



Operating Budget Report

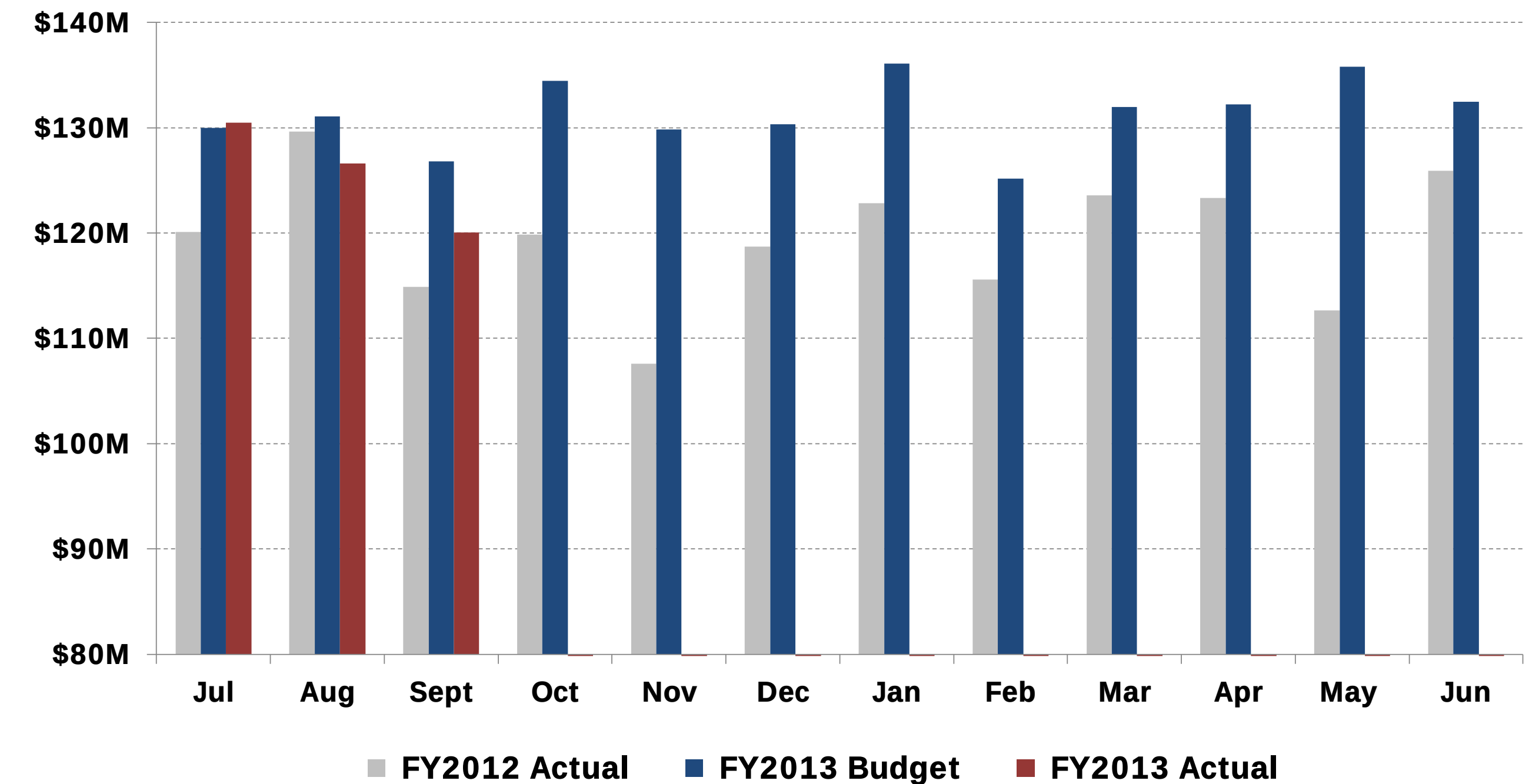
1st Quarter FY2013

Operating Budget (\$ in Millions)

	Q1-FY2012		Q1-FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 206		\$ 217	\$ 222	\$ (5)	-2%
Expense	\$ 365		\$ 377	\$ 388	\$ 11	3%
Subsidy	\$ 158		\$ 160	\$ 166	\$ 6	3%
Cost Recovery	57%		58%	57%		

YTD	FY2012		FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 206		\$ 217	\$ 222	\$ (5)	-2%
Expense	\$ 365		\$ 377	\$ 388	\$ 11	3%
Subsidy	\$ 158		\$ 160	\$ 166	\$ 6	3%
Cost Recovery	57%		58%	57%		

Operating Expenditures (\$ in Millions)



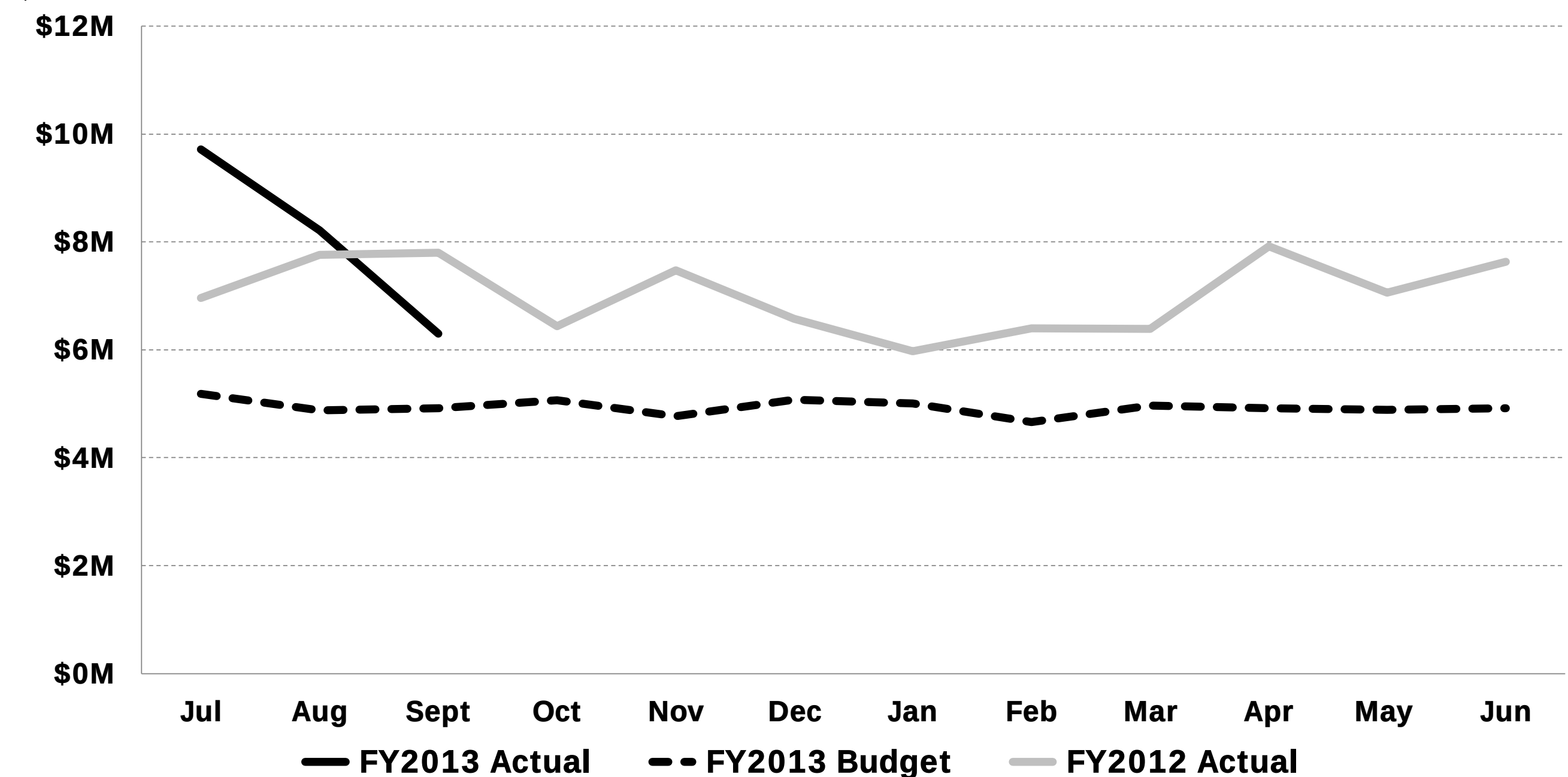
Operating Program Highlights

As of September YTD, Metro is **favorable to budget** by \$5.8M, or 3%.

Year-to-date expenditures \$10.8M or 2.8% favorable to budget.

- Salary & wages below budget by \$8.4M due to vacancies.
- Overtime is (\$9.2M) over budget due to CMNT 2K, 3K and 5K maintenance, HVAC overhauls, midlife door inspections and friction brake maintenance, vacancy coverage, leave coverage and special events coverage. Overtime hours for the month dropped due to less OT related activities in September.
- Fringe benefits is \$2.1M under budget due to lower than budgeted pension costs of \$3.4M offset by higher than projected health care costs under the CIGNA plan of \$1.2M.
- Materials and Supply expenses (\$2.9M) are unfavorable due to higher than expected expenses in CMNT 2K, 3K and 5K maintenance (\$1.6M) and a lag in BUS capitalization (\$0.8M).
- Service expenses of \$10.6M were favorable due to savings in paratransit expenses, late 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 below budget by \$2.6M due to lower than projected power and diesel rates.

YTD Overtime Budget vs Actual (\$ in Millions)



Operating Budget Reprogramming Status



Revenue and Ridership Report

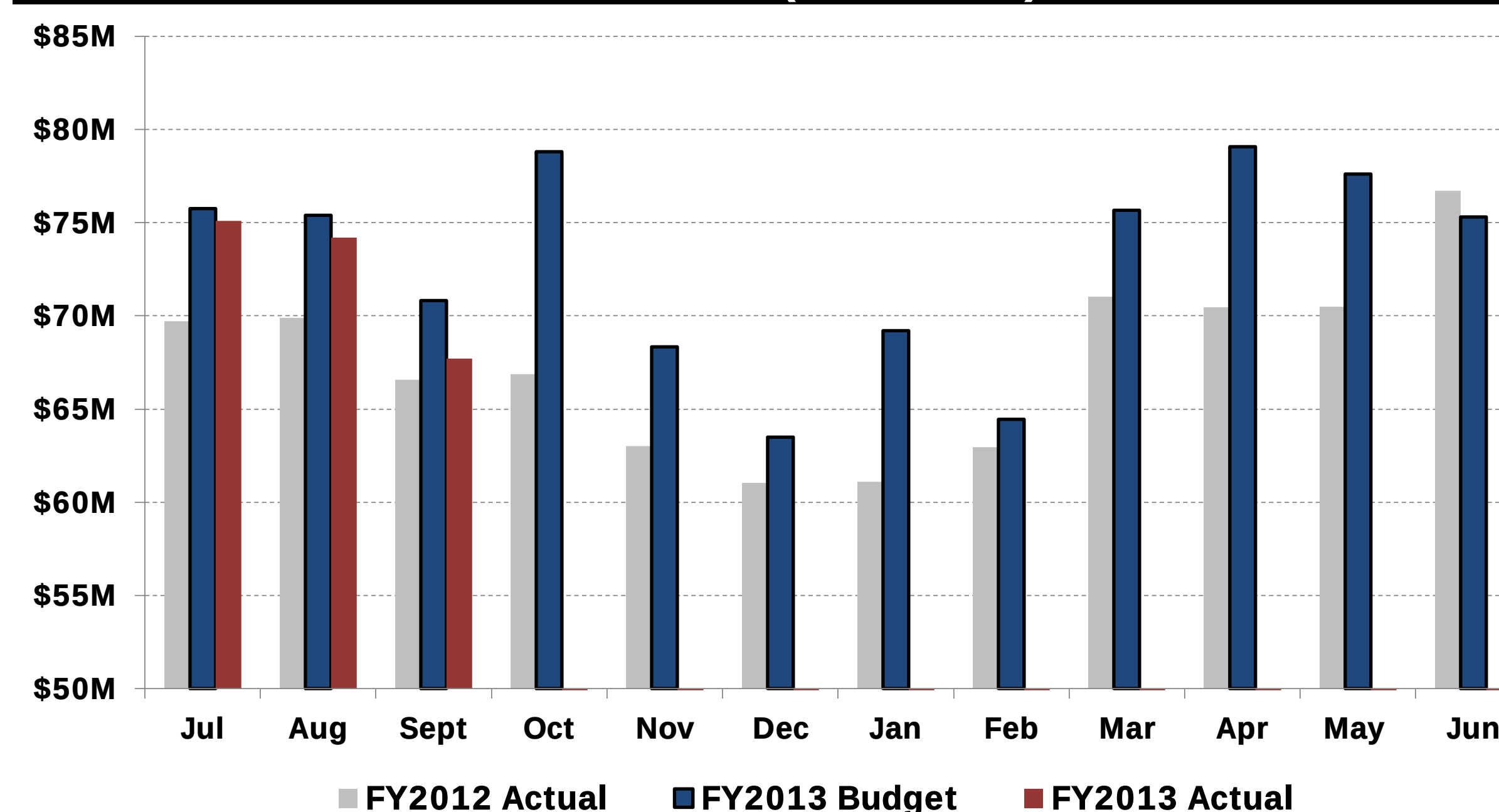
1st Quarter FY2013

Ridership (trips in thousands)

Q1	Q1-FY2012	Q1-FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	55,901	53,756	56,516	-3.8%	-4.9%
Metrobus	33,387	33,527	33,287	0.4%	0.7%
MetroAccess	516	504	564	-2.3%	-10.6%
System Total	89,804	87,788	90,367	-2.2%	-2.9%

YTD	FY2012	FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	55,901	53,756	56,516	-3.8%	-4.9%
Metrobus	33,387	33,527	33,287	0.4%	0.7%
MetroAccess	516	504	564	-2.3%	-10.6%
System Total	89,804	87,788	90,367	-2.2%	-2.9%

Revenue (in Millions)



Revenue and Ridership Highlights

Year-to-date Revenue

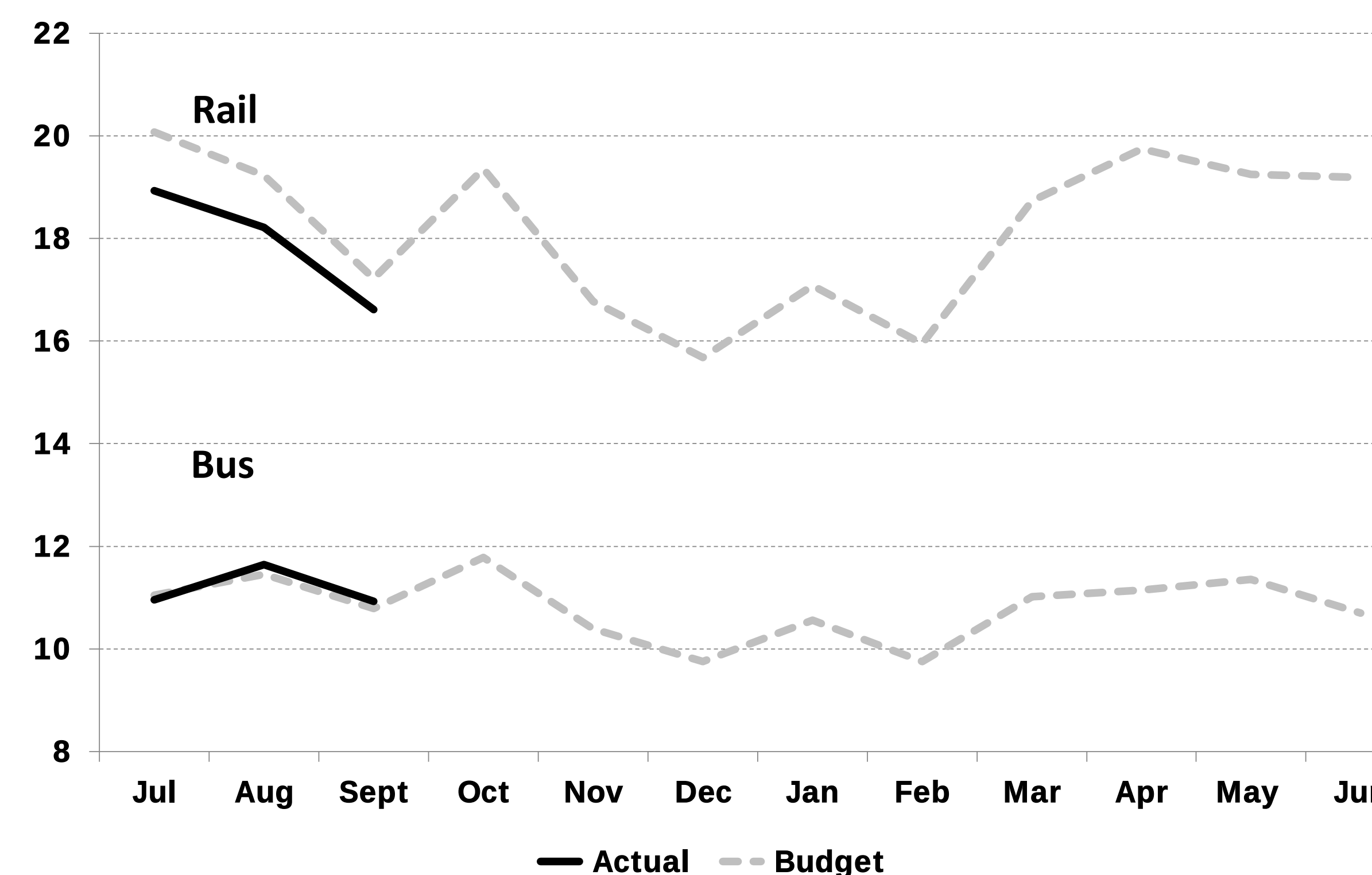
Total operating revenue is (\$5.0M) below budget, or -2.2%. Passenger fares plus parking is (\$4.9M) below budget, while non-transit revenue is (\$0.1M) below budget.

- **Rail passenger revenue** is (\$4.1M) below budget YTD as a result of lower rail ridership; average fare YTD is \$2.90, which reflects the impact of the FY13 fare increase and is above the budgeted average fare of \$2.83.
- **Bus passenger revenue** is (\$0.3M) below budget YTD as a result of a slightly lower average fare; average fare YTD is \$1.06, below the budgeted average fare of \$1.08.
- **MetroAccess revenue** is at budget YTD; although ridership is below budget, actual average fare is higher at \$3.88 versus \$3.50 budget.
- **Parking revenue** is below budget YTD by (\$0.1M) or -1.8%.
- **Other revenue** is (\$0.1M) below budget, with positive variances in advertising revenue slightly outweighed by negative variances in parking and joint development revenues.

Year-to-date Ridership

- **Rail ridership** YTD is (2.8M) below budget YTD, or -4.9%; rail ridership YTD is also down (2.1M) compared to the same period in FY12.
- **Bus ridership** is 0.2M favorable to budget YTD, or +0.7%; bus ridership YTD is also up 0.1M compared to the same period in FY12.
- **MetroAccess ridership** is -10.6% below budget YTD; Access ridership YTD is also down -2.3% compared to the same period in FY12.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

1st 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	\$277	\$178	\$864
FY2013 CIP	\$1,073	\$975	\$294	\$290	\$783

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$38	\$38	\$0	\$38
ARRA	8	8	1	7
Reimbursable	57	57	0	57
Total	\$104	\$104	\$1	\$103

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2012 CIP	\$1,042	\$917	\$493	\$130	54%	14%
FY2013 CIP	\$1,073	\$975	\$448	\$119	46%	12%

	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$39	\$23	\$7	60%	18%
ARRA	9	7	1	82%	12%
Reimbursable	57	48	11	85%	19%
Total	\$104	\$78	\$19	75%	18%

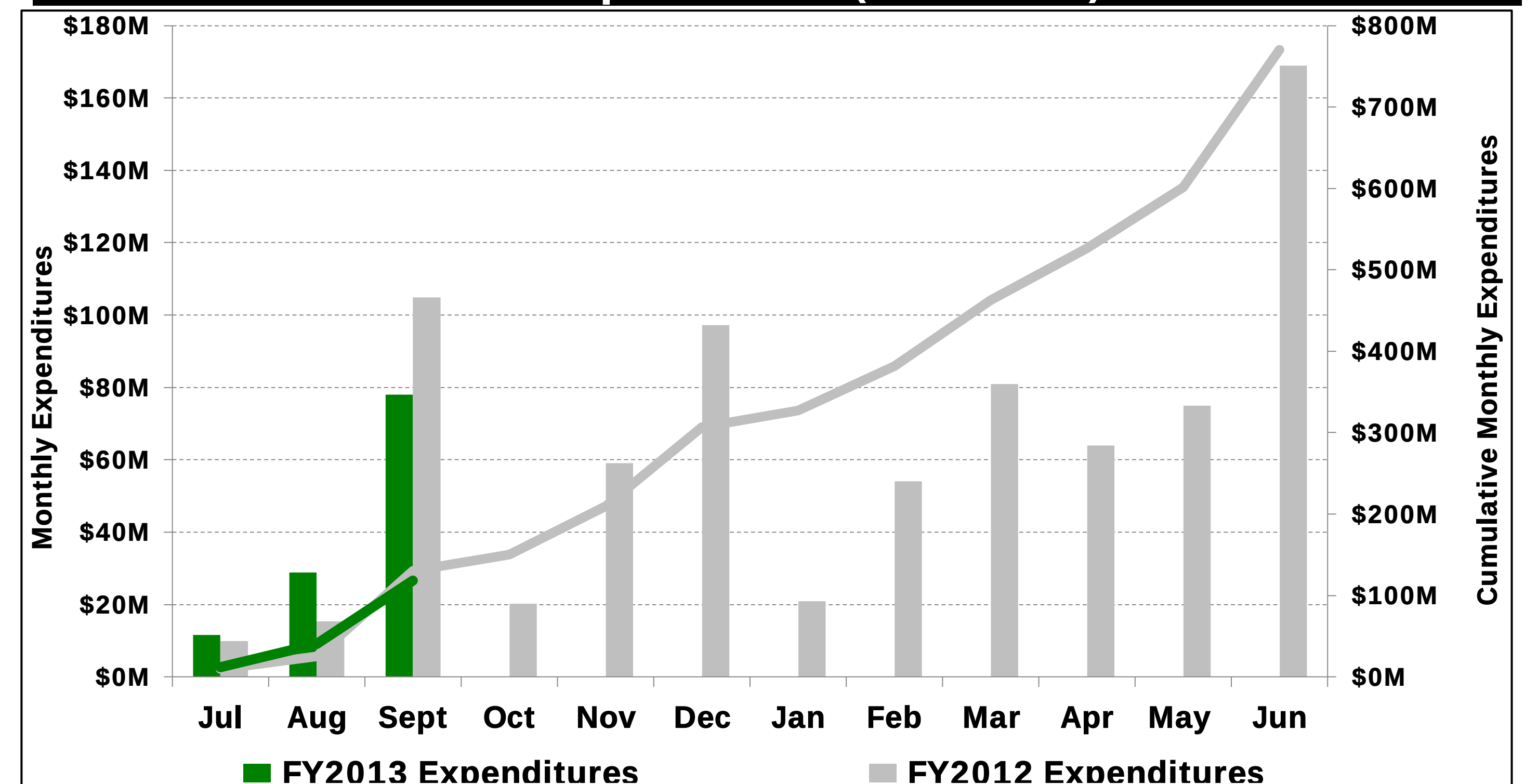
Capital Program Highlights

As of September 30, 2012:

The Capital Improvement Program (CIP) has expended \$119 million in FY2013. This is \$11 million less than the same period in FY2012. Accomplishments include:

- 16 of the planned 96 forty-foot hybrid/electric buses have been received.
- A contract has been awarded for the planned purchase of 138 paratransit vans.
- 11 of the 51 planned FY2013 escalator rehabilitations/modernizations are complete.
- 3 of the 12 planned full station enhancement projects are complete; 2 others full enhancements and 4 mini-station enhancement projects are underway.
- Red Line work continues to make progress. In the past month, rail renewal/replacement, structural repairs, platform reconstruction, tunnel leak mitigation, and fiber optic cable installation efforts were completed.
- Structural repairs, leak mitigation, drainage work, platform reconstruction, repairs to floating concrete slabs beneath rails, and work to support the addition of the Silver Line were completed on the Blue and Orange Lines.
- Track maintenance, tie and fastener renewal, third-rail power improvements, track upgrades, grout pad rehabilitation, drain cleaning, and fiber optic cable installation efforts were completed on the Green and Yellow Lines.
- Track rehabilitation work completed includes the following: welded 187 open weld joints, rehabilitated 4,802 linear feet of grout pads, tamped 8.92 miles of track, repaired 387 leaks, and replaced 2.53 miles of running rail, 5,651 cross ties, 9,191 fasteners, 2,796 insulators, and 1,021 direct fixation fasteners.

CIP Expenditures (\$ in Millions)

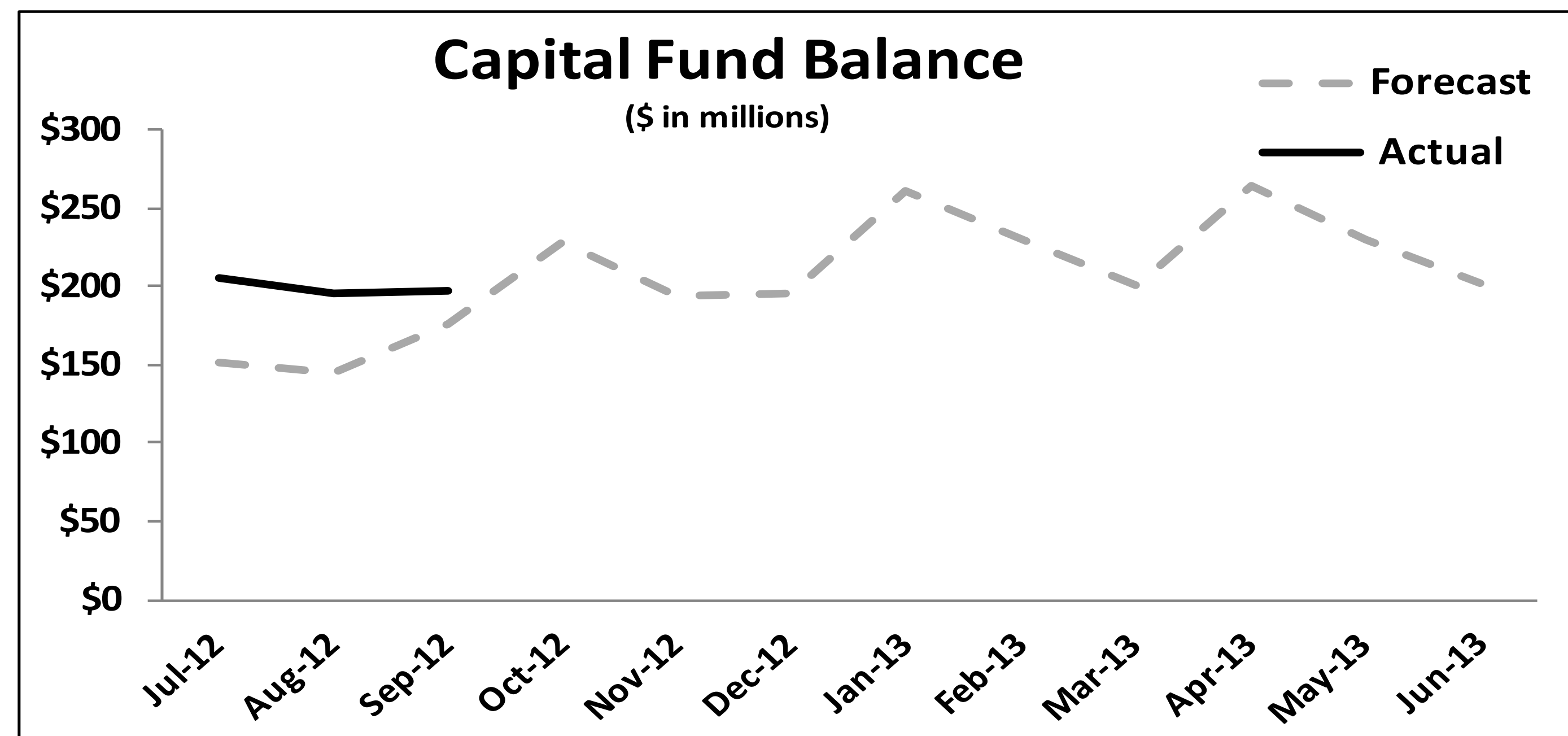
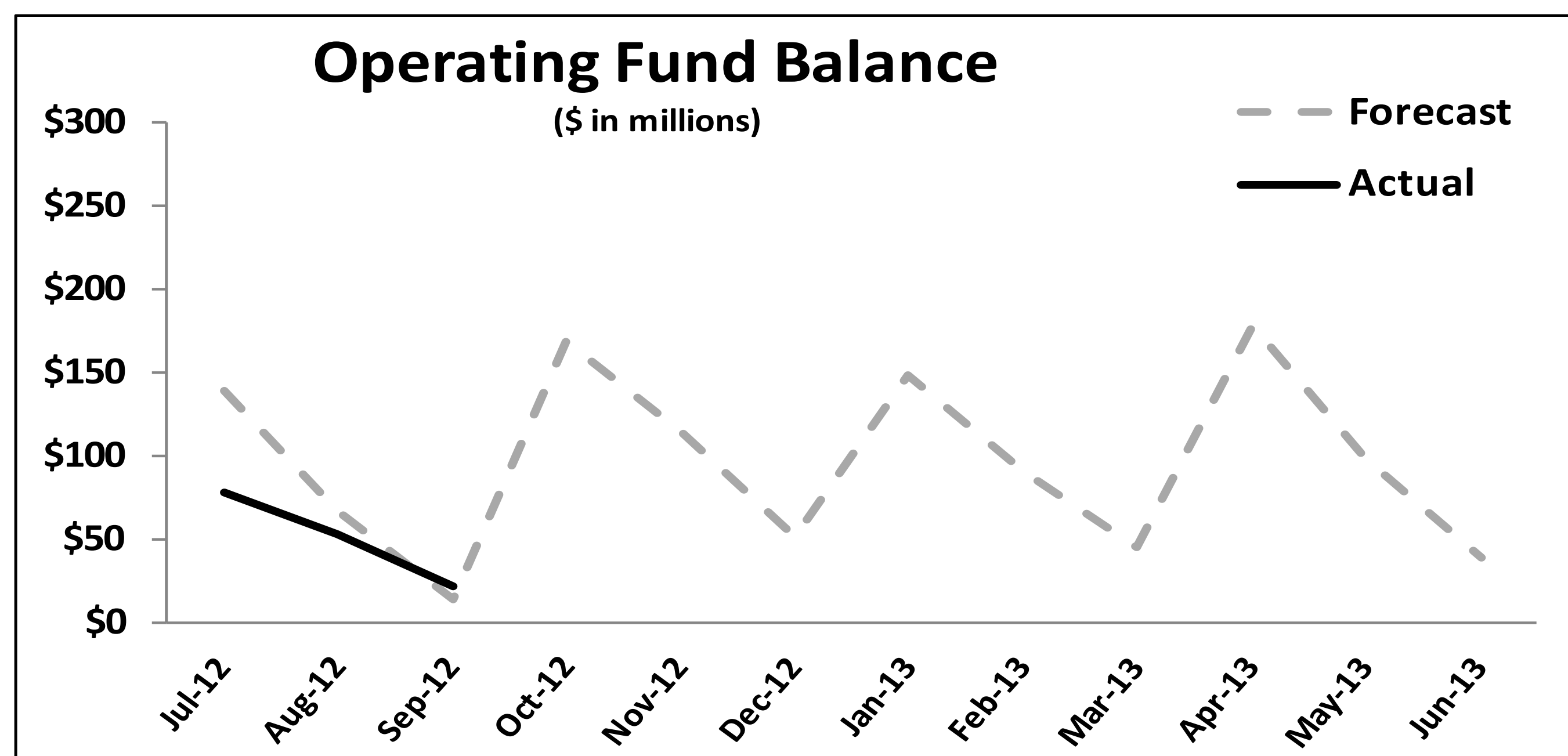


Capital Budget Reprogramming Status (\$ in millions)



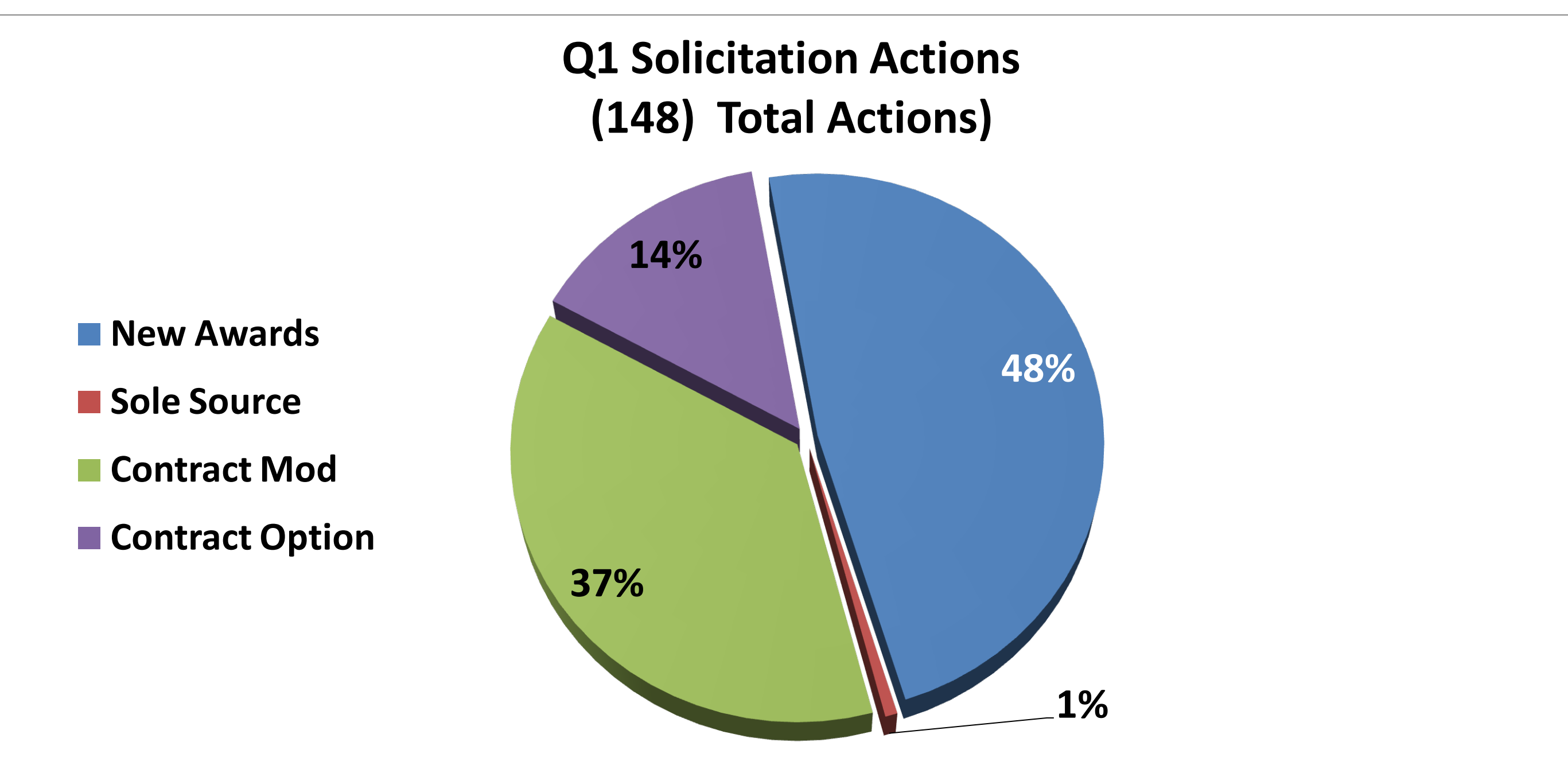
Fund Balance Report

1st Quarter FY2013



Procurement Report

1st Quarter FY2013



Procurement Highlights:

\$2,755,009 capital funded contract was awarded to Dean Technologies for HVAC upgrades

\$7,430,408 combined funded contract was awarded to Progress Rail for running rails

Operating Financials

September-12

FISCAL YEAR 2013

Dollars in Millions

MONTHLY RESULTS:					YEAR-TO-DATE RESULTS:				
Prior Year Actual	Current Year				Prior Year Actual	Current Year			
	Actual	Budget	Variance			Actual	Budget	Variance	
REVENUES:					Passenger Revenue				
\$47.2	\$47.7	\$49.6	(\$1.9)	-4%	Metrorail	\$146.4	\$155.7	\$159.8	(\$4.1) -3%
11.3	11.4	11.6	(0.1)	-1%	Metrobus	33.6	35.7	36.0	(0.3) -1%
1.0	0.6	0.7	(0.1)	-8%	MetroAccess	2.3	2.0	2.0	(0.0) -1%
3.8	3.6	4.0	(0.4)	-9%	Parking	11.3	11.5	12.0	(0.5) -4%
\$63.2	\$63.4	\$65.9	(\$2.5)	-4%	subtotal	\$193.6	\$204.9	\$209.8	(\$4.9) -2%
Non-Passenger Revenue					D.C. Schools				
\$0.9	\$0.8	\$0.8	\$0.0	0%	Advertising	\$1.3	\$1.2	\$1.2	\$0.0 0%
1.1	1.6	1.6	(0.0)	-3%	Joint Dev/Property Rent	2.4	4.0	3.5	0.5 15%
0.3	0.3	0.7	(0.4)	-52%	Fiber Optic	1.5	1.6	2.0	(0.4) -20%
1.1	1.2	1.2	0.0	0%	Other	3.8	3.7	3.6	0.0 1%
(0.1)	0.3	0.6	(0.3)	-45%	Interest	3.4	1.6	1.8	(0.1) -7%
(0.0)	(0.0)	0.0	(0.0)	-100%	SE Closure	0.0	0.0	0.1	(0.1) -91%
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0		subtotal	\$12.6	\$12.1	\$12.2	(\$0.1) 0%
\$3.4	\$4.3	\$5.0	(\$0.7)	-14%	TOTAL REVENUE	\$206.2	\$217.0	\$222.0	(\$5.0) -2%
\$66.6	\$67.7	\$70.8	(\$3.1)	-4%	EXPENSES:				
\$51.2	\$51.7	\$55.2	\$3.5	6%	Salary/Wages	\$161.2	\$166.4	\$174.8	\$8.4 5%
\$7.8	\$6.3	\$4.9	(\$1.4)	-28%	Overtime	\$22.5	\$24.2	\$15.0	(\$9.2) -62%
26.5	26.9	28.6	1.8	6%	Fringe Benefits	81.2	83.0	85.2	2.1 2%
14.0	17.0	18.8	1.8	10%	Services	41.1	43.9	54.4	10.6 19%
2.5	4.7	5.2	0.4	9%	Supplies	18.2	18.2	15.3	(2.9) -19%
7.4	7.5	7.9	0.4	5%	Power/Diesel/CNG	23.8	22.8	24.4	1.6 7%
2.9	2.8	3.1	0.2	8%	Utilities	8.0	8.6	9.6	1.0 10%
2.6	3.1	3.1	(0.1)	-2%	Insurance/Other	8.5	10.1	9.2	(0.9) -10%
\$114.9	\$120.0	\$126.8	\$6.7	5%	TOTAL EXPENSE	\$364.6	\$377.1	\$387.9	\$10.7 3%
\$48.3	\$52.4	\$56.0	\$3.6	6%	SUBSIDY	\$158.4	\$160.1	\$165.9	\$5.8 3%
Favorable/(Unfavorable)					Favorable/(Unfavorable)				

58 %

56 %

56 %

COST RECOVERY RATIO

57 %

58 %

57 %



Washington Metropolitan Area Transit Authority
Fiscal Year 2013 Financials

Quarterly Financial Report
1st Quarter

July - September 2012

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
QUARTERLY FINANCIAL REPORT
Q1 - FY2013
July - September 2012**

REPORT SECTIONS

Operating Budget

- Revenue
- Ridership
- Expense

Capital Finances

- Revenues
- Costs
- Projects

Outstanding Debt

Appendix

Operating Financials

Capital expenditures and Reimbursable projects

American Recovery & Reinvestment Act (ARRA)

Safety and Security expenditures

Jurisdictional balances on account

Grant activity



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

OPERATING BUDGET

Through the end of September, total expense less revenue was \$160 million, which was under budget by \$5.8 million, or three percent. Expenditures year-to-date (YTD) were \$377 million, \$10.7 million below budget; while revenues totaled \$217 million, \$5 million less than anticipated. The bulk of the revenue reduction is due to Metrorail, which is below budget by \$4.1 million YTD.

Total expenditures were \$10.7 million or three percent under budget YTD. Through the end of the first quarter, overtime budgets have a negative variance of \$9.2 million (62 percent) due to vacancy coverage, operating support of major maintenance activities and special events. This overrun is offset by under runs in salaries, wages and associated fringes totaling \$10.5 million. Services, propulsion/diesel, and utilities are favorable year-to-date mainly due to favorable rates and lower Paratransit contract costs.

Table 1

(\$ Millions)	Q1-FY12	Q1-FY2013		Budget	
	Actual	Actual	Budget	Budget	Variance
	Quarterly Budget Variance			Variance	
Revenue	\$206.2	\$217.0	\$222.0	(\$5.0)	-2 %
Expense	\$364.6	\$377.1	\$387.9	\$10.7	3 %
Subsidy	\$158.4	\$160.1	\$165.9	\$5.8	3 %
Cost Recovery	57 %	58 %	57 %		
	Year to Date Budget Variance			Variance	
Revenue	\$206.2	\$217.0	\$222.0	(\$5.0)	-2 %
Expense	\$364.6	\$377.1	\$387.9	\$10.7	3 %
Subsidy	\$158.4	\$160.1	\$165.9	\$5.8	3 %
Cost Recovery	57 %	58 %	57 %		



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

Ridership

Table 2

Year-to-Date Total Ridership (in thousands)					
YTD	FY2012	FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	55,901	53,756	56,516	-3.8%	-4.9%
Metrobus	33,387	33,527	33,287	0.4%	0.7%
MetroAccess	516	504	564	-2.3%	-10.6%
System Total	89,804	87,788	90,367	-2.2%	-2.9%

Metrorail

Through September, Metrorail ridership is 4.9 percent lower than forecasted and 3.8 percent lower than the same period last year, with a total of 2.2 million fewer trips. FY2013 Q1 had one more Sunday and one fewer weekday than the same period in FY2012, which accounts for approximately 500,000 of the lost trips. The comparable quarter-to-quarter ridership drop is 1.7 million, or -3.0 percent. Average weekday ridership is down 2.5 percent, while Saturdays are down 6.4 percent and Sundays are down 5.7 percent.

The two primary reasons for the reduction in rail ridership appear to be (a) the January 2012 changes to the federal transit benefit program and (b) the July 2012 fare increase. The changes to the benefit program included a reduction in the monthly transit benefit cap from \$230 to \$125 (while the federal parking benefit cap was increased to \$240), as well as the elimination of “rollover” of unused benefits at month-end for federal employees. Given the Authority’s reliance on riders who receive transit benefits (the latest rail passenger survey indicates that two-thirds of rail passengers in the AM peak receive a transit benefit), these changes taken together have had a substantial negative impact on rail ridership. These impacts are described in greater detail below.

The table below presents FY2013 Q1 average weekday ridership compared to the same period in FY2012 across three key dimensions: time period, line, and jurisdiction.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

Table 3

AM peak	-2.2 percent
Midday	-4.1 percent
PM peak	-2.0 percent
Evening	-2.0 percent
Late night peak	-8.9 percent
Green Line	-0.5 percent
Red Line	-2.2 percent
Orange Line	-3.3 percent
Yellow Line	-3.3 percent
Blue Line	-4.1 percent
District of Columbia	-1.8 percent
Maryland	-2.6 percent
Virginia	-4.0 percent

Other dimensions were also investigated but did not reveal any substantive variation. For example, average trip lengths in the AM peak and mid-day are essentially unchanged compared to the same quarter last year.

As table 3 indicates, ridership dropped across all dimensions, but the variance across lines and time periods gives an indication of the potential causes. Weather and the overall economy were very similar between the two periods and do not appear to be a cause. Instead, the drop appears to be due to a combination of factors:

- The primary factor, as noted above, is the July 2012 fare increase and the January 2012 changes to the federal transit subsidy. More substantial ridership losses occurred in the midday and weekend periods, and the July fare increase was proportionally greater for these off-peak trips. Off-peak trips are generally more discretionary and show greater sensitivity to fare increases. In addition, the federal transit benefit cap was reduced from \$230 to \$125 in January 2012, and federal employees now cannot “roll over” unused monthly subsidy into subsequent months. Taken together, these changes appear to be causing an overall increase in the sensitivity of rider response to fare increases. Moreover, at the higher benefit level, some riders with shorter commutes may have consistently had additional subsidy available to take non-commute or discretionary trips at no incremental cost. At the lower benefit level, and with higher per-trip costs after the fare increase, the commute trips now consume the entire benefit. Those non-commute trips now must be paid for with non-subsidized funds, and some of these trips are not being taken.
- Major weekend closures for trackwork (as distinct from single-tracking) were higher, which can discourage ridership on the affected line(s) by up to 25 percent compared to normal levels.
- Reduced weekday ridership (greater than the overall system average) at



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

stations on the Blue Line from the Pentagon south to Franconia-Springfield potentially indicates a small negative impact from the Rush+ service change implemented in June.

- Reduced weekday ridership (equal to approximately 100,000 for the quarter) at the Crystal City station indicates the potential negative impact from the shift of many Department of Defense employees and contractors to the Mark Center that started in September 2011.
- Information on teleworking for the specific months under consideration is not available, and teleworking by private sector firms is difficult to assess. However, the Office of Personal Management (OPM) provides regular analysis on the status of teleworking by federal employees. In calendar year 2009, approximately 5.7% of the Federal workforce teleworked. By September 2011 (the most recent date available), that figure had increased to 7.8%, and increase of 37 percent. While it is difficult to quantify, growth in teleworking is likely to continue and may be contributing to the overall reduction in ridership.

Metrobus

Metrobus ridership in the quarter was 33.5 million trips. Ridership year-to-date is 0.7 percent higher than budget and 0.4 percent above the same period last year. After experiencing significant growth in FY2012, bus ridership growth is moderating and is in line with Metro's forecast. The reasons for the continued growth in bus ridership include:

- Lower fares than on rail
- Service adjustments that are meeting the needs of riders
- An attractive, modernized fleet with new paint scheme and technologies
- Improvements in bus reliability (on-time performance)
- Availability of advance information on bus arrivals (Nextbus)

MetroAccess

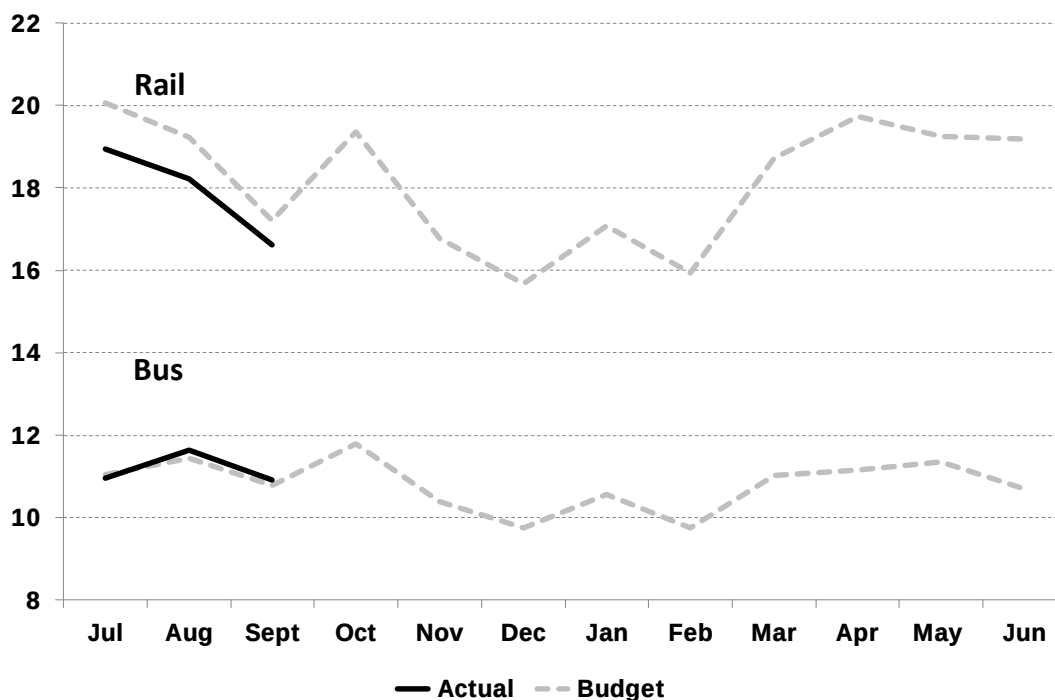
MetroAccess ridership was 504,000 in the quarter. MetroAccess transported 12,000 fewer passengers year-to-date as compared to the same period in FY2012. This represents a more than two percent reduction from last year and is 10 percent lower than forecasted. The ridership reduction is attributed to successful demand management efforts (eligibility screening and travel training).



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

Table 4

Monthly Ridership for Rail and Bus (millions)



Operating Revenue and Average Fares

Year-to-date operating revenues of \$217 million were 2.2 percent or \$5.0 million below budget. The decline in ridership is being partially offset by higher than budgeted average fares. For the quarter, Metrorail revenues are \$4.1 million lower than forecast; Metrobus revenues are \$0.3 million lower than forecast; and MetroAccess revenues are at forecast. Parking revenues are also \$0.5 million lower than forecast. All other revenue sources are \$0.1 million below budget, with a positive variance for advertising revenue being slightly outweighed by a negative variance in joint development.

The FY2013 budget (as summarized in Table 3.4 of the budget book) assumed that the fare increase would cause a loss of 2.2 million annual rail riders (compared to FY2012), but would result in a net gain of \$47 million in rail fare revenue. The budget also assumed additional "organic" rail ridership growth of 2.2 million riders that would counterbalance the rail ridership loss from the fare increase and bring in an additional \$10 million in fare revenue. Thus the total rail fare revenue increase over FY2012 was projected at \$57 million, or approximately \$14 million per quarter. So far, through the first quarter, the reduction in ridership has resulted in a revenue increase over FY2012 of only \$10 million.



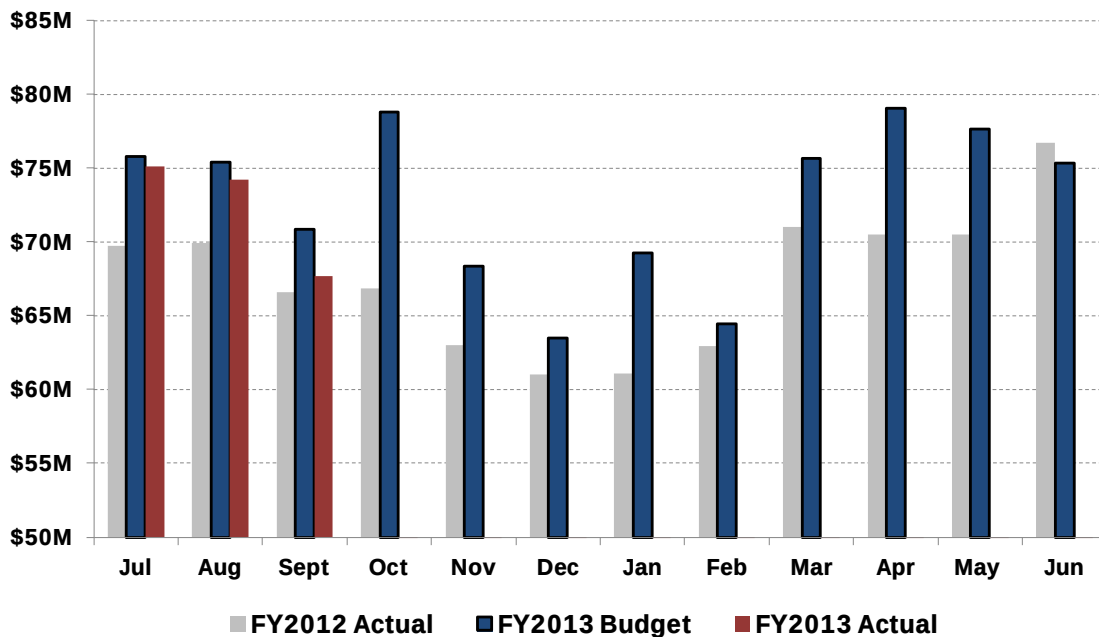
Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

Average fares by mode have varied from their budgeted projections as follows:

- Metrorail YTD average fare is \$2.90, an increase of \$0.03 (+1.0 percent) over the FY2013 budget annual value of \$2.87.
- 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.
- Metro Access YTD average fare is \$3.88, an increase of \$0.38 (+10.8 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. However, the Access group was conservative in representing the impact of this fare increase in their FY2013 budgeting. It should also be noted that MetroAccess provides free rides, as of a result of operating policy, to some of its passengers, and those passengers bring down the overall average fare. For those passengers who do pay a fare, MetroAccess estimates that the average fare paid is \$5.01.

Table 5

Monthly Operating Revenues (millions)





Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

Operating Expenses

Metro was \$10.7 million, or 3.0 percent, below budget in expenditure through the end of the first quarter, as shown in table 1.

Labor

Total personnel expenses were under budget by \$1.3 million through the end of the first quarter. Overtime was over budget by \$9.2 million mainly in the departments of Transit Infrastructure and Engineering Services (TIES), Rail Transportation (Rail) and Bus Services (BUS). The primary contributor to overtime has been the large number of vacancies which has resulted in the need for rail operator and TIES employee overtime to complete necessary overhaul maintenance and repairs on the 2K to 5K series cars. Salary and wage expenses were under budget by \$8.4 million primarily due to vacancies in Rail, DGMO, MTPD, and IT. Fringe benefits were \$2.1 million under budget year-to-date due to lower than projected pension costs of \$3.4M, mostly on the Transit Employees Retirement Plan, which were partially offset by higher than projected health care costs for salaried employees under the Cigna Health Plan of (\$1.2M).

Non-Labor

Year-to-date non-personnel expenses were under budget by \$9.5 million. Services were under budget by \$10.6 million mainly due to lower than projected utilization of paratransit services and delays in initiating service contracts. The MetroAccess service contract was \$3.0 million favorable to budget through the first quarter. Fuel & Propulsion and Utilities were under budget by \$2.6 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 \$2.9 million due to utilization of CMNT parts for on-going rehabilitation and maintenance projects (\$1.6M) and a lag in Bus parts capitalization (\$0.8M).



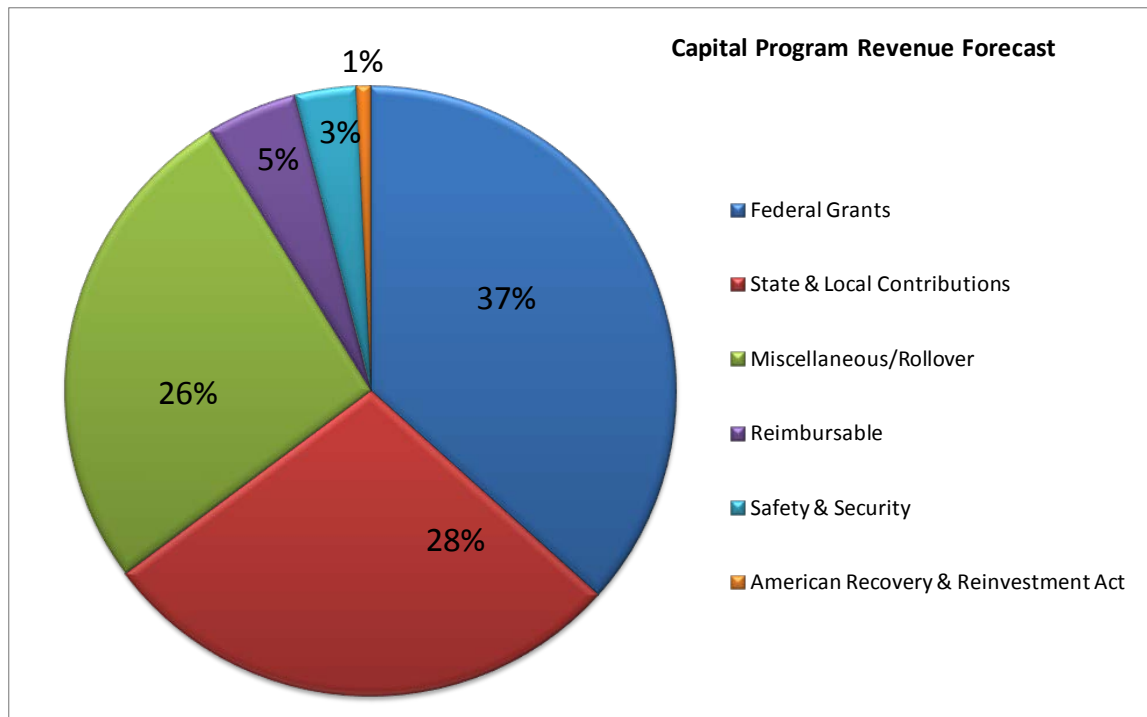
Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

CAPITAL PROGRAM

Sources of Funds

Budgeted sources of funds total for FY2013 is \$1,177 million. As of September 30, 2012, the amount awarded to Metro, including federal grants, totals \$398 million. Revenue received year-to-date is \$290 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)						
	CIP	Budget	Forecast	Awarded	Received to Date	To be Received
Federal Grants		\$ 431	\$ 431	\$ 4	\$ -	\$ 431
State & Local Contributions		331	331	77	77	254
Miscellaneous/Rollover		311	213	213	213	-
Subtotal		\$ 1,073	\$ 975	\$ 294	\$ 290	\$ 686
Security - Federal Grants		\$ 38	\$ 38	\$ 38	\$ -	\$ 38
Reimbursable - State & Local Grants		57	57	57	-	57
ARRA - Federal Grants		8	8	8	1	8
Subtotal		\$ 104	\$ 104	\$ 104	\$ 1	\$ 103
Total		\$ 1,177	\$ 1,079	\$ 398	\$ 290	\$ 788





Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

As of September 30, 2012, \$290 million of the Capital Improvement Program revenue in FY2013 has been received as compared to \$178 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
September FY2012	\$ 1,042	\$ 917	\$ 277	\$ 178	\$ 739
September FY2013	\$ 1,073	\$ 975	\$ 294	\$ 290	\$ 686

Uses of Funds

The entire capital budget for FY2013 is \$1,177 million. As of September 30, 2012, capital spending was as follows: \$526 million, or 49 percent, had been obligated and \$139 million, or 13 percent, had been expended. The appendix includes budget and spending data for each capital project.

Capital Spending (dollars in millions)	FY2013 Year to Date							
Capital Improvement Program	Budget	Forecast	Obligated	Expended	Unexpended	% Obl.	% Exp.	
Vehicles/Vehicles Parts	\$ 237	\$ 226	\$ 141	\$ 34	\$ 210	63%	15%	
Rail System Infrastructure Rehab	150	150	52	24	133	35%	16%	
Maintenance Facilities	190	154	69	8	149	45%	5%	
Systems and Technology	116	110	44	10	102	39%	9%	
Track and Structures	62	62	52	15	57	85%	24%	
Passenger Facilities	146	133	40	16	117	30%	12%	
Maintenance Equipment	139	110	37	12	98	34%	11%	
Other Facilities	29	27	14	1	26	51%	2%	
Project Management and Support	5	3	0	0	2	4%	4%	
Subtotal	\$ 1,073	\$ 975	\$ 448	\$ 119	\$ 855	46%	12%	
Security Program	\$ 39	\$ 39	\$ 23	\$ 7	\$ 31	59%	19%	
Reimbursable Program	\$ 57	\$ 57	\$ 48	\$ 11	\$ 45	85%	20%	
ARRA Program								
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0	\$ -	\$ 0	99%	0%	
Maintenance Facilities	0	0	0	\$ -	0	69%	0%	
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	1	62%	41%	
Operations System	2	2	1	\$ 0	2	56%	4%	
Information Technology	0	0	0	\$ 0	0	92%	43%	
Miscellaneous	0	0	0	\$ -	-	60%	0%	
Subtotal	\$ 8	\$ 8	\$ 7	\$ 1	\$ 8	79%	10%	
Total	\$ 1,177	\$ 1,078	\$ 526	\$ 139	\$ 939	49%	13%	

The FY2013 Capital Improvement Program had an eight percent decrease in obligation rate and a two percent decrease in expenditure rate when compared to September FY2012.



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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	\$ 889	\$ 917	\$ 493	\$ 130	\$ 787	54%	14%	
Capital Improvement Program FY2013	\$ 1,073	\$ 975	\$ 448	\$ 119	\$ 855	46%	12%	
		Obligation-Based Budget Status						
	Budget	Forecast	Obligated	Expended	Unexpended	% Obl.	% Exp.	
Safety & Security Projects	\$ 39	\$ 39	\$ 23	\$ 7	\$ 31	59%	19%	
Reimbursable Projects	57	57	48	11	45	85%	20%	
American Recovery & Reinvestment Act	8	8	7	1	8	79%	10%	
Total	\$ 104	\$ 104	\$ 77	\$ 20	\$ 84	74%	19%	
<i>Obligation-Based projects do not have annual budgets</i>								

Capital Project Highlights

Vehicle/Vehicle Parts

Metro currently has a fleet of approximately 1,500 buses, each with a targeted 15-year useful life. In order to insure a modern operating fleet that operates within its useful life, Metro combines an aggressive and effective maintenance program and a bus replacement program that seeks to replace approximately 100 buses each year. As of September 30, 2012, the remaining 20 thirty-foot Bus Rapid Transit (BRT) buses from the 51 planned for FY2012 are now in service. Additionally, 16 of the 96 forty-foot Hybrid/Electric buses programmed in FY2013 have been received.

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 September 30, 2012, all specifications have been written and a contract has been awarded.



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Vehicles	Planned	Received	In Service	Comments
FY2012 30-foot BRT Buses	51	51	51	Remaining 20 buses from FY2012 Plan are now in service
FY2013 40-foot BRT Buses	96	16	0	16 buses have been received
FY2013 MetroAccess Procurement	138	0	0	Initial deliveries expected in February 2013
Total Vehicle Procurement	285	67	51	

Passenger Facilities

Metro currently has 277 elevators and 589 escalators in its system, each with a 25-30 year useful lifespan. 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 51 escalators as well as the replacement of three escalators for FY2013. This will include code and safety upgrades and energy saving devices. As of September 30, 2012, four of the planned 25 elevators rehabilitations are in progress. Of the planned 54 escalators rehabs, 11 are in progress and 11 have been rehabilitated, modernized, and returned to service with the exception of L'Enfant Plaza. This escalator will return to service after the Department of Consumer and Regulatory Affairs' barricade ruling.

Project	Planned	In Progress	Completed	Comments
CIP0072 – Elevator Rehabilitation	25	4	0	
CIP0073 – Escalator Rehabilitation	54	11	11	10 of 11 completed are returned to service... L'Enfant Plaza return to service pending ruling

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 a 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



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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. This work preserves the station infrastructure and contributes to the extension of asset life.

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 to preserve and maintain these assets.

The FY2013 station rehabilitation plan includes 12 mini stations and 12 full stations. As of September 30, 2012, three full stations were completed and four mini stations and two full stations are in progress.

CIP0087 – Station Rehabilitation Program	Planned	In Progress	Completed	Comments
Mini Stations	12	4	0	
Full Stations	12	2	3	

Track and Structures Maintenance

Red Line

- Installation of new fiber optic cable for wireless communications, track maintenance, and third rail upgrades between Dupont Circle and NoMa-Gallaudet U
- Rail and fastener maintenance between Van Ness and Friendship Heights
- Rail renewal, fastener replacement, grout pad rehabilitation, and leak mitigation between Grosvenor and Friendship Heights
- Platform rehabilitation/reconstruction, tie and fastener renewal, structural repairs, and bridge work between NoMa-Gallaudet U and Fort Totten

Blue and Orange Lines

- Platform reconstruction work between Stadium-Armory and Cheverly (Orange)
- Repairs to floating concrete slabs beneath the rails between Stadium-Armory and Morgan Boulevard (Blue)
- Testing associated with Silver Line Extension between Vienna and East Falls Church and between East Falls Church and West Falls Church (Orange)
- Insulator renewal and track maintenance between Vienna and West Falls Church (Orange)
- Tie and insulator renewal between East Falls Church and Ballston (Orange)

Green and Yellow Lines

- Structural repairs, grout pad rehabilitation, and drain cleaning between Huntington and Braddock Road (Yellow)
- Tie replacements and track improvements at Greenbelt (Green)



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- Fiber optic cable installation for cell communication between Southern Avenue and Branch Avenue (Green)

Project	FY2013 Plan	Completed
CIP0018 – Track Welding Program	1,000 open weld joints	Welded 187 open weld joints
CIP0019 – Track Floating Slab Rehabilitation	500 In ft of floating slabs	Retrofitted 65 In ft of floating slabs and prepped 23
CIP0020 – Rail Track Signage Replacement	1,500 "High Voltage" roadway safety signs	Replaced 26 "High Voltage" roadway safety signs
CIP0021 – Track Pad/Shock Absorber Rehabilitation	8,000 In ft of grout pads	Rehabilitated 4,802 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 8.92 miles of track Replaced 5,651 cross ties Replaced 9,191 fasteners Replaced 2,796 insulators Replaced 2.53 miles of running rail Replaced 0 turnouts
CIP0026 – Station Tunnel Leak Mitigation	2,150 leaks	Repaired 387 leaks
CIP0089 – Track Fasteners	7,000 direct fixation fasteners	Replaced 1,021 direct fixation fasteners
CIP0146 – Switch Replacement	32 yard switches	Replaced 4 yard switches



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

OUTSTANDING DEBT

Metro's outstanding debt as of September 30, 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.

September 30, 2012			
Debt Type (dollars in millions)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 2003	\$26.5	\$16.2	FY2015
Bond Series 2009A	\$223.9	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	\$305.4	\$37.4	
Wachovia LOC	\$0.0	Varies	Jun-13
Bank of America LOC	\$0.0	Varies	Jun-13
US Bank LOC	\$0.0	Varies	Jun-13
Subtotal	\$0.0		
Grand Total	\$305.4		

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



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2013

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

September-12
FISCAL YEAR 2012

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		
REVENUES:											
Passenger Revenue											
\$146.4	\$155.7	\$159.8	(\$4.1)	-3%	Metrorail	\$146.4	\$155.7	\$159.8	(\$4.1)	-3%	
33.6	35.7	36.0	(0.3)	-1%	Metrobus	33.6	35.7	36.0	(0.3)	-1%	
2.3	2.0	2.0	(0.0)	-1%	MetroAccess	2.3	2.0	2.0	(0.0)	-1%	
11.3	11.5	12.0	(0.5)	-4%	Parking	11.3	11.5	12.0	(0.5)	-4%	
\$193.6	\$204.9	\$209.8	(\$4.9)	-2%	subtotal	\$193.6	\$204.9	\$209.8	(\$4.9)	-2%	
Non-Passenger Revenue											
\$1.3	\$1.2	\$1.2	\$0.0	0%	D.C. Schools	\$1.3	\$1.2	\$1.2	\$0.0	0%	
2.4	4.0	3.5	0.5	15%	Advertising	2.4	4.0	3.5	0.5	15%	
1.5	1.6	2.0	(0.4)	-20%	Joint Dev/Property Rent	1.5	1.6	2.0	(0.4)	-20%	
3.8	3.7	3.6	0.0	1%	Fiber Optic	3.8	3.7	3.6	0.0	1%	
3.4	1.6	1.8	(0.1)	-7%	Other	3.4	1.6	1.8	(0.1)	-7%	
0.0	0.0	0.1	(0.1)	-91%	Interest	0.0	0.0	0.1	(0.1)	-91%	
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		
\$12.6	\$12.1	\$12.2	(\$0.1)	0%	subtotal	\$12.6	\$12.1	\$12.2	(\$0.1)	0%	
\$206.2	\$217.0	\$222.0	(\$5.0)	-2%	TOTAL REVENUE	\$206.2	\$217.0	\$222.0	(\$5.0)	-2%	
EXPENSES:											
\$161.2	\$166.4	\$174.8	\$8.4	5%	Salary/Wages	\$161.2	\$166.4	\$174.8	\$8.4	5%	
\$22.5	\$24.2	\$15.0	(\$9.2)	-62%	Overtime	\$22.5	\$24.2	\$15.0	(\$9.2)	-62%	
81.2	83.0	85.2	2.1	2%	Fringe Benefits	81.2	83.0	85.2	2.1	2%	
41.1	43.9	54.4	10.6	19%	Services	41.1	43.9	54.4	10.6	19%	
18.2	18.2	15.3	(2.9)	-19%	Supplies	18.2	18.2	15.3	(2.9)	-19%	
23.8	22.8	24.4	1.6	7%	Power/Diesel/CNG	23.8	22.8	24.4	1.6	7%	
8.0	8.6	9.6	1.0	10%	Utilities	8.0	8.6	9.6	1.0	10%	
8.5	10.1	9.2	(0.9)	-10%	Insurance/Other	8.5	10.1	9.2	(0.9)	-10%	
\$364.6	\$377.1	\$387.9	\$10.7	3%	TOTAL EXPENSE	\$364.6	\$377.1	\$387.9	\$10.7	3%	
\$158.4	\$160.1	\$165.9	\$5.8	3%	SUBSIDY	\$158.4	\$160.1	\$165.9	\$5.8	3%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

57%

58%

57%

COST RECOVERY RATIO

57%

58%

57%

RAIL
Operating Financials
September-12
FISCAL YEAR 2011

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		
REVENUES:											
\$146.4	\$155.7	\$159.8	(\$4.1)	-3%	Passenger Fares	\$146.4	\$155.7	\$159.8	(\$4.1)	-3%	
0.9	0.6	0.8	(0.2)	-20%	D.C. Schools	0.9	0.6	0.8	(0.2)	-20%	
11.3	11.5	12.0	(0.5)	-4%	Parking	11.3	11.5	12.0	(0.5)	-4%	
0.8	1.4	1.2	0.2	21%	Advertising	0.8	1.4	1.2	0.2	21%	
1.5	1.6	2.0	(0.4)	-21%	Joint Dev/Property Rent	1.5	1.6	2.0	(0.4)	-21%	
3.8	3.7	3.6	0.0	1%	Fiber Optic	3.8	3.7	3.6	0.0	1%	
2.9	1.0	1.2	(0.1)	-12%	Other	2.9	1.0	1.2	(0.1)	-12%	
(0.0)	0.0	0.0	0.0	172%	Interest	(0.0)	0.0	0.0	0.0	172%	
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0		
\$167.6	\$175.6	\$180.6	(\$5.0)	-3%	TOTAL REVENUE	\$167.6	\$175.6	\$180.6	(\$5.0)	-3%	
EXPENSES:											
\$95.7	\$99.5	\$106.7	\$7.2	7%	Salary/Wages	\$95.7	\$99.5	\$106.7	\$7.2	7%	
\$14.2	\$16.0	\$7.3	(\$8.7)	-119%	Overtime	\$14.2	\$16.0	\$7.3	(\$8.7)	-119%	
48.3	50.4	50.4	(0.0)	0%	Fringe Benefits	48.3	50.4	50.4	(0.0)	0%	
11.3	6.4	18.6	12.2	65%	Services	11.3	6.4	18.6	12.2	65%	
12.7	11.5	10.1	(1.3)	-13%	Supplies	12.7	11.5	10.1	(1.3)	-13%	
13.3	13.5	13.8	0.3	2%	Power/Diesel/CNG	13.3	13.5	13.8	0.3	2%	
6.7	7.2	7.8	0.7	9%	Utilities	6.7	7.2	7.8	0.7	9%	
5.0	5.3	4.4	(0.9)	-20%	Insurance/Other	5.0	5.3	4.4	(0.9)	-20%	
\$207.2	\$209.8	\$219.2	\$9.5	4%	TOTAL EXPENSE	\$207.2	\$209.8	\$219.2	\$9.5	4%	
\$39.6	\$34.2	\$38.6	\$4.4	11%	SUBSIDY	\$39.6	\$34.2	\$38.6	\$4.4	11%	
Favorable/(Unfavorable)						Favorable/(Unfavorable)					
81 %	84 %	82 %	COST RECOVERY RATIO			81 %	84 %	82 %			

METROBUS
Operating Financials
September-12
FISCAL YEAR 2011
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:

\$33.6	\$35.7	\$36.0	(\$0.3)	-1%	Passenger Fares	\$33.6	\$35.7	\$36.0	(\$0.3)	-1%
0.5	0.6	0.4	0.2	40%	D.C. Schools	0.5	0.6	0.4	0.2	40%
1.6	2.6	2.3	0.3	12%	Advertising	1.6	2.6	2.3	0.3	12%
0.5	0.5	0.6	(0.1)	-15%	Other	0.5	0.5	0.6	(0.1)	-15%
0.0	(0.0)	0.1	(0.1)	-117%	Interest	0.0	(0.0)	0.1	(0.1)	-117%
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	
\$36.2	\$39.4	\$39.4	(\$0.0)	0 %	TOTAL REVENUE	\$36.2	\$39.4	\$39.4	(\$0.0)	0 %

EXPENSES:

\$64.6	\$65.8	\$66.8	\$1.0	1%	Salary/Wages	\$64.6	\$65.8	\$66.8	\$1.0	1%
\$8.3	\$8.2	\$7.7	(\$0.5)	-7%	Overtime	\$8.3	\$8.2	\$7.7	(\$0.5)	-7%
32.4	32.1	34.2	2.0	6%	Fringe Benefits	32.4	32.1	34.2	2.0	6%
5.4	5.2	9.2	4.0	43%	Services	5.4	5.2	9.2	4.0	43%
5.5	6.7	5.1	(1.6)	-31%	Supplies	5.5	6.7	5.1	(1.6)	-31%
10.5	9.3	10.6	1.3	13%	Power/Diesel/CNG	10.5	9.3	10.6	1.3	13%
1.3	1.4	1.7	0.3	17%	Utilities	1.3	1.4	1.7	0.3	17%
3.3	4.5	4.1	(0.4)	-10%	Insurance/Other	3.3	4.5	4.1	(0.4)	-10%
\$131.3	\$133.3	\$139.4	\$6.1	4 %	TOTAL EXPENSE	\$131.3	\$133.3	\$139.4	\$6.1	4 %

\$95.1	\$93.9	\$100.0	\$6.1	6 %	SUBSIDY	\$95.1	\$93.9	\$100.0	\$6.1	6 %
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

28 % 30 % 28 %

COST RECOVERY RATIO

28 % 30 % 28 %

REGIONAL BUS

Operating Financials

September-12
FISCAL YEAR 2011

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		
REVENUES:											
\$28.2	\$29.3	\$29.6	(\$0.3)	-1%	Passenger Fares	\$28.2	\$29.3	\$29.6	(\$0.3)	-1%	
0.5	0.6	0.4	0.2	40%	D.C. Schools	0.5	0.6	0.4	0.2	40%	
1.6	2.6	2.3	0.3	12%	Advertising	1.6	2.6	2.3	0.3	12%	
0.5	0.5	0.6	(0.1)	-15%	Other	0.5	0.5	0.6	(0.1)	-15%	
0.0	(0.0)	0.1	(0.1)	-117%	Interest	0.0	(0.0)	0.1	(0.1)	-117%	
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		
\$30.8	\$33.0	\$33.0	\$0.0	0%	TOTAL REVENUE	\$30.8	\$33.0	\$33.0	\$0.0	0%	
EXPENSES:											
\$53.6	\$54.3	\$55.1	\$0.8	1%	Salary/Wages	\$53.6	\$54.3	\$55.1	\$0.8	1%	
\$6.9	\$6.8	\$6.3	(\$0.4)	-7%	Overtime	\$6.9	\$6.8	\$6.3	(\$0.4)	-7%	
26.9	26.5	28.2	1.7	6%	Fringe Benefits	26.9	26.5	28.2	1.7	6%	
4.5	4.3	7.6	3.3	43%	Services	4.5	4.3	7.6	3.3	43%	
4.5	5.5	4.2	(1.3)	-31%	Supplies	4.5	5.5	4.2	(1.3)	-31%	
8.7	7.7	8.8	1.1	13%	Power/Diesel/CNG	8.7	7.7	8.8	1.1	13%	
1.0	1.2	1.4	0.2	17%	Utilities	1.0	1.2	1.4	0.2	17%	
2.7	3.7	3.4	(0.3)	-10%	Insurance/Other	2.7	3.7	3.4	(0.3)	-10%	
\$108.9	\$110.0	\$115.0	\$5.0	4%	TOTAL EXPENSE	\$108.9	\$110.0	\$115.0	\$5.0	4%	
\$78.1	\$77.0	\$82.0	\$5.1	6%	SUBSIDY	\$78.1	\$77.0	\$82.0	\$5.1	6%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

28 % 30 % 29 %

COST RECOVERY RATIO

28 % 30 % 29 %

NON-REGIONAL BUS

Operating Financials

September-12
FISCAL YEAR 2011

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		
REVENUES:											
\$5.4	\$6.4	\$6.4	(\$0.1)	-1%	Passenger Fares	\$5.4	\$6.4	\$6.4	(\$0.1)	-1%	
.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0		
\$5.4	\$6.4	\$6.4	(\$0.1)	-1%	TOTAL REVENUE	\$5.4	\$6.4	\$6.4	(\$0.1)	-1%	
EXPENSES:											
\$11.0	\$11.5	\$11.7	\$0.2	1%	Salary/Wages	\$11.0	\$11.5	\$11.7	\$0.2	1%	
\$1.4	\$1.4	\$1.3	(\$0.1)	-7%	Overtime	\$1.4	\$1.4	\$1.3	(\$0.1)	-7%	
5.5	5.6	6.0	0.4	6%	Fringe Benefits	5.5	5.6	6.0	0.4	6%	
0.9	0.9	1.6	0.7	43%	Services	0.9	0.9	1.6	0.7	43%	
0.9	1.2	0.9	(0.3)	-31%	Supplies	0.9	1.2	0.9	(0.3)	-31%	
1.8	1.6	1.9	0.2	13%	Power/Diesel/CNG	1.8	1.6	1.9	0.2	13%	
0.2	0.2	0.3	0.1	17%	Utilities	0.2	0.2	0.3	0.1	17%	
.6	.8	.7	(.1)	-10%	Insurance/Other	.6	.8	.7	(.1)	-10%	
\$22.4	\$23.3	\$24.4	\$1.1	4%	TOTAL EXPENSE	\$22.4	\$23.3	\$24.4	\$1.1	4%	
\$16.9	\$16.9	\$17.9	\$1.0	6%	SUBSIDY	\$16.9	\$16.9	\$17.9	\$1.0	6%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

24% 27% 26%

COST RECOVERY RATIO

24% 27% 26%

METROACCESS

Operating Financials

September-12

FISCAL YEAR 2011

Dollars in Millions

MONTHLY RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

QUARTER-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

REVENUES:

\$2.3	\$2.0	\$2.0	(\$0.0)	-1%	Passenger Fares	\$2.3	\$2.0	\$2.0	(\$0.0)	-1%
.1	.1	.0	.1		Other	.1	.1	.0	.1	
\$2.4	\$2.0	\$2.0	\$0.1	4%	TOTAL REVENUE	\$2.4	\$2.0	\$2.0	\$0.1	4%

EXPENSES:

\$0.9	\$1.0	\$1.3	\$0.2	17%	Salary/Wages	\$0.9	\$1.0	\$1.3	\$0.2	17%
\$0.0	\$0.0	\$0.0	\$0.0	40%	Overtime	\$0.0	\$0.0	\$0.0	\$0.0	40%
0.5	0.5	0.6	0.1	17%	Fringe Benefits	0.5	0.5	0.6	0.1	17%
24.5	32.2	26.6	(5.6)	-21%	Services	24.5	32.2	26.6	(5.6)	-21%
0.1	0.0	0.1	0.0	42%	Supplies	0.1	0.0	0.1	0.0	42%
0.0	0.0	0.0	0.0	22%	Utilities	0.0	0.0	0.0	0.0	22%
.2	.2	.7	.4	62%	Insurance/Other	.2	.2	.7	.4	62%
\$26.1	\$34.1	\$29.3	(\$4.8)	-16%	TOTAL EXPENSE	\$26.1	\$34.1	\$29.3	(\$4.8)	-16%

\$23.8	\$32.0	\$27.3	(\$4.7)	-17%	SUBSIDY	\$23.8	\$32.0	\$27.3	(\$4.7)	-17%
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

9%

6%

7%

COST RECOVERY RATIO

9%

6%

7%

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

Capital Improvement Program *	Budget Authority *	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<i>A. Vehicles / Vehicle Parts</i>							
<i>Replacement of Rail Cars</i>							
CIP0057 1000 Series Rail Car Replacement	\$2,111.0	\$2,111.0	\$276.9	\$9.1	\$2,101.9	13.1%	0.4%
Subtotal	\$2,111.0	\$2,111.0	\$276.9	\$9.1	\$2,101.9	13.1%	0.4%
<i>Replacement of Buses</i>							
CIP0006 Bus Replacement	\$71,249.0	\$71,249.0	\$63,504.7	\$10,351.1	\$60,897.9	89.1%	14.5%
Subtotal	\$71,249.0	\$71,249.0	\$63,504.7	\$10,351.1	\$60,897.9	89.1%	14.5%
<i>Rehabilitation of Rail Cars</i>							
CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation	\$2,350.0	\$1,472.0	\$87.7	\$87.7	\$1,384.3	6.0%	6.0%
CIP0063 Rail Rehabilitation Program	19,722.0	19,722.0	9,386.8	5,552.2	14,169.8	47.6%	28.2%
CIP0064 1000 Series Rail Car HVAC Rehabilitation	541.0	448.0	170.0	170.0	278.0	37.9%	37.9%
CIP0067 Rail Car Safety & Reliability Enhancements	7,736.0	7,736.0	621.5	321.5	7,414.5	8.0%	4.2%
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	5,072.1	15,215.9	100.0%	25.0%
CIP0148 Repair of Damaged Railcars	7,810.0	1,128.0	53.1	53.1	1,074.9	4.7%	4.7%
Subtotal	\$58,502.0	\$50,849.0	\$30,607.1	\$11,256.5	\$39,592.5	60.2%	22.1%
<i>Rehabilitation of Buses</i>							
CIP0005 Bus Rehabilitation Program	\$31,089.0	\$30,862.3	\$18,068.1	\$4,389.8	\$26,472.4	58.5%	14.2%
CIP0008 Bus Repairables	12,292.0	12,292.0	5,780.3	2,821.8	9,470.2	47.0%	23.0%
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	2,611.4	7,834.6	100.0%	25.0%
Subtotal	\$53,874.0	\$53,600.3	\$34,294.4	\$9,823.0	\$43,777.3	64.0%	18.3%
<i>Replacement of MetroAccess Vehicles</i>							
CIP0015 MetroAccess Fleet Replacement	\$8,733.0	\$8,547.0	\$511.9	\$102.1	\$8,444.9	6.0%	1.2%
Subtotal	\$8,733.0	\$8,547.0	\$511.9	\$102.1	\$8,444.9	6.0%	1.2%
<i>Replacement of Service Vehicles</i>							
CIP0009 Service Vehicle Replacement	\$10,882.0	\$9,976.0	\$1,945.1	\$1,945.1	\$8,030.9	19.5%	19.5%
Subtotal	\$10,882.0	\$9,976.0	\$1,945.1	\$1,945.1	\$8,030.9	19.5%	19.5%
<i>Rail Car Fleet Expansion</i>							
CIP0062 6000 Series Rail Car Procurement	\$4,046.0	\$2,480.0	\$1,116.1	\$244.2	\$2,235.8	45.0%	9.8%
Subtotal	\$4,046.0	\$2,480.0	\$1,116.1	\$244.2	\$2,235.8	45.0%	9.8%
<i>Bus Enhancements</i>							
CIP0002 Automatic Vehicle Location Equipment Replacement	\$27,126.0	\$27,126.0	\$9,236.8	\$47.5	\$27,078.5	34.1%	0.2%
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	\$9,236.8	\$47.5	\$27,078.5	34.1%	0.2%
Total: Vehicles/ Vehicle Parts	\$236,523.0	\$225,938.3	\$141,493.1	\$33,778.8	\$192,159.5	62.6%	15.0%

Washington Metropolitan Area Transit Authority
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Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<i>B. Rail System Infrastructure Rehabilitation</i>							
<i>Rail Line Segment Rehabilitation</i>							
CIP0107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$86,523.0	\$86,523.0	\$38,436.2	\$14,757.6	\$71,765.4	44.4%	17.1%
CIP0108 Rail Rehabilitation Tier 1: Dupont to Grosvenor	440.0	440.0	0.0	0.0	440.0	0.0%	0.0%
CIP0110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	63,242.0	63,242.0	13,748.9	8,952.6	54,289.4	21.7%	14.2%
Subtotal	\$150,205.0	\$150,205.0	\$52,185.0	\$23,710.3	\$126,494.7	34.7%	15.8%
Total: Rail System Infrastructure Rehabilitation	\$150,205.0	\$150,205.0	\$52,185.0	\$23,710.3	\$126,494.7	34.7%	15.8%
<i>C. Maintenance Facilities</i>							
<i>Rehabilitation and Replacement of Bus Garages</i>							
CIP0084 Southern Avenue Bus Garage Replacement	\$28,892.0	\$8,873.0	\$468.5	\$359.2	\$8,513.8	5.3%	4.0%
CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)	26,145.0	16,980.0	157.3	80.8	16,899.2	0.9%	0.5%
CIP0086 Shepherd Parkway Bus Facility	4,856.0	4,856.0	626.5	546.0	4,310.0	12.9%	11.2%
Subtotal	\$59,893.0	\$30,709.0	\$1,252.4	\$986.0	\$29,723.0	4.1%	3.2%
<i>Maintenance of Bus Garages</i>							
CIP0119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$32,341.0	\$32,341.0	\$3,467.5	\$818.5	\$31,522.5	10.7%	2.5%
Subtotal	\$32,341.0	\$32,341.0	\$3,467.5	\$818.5	\$31,522.5	10.7%	2.5%
<i>Maintenance of Rail Yards</i>							
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$18,157.0	\$18,157.0	\$12,263.2	\$2,194.6	\$15,962.4	67.5%	12.1%
Subtotal	\$18,157.0	\$18,157.0	\$12,263.2	\$2,194.6	\$15,962.4	67.5%	12.1%
<i>Rail Maintenance Facilities</i>							
CIP0071 Test Track & Commissioning Facility	\$41,686.0	\$41,686.0	\$40,838.7	\$549.5	\$41,136.5	98.0%	1.3%
Subtotal	\$41,686.0	\$41,686.0	\$40,838.7	\$549.5	\$41,136.5	98.0%	1.3%
<i>Environmental Compliance Projects</i>							
CIP0010 Environmental Compliance Projects	\$2,034.0	\$2,034.0	\$520.7	\$102.9	\$1,931.1	25.6%	5.1%
CIP0011 Underground Storage Tank Replacement	3,602.0	3,602.0	2,616.8	973.2	2,628.8	72.6%	27.0%
Subtotal	\$5,636.0	\$5,636.0	\$3,137.5	\$1,076.1	\$4,559.9	55.7%	19.1%
<i>Maintenance Bus and Rail Facilities</i>							
CIP0126 Financial Planning, Project Admin., and System Wide Infra. Upgrades	\$1,570.0	\$1,438.0	\$52.6	\$52.6	\$1,385.4	3.7%	3.7%
CIP0127 Support Equipment - MTPD	1,289.0	1,289.0	121.9	76.3	1,212.7	9.5%	5.9%
CIP0145 Rail Yard Hardening and Bus Security	19,760.0	13,348.0	5,043.5	1,589.1	11,758.9	37.8%	11.9%
CIP0155 Rehab Backlick Road Facility	440.0	440.0	7.3	7.3	432.7	1.7%	1.7%
Subtotal	\$23,059.0	\$16,515.0	\$5,225.4	\$1,725.3	\$14,789.7	31.6%	10.4%
<i>Expansion of Bus Garages</i>							
CIP0038 Bus Garage Capacity Enhancements	\$526.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	0.0%
CIP0078 Bladensburg Shop Reconfiguration	8,747.0	8,747.0	2,627.0	589.7	8,157.3	30.0%	6.7%
Subtotal	\$9,273.0	\$8,747.0	\$2,627.0	\$589.7	\$8,157.3	30.0%	6.7%
Total: Maintenance Facilities	\$190,045.0	\$153,791.0	\$68,811.6	\$7,939.5	\$145,851.5	44.7%	5.2%

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Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un- Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<i>D. Systems and Technology</i>							
<i>Power System Upgrades - Rail</i>							
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	115.7	0.0	880.0	13.1%	0.0%
Subtotal	\$880.0	\$880.0	\$115.7	\$0.0	\$880.0	13.1%	0.0%
<i>Operations Support Software</i>							
CIP0042 Bus & Rail Asset Management Software	\$4,705.0	\$4,705.0	\$2,558.4	\$350.4	\$4,354.6	54.4%	7.4%
CIP0043 Bus Operations Support Software	2,553.0	2,553.0	649.6	93.7	2,459.3	25.4%	3.7%
CIP0044 Customer & Regional Integration	7,214.0	4,651.0	3,232.7	1,206.1	3,444.9	69.5%	25.9%
CIP0045 Data Centers and Infrastructures	1,699.0	1,699.0	1,699.0	391.9	1,307.1	100.0%	23.1%
CIP0047 Enterprise Geographic Information System	3,873.0	3,873.0	1,396.5	229.4	3,643.6	36.1%	5.9%
CIP0051 Police Dispatch and Records Management	3,272.0	3,272.0	379.5	73.7	3,198.3	11.6%	2.3%
CIP0052 Network and Communications	4,955.0	4,955.0	3,186.7	1,073.0	3,882.0	64.3%	21.7%
CIP0053 Network Operations Center (NOC)	1,210.0	1,209.0	522.9	3.9	1,205.1	43.3%	0.3%
CIP0056 Rail Operations Support Software	4,876.0	4,876.0	1,961.5	278.9	4,597.1	40.2%	5.7%
CIP0128 Data Governance and Business Intelligence	2,610.0	2,240.0	914.9	270.3	1,969.7	40.8%	12.1%
CIP0140 Rail Mileage Based Asset Management	4,276.0	4,276.0	2,012.1	299.0	3,977.0	47.1%	7.0%
CIP0149 Transit Asset Management	2,700.0	2,430.0	222.5	222.5	2,207.5	9.2%	9.2%
Subtotal	\$43,943.0	\$40,739.0	\$18,736.4	\$4,492.7	\$36,246.3	46.0%	11.0%
<i>Business Support Software & Equipment</i>							
CIP0030 Currency Processing Machines	\$751.0	\$751.0	\$300.9	\$1.5	\$749.5	40.1%	0.2%
CIP0046 Document Management System	2,402.0	2,402.0	1,603.4	172.9	2,229.1	66.8%	7.2%
CIP0048 Sensitive Data Protection Technology	4,695.0	4,695.0	3,839.7	746.2	3,948.8	81.8%	15.9%
CIP0049 Management Support Software	20,538.0	20,538.0	7,075.3	1,103.0	19,435.0	34.4%	5.4%
CIP0050 Metro IT OneStop and Office Automation	2,874.0	2,874.0	1,407.5	1,016.3	1,857.7	49.0%	35.4%
CIP0054 Customer Electronic Communications & Outreach	4,195.0	4,195.0	2,105.3	456.3	3,738.7	50.2%	10.9%
CIP0103 Police Portable Radio Replacement	808.0	808.0	0.0	0.0	808.0	0.0%	0.0%
CIP0147 Electronic Countermeasures	68.0	68.0	68.0	163.0	(95.0)	100.0%	239.8%
CIP0195 Radio Project - Add'l Coverage	5,280.0	5,280.0	2.2	2.2	5,277.8	0.0%	0.0%
CIP0196 Safety Measurement System	2,904.0	2,904.0	38.8	38.8	2,865.2	1.3%	1.3%
Subtotal	\$44,515.0	\$44,515.0	\$16,441.2	\$3,700.2	\$40,814.8	36.9%	8.3%
<i>Rail Fare Equipment</i>							
CIP0031 Debit/Credit Processing Requirements	\$620.0	\$332.0	\$114.1	\$85.0	\$247.0	34.4%	25.6%
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	588.9	42.1	4,471.9	13.0%	0.9%
CIP0093 Integrating regional NEXTFARE System	8,192.0	8,192.0	3,193.2	901.6	7,290.4	39.0%	11.0%
CIP0094 Improvements to Coin Collection Machines	2,748.0	2,748.0	754.6	156.0	2,592.0	27.5%	5.7%
CIP0097 Open Bankcard and Automatic Fare Collection Systems	8,560.0	8,560.0	3,569.6	707.9	7,852.1	41.7%	8.3%
Subtotal	\$26,576.0	\$24,351.0	\$8,221.3	\$1,893.5	\$22,457.5	33.8%	7.8%
Total: Systems and Technology	\$115,914.0	\$110,485.0	\$43,514.5	\$10,086.5	\$100,398.5	39.4%	9.1%

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Capital Improvement Program *	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<i>E. Track and Structures</i>							
<i>Track Rehabilitation</i>							
CIP0018 Track Welding Program	\$2,627.0	\$2,627.0	\$2,539.3	\$1,013.8	\$1,613.2	96.7%	38.6%
CIP0019 Track Floating Slab Rehabilitation	1,023.0	1,023.0	1,023.0	471.4	551.6	100.0%	46.1%
CIP0021 Track Pad/Shock Absorber Rehabilitation	1,889.0	1,889.0	1,889.0	1,582.8	306.2	100.0%	83.8%
CIP0022 Track Structural Rehabilitation	2,393.0	2,393.0	1,995.1	572.7	1,820.3	83.4%	23.9%
CIP0023 Third Rail Rehabilitation	7,755.0	7,755.0	3,404.1	496.3	7,258.7	43.9%	6.4%
CIP0024 Track Rehabilitation	36,181.0	36,181.0	31,855.0	9,857.9	26,323.1	88.0%	27.2%
CIP0089 Track Fasteners	1,857.0	1,857.0	1,787.9	74.9	1,782.1	96.3%	4.0%
CIP0141 Cheverly Abutment	81.0	81.0	60.3	33.5	47.5	74.4%	41.3%
CIP0146 Mainline #8 Switch Replacement Program	5,198.0	5,198.0	5,155.2	308.0	4,890.0	99.2%	5.9%
Subtotal	\$59,004.0	\$59,004.0	\$49,708.9	\$14,411.1	\$44,592.9	84.2%	24.4%
<i>Station/Tunnel Rehabilitation</i>							
CIP0026 Station/Tunnel Leak Mitigation	\$2,721.0	\$2,721.0	\$2,721.0	\$552.9	\$2,168.1	100.0%	20.3%
Subtotal	\$2,721.0	\$2,721.0	\$2,721.0	\$552.9	\$2,168.1	100.0%	20.3%
Total: Track and Structures	\$61,725.0	\$61,725.0	\$52,429.9	\$14,964.0	\$46,761.0	84.9%	24.2%
<i>F. Passenger Facilities</i>							
<i>Elevator/Escalator Facilities</i>							
CIP0072 Elevator Rehabilitation	\$3,895.0	\$3,312.0	\$1,318.3	\$1,326.9	\$1,985.1	39.8%	40.1%
CIP0073 Escalator Rehabilitation	14,326.0	13,972.0	795.5	3,553.5	10,418.5	5.7%	25.4%
CIP0132 Elevator/Escalator Repairables	8,431.0	7,932.0	2,719.2	1,419.9	6,512.1	34.3%	17.9%
CIP0185 Escalator Replacement	3,080.0	3,080.0	377.8	377.8	2,702.2	12.3%	12.3%
Subtotal	\$29,732.0	\$28,296.0	\$5,210.9	\$6,678.1	\$21,617.9	18.4%	23.6%
<i>Maintenance of Rail Station Facilities</i>							
CIP0087 Station Rehabilitation Program	\$10,012.0	\$10,012.0	\$5,995.5	\$1,965.3	\$8,046.7	59.9%	19.6%
CIP0138 System-wide Infrastructure Rehabilitation	65,169.0	56,126.0	19,901.2	5,267.2	50,858.8	35.5%	9.4%
CIP0150 Fire Systems	5,253.0	5,155.0	2,090.8	270.1	4,884.9	40.6%	5.2%
CIP0151 Station Cooling Program	5,051.0	5,051.0	3,116.4	243.6	4,807.4	61.7%	4.8%
CIP0152 Parking Garage Rehabilitation	2,006.0	2,006.0	405.4	208.8	1,797.2	20.2%	10.4%
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	19.9	19.9	1,980.1	1.0%	1.0%
CIP0199 Station & ROW Improvements	5,527.0	5,527.0	50.9	50.9	5,476.1	0.9%	0.9%
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	2.1	2.1	2,997.9	0.1%	0.1%
Subtotal	\$100,740.0	\$91,599.0	\$31,582.3	\$8,027.9	\$83,571.1	34.5%	8.8%
<i>Bicycle & Pedestrian Facilities</i>							
CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$2,932.0	\$2,646.0	\$745.0	\$247.0	\$2,399.0	28.2%	9.3%
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	\$745.9	\$247.9	\$2,912.1	23.6%	7.8%

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

Capital Improvement Program *	Budget Authority *	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<i>Rail Station: Capacity/Enhancements</i>							
CIP0039 Core & System Capacity Project Development	\$2,909.0	\$2,048.0	\$1,035.4	\$514.8	\$1,533.2	50.6%	25.1%
CIP0074 Installation of Parking Lot Credit Card Readers	1,061.0	1,061.0	48.8	48.8	1,012.2	4.6%	4.6%
Subtotal	\$3,970.0	\$3,109.0	\$1,084.2	\$563.6	\$2,545.4	34.9%	18.1%
<i>Bus Priority Corridor Improvements</i>							
CIP0037 Bus Priority Corridor Network Enhancements	\$7,831.0	\$6,701.0	\$707.9	\$438.1	\$6,262.9	10.6%	6.5%
Subtotal	\$7,831.0	\$6,701.0	\$707.9	\$438.1	\$6,262.9	10.6%	6.5%
<i>Rail Station Equipment</i>							
CIP0099 Police Emergency Management Equipment	\$475.0	\$475.0	\$247.7	\$180.7	\$294.3	52.1%	38.0%
Subtotal	\$475.0	\$475.0	\$247.7	\$180.7	\$294.3	52.1%	38.0%
Total: Passenger Facilities	\$146,207.0	\$133,340.0	\$39,578.8	\$16,136.3	\$117,203.7	29.7%	12.1%
<i>G. Maintenance Equipment</i>							
<i>Rail Maintenance Equipment</i>							
CIP0020 Replacement of Rail Track Signage	\$722.0	\$722.0	\$722.0	\$167.8	\$554.2	100.0%	23.2%
CIP0025 Track Maintenance Equipment	39,252.0	27,818.0	10,306.7	2,149.5	25,668.5	37.1%	7.7%
CIP0027 Switch Machine Rehabilitation Project	1,672.0	1,022.0	875.6	118.3	903.7	85.7%	11.6%
CIP0065 Geometry Vehicle	6,664.0	6,664.0	(1,158.3)	83.8	6,580.2	-17.4%	1.3%
CIP0066 Rail Shop Repair Equipment	6,743.0	6,743.0	967.4	623.0	6,120.0	14.3%	9.2%
CIP0133 Wayside Work Equipment	2,877.0	2,877.0	379.0	372.6	2,504.4	13.2%	13.0%
CIP0135 Train Control Signal	4,448.0	3,212.0	456.7	116.9	3,095.1	14.2%	3.6%
CIP0136 FCC Radio Frequency Communication Changes	7,125.0	490.0	179.6	179.6	310.4	36.6%	36.6%
CIP0139 NTSB Recommendations	58,868.0	51,153.0	22,641.7	7,695.1	43,457.9	44.3%	15.0%
Subtotal	\$128,371.0	\$100,701.0	\$35,370.4	\$11,506.7	\$89,194.3	35.1%	11.4%
<i>Bus Repair Equipment</i>							
CIP0004 Bus Repair Equipment	\$4,547.0	\$3,547.0	\$597.7	\$229.3	\$3,317.7	16.9%	6.5%
Subtotal	\$4,547.0	\$3,547.0	\$597.7	\$229.3	\$3,317.7	16.9%	6.5%
<i>Business Facilities Equipment</i>							
CIP0028 Materials Handling Equipment	\$219.0	\$219.0	\$45.4	\$16.0	\$203.0	20.7%	7.3%
CIP0029 Warehouse Vertical Storage Units/Shelving	5,370.0	5,370.0	820.8	178.3	5,191.7	15.3%	3.3%
Subtotal	\$5,589.0	\$5,589.0	\$866.1	\$194.3	\$5,394.7	15.5%	3.5%
Total: Maintenance Equipment	\$138,507.0	\$109,837.0	\$36,834.3	\$11,930.3	\$97,906.7	33.5%	10.9%

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

Capital Improvement Program *	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<i>H. Other Facilities</i>							
<i>Business Support Facilities</i>							
CIP0033 Replacement of Revenue Facility Equipment	\$1,071.0	\$194.0	\$25.9	\$0.8	\$193.2	13.3%	0.4%
CIP0034 Revenue Collection Facility (RCF) Building Expansion	1,100.0	1,100.0	0.0	0.0	1,100.0	0.0%	0.0%
CIP0080 Jackson Graham Building Renovation	5,630.0	5,630.0	79.1	9.1	5,620.9	1.4%	0.2%
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	0.0	0.0	704.0	0.0%	0.0%
Subtotal	\$8,770.0	\$7,628.0	\$105.0	\$9.9	\$7,618.1	1.4%	0.1%
<i>MTPD Support Facilities</i>							
CIP0101 Police Substation- New District 2/Training Facility	\$14,560.0	\$13,213.0	\$11,666.7	\$95.9	\$13,117.1	88.3%	0.7%
CIP0106 Special Operations Division Facility	5,897.0	5,897.0	1,742.5	478.0	5,419.0	29.5%	8.1%
Subtotal	\$20,457.0	\$19,110.0	\$13,409.2	\$573.9	\$18,536.1	70.2%	3.0%
Total: Other Facilities	\$29,227.0	\$26,738.0	\$13,514.2	\$583.8	\$26,154.2	50.5%	2.2%
<i>I. Project Management and Support</i>							
<i>Credit Facility</i>							
CIP0131 Credit Facility	\$5,059.0	\$2,525.0	\$101.1	\$101.1	\$2,423.9	4.0%	4.0%
Subtotal	\$5,059.0	\$2,525.0	\$101.1	\$101.1	\$2,423.9	4.0%	4.0%
Total: Project Management and Support	\$5,059.0	\$2,525.0	\$101.1	\$101.1	\$2,423.9	4.0%	4.0%
Grand Total: Capital Improvement Program	\$1,073,412.0	\$974,584.3	\$448,462.4	\$119,230.5	\$855,353.8	46.0%	12.2%

***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
Fiscal Year 2013 - September 2012
Dollars in Thousands

	Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un- Expended	Obligation %	Expend %
	<u>District of Columbia</u>								
CRB0001	Anacostia Light Rail Demonstration	\$17,960.8	\$16,645.0	\$15,887.6	\$108.9	\$15,996.5	\$1,964.2	92.7%	89.1%
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	53,276.8	46,048.0	776.5	46,824.5	20,706.3	78.9%	69.3%
CRB0005	Project Development	10,784.8	10,784.8	8,168.5	151.2	8,319.7	2,465.1	100.0%	77.1%
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	29,951.9	29,951.9	29,822.1		29,822.1	129.9	100.0%	99.6%
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 SmarTrip 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		
	District of Columbia Total	\$307,064.2	\$283,149.1	\$271,166.3	\$1,036.6	\$272,202.9	\$34,861.2	92.2%	88.6%
	<u>Maryland</u>								
	Montgomery County								
CRB0006	Glenmont Parking Facility Design Work	\$30,121.0	\$27,982.1	\$26,300.6	\$399.3	\$26,699.9	\$3,421.1	92.9%	88.6%
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	\$49,778.4	\$48,033.9	\$399.3	\$48,433.1	\$9,535.8	85.9%	83.6%

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 %
Prince George's County									
CRB0008	New Carrollton Rail Yard Expansion	\$70,375.0	\$69,451.3	\$69,413.4		\$69,413.4	\$961.6	98.7%	98.6%
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	\$95,318.8	\$93,666.5	\$93,596.0		\$93,596.0	\$1,722.8	98.3%	98.2%
Maryland-wide									
CRB0009	Project Development	\$9,390.5	9,390.5	\$6,362.8	\$68.0	\$6,430.8	\$2,959.8	100.0%	68.5%
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	\$487,521.7	\$484,225.8	\$68.0	\$484,293.8	\$5,998.6	99.4%	98.8%
Maryland Total		\$643,580.1	\$630,966.6	\$625,855.6	\$467.2	\$626,322.8	\$17,257.3	98.0%	97.3%
<u>Virginia</u>									
Alexandria									
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	738.0	528.7	30.2	558.9	3,641.1	17.6%	13.3%
CRB0013	Potomac Yard Alt. Analysis	3,000.0	2,933.4	1,753.2	346.9	2,100.1	899.9	97.8%	70.0%
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	\$26,328.1	\$20,748.3	\$19,193.9	\$377.1	\$19,571.0	\$6,757.1	78.8%	74.3%
Arlington County									
CRB0015	Columbia Pike - NEPA and PE	\$4,060.0	\$4,140.4	\$3,618.1	\$340.3	\$3,958.4	\$101.6	102.0%	97.5%
CRB0016	Columbia Pike Super Stops	2,000.0	1,076.7	962.1		962.1	1,037.9	53.8%	48.1%
CRB0025	Ballston Station Improvements	14,763.4	14,643.6	14,643.6		14,643.6	119.9	99.2%	99.2%
CRB0042	Rosslyn Station New Entrance	5,089.0	4,259.0	4,190.0	32.9	4,222.9	866.1	83.7%	83.0%
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				15.0	15.0			
	Subtotal	\$36,876.4	\$35,083.5	\$33,785.5	\$388.2	\$34,173.7	\$2,717.7	95.1%	92.7%

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Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un- Expended	Obligation %	Expend %
City of Fairfax									
None									
Fairfax County									
CRB0017	Vienna Station Mezzanine Stair	\$2,000.0	\$1,849.7	\$1,840.4		\$1,840.4	\$159.6	92.5%	92.0%
CRB0026	Bus Stop Signs 600 in Fairfax	96.0	55.6	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	\$83,058.7	\$81,510.8	\$80,961.8	\$17.6	\$80,979.4	\$2,079.3	98.1%	97.5%
Falls Church									
None									
Virginia-wide									
CRB0018	Project Development	\$7,941.5	\$7,941.5	\$6,528.2	\$86.4	\$6,614.6	\$1,326.9	100.0%	83.3%
CRB0019	Dulles Extension Design/Build	478,718.2	259,566.6	92,924.2	8,768.3	101,692.5	377,025.7	54.2%	21.2%
CRB0020	Dulles Phase 2 (PE)	3,500.0	2,906.4	1,437.6	181.3	1,618.9	1,881.1	83.0%	46.3%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,451.1	1,288.9		1,288.9	216.9	96.4%	85.6%
CRB0059	Dulles Preliminary Engineering/NEPA	58,041.8	58,034.6	57,968.9		57,968.9	72.9	100.0%	99.9%
	Subtotal	\$549,707.2	\$329,900.2	\$160,147.7	\$9,036.0	\$169,183.7	\$380,523.5	60.0%	30.8%
Virginia Total		\$695,970.4	\$467,242.7	\$294,088.9	\$9,818.9	\$303,907.8	\$392,077.6	67.1%	43.7%

Washington Metropolitan Area Transit Authority
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Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un- Expended	Obligation %	Expend %
<i>Regional</i>									
CRB0021	6000 Rail Car Purchase - Base	\$120,000.0	\$118,343.2	\$118,238.4	\$36.1	\$118,274.5	\$1,725.5	98.6%	98.6%
CRB0022	Regional Travel Training ACCS	1,234.5	1,112.6	1,074.6	\$12.7	1,087.3	147.2	90.1%	88.1%
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	7,441.7	7,165.4	36.2	7,201.6	1,218.3	88.4%	85.5%
Regional Total		\$154,722.9	\$149,790.7	\$149,171.2	\$85.0	\$149,256.2	\$5,466.8	96.8%	96.5%
Total: Reimbursable Projects		\$1,801,337.7	\$1,531,149.1	\$1,340,282.1	\$11,407.7	\$1,351,689.7	\$449,662.9	85.0%	75.0%
Fully Expended Projects									
CRB0014	Royal Street Bus Garage Replacement	\$4,263.1	\$4,263.1	\$4,263.1		\$4,263.1		100.0%	100.0%
CRB0030	College Park Parking Structure	17,310.0	17,310.0	17,306.8		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%
Fully Expended Total		\$51,123.7	\$51,123.7	\$51,108.1		\$51,108.1	\$15.6	100.0%	100.0%
Total: Reimbursable Projects		\$1,852,461.4	\$1,582,272.8	\$1,391,390.2	\$11,407.7	\$1,402,797.9	\$449,678.5	85.4%	75.7%

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 - September 2012
Dollars in Thousands

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un- Expended	Obligation %	Expend %
<i>Vehicles & Vehicle Parts</i>									
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	3,760.3	3,760.3		3,760.3	389.3	90.6%	90.6%
	Subtotal	\$50,752.6	\$50,355.3	\$50,355.3		\$50,355.3	\$397.3	99.2%	99.2%
<i>Maintenance Facilities</i>									
ARA0001	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$17,894.1	\$17,861.4		\$17,861.4	\$3,538.6	83.6%	83.5%
ARA0002	Replacement of Southeastern Bus Garage (ST05)	30,000.0	15,606.0	15,606.0		15,606.0	14,394.0	52.0%	52.0%
ARA0003	Bus Garage Facility Repairs (ST11)	7,600.0	6,963.4	6,939.6		6,939.6	660.4	91.6%	91.3%
	Subtotal	\$59,000.0	\$40,463.6	\$40,407.0		\$40,407.0	\$18,593.0	68.6%	68.5%
<i>Passenger Facilities</i>									
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	1,906.9	126.8	132.3	259.1	2,240.9	76.3%	10.4%
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.0	933.8	140.0		140.0	1,060.0	77.8%	11.7%
	Subtotal	\$19,700.0	\$18,840.7	\$13,517.3	\$132.3	\$13,649.6	\$6,050.4	95.6%	69.3%
<i>Safety & Security</i>									
ARA0008	Additional Station Alarm/Chemical Sensors (ST48)	\$3,991.2	\$3,684.0	\$3,684.0		\$3,684.0	\$307.2	92.3%	92.3%
(1) ARA0007	Bus Garage Security Update (ST23)	3,000.0	2,128.4	2,134.0		2,134.0	866.0	70.9%	71.1%
ARA0017	Communications Equipment for Operations Control Center (ST24)	3,000.0	2,953.8	2,953.3		2,953.3	46.7	98.5%	98.4%
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	\$10,471.1	\$10,476.3		\$10,476.3	\$1,219.9	89.5%	89.6%
<i>Maintenance & Repair Equipment</i>									
ARA0009	Heavy Duty Locomotives for Maintenance (ST12)	\$4,998.9					\$4,998.9		
ARA0010	60-Ton Crane for Track Work (ST17)	3,838.9	1,919.4	383.9		383.9	3,455.0	50.0%	10.0%
ARA0011	Heavy Duty Track Equipment (ST07)	10,508.1	8,224.4	7,652.7	571.8	8,224.4	2,283.7	78.3%	78.3%
ARA0012	Track Welding Program to Repair Defects (ST18)	3,900.0	3,167.9	3,106.4		3,106.4	793.6	81.2%	79.7%
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	1,029.6		1,029.6	0.4	100.0%	100.0%
	Subtotal	\$25,923.8	\$15,989.6	\$13,820.4	\$571.8	\$14,392.2	\$11,531.5	61.7%	55.5%

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

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un- Expended	Obligation %	Expend %
Operations Systems									
ARA0013	Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$8,283.2	\$3,488.7	\$27.0	\$3,515.7	\$14,384.3	46.3%	19.6%
ARA0014	Bus Real-Time, Route, and Scheduling Systems (ST21)	2,999.8	1,667.5	1,415.9	64.2	1,480.0	1,519.8	55.6%	49.3%
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	1,477.9	1,477.9		1,477.9	22.1	98.5%	98.5%
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	\$13,979.2	\$8,933.0	\$91.2	\$9,024.2	\$15,926.2	56.0%	36.2%
Information Technology									
ARA0015	Sensitive Data Protection Technology (ST16)	\$3,511.1	\$2,767.4	\$2,635.8	\$25.2	\$2,660.9	\$850.2	78.8%	75.8%
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	\$8,516.6	\$8,385.0	\$25.2	\$8,410.1	\$850.2	92.0%	90.8%
TOTAL ARRA PROJECTS		\$201,283.2	\$158,616.1	\$145,894.4	\$820.4	\$146,714.7	\$54,568.5	78.8%	72.9%
Miscellaneous Other									
ARA0023	Program Management	\$550.0	\$328.5	\$196.2		\$196.2	\$353.8	59.7%	35.7%
	Subtotal	\$550.0	\$328.5	\$196.2		\$196.2	\$353.8	59.7%	35.7%
TOTAL ARRA PROGRAM		\$201,833.2	\$158,944.6	\$146,090.6	\$820.4	\$146,910.9	\$54,922.3	78.8%	72.8%

(1)- Working with Accounting to correct expenditures

Definitions

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

Safety & Security Program		Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un- Expended	Obligation %	Expend %
<u>Security Program</u>									
SEC0001	Bus Garage Security	\$5,836.5	\$3,214.3	\$2,626.8	\$288.1	\$2,914.8	\$2,921.6	55.1%	49.9%
SEC0002	Cameras on Buses	6,410.0	1,313.1		1,041.6	1,041.6	5,368.4	20.5%	16.2%
SEC0003	Cameras on Rail Cars	7,139.7	53.8	6.5	(80.1)	(73.5)	7,213.2	0.8%	-1.0%
SEC0004	CCV and Access Control	11,675.8	9,889.6	40.3	3,991.4	4,031.7	7,644.1	84.7%	34.5%
SEC0005_01	Chemical Detection	1,906.0	39.1				1,906.0	2.0%	0.0%
SEC0006	Metrorail Station Camera	2,774.0	894.9	35.4	434.9	470.3	2,303.7	32.3%	17.0%
SEC0007	Montgomery Garage	23.1					23.1	0.0%	0.0%
SEC0008	PG Radio Upgrade	500.0	405.4	405.4		405.4	94.6	81.1%	81.1%
SEC0009	Platform Security	6,517.8	2,183.4	38.4	220.6	259.0	6,258.8	33.5%	4.0%
SEC0010	PROTECT Systems	606.0	606.0	606.0		606.0		100.0%	100.0%
SEC0011	Radio Redundancy AOCC	5,900.0	1,934.6	218.7	1,529.8	1,748.5	4,151.5	32.8%	29.6%
SEC0012	Vent Intrusion Detection	11,500.0	2,064.2		31.6	31.6	11,468.4	17.9%	0.3%
SEC0013	Chemical Sensor Prg.				2.3	2.3	(2.3)		
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	175.0	141.4		141.4	33.6	100.0%	80.8%
Total: Security Program		\$60,964.0	\$22,773.4	\$4,119.0	\$7,460.2	\$11,579.2	\$49,384.8	37.4%	19.0%

JURISDICTIONAL BALANCES ON ACCOUNT
AS OF FIRST QUARTER FISCAL YEAR 2013 - SEPTEMBER 30, 2012
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

JURISDICTION	OPERATING	CAPITAL	TOTAL
DISTRICT OF COLUMBIA			
DC Dept of Transportation	(0.003)	(0.023)	(0.026)
DC Dept of Transportation	(1.025)	0.000	(1.025)
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
Credits to be Applied to 1st Quarter FY2013 Billing:			
Interest Earnings on CIP & PRIIA Contributions	0.000	0.023	0.023
DC TOTAL	<u>(\$0.696)</u>	<u>\$0.207</u>	<u>(\$0.489)</u>
MARYLAND			
Montgomery County	(0.198)	1.869	1.671
Prince George's County	(0.155)	1.704	1.549
Credits to be Applied to 1st Quarter FY2013 Billing:			
Interest Earnings on PRIIA Contributions	0.000	0.009	0.009
MD TOTAL	<u>(\$0.353)</u>	<u>\$3.582</u>	<u>\$3.228</u>
VIRGINIA			
Alexandria	(0.101)	(0.183)	(0.283)
Arlington	(0.660)	(0.003)	(0.664)
City of Fairfax	(0.031)	(0.000)	(0.031)
Fairfax County	(0.447)	(2.012)	(2.459)
Falls Church	0.000	(0.000)	(0.000)
Northern VA Transportation Comm.	(0.285)	(1.493)	(1.778)
Virginia Department of Rail and Public Transportation	0.000	(0.009)	(0.009)
Credits to be Applied to 1st Quarter FY2013 Billing:			
Interest Earnings on CIP and PRIIA Contributions	0.000	0.018	0.018
VA TOTAL	<u>(\$1.524)</u>	<u>(\$3.681)</u>	<u>(\$5.205)</u>
GRAND TOTAL.....	<u>(\$2.573)</u>	<u>\$0.107</u>	<u>(\$2.466)</u>

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

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

Grant Activity for the Quarter Ending September 30, 2012

<u>Grant Program</u>		<u>Activity</u>
ARRA	FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement	\$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). Twenty-one projects have been completed with a total value of \$121.3 million. To meet heightened reporting requirements: Submitted required 1512 reporting of jobs and project progress that is viewable by the public at www.recovery.gov.
	Department of Homeland Security Transit Security Grant	Anti-Terrorism Teams conducted targeted train and bus inspections, critical infrastructure inspections, area saturation patrols, and security inspection points.
FTA	Annual Formula Grants for Sections 5309 and 5307	Metro FY2012 - FFY2011 Section 5307 grant for \$128.6 million was awarded; FTA has disbursed \$98.0 million in reimbursements to Metro. - FFY2011 Section 5309 grant for \$93.2 million was awarded; FTA has disbursed \$58.6 million in reimbursements to Metro. Metro FY2013 - FFY2012 Section 5307 grant application for \$140.7 million is awaiting FTA's review for submission. - FFY2012 Section 5309 grant application for \$97.3 million is awaiting FTA's review for submission.
	Passenger Rail Investment and Improvement Act (PRIIA)	- FTA awarded the FFY2011 PRIIA grant for the full appropriated amount of \$149.7 million, from which \$72.7 million was drawn to reimburse Metro for CIP expenses. - FFY2012 PRIIA grant application for the full appropriated amount of \$150.0 million is awaiting FTA's review for submission.
	Congestion Mitigation & Air Quality (CMAQ)	\$4.9 million in CMAQ Funding was allocated by the Virginia Department of Rail and Public Transportation for the purchase of replacement buses.
	Federal Earmarks	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.
	Competitive Programs	- FFY2012 Section 5309 Bus Livability - Metro won \$1.5 of \$12.8 million sought for bus stop accessibility improvements. - FFY2012 Section 5309 State of Good Repair - Metro was not selected for \$12.4 million as sought for improvements to bus garages. - FFY2012 Section 5309 Clean Fuels - Metro was not selected for \$8.1 million as sought for rehabilitating CNG fueling equipment at the Bladensburg Bus Facility. - FFY2012 Section 5322 Innovative Transit Workforce Development Program - Metro was not selected for \$0.9 million as sought for partnerships to expand transit-focused training for non-traditional students, military veterans, and under-represented adults in the labor pool.
Safety & Security	Transit Security Grant Program (TSGP)	- FFY2007 – Closeout was completed within the allowable period of performance. - FFY2008 – Full draft of risk assessment was completed and edits are being made. Proposals for CCTV on railcars have been reviewed and vendor selected. Cameras on buses is being completed. - FFY2009 – K9 teams are in service. - FFY2010 – Physical security 100% design was completed. - FFY2011 – K9 vehicles were ordered and are awaiting delivery, procurement of additional equipment began. Special Event overtime began. - FFY2012 – \$7.8 million Board Approval was sought to allow projects to begin.
	Urban Areas Security Initiative (UASI)	- FFY2009 – Closeout was completed within the allowable period of performance. - FFY2010 – Procurement of specialized equipment is ongoing.