\$5,436.5	27.2%	18.9%
<b><i>Rail Station Equipment</i></b>							
CIP0099 Police Emergency Management Equipment	\$475.0	\$475.0	\$254.1	\$214.5	\$260.5	53.5%	45.2%
Subtotal	\$475.0	\$475.0	\$254.1	\$214.5	\$260.5	53.5%	45.2%
<b>Total: Passenger Facilities</b>	<b>\$146,207.0</b>	<b>\$133,540.0</b>	<b>\$65,661.4</b>	<b>\$39,165.7</b>	<b>\$94,374.3</b>	<b>49.2%</b>	<b>29.3%</b>
<b><i>G. Maintenance Equipment</i></b>							
<b><i>Rail Maintenance Equipment</i></b>							
CIP0020 Replacement of Rail Track Signage	\$722.0	\$722.0	\$722.0	\$385.9	\$336.1	100.0%	53.4%
CIP0025 Track Maintenance Equipment	39,252.0	\$27,818.0	16,294.3	7,030.4	20,787.6	58.6%	25.3%
CIP0027 Switch Machine Rehabilitation Project	1,672.0	\$1,022.0	903.6	471.0	551.0	88.4%	46.1%
CIP0065 Geometry Vehicle	6,664.0	\$6,664.0	0.0	159.1	6,504.9	0.0%	2.4%
CIP0066 Rail Shop Repair Equipment	6,743.0	\$6,743.0	625.3	148.6	6,594.4	9.3%	2.2%
CIP0133 Wayside Work Equipment	2,877.0	\$2,877.0	1,309.7	1,304.9	1,572.1	45.5%	45.4%
CIP0135 Train Control Signal	4,448.0	\$3,212.0	936.9	480.3	2,731.7	29.2%	15.0%
CIP0136 FCC Radio Frequency Communication Changes	7,125.0	\$490.0	245.6	242.8	247.2	50.1%	49.6%
CIP0139 NTSB Recommendations	58,868.0	\$51,153.0	33,182.6	20,203.4	30,949.6	64.9%	39.5%
Subtotal	\$128,371.0	\$100,701.0	\$54,220.1	\$30,426.4	\$70,274.6	53.8%	30.2%
<b><i>Bus Repair Equipment</i></b>							
CIP0004 Bus Repair Equipment	\$4,547.0	\$3,547.0	\$1,370.7	\$678.0	\$2,869.0	38.6%	19.1%
Subtotal	\$4,547.0	\$3,547.0	\$1,370.7	\$678.0	\$2,869.0	38.6%	19.1%
<b><i>Business Facilities Equipment</i></b>							
CIP0028 Materials Handling Equipment	\$219.0	\$219.0	\$109.6	\$29.4	\$189.6	50.0%	13.4%
CIP0029 Warehouse Vertical Storage Units/Shelving	5,370.0	\$5,370.0	857.4	221.9	5,148.1	16.0%	4.1%
Subtotal	\$5,589.0	\$5,589.0	\$967.0	\$251.3	\$5,337.7	17.3%	4.5%
<b>Total: Maintenance Equipment</b>	<b>\$138,507.0</b>	<b>\$109,837.0</b>	<b>\$56,557.7</b>	<b>\$31,355.7</b>	<b>\$78,481.3</b>	<b>51.5%</b>	<b>28.5%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2013 - December 2012**  
Dollars in Thousands

<b>Capital Improvement Program*</b>	<b>Budget Authority*</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended (Forecast)</b>	<b>Obligation % (Forecast)</b>	<b>Expend % (Forecast)</b>
<b><i>H. Other Facilities</i></b>							
<b><i>Business Support Facilities</i></b>							
CIP0033 Replacement of Revenue Facility Equipment	\$1,071.0	\$194.0	\$25.9	\$2.5	\$191.5	13.3%	1.3%
CIP0034 Revenue Collection Facility (RCF) Building Expansion	1,100.0	\$1,100.0	583.4	170.4	929.6	53.0%	15.5%
CIP0080 Jackson Graham Building Renovation	5,630.0	\$5,630.0	5,630.0	4,436.7	1,193.3	100.0%	78.8%
CIP0144 Bus Operations Control Center	265.0	\$0.0	0.0	0.0	0.0	0.0%	0.0%
CIP0197 Non-Revenue Facilities	\$704.0	\$704.0	191.1	191.1	512.9	27.1%	27.1%
Subtotal	\$8,770.0	\$7,628.0	\$6,430.4	\$4,800.6	\$2,827.4	84.3%	62.9%
<b><i>MTPD Support Facilities</i></b>							
CIP0101 Police Substation- New District 2/Training Facility	\$14,560.0	\$13,213.0	\$12,266.6	\$2,127.7	\$11,085.3	92.8%	16.1%
CIP0106 Special Operations Division Facility	5,897.0	\$8,897.0	1,374.2	75.6	8,821.4	15.4%	0.8%
Subtotal	\$20,457.0	\$22,110.0	\$13,640.9	\$2,203.3	\$19,906.7	61.7%	10.0%
<b>Total: Other Facilities</b>	<b>\$29,227.0</b>	<b>\$29,738.0</b>	<b>\$20,071.2</b>	<b>\$7,004.0</b>	<b>\$22,734.0</b>	<b>67.5%</b>	<b>23.6%</b>
<b><i>I. Project Management and Support</i></b>							
<b><i>Credit Facility</i></b>							
CIP0131 Credit Facility	\$5,059.0	\$2,325.0	\$174.8	\$174.8	\$2,150.2	7.5%	7.5%
Subtotal	\$5,059.0	\$2,325.0	\$174.8	\$174.8	\$2,150.2	7.5%	7.5%
<b>Total: Project Management and Support</b>	<b>\$5,059.0</b>	<b>\$2,325.0</b>	<b>\$174.8</b>	<b>\$174.8</b>	<b>\$2,150.2</b>	<b>7.5%</b>	<b>7.5%</b>
<b>Grand Total: Capital Improvement Program</b>	<b>\$1,073,412.0</b>	<b>\$974,584.3</b>	<b>\$572,991.4</b>	<b>\$340,678.2</b>	<b>\$633,906.0</b>	<b>58.8%</b>	<b>35.0%</b>

**\*NOTE: Included in these expenditures are those that were originally scheduled to occur in FY2012 but were not executed by the end of the fiscal year. The total budget authority for FY2013, defined as the \$801.6 million Board approved budget and the \$271.7 million unexpended at the end of FY2012 is \$1.073 billion.**

**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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Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un-Expended	Obligation %	Expend %	
<b><u>District of Columbia</u></b>									
CRB0001	Anacostia Light Rail Demonstration	\$17,960.8	\$17,037.1	\$15,887.6	\$141.9	\$16,029.5	\$1,931.2	94.9%	89.2%
CRB0002	DC Downtown Circulator Buses	21,450.0	17,725.1	17,643.7		17,643.7	3,806.3	82.6%	82.3%
CRB0003	New York Ave. Metrorail Station	109,950.0	109,631.9	109,622.9		109,622.9	327.1	99.7%	99.7%
CRB0004	Southeast Bus Garage Replacement	67,530.8	54,371.9	46,048.0	2,202.7	48,250.7	19,280.1	80.5%	71.4%
CRB0005	Project Development	10,784.8	9,581.2	8,168.5	559.6	8,728.0	2,056.8	88.8%	80.9%
CRB0027	Brentwood Rail Yard Expansion	2,390.3	2,390.3	2,339.0		2,339.0	51.3	100.0%	97.9%
CRB0031	DC Convention Center	29,901.9	29,901.9	29,822.1		29,822.1	79.9	100.0%	99.7%
CRB0036	Navy Yard Station Modification	19,585.4	19,504.9	19,499.1		19,499.1	86.3	99.6%	99.6%
CRB0045	DC Real Time Sign Bus Shelters	190.0	51.3	51.3		51.3	138.7	27.0%	27.0%
CRB0047	DC Student SmartTrip Pass	390.0	390.0	13.4		13.4	376.6	100.0%	3.4%
CRB0049	Union Row: U Str/Cardozo Station	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CRB0052	U St Stat 14 St Bus Access Imp	500.0	500.0	500.0		500.0	0.0	100.0%	100.0%
CRB0056	Yellow Line Extension	1,500.0	914.1	609.1		609.1	890.9	60.9%	40.6%
CRB0073	Dupont Circle Artwork	112.0	111.7	111.7		111.7	0.3	99.7%	99.7%
CRB0078	Minnesota Avenue Public Hearing	50.0	50.0	20.4		20.4	29.6	100.0%	40.8%
CRB0096	DC Station Name Changes	219.3	219.3	218.6		218.6	0.7	100.0%	99.7%
CRB0100	Georgetown Streetscape	1,455.0	1,454.9	1,411.9		1,411.9	43.1	100.0%	97.0%
CRB0107	MCI Arena	18,384.4	18,384.4	18,096.4		18,096.4	288.1	100.0%	98.4%
CRB0119	DC Station Trailblazer Signs	130.8	123.9	94.0		94.0	36.7	94.7%	71.9%
CRB0121	Connecticut Avenue Streetscape	30.0	30.0				30.0	100.0%	
CRB0122	Union Station Metrorail Access and Capacity I	2,550.0					2,550.0		
	DC Uncommitted Funds	448.6					448.6		
<b>District of Columbia Total</b>		<b>\$307,014.2</b>	<b>\$283,382.7</b>	<b>\$271,166.3</b>	<b>\$2,904.2</b>	<b>\$274,070.5</b>	<b>\$32,943.7</b>	<b>92.3%</b>	<b>89.3%</b>
<b><u>Maryland</u></b>									
<b>Montgomery County</b>									
CRB0006	Glenmont Parking Facility Design Work	\$30,121.0	\$28,290.9	\$26,300.6	\$283.9	\$26,584.5	\$3,536.5	93.9%	88.3%
CRB0007	Takoma Langley Park Center	6,700.0	1,339.5	1,339.5		1,339.5	5,360.5	20.0%	20.0%
CRB0043	Shady Grove Rail Yard Expansion	2,247.9	2,228.6	2,212.6		2,212.6	35.3	99.1%	98.4%
CRB0046	Silver Spring South Entrance	400.0	269.8	261.3		261.3	138.7	67.4%	65.3%
CRB0055	White Flint Parking Structure	17,390.0	17,382.8	17,373.2		17,373.2	16.8	100.0%	99.9%
CRB0062	Twinbrook Facility Relocation	1,000.0	525.6	525.6		525.6	474.4	52.6%	52.6%
CRB0106	Rockville MARC ADA	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CRB0116	Shady Grove Parking II	60.0					60.0		
	Subtotal	\$57,968.9	\$50,087.2	\$48,033.9	\$283.9	\$48,317.8	\$9,651.2	86.4%	83.4%

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2013 -December 2012**  
Dollars in Thousands

<b>Reimbursable Projects</b>		<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY13 Expended</b>	<b>Total Expended</b>	<b>Un-Expended</b>	<b>Obligation %</b>	<b>Expend %</b>
<b>Prince George's County</b>									
CRB0008	New Carrollton Rail Yard Expansion	\$69,544.6	\$69,451.3	\$69,413.4	\$21.8	\$69,435.2	\$109.4	99.9%	99.8%
CRB0034	Greenbelt Rail Yard Expansion	1,828.8	1,797.9	1,765.4		1,765.4	63.3	98.3%	96.5%
CRB0037	New Carrollton Parking Garage	23,115.0	22,417.4	22,417.1		22,417.1	697.9	97.0%	97.0%
	Subtotal	\$94,488.4	\$93,666.5	\$93,596.0	\$21.8	\$93,617.8	\$870.6	99.1%	99.1%
<b>Maryland-wide</b>									
CRB0009	Project Development	\$9,390.5	8,947.1	\$6,362.8	\$384.4	\$6,747.2	\$2,643.3	95.3%	71.9%
CRB0010	Largo Blue Line Extension	469,590.8	467,049.4	466,980.4		466,980.4	2,610.4	99.5%	99.4%
CRB0092	Bike Lockers	399.5	379.6	379.6		379.6	19.9	95.0%	95.0%
CRB0105	Largo Blue Line Extension - Prelim Engr	10,397.3	10,397.3	10,198.0		10,198.0	199.2	100.0%	98.1%
CRB0108	Maryland Station Name Change	514.4	305.0	305.0		305.0	209.4	59.3%	59.3%
	Subtotal	\$490,292.4	\$487,078.3	\$484,225.8	\$384.4	\$484,610.2	\$5,682.2	99.3%	98.8%
	<b>Maryland Total</b>	<b>\$642,749.7</b>	<b>\$630,832.0</b>	<b>\$625,855.6</b>	<b>\$690.1</b>	<b>\$626,545.7</b>	<b>\$16,204.0</b>	<b>98.1%</b>	<b>97.5%</b>
<b>Virginia</b>									
<b>Alexandria</b>									
CRB0011	Eisenhower Station Entrance	\$1,800.0	\$276.4	\$232.4		\$232.4	\$1,567.6	15.4%	12.9%
CRB0012	King Street Station Bus Loop Reconfiguration	4,200.0	718.0	528.7	126.3	655.1	3,544.9	17.1%	15.6%
CRB0013	Potomac Yard Alt. Analysis	4,500.0	3,747.6	1,753.2	1,296.3	3,049.6	1,450.4	83.3%	67.8%
CRB0023	Alexandria Rail Yard - EA	200.0	138.6	94.1		94.1	105.9	69.3%	47.0%
CRB0032	Crystal City - Potomac (Alex)	300.0	70.0	49.4		49.4	250.6	23.3%	16.5%
CRB0075	King Street Station Improvements	16,600.0	16,363.7	16,349.0		16,349.0	251.0	98.6%	98.5%
CRB0113	Potomac Yards	228.1	228.1	187.1		187.1	41.0	100.0%	82.0%
	Subtotal	\$27,828.1	\$21,542.5	\$19,193.9	\$1,422.7	\$20,616.6	\$7,211.5	77.4%	74.1%
<b>Arlington County</b>									
CRB0015	Columbia Pike - NEPA and PE	\$4,060.0	\$3,903.5	\$3,618.1	\$194.0	\$3,812.0	\$248.0	96.1%	93.9%
CRB0016	Columbia Pike Super Stops	2,000.0	1,076.7	962.1	1.6	963.7	1,036.3	53.8%	48.2%
CRB0025	Ballston Station Improvements	14,763.4	14,657.0	14,643.6	13.5	14,657.0	106.4	99.3%	99.3%
CRB0042	Rosslyn Station New Entrance	5,089.0	4,359.0	4,190.0	76.0	4,266.0	823.0	85.7%	83.8%
CRB0044	Shirlington Bus Station	5,096.2	5,096.2	5,074.3		5,074.3	21.9	100.0%	99.6%
CRB0064	Arlington County Project Mgmt.	900.0	900.0	780.3		780.3	119.7	100.0%	86.7%
CRB0111	National Airport	4,960.7	4,960.7	4,510.3		4,510.3	450.5	100.0%	90.9%
CRB0117	Shirlington Garage Design Study	7.0	6.8	6.8		6.8	0.2	97.1%	97.1%
CRB0125	Twinbrook Commons JDA	200.0	37.5		37.5	37.5	162.5	18.8%	18.8%
	Subtotal	\$37,076.4	\$34,997.6	\$33,785.5	\$322.6	\$34,108.1	\$2,968.3	94.4%	92.0%

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2013 -December 2012**  
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un- Expended	Obligation %	Expend %	
<b>City of Fairfax</b>									
None									
<b>Fairfax County</b>									
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	17.6	\$17.6	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	16,842.4		16,842.4	187.6	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	<u>\$83,058.7</u>	<u>\$81,510.8</u>	<u>\$80,961.8</u>	<u>\$17.6</u>	<u>\$80,979.4</u>	<u>\$2,079.3</u>	<u>98.1%</u>	<u>97.5%</u>
<b>Falls Church</b>									
None									
<b>Virginia-wide</b>									
CRB0018	Project Development	\$7,941.5	\$7,524.3	\$6,528.2	\$325.4	\$6,853.6	\$1,087.9	94.7%	86.3%
CRB0019	Dulles Extension Design/Build	478,718.2	379,580.2	92,924.2	17,037.5	109,961.6	368,756.6	79.3%	23.0%
CRB0020	Dulles Phase 2 (PE)	3,500.0	2,900.1	1,437.6	502.1	1,939.7	1,560.3	82.9%	55.4%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,451.1	1,288.9	10.7	1,299.5	206.2	96.4%	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	<u>\$549,707.2</u>	<u>\$449,490.3</u>	<u>\$160,147.7</u>	<u>\$17,875.6</u>	<u>\$178,023.3</u>	<u>\$371,683.9</u>	<u>81.8%</u>	<u>32.4%</u>
	<b>Virginia Total</b>	<u><u>\$697,670.4</u></u>	<u><u>\$587,541.2</u></u>	<u><u>\$294,088.9</u></u>	<u><u>\$19,638.5</u></u>	<u><u>\$313,727.4</u></u>	<u><u>\$383,943.0</u></u>	<u><u>84.2%</u></u>	<u><u>45.0%</u></u>

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2013 -December 2012**  
Dollars in Thousands

<b>Reimbursable Projects</b>		<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY13 Expended</b>	<b>Total Expended</b>	<b>Un-Expended</b>	<b>Obligation %</b>	<b>Expend %</b>
<b><i>Regional</i></b>									
CRB0021	6000 Rail Car Purchase - Base	\$120,000.0	\$118,382.3	\$118,238.4	\$79.3	\$118,317.7	\$1,682.3	98.7%	98.6%
CRB0022	Regional Travel Training ACCS	1,234.5	1,141.9	1,074.6	\$24.1	1,098.7	135.8	92.5%	89.0%
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	1,425.3	1,425.3		1,425.3	137.2	91.2%	91.2%
CRB0060	Regional Fare Int. (MTA)	7,607.6	6,283.3	6,139.0		6,139.0	1,468.6	82.6%	80.7%
CRB0065	Precision Stopping Pilot Prog.	\$3,000.0	2,610.4	2,605.0		2,605.0	395.0	87.0%	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	7,260.8	7,165.4	36.2	7,201.6	1,218.3	86.2%	85.5%
<b>Regional Total</b>		<b>\$154,722.9</b>	<b>\$149,678.1</b>	<b>\$149,171.2</b>	<b>\$139.6</b>	<b>\$149,310.8</b>	<b>\$5,412.2</b>	<b>96.7%</b>	<b>96.5%</b>
<b>Total: Reimbursable Projects</b>		<b>\$1,802,157.2</b>	<b>\$1,651,434.1</b>	<b>\$1,340,282.1</b>	<b>\$23,372.3</b>	<b>\$1,363,654.4</b>	<b>\$438,502.9</b>	<b>91.6%</b>	<b>75.7%</b>
<b>Fully Expended Projects</b>									
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	17,306.8		17,306.8	3.2	100.0%	100.0%
CRB0033	Franconia/Springfield Garage	16,609.0	16,609.0	16,608.5		16,608.5	0.5	100.0%	100.0%
CRB0039	Fiber Optic Cable Installation	2,500.0	2,500.0	2,500.0		2,500.0	0.0	100.0%	100.0%
CRB0057	DC Alternative Analysis	7,008.5	7,008.5	7,008.5		7,008.5		100.0%	100.0%
CRB0058	DC Starter Line	1,234.3	1,234.3	1,234.3		1,234.3	0.0	100.0%	100.0%
CRB0068	Clarendon Station Improvements	372.5	372.5	360.8		360.8	11.8	100.0%	96.8%
CRB0070	Crystal City Canopy	347.4	347.4	347.4		347.4		100.0%	100.0%
CRB0080	Rosslyn Access Improvements	130.0	130.0	129.9		129.9	0.1	100.0%	99.9%
CRB0082	TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	100.0%
CRB0085	FDA Transit Center @ White Oak	71.0	71.0	71.0		71.0		100.0%	100.0%
CRB0120	VA Station Name Changes	779.9	779.9	779.9		779.9		100.0%	100.0%
<b>Fully Expended Total</b>		<b>\$51,123.7</b>	<b>\$51,123.7</b>	<b>\$51,108.1</b>		<b>\$51,108.1</b>	<b>\$15.6</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Total: Reimbursable Projects</b>		<b>\$1,853,281.0</b>	<b>\$1,702,557.8</b>	<b>\$1,391,390.2</b>	<b>\$23,372.3</b>	<b>\$1,414,762.5</b>	<b>\$438,518.5</b>	<b>91.9%</b>	<b>76.3%</b>

**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**  
**Capital Project Financials**  
**Fiscal Year 2013 - December 2012**  
Dollars in Thousands

<b>American Recovery &amp; Reinvestment Act (ARRA)</b>		<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY13 Expended</b>	<b>Total Expended</b>	<b>Un-Expended</b>	<b>Obligation %</b>	<b>Expend %</b>	
<b><i>Vehicles &amp; Vehicle Parts</i></b>										
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%	
<b><i>Maintenance Facilities</i></b>										
ARA0001	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,378.6	\$21,341.8		\$21,341.8	\$58.2	99.9%	99.7%	
ARA0002	Replacement of Southeastern Bus Garage (ST05)	30,000.0	29,999.8	29,999.8		\$29,999.8	0.2	100.0%	100.0%	
ARA0003	Bus Garage Facility Repairs (ST11)	7,600.0	7,600.0	7,577.2	13.5	\$7,590.7	9.3	100.0%	99.9%	
	Subtotal	\$59,000.0	\$58,978.4	\$58,918.8	\$13.5	\$58,932.3	\$67.7	100.0%	99.9%	
<b><i>Passenger Facilities</i></b>										
ARA0004	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$16,000.0	\$13,250.5		\$13,250.5	\$2,749.5	100.0%	82.8%	
ARA0005	Update Platform Real-Time Signs (ST28)	2,500.0	2,227.5	447.3	138.8	\$586.1	1,913.9	89.1%	23.4%	
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.0	1,200.0	406.2		\$406.2	793.8	100.0%	33.9%	
	Subtotal	\$19,700.0	\$19,427.5	\$14,104.0	\$138.8	\$14,242.8	\$5,457.2	98.6%	72.3%	
<b><i>Safety &amp; Security</i></b>										
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	3,000.0		\$3,000.0	(\$0.0)	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	\$11,695.7		\$11,695.7	\$0.5	100.0%	100.0%	
<b><i>Maintenance &amp; Repair Equipment</i></b>										
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	2,303.3	767.8	\$3,071.1	767.8	100.0%	80.0%	
ARA0011	Heavy Duty Track Equipment (ST07)	10,508.1	10,508.1	9,936.4	571.8	\$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	\$25,923.8	\$23,774.5	\$1,339.5	\$25,114.1	\$809.7	100.0%	96.9%	

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2013 - December 2012**  
Dollars in Thousands

<b>American Recovery &amp; Reinvestment Act (ARRA)</b>		<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY13 Expended</b>	<b>Total Expended</b>	<b>Un-Expended</b>	<b>Obligation %</b>	<b>Expend %</b>
<b>Operations Systems</b>									
ARA0013	Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$12,892.2	\$76.6	\$12,968.7	\$4,931.3	100.0%	72.5%
ARA0014	Bus Real-Time, Route, and Scheduling Systems (ST21)	2,999.8	2,988.0	2,736.4	109.3	\$2,845.6	154.1	99.6%	94.9%
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 SmarTrip 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	\$19,679.2	\$185.8	\$19,865.0	\$5,085.4	100.0%	79.6%
<b>Information Technology</b>									
ARA0015	Sensitive Data Protection Technology (ST16)	\$3,511.1	\$3,511.1	\$3,409.5	(\$2.8)	\$3,406.7	\$104.4	100.0%	97.0%
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	\$9,260.3	\$9,158.7	(\$2.8)	\$9,155.9	\$104.4	100.0%	98.9%
<b>TOTAL ARRA PROJECTS</b>		<b>\$201,283.2</b>	<b>\$200,968.5</b>	<b>\$188,075.5</b>	<b>\$1,675.0</b>	<b>\$189,750.4</b>	<b>\$11,532.8</b>	<b>99.8%</b>	<b>94.3%</b>
<b>Miscellaneous Other</b>									
ARA0023	Program Management	\$550.0	\$514.1	\$292.1	\$89.6	\$381.8	\$168.2	93.5%	69.4%
	Subtotal	\$550.0	\$514.1	\$292.1	\$89.6	\$381.8	\$168.2	93.5%	69.4%
<b>TOTAL ARRA PROGRAM</b>		<b>\$201,833.2</b>	<b>\$201,482.7</b>	<b>\$188,367.6</b>	<b>\$1,764.6</b>	<b>\$190,132.2</b>	<b>\$11,701.0</b>	<b>99.8%</b>	<b>94.2%</b>

(1)- Working with Accounting to correct expenditures

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**Washington Metropolitan Area Transit Authority**  
**Approved Capital Safety & Security Program Financials**  
**Fiscal Year 2013 -December 2012**  
Dollars in Thousands

<b>Safety &amp; Security Program</b>		<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY13 Expended</b>	<b>Total Expended</b>	<b>Un-Expended</b>	<b>Obligation %</b>	<b>Expend %</b>
<b><u>Security Program</u></b>									
SEC0001	Bus Garage Security	\$5,836.5	\$5,836.5	\$5,804.5	\$101.6	\$5,906.1	(\$69.6)	100.0%	101.2%
SEC0002	Cameras on Buses	6,410.0	6,292.0	\$4,978.9	1,138.6	6,117.5	292.5	98.2%	95.4%
SEC0003	Cameras on Rail Cars	7,139.7	141.6	\$94.4	(77.3)	17.1	7,122.6	2.0%	0.2%
SEC0004	CCV and Access Control	11,675.8	11,290.9	\$1,126.0	7,469.7	8,595.7	3,080.1	96.7%	73.6%
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	\$2,724.4	10.4	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	3,228.8	\$394.6	875.4	1,270.1	5,247.8	49.5%	19.5%
SEC0010	PROTECT Systems	606.0	606.0	\$606.0		606.0		100.0%	100.0%
SEC0011	Radio Redundancy AOCC	5,900.0	5,118.8	\$4,660.3	295.2	4,955.5	944.5	86.8%	84.0%
SEC0012	Vent Intrusion Detection	11,500.0	2,793.5	\$14.3	779.2	793.5	10,706.5	24.3%	6.9%
SEC0013	Chemical Sensor Prg.			-	2.3	2.3	(2.3)		
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	175.0	\$142.9		142.9	32.1	100.0%	81.7%
<b>Total: Security Program</b>		<b>\$60,964.0</b>	<b>\$39,991.9</b>	<b>\$22,281.2</b>	<b>\$10,595.1</b>	<b>\$32,876.3</b>	<b>\$28,087.7</b>	<b>65.6%</b>	<b>53.9%</b>

**JURISDICTIONAL BALANCES ON ACCOUNT  
AS OF SECOND QUARTER FISCAL YEAR 2013 - DECEMBER 31, 2012  
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions  
\$ in millions**

JURISDICTION	OPERATING	CAPITAL	TOTAL
<b>DISTRICT OF COLUMBIA</b>			
DC Dept of Transportation	(0.003)	(0.023)	(0.026)
DC Dept of Transportation	(0.225)	0.000	(0.225)
DC	0.000	(0.671)	(0.671)
DC Dept of Transportation	0.000	0.879	0.879
DC Dept of Public Works	0.182	0.000	0.182
DC Dept of Public Works	0.150	0.000	0.150
<b>Credits to be Applied to 2nd Quarter FY2013 Billing:</b>			
Interest Earnings on CIP & PRIIA Contributions	0.000	0.023	0.023
<b>DC TOTAL</b>	<u><u>\$0.104</u></u>	<u><u>\$0.207</u></u>	<u><u>\$0.312</u></u>
<b>MARYLAND</b>			
Montgomery County	(0.198)	1.866	1.668
Prince George's County	(0.155)	1.700	1.545
<b>Credits to be Applied to 2nd Quarter FY2013 Billing:</b>			
Interest Earnings on PRIIA Contributions	0.000	0.009	0.009
<b>MD TOTAL</b>	<u><u>(\$0.353)</u></u>	<u><u>\$3.575</u></u>	<u><u>\$3.221</u></u>
<b>VIRGINIA</b>			
Alexandria	(0.101)	(0.186)	(0.287)
Arlington	(0.660)	(0.003)	(0.664)
City of Fairfax	(0.031)	(0.000)	(0.031)
Fairfax County	(0.447)	(2.014)	(2.461)
Falls Church	(0.000)	(0.000)	(0.000)
Northern VA Transportation Comm.	(0.285)	(1.494)	(1.779)
Virginia Department of Rail and Public Transportation	0.000	(0.009)	(0.009)
<b>Credits to be Applied to 2nd Quarter FY2013 Billing:</b>			
Interest Earnings on CIP and PRIIA Contributions	0.000	0.022	0.022
<b>VA TOTAL</b>	<u><u>(\$1.524)</u></u>	<u><u>(\$3.685)</u></u>	<u><u>(\$5.208)</u></u>
<b>GRAND TOTAL.....</b>	<u><u>(\$1.773)</u></u>	<u><u>\$0.097</u></u>	<u><u>(\$1.676)</u></u>

<sup>1</sup> Operating credits represent unused audit adjustment credits  
Capital credits represent interest earnings on capital payments

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

**Grant Activity for the Quarter Ending December 31, 2012**

<u>Grant Program</u>		<u>Activity</u>
<b>ARRA</b>	<b>FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement</b>	\$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). Twenty-one projects have been completed with a total value of \$121.2 million.
		To meet heightened reporting requirements: <ul style="list-style-type: none"> <li>• Submitted required 1512 reporting of jobs and project progress.</li> </ul>
	<b>Department of Homeland Security Transit Security Grant</b>	Anti-Terrorism Teams conducted targeted train and bus inspections, critical infrastructure inspections, area saturation patrols, and security inspection points.
<b>FTA</b>	<b>Annual Formula Grants for Sections 5309 and 5307</b>	<p>Metro FY2011</p> <ul style="list-style-type: none"> <li>• FFY2010 Section 5307 grant for \$139.4 million was awarded.</li> <li>• FFY2010 Section 5309 grant for \$101.3 million was awarded.</li> </ul> <p>Metro FY2012</p> <ul style="list-style-type: none"> <li>• FFY2011 Section 5307 grant for \$128.6 million was awarded.</li> <li>• FFY2011 Section 5309 grant for \$93.2 million was awarded.</li> </ul> <p>Metro FY2013</p> <ul style="list-style-type: none"> <li>• FFY2012 Section 5307 grant for \$140.7 million: edits required by FTA are being finalized.</li> <li>• FFY2012 Section 5309 grant for \$97.3 million: edits required by FTA are being finalized.</li> </ul>
	<b>Passenger Rail Investment and Improvement Act (PRIIA)</b>	<ul style="list-style-type: none"> <li>• From the FFY2010 \$150.0 million PRIIA grant, FTA has disbursed \$135.6 million to reimburse Metro for payments for the rail car procurement milestone and other projects in Metro's FY2011 CIP.</li> <li>• FTA awarded the FFY2011 PRIIA grant for the full appropriated amount of \$149.7 million, from which \$78.6 million was drawn to reimburse Metro for CIP expenses.</li> <li>• FFY2012 PRIIA grant for \$150.0 million: edits required by FTA are being finalized.</li> </ul>
	<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>	<ul style="list-style-type: none"> <li>• \$4.9 million in CMAQ Funding was allocated by the Virginia Department of Rail and Public Transportation for the purchase of replacement buses.</li> </ul>
	<b>Federal Earmarks</b>	<ul style="list-style-type: none"> <li>• FFY2010 Largo Extension Appropriation - The grant is expected to close in 2013 when right of way claims have been resolved. 96 percent of the project activities have been completed.</li> </ul>
	<b>Competitive Programs</b>	<ul style="list-style-type: none"> <li>• FFY2012 Section 5309 Bus Livability - Metro won \$1.5 of \$12.8 million sought for bus stop accessibility improvements.</li> <li>• FFY2012 Section 5309 State of Good Repair - Metro was not selected for \$12.4 million as sought for improvements to bus garages.</li> <li>• FFY2012 Innovative Transit Workforce Development Program - \$0.9 million application submitted for partnerships to expand the transit-focused training for non-traditional students, military veterans, and under-represented adults in the labor pool.</li> <li>• FFY2012 Section 5309 Clean Fuels - \$8.1 million competitive application was submitted to replace/rehabilitate CNG fueling equipment at the Bladensburg Bus Facility.</li> </ul>
<b>Safety &amp; Security</b>	<b>Transit Security Grant Program (TSGP)</b>	<ul style="list-style-type: none"> <li>• FFY2007 – Closeout completed.</li> <li>• FFY2008 – Risk assessment completed. Proposals for CCTV on railcars have been reviewed and vendor selected. Cameras on buses being completed.</li> <li>• FFY2009 – K9 teams are in service.</li> <li>• FFY2010 – Physical security 100% design completed. EHP submitted.</li> <li>• FFY2011 – K9 vehicles ordered and awaiting delivery, procurement of additional equipment ongoing. Officers transferred to K9 teams to begin training. Special Event OT begun.</li> <li>• FFY2012 – \$7.8 million Board Approval completed.</li> </ul>
	<b>Urban Areas Security Initiative (UASI)</b>	<ul style="list-style-type: none"> <li>• FFY2009 – Closed out.</li> <li>• FFY2010 – Procurement of specialized equipment is ongoing.</li> <li>• FFY2011 – Grant for \$0.73 million awarded</li> <li>• FFY2012 – Grant for \$0.73 million awarded</li> </ul>