

# FY2014 SECOND QUARTER HIGHLIGHTS

## Ridership and Revenue

### Metrorail

**Second quarter rail ridership was 47.5 million: 3.3 million below budget and 0.6 million below the second quarter of FY2013.**

- Ridership was down sharply in the first half of October as a result of the federal government shutdown – weekday ridership was reduced by 15-20 percent. However, ridership recovered quickly during the second half of the month. Comparisons to the prior October are of limited value due to Hurricane Sandy.
- November saw ridership return to trend, although weekend ridership declined slightly.
- Ridership in December (14.7 million) was similar to the previous December (14.6 million), but below budget of 15.9 million and also below the December average for the four years from FY2009 to FY2012 (16.1 million). The reason is twofold:
  - Bad winter weather resulting in a two-hour delayed arrival (with option for unscheduled telework and leave) on December 9 and a full closure of all federal offices on December 10, which together reduced total ridership by approximately 0.5 million trips.
  - The timing of the Christmas and New Year's holidays in the middle of the week, which appears to have caused riders to take fewer trips in the second half of the month. For comparison, in December 2011 (when Christmas was on Sunday and observed on Monday), there were seventeen normal weather weekdays prior to the Christmas week. These days had an average ridership of 710,000. This year, there were only thirteen such days, but ridership averaged 701,000, only 1.5 percent lower and well within the broader overall trends over that period. Ridership for the remaining non-holiday weekdays in the month was only 438,000.

### Metrobus

**Second quarter bus ridership was 33.4 million: 1.0 million above budget and 1.7 million above the second quarter of FY2013.**

- After kicking off in August, the “Ride Free on Bus” program for District of Columbia students continued its strong performance through the second quarter. Ridership has stabilized at an average of 23,000 trips per day, and total second quarter ridership in the program was 1.3 million.
- Bus also continues to perform well on weekends – up 5.7 percent for the year to date compared to last year.

### MetroAccess

**Second quarter MetroAccess ridership was 528,000: 38,000 above budget and 35,000 above the second quarter of FY2013.**

- MetroAccess ridership year to date is up 6.0 percent over budget and 7.0 percent over the same period last year. The growth comes primarily as a result of a larger registrant pool, which has increased by 12.4 percent over the last twelve months and has increased consistently in all three jurisdictions.

## Operating Revenue

**Total operating revenue for the second quarter was \$0.8 million below budget, or -0.4 percent.**

- Passenger fares and parking fees were \$6.8 million below budget, primarily as a result of the October federal shutdown's impact on rail and parking revenues and December's lower rail ridership. Non-transit sources were \$6.0 million above budget, primarily as a result of positive performance in joint development and fiber optics and a one-time insurance payout in October.
- Revenue from the “Ride Free on Bus” program pushed passenger revenue above budget; excluding that source, passenger revenue was at budget.

## Operating Expenses

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**Second quarter operating expenses are favorable to budget by \$5.8 million or 1.4 percent and year-to-date operating expenses are favorable to budget by \$14.2 million or 1.7 percent.**

### Salaries and Wages

- Salaries and Wages are favorable year-to-date by \$6.7 million or 1.8 percent, primarily due to Authority-wide vacancy levels. The favorability was partially offset by higher personnel expenses associated with the new Collective Bargaining Agreements. In December L2 retroactive payouts of \$4.1 million were paid out.
- December year-to-date overtime was \$1.3 million lower than the same period last year. Year-to-date overtime is \$10.8 million over budget primarily due to Car Maintenance (CMNT) 2K, 3K and 5K work, vacancy coverage, leave coverage, and special events.
- Fringe benefits are \$1.5 million over budget year-to-date. The overage is due to higher than expected D.C. workers' compensation assessment costs. Due to the unpredictability of the D.C. workers' compensation assessment billing, it is difficult to predict payments. The one-time annual pension payment also contributed to this unfavorability.

### Materials and Supplies

- Materials and Supplies are \$5.9 million unfavorable year-to-date mainly due to \$5.8 million of maintenance on the 2K, 3K and 5K railcars and Bus overruns of \$3.4 million as a result of accidents and vandalism. The overruns are partially offset by favorability in Communications (CSCM), the Office of the Deputy General Manager-Operations (DGMO), Financial Services (CFO) and Safety (SAFE).

### Services

- Services expenses are \$13.0 million favorable year-to-date due to Transit Infrastructure and Engineering Services (TIES) which includes Plant (PLNT), System Maintenance (SMNT) and Car Maintenance (CMNT) contracts timing of \$3.2 million; timing of a Treasury contract settlement of \$3.0 million; Access Service (ACCS) contract closeout claims offset by increased ridership of \$1.3 million; and timing of contract services procurements for DGMO of \$1.3 million, timing of transportation and environmental services for Safety (SAFE) of \$1.3 million, Bus Services (BUS) of \$0.7 million and CSCM of \$0.6 million.

### Fuel, Propulsion, and Utilities

- Fuel, Propulsion, and Utilities are favorable to budget by \$10.8 million year-to-date due to lower than projected power consumption, favorable diesel rates in Metro's hedges, and the CNG tax credit. Of the variance, approximately \$2.6 million is due to price favorability, \$6.3 million is due to lower volume, \$1.2 million due to other lubricants and \$0.7 million due to the CNG credit.

## Capital Program

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**Metro has invested \$320 million of the \$996 million FY2014 Capital Improvement Program (CIP) budget through December. As a result of the new bus contract, which full payments are made on acceptance of buses instead of milestone/progress payments, investments are \$40 million less than the same period last year. All figures below are year to date.**

### Bus Acquisition

- A multi-year contract is in place for the acquisition of new buses. The FY2014 order includes 85 forty-foot hybrid/electric buses that will replace buses at the end of their useful life. An initial set of buses will be delivered for testing in March 2014. Metrobus also broke ground on the environmentally friendly Cinder Bed Road facility, which replaces the 70-year-old Royal Street Bus Garage and enables Metro to run modern buses on these routes.

### Access Vehicle Replacement

- A contract is in place for the acquisition of 120 paratransit vans. The first article inspection is complete and delivery is expected to begin in March 2014.

### Escalator and Elevator Rehabilitation and Replacement

- Twelve escalators rehabilitations are complete and seven are in progress. Three escalator replacements at Pentagon Station are complete and in service. Five of the seven additional escalator replacements planned for completion during FY2014 are in progress at Van Ness-UDC (2), Georgia Ave-Petworth, Mt Vernon Sq., and

Bethesda.

- Seven elevator rehabilitations are complete and four are in progress. Arlington County will be replacing the elevator previously scheduled to be rehabilitated at the Court House station.
- The escalator rehabilitation at Foggy Bottom is in progress and is expected to be returned to service in time for the Cherry Blossom festival in March.

## **Station Rehabilitation and Lighting Improvements**

- Four of the 12 planned full station enhancement projects are complete, and two are in progress. Four of the 12 planned mini station enhancements are complete, and four are in progress.
- Metro awarded a multi-year contract for the replacement of over 13,000 parking garage light fixtures in 25 parking facilities. Each fixture will respond to its environment by automatically dimming in response to motion and ambient light from the sun or other sources. The contract includes maintenance of the lighting system for the life of the contract and will save Metro approximately \$600,000 annually.
- Metro began installing new, brighter mezzanine lighting at underground stations. Lighting upgrades have been completed at eight stations. The remaining 39 stations are expected to be completed by 2015.

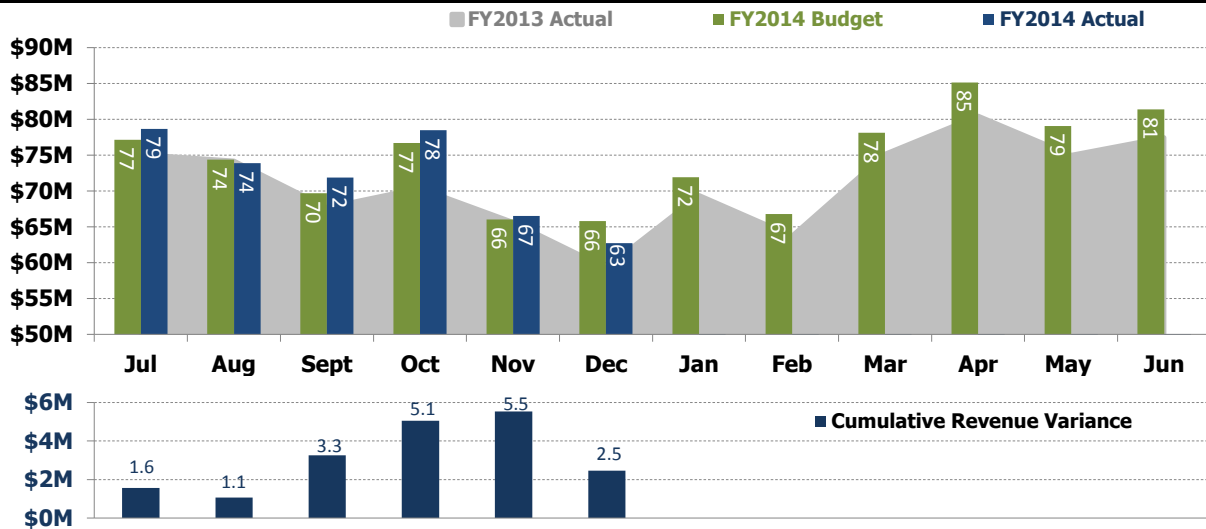
## **Track Rehabilitation**

- Metro welded 370 open weld joints, rehabilitated 3,509 linear feet of grout pads, tamped 20.43 miles of track, repaired 1,170 leaks, and replaced 4.19 miles of running rail, 2.70 miles of third rail, 8,055 cross ties, 9,741 fasteners, 3,543 insulators, 14 yard turnouts, and 613 safety signs.

## **Benefits to Customers**

- Received the first 7000-Series railcars that will be tested on the system over the next several months. The new railcars are equipped with state-of-the-art safety technology and numerous features designed with extensive customer input. Full-scale production of the new cars is expected to begin in mid-2014.
- Awarded the contract for New Electronic Fare Payment System. The new system will be designed to provide a state-of-the-art system for Metro customers that enable them to continue to use the SmarTrip cards, while expanding fare payment to chip-enabled credit cards, identification cards, and mobile phones using near field communications.
- Announced services changes that advance the \$5 million investment for the Better Bus initiative, which includes more limited-stop MetroExtra routes and refinements to 11 existing priority corridors. Customers will receive more frequent service, additional capacity, or expanded hours of operation.
- Began replacing the carpet in the existing railcar fleet with new slip resistant resilient flooring. The new flooring also reflects some interior and exterior light, creating a brighter, more open feel inside the car. Flooring has been installed on more than a dozen railcars. Metro expects to have flooring installed on all 5000 and 6000-Series railcars over the next two years.

### REVENUE (in Millions)



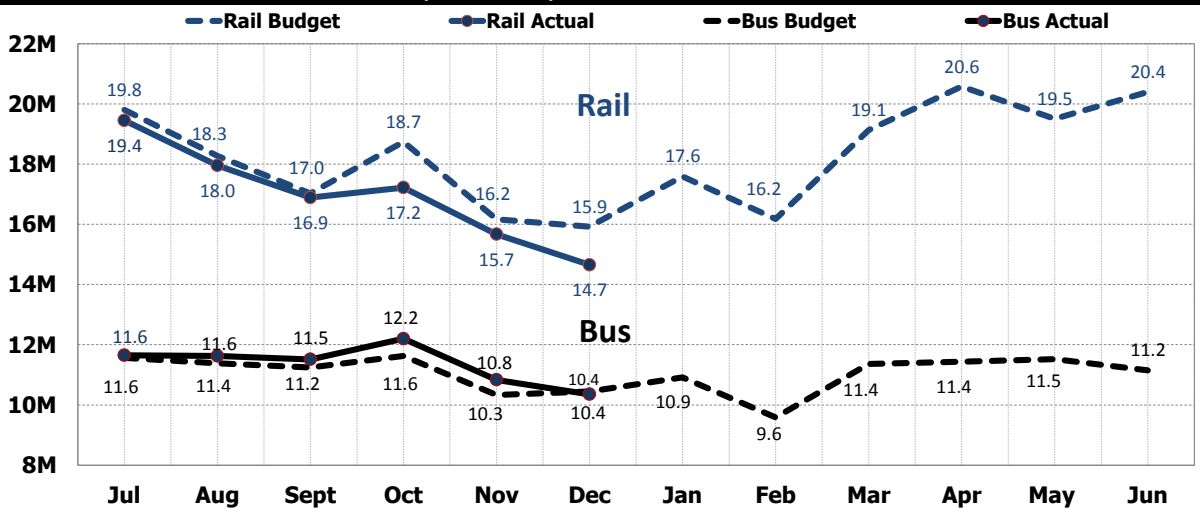
### RIDERSHIP (trips in Thousands)

| QTD                 | Q2-FY2013     | Q2-FY2014     |               | Variance FY14 |              |
|---------------------|---------------|---------------|---------------|---------------|--------------|
|                     | Actual        | Actual        | Budget        | Prior Year    | Budget       |
| Metrorail           | 48,155        | 47,541        | 50,824        | -1.3%         | -6.5%        |
| Metrobus            | 31,713        | 33,387        | 32,398        | 5.3%          | 3.1%         |
| MetroAccess         | 493           | 528           | 490           | 7.1%          | 7.8%         |
| <b>System Total</b> | <b>80,361</b> | <b>81,456</b> | <b>83,712</b> | <b>1.4%</b>   | <b>-2.7%</b> |

| YTD                 | FY2013         | FY2014         |                | Variance FY14 |              |
|---------------------|----------------|----------------|----------------|---------------|--------------|
|                     | Actual         | Actual         | Budget         | Prior Year    | Budget       |
| Metrorail           | 101,912        | 101,829        | 105,923        | -0.1%         | -3.9%        |
| Metrobus            | 65,481         | 68,173         | 66,582         | 4.1%          | 2.4%         |
| MetroAccess         | 997            | 1,067          | 1,006          | 7.0%          | 6.0%         |
| <b>System Total</b> | <b>168,390</b> | <b>171,069</b> | <b>173,511</b> | <b>1.6%</b>   | <b>-1.4%</b> |

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

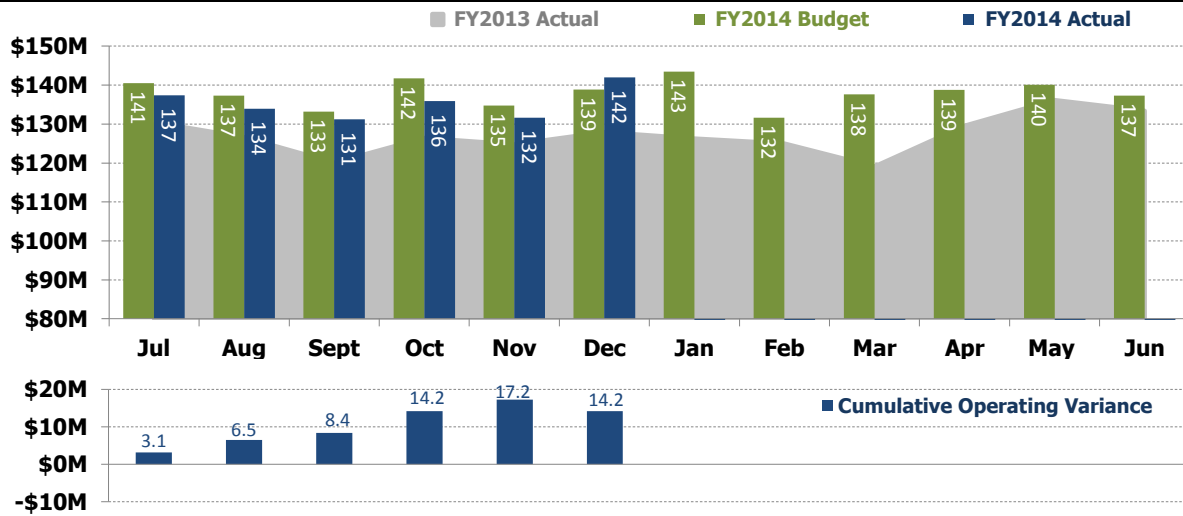




# OPERATING BUDGET

2nd Quarter FY2014

## OPERATING EXPENDITURES (\$ in Millions)



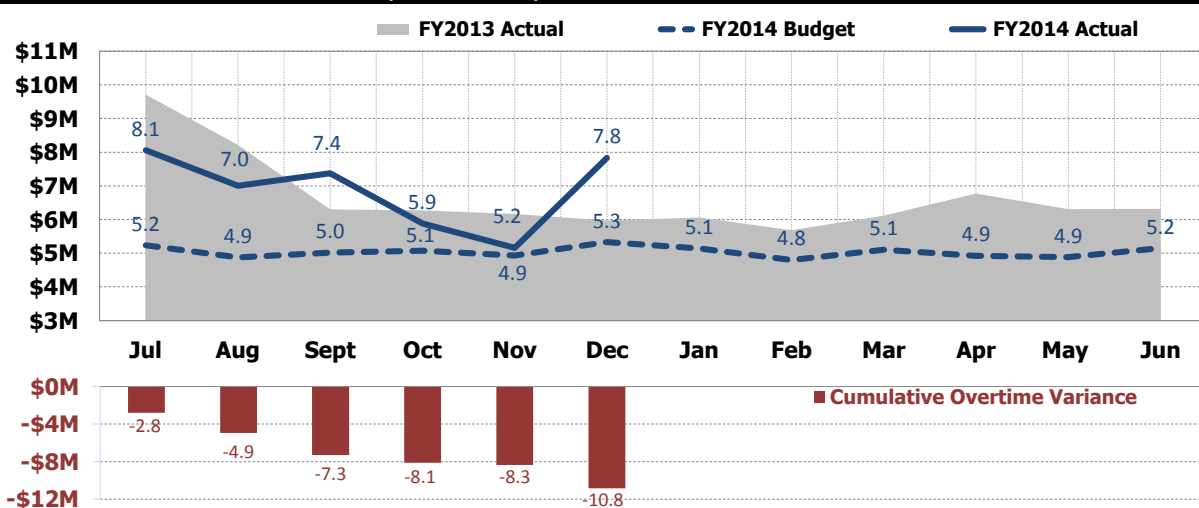
## OPERATING BUDGET (\$ in Millions)

| QTD           | Q2-FY2013 | Q2-FY2014 |          | Variance FY14 |         |
|---------------|-----------|-----------|----------|---------------|---------|
|               | Actual    | Actual    | Budget   | \$            | Percent |
| Revenue       | \$ 195.4  | \$ 207.7  | \$ 208.5 | \$ (0.8)      | -0.4%   |
| Expense       | \$ 379.1  | \$ 409.5  | \$ 415.3 | \$ 5.8        | 1.4%    |
| Subsidy       | \$ 183.7  | \$ 201.9  | \$ 206.9 | \$ 5.0        | 2.4%    |
| Cost Recovery | 51.5%     | 50.7%     | 50.2%    |               |         |

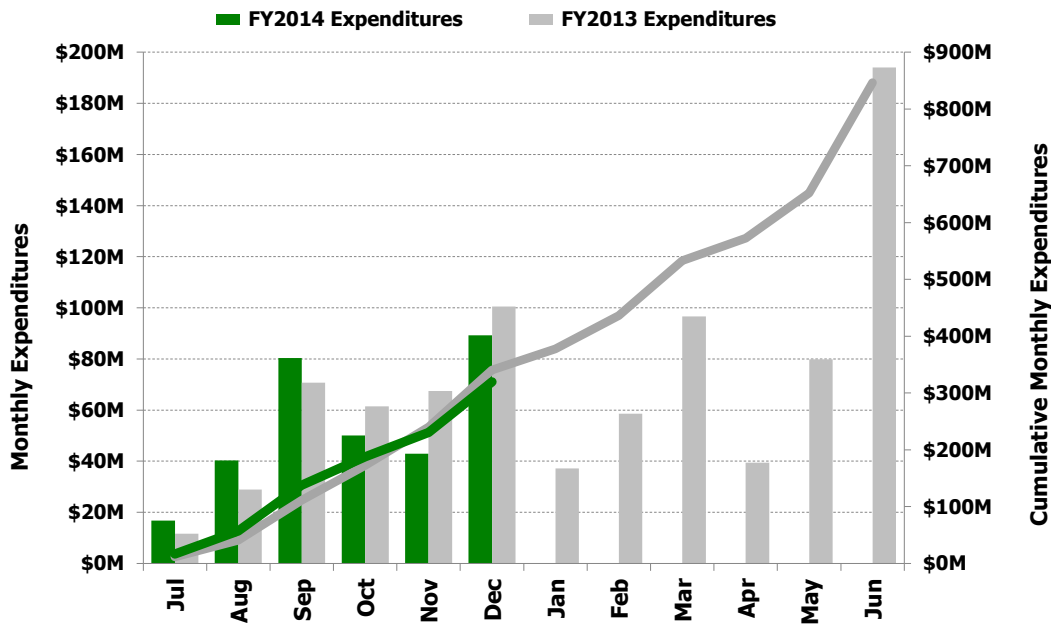
  

| YTD           | FY2013   | FY2014   |          | Variance FY14 |         |
|---------------|----------|----------|----------|---------------|---------|
|               | Actual   | Actual   | Budget   | \$            | Percent |
| Revenue       | \$ 412.4 | \$ 432.1 | \$ 429.6 | \$ 2.5        | 0.6%    |
| Expense       | \$ 756.2 | \$ 812.1 | \$ 826.3 | \$ 14.2       | 1.7%    |
| Subsidy       | \$ 343.8 | \$ 380.0 | \$ 396.7 | \$ 16.6       | 4.2%    |
| Cost Recovery | 54.5%    | 53.2%    | 52.0%    |               |         |

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



### CIP EXPENDITURES (\$ in Millions)



### FY2014 USES OF FUNDS (\$ in Millions)

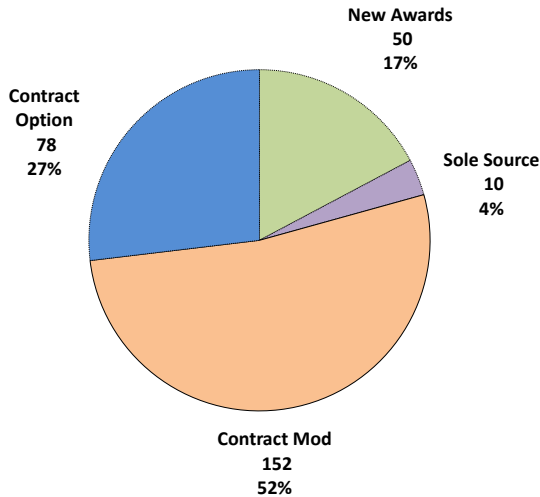
|                              | Budget          | Forecast        | Expended      | % Exp.     |
|------------------------------|-----------------|-----------------|---------------|------------|
| <b>FY2014 CIP</b>            | \$ 996          | \$ 919          | \$ 320        | 32%        |
| <b>Safety &amp; Security</b> | 10              | 10              | 0             | 0%         |
| <b>ARRA</b>                  | 2               | 3               | 2             | 84%        |
| <b>Reimbursable</b>          | 69              | 79              | 28            | 40%        |
| <b>Total</b>                 | <b>\$ 1,077</b> | <b>\$ 1,011</b> | <b>\$ 350</b> | <b>32%</b> |

### FY2014 PLANNED SOURCES OF FUNDS (\$ in Millions)

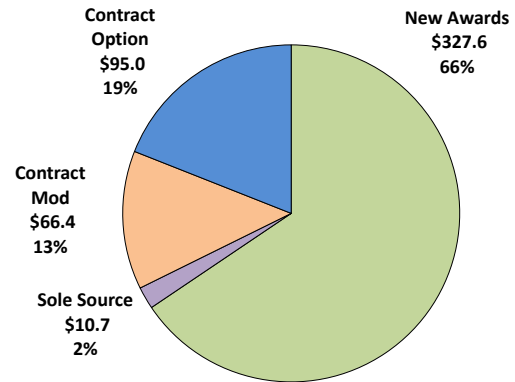
|                               | CIP | Planned         | Received      |
|-------------------------------|-----|-----------------|---------------|
| <b>Federal Reimbursement</b>  |     | \$ 491          | \$ 10         |
| <b>State and Local</b>        |     | 401             | 214           |
| <b>Other Sources/Rollover</b> |     | 104             | 66            |
| <b>Subtotal</b>               |     | <b>\$ 996</b>   | <b>\$ 290</b> |
| <b>Safety &amp; Security</b>  |     | \$ 10           | \$ -          |
| <b>ARRA</b>                   |     | 3               | 3             |
| <b>Reimbursable</b>           |     | 69              | 8             |
| <b>Subtotal</b>               |     | <b>\$ 82</b>    | <b>\$ 11</b>  |
| <b>Total</b>                  |     | <b>\$ 1,078</b> | <b>\$ 301</b> |

### SOLICITATION ACTIONS

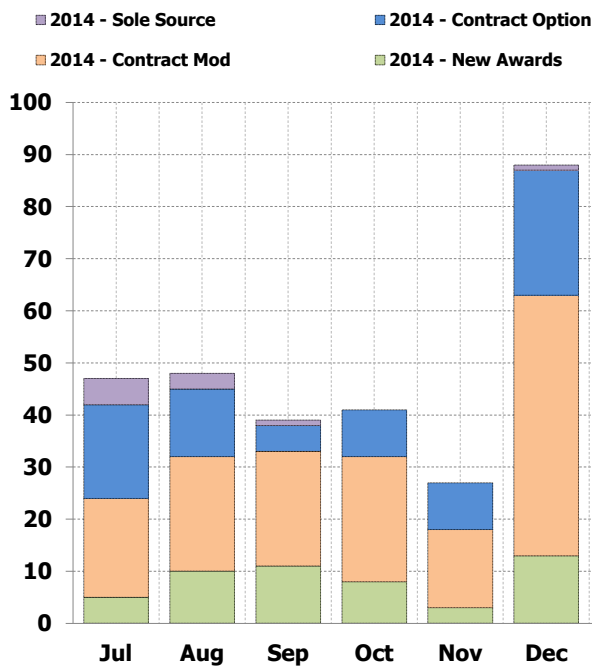
**YTD DECEMBER SOLICITATION ACTIONS  
(290 TOTAL ACTIONS)**



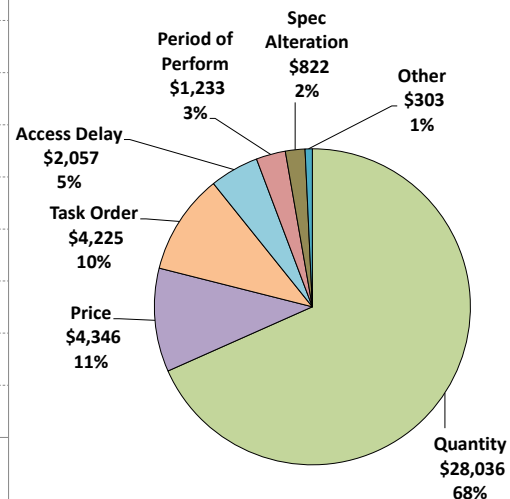
**YTD DECEMBER SOLICITATION AMOUNTS  
(\$499.7M TOTAL)**



### HISTORICAL SOLICITATIONS

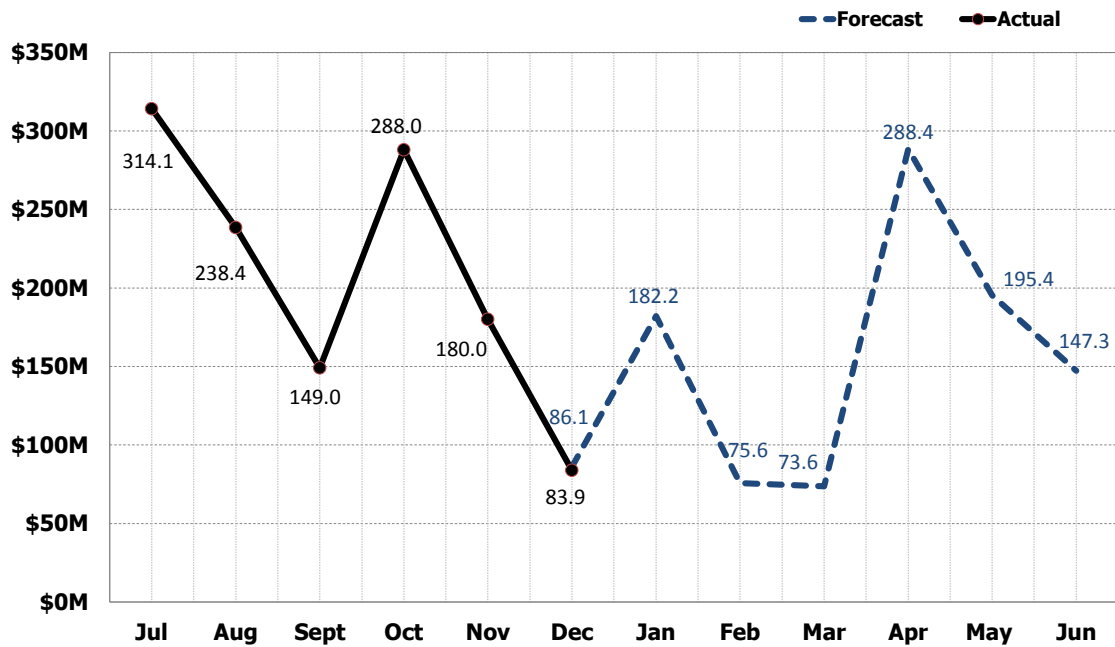


**Q2 Contract Modifications by Type and Amount (000s)**

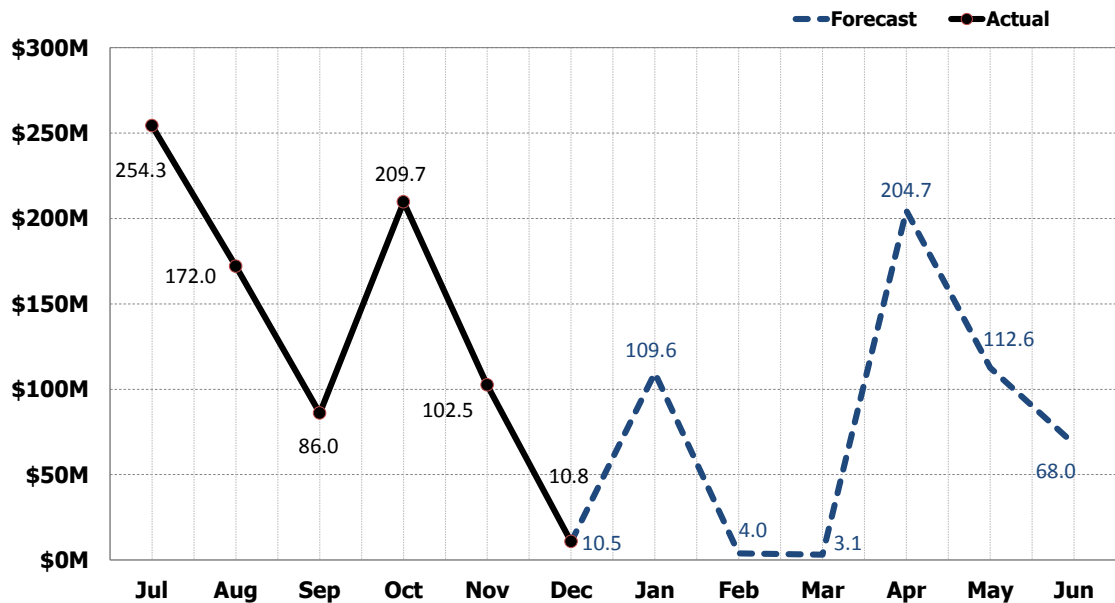


**Note:** 'Contract Mod' includes any written alteration in the specifications, delivery point, frequency of delivery, period of performance, price, quantity, or other provisions of the contract

### TOTAL CASH (RESTRICTED and UNRESTRICTED)



### UNRESTRICTED CASH and LINE of CREDIT BALANCE



**NOTE:** Unrestricted Cash Balance includes a \$45 million draw on WMATA's Line of Credit in December, with forecasted draws of \$5 million in February and \$40 million in March.



# OPERATING FINANCIALS

2nd Quarter FY2014

| 2nd QUARTER RESULTS                            |                |                |                |                | YEAR-TO-DATE RESULTS |                |                |                |               |
|------------------------------------------------|----------------|----------------|----------------|----------------|----------------------|----------------|----------------|----------------|---------------|
| Prior Year<br>Actual                           | Current Year   |                |                |                | Prior Year<br>Actual | Current Year   |                |                |               |
|                                                | Actual         | Budget         | Variance       |                |                      | Actual         | Budget         | Variance       |               |
| <b>FISCAL YEAR 2014</b><br>Dollars in Millions |                |                |                |                |                      |                |                |                |               |
| <b>Passenger Revenue</b>                       |                |                |                |                |                      |                |                |                |               |
|                                                | \$138.1        | \$138.6        | \$147.6        | (\$9.0)        |                      | \$293.8        | \$297.4        | \$305.0        | (\$7.6)       |
|                                                | 32.2           | 33.9           | 33.6           | 0.2            |                      | 67.9           | 71.1           | 69.5           | 1.6           |
|                                                | 1.9            | 2.0            | 1.9            | 0.1            |                      | 3.9            | 4.0            | 3.9            | 0.1           |
|                                                | 10.6           | 11.1           | 11.7           | (0.7)          |                      | 22.2           | 23.0           | 23.5           | (0.5)         |
|                                                | 2.2            | 4.6            | 1.9            | 2.7            |                      | 3.5            | 6.5            | 3.8            | 2.7           |
|                                                |                |                |                | 140%           |                      |                |                |                | 70%           |
|                                                | \$185.1        | \$190.0        | \$196.8        | (6.8)          |                      | \$391.2        | \$402.0        | \$405.7        | (3.7)         |
|                                                |                |                |                | -3%            |                      |                |                |                | -1%           |
| <b>Non-Passenger Revenue</b>                   |                |                |                |                |                      |                |                |                |               |
|                                                | 4.4            | 4.9            | 4.8            | \$0.1          |                      | 8.4            | 10.4           | 9.5            | \$0.9         |
|                                                | 1.1            | 2.1            | 1.4            | 0.7            |                      | 2.7            | 3.8            | 3.5            | 0.3           |
|                                                | 3.6            | 3.9            | 3.6            | 0.3            |                      | 7.3            | 7.8            | 7.2            | 0.5           |
|                                                | 1.1            | 6.9            | 1.8            | 5.1            |                      | 2.7            | 8.2            | 3.5            | 4.7           |
|                                                | 0.0            | (0.2)          | 0.1            | (0.2)          |                      | 0.0            | (0.2)          | 0.2            | (0.3)         |
|                                                | 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           |
|                                                | \$10.3         | \$17.7         | \$11.7         | 6.0            |                      | \$21.2         | \$30.1         | \$24.0         | 6.2           |
|                                                |                |                |                | 51%            |                      |                |                |                | 26%           |
|                                                | <b>\$195.4</b> | <b>\$207.7</b> | <b>\$208.5</b> | <b>(\$0.8)</b> |                      | <b>\$412.4</b> | <b>\$432.1</b> | <b>\$429.6</b> | <b>\$2.5</b>  |
|                                                |                |                |                | <b>-0.4%</b>   |                      |                |                |                | <b>0.6%</b>   |
| <b>TOTAL REVENUE</b>                           |                |                |                |                |                      |                |                |                |               |
|                                                | \$168.8        | \$184.4        | \$186.4        | \$2.0          |                      | \$335.2        | \$365.9        | \$372.6        | \$6.7         |
|                                                | \$18.4         | \$18.9         | \$15.3         | (3.5)          |                      | \$42.6         | \$41.3         | \$30.5         | (10.8)        |
|                                                | 87.2           | 97.2           | 96.5           | (0.7)          |                      | 170.3          | 190.8          | 189.2          | (1.5)         |
|                                                | 46.8           | 47.2           | 51.6           | 4.4            |                      | 90.7           | 90.0           | 102.9          | 13.0          |
|                                                | 18.3           | 22.7           | 18.6           | (4.1)          |                      | 36.5           | 43.4           | 37.5           | (5.9)         |
|                                                | 20.9           | 22.1           | 27.5           | 5.4            |                      | 43.7           | 46.5           | 55.4           | 8.9           |
|                                                | 8.6            | 8.9            | 10.1           | 1.3            |                      | 17.1           | 17.8           | 19.6           | 1.8           |
|                                                | 10.0           | 8.2            | 9.3            | 1.1            |                      | 20.1           | 16.5           | 18.5           | 2.0           |
|                                                |                |                |                | 11%            |                      |                |                |                | 11%           |
|                                                | <b>\$379.1</b> | <b>\$409.5</b> | <b>\$415.3</b> | <b>\$5.8</b>   |                      | <b>\$756.2</b> | <b>\$812.1</b> | <b>\$826.3</b> | <b>\$14.2</b> |
|                                                |                |                |                | <b>1.4%</b>    |                      |                |                |                | <b>1.7%</b>   |
|                                                | <b>\$183.7</b> | <b>\$201.9</b> | <b>\$206.9</b> | <b>\$5.0</b>   |                      | <b>\$343.8</b> | <b>\$380.0</b> | <b>\$396.7</b> | <b>\$16.6</b> |
|                                                |                |                |                | <b>2.4%</b>    |                      |                |                |                | <b>4.2%</b>   |
| <b>TOTAL EXPENSE</b>                           |                |                |                |                |                      |                |                |                |               |
| <b>SUBSIDY</b>                                 |                |                |                |                |                      |                |                |                |               |



**Washington Metropolitan Area Transit Authority**  
**Fiscal Year 2014 Financials**

**Fiscal Year 2014**  
**Quarterly Financial Report**  
**2<sup>nd</sup> Quarter**  
**October – December 2013**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
Q2 - FY2014  
October – December 2013**

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**REPORT SECTIONS**

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- Expense

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- Uses
- Projects

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**Jurisdictional balances on account**

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**Contract activity**

**Parking facility usage**



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2014 Q2

### **OPERATING BUDGET SUMMARY**

Through the second quarter of FY2014, Metro has a positive net operating position of \$16.6 million. Total year-to-date operating expenses are \$812.1 million, \$14.2 million below budget. Total year-to-date operating revenues are \$432.1 million, \$2.5 million above budget.

Passenger revenues are below budget through the second quarter primarily in Metrorail fares and parking fees as a result of the federal government shutdown in October and the poor weather and holiday timing in December. This has been offset by growth in non-passenger revenues, including a one-time insurance payment. The majority of the lower than anticipated expense is in Services costs as well as Fuel, Propulsion, and Utilities.

Table 1

| <b>OPERATING BUDGET (\$ in Millions)</b> |                  |                  |               |                      |                |
|------------------------------------------|------------------|------------------|---------------|----------------------|----------------|
| <b>QTD</b>                               | <b>Q2-FY2013</b> | <b>Q2-FY2014</b> |               | <b>Variance FY14</b> |                |
|                                          | <b>Actual</b>    | <b>Actual</b>    | <b>Budget</b> | <b>\$</b>            | <b>Percent</b> |
| <b>Revenue</b>                           | \$ 195.4         | \$ 207.7         | \$ 208.5      | \$ (0.8)             | -0.4%          |
| <b>Expense</b>                           | \$ 379.1         | \$ 409.5         | \$ 415.3      | \$ 5.8               | 1.4%           |
| <b>Subsidy</b>                           | \$ 183.7         | \$ 201.9         | \$ 206.9      | \$ 5.0               | 2.4%           |
| <b>Cost Recovery</b>                     | 51.5%            | 50.7%            | 50.2%         |                      |                |
| <b>YTD</b>                               | <b>FY2013</b>    | <b>FY2014</b>    |               | <b>Variance FY14</b> |                |
|                                          | <b>Actual</b>    | <b>Actual</b>    | <b>Budget</b> | <b>\$</b>            | <b>Percent</b> |
| <b>Revenue</b>                           | \$ 412.4         | \$ 432.1         | \$ 429.6      | \$ 2.5               | 0.6%           |
| <b>Expense</b>                           | \$ 756.2         | \$ 812.1         | \$ 826.3      | \$ 14.2              | 1.7%           |
| <b>Subsidy</b>                           | \$ 343.8         | \$ 380.0         | \$ 396.7      | \$ 16.6              | 4.2%           |
| <b>Cost Recovery</b>                     | 54.5%            | 53.2%            | 52.0%         |                      |                |

### **Revenue and Ridership by Mode**

#### Metrorail

Ridership on Metrorail is flat through the first six months of FY2014 compared to the same period in FY2013. Ridership growth had been positive in the first quarter, but ridership was negatively impacted by the federal government shutdown in October and by poor weather and holiday timing in December:

- *October:* Average weekday rail ridership was down 15 to 20 percent in the first half of October during the federal government shutdown. AM peak exits at stations with significant surrounding federal employment density (such as L'Enfant Plaza, Federal Center SW, and Smithsonian) were down 40 to 60 percent. Ridership quickly returned to normal in the second half of October following the end of the shutdown.



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- *December:* Weekday ridership was impacted in the first half of the month by bad winter weather. The federal Office of Personnel Management (OPM) declared December 9 as a two hour late start with the option for unscheduled telework, and OPM closed federal offices completely on December 10. Rail ridership was down approximately 20 percent and 50 percent, respectively, on those two days.

Aside from those two days, however, weekday ridership prior to the beginning of the holiday season was equal to last December and down less than two percent compared to December 2011. But the timing of the holidays, with Christmas Day and New Year's Day on Wednesdays (causing some riders to take extended time off), negatively impacted ridership for the last two weeks of the month.

Metro also changed the pricing for SmarTrip® cards at the beginning of the second quarter, lowering the initial purchase price for the card from \$5 to \$2. A slight reduction in paper-magnetic farecard usage can already be seen as a result (paper farecards were used for only 9 percent of trips in November, down from 10 percent during September), and Metro will continue to monitor SmarTrip® utilization during the spring as tourist and visitor travel increases.

### Parking

Parking performance through the second quarter has declined compared to the same period last year. System-wide utilization of Metro's 59,421 parking spaces fell from 79 percent in the first half of FY2013 to 77 percent in FY2014, and this decline occurred across all three jurisdictions. Parking utilization had been up in the first quarter, but the challenges facing rail in the second quarter hit parking even more acutely, given the over-representation of federal employees among Metro's parking population. Weekday parking utilization declined by approximately 30 percent during the federal shutdown in October, and December's overall utilization also declined noticeably as a result of the weather and holiday timing.

### MetroAccess

Overall, the Access customer base (as measured by registrants) grew steadily in FY2013 and continues to grow through the first six months of FY2014. These added registrants are translating into additional ridership. The increase in registration and ridership is occurring across the region, with registrations up 13% in both DC and Maryland and 12% in Virginia. There has been somewhat more variance in the growth in ridership, however – a 7% increase in DC and an 8% increase in Maryland, but only a 4% increase in Virginia. The increase in ridership has also caused an increase in the usage of taxis to supplement the regular MetroAccess dedicated vans – taxi trips as a share of the total increased from 5.3% to 6.1%, with the increase occurring particularly in Virginia.

As the impact of travel training, eligibility screening, and other demand management efforts has plateaued, Metro is pursuing new initiatives to manage future paratransit growth. Two pilot efforts are underway in Maryland (for customers traveling to



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Human Services organizations/programs) and in DC (for kidney dialysis patients) that will shift certain Access trips to local taxicab providers, which offers cost savings to the local jurisdictions.

### Metrobus

The most substantive change in Metrobus ridership from FY2013 to FY2014 is the new “Ride Free on Bus” program for DC students. The program was initiated in mid-August with the opening of the 2013-2014 school year, and ridership has stabilized at approximately 23,000 trips per day through December. Currently, DC students must present a valid pass or ID to the bus operator, and the rides are counted via a button press on the bus farebox. A longer-term solution utilizing the existing DC One card is under development and will be rolled out later in 2014. These student rides have accounted for approximately 1.6 million trips in the first half of FY2014 and about 60 percent of the total 2.7 million additional trips that Metrobus has recorded compared to last year. Much of the remaining growth on bus has occurred on weekends, which are up close to six percent compared to last year.

Looking ahead, Metro will implement two changes to the Metrobus fareboxes that are intended to make the boarding process faster for bus riders. For passengers adding value to their SmarTrip card aboard the bus, the first change means it will only take two taps to complete the process rather than three. Metro has also added a safeguard feature so that riders are not overcharged if they accidentally tap their card after adding value or if they pay their fare first and then add value on board. The second improvement is a new tone that will sound if a rider's SmarTrip® card has less than \$1.60 in stored value remaining. The low balance warning tone is intended to remind passengers to add value before they take their next trip to minimize boarding delays.

### **Operating Expenses**

Second quarter FY2014 operating expenditures totaled \$409.5 million, which was \$5.8 million or 1.4 percent less than the second quarter budget. Second quarter FY2014 expenditures were 8.0 percent higher than FY2013 operating expenditures. Through December, year-to-date operating expenses are favorable to budget by \$14.2 million or 1.7 percent. Actual year-to-date expenses are \$812.1 million, \$55.9 million or 7.4 percent higher than the same period last year.

### ***Labor***

Second quarter personnel expenses of \$300.5 million were above budget by \$2.3 million or 0.8 percent. For the year-to-date, personnel expenses are over budget by \$5.7 million or 1.0 percent. As a result of the recently negotiated Collective Bargaining Agreement, salaries and wages for Local 2 union employees have increased by 1.5 percent. The agreement included retroactive payments, and a \$4.1 million total payout was made in December. This salary and wage increase was not included in the FY2014 budget. Metro's recruitment efforts continued in the second quarter, and Metro's overall vacancy rate year-to-date is 6.4 percent.



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Year-to-date overtime expenses of \$41.3 million are 1.3 million less than the same period last year. Second quarter overtime costs in the operating budget were \$0.5 million higher than the prior year overtime costs. In FY2013 and FY2014, Metro has actively increased investment in railcar maintenance in order to improve reliability and prepare for the introduction of service on the Silver Line. Metro's overtime costs are above budget in part to advance this increased investment in railcar and other maintenance. In addition to the increase in railcar maintenance, other key drivers of second quarter overtime included vacancy coverage, leave coverage, incident response, and special events:

- The primary contributors to second quarter overtime were in Rail, Bus Services and Transit Infrastructure and Engineering Services (TIES). Overtime expenses in Rail are mainly related to vacancy coverage, training coverage, vacation leave, equipment maintenance and special events at the Verizon center, FedEx Field, and Nationals Park and inclement weather coverage.
- The TIES department's main overtime cost driver is directly related to inclement weather in December and to Metro's increased investment in railcar maintenance to prepare for the introduction of revenue service on the Silver Line and. In FY2013, Metro operated approximately 878 railcars to meet its daily peak revenue service requirement; in FY2014 this number increased to 920. When Metro begins operating revenue service on the Silver Line in 2014, a total of 954 railcars will be required.
- Bus Services department overtime variance is mainly as a result of coverage for vacancies, absenteeism and leave. As staffing ramps up for the Silver Line, Bus vacancies will be backfilled to cover employee movements from Bus to Rail. Overtime in Q2 is \$3.5 million over budget compared to \$7.3 million over budget in Q1. Year-to-date overtime is 10.8 million over budget.

Several initiatives are underway that will enhance the efficiency and effectiveness of workforce management and planning to improve personnel cost budgeting, enhance time reporting capability, and support the fatigue management initiative. To achieve these objectives, Metro is investing in a new human capital management system and a new rail scheduling system.

Second quarter fringe benefits are \$0.7 million over budget mainly due to higher than projected Workers Compensation Assessment costs and effects of the Collective Bargaining Agreement (CBA) agreements in December. Year-to-date fringe benefits are \$1.5 million over budget due to higher than projected Workers Compensation Assessment costs and the effects of the L689 and L2 CBA agreements. Due to the unpredictability of DC's workers compensation assessment billing, it is difficult to forecast payments in this area.

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



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Second quarter non-personnel expenses of \$109.1 million were under budget by \$8.1 million. Fuel, Power and Utilities were under budget by \$6.7 million mainly due to hedging practices and lower than projected rate and volume consumption. December year-to-date non-personnel expenses are 19.9 million under budget.

Metro uses hedging practices to mitigate market volatility by locking in on favorable pricing conditions for future fuel usage. Second quarter fuel, propulsion and utilities were under budget by \$6.7 million. December year-to-date was \$10.8 million under budget mainly due to \$2.6 million in savings from lower than budgeted rates for diesel, propulsion and utilities resulting from favorable hedges and fixed price contracts, \$6.3 million related to lower than budgeted consumption in mainly propulsion, electricity and natural gas, a CNG tax credit, and savings on lubricants and other items. The year-to-date rate, volume mix analysis below reflects volume favorability for propulsion, electricity, water and gasoline and rate favorability for natural gas, diesel and bus CNG. Utility favorability is mainly attributable to savings in electricity volume generation. This energy is supplied by Reliant Energy in DC and MD and by Dominion Energy in VA.

Year-to-date SmarTrip® expenses were less than expected by \$3.0 million due to a favorable settlement of a vendor contract dispute. The MetroAccess service contract is favorable to budget by \$1.9 million through the second quarter. The favorability is due to the former single-source paratransit service contractor's contract closeout claims being \$1.7 million less than anticipated, as well as a \$0.8 million credit applied to expenses to close out a Job Access and Reverse Commute (JARC) grant. However, these positive variances are being offset by ridership that is approximately 8 percent higher than budget.

Services were favorable to budget by \$4.4 million in the quarter, and year-to-date Services are favorable to budget by \$13.0 million. Highlights in this area include:

- TIES is \$3.2 million favorable to budget in services through the second quarter.
- PLNT Services has initiated installation of chiller control panels at Columbia Heights, masonry/granite tile repair at East Falls Church, and upgrading of breaker panels at L'Enfant Plaza.
- DGMO continues its labor relations consulting services and will ramp up on expenditures in the second half of FY2014. The department is favorable by \$1.3 million through the second quarter.
- Safety services will ramp up in the second half of the year with transportation consulting and environmental services; Safety is favorable by \$1.3 million through the second quarter.
- Bus Services will advance various contracts including the Orion Management bus cameras contract in the second half of the year. Bus Services is favorable to budget by \$0.7 million in services.



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Second quarter Materials and Supplies expenses of \$22.7 million exceeded budget by \$4.1 million due to higher than expected expenses in CMNT for 2K, 3K and 5K railcar maintenance and Bus parts and material usage. Year-to-date Materials and Supplies are over budget by \$5.9 million. Most of the overrun in CMNT is related to maintenance activities to prepare for increased railcar demand in FY2014. Bus parts and material usage was impacted by accidents and vandalism as well as more expensive spares for the advanced technology buses. A summary of non-personnel budget results is included in Table 2.

Table 2

| Non-Labor Category                    | FY2014 YTD Budget | FY2014 YTD Actuals | FY2014 YTD Variance | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------|-------------------|--------------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Services</b>                       | \$102.9M          | \$90.0M            | \$13.0M             | <ul style="list-style-type: none"> <li>• \$3.2M various TIES services contracts expected in Q2 and Q3</li> <li>• \$3.0M Treasury favorable contract settlement</li> <li>• \$1.9M Paratransit favorability. Ridership, revenue hours, taxi miles and non-dedicated trips are down</li> <li>• \$1.3M DGMO timing of labor negotiation services</li> <li>• \$709K Bus timing</li> <li>• \$601K CSCM timing of Bus and Rail schedule printing</li> </ul>                                      |
| <b>Fuel, Propulsion and Utilities</b> | \$75.0M           | \$64.3M            | \$10.8M             | <ul style="list-style-type: none"> <li>• \$2.2M Propulsion mainly volume favorability</li> <li>• \$1.4M Electricity both rate and volume favorability</li> <li>• \$468K Natural Gas both rate and volume favorability</li> <li>• \$1K Water &amp; Sewer volume favorability</li> <li>• \$3.2M Diesel both rate and volume favorability</li> <li>• \$901K Bus CNG mainly volume favorability</li> <li>• \$800K CNG tax credit</li> <li>• \$784K Gasoline &amp; Other Lubricants</li> </ul> |
| <b>Insurance and Other</b>            | \$18.5M           | \$16.5M            | \$2.0M              | <ul style="list-style-type: none"> <li>• \$737K CFO favorable C&amp;L premium expenses</li> <li>• \$575K CSCM timing of promotional advertising expenses</li> <li>• \$221K Bus accident reimbursements receipts</li> <li>• \$202K CFO favorable reimbursable payments for SmarTrip</li> </ul>                                                                                                                                                                                             |
| <b>Materials and Supplies</b>         | \$37.5M           | \$43.4M            | (\$5.9M)            | <ul style="list-style-type: none"> <li>• (\$6.6M) TIES 2K, 3K and 5K railcar repair and maintenance</li> <li>• (\$3.4M) Bus accidents, vandalism and more expensive advanced technology bus spares</li> <li>• This is offset by under-runs in timing of disposition of obsolete inventory, Technical Skills Program material timing, Safety materials and Bus and Rail schedule materials</li> </ul>                                                                                      |



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### **CAPITAL PROGRAM**

#### ***Sources of Funds***

Metro's FY2014 Capital Program is supported by Federal funds, State and Local contributions, and other sources, which include real estate and insurance proceeds. Federal funds include Passenger Rail Investment and Improvement Act of 2008 (PRIIA), 5307/5340 Urbanized Area Formula Program, 5337 State of Good Repair Formula Program, and 5339 Bus and Bus Facilities Formula Program.

For FY2014, the total planned sources of funds is \$1,078 million, which includes \$996 million for the Capital Improvement Program (CIP), \$10 million for the Security program, \$69 million for the Reimbursable program, and \$3 million for the American Recovery and Reinvestment Act (ARRA) program. At the end of the second quarter, Metro has received \$10 million from Federal reimbursement, \$214 million from State and Local contributions, and \$66 million from Other sources for the CIP. Additionally, Metro has received \$11 million for the Security, Reimbursable, and ARRA programs.

Metro closed an additional five prior-year FTA grants and one ARRA FTA grant during the second quarter, bringing the total number of grants closed in FY2014 to thirteen. Management's focus on closing grants will continue through FY2014.

Table 3

| <b>Capital Program Revenue</b>      |    | <b>FY2014 Year to Date</b>       |                 |                  |
|-------------------------------------|----|----------------------------------|-----------------|------------------|
| (dollars in millions)               |    | <b>Through December 31, 2013</b> |                 |                  |
|                                     |    | <b>Planned</b>                   | <b>Received</b> | <b>Remaining</b> |
| Capital Improvement Program (CIP)   |    |                                  |                 |                  |
| CIP - Federal Reimbursement         | \$ | 491                              | \$ 10           | \$ 481           |
| CIP - State & Local Contributions   |    | 401                              | 214             | 187              |
| CIP - Other Sources                 |    | 104                              | 66              | 37               |
| Subtotal                            | \$ | 996                              | \$ 290          | \$ 706           |
| Security - Federal Grants           | \$ | 10                               | \$ 0            | \$ 10            |
| Reimbursable - State & Local Grants |    | 69                               | 8               | 61               |
| ARRA - Federal Grants               |    | 3                                | 3               | -                |
| Subtotal                            | \$ | 82                               | \$ 11           | \$ 70            |
| Total                               | \$ | 1,078                            | \$ 301          | \$ 776           |



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Table 4

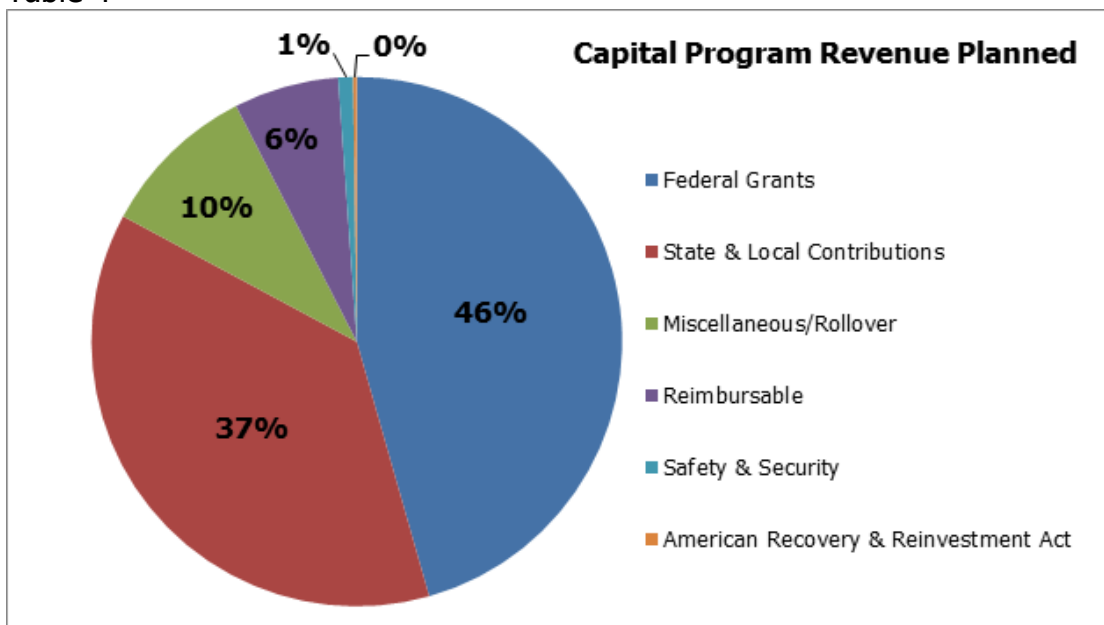


Table 5

| State & Local Contributions<br>Capital Improvement Program<br>(dollars in millions) |         | FY2014 Year to Date<br>Through December 31, 2013 |          |  |
|-------------------------------------------------------------------------------------|---------|--------------------------------------------------|----------|--|
| Formula Match and System Performance                                                | Planned | Billed                                           | Received |  |
| District of Columbia                                                                | \$ 86   | \$ 47                                            | \$ 47    |  |
| Montgomery County                                                                   | \$ 39   | \$ 22                                            | \$ 22    |  |
| Prince George's County                                                              | 41      | 24                                               | 24       |  |
| Subtotal State of Maryland                                                          | \$ 80   | \$ 46                                            | \$ 46    |  |
| City of Alexandria                                                                  | \$ 10   | \$ 5                                             | \$ 5     |  |
| Arlington County                                                                    | 19      | 10                                               | 10       |  |
| City of Fairfax                                                                     | 1       | 0                                                | 0        |  |
| Fairfax County                                                                      | 34      | 17                                               | 17       |  |
| City of Falls Church                                                                | 1       | 0                                                | 0        |  |
| Subtotal Common Wealth of Virginia                                                  | \$ 65   | \$ 33                                            | \$ 33    |  |
| Subtotal Formula Match and System Performance                                       | \$ 230  | \$ 126                                           | \$ 126   |  |
|                                                                                     |         |                                                  |          |  |
| State and Local PRIIA                                                               | Planned | Billed                                           | Received |  |
| District of Columbia                                                                | \$ 56   | \$ 29                                            | \$ 29    |  |
| State of Maryland                                                                   | 56      | 29                                               | 29       |  |
| Common Wealth of Virginia                                                           | 56      | 29                                               | 29       |  |
| Subtotal State and Local PRIIA                                                      | \$ 169  | \$ 88                                            | \$ 88    |  |
|                                                                                     |         |                                                  |          |  |
| Total                                                                               | \$ 399  | \$ 214                                           | \$ 214   |  |



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### ***Uses of Funds***

For FY2014, the total planned investments \$1,077 million, which includes \$996 million for the CIP, \$10 million for the Security program, \$69 million for the Reimbursable program, and \$2 million for the ARRA program. As of the end of the second quarter, Metro has expended \$320 million in the CIP, \$28 million in the Reimbursable program, and \$2 million in the ARRA program. The appendix includes budget, expenditure, and obligation data for each capital project.

Table 6

| <b>Capital Program Spending</b><br>(dollars in millions) |                 | <b>FY2014 Year to Date</b><br><b>Through December 31, 2013</b> |                   |  |
|----------------------------------------------------------|-----------------|----------------------------------------------------------------|-------------------|--|
| <b>Capital Improvement Program</b>                       | <b>Planned</b>  | <b>Expended</b>                                                | <b>Unexpended</b> |  |
| Vehicles/Vehicles Parts                                  | \$ 211          | \$ 60                                                          | \$ 151            |  |
| Rail System Infrastructure Rehab                         | 120             | 58                                                             | 62                |  |
| Maintenance Facilities                                   | 213             | 41                                                             | 173               |  |
| Systems and Technology                                   | 114             | 33                                                             | 81                |  |
| Track and Structures                                     | 57              | 41                                                             | 16                |  |
| Passenger Facilities                                     | 130             | 50                                                             | 79                |  |
| Maintenance Equipment                                    | 108             | 28                                                             | 80                |  |
| Other Facilities                                         | 41              | 9                                                              | 32                |  |
| Project Management and Support                           | 2               | 0                                                              | 2                 |  |
| Subtotal                                                 | \$ 996          | \$ 320                                                         | \$ 676            |  |
| <b>Security Program</b>                                  | \$ 10           | \$ 0                                                           | \$ 10             |  |
| <b>Reimbursable Program</b>                              | \$ 69           | \$ 28                                                          | \$ 41             |  |
| <b>ARRA Program</b>                                      |                 |                                                                |                   |  |
| Vehicles and Vehicle Parts                               | \$ 0            | \$ 0                                                           | \$ 0              |  |
| Maintenance Facilities                                   | 0               | (0)                                                            | 0                 |  |
| Passenger Facilities                                     | 1               | 1                                                              | (0)               |  |
| Safety and Security                                      | 0               | -                                                              | 0                 |  |
| Maintenance and Repair Equipment                         | 1               | 1                                                              | 0                 |  |
| Operations System                                        | 0               | -                                                              | 0                 |  |
| Information Technology                                   | 0               | 0                                                              | (0)               |  |
| Miscellaneous                                            | 0               | -                                                              | -                 |  |
| Subtotal                                                 | \$ 2            | \$ 2                                                           | \$ 0              |  |
| <b>Total</b>                                             | <b>\$ 1,077</b> | <b>\$ 350</b>                                                  | <b>\$ 727</b>     |  |

As of the end of December 2013, \$320 million of the CIP has been invested in FY2014 as compared to \$341 million invested at this time in FY2013.



## **Capital Project Highlights**

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

Metro currently has a fleet of approximately 1,500 buses, each with a standard 12-year useful life. In order to ensure reliability for riders and full utilization of its assets, Metro combines an effective rehabilitation program that extends the average useful life by three years with an aggressive replacement program replacing approximately 100 buses each year. The FY2014 plan consists of the rehabilitation of approximately 100 buses, 80 engines, and 300 transmissions and the replacement of 85 buses. A multi-year contract is in place for the acquisition of new buses, with delivery of pilot buses for inspection and testing scheduled to begin in March 2014.

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. A contract is in place for the FY2014 acquisition of 120 paratransit vans and the vehicle specifications are finalized. As of the end of December, the first article inspection is complete, and delivery of the vans is scheduled to begin in March 2014.

### ***Passenger Facilities***

Metro currently has 289 elevators and 586 escalators in its system, each with a 25 to 30 year useful life. Metro has an aggressive rehabilitation, modernization, and replacement program that includes code and safety upgrades and energy saving devices. For FY2014, the plan includes the rehabilitation of 36 escalators and the replacement of 10 escalators. Through December, twelve escalators have been rehabilitated, modernized, and returned to service, and seven are in progress. Three planned escalator replacements at Pentagon station, which were advanced through CIP0073, are completed and in service. Five of the planned seven escalator replacements are in progress at Van Ness (2), Georgia Avenue, Mt. Vernon Square, and Bethesda. As of the end of December, seven of the planned 19 elevators have been rehabilitated, modernized, and returned to service, while four are in progress.



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Table 7

| Project                            | Planned | Completed | In Progress | Comments                                     |
|------------------------------------|---------|-----------|-------------|----------------------------------------------|
| CIP0072 – Elevator Rehabilitation  | 19      | 7         | 4           | Landover Bus Garage advanced through CIP0119 |
| CIP0073 – Escalator Rehabilitation | 31      | 12        | 7           |                                              |
| CIP0073 – Escalator Rehabilitation | 3       | 3         | 0           | Replacements at Pentagon                     |
| CIP0185 – Escalator Replacement    | 7       | 0         | 5           |                                              |

Metro currently has 86 stations in Virginia, Maryland, and the District of Columbia, which will expand to 91 once the Silver Line opens. The Station Rehabilitation Program rehabilitates 24 stations (12 full rehabs and 12 mini rehabs) each year. Under this program, each station receives a full rehabilitation every seven years and a minor rehabilitation every third or fourth year after a major rehab. These efforts restore the station's appearance to its original character, preserve the asset, and help to extend its useful life.

Mini enhancements include cleaning masonry surfaces of station entrances, canopies, passageways, parapet walls, granite edges, track beds, ceiling tile, third rail cover boards and station tiles, spot repair of paver tiles, tile beds, flexible expansion joint and escalator landing plates, repairing metal components (station doors, hand railing and drainage grates), painting of interior surfaces of entrance gates, wind screens, kiosks, fare gates, phone booths, sign and map cases, platform shelters, ceiling tile, doors, parking lot light poles, bus shelters, sign post, bollards, and curbing, spot refinishing of bronze surfaces to include hand railings, elevator housings, and escalators, and station graphics to doors, pylons, kiosks, track beds, parking lots, and elevator /escalator signs.

Full enhancements include all of the mini enhancements listed plus the addition of pressure washing the station coffered ceilings/liner and painting interior surfaces of ancillary rooms throughout the station.

The FY2014 station rehabilitation plan includes 12 mini stations and 12 full stations. As of the end of December, four full stations and four mini stations have been completed and two full stations and four mini stations are in progress.

### ***Track and Structures Maintenance***

#### ***RD Red Line***

- Wooden rail tie replacement, third-rail insulator renewal, platform reconstruction, track substructure improvements, and communication equipment installation between Silver Spring and NoMa-Gallaudet



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- Ceiling tile rehabilitation and communication equipment installation between Shady Grove and Glenmont
- Third-rail rehabilitation, joint elimination, drain repairs and cleaning, leak mitigation, and removal of standing water between Van Ness-UDC and Friendship Heights
- Third-rail improvements, tunnel leak mitigation, rail joint elimination, and catwalk repairs between Dupont Circle and Van Ness-UDC
- Emergency Trip Station cable installation, third-rail infrastructure improvements, concrete repairs, and platform reconstruction between Rhode Island Ave and Forest Glen
- Wooden tie replacement, third-rail infrastructure renewal, concrete structure rehabilitation, and winter weather preparations between Rhode Island Ave and Judiciary Square
- Track insulator, tie and rail fastener renewal, and tunnel leak mitigation between Glenmont and Takoma
- Third-rail infrastructure upgrades, tie and rail fastener replacement, rail welding, structural repairs, and security camera work between Dupont Circle and NoMa-Gallaudet
- Third-rail improvements, tie and rail fastener renewal, and insulator and cover board installation between Twinbrook and Grosvenor-Strathmore
- Third-rail upgrades, rail welding, and joint elimination between Silver Spring and Fort Totten
- Track circuit replacement and installation of new ties, insulators, and cover boards between Shady Grove and Twinbrook

### Blue and Orange Lines

- Platform reconstruction between Stadium-Armory and Benning Road and between Stadium-Armory and Cheverly
- Track maintenance, fastener renewal, structural repairs, tunnel leak mitigation, and ceiling tile replacement between McPherson Sq and Smithsonian
- Platform deterioration rebuilding, tie, insulator, and fastener renewal and replacement, tamping, ballast regulating, joint elimination, and structural improvements between Minnesota Ave and Deanwood
- Track maintenance, fastener replacement and renewal, grout pad rehabilitation, and third-rail insulator renewal between Vienna and Stadium-Armory and Stadium-Armory and Cheverly
- Switch and signal testing associated with Silver Line, tamping, ballast work, tie and insulator renewal, third-rail maintenance, and rail de-stressing between Vienna and Ballston-MU
- Third-rail renewal, ballast tamping, fastener replacement, and joint elimination between Van Dorn Street and King St-Old Town
- Track circuit module replacement between Foggy Bottom-GWU and Smithsonian
- Wooden tie replacement, third-rail components renewal, and track improvements to smoothen ride between Ballston-MU and East Falls Church



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- Junction box replacement, structural/grout pad rehabilitation, track maintenance, and cover board renewal on Blue and Yellow Lines
- Rail tie installation, joint elimination, track maintenance, and third-rail upgrades near Braddock Road and between Eastern Market and Stadium-Armory
- Tunnel repairs, station dome repairs, track infrastructure improvement, fastener replacement, joint elimination, drain cleaning, and signage installation between Federal Triangle and Eastern Market
- Silver Line sign installation between East Falls Church and West Falls Church
- Bridge repair work at Stadium-Armory

### Green and Yellow Lines

- Track improvements, tie and insulator renewal, ballast tamping, and structural leak repairs between Fort Totten and Prince George's Plaza
- Construction associated with new test track for 7000-series railcars between College Park and Greenbelt
- Annual inspection of Yellow Line Potomac River bridge
- Station repairs, track infrastructure improvements, fastener replacement, joint elimination, drain cleaning, and signage installation between L'Enfant Plaza and Branch Ave

Table 8

| Project                                           | FY2014 Plan                 | Status                                  |
|---------------------------------------------------|-----------------------------|-----------------------------------------|
| CIP0018 – Track Welding Program                   | 1,000 open weld joints      | Welded 370 open joints                  |
| CIP0019 – Track Floating Slab Rehabilitation      | 750 In ft of floating slabs | Retrofitted 0 In ft of floating slabs   |
| CIP0020 – Rail Track Signage Replacement          | 1,500 roadway safety signs  | Replaced 613 roadway safety signs       |
| CIP0021 – Track Pad/Shock Absorber Rehabilitation | 8,000 In ft of grout pads   | Rehabilitated 3,509 In ft of grout pads |
| CIP0023 – Third Rail Rehabilitation               | 5 miles of rail             | Replaced 2.70 miles of third rail       |
| CIP0024 –Track Rehabilitation                     | 40 miles of track           | Tamped 20.43 miles of track             |
|                                                   | 15,000 cross ties           | Replaced 8,055 cross ties               |
|                                                   | 27,000 fasteners            | Replaced 9,741 fasteners                |
|                                                   | 7,000 insulators            | Replaced 3,543 insulators               |
|                                                   | 12.5 miles of running rail  | Replaced 4.19 miles of running rail     |
|                                                   | 14 Mainline turnouts        | Replaced 0 turnouts                     |
|                                                   | 32 Yard turnouts            | Replaced 14 turnouts                    |
| CIP0026 – Station Tunnel Leak Mitigation          | 2,150 leaks                 | Repaired 1,170 leaks                    |



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**OUTSTANDING DEBT**

Metro's outstanding debt as of December 31 is \$328.0 million.

Table 9

| <b>December 31, 2013</b>                  |                                  |                                |                          |
|-------------------------------------------|----------------------------------|--------------------------------|--------------------------|
| <b>Debt Type</b><br>(dollars in millions) | <b>Outstanding<br/>Principal</b> | <b>Annual<br/>Debt Service</b> | <b>Maturity<br/>Date</b> |
| <b>Bond Series 2003</b>                   | <b>\$11.4</b>                    | <b>\$11.8</b>                  | <b>FY2015</b>            |
| <b>Bond Series 2009A</b>                  | <b>\$216.7</b>                   | <b>\$18.7</b>                  | <b>FY2033</b>            |
| <b>Bond Series 2009B</b>                  | <b>\$55.0</b>                    | <b>\$2.5</b>                   | <b>FY2035</b>            |
| <b>Subtotal</b>                           | <b>\$283.0</b>                   | <b>\$32.9</b>                  |                          |
| <b>Wells Fargo LOC</b>                    | <b>\$45.0</b>                    | <b>Varies</b>                  | <b>Jun-14</b>            |
| <b>Bank of America LOC</b>                | <b>\$0.0</b>                     | <b>Varies</b>                  | <b>Jun-14</b>            |
| <b>US Bank LOC</b>                        | <b>\$0.0</b>                     | <b>Varies</b>                  | <b>Jun-14</b>            |
| <b>Subtotal</b>                           | <b>\$45.0</b>                    |                                |                          |
| <b>Grand Total</b>                        | <b>\$328.0</b>                   |                                |                          |

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

# Operating Financials

December-13  
FISCAL YEAR 2014  
Dollars in Millions

## QUARTER-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |  |  |
|----------------------|--------------|--------|----------|--|--|
|                      | Actual       | Budget | Variance |  |  |

|                |                |                |                |              |  |
|----------------|----------------|----------------|----------------|--------------|--|
|                |                |                |                |              |  |
| \$138.1        | \$138.6        | \$147.6        | (\$9.0)        | -6%          |  |
| 32.2           | 33.9           | 33.6           | 0.2            | 1%           |  |
| 1.9            | 2.0            | 1.9            | 0.1            | 3%           |  |
| 10.6           | 11.1           | 11.7           | (0.7)          | -6%          |  |
| 2.2            | 4.6            | 1.9            | 2.7            | 140%         |  |
| <b>\$185.1</b> | <b>\$190.0</b> | <b>\$196.8</b> | <b>(\$6.8)</b> | <b>-3%</b>   |  |
|                |                |                |                |              |  |
| 4.4            | 4.9            | 4.8            | 0.1            | 2%           |  |
| 1.1            | 2.1            | 1.4            | 0.7            | 47%          |  |
| 3.6            | 3.9            | 3.6            | 0.3            | 9%           |  |
| 1.1            | 6.9            | 1.8            | 5.1            | 290%         |  |
| 0.0            | (0.2)          | 0.1            | (0.2)          | -296%        |  |
| 0.0            | 0.0            | 0.0            | 0.0            |              |  |
| 0.0            | 0.0            | 0.0            | 0.0            |              |  |
| <b>\$10.3</b>  | <b>\$17.7</b>  | <b>\$11.7</b>  | <b>\$6.0</b>   | <b>51%</b>   |  |
| <b>\$195.4</b> | <b>\$207.7</b> | <b>\$208.5</b> | <b>(\$0.8)</b> | <b>-0.4%</b> |  |

## REVENUES:

### Passenger Revenue

Metrorail  
Metrobus  
MetroAccess  
Parking  
D.C. Schools

### subtotal

### Non-Passenger Revenue

Advertising  
Joint Dev/Property Rent  
Fiber Optic  
Other  
Interest  
SE Closure  
SCR Funding

### subtotal

## TOTAL REVENUE

## EXPENSES:

Salary/Wages  
Overtime  
Fringe Benefits  
Services  
Supplies  
Power/Diesel/CNG  
Utilities  
Insurance/Other

## TOTAL EXPENSE

## SUBSIDY

Favorable/(Unfavorable)

## YEAR-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |  |  |
|----------------------|--------------|--------|----------|--|--|
|                      | Actual       | Budget | Variance |  |  |

|                |                |                |                |             |  |
|----------------|----------------|----------------|----------------|-------------|--|
| \$293.8        | \$297.4        | \$305.0        | (\$7.6)        | -2%         |  |
| 67.9           | 71.1           | 69.5           | 1.6            | 2%          |  |
| 3.9            | 4.0            | 3.9            | 0.1            | 3%          |  |
| 22.2           | 23.0           | 23.5           | (0.5)          | -2%         |  |
| 3.5            | 6.5            | 3.8            | 2.7            | 70%         |  |
| <b>\$391.2</b> | <b>\$402.0</b> | <b>\$405.7</b> | <b>(\$3.7)</b> | <b>-1%</b>  |  |
|                |                |                |                |             |  |
| 8.4            | 10.4           | 9.5            | 0.9            | 10%         |  |
| 2.7            | 3.8            | 3.5            | 0.3            | 9%          |  |
| 7.3            | 7.8            | 7.2            | 0.5            | 7%          |  |
| 2.7            | 8.2            | 3.5            | 4.7            | 133%        |  |
| 0.0            | (0.2)          | 0.2            | (0.3)          | -191%       |  |
| 0.0            | 0.0            | 0.0            | 0.0            |             |  |
| 0.0            | 0.0            | 0.0            | 0.0            |             |  |
| <b>\$21.2</b>  | <b>\$30.1</b>  | <b>\$24.0</b>  | <b>\$6.2</b>   | <b>26%</b>  |  |
| <b>\$412.4</b> | <b>\$432.1</b> | <b>\$429.6</b> | <b>\$2.5</b>   | <b>0.6%</b> |  |

|                |                |                |               |             |  |
|----------------|----------------|----------------|---------------|-------------|--|
| \$335.2        | \$365.9        | \$372.6        | \$6.7         | 1.8%        |  |
| \$42.6         | \$41.3         | \$30.5         | (\$10.8)      | -35.6%      |  |
| 170.3          | 190.8          | 189.2          | (1.5)         | -0.8%       |  |
| 90.7           | 90.0           | 102.9          | 13.0          | 12.6%       |  |
| 36.5           | 43.4           | 37.5           | (5.9)         | -15.6%      |  |
| 43.7           | 46.5           | 55.4           | 8.9           | 16.1%       |  |
| 17.1           | 17.8           | 19.6           | 1.8           | 9.3%        |  |
| 20.1           | 16.5           | 18.5           | 2.0           | 10.7%       |  |
| <b>\$756.2</b> | <b>\$812.1</b> | <b>\$826.3</b> | <b>\$14.2</b> | <b>1.7%</b> |  |
| <b>\$343.8</b> | <b>\$380.0</b> | <b>\$396.7</b> | <b>\$16.6</b> | <b>4.2%</b> |  |

Favorable/(Unfavorable)

51.5% 50.7% 50.2%

COST RECOVERY RATIO

54.5% 53.2% 52.0%

# RAIL

## Operating Financials

**December-13**  
**FISCAL YEAR 2014**

Dollars in Millions

### QUARTER-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |  |
|----------------------|--------------|--------|----------|--|
|                      | Actual       | Budget | Variance |  |

| REVENUES:            |                |                |                |            |
|----------------------|----------------|----------------|----------------|------------|
| \$138.1              | \$138.6        | \$147.6        | (\$9.0)        | -6%        |
| 1.3                  | 1.1            | 1.3            | (0.2)          | -14%       |
| 10.6                 | 11.1           | 11.7           | (0.7)          | -6%        |
| 1.4                  | 1.6            | 1.6            | 0.0            | 2%         |
| 1.1                  | 2.1            | 1.4            | 0.7            | 47%        |
| 3.6                  | 3.9            | 3.6            | 0.3            | 9%         |
| 0.8                  | 5.6            | 1.2            | 4.4            | 370%       |
| 0.0                  | (0.2)          | 0.0            | (0.2)          | -2342%     |
| 0.0                  | 0.0            | 0.0            | 0.0            |            |
| <b>\$157.1</b>       | <b>\$163.8</b> | <b>\$168.4</b> | <b>(\$4.7)</b> | <b>-3%</b> |
| <b>TOTAL REVENUE</b> |                |                |                |            |

| EXPENSES:            |                |                |                |           |
|----------------------|----------------|----------------|----------------|-----------|
| \$102.7              | \$116.2        | \$115.9        | (\$0.3)        | 0%        |
| \$10.3               | \$9.4          | \$7.7          | (\$1.7)        | -22%      |
| 52.5                 | 59.7           | 58.9           | (0.8)          | -1%       |
| 16.3                 | 17.1           | 19.6           | 2.5            | 13%       |
| 12.5                 | 16.1           | 12.6           | (3.5)          | -28%      |
| 12.5                 | 12.1           | 14.0           | 1.9            | 14%       |
| 6.6                  | 6.4            | 7.8            | 1.3            | 17%       |
| 5.4                  | 5.3            | 4.9            | (0.3)          | -7%       |
| <b>\$218.9</b>       | <b>\$242.3</b> | <b>\$241.4</b> | <b>(\$1.0)</b> | <b>0%</b> |
| <b>TOTAL EXPENSE</b> |                |                |                |           |

|               |               |               |                |            |
|---------------|---------------|---------------|----------------|------------|
| <b>\$61.8</b> | <b>\$78.5</b> | <b>\$72.9</b> | <b>(\$5.6)</b> | <b>-8%</b> |
|---------------|---------------|---------------|----------------|------------|

Favorable/(Unfavorable)

**71.8%    67.6%    69.8%**

**COST RECOVERY RATIO**

### YEAR-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |  |
|----------------------|--------------|--------|----------|--|
|                      | Actual       | Budget | Variance |  |

|                |                |                |                |            |
|----------------|----------------|----------------|----------------|------------|
| \$293.8        | \$297.4        | \$305.0        | (\$7.6)        | -2%        |
| 2.0            | 2.1            | 2.5            | (0.4)          | -17%       |
| 22.2           | 23.0           | 23.5           | (0.5)          | -2%        |
| 2.8            | 3.4            | 3.1            | 0.3            | 10%        |
| 2.7            | 3.8            | 3.5            | 0.3            | 9%         |
| 7.3            | 7.8            | 7.2            | 0.5            | 7%         |
| 1.8            | 6.6            | 2.4            | 4.3            | 180%       |
| 0.1            | (0.2)          | 0.0            | (0.2)          | -1237%     |
| 0.0            | 0.0            | 0.0            | 0.0            |            |
| <b>\$332.7</b> | <b>\$344.0</b> | <b>\$347.3</b> | <b>(\$3.3)</b> | <b>-1%</b> |

|                |                |                |              |           |
|----------------|----------------|----------------|--------------|-----------|
| \$202.2        | \$227.7        | \$231.6        | \$3.9        | 2%        |
| \$26.3         | \$21.8         | \$15.2         | (\$6.6)      | -43%      |
| 102.9          | 116.3          | 115.3          | (1.0)        | -1%       |
| 22.8           | 32.4           | 39.0           | 6.6          | 17%       |
| 24.0           | 30.2           | 25.3           | (4.9)        | -20%      |
| 25.9           | 25.6           | 28.3           | 2.7          | 10%       |
| 13.7           | 13.8           | 15.5           | 1.7          | 11%       |
| 10.7           | 10.3           | 9.8            | (0.5)        | -5%       |
| <b>\$428.7</b> | <b>\$478.1</b> | <b>\$480.0</b> | <b>\$1.9</b> | <b>0%</b> |

|               |                |                |                |            |
|---------------|----------------|----------------|----------------|------------|
| <b>\$96.0</b> | <b>\$134.1</b> | <b>\$132.7</b> | <b>(\$1.4)</b> | <b>-1%</b> |
|---------------|----------------|----------------|----------------|------------|

Favorable/(Unfavorable)

**77.6%    72.0%    72.3%**

# METROBUS

## Operating Financials

### December-13

### FISCAL YEAR 2014

Dollars in Millions

#### QUARTER-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

|               |               |               |              |            |
|---------------|---------------|---------------|--------------|------------|
| \$32.2        | \$33.9        | \$33.6        | \$0.2        | 1%         |
| 0.9           | 3.5           | 0.6           | 2.8          | 443%       |
| 2.9           | 3.3           | 3.2           | 0.1          | 2%         |
| 0.1           | 1.3           | 0.6           | 0.7          | 126%       |
| (0.0)         | 0.0           | 0.1           | (0.1)        | -92%       |
| 0.0           | 0.0           | 0.0           | 0.0          |            |
| 0.0           | 0.0           | 0.0           | 0.0          |            |
| <b>\$36.2</b> | <b>\$41.9</b> | <b>\$38.1</b> | <b>\$3.8</b> | <b>10%</b> |

#### REVENUES:

Passenger Fares  
D.C. Schools  
Advertising  
Other  
Interest  
SE Closure  
SCR Funding

#### TOTAL REVENUE

#### EXPENSES:

|                |                |                |              |           |
|----------------|----------------|----------------|--------------|-----------|
| \$65.0         | \$66.7         | \$69.0         | \$2.3        | 3%        |
| \$8.1          | \$9.4          | \$7.6          | (\$1.8)      | -24%      |
| 34.1           | 36.8           | 36.8           | 0.0          | 0%        |
| 8.7            | 7.5            | 9.4            | 1.9          | 20%       |
| 5.8            | 6.6            | 6.0            | (0.6)        | -10%      |
| 8.4            | 7.5            | 11.0           | 3.5          | 32%       |
| 2.0            | 2.4            | 2.3            | (0.1)        | -2%       |
| 4.3            | 2.6            | 3.6            | 0.9          | 27%       |
| <b>\$136.4</b> | <b>\$139.5</b> | <b>\$145.8</b> | <b>\$6.2</b> | <b>4%</b> |

#### TOTAL EXPENSE

|                |               |                |               |           |
|----------------|---------------|----------------|---------------|-----------|
| <b>\$100.2</b> | <b>\$97.6</b> | <b>\$107.7</b> | <b>\$10.0</b> | <b>9%</b> |
|----------------|---------------|----------------|---------------|-----------|

#### SUBSIDY

Favorable/(Unfavorable)

**26.5%**   **30.0%**   **26.1%**

#### COST RECOVERY RATIO

#### YEAR-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| \$67.9        | \$71.1        | \$69.5        | \$1.6        | 2%        |
| 1.5           | 4.4           | 1.3           | 3.1          | 241%      |
| 5.6           | 7.0           | 6.4           | 0.6          | 10%       |
| 0.6           | 1.6           | 1.2           | 0.4          | 39%       |
| (0.0)         | 0.0           | 0.2           | (0.1)        | -87%      |
| 0.0           | 0.0           | 0.0           | 0.0          |           |
| 0.0           | 0.0           | 0.0           | 0.0          |           |
| <b>\$75.5</b> | <b>\$84.1</b> | <b>\$78.5</b> | <b>\$5.6</b> | <b>7%</b> |

|                |                |                |              |           |
|----------------|----------------|----------------|--------------|-----------|
| \$130.8        | \$135.5        | \$138.0        | \$2.5        | 2%        |
| \$16.3         | \$19.5         | \$15.2         | (\$4.3)      | -28%      |
| 66.3           | 73.1           | 72.4           | (0.7)        | -1%       |
| 13.9           | 14.2           | 18.6           | 4.3          | 23%       |
| 12.4           | 13.1           | 12.0           | (1.0)        | -9%       |
| 17.7           | 16.7           | 22.1           | 5.5          | 25%       |
| 3.4            | 4.0            | 4.1            | 0.2          | 4%        |
| 8.8            | 5.6            | 7.1            | 1.6          | 22%       |
| <b>\$269.6</b> | <b>\$281.6</b> | <b>\$289.6</b> | <b>\$8.0</b> | <b>3%</b> |

|                |                |                |               |           |
|----------------|----------------|----------------|---------------|-----------|
| <b>\$194.1</b> | <b>\$197.6</b> | <b>\$211.1</b> | <b>\$13.6</b> | <b>6%</b> |
|----------------|----------------|----------------|---------------|-----------|

Favorable/(Unfavorable)

**28.0%**   **29.8%**   **27.1%**

# REGIONAL BUS Operating Financials

December-13  
FISCAL YEAR 2014

Dollars in Millions

## QUARTER-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

| REVENUES:     |               |               |              |            |                      |
|---------------|---------------|---------------|--------------|------------|----------------------|
| \$27.0        | \$27.8        | \$27.6        | \$0.2        | 1%         | Passenger Fares      |
| 0.9           | 3.5           | 0.6           | 2.8          | 443%       | D.C. Schools         |
| 2.9           | 3.3           | 3.2           | 0.1          | 2%         | Advertising          |
| 0.1           | 1.3           | 0.6           | 0.7          | 126%       | Other                |
| (0.0)         | 0.0           | 0.1           | (0.1)        | -92%       | Interest             |
| 0.0           | 0.0           | 0.0           | 0.0          |            | SE Closure           |
| 0.0           | 0.0           | 0.0           | 0.0          |            | SCR Funding          |
| <b>\$31.0</b> | <b>\$35.9</b> | <b>\$32.1</b> | <b>\$3.8</b> | <b>12%</b> | <b>TOTAL REVENUE</b> |

| EXPENSES:      |                |                |              |           |                      |
|----------------|----------------|----------------|--------------|-----------|----------------------|
| \$53.9         | \$55.0         | \$56.9         | \$1.9        | 3%        | Salary/Wages         |
| \$6.7          | \$7.8          | \$6.3          | (\$1.5)      | -24%      | Overtime             |
| 28.3           | 30.4           | 30.4           | 0.0          | 0%        | Fringe Benefits      |
| 7.2            | 6.2            | 7.8            | 1.6          | 20%       | Services             |
| 4.8            | 5.4            | 4.9            | (0.5)        | -10%      | Supplies             |
| 7.0            | 6.2            | 9.1            | 2.9          | 32%       | Power/Diesel/CNG     |
| 1.6            | 2.0            | 1.9            | (0.0)        | -2%       | Utilities            |
| 3.6            | 2.2            | 2.9            | 0.8          | 27%       | Insurance/Other      |
| <b>\$113.1</b> | <b>\$115.2</b> | <b>\$120.3</b> | <b>\$5.1</b> | <b>4%</b> | <b>TOTAL EXPENSE</b> |

|               |               |               |              |            |
|---------------|---------------|---------------|--------------|------------|
| <b>\$82.1</b> | <b>\$79.3</b> | <b>\$88.2</b> | <b>\$8.9</b> | <b>10%</b> |
|---------------|---------------|---------------|--------------|------------|

Favorable/(Unfavorable)

**27.4%**   **31.1%**   **26.7%**

**COST RECOVERY RATIO**

## YEAR-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

|               |               |               |              |           |                      |
|---------------|---------------|---------------|--------------|-----------|----------------------|
| \$56.9        | \$58.4        | \$57.1        | \$1.3        | 2%        | Passenger Fares      |
| 1.5           | 4.4           | 1.3           | 3.1          | 241%      | D.C. Schools         |
| 5.6           | 7.0           | 6.4           | 0.6          | 10%       | Advertising          |
| 0.6           | 1.6           | 1.2           | 0.4          | 39%       | Other                |
| (0.0)         | 0.0           | 0.2           | (0.1)        | -87%      | Interest             |
| 0.0           | 0.0           | 0.0           | 0.0          |           | SE Closure           |
| 0.0           | 0.0           | 0.0           | 0.0          |           | SCR Funding          |
| <b>\$64.6</b> | <b>\$71.4</b> | <b>\$66.1</b> | <b>\$5.3</b> | <b>8%</b> | <b>TOTAL REVENUE</b> |

|                |                |                |              |           |                      |
|----------------|----------------|----------------|--------------|-----------|----------------------|
| \$108.5        | \$111.8        | \$113.9        | \$2.1        | 2%        | Salary/Wages         |
| \$13.5         | \$16.1         | \$12.5         | (\$3.5)      | -28%      | Overtime             |
| 55.0           | 60.3           | 59.7           | (0.6)        | -1%       | Fringe Benefits      |
| 11.5           | 11.8           | 15.3           | 3.6          | 23%       | Services             |
| 10.3           | 10.8           | 9.9            | (0.9)        | -9%       | Supplies             |
| 14.7           | 13.8           | 18.3           | 4.5          | 25%       | Power/Diesel/CNG     |
| 2.8            | 3.3            | 3.4            | 0.1          | 4%        | Utilities            |
| 7.3            | 4.6            | 5.9            | 1.3          | 22%       | Insurance/Other      |
| <b>\$223.7</b> | <b>\$232.4</b> | <b>\$239.0</b> | <b>\$6.6</b> | <b>3%</b> | <b>TOTAL EXPENSE</b> |

|                |                |                |               |           |
|----------------|----------------|----------------|---------------|-----------|
| <b>\$159.1</b> | <b>\$161.0</b> | <b>\$172.9</b> | <b>\$11.9</b> | <b>7%</b> |
|----------------|----------------|----------------|---------------|-----------|

Favorable/(Unfavorable)

**28.9%**   **30.7%**   **27.6%**

# NON-REGIONAL BUS

## Operating Financials

December-13

FISCAL YEAR 2014

Dollars in Millions

### QUARTER-TO-DATE RESULTS:

### YEAR-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

#### REVENUES:

|              |              |              |              |           |
|--------------|--------------|--------------|--------------|-----------|
| \$5.2        | \$6.0        | \$6.0        | \$0.0        | 1%        |
| .0           | .0           | .0           | .0           |           |
| <b>\$5.2</b> | <b>\$6.0</b> | <b>\$6.0</b> | <b>\$0.0</b> | <b>1%</b> |

Passenger Fares  
Other, SE Closure

#### TOTAL REVENUE

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| \$10.9        | \$12.7        | \$12.4        | \$0.3        | 2%        |
| .0            | .0            | .0            | .0           |           |
| <b>\$10.9</b> | <b>\$12.7</b> | <b>\$12.4</b> | <b>\$0.3</b> | <b>2%</b> |

#### EXPENSES:

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| \$11.1        | \$11.7        | \$12.1        | \$0.4        | 3%        |
| \$1.4         | \$1.6         | \$1.3         | (\$0.3)      | -24%      |
| 5.8           | 6.4           | 6.4           | 0.0          | 0%        |
| 1.5           | 1.3           | 1.6           | 0.3          | 20%       |
| 1.0           | 1.2           | 1.0           | (0.1)        | -10%      |
| 1.4           | 1.3           | 1.9           | 0.6          | 32%       |
| 0.3           | 0.4           | 0.4           | (0.0)        | -2%       |
| .7            | .5            | .6            | .2           | 27%       |
| <b>\$23.2</b> | <b>\$24.4</b> | <b>\$25.5</b> | <b>\$1.1</b> | <b>4%</b> |

Salary/Wages  
Overtime  
Fringe Benefits  
Services  
Supplies  
Power/Diesel/CNG  
Utilities  
Insurance/Other

#### TOTAL EXPENSE

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| \$22.3        | \$23.7        | \$24.1        | \$0.4        | 2%        |
| \$2.8         | \$3.4         | \$2.7         | (\$0.7)      | -28%      |
| 11.3          | 12.8          | 12.6          | (0.1)        | -1%       |
| 2.4           | 2.5           | 3.2           | 0.8          | 23%       |
| 2.1           | 2.3           | 2.1           | (0.2)        | -9%       |
| 3.0           | 2.9           | 3.9           | 1.0          | 25%       |
| 0.6           | 0.7           | 0.7           | 0.0          | 4%        |
| 1.5           | 1.0           | 1.2           | .3           | 22%       |
| <b>\$46.0</b> | <b>\$49.2</b> | <b>\$50.6</b> | <b>\$1.4</b> | <b>3%</b> |

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| <b>\$18.1</b> | <b>\$18.3</b> | <b>\$19.5</b> | <b>\$1.1</b> | <b>6%</b> |
|---------------|---------------|---------------|--------------|-----------|

#### SUBSIDY

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| <b>\$35.0</b> | <b>\$36.5</b> | <b>\$38.2</b> | <b>\$1.7</b> | <b>4%</b> |
|---------------|---------------|---------------|--------------|-----------|

Favorable/(Unfavorable)

Favorable/(Unfavorable)

22.3% 24.8% 23.5%

COST RECOVERY RATIO

23.8% 25.8% 24.5%

# METROACCESS

## Operating Financials

December-13

FISCAL YEAR 2014

Dollars in Millions

### QUARTER-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

|              |              |              |              |           |
|--------------|--------------|--------------|--------------|-----------|
| \$1.9        | \$2.0        | \$1.9        | \$0.1        | 3%        |
| .2           | .0           | .0           | .0           |           |
| <b>\$2.1</b> | <b>\$2.0</b> | <b>\$1.9</b> | <b>\$0.1</b> | <b>3%</b> |

### REVENUES:

Passenger Fares  
Other

### TOTAL REVENUE

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| \$1.1         | \$1.5         | \$1.5         | (\$0.0)      | -1%       |
| \$0.0         | \$0.0         | \$0.0         | \$0.0        | 50%       |
| 0.6           | 0.7           | 0.8           | 0.1          | 7%        |
| 21.8          | 22.6          | 22.5          | (0.0)        | 0%        |
| 0.0           | 0.1           | 0.1           | 0.0          | 42%       |
| 0.0           | 0.0           | 0.0           | 0.0          | 51%       |
| .3            | .3            | .8            | .5           | 58%       |
| <b>\$23.8</b> | <b>\$27.7</b> | <b>\$28.2</b> | <b>\$0.5</b> | <b>2%</b> |

### EXPENSES:

Salary/Wages  
Overtime  
Fringe Benefits  
Services  
Supplies  
Utilities  
Insurance/Other

### TOTAL EXPENSE

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| <b>\$21.7</b> | <b>\$25.7</b> | <b>\$26.3</b> | <b>\$0.6</b> | <b>2%</b> |
|---------------|---------------|---------------|--------------|-----------|

Favorable/(Unfavorable)

8.9% 7.2% 6.8%

COST RECOVERY RATIO

### YEAR-TO-DATE RESULTS:

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

|              |              |              |              |           |
|--------------|--------------|--------------|--------------|-----------|
| \$3.9        | \$4.0        | \$3.9        | \$0.1        | 3%        |
| .3           | (.0)         | .0           | (.0)         |           |
| <b>\$4.2</b> | <b>\$4.0</b> | <b>\$3.9</b> | <b>\$0.1</b> | <b>3%</b> |

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| \$2.1         | \$2.8         | \$3.0         | \$0.3        | 8%        |
| \$0.0         | \$0.0         | \$0.0         | \$0.0        | 52%       |
| 1.1           | 1.3           | 1.5           | 0.2          | 12%       |
| 54.0          | 43.3          | 45.4          | 2.1          | 5%        |
| 0.1           | 0.1           | 0.2           | 0.1          | 62%       |
| 0.1           | 0.0           | 0.1           | 0.0          | 43%       |
| .5            | .6            | 1.6           | .9           | 59%       |
| <b>\$57.9</b> | <b>\$52.4</b> | <b>\$56.7</b> | <b>\$4.3</b> | <b>8%</b> |

|               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|
| <b>\$53.7</b> | <b>\$48.4</b> | <b>\$52.8</b> | <b>\$4.4</b> | <b>8%</b> |
|---------------|---------------|---------------|--------------|-----------|

Favorable/(Unfavorable)

7.2% 7.6% 6.9%

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

| <b>Capital Improvement Program</b>                        | <b>Budget</b>      | <b>Forecast</b>    | <b>Obligated</b>   | <b>Expended</b>   | <b>Un-Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|-----------------------------------------------------------|--------------------|--------------------|--------------------|-------------------|--------------------|---------------------|-----------------|
| <b><i>A. Vehicles/ Vehicle Parts</i></b>                  |                    |                    |                    |                   |                    |                     |                 |
| <b><i>Replacement of Rail Cars</i></b>                    |                    |                    |                    |                   |                    |                     |                 |
| CIP0057 1000 Series Rail Car Replacement                  | \$1,106.1          | \$800.0            | \$119.5            | \$0.0             | \$1,106.1          | 10.8%               | 0.0%            |
| Subtotal                                                  | \$1,510.7          | \$800.0            | \$119.5            | \$0.0             | \$1,510.7          | 7.9%                | 0.0%            |
| <b><i>Replacement of Buses</i></b>                        |                    |                    |                    |                   |                    |                     |                 |
| CIP0006 Bus Replacement                                   | \$61,371.8         | \$61,371.8         | \$57,531.5         | \$355.5           | \$61,016.3         | 93.7%               | 0.6%            |
| Subtotal                                                  | \$61,371.8         | \$61,371.8         | \$57,531.5         | \$355.5           | \$61,016.3         | 93.7%               | 0.6%            |
| <b><i>Rehabilitation of Rail Cars</i></b>                 |                    |                    |                    |                   |                    |                     |                 |
| CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation | \$1,077.1          | \$799.9            | \$755.5            | \$392.4           | \$684.6            | 70.1%               | 36.4%           |
| CIP0063 Railcar Rehabilitation Program                    | 17,257.3           | 17,257.3           | 10,634.8           | 8,391.2           | 8,866.1            | 61.6%               | 48.6%           |
| CIP0064 1000 Series Rail Car HVAC Rehabilitation          | 143.6              | 10.8               | 1.0                | 0.0               | 143.6              | 0.7%                | 0.0%            |
| CIP0067 Rail Car Safety & Reliability Enhancements        | 5,728.0            | 3,844.6            | 4,808.5            | 2,408.6           | 3,319.5            | 83.9%               | 42.0%           |
| CIP0142 Rail Lifecycle Overhaul                           | 20,262.0           | 20,262.0           | 12,147.8           | 10,121.6          | 10,140.4           | 60.0%               | 50.0%           |
| CIP0148 Repair of Damaged Railcars                        | 2,110.2            | 1,484.5            | 431.1              | 98.6              | 2,011.6            | 20.4%               | 4.7%            |
| Subtotal                                                  | \$46,578.1         | \$43,659.1         | \$28,778.7         | \$21,412.5        | \$25,165.7         | 61.8%               | 46.0%           |
| <b><i>Rehabilitation of Buses</i></b>                     |                    |                    |                    |                   |                    |                     |                 |
| CIP0005 Bus Rehabilitation Program                        | \$32,779.1         | \$32,779.1         | \$29,942.8         | \$19,697.7        | \$13,081.4         | 91.3%               | 60.1%           |
| CIP0008 Bus Repairables                                   | 14,920.3           | 14,920.3           | 5,067.4            | 2,600.1           | 12,320.2           | 34.0%               | 17.4%           |
| CIP0143 Bus Lifecycle Overhaul                            | 10,438.0           | 10,438.0           | 5,217.7            | 5,217.7           | 5,220.3            | 50.0%               | 50.0%           |
| Subtotal                                                  | \$58,137.4         | \$58,137.4         | \$40,228.0         | \$27,515.6        | \$30,621.9         | 69.2%               | 47.3%           |
| <b><i>Replacement of MetroAccess Vehicles</i></b>         |                    |                    |                    |                   |                    |                     |                 |
| CIP0015 MetroAccess Fleet Replacement                     | \$9,099.3          | \$8,534.3          | \$7,368.1          | \$736.7           | \$8,362.6          | 81.0%               | 8.1%            |
| Subtotal                                                  | \$9,099.3          | \$8,534.3          | \$7,368.1          | \$736.7           | \$8,362.6          | 81.0%               | 8.1%            |
| <b><i>Replacement of Service Vehicles</i></b>             |                    |                    |                    |                   |                    |                     |                 |
| CIP0009 Service Vehicle Replacement                       | \$8,489.2          | \$8,489.2          | \$7,282.9          | \$1,672.8         | \$6,816.4          | 85.8%               | 19.7%           |
| Subtotal                                                  | \$8,489.2          | \$8,489.2          | \$7,282.9          | \$1,672.8         | \$6,816.4          | 85.8%               | 19.7%           |
| <b><i>Rail Car Fleet Expansion</i></b>                    |                    |                    |                    |                   |                    |                     |                 |
| CIP0062 6000 Series Rail Car Procurement                  | \$1,375.3          | \$696.5            | \$676.0            | \$160.3           | \$1,215.0          | 49.2%               | 11.7%           |
| Subtotal                                                  | \$1,375.3          | \$696.5            | \$676.0            | \$160.3           | \$1,215.0          | 49.2%               | 11.7%           |
| <b><i>Bus Enhancements</i></b>                            |                    |                    |                    |                   |                    |                     |                 |
| CIP0002 Automatic Vehicle Location Equipment Replacement  | \$21,107.5         | \$18,635.3         | \$14,082.2         | \$8,122.7         | \$12,984.9         | 66.7%               | 38.5%           |
| CIP0007 Bus Camera Installation & Replacement             | 3,530.2            | 1,530.9            | 401.9              | 0.0               | 3,530.2            | 11.4%               | 0.0%            |
| Subtotal                                                  | \$24,637.7         | \$20,166.2         | \$14,484.1         | \$8,122.7         | \$16,515.1         | 58.8%               | 33.0%           |
| <b>Total: Vehicles/ Vehicle Parts</b>                     | <b>\$211,199.6</b> | <b>\$201,854.6</b> | <b>\$156,468.8</b> | <b>\$59,976.0</b> | <b>\$151,223.7</b> | <b>74.1%</b>        | <b>28.4%</b>    |

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

| <b>Capital Improvement Program</b>                                            | <b>Budget</b>      | <b>Forecast</b>    | <b>Obligated</b>   | <b>Expended</b>   | <b>Un-Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|-------------------------------------------------------------------------------|--------------------|--------------------|--------------------|-------------------|--------------------|---------------------|-----------------|
| <b><u>B. Rail System Infrastructure Rehabilitation</u></b>                    |                    |                    |                    |                   |                    |                     |                 |
| <b><u>Rail Line Segment Rehabilitation</u></b>                                |                    |                    |                    |                   |                    |                     |                 |
| CIP0107 Red Line Rehabilitation Stage One                                     | \$30,896.3         | \$30,896.3         | \$30,896.3         | \$33,157.6        | (\$2,261.3)        | 100.0%              | 107.3%          |
| CIP0108 Red Line Rehabilitation Stage Two                                     | 1,593.1            | 2,593.1            | 1,532.1            | 620.0             | 973.1              | 96.2%               | 38.9%           |
| CIP0110 Orange/Blue Line Rehabilitation Stage One                             | 87,099.4           | 70,000.0           | 77,708.1           | 23,995.4          | 63,104.0           | 89.2%               | 27.5%           |
| Subtotal                                                                      | \$119,588.8        | \$103,489.4        | \$110,136.4        | \$57,773.0        | \$61,815.8         | 92.1%               | 48.3%           |
| <b>Total: Rail System Infrastructure Rehabilitation</b>                       | <b>\$119,588.8</b> | <b>\$103,489.4</b> | <b>\$110,136.4</b> | <b>\$57,773.0</b> | <b>\$61,815.8</b>  | <b>92.1%</b>        | <b>48.3%</b>    |
| <b><u>C. Maintenance Facilities</u></b>                                       |                    |                    |                    |                   |                    |                     |                 |
| <b><u>Rehabilitation and Replacement of Bus Garages</u></b>                   |                    |                    |                    |                   |                    |                     |                 |
| CIP0084 Southern Avenue Bus Garage Replacement                                | \$34,304.9         | \$19,914.4         | \$5,629.3          | \$987.8           | \$33,317.1         | 16.4%               | 2.9%            |
| CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)                 | 12,767.1           | 12,767.1           | 731.3              | 204.3             | 12,562.8           | 5.7%                | 1.6%            |
| Subtotal                                                                      | \$47,072.0         | \$32,681.5         | \$6,360.6          | \$1,258.1         | \$45,813.9         | 13.5%               | 2.7%            |
| <b><u>Maintenance of Bus Garages</u></b>                                      |                    |                    |                    |                   |                    |                     |                 |
| CIP0119 Bus Garage Facility Repairs                                           | \$33,491.0         | \$33,491.0         | \$26,958.5         | \$10,191.4        | \$23,299.6         | 80.5%               | 30.4%           |
| Subtotal                                                                      | \$33,491.0         | \$33,491.0         | \$26,958.5         | \$10,191.4        | \$23,299.6         | 80.5%               | 30.4%           |
| <b><u>Maintenance of Rail Yards</u></b>                                       |                    |                    |                    |                   |                    |                     |                 |
| CIP0116 Rail Yard Facility Repairs                                            | \$42,507.1         | \$34,000.0         | \$23,561.6         | \$5,650.0         | \$36,857.1         | 55.4%               | 13.3%           |
| Subtotal                                                                      | \$42,507.1         | \$34,000.0         | \$23,561.6         | \$5,650.0         | \$36,857.1         | 55.4%               | 13.3%           |
| <b><u>Rail Maintenance Facilities</u></b>                                     |                    |                    |                    |                   |                    |                     |                 |
| CIP0071 Test Track & Railcar Commissioning Facility                           | \$48,516.7         | \$42,930.3         | \$48,516.7         | \$16,717.0        | \$31,799.7         | 100.0%              | 34.5%           |
| CIP0201 8-Car Train Maintenance and Storage Facilities                        | 1,061.6            | 1,061.6            | 1,021.3            | 46.9              | 1,014.7            | 96.2%               | 4.4%            |
| CIP0204 7000 Series Rail Car HVAC Maintenance Facility                        | 3,000.0            | 1,000.0            | 1,187.4            | 0.0               | 3,000.0            | 39.6%               | 0.0%            |
| Subtotal                                                                      | \$52,578.2         | \$44,991.9         | \$50,725.3         | \$16,763.8        | \$35,814.4         | 96.5%               | 31.9%           |
| <b><u>Environmental Compliance Projects</u></b>                               |                    |                    |                    |                   |                    |                     |                 |
| CIP0010 Environmental Compliance Project                                      | \$3,340.0          | \$3,340.0          | \$3,058.6          | \$110.7           | \$3,229.3          | 91.6%               | 3.3%            |
| CIP0011 Underground Storage Tank Replacement                                  | 2,368.1            | 2,228.9            | 958.1              | 314.3             | 2,053.8            | 40.5%               | 13.3%           |
| CIP0210 Pollution Prevention for Track Fueling Areas                          | 1,200.0            | 800.0              | 230.4              | 0.0               | 1,200.0            | 19.2%               | 0.0%            |
| CIP0211 Storm Water Facility Assessment                                       | 800.0              | 800.0              | 153.6              | 0.0               | 800.0              | 19.2%               | 0.0%            |
| CIP0212 Sustainability Investments - Pilot Program                            | 1,000.0            | 1,000.0            | 0.0                | 0.0               | 1,000.0            | 0.0%                | 0.0%            |
| Subtotal                                                                      | \$8,708.1          | \$8,168.9          | \$4,400.7          | \$425.0           | \$8,283.1          | 50.5%               | 4.9%            |
| <b><u>Maintenance Bus and Rail Facilities</u></b>                             |                    |                    |                    |                   |                    |                     |                 |
| CIP0126 Financial Planning, Project Administration, & Infrastructure Upgrades | \$1,662.8          | \$1,662.8          | \$1,518.5          | \$737.9           | \$925.0            | 91.3%               | 44.4%           |
| CIP0127 Support Equipment - MTPD                                              | 1,341.1            | 1,341.1            | 1,004.3            | 557.5             | 783.7              | 74.9%               | 41.6%           |
| CIP0145 Rail Yard Hardening and Bus Security                                  | 12,767.0           | 12,767.0           | 9,365.9            | 4,385.6           | 8,381.4            | 73.4%               | 34.4%           |
| CIP0155 Rehabilitation of Backlick Road Facility                              | 381.5              | 381.5              | 67.4               | 29.4              | 352.1              | 17.7%               | 7.7%            |
| CIP0213 8-Car Train Maintenance and Storage Facilities                        | 2,000.0            | 2,000.0            | 1,039.1            | 0.3               | 1,999.7            | 52.0%               | 0.0%            |
| Subtotal                                                                      | \$18,152.5         | \$18,152.5         | \$12,995.3         | \$5,710.6         | \$12,441.9         | 71.6%               | 31.5%           |
| <b><u>Expansion of Bus Garages</u></b>                                        |                    |                    |                    |                   |                    |                     |                 |
| CIP0078 Bladensburg Bus Facility Rehabilitation & Reconfiguration             | \$10,774.7         | \$4,000.0          | \$2,755.8          | \$573.5           | \$10,201.1         | 25.6%               | 5.3%            |
| Subtotal                                                                      | \$10,774.7         | \$4,000.0          | \$2,755.8          | \$573.5           | \$10,201.1         | 25.6%               | 5.3%            |
| <b>Total: Maintenance Facilities</b>                                          | <b>\$213,283.5</b> | <b>\$175,485.8</b> | <b>\$127,757.8</b> | <b>\$40,572.5</b> | <b>\$172,711.1</b> | <b>59.9%</b>        | <b>19.0%</b>    |

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

| <b>Capital Improvement Program</b>                                          | <b>Budget</b>      | <b>Forecast</b>    | <b>Obligated</b>  | <b>Expended</b>   | <b>Un-Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|-----------------------------------------------------------------------------|--------------------|--------------------|-------------------|-------------------|--------------------|---------------------|-----------------|
| <b><i>D. Systems and Technology</i></b>                                     |                    |                    |                   |                   |                    |                     |                 |
| <b><i>Power System Upgrades - Rail</i></b>                                  |                    |                    |                   |                   |                    |                     |                 |
| CIP0076 100% 8-Car Train - Power Upgrade                                    | \$7,570.5          | \$11,310.5         | \$5,900.6         | \$1,919.1         | \$5,651.5          | 77.9%               | 25.3%           |
| Subtotal                                                                    | \$7,570.5          | \$11,310.5         | \$5,900.6         | \$1,919.1         | \$5,651.5          | 77.9%               | 25.3%           |
| <b><i>Operations Support Software</i></b>                                   |                    |                    |                   |                   |                    |                     |                 |
| CIP0042 Bus & Rail Asset Management Software                                | \$4,120.4          | \$4,120.4          | \$3,146.5         | \$1,487.4         | \$2,633.0          | 76.4%               | 36.1%           |
| CIP0043 Bus Operations Support Software                                     | 3,067.3            | 3,067.3            | 1,663.8           | 1,480.3           | 1,587.0            | 54.2%               | 48.3%           |
| CIP0044 IT Capital Program Business Process Reengineering & Program Support | 2,798.2            | 4,091.2            | 2,798.2           | 1,832.5           | 965.7              | 100.0%              | 65.5%           |
| CIP0045 Data Centers and Infrastructures                                    | 5,989.2            | 6,104.2            | 4,113.9           | 948.7             | 5,040.5            | 68.7%               | 15.8%           |
| CIP0047 Enterprise Geographic Information System                            | 3,823.9            | 3,075.0            | 2,032.8           | 1,013.9           | 2,810.0            | 53.2%               | 26.5%           |
| CIP0051 Police Dispatch and Records Management                              | 4,967.4            | 4,967.4            | 3,900.3           | 973.7             | 3,993.7            | 78.5%               | 19.6%           |
| CIP0052 Network and Communications                                          | 3,782.2            | 3,832.2            | 3,106.4           | 1,093.8           | 2,688.4            | 82.1%               | 28.9%           |
| CIP0053 Metro Enterprise Monitoring Center (MEMC)                           | 1,383.7            | 1,383.7            | 1,039.0           | 273.5             | 1,110.1            | 75.1%               | 19.8%           |
| CIP0056 Rail Operations Support Software                                    | 4,741.5            | 4,741.5            | 3,715.3           | 1,679.7           | 3,061.8            | 78.4%               | 35.4%           |
| CIP0128 Data Governance and Business Intelligence                           | 1,831.1            | 1,931.1            | 1,527.7           | 655.9             | 1,175.2            | 83.4%               | 35.8%           |
| CIP0140 Rail Mileage Based Asset Management                                 | 1,618.1            | 1,618.1            | 1,470.1           | 1,108.2           | 510.0              | 90.9%               | 68.5%           |
| CIP0149 Transit Asset Management System                                     | 2,500.8            | 2,500.8            | 1,327.0           | 402.8             | 2,098.0            | 53.1%               | 16.1%           |
| CIP0215 Rail Scheduling System Upgrade                                      | 3,173.9            | 1,000.0            | 405.2             | 0.0               | 3,173.9            | 12.8%               | 0.0%            |
| Subtotal                                                                    | \$43,797.8         | \$42,432.9         | \$30,246.2        | \$12,950.4        | \$30,847.3         | 69.1%               | 29.6%           |
| <b><i>Business Support Software &amp; Equipment</i></b>                     |                    |                    |                   |                   |                    |                     |                 |
| CIP0030 Currency Processing Machines                                        | \$414.6            | \$414.6            | \$57.4            | \$6.2             | \$408.4            | 13.8%               | 1.5%            |
| CIP0046 Document Management System                                          | 3,775.2            | 3,231.2            | 3,611.1           | 1,422.7           | 2,352.5            | 95.7%               | 37.7%           |
| CIP0048 Sensitive Data Protection Technology                                | 4,612.1            | 4,612.1            | 4,040.5           | 1,584.9           | 3,027.2            | 87.6%               | 34.4%           |
| CIP0049 Management Support Software                                         | 20,846.3           | 20,846.3           | 17,172.3          | 5,827.0           | 15,019.2           | 82.4%               | 28.0%           |
| CIP0050 Metro IT One Stop and Office Automation                             | 1,003.4            | 1,003.4            | 855.3             | 722.9             | 280.5              | 85.2%               | 72.0%           |
| CIP0054 Customer Electronic Communications & Outreach                       | 2,170.9            | 2,170.9            | 1,968.5           | 1,006.1           | 1,164.9            | 90.7%               | 46.3%           |
| CIP0103 Police Portable Radio Replacement                                   | 78.8               | 78.8               | 35.6              | 35.6              | 43.2               | 45.2%               | 45.2%           |
| CIP0195 Radio Project - Additional Coverage                                 | 4,014.7            | 2,355.7            | 3,263.1           | 371.4             | 3,643.3            | 81.3%               | 9.3%            |
| CIP0196 Safety Measurement System                                           | 2,989.4            | 2,989.4            | 2,769.7           | 1,367.7           | 1,621.7            | 92.7%               | 45.8%           |
| CIP0202 Non-Revenue Vehicle Management System                               | 1,000.0            | 1,000.0            | 0.0               | 0.0               | 1,000.0            | 0.0%                | 0.0%            |
| Subtotal                                                                    | \$40,905.3         | \$38,702.4         | \$33,773.6        | \$12,344.5        | \$28,560.9         | 82.6%               | 30.2%           |
| <b><i>Rail Fare Equipment</i></b>                                           |                    |                    |                   |                   |                    |                     |                 |
| CIP0031 Debit/Credit Processing Requirements                                | \$381.0            | \$191.9            | \$154.3           | \$16.0            | \$365.0            | 40.5%               | 4.2%            |
| CIP0092 Ethernet Wiring for Rail Fare Machines                              | 485.6              | 485.6              | 485.6             | 130.1             | 355.5              | 100.0%              | 26.8%           |
| CIP0093 Integrating regional NEXTFARE System                                | 3,039.2            | 5,779.2            | 3,039.2           | 3,885.3           | (846.1)            | 100.0%              | 127.8%          |
| CIP0094 Coin Collection Machines Improvements                               | 1,540.5            | 1,540.5            | 1,251.7           | 184.3             | 1,356.2            | 81.3%               | 12.0%           |
| CIP0097 New Electronic Payments Program                                     | 16,339.2           | 16,339.2           | 8,014.0           | 1,167.0           | 15,172.2           | 49.0%               | 7.1%            |
| Subtotal                                                                    | \$21,785.5         | \$24,336.4         | \$12,944.8        | \$5,382.6         | \$16,402.8         | 59.4%               | 24.7%           |
| <b>Total: Systems and Technology</b>                                        | <b>\$114,059.1</b> | <b>\$116,782.3</b> | <b>\$82,865.1</b> | <b>\$32,596.6</b> | <b>\$81,462.5</b>  | <b>72.7%</b>        | <b>28.6%</b>    |

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

| <b>Capital Improvement Program</b>                             | <b>Budget</b>     | <b>Forecast</b>   | <b>Obligated</b>  | <b>Expended</b>   | <b>Un-Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|----------------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|-----------------|
| <b><i>E. Track and Structures</i></b>                          |                   |                   |                   |                   |                    |                     |                 |
| <b><i>Track Rehabilitation</i></b>                             |                   |                   |                   |                   |                    |                     |                 |
| CIP0018 Track Welding Program                                  | \$2,498.4         | \$2,498.4         | \$2,111.4         | \$811.4           | \$1,687.0          | 84.5%               | 32.5%           |
| CIP0019 Track Floating Slab Rehabilitation                     | 1,217.0           | 1,217.0           | 1,134.5           | 118.6             | 1,098.4            | 93.2%               | 9.7%            |
| CIP0021 Track Pad/Shock Absorber Rehabilitation                | 1,972.6           | 1,972.6           | 1,868.1           | 1,611.4           | 361.2              | 94.7%               | 81.7%           |
| CIP0022 Track Structural Rehabilitation                        | 1,493.0           | 1,493.0           | 1,493.0           | 1,562.1           | (69.1)             | 100.0%              | 104.6%          |
| CIP0023 Third Rail Rehabilitation                              | 3,726.6           | 4,910.6           | 3,726.6           | 4,106.5           | (379.8)            | 100.0%              | 110.2%          |
| CIP0024 Track Rehabilitation                                   | 44,029.4          | 48,445.0          | 41,558.2          | 30,980.4          | 13,049.0           | 94.4%               | 70.4%           |
| Subtotal                                                       | \$54,937.1        | \$60,536.7        | \$51,891.6        | \$39,190.1        | \$15,747.0         | 94.5%               | 71.3%           |
| <b><i>Station/Tunnel Rehabilitation</i></b>                    |                   |                   |                   |                   |                    |                     |                 |
| CIP0026 Station/Tunnel Leak Mitigation                         | \$2,217.8         | \$2,217.8         | \$2,217.8         | \$2,298.8         | (\$81.0)           | 100.0%              | 103.7%          |
| Subtotal                                                       | \$2,217.8         | \$2,217.8         | \$2,217.8         | \$2,298.8         | (\$81.0)           | 100.0%              | 103.7%          |
| <b>Total: Track and Structures</b>                             | <b>\$57,154.9</b> | <b>\$62,754.5</b> | <b>\$54,109.4</b> | <b>\$41,488.8</b> | <b>\$15,666.1</b>  | <b>94.7%</b>        | <b>72.6%</b>    |
| <b><i>F. Passenger Facilities</i></b>                          |                   |                   |                   |                   |                    |                     |                 |
| <b><i>Elevator/Escalator Facilities</i></b>                    |                   |                   |                   |                   |                    |                     |                 |
| CIP0072 Elevator Rehabilitation                                | \$1,378.8         | \$4,456.8         | \$1,378.8         | \$1,274.9         | \$103.9            | 100.0%              | 92.5%           |
| CIP0073 Escalator Rehabilitation                               | 12,505.7          | 14,617.7          | 12,505.7          | 11,420.8          | 1,084.9            | 100.0%              | 91.3%           |
| CIP0132 Elevator/Escalator Repairables                         | 5,915.5           | 5,455.7           | 5,915.5           | 3,396.9           | 2,518.6            | 100.0%              | 57.4%           |
| CIP0185 Escalator Replacement                                  | 11,583.5          | 11,583.5          | 11,583.5          | 6,285.7           | 5,297.8            | 100.0%              | 54.3%           |
| Subtotal                                                       | \$31,383.4        | \$36,113.7        | \$31,383.4        | \$22,378.2        | \$9,005.2          | 100.0%              | 71.3%           |
| <b><i>Maintenance of Rail Station Facilities</i></b>           |                   |                   |                   |                   |                    |                     |                 |
| CIP0087 Station Rehabilitation Program                         | \$7,109.9         | \$7,109.9         | \$4,820.8         | \$4,694.5         | \$2,415.4          | 67.8%               | 66.0%           |
| CIP0138 System-wide Infrastructure Rehabilitation              | 32,389.3          | 32,389.3          | 22,698.2          | 11,649.8          | 20,739.5           | 70.1%               | 36.0%           |
| CIP0150 Fire Systems                                           | 13,081.1          | 9,387.0           | 7,112.3           | 1,443.5           | 11,637.7           | 54.4%               | 11.0%           |
| CIP0151 Station Cooling Program                                | 4,699.3           | 10,109.3          | 3,455.2           | 951.3             | 3,748.0            | 73.5%               | 20.2%           |
| CIP0152 Parking Garage Rehabilitation                          | 7,835.1           | 2,925.0           | 5,977.3           | 2,323.7           | 5,511.4            | 76.3%               | 29.7%           |
| CIP0153 Accessible Station Signage                             | 291.7             | 291.7             | 37.6              | 17.5              | 274.3              | 12.9%               | 6.0%            |
| CIP0198 Platform to Mezzanine Stairs – Bethesda Station        | 1,629.9           | 329.9             | 233.5             | 90.3              | 1,539.7            | 14.3%               | 5.5%            |
| CIP0199 Station & Right-of-Way Improvements                    | 2,343.6           | 2,343.6           | 2,328.5           | 2,308.1           | 35.5               | 99.4%               | 98.5%           |
| CIP0216 Farragut North Beam Rehabilitation                     | 2,000.0           | 800.0             | 258.3             | 0.0               | 2,000.0            | 12.9%               | 0.0%            |
| Subtotal                                                       | \$71,380.0        | \$65,685.8        | \$46,921.6        | \$23,478.6        | \$47,901.4         | 65.7%               | 32.9%           |
| <b><i>Bicycle &amp; Pedestrian Facilities</i></b>              |                   |                   |                   |                   |                    |                     |                 |
| CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements | \$2,658.7         | \$1,687.5         | \$1,206.3         | \$494.7           | \$2,164.0          | 45.4%               | 18.6%           |
| Subtotal                                                       | \$2,658.7         | \$1,687.5         | \$1,206.3         | \$494.7           | \$2,164.0          | 45.4%               | 18.6%           |

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

| <b>Capital Improvement Program</b>                                           | <b>Budget</b>      | <b>Forecast</b>    | <b>Obligated</b>  | <b>Expended</b>   | <b>Un-Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|------------------------------------------------------------------------------|--------------------|--------------------|-------------------|-------------------|--------------------|---------------------|-----------------|
| <b><i>Rail Station: Capacity/Enhancements</i></b>                            |                    |                    |                   |                   |                    |                     |                 |
| CIP0017 Station Platform Safety Improvement (Truncated Domes)                | \$5,000.0          | \$2,500.0          | \$1,311.4         | \$179.9           | \$4,820.1          | 26.2%               | 3.6%            |
| CIP0039 Core & System Capacity Project Development                           | 2,166.5            | 2,166.5            | 1,209.9           | 507.4             | 1,659.1            | 55.8%               | 23.4%           |
| CIP0074 Installation of Parking Lot Credit Card Readers - Parking Automation | 42.1               | 42.1               | 31.5              | 0.0               | 42.1               | 74.8%               | 0.0%            |
| CIP0088 Station Entrance Canopies                                            | 1,000.0            | 1,000.0            | 652.8             | 43.3              | 956.7              | 65.3%               | 4.3%            |
| CIP0218 Station Upgrades                                                     | 4,814.0            | 980.0              | 1,111.1           | 294.5             | 4,519.5            | 23.1%               | 6.1%            |
| CIP0219 Station Lighting Improvements                                        | 4,000.0            | 3,000.0            | 3,300.4           | 770.7             | 3,229.3            | 82.5%               | 19.3%           |
| Subtotal                                                                     | \$17,022.7         | \$9,688.7          | \$7,617.1         | \$1,795.8         | \$15,226.8         | 44.7%               | 10.5%           |
| <b><i>Bus Priority Corridor Improvements</i></b>                             |                    |                    |                   |                   |                    |                     |                 |
| CIP0037 Bus Priority Corridor & Network                                      | \$6,875.2          | \$6,875.2          | \$5,717.0         | \$2,172.2         | \$4,703.1          | 83.2%               | 31.6%           |
| Subtotal                                                                     | \$6,875.2          | \$6,875.2          | \$5,717.0         | \$2,172.2         | \$4,703.1          | 83.2%               | 31.6%           |
| <b><i>Rail Station Equipment</i></b>                                         |                    |                    |                   |                   |                    |                     |                 |
| CIP0099 Police Emergency Management Equipment                                | \$198.8            | \$198.8            | \$135.0           | \$106.0           | \$92.8             | 67.9%               | 53.3%           |
| Subtotal                                                                     | \$198.8            | \$198.8            | \$135.0           | \$106.0           | \$92.8             | 67.9%               | 53.3%           |
| <b>Total: Passenger Facilities</b>                                           | <b>\$129,518.9</b> | <b>\$120,249.7</b> | <b>\$92,980.5</b> | <b>\$50,425.5</b> | <b>\$79,093.4</b>  | <b>71.8%</b>        | <b>38.9%</b>    |
| <b><i>G. Maintenance Equipment</i></b>                                       |                    |                    |                   |                   |                    |                     |                 |
| <b><i>Rail Maintenance Equipment</i></b>                                     |                    |                    |                   |                   |                    |                     |                 |
| CIP0020 Replacement of Rail Track Signage                                    | \$867.8            | \$867.8            | \$557.0           | \$201.2           | \$666.6            | 64.2%               | 23.2%           |
| CIP0025 Track Maintenance Equipment                                          | 17,659.1           | 15,658.8           | 13,399.6          | 1,207.1           | 16,452.0           | 75.9%               | 6.8%            |
| CIP0027 Switch Machine Rehabilitation Project                                | 1,550.4            | 1,786.8            | 1,232.0           | 428.4             | 1,122.1            | 79.5%               | 27.6%           |
| CIP0065 Geometry Vehicle                                                     | 2,144.6            | 2,144.6            | 2,036.3           | 732.0             | 1,412.6            | 94.9%               | 34.1%           |
| CIP0066 Rail Shop Repair Equipment                                           | 17,571.5           | 16,000.0           | 15,380.6          | 2,522.1           | 15,049.4           | 87.5%               | 14.4%           |
| CIP0133 Wayside Work Equipment                                               | 3,493.0            | 2,200.0            | 1,594.9           | 412.5             | 3,080.5            | 45.7%               | 11.8%           |
| CIP0135 Train Control Signal and Traction Power System Interface             | 1,959.3            | 1,300.0            | 1,959.3           | 319.5             | 1,639.9            | 100.0%              | 16.3%           |
| CIP0136 Radio Infrastructure Replacement - T-Band Relocation                 | 5,168.3            | 5,168.3            | 1,274.5           | 142.8             | 5,025.6            | 24.7%               | 2.8%            |
| CIP0139 National Transportation Safety Board Recommendations                 | 52,157.0           | 45,338.0           | 40,070.5          | 20,646.1          | 31,510.9           | 76.8%               | 39.6%           |
| Subtotal                                                                     | \$102,571.1        | \$90,464.4         | \$77,504.7        | \$26,611.6        | \$75,959.5         | 75.6%               | 25.9%           |
| <b><i>Bus Repair Equipment</i></b>                                           |                    |                    |                   |                   |                    |                     |                 |
| CIP0004 Bus Repair Equipment                                                 | \$3,158.7          | \$3,158.7          | \$1,370.1         | \$819.2           | \$2,339.5          | 43.4%               | 25.9%           |
| Subtotal                                                                     | \$3,158.7          | \$3,158.7          | \$1,370.1         | \$819.2           | \$2,339.5          | 43.4%               | 25.9%           |
| <b><i>Business Facilities Equipment</i></b>                                  |                    |                    |                   |                   |                    |                     |                 |
| CIP0028 Materials Handling Equipment                                         | \$134.4            | \$134.4            | \$17.8            | \$1.0             | \$133.4            | 13.2%               | 0.8%            |
| CIP0029 Warehouse Vertical Storage Unit                                      | 2,054.1            | 2,054.1            | 1,268.4           | 686.9             | 1,367.2            | 61.8%               | 33.4%           |
| Subtotal                                                                     | \$2,188.5          | \$2,188.5          | \$1,286.2         | \$687.9           | \$1,500.7          | 58.8%               | 31.4%           |
| <b>Total: Maintenance Equipment</b>                                          | <b>\$107,918.3</b> | <b>\$95,811.6</b>  | <b>\$80,161.0</b> | <b>\$28,118.6</b> | <b>\$79,799.6</b>  | <b>74.3%</b>        | <b>26.1%</b>    |

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

| <b>Capital Improvement Program</b>                             | <b>Budget</b>      | <b>Forecast</b>    | <b>Obligated</b>   | <b>Expended</b>    | <b>Un-Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|----------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|-----------------|
| <b><i>H. Other Facilities</i></b>                              |                    |                    |                    |                    |                    |                     |                 |
| <b><i>Business Support Facilities</i></b>                      |                    |                    |                    |                    |                    |                     |                 |
| CIP0033 Revenue Facility Equipment                             | \$949.6            | \$343.0            | \$333.4            | \$319.8            | \$629.8            | 35.1%               | 33.7%           |
| CIP0034 Revenue Collection Facility                            | 1,391.7            | 1,065.9            | 384.4              | 81.7               | 1,309.9            | 27.6%               | 5.9%            |
| CIP0080 Building Infrastructure & Systems Renewal              | 2,336.6            | 4,012.5            | 2,156.8            | 203.8              | 2,132.8            | 92.3%               | 8.7%            |
| CIP0170 Roof Rehabilitation and Replacement                    | 1,000.0            | 1,000.0            | 367.8              | 128.2              | 871.8              | 36.8%               | 12.8%           |
| CIP0197 Rehabilitation of Non-Revenue Facilities               | 903.8              | 903.8              | 274.3              | 83.1               | 820.6              | 30.3%               | 9.2%            |
| CIP0206 Carmen Turner Facility Electrical Distribution Upgrade | 1,500.0            | 700.0              | 210.4              | 40.1               | 1,459.9            | 14.0%               | 2.7%            |
| Subtotal                                                       | \$8,081.6          | \$8,025.2          | \$3,727.2          | \$856.8            | \$7,224.8          | 46.1%               | 10.6%           |
| <b><i>MTPD Support Facilities</i></b>                          |                    |                    |                    |                    |                    |                     |                 |
| CIP0101 Police Substation- New District 2/Training Facility    | \$19,456.6         | \$19,456.6         | \$19,404.9         | \$5,172.9          | \$14,283.7         | 99.7%               | 26.6%           |
| CIP0106 Special Operations Division Facility                   | 13,223.5           | 14,523.5           | 13,223.5           | 2,678.1            | 10,545.4           | 100.0%              | 20.3%           |
| Subtotal                                                       | \$32,680.1         | \$33,980.1         | \$32,628.4         | \$7,851.0          | \$24,829.1         | 99.8%               | 24.0%           |
| <b>Total: Other Facilities</b>                                 | <b>\$40,761.7</b>  | <b>\$42,005.3</b>  | <b>\$36,355.5</b>  | <b>\$8,707.7</b>   | <b>\$32,053.9</b>  | <b>89.2%</b>        | <b>21.4%</b>    |
| <b><i>I. Project Management and Support</i></b>                |                    |                    |                    |                    |                    |                     |                 |
| <b><i>Credit Facility</i></b>                                  |                    |                    |                    |                    |                    |                     |                 |
| CIP0131 Credit Facility                                        | \$2,500.0          | \$750.0            | \$161.9            | \$161.9            | \$2,338.1          | 6.5%                | 6.5%            |
| Subtotal                                                       | \$2,500.0          | \$750.0            | \$161.9            | \$161.9            | \$2,338.1          | 6.5%                | 6.5%            |
| <b>Total: Project Management and Support</b>                   | <b>\$2,500.0</b>   | <b>\$750.0</b>     | <b>\$161.9</b>     | <b>\$161.9</b>     | <b>\$2,338.1</b>   | <b>6.5%</b>         | <b>6.5%</b>     |
| <b>Grand Total: Capital Improvement Program</b>                | <b>\$995,984.8</b> | <b>\$919,183.0</b> | <b>\$740,996.5</b> | <b>\$319,820.6</b> | <b>\$676,164.2</b> | <b>74.4%</b>        | <b>32.1%</b>    |

**Definitions**

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

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

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

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

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

| Reimbursable Projects                                  | Budget             | Obligated          | Prior Year<br>Expended | FY14<br>Expended | Total<br>Expended  | Un-<br>Expended   | Obligation<br>% | Expend<br>%  |
|--------------------------------------------------------|--------------------|--------------------|------------------------|------------------|--------------------|-------------------|-----------------|--------------|
| <b><u>District of Columbia</u></b>                     |                    |                    |                        |                  |                    |                   |                 |              |
| CRB0001 Anacostia Light Rail Demonstration             | \$17,960.8         | \$17,815.3         | \$16,808.5             | \$253.1          | \$17,061.6         | \$899.1           | 99.2%           | 95.0%        |
| CRB0002 DC Downtown Circulator Buses                   | 21,450.0           | 17,643.7           | 17,643.7               |                  | 17,643.7           | 3,806.3           | 82.3%           | 82.3%        |
| CRB0003 New York Ave. Metrorail Station                | 109,950.0          | 109,622.9          | 109,622.9              |                  | 109,622.9          | 327.1             | 99.7%           | 99.7%        |
| CRB0004 Southeast Bus Garage Replacement               | 67,530.8           | 57,292.5           | 51,216.9               | 246.6            | 51,216.9           | 16,313.8          | 84.8%           | 75.8%        |
| CRB0005 Project Development                            | 14,072.8           | 10,752.8           | 9,651.3                | 849.9            | 9,651.3            | 4,421.5           | 76.4%           | 68.6%        |
| CRB0027 Brentwood Rail Yard Expansion                  | 2,390.3            | 2,369.5            | 2,369.5                |                  | 2,369.5            | 20.8              | 99.1%           | 99.1%        |
| 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 Im | 2,550.0            |                    |                        |                  |                    | 2,550.0           |                 |              |
| DC Uncommitted Funds                                   | 448.6              |                    |                        |                  |                    | 448.6             |                 |              |
| <b>District of Columbia Total</b>                      | <b>\$310,352.1</b> | <b>\$288,191.9</b> | <b>\$278,769.5</b>     | <b>\$1,349.6</b> | <b>\$279,022.6</b> | <b>\$31,329.5</b> | <b>92.9%</b>    | <b>89.9%</b> |
| <b><u>Maryland</u></b>                                 |                    |                    |                        |                  |                    |                   |                 |              |
| <b>Montgomery County</b>                               |                    |                    |                        |                  |                    |                   |                 |              |
| CRB0006 Glenmont Parking Facility Design Work          | \$30,121.0         | \$28,266.9         | \$27,159.7             | \$1,264.9        | \$27,159.7         | \$2,961.3         | 93.8%           | 90.2%        |
| 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            | 2,225.5            | 2,225.3                |                  | 2,225.3            | 22.6              | 99.0%           | 99.0%        |
| CRB0046 Silver Spring South Entrance                   | 400.0              | 269.8              | 261.3                  |                  | 261.3              | 138.7             | 67.4%           | 65.3%        |
| CRB0055 White Flint Parking Structure                  | 17,390.0           | 17,382.8           | 17,373.2               |                  | 17,373.2           | 16.8              | 100.0%          | 99.9%        |
| CRB0062 Twinbrook Facility Relocation                  | 1,000.0            | 525.6              | 525.6                  |                  | 525.6              | 474.4             | 52.6%           | 52.6%        |
| CRB0106 Rockville MARC ADA                             | 50.0               | 50.0               | 21.0                   |                  | 21.0               | 29.0              | 100.0%          | 42.0%        |
| CRB0116 Shady Grove Parking II                         | 60.0               |                    |                        |                  |                    | 60.0              |                 |              |
| Subtotal                                               | \$57,968.9         | \$50,060.1         | \$48,905.7             | \$1,264.9        | \$48,905.7         | \$9,063.2         | 86.4%           | 84.4%        |

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

| Reimbursable Projects         |                                              | Budget             | Obligated          | Prior Year Expended | FY14 Expended    | Total Expended     | Un-Expended       | Obligation % | Expend %     |
|-------------------------------|----------------------------------------------|--------------------|--------------------|---------------------|------------------|--------------------|-------------------|--------------|--------------|
| <b>Prince George's County</b> |                                              |                    |                    |                     |                  |                    |                   |              |              |
| CRB0008                       | New Carrollton Rail Yard Expansion           | \$70,375.0         | \$69,451.3         | \$69,449.8          |                  | \$69,449.8         | \$925.2           | 98.7%        | 98.7%        |
| CRB0034                       | Greenbelt Rail Yard Expansion                | 1,828.8            | 1,776.1            | 1,776.1             |                  | 1,776.1            | 52.7              | 97.1%        | 97.1%        |
| CRB0037                       | New Carrollton Parking Garage                | 23,115.0           | 22,417.1           | 22,417.1            |                  | 22,417.1           | 697.9             | 97.0%        | 97.0%        |
|                               | Subtotal                                     | \$95,318.8         | \$93,644.5         | \$93,643.0          |                  | \$93,643.0         | \$1,675.8         | 98.2%        | 98.2%        |
| <b>Maryland-wide</b>          |                                              |                    |                    |                     |                  |                    |                   |              |              |
| CRB0009                       | Project Development                          | \$12,623.3         | 9,444.1            | \$7,813.5           | \$363.8          | \$7,813.5          | \$4,809.8         | 74.8%        | 61.9%        |
| CRB0010                       | Largo Blue Line Extension                    | 469,590.8          | 467,005.9          | 466,980.4           | 0.2              | 466,980.4          | 2,610.4           | 99.4%        | 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                                     | \$493,525.1        | \$487,531.9        | \$485,676.5         | \$364.0          | \$485,676.5        | \$7,848.7         | 98.8%        | 98.4%        |
| <b>Maryland Total</b>         |                                              | <b>\$646,812.9</b> | <b>\$631,236.5</b> | <b>\$628,225.2</b>  | <b>\$1,628.9</b> | <b>\$628,225.2</b> | <b>\$18,587.7</b> | <b>97.6%</b> | <b>97.1%</b> |
| <b><u>Virginia</u></b>        |                                              |                    |                    |                     |                  |                    |                   |              |              |
| <b>Alexandria</b>             |                                              |                    |                    |                     |                  |                    |                   |              |              |
| CRB0011                       | Eisenhower Station Entrance                  | \$1,800.0          | \$276.4            | \$232.4             |                  | \$232.4            | \$1,567.6         | 15.4%        | 12.9%        |
| CRB0012                       | King Street Station Bus Loop Reconfiguration | 4,200.0            | 725.3              | 686.9               | 76.2             | 686.9              | 3,513.1           | 17.3%        | 16.4%        |
| CRB0013                       | Potomac Yard Alt. Analysis                   | 4,600.0            | 4,271.3            | 3,835.4             | 100.7            | 3,835.4            | 764.6             | 92.9%        | 83.4%        |
| 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%        |
| CRB0126                       | Crystal City-Potomac Yard Transitway         | 4,000.0            | 4,000.0            | 3,671.5             |                  | 3,671.5            | 328.5             | 100.0%       | 91.8%        |
|                               | Subtotal                                     | \$31,928.1         | \$26,073.4         | \$25,105.8          | \$176.8          | \$25,105.8         | \$6,822.3         | 81.7%        | 78.6%        |
| <b>Arlington County</b>       |                                              |                    |                    |                     |                  |                    |                   |              |              |
| CRB0015                       | Columbia Pike - NEPA and PE                  | \$4,060.0          | \$3,914.8          | \$3,903.6           |                  | \$3,903.6          | \$156.4           | 96.4%        | 96.1%        |
| CRB0016                       | Columbia Pike Super Stops                    | 2,000.0            | 1,076.7            | 964.3               |                  | 964.3              | 1,035.7           | 53.8%        | 48.2%        |
| CRB0025                       | Ballston Station Improvements                | 14,763.4           | 14,660.9           | 14,660.9            | 14.4             | 14,660.9           | 102.5             | 99.3%        | 99.3%        |
| CRB0042                       | Rosslyn Station New Entrance                 | 5,089.0            | 4,484.0            | 4,445.5             | 65.9             | 4,445.5            | 643.5             | 88.1%        | 87.4%        |
| CRB0044                       | Shirlington Bus Station                      | 5,096.2            | 5,096.2            | 5,074.3             |                  | 5,074.3            | 21.9              | 100.0%       | 99.6%        |
| CRB0064                       | Arlington County Project Mgmt.               | 900.0              | 900.0              | 780.3               |                  | 780.3              | 119.7             | 100.0%       | 86.7%        |
| CRB0111                       | National Airport                             | 4,960.7            | 4,960.7            | 4,510.3             |                  | 4,510.3            | 450.5             | 100.0%       | 90.9%        |
| CRB0117                       | Shirlington Garage Design Study              | 7.0                | 6.8                | 6.8                 |                  | 6.8                | 0.2               | 97.1%        | 97.1%        |
| CRB0125                       | Twinbrook Commons JDA                        | 200.0              | 200.0              | 37.5                |                  | 37.5               | 162.5             | 100.0%       | 18.8%        |
|                               | Subtotal                                     | \$37,076.4         | \$35,300.2         | \$34,383.6          | \$80.3           | \$34,383.6         | \$2,692.8         | 95.2%        | 92.7%        |

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

| Reimbursable Projects  |                                      | Budget      | Obligated   | Prior Year<br>Expended | FY14<br>Expended | Total<br>Expended | Un-<br>Expended | Obligation<br>% | Expend<br>% |
|------------------------|--------------------------------------|-------------|-------------|------------------------|------------------|-------------------|-----------------|-----------------|-------------|
| <b>City of Fairfax</b> |                                      |             |             |                        |                  |                   |                 |                 |             |
| None                   |                                      |             |             |                        |                  |                   |                 |                 |             |
| <b>Fairfax County</b>  |                                      |             |             |                        |                  |                   |                 |                 |             |
| CRB0017                | Vienna Station Mezzanine Stair       | \$2,000.0   | \$1,849.7   | \$1,840.4              |                  | \$1,840.4         | \$159.6         | 92.5%           | 92.0%       |
| CRB0026                | Bus Stop Signs 600 in Fairfax        | 96.0        | 55.6        | \$35.2                 |                  | 35.2              | 60.8            | 57.9%           | 36.6%       |
| CRB0035                | Huntington Parking Structure         | 32,732.8    | 32,701.5    | \$32,698.9             |                  | 32,698.9          | 33.8            | 99.9%           | 99.9%       |
| CRB0050                | Vienna/Fairfax-GMU Parking Structure | 1,000.0     | 866.3       | \$733.5                |                  | 733.5             | 266.5           | 86.6%           | 73.3%       |
| CRB0051                | Vienna Parking Structure             | 27,100.0    | 26,164.8    | \$26,163.5             |                  | 26,163.5          | 936.5           | 96.5%           | 96.5%       |
| CRB0053                | Vienna Station Improve - Pulte Home  | 350.0       | 350.0       | \$48.5                 |                  | 48.5              | 301.5           | 100.0%          | 13.9%       |
| CRB0054                | West Falls Church Parking Structure  | 17,029.9    | 16,867.8    | \$16,843.0             |                  | 16,843.0          | 186.9           | 99.0%           | 98.9%       |
| CRB0124                | Dunn Loring Joint Development        | 300.0       | 216.3       | \$198.2                | \$63.3           | 198.2             | 101.8           | 72.1%           | 66.1%       |
| 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                             | \$83,358.7  | \$81,727.1  | \$81,178.2             | \$63.3           | \$81,178.2        | \$2,180.4       | 98.0%           | 97.4%       |
| <b>Falls Church</b>    |                                      |             |             |                        |                  |                   |                 |                 |             |
| None                   |                                      |             |             |                        |                  |                   |                 |                 |             |
| <b>Virginia-wide</b>   |                                      |             |             |                        |                  |                   |                 |                 |             |
| CRB0018                | Project Development                  | \$10,409.6  | \$8,015.0   | \$7,354.9              | \$283.6          | \$7,354.9         | \$3,054.7       | 77.0%           | 70.7%       |
| CRB0019                | Dulles Extension Design/Build        | 478,784.6   | 391,473.1   | 155,622.0              | 23,360.5         | 155,622.0         | 323,162.6       | 81.8%           | 32.5%       |
| CRB0020                | Dulles Phase 2 (PE)                  | 102,956.5   | 3,058.6     | 2,164.6                | 755.0            | 2,164.6           | 100,791.9       | 3.0%            | 2.1%        |
| CRB0029                | Crystal City/Potomac Yard            | 1,505.8     | 1,361.3     | 1,299.5                |                  | 1,299.5           | 206.2           | 90.4%           | 86.3%       |
| CRB0059                | Dulles Preliminary Engineering/NEPA  | 58,041.8    | 58,034.6    | 57,968.9               |                  | 57,968.9          | 72.9            | 100.0%          | 99.9%       |
|                        | Subtotal                             | \$651,698.2 | \$461,942.7 | \$224,410.0            | \$24,399.1       | \$224,410.0       | \$427,288.3     | 70.9%           | 34.4%       |
| <b>Virginia Total</b>  |                                      | \$804,061.4 | \$605,043.4 | \$365,077.6            | \$24,719.6       | \$365,077.6       | \$438,983.8     | 75.2%           | 45.4%       |

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

| Reimbursable Projects               |                                     | Budget               | Obligated            | Prior Year Expended  | FY14 Expended     | Total Expended       | Un-Expended        | Obligation %  | Expend %      |
|-------------------------------------|-------------------------------------|----------------------|----------------------|----------------------|-------------------|----------------------|--------------------|---------------|---------------|
| <b><i>Regional</i></b>              |                                     |                      |                      |                      |                   |                      |                    |               |               |
| CRB0021                             | 6000 Rail Car Purchase - Base       | \$120,000.0          | \$119,722.6          | \$119,722.6          |                   | \$119,722.6          | \$277.4            | 99.8%         | 99.8%         |
| CRB0022                             | Regional Travel Training ACCS       | 1,234.5              | 1,124.0              | \$1,103.3            | \$160.5           | 1,103.3              | 131.2              | 91.1%         | 89.4%         |
| CRB0038                             | Precision Stopping                  | 992.1                | 917.6                | \$867.0              |                   | 867.0                | 125.1              | 92.5%         | 87.4%         |
| CRB0040                             | Bus Bike Racks                      | 1,645.0              | 1,429.8              | \$1,429.8            |                   | 1,429.8              | 215.2              | 86.9%         | 86.9%         |
| CRB0041                             | IT Communication Enhancement        | 1,562.5              | 1,562.5              | \$1,562.5            |                   | 1,562.5              |                    | 100.0%        | 100.0%        |
| CRB0060                             | Regional Fare Int. (MTA)            | 7,607.6              | 6,262.3              | \$6,139.0            |                   | 6,139.0              | 1,468.6            | 82.3%         | 80.7%         |
| CRB0065                             | Precision Stopping Pilot Prog.      | \$3,000.0            | 2,605.0              | \$2,605.0            |                   | 2,605.0              | 395.0              | 86.8%         | 86.8%         |
| CRB0097                             | Dynamic Display System              | 10,261.4             | 10,226.7             | \$10,226.7           |                   | 10,226.7             | 34.7               | 99.7%         | 99.7%         |
| MSC0005                             | Tax Advantage Lease Program         | 8,419.9              | 7,204.9              | 7,201.8              | 17.8              | 7,201.8              | 1,218.1            | 85.6%         | 85.5%         |
| <b>Regional Total</b>               |                                     | <b>\$154,722.9</b>   | <b>\$151,055.4</b>   | <b>\$150,857.8</b>   | <b>\$178.3</b>    | <b>\$150,857.8</b>   | <b>\$3,865.2</b>   | <b>97.6%</b>  | <b>97.5%</b>  |
| <b>Total: Reimbursable Projects</b> |                                     | <b>\$1,915,949.4</b> | <b>\$1,675,527.2</b> | <b>\$1,422,930.1</b> | <b>\$27,876.4</b> | <b>\$1,423,183.2</b> | <b>\$492,766.2</b> | <b>87.5%</b>  | <b>74.3%</b>  |
| <b>Fully Expended Projects</b>      |                                     |                      |                      |                      |                   |                      |                    |               |               |
| CRB0014                             | Royal Street Bus Garage Replacement | \$4,263.1            | \$4,263.1            | \$4,263.1            |                   | \$4,263.1            |                    | 100.0%        | 100.0%        |
| CRB0030                             | College Park Parking Structure      | 17,310.0             | 17,310.0             | 17,307.0             |                   | 17,307.0             | 3.0                | 100.0%        | 100.0%        |
| CRB0033                             | Franconia/Springfield Garage        | 16,609.0             | 16,609.0             | 16,608.5             |                   | 16,608.5             | 0.5                | 100.0%        | 100.0%        |
| CRB0039                             | Fiber Optic Cable Installation      | 2,500.0              | 2,500.0              | 2,500.0              |                   | 2,500.0              | 0.0                | 100.0%        | 100.0%        |
| CRB0057                             | DC Alternative Analysis             | 7,008.5              | 7,008.5              | 7,008.5              |                   | 7,008.5              |                    | 100.0%        | 100.0%        |
| CRB0058                             | DC Starter Line                     | 1,234.3              | 1,234.3              | 1,234.3              |                   | 1,234.3              | 0.0                | 100.0%        | 100.0%        |
| CRB0068                             | Clarendon Station Improvements      | 372.5                | 372.5                | 360.8                |                   | 360.8                | 11.8               | 100.0%        | 96.8%         |
| CRB0070                             | Crystal City Canopy                 | 347.4                | 347.4                | 347.4                |                   | 347.4                |                    | 100.0%        | 100.0%        |
| CRB0080                             | Rosslyn Access Improvements         | 130.0                | 130.0                | 129.9                |                   | 129.9                | 0.1                | 100.0%        | 99.9%         |
| CRB0082                             | TAGS Shuttle Buses                  | 498.0                | 498.0                | 498.0                |                   | 498.0                |                    | 100.0%        | 100.0%        |
| CRB0085                             | FDA Transit Center @ White Oak      | 71.0                 | 71.0                 | 71.0                 |                   | 71.0                 |                    | 100.0%        | 100.0%        |
| CRB0120                             | VA Station Name Changes             | 779.9                | 779.9                | 779.9                |                   | 779.9                |                    | 100.0%        | 100.0%        |
| <b>Fully Expended Total</b>         |                                     | <b>\$51,123.7</b>    | <b>\$51,123.7</b>    | <b>\$51,108.3</b>    |                   | <b>\$51,108.3</b>    | <b>\$15.4</b>      | <b>100.0%</b> | <b>100.0%</b> |
| <b>Total: Reimbursable Projects</b> |                                     | <b>\$1,967,073.1</b> | <b>\$1,726,650.9</b> | <b>\$1,474,038.4</b> | <b>\$27,876.4</b> | <b>\$1,474,291.5</b> | <b>\$492,781.6</b> | <b>87.8%</b>  | <b>74.9%</b>  |

**Definitions**

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

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

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

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

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

| <b>American Recovery &amp; Reinvestment Act (ARRA)</b> |                                                               | <b>Budget</b> | <b>Obligated</b> | <b>Prior Year<br/>Expended</b> | <b>FY14<br/>Expended</b> | <b>Total<br/>Expended</b> | <b>Un-<br/>Expended</b> | <b>Obligation<br/>%</b> | <b>Expend<br/>%</b> |
|--------------------------------------------------------|---------------------------------------------------------------|---------------|------------------|--------------------------------|--------------------------|---------------------------|-------------------------|-------------------------|---------------------|
| <b><i>Vehicles &amp; Vehicle Parts</i></b>             |                                                               |               |                  |                                |                          |                           |                         |                         |                     |
| ARA0021                                                | Bus Replacement Components (ST26)                             | \$2,490.0     | \$2,490.0        | \$2,490.0                      |                          | \$2,490.0                 |                         | 100.0%                  | 100.0%              |
| ARA0022                                                | Preventative Maintenance                                      | 11,366.2      | 11,092.1         | 11,087.1                       | 5.0                      | 11,092.1                  | 274.1                   | 97.6%                   | 97.6%               |
| ARA0027                                                | Replacement of Oldest Buses (ST02)                            | 27,025.2      | 27,025.2         | 27,025.2                       |                          | 27,025.2                  |                         | 100.0%                  | 100.0%              |
| ARA0028                                                | Service Vehicle Replacement (ST14)                            | 5,992.7       | 5,992.7          | 5,992.7                        |                          | 5,992.7                   |                         | 100.0%                  | 100.0%              |
| ARA0030                                                | MetroAccess Fleet Expansion and Replacement (ST10)            | 4,149.5       | 4,149.5          | 4,149.5                        |                          | 4,149.5                   |                         | 100.0%                  | 100.0%              |
|                                                        | Subtotal                                                      | \$51,023.7    | \$50,749.6       | \$50,744.6                     | \$5.0                    | \$50,749.6                | \$274.1                 | 99.5%                   | 99.5%               |
| <b><i>Maintenance Facilities</i></b>                   |                                                               |               |                  |                                |                          |                           |                         |                         |                     |
| ARA0001                                                | New Bus Body and Paint Shop (ST04)                            | \$21,400.0    | \$21,400.0       | \$21,400.0                     |                          | \$21,400.0                |                         | 100.0%                  | 100.0%              |
| ARA0002                                                | Replacement of Southeastern Bus Garage (ST05)                 | 29,996.7      | 29,996.7         | 29,999.8                       | (\$3.1)                  | 29,996.7                  |                         | 100.0%                  | 100.0%              |
| ARA0003                                                | Bus Garage Facility Repairs (ST11)                            | 7,589.4       | 7,589.4          | 7,589.4                        |                          | 7,589.4                   |                         | 100.0%                  | 100.0%              |
|                                                        | Subtotal                                                      | \$58,986.2    | \$58,986.2       | \$58,989.2                     | (\$3.1)                  | \$58,986.2                |                         | 100.0%                  | 100.0%              |
| <b><i>Passenger Facilities</i></b>                     |                                                               |               |                  |                                |                          |                           |                         |                         |                     |
| ARA0004                                                | Replacement of Crumbling Platforms (ST08)                     | \$16,000.0    | \$16,000.0       | \$16,000.0                     |                          | \$16,000.0                |                         | 100.0%                  | 100.0%              |
| ARA0005                                                | Update Platform Real-Time Signs (ST28)                        | 2,592.7       | 2,592.7          | 1,716.1                        | 821.5                    | 2,537.7                   | 55.0                    | 100.0%                  | 97.9%               |
| ARA0006                                                | Metro Center Sales Office Replacement (ST38)                  | 1,200.3       | 1,200.3          | 699.4                          | 500.9                    | 1,200.3                   |                         | 100.0%                  | 100.0%              |
|                                                        | Subtotal                                                      | \$19,793.0    | \$19,793.0       | \$18,415.5                     | \$1,322.5                | \$19,738.0                | \$55.0                  | 100.0%                  | 99.7%               |
| <b><i>Safety &amp; Security</i></b>                    |                                                               |               |                  |                                |                          |                           |                         |                         |                     |
| ARA0008                                                | Additional Station Alarm/Chemical Sensors (ST48)              | \$3,991.2     | \$3,991.2        | \$3,991.2                      |                          | \$3,991.2                 |                         | 100.0%                  | 100.0%              |
| ARA0007                                                | Bus Garage Security Update (ST23)                             | 3,000.6       | 3,000.6          | 3,000.6                        |                          | 3,000.6                   |                         | 100.0%                  | 100.0%              |
| ARA0017                                                | Communications Equipment for Operations Control Center (ST24) | 2,999.5       | 2,999.5          | 2,999.5                        |                          | 2,999.5                   |                         | 100.0%                  | 100.0%              |
| ARA0025                                                | Emergency Tunnel Evacuation Carts (ST30)                      | 836.3         | 836.3            | 836.3                          |                          | 836.3                     |                         | 100.0%                  | 100.0%              |
| ARA0031                                                | Underground Communications Radios (ST40)                      | 868.7         | 868.7            | 868.7                          |                          | 868.7                     |                         | 100.0%                  | 100.0%              |
|                                                        | Subtotal                                                      | \$11,696.3    | \$11,696.3       | \$11,696.3                     |                          | \$11,696.3                |                         | 100.0%                  | 100.0%              |
| <b><i>Maintenance &amp; Repair Equipment</i></b>       |                                                               |               |                  |                                |                          |                           |                         |                         |                     |
| ARA0009                                                | Heavy Duty Locomotives for Maintenance (ST12)                 | \$4,998.9     | \$4,998.9        | \$4,998.9                      |                          | \$4,998.9                 |                         | 100.0%                  | 100.0%              |
| ARA0010                                                | 60-Ton Crane for Track Work (ST17)                            | 3,808.9       | 3,808.9          | 3,071.1                        | 737.8                    | 3,808.9                   |                         | 100.0%                  | 100.0%              |
| ARA0011                                                | Heavy Duty Track Equipment (ST07)                             | 10,508.1      | 10,508.1         | 10,508.1                       |                          | 10,508.1                  |                         | 100.0%                  | 100.0%              |
| ARA0012                                                | Track Welding Program to Repair Defects (ST18)                | 3,838.5       | 3,838.5          | 3,838.5                        |                          | 3,838.5                   |                         | 100.0%                  | 100.0%              |
| ARA0020                                                | Power Tool Equipment Replacement (ST31)                       | 1,647.9       | 1,647.9          | 1,647.9                        |                          | 1,647.9                   |                         | 100.0%                  | 100.0%              |
| ARA0029                                                | Track Pad/Shock Absorber Rehabilitation (ST37)                | 1,029.7       | 1,029.7          | 1,029.7                        |                          | 1,029.7                   |                         | 100.0%                  | 100.0%              |
|                                                        | Subtotal                                                      | \$25,831.9    | \$25,831.9       | \$25,094.1                     | \$737.8                  | \$25,831.9                |                         | 100.0%                  | 100.0%              |

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

| <b>American Recovery &amp; Reinvestment Act (ARRA)</b> |                                                      | <b>Budget</b>      | <b>Obligated</b>   | <b>Prior Year<br/>Expended</b> | <b>FY14<br/>Expended</b> | <b>Total<br/>Expended</b> | <b>Un-<br/>Expended</b> | <b>Obligation<br/>%</b> | <b>Expend<br/>%</b> |
|--------------------------------------------------------|------------------------------------------------------|--------------------|--------------------|--------------------------------|--------------------------|---------------------------|-------------------------|-------------------------|---------------------|
| <b><i>Operations Systems</i></b>                       |                                                      |                    |                    |                                |                          |                           |                         |                         |                     |
| ARA0013                                                | Upgrade 3 (Three) Oldest Stations and Systems (ST09) | \$17,900.0         | \$17,900.0         | \$17,900.0                     |                          | \$17,900.0                |                         | 100.0%                  | 100.0%              |
| ARA0014                                                | Bus Real-Time, Route, and Scheduling Systems (ST21)  | 2,980.9            | 2,980.9            | 2,980.9                        |                          | 2,980.9                   |                         | 100.0%                  | 100.0%              |
| ARA0018                                                | Kiosk and Train Control Computers (ST41)             | 329.8              | 329.8              | 329.8                          |                          | 329.8                     |                         | 100.0%                  | 100.0%              |
| ARA0019                                                | Bus Engine Fluid Alert System (ST34)                 | 1,500.0            | 1,500.0            | 1,500.0                        |                          | 1,500.0                   |                         | 100.0%                  | 100.0%              |
| ARA0026                                                | Additional SmarTrip Fare Machines (ST19)             | 2,220.8            | 2,220.8            | 2,220.8                        |                          | 2,220.8                   |                         | 100.0%                  | 100.0%              |
|                                                        | Subtotal                                             | \$24,931.5         | \$24,931.5         | \$24,931.5                     |                          | \$24,931.5                |                         | 100.0%                  | 100.0%              |
| <b><i>Information Technology</i></b>                   |                                                      |                    |                    |                                |                          |                           |                         |                         |                     |
| ARA0015                                                | Sensitive Data Protection Technology (ST16)          | \$3,529.3          | \$3,529.3          | \$3,406.7                      | \$122.5                  | \$3,529.3                 |                         | 100.0%                  | 100.0%              |
| ARA0016                                                | Financial System Integration (ST63)                  | 5,000.0            | 5,000.0            | 5,000.0                        |                          | 5,000.0                   |                         | 100.0%                  | 100.0%              |
| ARA0024                                                | Document Management System (ST32)                    | 749.2              | 749.2              | 749.2                          |                          | 749.2                     |                         | 100.0%                  | 100.0%              |
|                                                        | Subtotal                                             | \$9,278.4          | \$9,278.4          | \$9,155.9                      | \$122.5                  | \$9,278.4                 |                         | 100.0%                  | 100.0%              |
| <b>TOTAL ARRA PROJECTS</b>                             |                                                      | <b>\$201,541.1</b> | <b>\$201,267.0</b> | <b>\$199,027.2</b>             | <b>\$2,184.7</b>         | <b>\$201,212.0</b>        | <b>\$329.1</b>          | <b>99.9%</b>            | <b>99.8%</b>        |
| <b><i>Miscellaneous Other</i></b>                      |                                                      |                    |                    |                                |                          |                           |                         |                         |                     |
| ARA0023                                                | Program Management                                   | \$292.1            | \$292.1            | \$292.1                        |                          | \$292.1                   |                         | 100.0%                  | 100.0%              |
|                                                        | Subtotal                                             | \$292.1            | \$292.1            | \$292.1                        |                          | \$292.1                   |                         | 100.0%                  | 100.0%              |
| <b>TOTAL ARRA PROGRAM</b>                              |                                                      | <b>\$201,833.2</b> | <b>\$201,559.1</b> | <b>\$199,319.4</b>             | <b>\$2,184.7</b>         | <b>\$201,504.1</b>        | <b>\$329.1</b>          | <b>99.9%</b>            | <b>99.8%</b>        |

Definitions

**Budget:** The planned expenses to be paid for the project. The budget includes revised amounts approved by FTA on January 9, 2014.

**Obligated:** The portion of the budget reserved for payment against awarded contracts plus the labor costs paid for the project.

**Expended:** The actual cash payout s that have occurred to the end of the reporting period.

**Unexpended:** The difference between the budget and the actual expenses that have been paid through the report date.

**Washington Metropolitan Area Transit Authority**  
**Approved Capital Safety & Security Program Financials**  
**Fiscal Year 2014 - November 2013**  
Dollars in Thousands

| <b>Safety &amp; Security Program</b> |                                            | <b>Budget</b>     | <b>Obligated</b>  | <b>Prior Year<br/>Expended</b> | <b>FY14<br/>Expended</b> | <b>Total<br/>Expended</b> | <b>Un-<br/>Expended</b> | <b>Obligation<br/>%</b> | <b>Expend<br/>%</b> |
|--------------------------------------|--------------------------------------------|-------------------|-------------------|--------------------------------|--------------------------|---------------------------|-------------------------|-------------------------|---------------------|
| <b><u>Security Program</u></b>       |                                            |                   |                   |                                |                          |                           |                         |                         |                     |
| SEC0001                              | Bus Garage Security                        | \$5,836.5         | \$5,836.5         | \$5,836.5                      | \$0.0                    | \$5,836.5                 | \$0.0                   | 100.0%                  | 100.0%              |
| SEC0002                              | Cameras on Buses                           | 6,410.0           | 6,293.3           | \$6,293.1                      |                          | 6,293.1                   | 116.9                   | 98.2%                   | 98.2%               |
| SEC0003                              | Cameras on Rail Cars                       | 7,139.7           | 1,927.5           | \$1,591.7                      |                          | 1,591.7                   | 5,548.0                 | 27.0%                   | 22.3%               |
| SEC0004                              | CCV and Access Control                     | 11,675.8          | 11,675.8          | \$11,258.9                     |                          | 11,258.9                  | 417.0                   | 100.0%                  | 96.4%               |
| SEC0005_01                           | Chemical Detection                         | 1,906.0           | 1,345.4           | \$1,306.3                      |                          | 1,306.3                   | 599.7                   | 70.6%                   | 68.5%               |
| SEC0006                              | Metrorail Station Camera                   | 2,774.0           | 2,734.8           | \$2,734.8                      |                          | 2,734.8                   | 39.2                    | 98.6%                   | 98.6%               |
| SEC0007                              | Montgomery Garage                          | 23.1              | 23.1              | \$23.1                         |                          | 23.1                      |                         | 100.0%                  | 100.0%              |
| SEC0008                              | PG Radio Upgrade                           | 500.0             | 405.4             | \$405.4                        |                          | 405.4                     | 94.6                    | 81.1%                   | 81.1%               |
| SEC0009                              | Platform Security                          | 6,517.8           | 4,121.1           | \$3,023.2                      | 3.5                      | 3,023.2                   | 3,494.7                 | 63.2%                   | 46.4%               |
| SEC0010                              | PROTECT Systems                            | 606.0             | 606.0             | \$606.0                        |                          | 606.0                     |                         | 100.0%                  | 100.0%              |
| SEC0011                              | Radio Redundancy AOCC                      | 6,580.0           | 6,580.0           | \$5,606.5                      |                          | 5,606.5                   | 973.5                   | 100.0%                  | 85.2%               |
| SEC0012                              | Vent Intrusion Detection                   | 11,500.0          | 10,247.1          | \$10,168.0                     |                          | 10,168.0                  | 1,332.0                 | 89.1%                   | 88.4%               |
| SEC0013                              | Chemical Sensor Prg.                       | 16,400.0          |                   | \$2.3                          |                          | 2.3                       | 16,397.7                | 0.0%                    | 0.0%                |
| SEC0030                              | Mobile Emergency Response Vehicle Cabinets | 175.0             | 175.0             | \$142.9                        |                          | 142.9                     | 32.1                    | 100.0%                  | 81.7%               |
| <b>Total: Security Program</b>       |                                            | <b>\$78,044.0</b> | <b>\$51,971.0</b> | <b>\$48,998.6</b>              | <b>\$3.5</b>             | <b>\$48,998.6</b>         | <b>\$29,045.3</b>       | <b>66.6%</b>            | <b>62.8%</b>        |

**Washington Metropolitan Area Transit Authority**  
**Transit Infrastructure Investment Fund (TIIF)**  
**Fiscal Year 2014 - December 2013**  
Dollars in Thousands

|                                            | <b>Funds<br/>Received</b> | <b>Jurisdictional<br/>Allocation</b> | <b>Approved<br/>Uses</b> | <b>Expenses</b>   | <b>Unexpended<br/>Approved Uses</b> |
|--------------------------------------------|---------------------------|--------------------------------------|--------------------------|-------------------|-------------------------------------|
| <b>Total Received for TIIF</b>             | \$141,192.9               |                                      |                          |                   |                                     |
| <u>Unallocated Funds:</u>                  |                           |                                      |                          |                   |                                     |
| Huntington Parking                         |                           |                                      | \$12,900.0               | \$11,876.1        | \$1,023.9                           |
| White Flint Parking                        |                           |                                      | 4,421.7                  | 4,404.9           | 16.8                                |
| FY05/06/07/08/09/10 Operating              |                           |                                      | 12,000.0                 | 12,000.0          | 0.0                                 |
| FY11 Operating (continues thru FY12)       |                           |                                      | 4,000.0                  | 2,000.0           | 2,000.0                             |
| FY07/08/09/10 Safe, Clean Reliable         |                           |                                      | 26,850.0                 | 26,850.0          | 0.0                                 |
| SmarTrip Program                           |                           |                                      | 9,600.0                  | 0.0               | 9,600.0                             |
| CNG Buses Procurement                      |                           |                                      | 11,800.0                 | 0.0               | 11,800.0                            |
| Precision Stopping                         |                           |                                      | 3,000.0                  | 0.0               | 3,000.0                             |
| TSSM from Twinbrook to Shady Grove         |                           |                                      | 1,000.0                  | 525.6             | 474.4                               |
| Gallery Place Remediation                  |                           |                                      | 18.4                     | 18.4              | 0.0                                 |
|                                            |                           |                                      | <u>\$85,590.1</u>        | <u>\$57,675.0</u> | <u>\$27,915.1</u>                   |
| <b><u>Unallocated Funds Remaining:</u></b> |                           | <b><u>(\$4,397.2)</u></b>            |                          |                   |                                     |
| Total allocated to the Jurisdictions       |                           | <u>\$60,000.0</u>                    |                          |                   |                                     |
| <b><u>District of Columbia 36%</u></b>     |                           | <b>\$21,600.0</b>                    |                          |                   |                                     |
| <u>Use of Funds:</u>                       |                           |                                      |                          |                   |                                     |
| Tivoli                                     |                           |                                      | \$2,500.0                | \$2,500.0         | \$0.0                               |
| Anacostia Light Rail Program/Demonstration |                           |                                      | 10,000.0                 | 9,009.3           | 990.7                               |
| U Street/Adams Morgan Link                 |                           |                                      | 150.0                    | 150.0             | 0.0                                 |
| Navy Yard Design                           |                           |                                      | 500.0                    | 457.5             | 42.5                                |
| Union Row /U Street                        |                           |                                      | 1,500.0                  | 1,008.7           | 491.3                               |
| Yellow Line Extension                      |                           |                                      | 1,500.0                  | 609.1             | 890.9                               |
| Navy Yard Improvements                     |                           |                                      | 4,452.0                  | 4,452.0           | 0.0                                 |
| View 14 /U Street & 14Th                   |                           |                                      | 500.0                    | 500.0             | 0.0                                 |
|                                            |                           |                                      | <u>\$21,102.0</u>        | <u>\$18,686.5</u> | <u>\$2,415.5</u>                    |
| <b>Balance of DC Unallocated Funds:</b>    |                           | <b>\$498.0</b>                       |                          |                   |                                     |

**Washington Metropolitan Area Transit Authority**  
**Transit Infrastructure Investment Fund (TIIF)**  
**Fiscal Year 2014 - December 2013**  
Dollars in Thousands

|                                               | <b>Funds<br/>Received</b> | <b>Jurisdictional<br/>Allocation</b> | <b>Approved<br/>Uses</b> | <b>Expenses</b>    | <b>Unexpended<br/>Approved Uses</b> |
|-----------------------------------------------|---------------------------|--------------------------------------|--------------------------|--------------------|-------------------------------------|
| <b><u>Maryland 37%</u></b>                    |                           | \$22,200.0                           |                          |                    |                                     |
| <u>Use of Funds:</u>                          |                           |                                      |                          |                    |                                     |
| New Carrollton Parking                        |                           |                                      | \$497.6                  | \$496.0            | \$1.6                               |
| College Park Parking                          |                           |                                      | 9,514.7                  | 9,512.2            | 2.5                                 |
| Largo Parking                                 |                           |                                      | 2,432.7                  | 2,432.7            | 0.0                                 |
| Largo Day Care Center                         |                           |                                      | 3,000.0                  | 3,000.0            | 0.0                                 |
| Takoma-Langley                                |                           |                                      | 6,744.3                  | 1,339.5            | 5,404.8                             |
|                                               |                           |                                      | <u>\$22,189.3</u>        | <u>\$16,780.4</u>  | <u>\$5,408.9</u>                    |
| <b>Balance of Maryland Unallocated Funds:</b> |                           | <b>\$10.7</b>                        |                          |                    |                                     |
| <b><u>Virginia 27%</u></b>                    |                           | \$16,200.0                           |                          |                    |                                     |
| <u>Use of Funds:</u>                          |                           |                                      |                          |                    |                                     |
| Huntington                                    |                           |                                      | \$8,082.8                | \$9,009.0          | (\$926.2)                           |
| West Falls Church                             |                           |                                      | 2,000.0                  | 2,000.0            | 0.0                                 |
| Royal Street Bus Garage                       |                           |                                      | 100.0                    | 100.0              | 0.0                                 |
| Ballston (Multi-modal improvements)           |                           |                                      | 1,032.2                  | 930.2              | 101.9                               |
| Rosslyn Station Access Improve                |                           |                                      | 798.1                    | 771.6              | 26.5                                |
| Shirlington                                   |                           |                                      | 1,978.0                  | 1,961.4            | 16.6                                |
| Crystal City Potomac Yard Bus Way             |                           |                                      | 522.0                    | 315.9              | 206.1                               |
| Potomac Yard Station                          |                           |                                      | 1,500.0                  | 3,866.8            | (2,366.8)                           |
|                                               |                           |                                      | <u>\$16,013.1</u>        | <u>\$18,954.9</u>  | <u>(\$2,941.8)</u>                  |
| <b>Balance of Virginia Unallocated Funds:</b> |                           | <b>\$186.9</b>                       |                          |                    |                                     |
| <b>Grand Total:</b>                           | <b>\$141,192.9</b>        | <b>\$141,192.9</b>                   | <b>\$144,894.4</b>       | <b>\$112,096.8</b> | <b>\$32,797.6</b>                   |

**JURISDICTIONAL BALANCES ON ACCOUNT**  
**AS OF 2nd QUARTER FISCAL YEAR 2014 - DEC 31, 2013**  
**(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions**  
**\$ in millions**

| <b>JURISDICTION</b>                                   | <b>OPERATING</b>      | <b>CAPITAL</b>        | <b>TOTAL</b>          | <b>NOTES <sup>1</sup></b>                                                            |
|-------------------------------------------------------|-----------------------|-----------------------|-----------------------|--------------------------------------------------------------------------------------|
| <b>DISTRICT OF COLUMBIA</b>                           |                       |                       |                       |                                                                                      |
| DC Dept of Transportation                             | (0.003)               | (0.005)               | (0.008)               | Operating credits represent unused audit adjustment credits.                         |
| DC Dept of Transportation - DC School Subsidy         | 2.092                 | 0.000                 | 2.092                 |                                                                                      |
| DC Uncommitted Funds                                  | 0.000                 | (0.001)               | (0.001)               | Station enhancements & Navy Yard improvement, excludes TIFF                          |
| DC Dept of Transportation                             | 0.000                 | 0.879                 | 0.879                 | 7th Street Bridge                                                                    |
| DC Dept of Public Works                               | 0.182                 | 0.000                 | 0.182                 | Joint and Adjacent Escort Services JOB #213104 - Benning Road Bridge                 |
| DC Dept of Public Works                               | 0.150                 | 0.000                 | 0.150                 | Joint and Adjacent Escort Services JOB #213138 - Benning Rd Bridge @ Anacostia River |
| <b>Credits to be Applied to Billing:</b>              |                       |                       |                       |                                                                                      |
| Interest Earnings on CIP & PRIIA Contributions        | 0.000                 | (0.005)               | (0.005)               |                                                                                      |
| <b>DC TOTAL</b>                                       | <u>\$2.421</u>        | <u>\$0.867</u>        | <u>\$3.289</u>        |                                                                                      |
| <b>MARYLAND</b>                                       |                       |                       |                       |                                                                                      |
| Montgomery County                                     | (0.198)               | 1.867                 | 1.668                 | Pending receipt of operating & capital/CMAQ                                          |
| Prince George's County                                | (0.155)               | 1.690                 | 1.535                 | Pending receipt of operating & capital/CMAQ                                          |
| <b>Credits to be Applied to Billing:</b>              |                       |                       |                       |                                                                                      |
| Interest Earnings on PRIIA Contributions              | 0.000                 | (0.002)               | (0.002)               |                                                                                      |
| <b>MD TOTAL</b>                                       | <u>(\$0.353)</u>      | <u>\$3.554</u>        | <u>\$3.201</u>        |                                                                                      |
| <b>VIRGINIA</b>                                       |                       |                       |                       |                                                                                      |
| Alexandria                                            | (0.101)               | (0.181)               | (0.282)               | Operating credits represent unused audit adjustment credits.                         |
| Arlington                                             | 0.000                 | (0.001)               | (0.001)               | Capital credits represent interest earnings on capital payments.                     |
| City of Fairfax                                       | 0.037                 | (0.000)               | 0.037                 |                                                                                      |
| Fairfax County                                        | (0.447)               | (2.019)               | (2.466)               |                                                                                      |
| Falls Church                                          | (0.000)               | (0.000)               | (0.000)               |                                                                                      |
| Northern VA Transportation Comm.                      | (0.285)               | (1.501)               | (1.786)               | Bus Capital one tenth adjustment                                                     |
| Virginia Department of Rail and Public Transportation | 0.000                 | (0.002)               | (0.002)               |                                                                                      |
| <b>Credits to be Applied to Billing:</b>              |                       |                       |                       |                                                                                      |
| Interest Earnings on CIP and PRIIA Contributions      | 0.000                 | 0.004                 | 0.004                 |                                                                                      |
| <b>VA TOTAL</b>                                       | <u>(\$0.796)</u>      | <u>(\$3.699)</u>      | <u>(\$4.495)</u>      |                                                                                      |
| <b>GRAND TOTAL.....</b>                               | <b><u>\$1.272</u></b> | <b><u>\$0.722</u></b> | <b><u>\$1.994</u></b> |                                                                                      |

<sup>1</sup> 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 December 31, 2013**

| <b>Grant Program</b>         |                                                                                                        | <b>Activity</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ARRA</b>                  | <b>FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement</b> | <ul style="list-style-type: none"> <li>• \$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). All projects were completed.</li> <li>• The Fixed Guideway grant was fully expended and closed. The financial closeout is in progress for the Capital Transit grant.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                              |                                                                                                        | To meet heightened reporting requirements: <ul style="list-style-type: none"> <li>• Submitted required 1512 reporting of jobs and project progress to FTA.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                              | <b>Department of Homeland Security Transit Security Grant</b>                                          | <ul style="list-style-type: none"> <li>• The project was completed and fully expended by 4/30/2013. The grant was closed in July.</li> <li>• The final 1512 report has been submitted.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>FTA</b>                   | <b>Annual Formula Grants for Sections 5309 and 5307</b>                                                | <ul style="list-style-type: none"> <li>• FFY2012 Section 5307 grant for \$140.7 million was awarded, which \$112.2 million was drawn to reimburse Metro for CIP expenses.</li> <li>• FFY2012 Section 5309 grant for \$97.3 million was awarded, which \$70.6 million was drawn to reimburse Metro for CIP expenses.</li> <li>• Metro FY2012</li> <li>• FFY2011 Section 5307 grant for \$128.6 million was awarded, which \$107.8 million was drawn to reimburse Metro for CIP expenses.</li> <li>• FFY2011 Section 5309 grant for \$93.2 million was awarded, which \$76.9 million was drawn to reimburse Metro for CIP expenses.</li> <li>• Prior Years - Closed five grants, which included drawing final funds, revising line item budgets, and reallocating active contracts to other funding sources.</li> </ul> |
|                              | <b>Passenger Rail Investment and Improvement Act (PRIIA)</b>                                           | <ul style="list-style-type: none"> <li>• FTA awarded the FFY2012 PRIIA grant for the full appropriated amount of \$150 million, from which \$120.6 million was drawn to reimburse Metro for CIP expenses.</li> <li>• FTA awarded the FFY2011 PRIIA grant for the full appropriated amount of \$149.7 million, from which \$105.9 million was drawn to reimburse Metro for CIP expenses.</li> <li>• FTA awarded the FFY2010 PRIIA grant for the full appropriated amount of \$150 million, from which \$137.9 million was drawn to reimburse Metro for CIP expenses.</li> </ul>                                                                                                                                                                                                                                        |
|                              | <b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>                                                  | <ul style="list-style-type: none"> <li>• Metro continues to utilize CMAQ funding for the replacement of buses that have met or exceeded their minimum useful service life.</li> <li>• Closed two grants, which included drawing final funds.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                              | <b>Federal Earmarks</b>                                                                                | <ul style="list-style-type: none"> <li>• FFY2010 Largo Extension Appropriation - The grant is expected to close in 2013 when right of way claims have been resolved and final warranty payments are made. 96 percent of the project activities have been completed.</li> <li>• Prior Years - Closed three grants, which included drawing final funds.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                              | <b>Competitive Programs</b>                                                                            | <ul style="list-style-type: none"> <li>• FFY2012 Section 5309 Bus Livability - Metro won \$1.5 of \$12.8 million sought for bus stop accessibility improvements.</li> <li>• FFY2012 Innovative Transit Workforce Development Program - Metro won \$0.8 million of the \$0.9 million sought for partnerships to expand the transit-focused training for non-traditional students, military veterans, and under-represented adults in the labor pool.</li> <li>• FFY2013 Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Research Demonstrations - Metro submitted an application for \$6.25 million.</li> <li>• Prior Years - Closed one grant, which included drawing final funds.</li> </ul>                                                                                          |
| <b>Safety &amp; Security</b> | <b>Transit Security Grant Program (TSGP)</b>                                                           | <ul style="list-style-type: none"> <li>• FFY2008 – Grants expired 6/13/2013 and completed closeout in July.</li> <li>• FFY2009 – The grant for several projects has been extended one year to 5/31/2014.</li> <li>• FFY2010 – The contract was issued for Rail Yard Hardening and Bus Security.</li> <li>• FFY2011 – K9 and Mobile Explosives Screening Team (MEST) vehicles delivered and final upfit underway, procurement of additional equipment ongoing. K9 teams in service. Special Event OT ongoing.</li> <li>• FFY2012 – Bomb Response Liaison is in service. Anti-Terrorism Teams (ATT) and K9 teams originally funded in FFY09 continued operations.</li> <li>• FFY2013 – \$3.5 million was awarded for Regional Response Exercises, MEST, and Training.</li> </ul>                                        |
|                              | <b>Urban Areas Security Initiative (UASI)</b>                                                          | <ul style="list-style-type: none"> <li>• FFY2010 – Grant expired 6/30/2013 and completed closeout in July.</li> <li>• FFY2011 – Grant for \$0.73 million awarded.</li> <li>• FFY2012 – Grant for \$0.73 million awarded.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**OFFICE OF PROCUREMENT AND MATERIALS**  
**NEW AWARDS - FY2014, QUARTER 2**

| CONTRACT NUMBER | CONTRACT DESCRIPTION                                                         | PRMT GROUP          | COTR OR PM         | FUNDING SOURCE | RFP / IFB | COMP OR SS | AWARD AMOUNT                | AWARD DATE | AWARDED VENDOR            | DBE GOAL % | DBE (SUB)                              | AMOUNT       |
|-----------------|------------------------------------------------------------------------------|---------------------|--------------------|----------------|-----------|------------|-----------------------------|------------|---------------------------|------------|----------------------------------------|--------------|
| FQ13065         | Auto Track-Control Cable                                                     | Oper/Const          | D. Simkins         | Capital        | IFB       | Comp       | \$ 8,036,000                | 10/03/13   | Ideal Electric            | 1%         | Bulldog Distribution Trucking, LLC     | \$ 80,360    |
| FQ13032         | Fire Alarm Notification System                                               | Oper/Const          | N. Dimitracopoulos | Capital        | RFP       | Comp       | \$ 2,709,023                | 10/11/13   | Orion                     | 21%        | Bell & Sons and Emergency 911 Security | \$ 284,447   |
| FQ13024         | Station Radio Coverage Enhancement                                           | Oper/Const          | N. Dimitracopoulos | Capital        | RFP       | Comp       | \$ 2,401,115                | 10/25/13   | Intelect                  | 21%        | Intelect DBE Prime                     | \$ 2,401,115 |
| CQ13064         | Promotional Advertising                                                      | BUS                 | J. Greene          | Operating      | RFP       | Comp       | \$ 2,540,800                | 10/01/13   | White & Partners          | 0%         |                                        |              |
| CQ13061         | Customer Satisfaction Measurement Survey                                     | BUS                 | A. Simon           | Operating      | RFP       | Comp       | \$ 131,400                  | 10/01/13   | Morpace, Inc              | 0%         |                                        |              |
| CQ14017         | Non-Hazardous Waste Disposal                                                 | IT/Support Services | C. Grano           | Operating      | RFP       | Comp       | \$ 760,225                  | 10/24/13   | Clean Venture Inc         | 0%         |                                        |              |
| CQ14041         | Licensing for Tivoli Service Manager (TSSM)                                  | IT/Support Services | S. Jehangir        | Operating      | RFP       | Comp       | \$ 315,744                  | 10/30/13   | Sirius Solutions          | 0%         |                                        |              |
| FQ13074         | PeopleSoft HCM Training                                                      | IT/Support Services | K. Thompson        | Capital        | RFP       | Comp       | \$ 880,000                  | 10/29/13   | High Street IT solutions  | 20%        | Advance Digital Systems                | \$ 176,000   |
| CQ14030         | Electricity Supply                                                           | Oper/Const          | T. Robinson        | Operating      | IFB       | Comp       | \$ 129,661,785              | 11/07/13   | Hess Energy Marketing LLC | 0%         |                                        |              |
| FQ14006         | Chilled water Air conditioning units                                         | Oper/Const          | M. Magnussen       | Capital        | IFB       | Comp       | \$ 4,987,000                | 11/07/13   | Dean Technology           | 31%        | Helix Enterprises                      | \$ 1,596,000 |
| CQ14041         | Tivoli Storage Manager (TSM) Licensing Storage Model Cost for Server License | IT/Support Services | S. Jehangir        | Operating      | RFQ       | Comp       | \$ 315,744                  | 11/01/13   | Sirius Computer Solutions | 0%         |                                        |              |
| FQ13093         | Truncated Dome Quarry Tile                                                   | Oper/Const.         | C. Zhou            | Capital        | IFB       | Comp       | \$ 258,129                  | 12/27/13   | Mid Atlantic Chem         | 3%         | Construction Management & Technology   | \$ 7,797     |
| CQ14037         | Contract Digitization                                                        | IT/Support Services | N. Monower         | Operating      | RFP       | Comp       | \$ 435,450                  | 12/18/13   | DataBank                  | 0%         |                                        |              |
|                 |                                                                              |                     |                    |                |           |            | <b>TOTAL \$ 153,432,415</b> |            |                           |            |                                        |              |

**DBE UPDATE**

Our overall DBE goal is 25%. The DBE participation between October 1 and December 31, 2013 (Q1 of FTA 's Fiscal Year) was 25.06%.

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
NEW SOLE SOURCE AWARDS - FY2014, QUARTER 2**

| CONTRACT<br>NUMBER | CONTRACT DESCRIPTION | PRMT GROUP             | COTR OR PM | FUNDING<br>SOURCE | RFP / IFB | SOLE SOURCE<br>TYPE | AWARD<br>AMOUNT   | AWARD DATE | AWARDED VENDOR | DBE<br>GOAL % | *DBE (SUB) | AMOUNT |
|--------------------|----------------------|------------------------|------------|-------------------|-----------|---------------------|-------------------|------------|----------------|---------------|------------|--------|
| CQ13091            | San Maintenance      | IT/Support<br>Services | A. Lee     | Operating         | RFP       | Limited Source      | \$ 835,160        | 12/03/13   | Clerapath      | N/A           | N/A        | \$ -   |
| <b>TOTAL</b>       |                      |                        |            |                   |           |                     | <b>\$ 835,160</b> |            |                |               |            |        |

**OFFICE OF PROCUREMENT AND MATERIALS  
CONTRACT MODIFICATIONS - FY2014, QUARTER 2**

| CONTRACT NUMBER | CONTRACT DESCRIPTION                                           | PRMT GROUP          | COTR OR PM    | G SOURCE  | AWARD AMOUNT  | AWARD DATE | AWARDED VENDOR                     | DBE GOAL % |
|-----------------|----------------------------------------------------------------|---------------------|---------------|-----------|---------------|------------|------------------------------------|------------|
| FQ8143          | Mod 114 - Rehab of Redline Dupont                              | Oper/Const          | K. Spain      | Capital   | \$ 27,618     | 10/24/13   | Mass Electric                      | 21%        |
| FQ8143          | Mod 116- Rehab of Redline Dupont                               | Oper/Const          | K. Spain      | Capital   | \$ 10,735     | 10/24/13   | Mass Electric                      | 21%        |
| FQ8143          | Mod 99- Rehab of Redline Dupont                                | Oper/Const          | K. Spain      | Capital   | \$ 136,401    | 10/24/13   | Mass Electric                      | 21%        |
| FQ12179         | Mod 1 Largo Water Treatment Facility                           | Oper/Const          | K. Reahl      | Capital   | \$ 300,000    | 10/16/13   | Mac Products                       | 0%         |
| CQ9205          | Railcar Vehicle Engineering Consultant Services (Admin. Mod)   | RAIL                | G. Wenner     | Capital   | \$ -          | 10/15/13   | LTK Engineering Services           | 25%        |
| CQ9205          | Railcar Vehicle Engineering Consultant Services                | RAIL                | G. Wenner     | Capital   | \$ 100,000    | 10/21/13   | LTK Engineering Services           | 25%        |
| FQ11291         | Locomotives                                                    | RAIL                | C. Bunting    | Capital   | \$ 34,473     | 10/09/13   | Harsco Rail                        | 0%         |
| CQ9205          | Railcar Vehicle Engineering Consultant Services                | RAIL                | G. Wenner     | Capital   | \$ 1,600,000  | 10/03/13   | LTK Engineering Services           | 25%        |
| CQ13034         | Temporary Labor                                                | PLNT                | S. Eley       | Operating | \$ 900,000    | 10/02/13   | Community Bridge                   | 0%         |
| CQ10037         | Gasoline/Execute "Tank Wagon" delivery                         | ACCS                | S. Collings   | Operating | \$ -          | 10/09/13   | Truman Arnold                      | N/A        |
| CQ10037         | Gasoline/ Rescind Mod 080                                      | ACCS                | V. Johnson    | Operating | \$ -          | 10/18/13   | Truman Arnold                      | N/A        |
| CQ10037         | Gasoline/Add funding for BMNT FY'14                            | BUS                 | V. Johnson    | Operating | \$ 4,000,000  | 10/21/13   | Truman Arnold                      | N/A        |
| FQ11204         | CoABE and FeS-M004 Extend Performance Period 11/29/2013        | BUS                 | J. Walker     | Capital   | \$ -          | 10/25/13   | Clever Devices                     | 0%         |
| FQ12269         | Bus Procurement-Hybrid Electric Buses                          | BUS                 | J. Walker     | Capital   | \$ 13,431,618 | 10/24/13   | NABI                               | *FTA       |
| FQ12269         | Bus Procurement-Hybrid Electric Buses                          | BUS                 | J. Walker     | Capital   | \$ 208,250    | 10/01/13   | NABI                               | *FTA       |
| CQ13009         | General Immigration Legal Services                             | IT/Support Services | M. Pohl       | Operating | \$ 2,500      | 10/11/13   | Robinson Kirlaw & Associates, P.C. | 0%         |
| CQ10074         | AON Funding Modification for ICMA and Great West fund transfer | IT/Support Services | K. Santacroce | Operating | \$ 27,300     | 10/28/13   | Aon Consulting Inc                 | 0%         |
| CQ11013         | On Call Legal Services                                         | IT/Support Services | M. Pohl       | Operating | \$ 205,000    | 10/23/13   | Arent Fox LLP                      | 0%         |

**OFFICE OF PROCUREMENT AND MATERIALS  
CONTRACT MODIFICATIONS - FY2014, QUARTER 2**

| CONTRACT NUMBER | CONTRACT DESCRIPTION                                                                                             | PRMT GROUP          | COTR OR PM  | G SOURCE  | AWARD AMOUNT  | AWARD DATE | AWARDED VENDOR               | DBE GOAL % |
|-----------------|------------------------------------------------------------------------------------------------------------------|---------------------|-------------|-----------|---------------|------------|------------------------------|------------|
| CQ12071         | Excess Liability Insurance Services                                                                              | IT/Support Services | J. Hamilton | Operating | \$ 27,000     | 10/18/13   | Willis of New York, Inc.     | 0%         |
| FQ11326         | Continuing Financial Advisory Services for New Electronic Payment's Program Procurement                          | IT/Support Services | G. Garback  | Operating | \$ 25,000     | 10/28/13   | Seabury Advisors LLC         | 0%         |
| CQ12083         | AON RRPL 2nd QTR 2/6                                                                                             | IT/Support Services | J. Hamilton | Operating | \$ 89,767     | 10/16/13   | Aon Risk Services            | 0%         |
| CQ13082         | Oracle Maintenance                                                                                               | IT/Support Services | M. Jacobson | Operating | \$ 51,150     | 10/16/13   | DLT Solutions                | 0%         |
| FQ12092         | DMP Maintenance - Maintenance for all currently installed Digital Media Players.                                 | IT/Support Services | A. Pegram   | Capital   | \$ 20,268     | 10/30/13   | Presidio Networked Solutions | 0%         |
| FQ12040         | CA Clarity Licenses                                                                                              | IT/Support Services | D. Dunham   | Capital   | \$ 114,528    | 10/18/13   | immixTechnology, Inc.        | 0%         |
| FQ11230         | Multi-year enviromental services                                                                                 | Oper/Const          | C. Grano    | Capital   | \$ 455,584    | 11/05/13   | Total Environmental          | 9%         |
| FQ8143          | Rehab red line dupont to silver spring- access delays                                                            | Oper/Const          | K. Spain    | Capital   | \$ 2,056,500  | 11/08/13   | Mass Electric                | 21%        |
| FQ10218         | Staff Augmentation                                                                                               | Oper/Const          | G. Wenner   | Capital   | \$ 215,000    | 11/18/13   | Parsons PB                   | 24%        |
| CQ9024-4        | Consultant Services Task Order 6000 Services                                                                     | RAIL                | G. Wenner   | Capital   | \$ 31,113     | 11/25/13   | LTK                          | 25%        |
| CQ9024-4        | Rail Engineering & Maintenance Support Task Order                                                                | RAIL                | G. Wenner   | Capital   | \$ 295,164    | 11/12/13   | LTK                          | 25%        |
| CQ9024-4        | 2000 & 3000 Rail Car Program Services overall Task Order                                                         | RAIL                | G. Wenner   | Capital   | \$ 140,000    | 11/15/13   | LTK                          | 25%        |
| FQ11307         | Mod. 003-Vehicle Monitoring System Printed Circuit Boards Change delivery schedule                               | RAIL                | T. Soesbee  | Capital   | \$ -          | 11/18/13   | Sepssa                       | NA         |
| FQ11320         | Mod. 002-Closed Circuit Television (CCTV) System on Railcars - Terms and conditions and delivery schedule change | RAIL                | D. Lemke    | Capital   | \$ -          | 11/08/13   | Tactical Micro               | NA         |
| FQ12201         | Additional 39ft Running Rails                                                                                    | RAIL                | S. Davis    | Capital   | \$ 383,604    | 11/18/13   | Progress Rail System         | 2%         |
| FQ12269         | Modified Contract to add 20 Buses                                                                                | BUS/ACCS            | J. Walker   | Capital   | \$ 13,431,610 | 11/04/13   | NABI BUS, LLC                | FTA        |
| FQ11204         | Extend Base Year Period of Performance                                                                           | BUS/ACCS            | J. Walker   | Capital   | \$ -          | 11/26/13   | Clever Devices               | 0%         |

**OFFICE OF PROCUREMENT AND MATERIALS  
CONTRACT MODIFICATIONS - FY2014, QUARTER 2**

| CONTRACT NUMBER | CONTRACT DESCRIPTION                                                                                 | PRMT GROUP          | COTR OR PM          | G SOURCE  | AWARD AMOUNT         | AWARD DATE | AWARDED VENDOR                | DBE GOAL % |
|-----------------|------------------------------------------------------------------------------------------------------|---------------------|---------------------|-----------|----------------------|------------|-------------------------------|------------|
| CQ11137         | Legal services on Dutch Courts Dodd-frank                                                            | IT/Support Services | M. Pohl             | Operating | \$ 4,000             | 11/01/13   | Fulbright & Jaworski LLP      | 0%         |
| CQ11150         | Legal services on Procurement Systems Review                                                         | IT/Support Services | M. Pohl             | Operating | \$ 250,000           | 11/22/13   | Thompson Coburn LLP           | 0%         |
| CQ13082         | Solutions Oracle/PeopleSoft Maintenance True – Up Proposal                                           | IT/Support Services | L. Roberson         | Operating | \$ 318,798           | 11/08/13   | DLT Solutions                 | 0%         |
| CQ13044         | CA Tools (Mod. 001, 12/7/13-12/6/14)                                                                 | IT/Support Services | T. Kazmi            | Operating | \$ 283,041           | 11/21/13   | Immix Group, Inc.             | 0%         |
| FQ12146         | Spanish Language Audio-Montgomery County & Time Format                                               | BUS                 | D. Patel            | Capital   | \$ 89,500            | 12/04/13   | Luminator                     | 11%        |
| FQ12269         | Bus Procurement - Additions & Deletions Expedite Software Packages                                   | BUS                 | J. Walker           | Capital   | \$ 166,929           | 12/11/13   | NABI                          | *FTA       |
| CQ13003         | DriveCam                                                                                             | BUS                 | V. Johnson          | Operating | \$ 406,000           | 12/03/13   | DriveCam                      | N/A        |
| YR8004          | Detriot Diesel Parts                                                                                 | BUS                 | T. Parks            | Operating | \$ -                 | 12/19/13   | Johnson & Towers              | N/A        |
| FQ11204         | CoABE and FeS-M009 Extend Performance Period 01/07/2014                                              | BUS                 | J Walker            | Capital   | \$ -                 | 12/17/13   | Clever Devices                | 16%        |
| FQ10064         | AFC Systems Program                                                                                  | IT/Support Services | R. Abramovich       | CIP       | \$ -                 | 12/31/13   | LTK Engineering               | 25%        |
| FQ12092         | Cisco Equipment: Reason for Mod: To acquire various hardware and software for the Authority.         | IT/Support Services | A. Pegram           | Operating | \$ 305,603           | 12/30/13   | Presidio                      | 0%         |
| ES10083         | Rail Operations Computer Systems                                                                     | IT/Support Services | A. Fehrens          | Capital   | \$ -                 | 12/31/13   | Com-Net Software              | 0%         |
| FQ11323         | Fare Card Coin Vault                                                                                 | Oper/Const.         | R. Fraser/ R. Noyes | Capital   | \$ 429,637           | 12/31/13   | Facchina Construction         | 5%         |
| CQ11203         | Compressed Natural Gas Bus Fueling Facilities - replacement compressor and install a new valve panel | RAIL                | S. Eley             | Operating | \$ 300,000           | 12/20/13   | Trillium USA, LLC             | N/A        |
| FN4011          | Congress Heights F07X01 Elevator Repair Work                                                         | RAIL                | C. Watson           | Capital   | \$ 148,955           | 12/04/13   | Mid-American Elevator Company | 13%        |
| <b>TOTAL</b>    |                                                                                                      |                     |                     |           | <b>\$ 41,022,645</b> |            |                               |            |

**OFFICE OF PROCUREMENT AND MATERIALS  
CONTRACT OPTIONS - FY2014, QUARTER 2**

| CONTRACT NUMBER | CONTRACT DESCRIPTION                                                                                                                                                  | PRMT GROUP          | COTR OR PM       | FUNDING SOURCE | AWARD AMOUNT         | AWARD DATE | AWARDED VENDOR                    | DBE GOAL % |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------|----------------|----------------------|------------|-----------------------------------|------------|
| FQ12232         | Task Order- Corrosion Inspection of Tracks                                                                                                                            | Oper/Const          | J. Mewborn       | Capital        | \$ 423,894           | 10/09/13   | Russell Corrosion                 | 27%        |
| CQ12097         | Snow and Ice Removal Services                                                                                                                                         | RAIL                | K. Moore         | Operating      | \$ 259,000           | 10/31/13   | C.T. Stanley                      | N/A        |
| CQ12042         | Snow and Ice Removal Services                                                                                                                                         | RAIL                | K. Moore         | Operating      | \$ 461,000           | 10/31/13   | WDC                               | N/A        |
| CQ12049         | Heating Oil                                                                                                                                                           | RAIL                | K. Moore         | Operating      | \$ 359,000           | 10/01/13   | James River Solutions             | N/A        |
| CQ12227         | Storm Water Maintenance                                                                                                                                               | RAIL                | K. Moore         | Operating      | \$ 670,000           | 10/01/13   | Apex Companies                    | N/A        |
| FQ10155         | Bus Schedule/ Option Year Three                                                                                                                                       | BUS                 | O. Johnson       | Capital        | \$ 165,650           | 10/24/13   | CHK, Inc                          | 20%        |
| FQ12003         | Web Based PM Software System -Option Yr. 2                                                                                                                            | IT/Support Services | C. Myers         | Capital        | \$ 96,000            | 10/08/13   | Procore Technologies, Inc.        | 0%         |
| FQ11302         | Exercise option for consultant services for Disaster Recovery Failover planning, testing and implementation for Virtual Servers Recovery tools. Estimated 1840 hours. | IT/Support Services | A. Lee           | Capital        | \$ 289,800           | 10/02/13   | EMC Corporation                   | 0%         |
| CQ9208          | Excess Revenue Processing                                                                                                                                             | IT/Support Services | M. Talbert       | Operating      | \$ 326,000           | 10/15/13   | Garda CL Atlantic, Inc.           | N/A        |
| FQ11320         | Closed Circuit Television (CCTV) System on Railcars                                                                                                                   | RAIL                | D. Lemke         | Capital        | \$ 4,927,092         | 11/08/13   | Tactical Micro Integrated Support | N/A        |
| CQ9014          | Helpdesk Support Technician Services                                                                                                                                  | IT/Support Services | R. Warmack       | Operating      | \$ 165,760           | 11/20/13   | Strategies                        | N/A        |
| FQ10064         | Task 1 On-call AFC Engineering Consulting Services for New Electronic Payments Program Deployment                                                                     | IT/Support Services | G. Garbeck       | Operating      | \$ 2,365,000         | 11/07/13   | LTK Engineering Services          | 25%        |
| FQ10064         | Task 2 - Engineering support for infrastructure upgrades needed for NEPP                                                                                              | IT/Support Services | R. Abramovich    | Operating      | \$ 509,000           | 11/07/13   | LTK Engineering Services          | 25%        |
| CQ9225          | Funds for 4th option year of Government Consulting Services Contract                                                                                                  | IT/Support Services | E. Webster       | Operating      | \$ 200,000           | 11/12/13   | VAN SCOYOC Associates             | N/A        |
| CQ11150         | Legal services on Procurement Systems Review                                                                                                                          | IT/Support Services | M. Pohl          | Operating      | \$ 250,000           | 11/22/13   | Thompson Coburn LLP               | N/A        |
| CQ11013         | Arent Fox Modification                                                                                                                                                | IT/Support Services | M. Pohl          | Operating      | \$ 1,000,000         | 11/25/13   | Arent Fox LLP                     | N/A        |
| CQ12172A        | MFD leasing Option Period Two(2)                                                                                                                                      | IT/Support Services | T. Williams-Hill | Operational    | \$ 1,800,000         | 11/13/13   | Xerox                             | N/A        |
| FQ12261         | Senior Solutions Architect BI                                                                                                                                         | IT/Support Services | B. Durham        | Capitol        | \$ 243,417           | 11/21/13   | IBM                               | 0%         |
| CQ12073         | Bus Destination Sign Maintenance - Exercise Option                                                                                                                    | BUS                 | V. Johnson       | Operating      | \$ 638,000           | 12/19/13   | Luminator Holdings                | N/A        |
| CQ12192         | Enhanced Bus Interior Cleaning                                                                                                                                        | BUS                 | R. Jefferson     | Operating      | \$ 1,376,803         | 12/06/13   | Hands On, LLC                     | N/A        |
| CQ13003         | DriveCam                                                                                                                                                              | BUS                 | V. Johnson       | Operating      | \$ 910,000           | 12/18/13   | DriveCam                          | N/A        |
| CQ12023         | Option year 2 for implementation of the mystery rider program to assess the Metro bus and rail systems during calendar year 2014                                      | IT/Support Services | A. Simon         | Operating      | \$ 215,766           | 12/17/13   | Synovate                          | N/A        |
| CQ9037          | Enterprise Information Security Services                                                                                                                              | IT/Support Services | J. Staples       | Operating      | \$ 1,771,200         | 12/31/13   | Patriot Technologies              | N/A        |
| CQ11203         | Compressed Natural Gas Bus Fueling Facilities Option Year 3                                                                                                           | RAIL                | S. Eley          | Operating      | \$ 775,000           | 12/20/13   | Trillium USA, LLC                 | N/A        |
| <b>TOTAL</b>    |                                                                                                                                                                       |                     |                  |                | <b>\$ 20,197,381</b> |            |                                   |            |

**Small Business & Local Preference Program (SBLPP) Report  
FY2014-Q2**

|                     | <b>CATEGORY</b> |                 |                 |                    |
|---------------------|-----------------|-----------------|-----------------|--------------------|
| <b>JURISDICTION</b> | <b>OTHER</b>    | <b>PARTS</b>    | <b>SERVICES</b> | <b>Grand Total</b> |
| <b>DC</b>           | \$ 1,327,901.33 | \$ 593,576.76   | \$ 265,875.91   | \$ 2,187,354.00    |
| <b>MD</b>           | \$ 4,106,683.01 | \$ 2,911,571.19 | \$ 491,526.99   | \$ 7,509,781.19    |
| <b>VA</b>           | \$ 1,201,009.89 | \$ 751,490.17   | \$ 671,412.20   | \$ 2,623,912.26    |
| <b>Grand Total</b>  | \$ 6,635,594.23 | \$ 4,256,638.12 | \$ 1,428,815.10 | \$ 12,321,047.45   |

**The categorization is done based on the data set available in PeopleSoft purchasing.**  
**PARTS: Consists of all PO lines with inventory part numbers**  
**SERVICES: Non inventory PO lines with Services category.**  
**OTHER: Not in PARTS and SERVICES.**

**WMATA PARKING FACILITY USAGE**  
**December-2013**

| STATION/LOT<br>REGION         | LOT<br>CAPACITY | Paid Utilization (% of Capacity) |               |               |               |
|-------------------------------|-----------------|----------------------------------|---------------|---------------|---------------|
|                               |                 | December-2013                    | Y-T-D<br>FY14 | December-2012 | Y-T-D<br>FY13 |
| <u>MONTGOMERY COUNTY</u>      |                 |                                  |               |               |               |
| Grosvenor                     | 1,894           | 86%                              | 97%           | 91%           | 98%           |
| White Flint                   | 1,270           | 49%                              | 53%           | 47%           | 46%           |
| Twinbrook                     | 1,097           | 54%                              | 57%           | 55%           | 57%           |
| Rockville                     | 524             | 94%                              | 104%          | 100%          | 102%          |
| Shady Grove                   | 5,745           | 76%                              | 85%           | 83%           | 88%           |
| Glenmont                      | 2,998           | 67%                              | 68%           | 68%           | 73%           |
| Wheaton                       | 977             | 28%                              | 30%           | 29%           | 32%           |
| Forest Glen                   | 596             | 86%                              | 93%           | 99%           | 97%           |
| Montgomery County Total       | 15,101          | 69%                              | 76%           | 74%           | 78%           |
| <u>PRINCE GEORGE'S COUNTY</u> |                 |                                  |               |               |               |
| New Carrollton                | 3,519           | 74%                              | 83%           | 79%           | 81%           |
| Landover                      | 1,866           | 35%                              | 40%           | 40%           | 44%           |
| Cheverly                      | 500             | 76%                              | 83%           | 80%           | 83%           |
| Addison Road                  | 1,268           | 42%                              | 48%           | 45%           | 50%           |
| Capitol Heights               | 372             | 72%                              | 78%           | 75%           | 77%           |
| Greenbelt                     | 3,399           | 65%                              | 74%           | 72%           | 78%           |
| College Park                  | 1,820           | 47%                              | 56%           | 51%           | 59%           |
| P.G. Plaza                    | 1,068           | 38%                              | 43%           | 40%           | 44%           |
| West Hyattsville              | 453             | 75%                              | 82%           | 77%           | 83%           |
| Southern Avenue               | 1,980           | 50%                              | 59%           | 61%           | 66%           |
| Naylor Road                   | 368             | 88%                              | 100%          | 94%           | 99%           |
| Suitland Garage               | 1,890           | 56%                              | 58%           | 63%           | 69%           |
| Branch Avenue                 | 3,072           | 84%                              | 93%           | 88%           | 95%           |
| Morgan Blvd.                  | 608             | 81%                              | 85%           | 84%           | 90%           |
| Largo                         | 2,200           | 74%                              | 82%           | 78%           | 85%           |
| Prince George's County Total  | 24,383          | 63%                              | 70%           | 68%           | 73%           |
| Maryland Total                | 39,484          | 65%                              | 73%           | 70%           | 75%           |
| <u>DISTRICT OF COLUMBIA</u>   |                 |                                  |               |               |               |
| Deanwood                      | 194             | 45%                              | 49%           | 44%           | 48%           |
| Minnesota Ave.                | 333             | 88%                              | 100%          | 85%           | 84%           |
| Rhode Island Ave.             | 221             | 91%                              | 101%          | 104%          | 101%          |
| Fort Totten                   | 408             | 94%                              | 93%           | 97%           | 108%          |
| Anacostia Garage              | 808             | 44%                              | 42%           | 42%           | 53%           |
| District of Columbia Total    | 1,964           | 67%                              | 70%           | 68%           | 75%           |
| <u>Northern Virginia</u>      |                 |                                  |               |               |               |
| Huntington                    | 3,617           | 63%                              | 72%           | 71%           | 78%           |
| West Falls Church             | 2,009           | 82%                              | 93%           | 88%           | 103%          |
| Dunn Loring                   | 1,326           | 77%                              | 88%           | 88%           | 93%           |
| Vienna                        | 5,169           | 84%                              | 96%           | 90%           | 98%           |
| Franconia                     | 5,069           | 64%                              | 71%           | 70%           | 76%           |
| Van Dorn                      | 361             | 97%                              | 108%          | 103%          | 109%          |
| East Falls Church             | 422             | 112%                             | 121%          | 115%          | 120%          |
| Northern Virginia Total       | 17,973          | 74%                              | 84%           | 81%           | 89%           |
|                               |                 |                                  |               |               |               |
| System Total                  | 59,421          | 68%                              | 77%           | 73%           | 79%           |