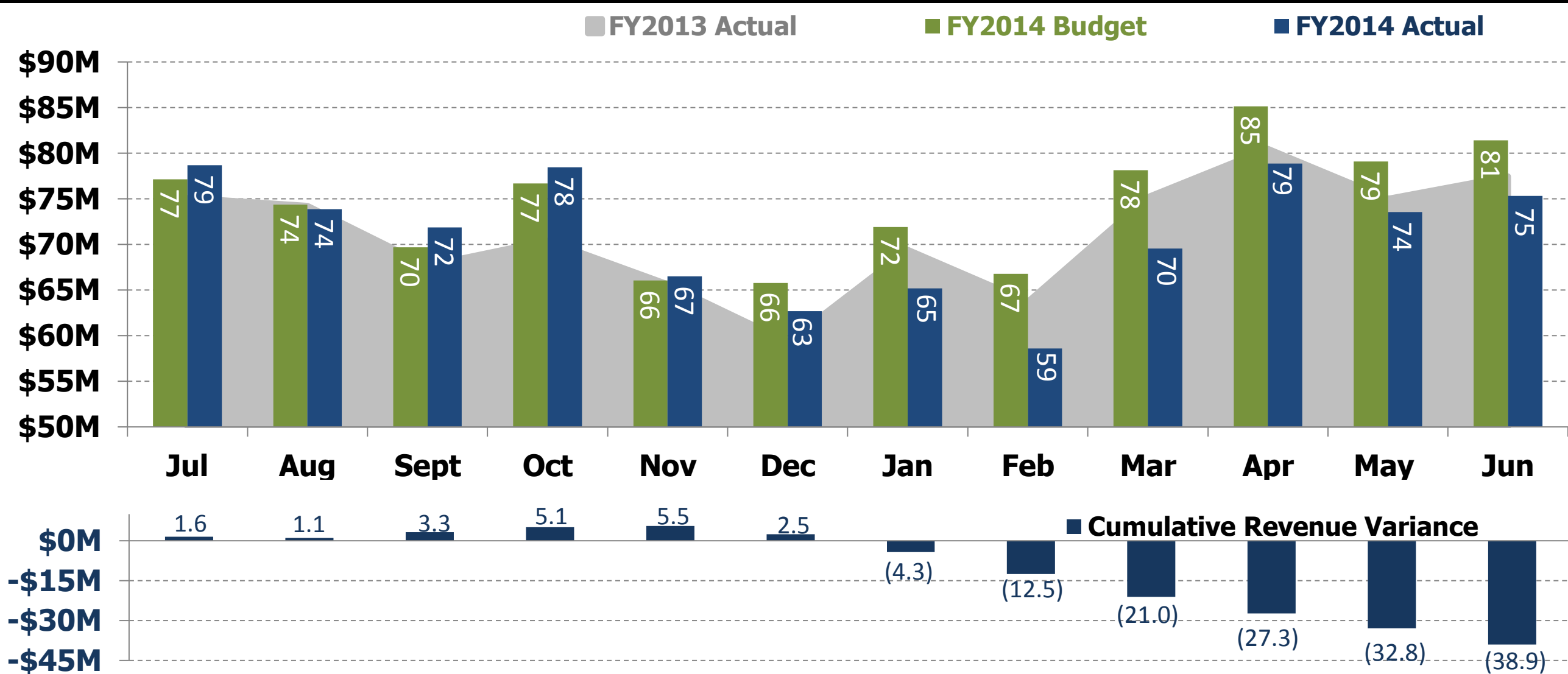




REVENUE AND RIDERSHIP

4th Quarter FY2014

REVENUE (in Millions)

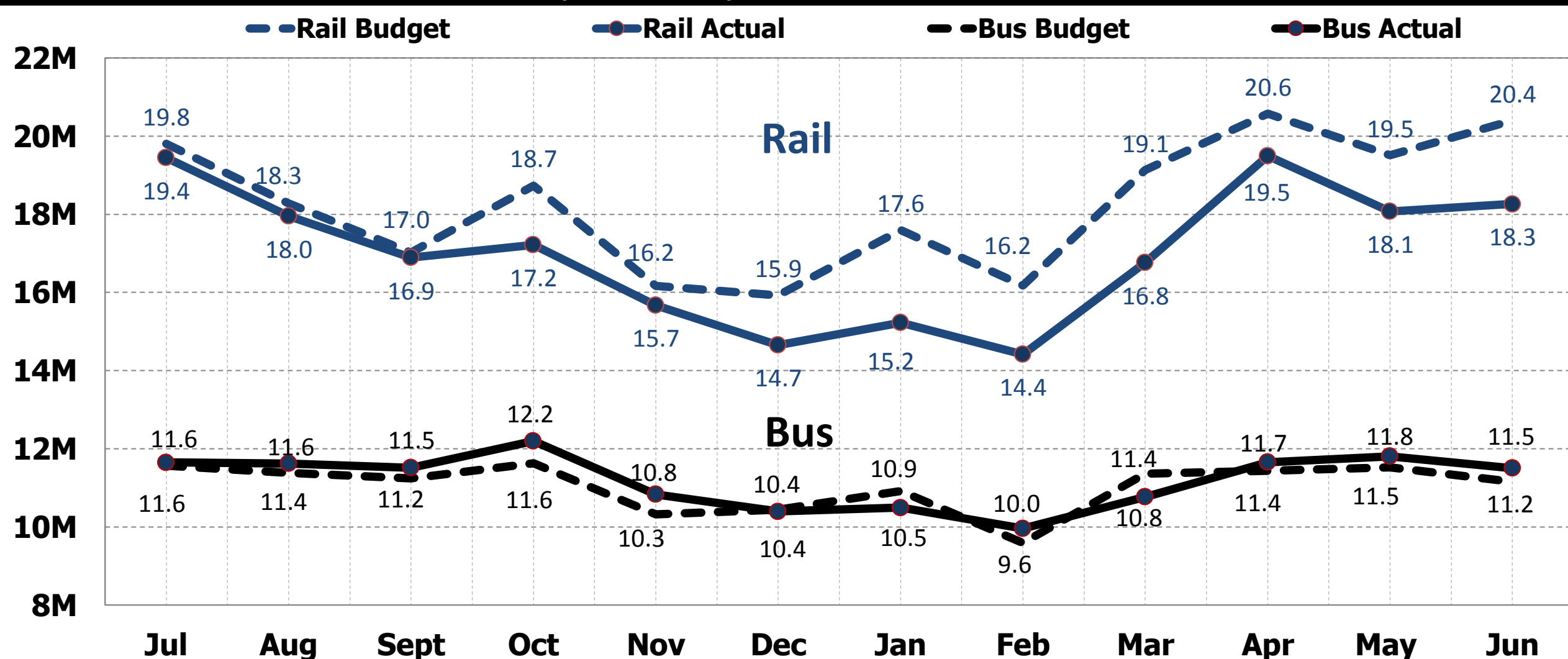


RIDERSHIP (trips in Thousands)

QTD	Q4-FY2013	Q4-FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	56,159	55,829	60,480	-0.6%	-7.7%
Metrobus	34,545	34,965	34,110	1.2%	2.5%
MetroAccess	534	571	515	6.9%	10.8%
System Total	91,238	91,365	95,105	0.1%	-3.9%

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	208,969	204,067	219,300	-2.3%	-6.9%
Metrobus	132,043	134,392	132,555	1.8%	1.4%
MetroAccess	2,033	2,126	2,003	4.6%	6.2%
System Total	343,046	340,585	353,858	-0.7%	-3.8%

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

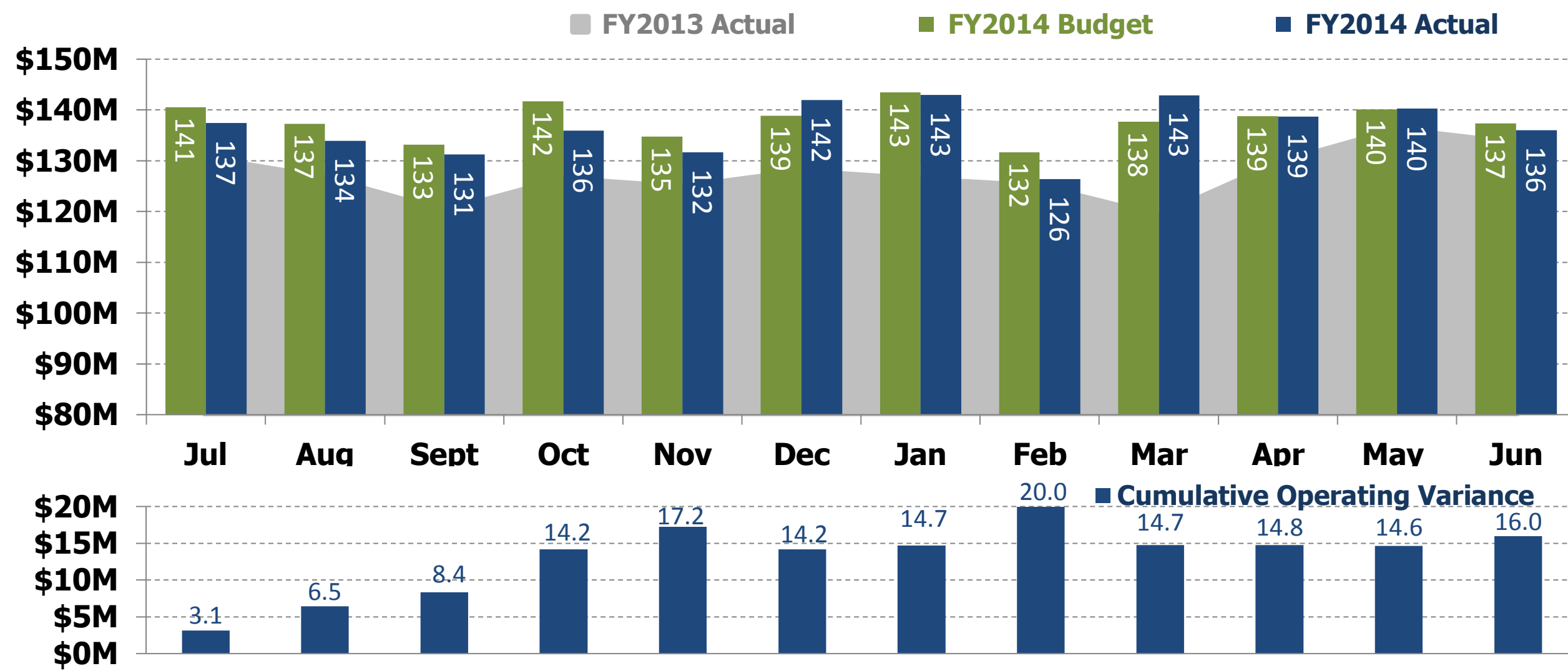




OPERATING BUDGET

4th Quarter FY2014

OPERATING EXPENDITURES (\$ in Millions)

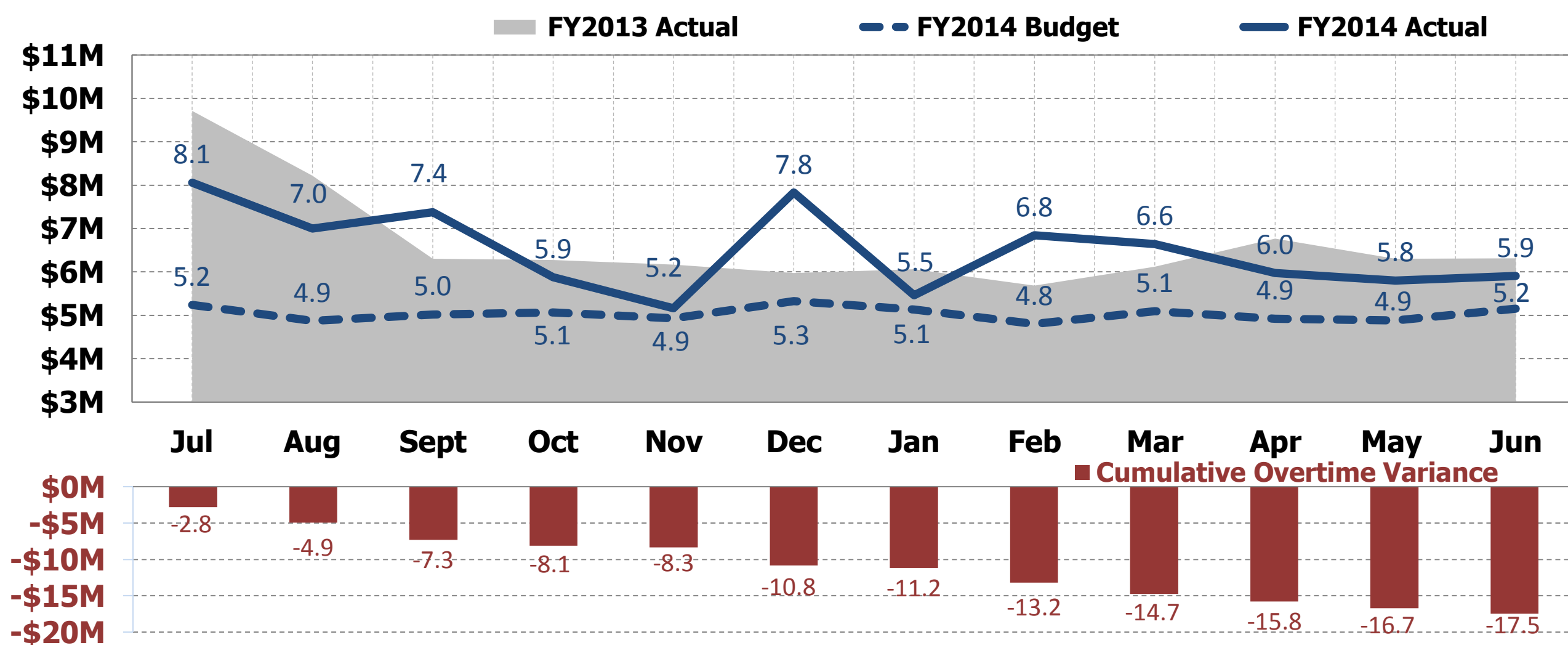


OPERATING BUDGET (\$ in Millions)

QTD	Q4-FY2013	Q4-FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 233.0	\$ 227.7	\$ 245.6	\$ (17.9)	-7.3%
Expense	\$ 399.1	\$ 414.8	\$ 416.1	\$ 1.3	0.3%
Subsidy	\$ 166.1	\$ 187.1	\$ 170.5	\$ (16.6)	-9.7%
Cost Recovery	58.4%	54.9%	59.0%		

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 853.6	\$ 853.1	\$ 892.1	\$ (38.9)	-4.4%
Expense	\$ 1,525.6	\$ 1,639.1	\$ 1,655.2	\$ 16.0	1.0%
Subsidy	\$ 672.0	\$ 786.0	\$ 763.1	\$ (22.9)	-3.0%
Cost Recovery	56.0%	52.0%	53.9%		

YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)

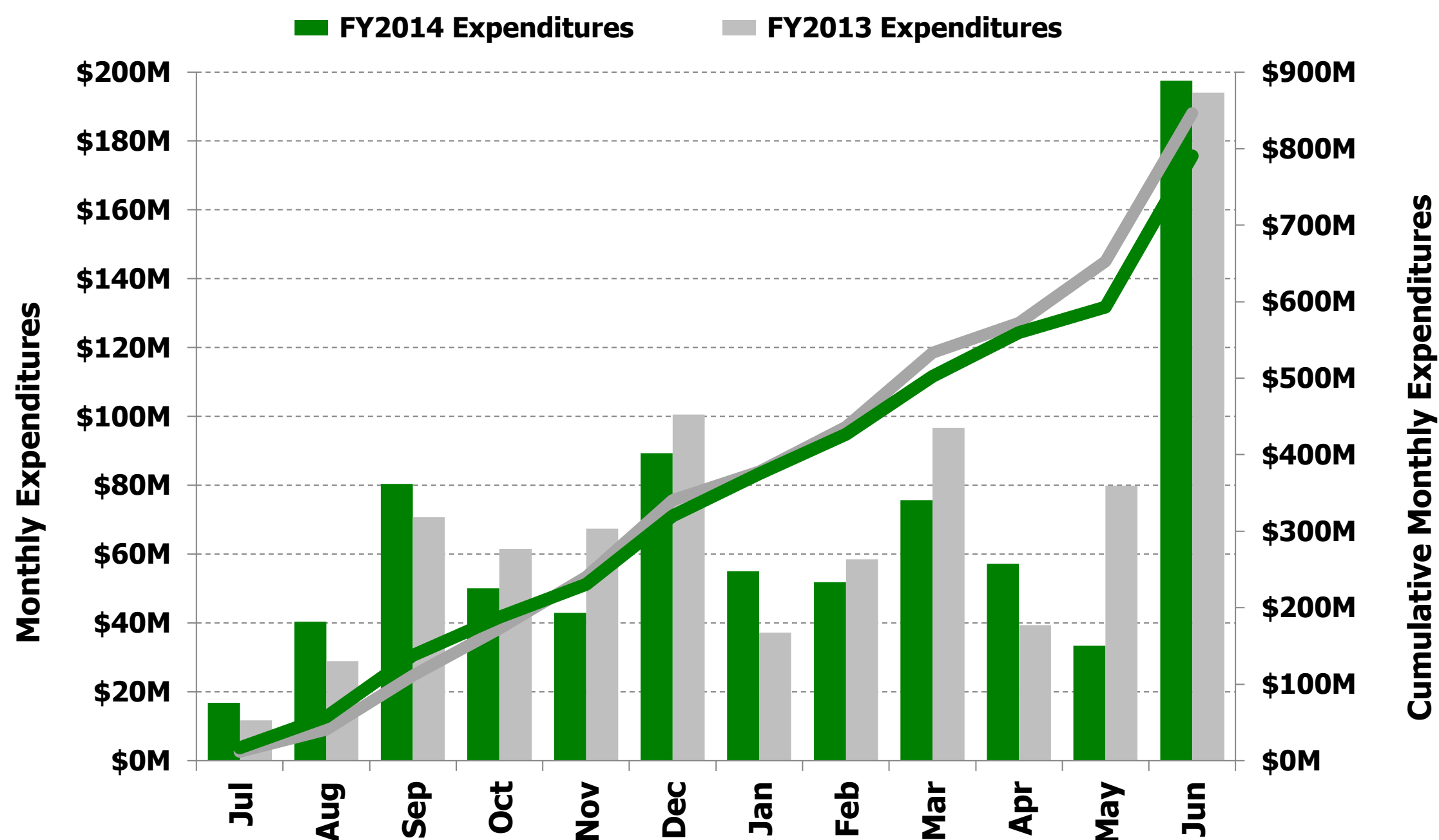




CAPITAL PROGRAM

4th Quarter FY2014

CIP EXPENDITURES (\$ in Millions)



FY2014 USES OF FUNDS (\$ in Millions)

	Budget	Forecast	Expended	% Exp.
FY2014 CIP	\$ 996	\$ 845	\$ 791	79%
Safety & Security	10	10	5	48%
ARRA	4	4	4	89%
Reimbursable	69	69	63	91%
Total	\$ 1,079	\$ 928	\$ 862	80%

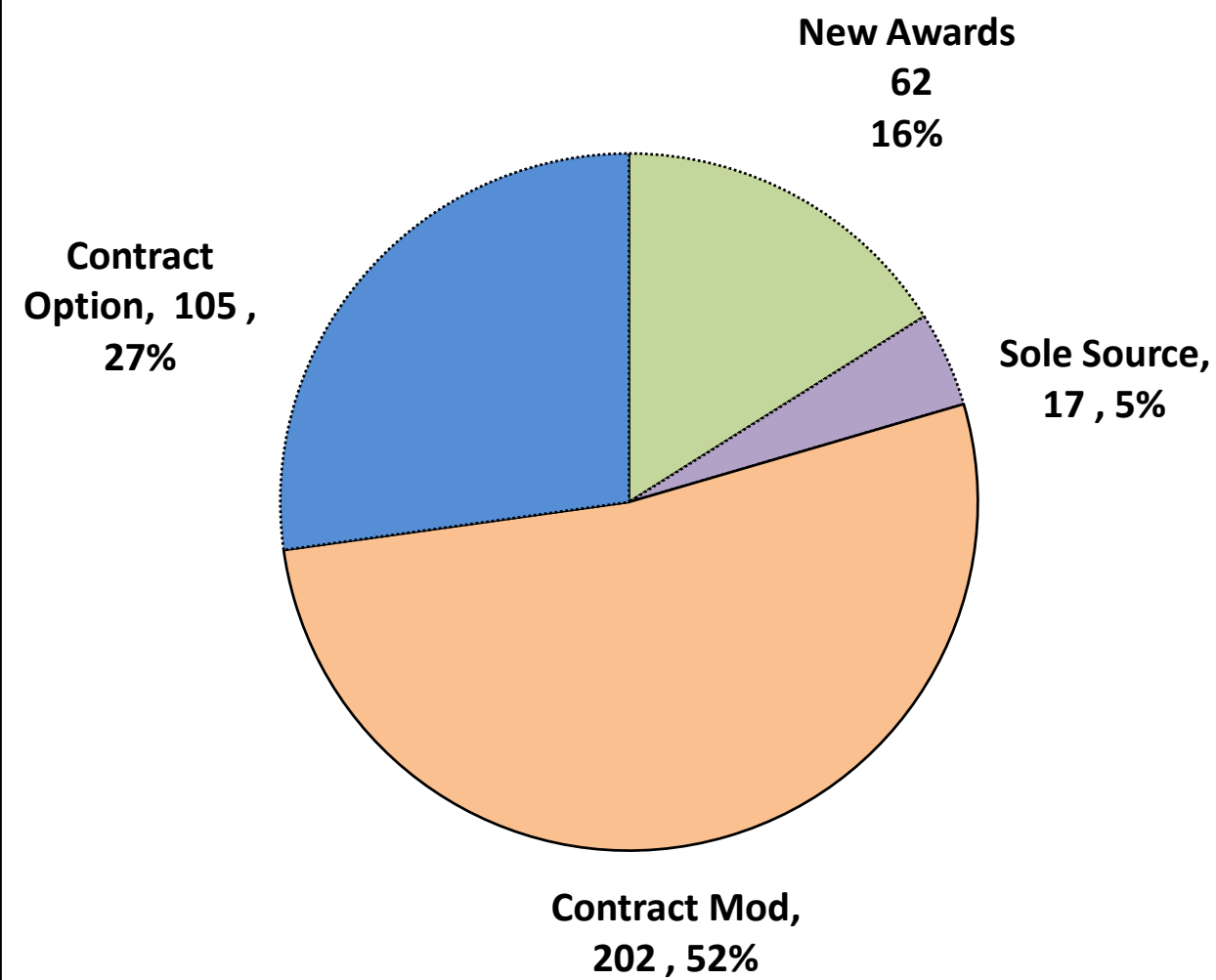
FY2014 PLANNED SOURCES OF FUNDS (\$ in Millions)

CIP	Planned	Received*
Federal Reimbursement	\$ 476	\$ 27
State and Local	345	345
Other Sources/Rollover	24	24
Subtotal	\$ 845	\$ 397
Safety & Security	\$ 10	\$ 7
ARRA	4	4
Reimbursable	69	11
Subtotal	\$ 83	\$ 22
Total	\$ 928	\$ 419

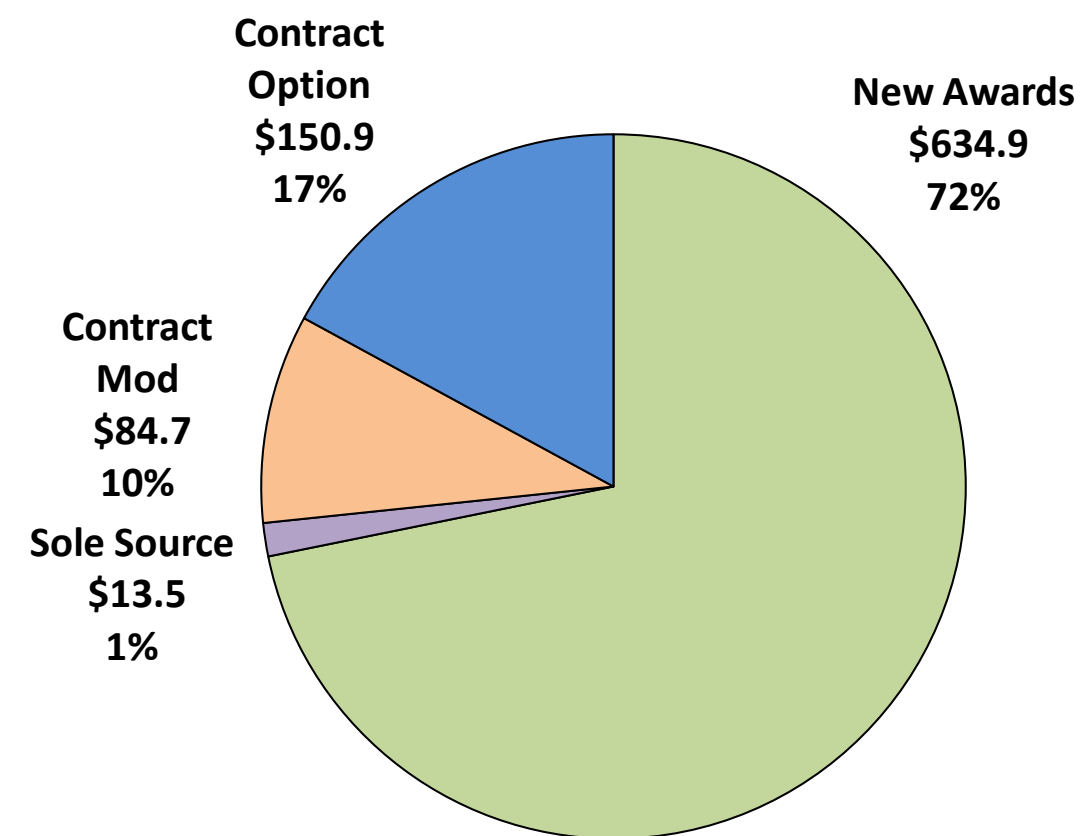
*Received sources planned to be used for the FY2014 CIP

SOLICITATION ACTIONS

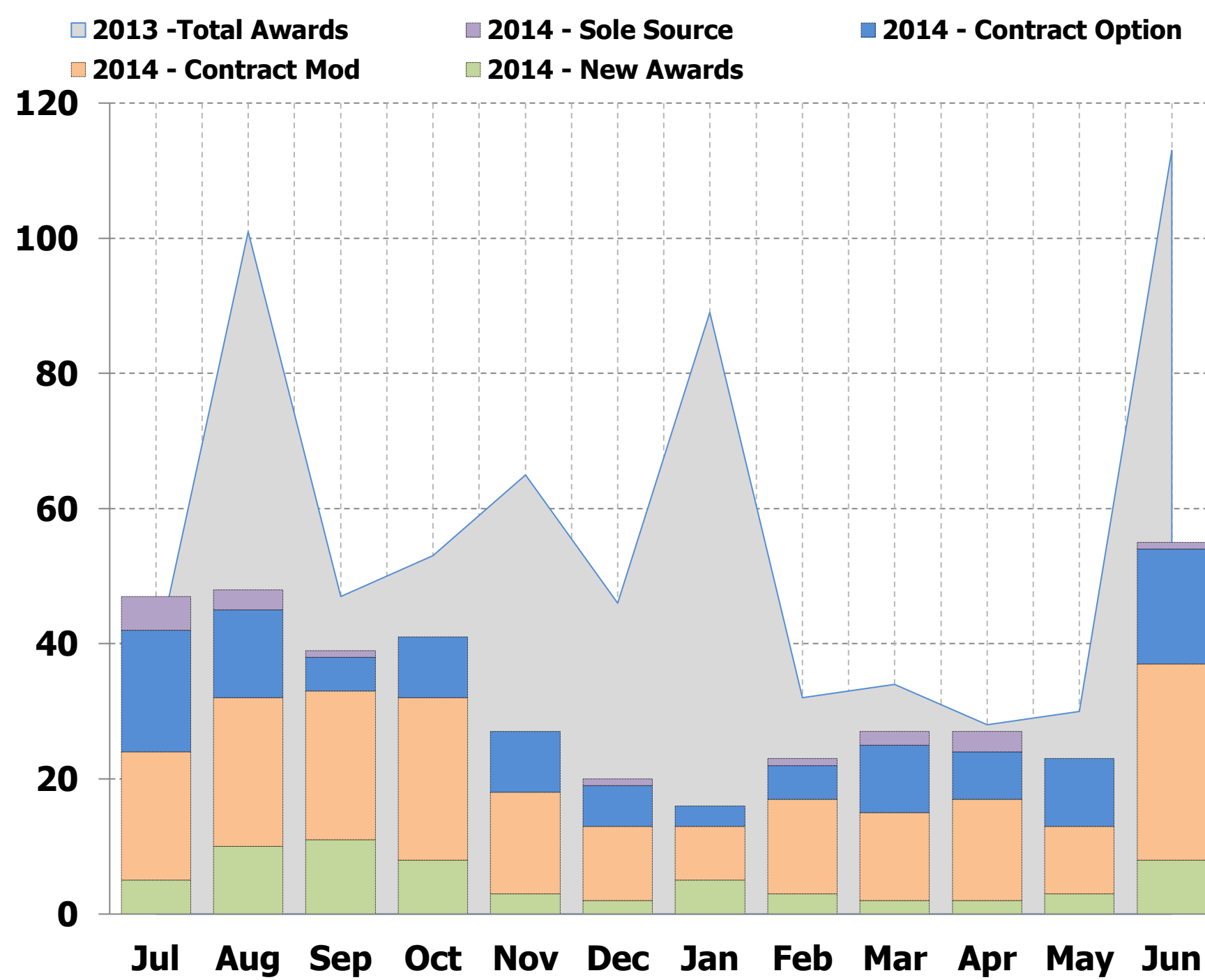
YTD JUNE SOLICITATION ACTIONS (386 TOTAL ACTIONS)



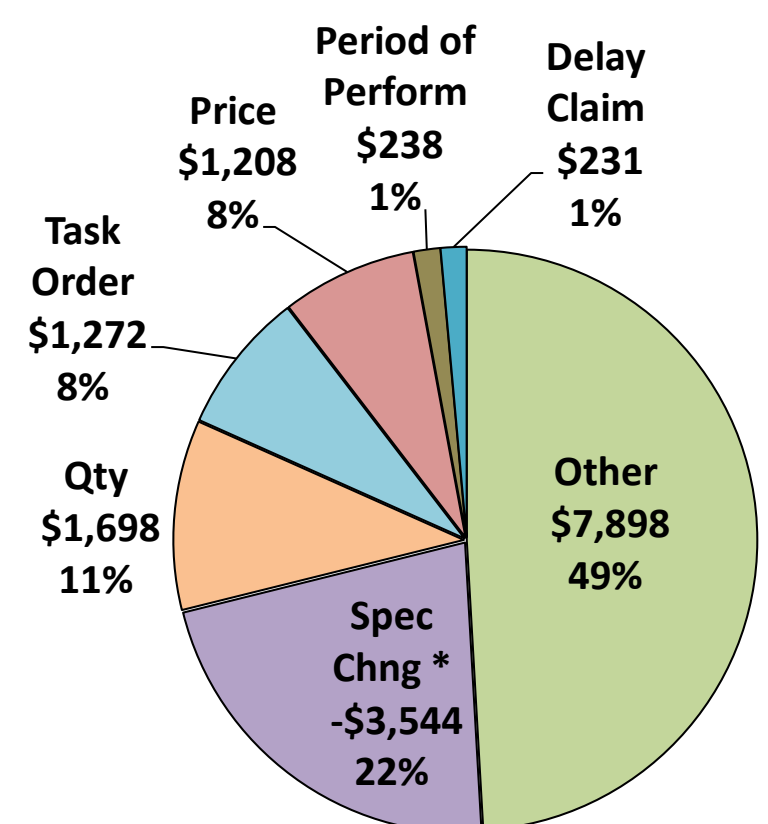
YTD JUNE SOLICITATION AMOUNTS (\$884.0M TOTAL)



HISTORICAL SOLICITATIONS



Q4 Contract Modifications by Type and Amount (\$000s)



* Spec Change subtotal is a net negative (credit)

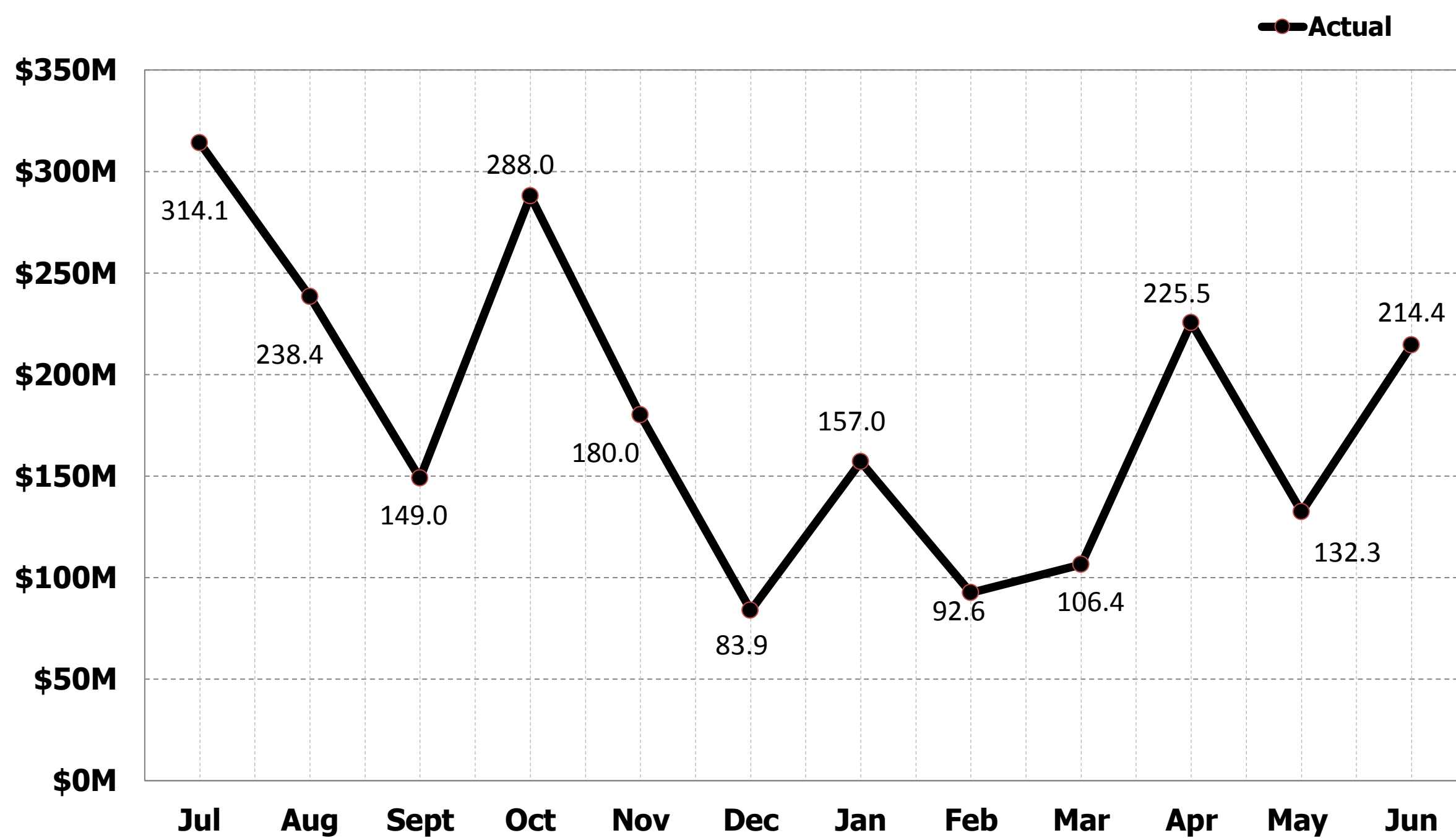
Note: 'Contract Mod' includes any written alteration in the specifications, delivery point, frequency of delivery, period of performance, price, quantity, or other provisions of the contract.



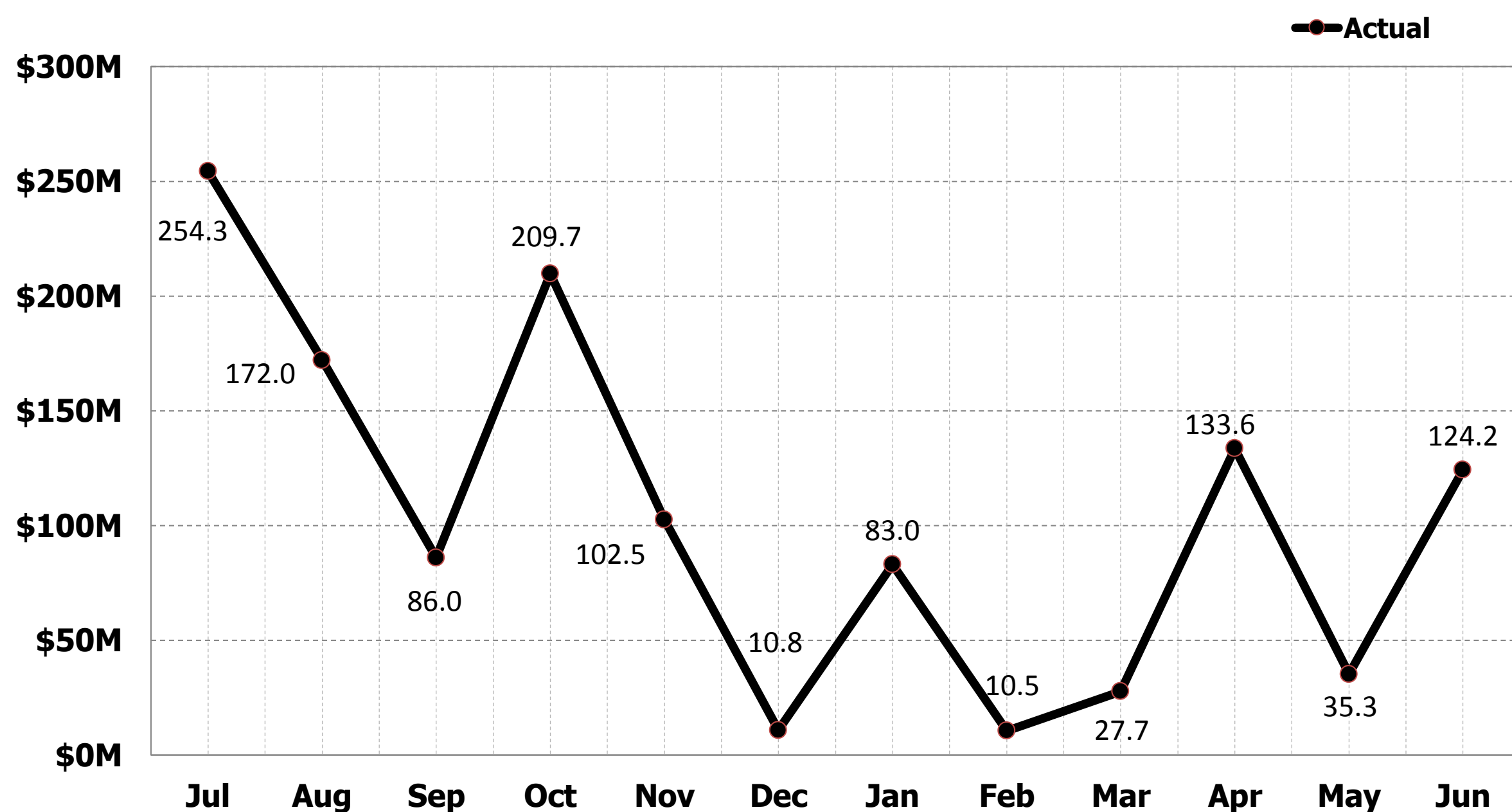
FUND BALANCE

4th Quarter FY2014

TOTAL CASH (RESTRICTED and UNRESTRICTED)



UNRESTRICTED CASH



NOTE: Unrestricted Cash Balance included a \$45 million draw on WMATA's Line of Credit in December (repaid in January), a \$55 million draw in February and an additional \$40 million in March. Metro drew a further \$75 million in June, yielding an outstanding line of credit balance of approximately \$170 million of the \$302.5 million line of credit capacity available.



OPERATING FINANCIALS

4th Quarter FY2014

QUARTER-TO-DATE RESULTS				YEAR-TO-DATE RESULTS			
Prior Year Actual	Current Year			Prior Year Actual	Current Year		
	Actual	Budget	Variance		Actual	Budget	Variance
FISCAL YEAR 2014 Dollars in Millions							
Passenger Revenue							
\$163.6	\$161.0	\$178.4	(\$17.4)	\$605.5	\$593.3	\$638.8	(\$45.5)
36.6	36.8	38.8	(2.0)	138.7	141.4	142.0	(0.6)
2.2	2.0	1.9	0.0	8.3	7.5	7.7	(0.2)
12.1	12.8	11.8	1.0	45.6	46.6	47.0	(0.4)
214.5	212.6	230.9	(18.4)	798.2	788.9	835.6	(46.7)
Non-Passenger Revenue							
\$2.1	\$3.0	\$1.9	\$1.1	\$7.6	\$11.8	\$7.6	\$4.2
4.7	5.2	4.7	\$0.4	16.7	19.8	19.0	\$0.8
2.3	2.1	2.6	(0.5)	6.6	7.4	8.0	(0.6)
4.1	3.8	3.6	0.2	15.6	15.5	14.5	1.0
5.3	1.1	1.8	(0.7)	8.8	9.9	7.1	2.8
0.0	0.0	0.1	(0.1)	0.0	(0.2)	0.3	(0.5)
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
\$18.4	\$15.2	\$14.7	0.5	\$55.4	\$64.2	\$56.5	7.7
\$233.0	\$227.7	\$245.6	(\$17.9)	\$853.6	\$853.1	\$892.1	(\$38.9)
TOTAL REVENUE				-4.4%			
\$160.2	\$180.6	\$184.0	\$3.4	\$663.3	\$728.9	\$737.7	\$8.7
\$19.4	\$17.7	\$14.9	(2.7)	\$79.9	\$77.9	\$60.5	(17.5)
83.1	95.3	97.3	2.0	335.6	388.4	383.8	(4.6)
64.1	45.0	52.7	7.7	202.8	179.2	207.0	27.7
33.8	28.4	18.6	(9.8)	90.8	93.9	74.3	(19.6)
20.7	23.7	28.7	5.1	81.2	93.9	112.8	18.9
8.2	8.5	10.5	2.0	33.1	36.1	42.0	5.9
9.5	15.7	9.4	(6.3)	39.1	40.8	37.2	(3.6)
\$399.1	\$414.8	\$416.1	\$1.3	\$1525.6	\$1639.1	\$1655.2	\$16.0
0.3%				1.0%			
\$166.1	\$187.1	\$170.5	(\$16.6)	\$672.0	\$786.0	\$763.1	(\$22.9)
-9.7%				-3.0%			
TOTAL EXPENSE							
SUBSIDY							



**FY2014 Year-End
Operating and Capital Budget
Performance Updates**

**As presented to the WMATA Board
Finance & Administration Committee
September 11, 2014**

*Note: Operating and Capital results presented to the Board
in September 2014 were preliminary and unaudited.*



Finance & Administration Committee

Information Item IV-C

September 11, 2014

FY2014 Operating Budget Performance Report

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☐ Action ☒ Information

MEAD Number:
201002

Resolution:
☐ Yes ☒ No

TITLE:

FY2014 Operating Budget Performance Report

PRESENTATION SUMMARY:

This information item will update the Board on Metro's operating performance in Fiscal Year 2014. The presentation will include information on revenues, expenses, and subsidy contributions, with specific discussion of FY2014 ridership by mode and of key areas of variance within the operating expense budget.

PURPOSE:

This is an information item to provide the Board with an update on Metro's FY2014 operating budget performance.

DESCRIPTION:

Key Highlights:

- FY2014 revenue was flat compared to FY2013 at \$853 million, but approximately \$39 million below budget. Metrorail fare revenue is the source of this variance, due both to one-time impacts (including the October government shutdown, the winter weather closures, and the delay of the Silver Line) and to overall weakness in rail ridership due in part to the reduction in the federal transit benefit. Revenues from all other sources, including bus fares and advertising, were up slightly.
- The negative revenue variance was partially offset by a \$16 million positive variance in expenses. The positive variance was due primarily to reduced expenditures for Services and Fuel/Propulsion/Utilities, which offset a modest negative variance in labor expenses.
- As a result, Metro ended FY2014 with a total subsidy deficit of \$23 million compared to budget.

Background and History:

The most recent update to the Committee on FY2014 performance was in June 2014, when the Third Quarter results were presented. At that time, Metro had a negative net operating position of \$6.3 million, with a negative revenue variance of \$21.0 million partially offset by a positive variance of \$14.7 million in expenditures.

Discussion:

Revenue and ridership:

Rail ridership and revenue were both down compared to budget by about seven percent. Bus ridership was up almost two percent and revenue was up three percent over budget. MetroAccess ridership was also up about five percent, while revenue was essentially flat, due in part to the implementation of the fare calculator, which lowered average fares. Parking revenue was at budget, in part due to an accounting change this year which credits some unused fare media revenue to parking. Finally, non-passenger revenue was above budget, in part due to a one-time insurance payment that was received in October 2013.

FY2014 was a positive year for Metrobus and MetroAccess ridership and a challenging year for Metrorail, for the reasons already discussed (i.e., one time impacts including the October government shutdown, the winter weather closures, and the delay of the Silver Line, as well as overall weakness compared to last year due in part to the reduction in the federal transit benefit). However, Metro is seeing some positive indicators in the beginning of FY2015. There also were bright spots in FY2014 on rail – the second half of the year showed some modest improvement in weekend ridership, and stations with strong surrounding development (like U Street and Dunn Loring) showed good ridership gains despite the headwinds.

Metrobus continues to grow, partly due to the DC Kids Ride Free program, and also more broadly. All three jurisdictions (DC, Maryland, and Virginia) saw ridership growth over last year, and weekends in particular have seen very strong growth, continuing what is now a five year trend. Metro's regional routes have also been performing well, which is where the investments in reliability and on-time performance through the Better Bus Initiative have been made.

Finally, as indicated during the fare policy discussions earlier this year, MetroAccess ridership has come off its plateau and started to increase again, largely due to an increase in registrants. Staff continues to monitor this growth, and Metro is looking forward to the kickoff of the District's taxi pilot in October, which will encourage DC residents traveling for kidney dialysis to take a subsidized taxi trip rather than MetroAccess.

Operating expenses:

Total personnel expenses (including fringes) were above budget by approximately \$13 million. Within personnel, fringes were above budget by one percent or \$4 million, while overtime was above budget by approximately \$18 million, a slight improvement over FY2013. These negative variances were partially offset by reduced expenses in regular salaries and wages, which are below budget due primarily to vacancies. However, collective bargaining agreement (CBA) wage increases that were agreed to after the adoption of the budget have partially reduced the positive variance from vacancies. The total combined operating expense impact of the CBA increases for Local 689, Local 2, and Local 922 in FY2014 was approximately \$22 million.

The positive variance in non-labor expenses is due to lower expenditures in Fuel/Propulsion/Utilities and in Services. The savings in fuel/propulsion/utilities were due to favorable pricing (Metro was able to lock in half the diesel fuel budget and the

entire propulsion budget through hedges and fixed price contracts) as well as to lower utilization than was forecasted.

The savings in services are due primarily to favorable contract closeouts and timing of job orders, including:

- favorable closeout of a MetroAccess contract,
- successful negotiation of reduced costs for a services contract,
- lower utilization of the SmarTrip call center, and
- the delayed start of some non-safety related maintenance contracts.

The negative variance to budget in Materials/Supplies is due to greater than budgeted bus and railcar maintenance efforts, particularly maintenance efforts on the older series railcars in preparation for Silver Line service and the expansion of the revenue fleet.

FUNDING IMPACT:

This item is informational only and has no direct impact on funding.	
Project Manager:	Thomas J. Webster
Project Department/Office:	OMBS/CFO

TIMELINE:

Previous Actions	June 2014 - Third Quarter FY2014 Operating Results
Anticipated actions after presentation	October 2014 - Ridership and Revenue Preview for FY2016 Budget Process

RECOMMENDATION:

No action required, information item only.



Washington Metropolitan Area Transit Authority

Fiscal Year 2014 Operating Budget Performance Report

Finance and Administration Committee
September 11, 2014



FY2014 Operating Budget Results

OPERATING BUDGET (\$ in millions)

	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 853.6	\$ 853.1	\$ 892.1	\$ (38.9)	-4.4%
Expense	\$ 1,525.6	\$ 1,639.2	\$ 1,655.2	\$ 16.0	1.0%
Subsidy	\$ 672.0	\$ 786.0	\$ 763.1	\$ (22.9)	-3.0%
Cost Recovery	56.0%	52.0%	53.9%		



FY2014 Revenue and Ridership

FY2014 Ridership and Revenue

Mode	Measure	Budget	Actual	Variance
Rail	Ridership	219 million	204 million	
	Revenue	\$644 million	\$597 million	
Bus	Ridership	133 million	134 million	
	Revenue	\$145 million	\$150 million	
Access	Ridership	2.0 million	2.1 million	
	Revenue	\$8 million	\$8 million	
Parking	Revenue	\$47 million	\$47 million	
Non-Passenger*	Revenue	\$49 million	\$52 million	

* includes advertising, fiber optics, leases, etc.



FY2014 Ridership Review

- **Metrorail**

- Challenging year – October shutdown, winter weather, Silver Line delay, transit benefit reduction
- Weekends showing improvement, stations with surrounding development grew despite challenges

- **Metrobus**

- DC Kids Ride free successful, had overall growth in all three jurisdictions
- Growth in particular on weekends, regional routes

- **MetroAccess**

- Steady growth in registrants and trips



FY2014 Operating Expenses

FY2014 Operating Expenses

Expense Category		Budget	Actual	Variance
Labor	Salaries and Wages	\$798 million	\$807 million	
	Fringe Benefits	\$384 million	\$388 million	
Non-Labor	Fuel, Propulsion and Utilities	\$155 million	\$130 million	
	Services	\$207 million	\$179 million	
	Materials and Supplies	\$74 million	\$94 million	
	Insurance and Other	\$37 million	\$41 million	
Total Operating Expenses		\$1,655 million	\$1,639 million	



FY2014 Operating Expense Review

- **Personnel**

- Overtime above budget (\$78 million versus \$60 million)
- Fringes slightly above budget (\$4 million)
- Vacancies reduced regular wages/salaries

- **Non-Personnel**

- Significant savings in Services and Fuel/Propulsion
- Above budget in Materials and Supplies
- Slightly above budget in Other (insurance, etc.)

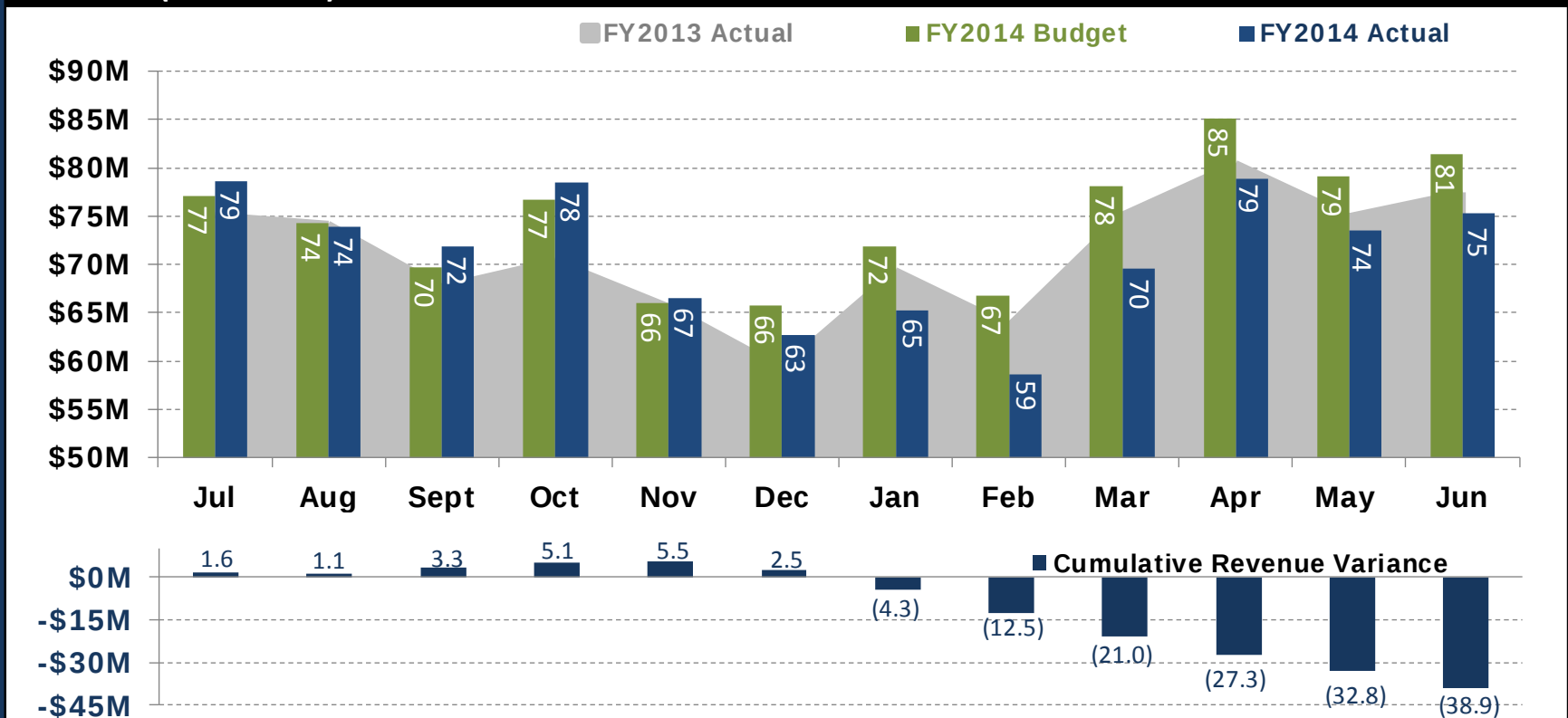


Appendix



FY2014 Operating Revenue

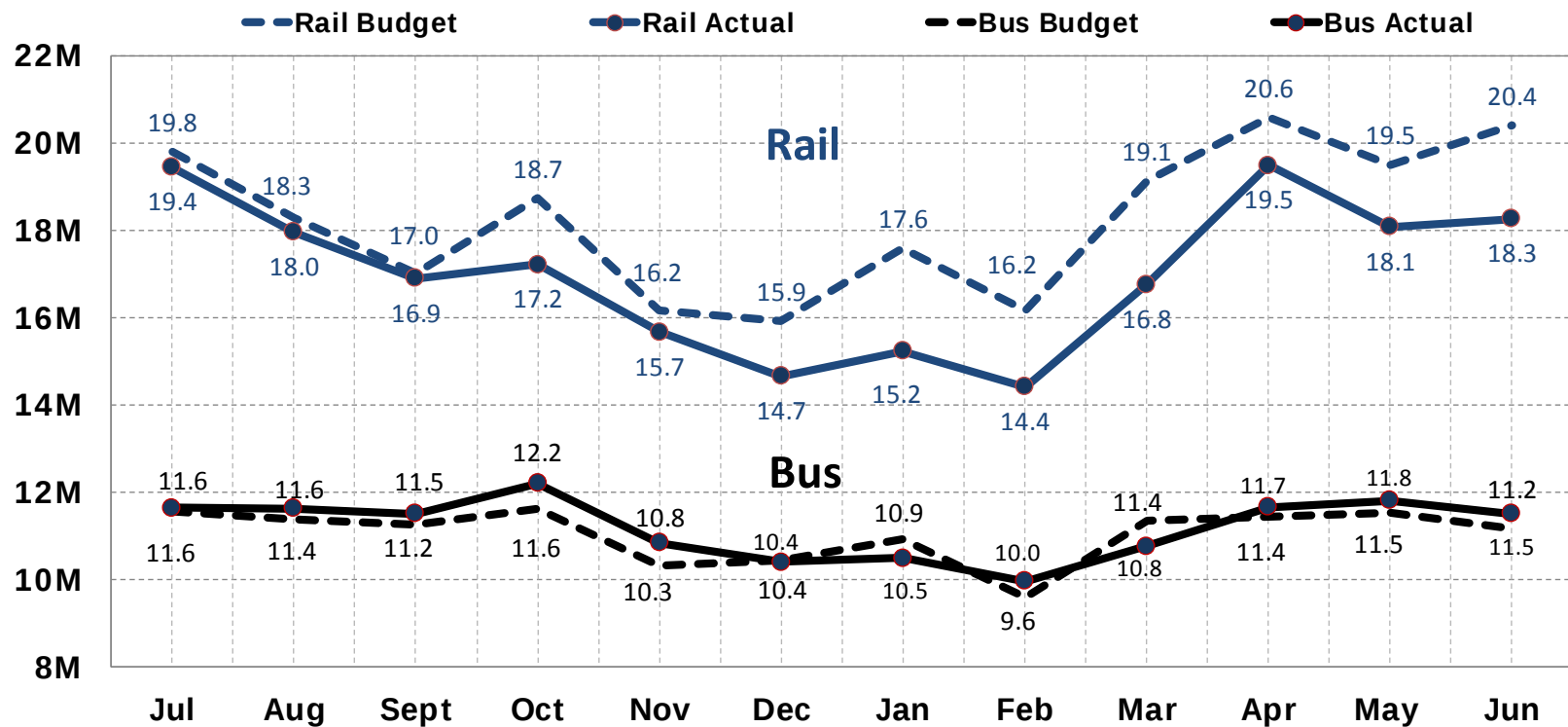
REVENUE (in Millions)





FY2014 Rail and Bus Ridership

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)





Finance & Administration Committee

Information Item IV-B

September 11, 2014

FY2014 Capital Program Review

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☐ Action ☒ Information

MEAD Number:
201007

Resolution:
☐ Yes ☒ No

TITLE:

FY2014 Capital Program Review

PRESENTATION SUMMARY:

This presentation provides an overview, from both a project delivery and financial perspective, of Metro's performance on the delivery of the FY2014 Capital Program.

PURPOSE:

The Finance & Administration Committee will be informed on the status, delivery rates, and overall success of the Capital Program during FY2014, as well as changes related to the FY2015 capital budget.

DESCRIPTION:

Key Highlights:

- Through the end of the fourth quarter, Metro has invested \$789 million (or 79%) of the \$996 million budgeted for FY2014.
- The total budget authority rolling over from FY2014 to FY2015 is approximately \$207 million, or \$56 million above the April 2014 estimate.

Background and History:

Metro is investing in the largest and most aggressive capital program since its original construction and is literally being rebuilt over the next six years to provide safer and more reliable service. Between FY2014 and FY2019, a total capital investment of \$5.5 billion is planned.

Discussion:

Metro successfully delivered \$789 million of CIP investment during FY2014, which is 93 percent of the April capital forecast and 79 percent of the original FY2014 capital budget. Metro has invested \$3 billion through the CIP since the beginning of the major rebuilding effort that started in FY2011.

During FY2014, Metro successfully delivered key planned CIP investments that advance the safety and reliability of the system. Projects that progressed this year

included: NTSB recommended safety projects (including examination and replacement of track circuits), the replacement of power cables, bus rehabilitation, continued production of 7000 series railcars, MetroAccess vehicle replacement, track and structures rehabilitation projects, and the new electronic payments program (NEPP).

Metro also encountered challenges that prevented achievement of the CIP delivery goal. Major capital construction projects including the Cinderbed Road Bus Facility, the District 2 Police Station, the Special Operations Facility, and the Test Track and Commissioning Facility each incurred implementation delays during the year. These projects encountered delays due to: permitting (Cinderbed Road Bus Facility, District 2 Police Station and Special Operations facility), and contractor performance (Test Track). Additionally, bus replacement and several elevator and escalator rehabilitation projects that were planned for completion experienced delays. The elevator and escalator goals were delayed due to contractor performance.

Significant capital program accomplishments from the fourth quarter include:

Bus Acquisition - The FY2014 new bus order includes 85 forty-foot hybrid/electric buses that will replace buses at the end of their useful life. As of the end of the fourth quarter, 25 buses had been received. As of the end of August 2014, a total of 48 have been received, and all vehicles will be delivered by October 31.

Access Vehicle Replacement - Through June, all new paratransit vans have been delivered out of the total commitment of 120 replacement vans for FY2014.

Escalator and Elevator Rehabilitation and Replacement – Twenty-three escalator rehabilitations are complete and two are in progress. Six escalator replacements are complete and in service and five are in progress at Georgia Ave-Petworth, Bethesda, Friendship Heights, Glenmont, and Columbia Heights. Twelve elevator rehabilitations are complete and two are in progress. There are several conditions that have contributed to an increase in expenditures relative to plan. The bid for the elevator and escalator work was higher than estimated, and additional costs were incurred to store escalator materials. The elevator contractor also was not able to secure the necessary parts to meet schedule, and the award of additional elevator and escalator work was delayed.

Track Rehabilitation - Through the fourth quarter, Metro welded 739 open weld joints, rehabilitated 9,495 linear feet of grout pads, tamped 42 miles of track, repaired 2,336 leaks, and replaced 13.1 miles of running rail, 15,398 cross ties, 29,738 fasteners, 33 yard turnouts, 14 mainline turnouts, and 1,780 safety signs. The welding program and floating slab rehab program are behind schedule due to delays in the production process.

Impact of FY2014 Spending on FY2015 Budget

Unspent FY2014 CIP budget authority will be carried forward, consistent with expenditure-based program management and the Capital Funding Agreement between Metro and the jurisdictional partners. The total budget authority rolling-over from FY2014 to FY2015 is approximately \$207 million, or \$56 million above the May 2014 estimate. This will result in an FY2015 CIP of \$1,102 million. Given the lower spending in FY2014, coupled with the \$81 million in expenditure deferrals identified in August 2014, staff will review the FY2015 expenditure forecast and present an updated

FY2015-2020 capital program to the Board in November 2014 for consideration. However, work will continue to move ahead on the Metro 2025 projects in FY2015 that are being funded by the \$75 million "down payment" from the jurisdictions.

FUNDING IMPACT:

This is an information item to present a progress report on the Capital Program. No specific action with a funding impact is requested at this time. However, the updated CIP presentation in November will request Board action that impacts funding.	
Project Manager:	Thomas J. Webster
Project Department/Office:	OMBS/CFO

TIMELINE:

Previous Actions	June 2014 - FY2014 Third Quarter Capital Progress Report
Anticipated actions after presentation	November 2014 - Presentation of Revised FY2015-2020 CIP

RECOMMENDATION:

No recommended action at this time -- information only.



Washington Metropolitan Area Transit Authority

FY2014 Capital Program Review

Finance & Administration Committee

September 11, 2014

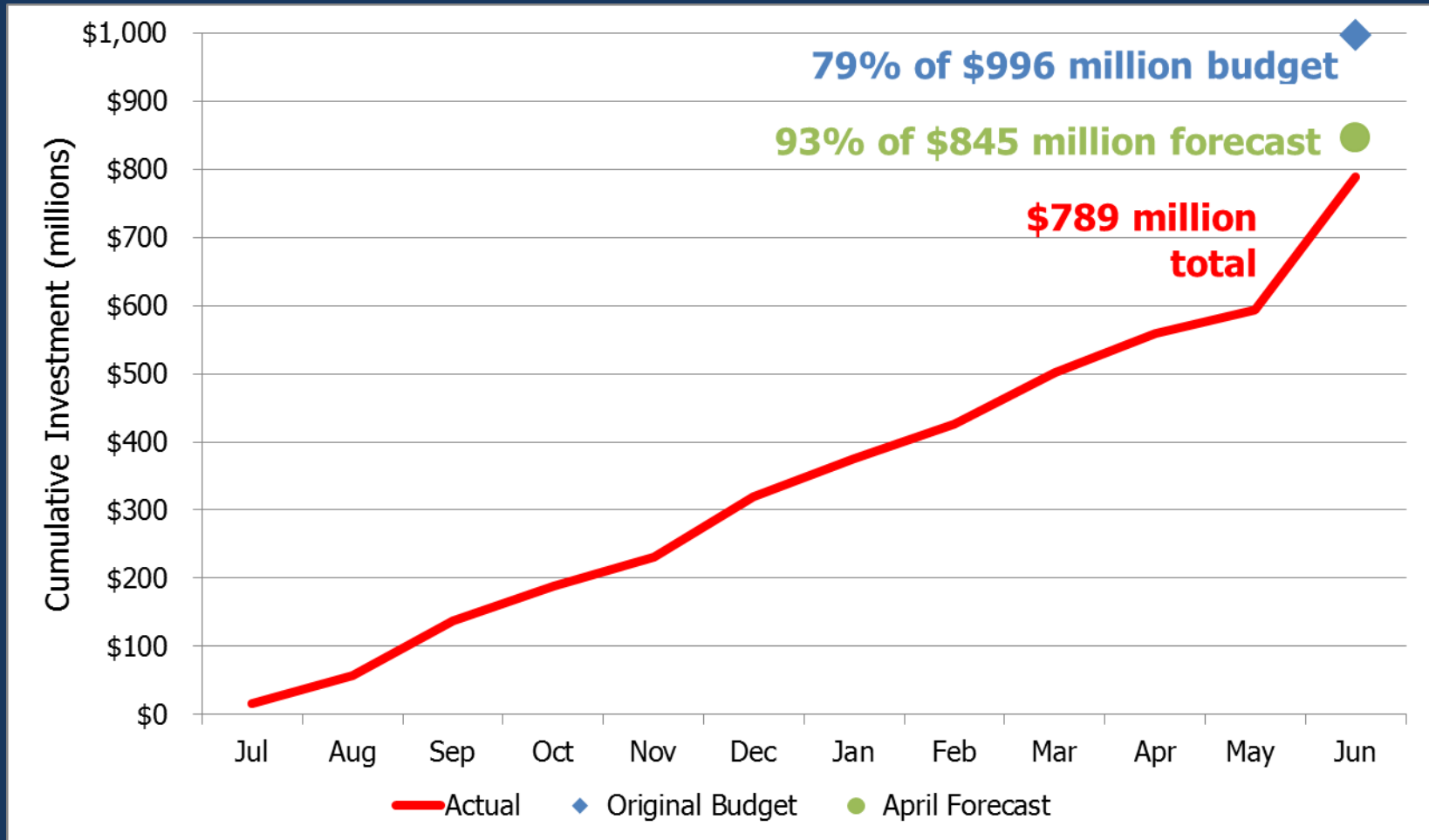


FY 2014 Capital Investments

- Metroconnect
- New Electronic Payment Program (NEPP)
- ADA Tile Installation
- 7000-Series Rail Cars
- LEED Silver
- Parking Garage and Station Lighting
- Bethesda Stairs
- Track Equipment



Capital Program Monthly Investment Performance

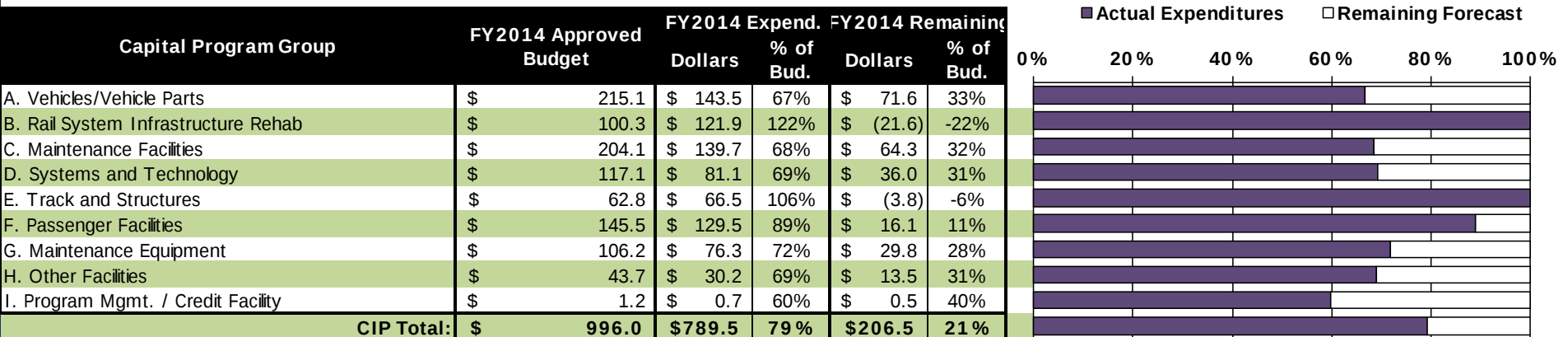




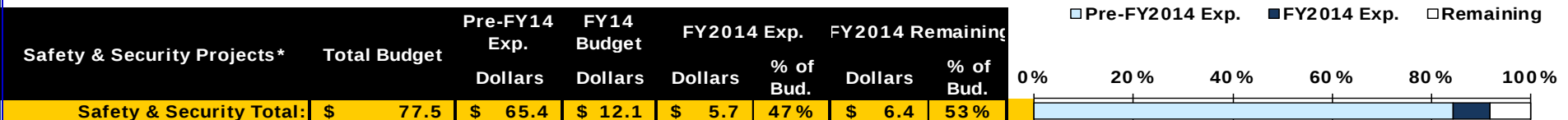
Capital Program Investments to Date

(as of June 30, 2014)

FY2014 Performance: CIP Projects



To Date Performance: Safety & Security Projects



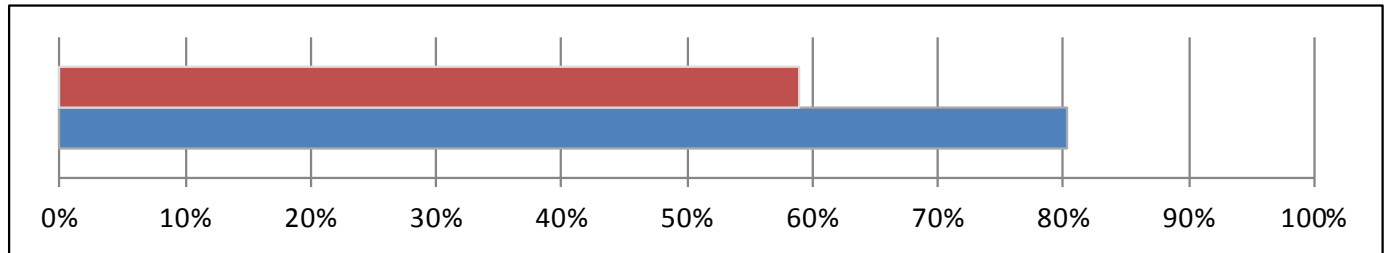
*Expenditure data is recorded from the inception of Safety & Security program



Vehicles and Vehicle Parts

Bus and MetroAccess

Expenses
Deliverables



FY2014 Major Deliverables

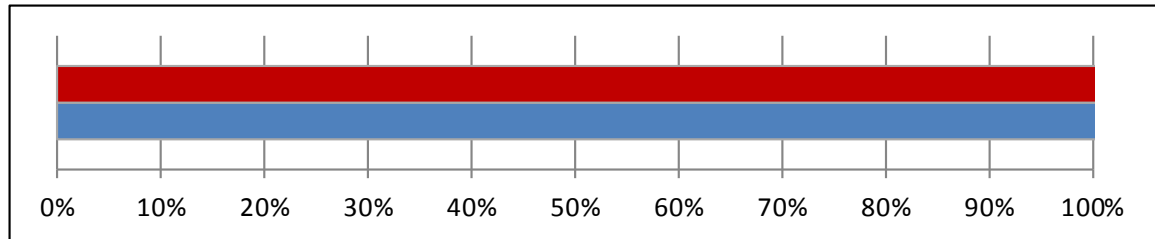
Program			FY2014 Planned	FY2014Q4 Actual	Status
Bus Rehabilitation	CIP0005	# Buses rehabilitated	100	100	
Bus Replacement	CIP0006	# Buses delivered	85	25	
MetroAccess Fleet	CIP0015	# Vehicles delivered	120	120	



Track and Structures

Track and Structures

Expenses
Deliverables



FY2014 Major Deliverables

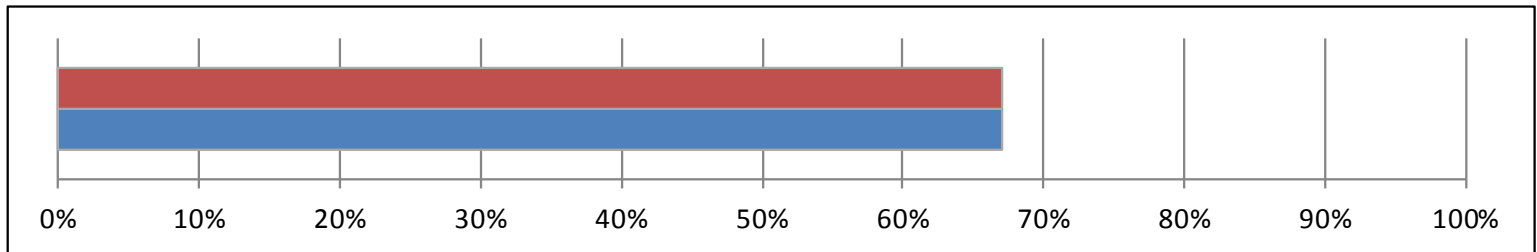
Program			FY2014 Planned	FY2014Q4 Actual	Status
Welding Program	CIP0018	# joints welded	1,000	739	
Floating Slab Rehab	CIP0019	linear ft.	750	380	
Rail Signage Replacement	CIP0020	# signs replaced	1,500	1,780	
Pad/Shock Absorber Rehab	CIP0021	linear ft.	8,000	9,495	
Track Rehab	CIP0024	# miles of track tamped	40	42	
		miles of running rail	12.5	13.1	
		# direct fixation fasteners	27,000	29,738	
		# cross ties	15,000	15,398	
		# switches (mainline)	14	14	
		# switches (yard)	32	33	
Leak Mitigation	CIP0026	# leaks fixed	2,150	2,336	



Maintenance and Other Facilities

Bus Garages and Other Facility

Expenses
Deliverables



FY2014 Major Deliverables

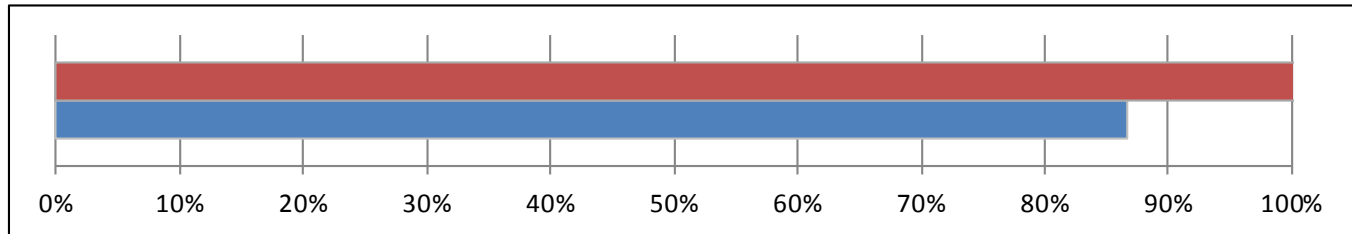
		FY2014Q4	
Program		% Complete	Status
Royal Street Bus Garage	CIP0085	44%	
Southern Avenue Bus Garage Replacement	CIP0084	56%	
Test Track & Commissioning Facility	CIP0071	74%	
District 2 Police Station	CIP0101	86%	
Special Operations Facility	CIP0106	64%	



Maintenance Equipment

NTSB Requirements

Expenses
Deliverables



FY2014 Major Deliverables

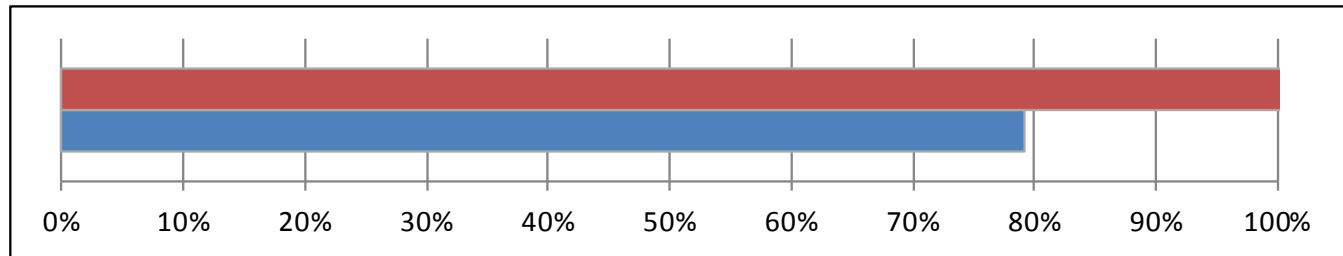
Program			FY2014 Planned	FY2014Q4 Actual	Status
Examine Track Circuits	CIP0139-P1	# of Track Circuits	1,614	548	
Replace Power Cables	CIP0139-P6	linear ft.	80,000	79,338	
Replace GRS Track Circuits	CIP0139-06	# of Modules	146	146	
		# of Bonds	154	154	
		Complete testing and begin installation	100%	100%	
On Board Event Recorders	CIP0139-19				



Passenger Facilities

Elevators and Escalators

Expenses
Deliverables



FY2014 Major Deliverables

Program			FY2014 Planned	FY2014Q4 Actual	Status
Elevator Rehabilitation	CIP0072	# Elevator rehabilitated	22	12	
Escalator Rehabilitation	CIP0073	# Escalator rehabilitated	37	23	
		# Escalator Replaced	3	3	
Escalator Replacement	CIP0185	# Escalator Replaced	6	6	

Work in Progress as of June 30th

2 Elevator Rehabilitation

7 Escalator Rehabilitation

5 Escalator Replacement



Update to FY2015 CIP

- Unspent FY2014 CIP budget of \$206 million will roll into FY2015
 - Increase of \$56 million from April projection
 - FY2015 CIP budget will increase to \$1,102 million
- \$81 million in capital expenditures to be deferred for six months
 - Only non-critical activities (nothing safety-related)
- As a result, FY2015 CIP expenditure plan needs to be updated
 - Revised FY2015-20 CIP to be presented in November
- No deferral of \$75 million in Metro 2025 projects



Next Steps

Date	Activity
September 2014	Staff revising FY2015 CIP expenditure plan
October/ November 2014	FY2016-2021 CIP development: • Safety and State of Good Repair • Metro 2025
November 2014	Present revised FY2015-2020 CIP to Finance & Administration Committee
November 2014	WMATA and jurisdictions reach agreement in principle on renewal of CFA
December 2014	Present FY2016-2021 Proposed CIP to Finance & Administration Committee guided by CFA