



Finance & Administration Committee

Information Item IV-B

Fiscal Year 2012

Quarterly Financial Report

**3rd Quarter FY2012
January - March 2012**



Operating Budget Report

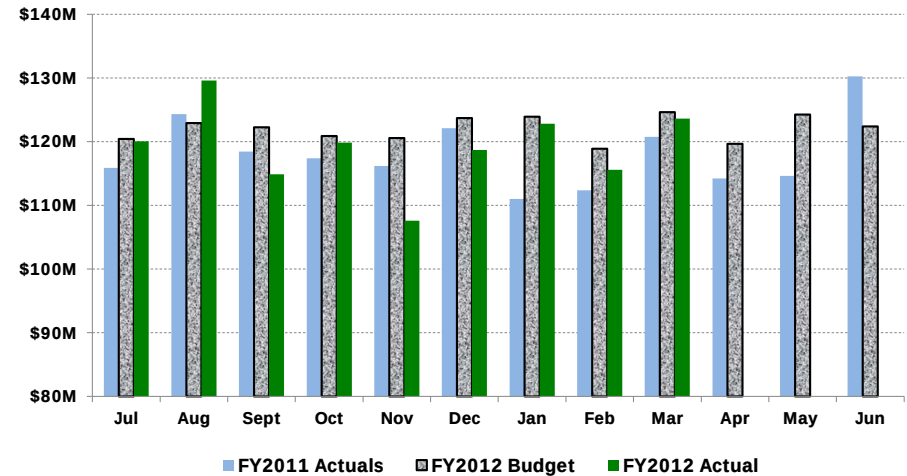
3rd Quarter FY2012

Operating Budget (\$ in Millions)

Q3	Q3-FY2011	Q3 - FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 199	\$ 195	\$ 197	\$ (2)	-1%
Expense	\$ 344	\$ 362	\$ 368	\$ 6	1%
Subsidy	\$ 145	\$ 167	\$ 171	\$ 4	2%
Cost Recovery	58%	54%	53%		

YTD	FY2011	FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 594	\$ 592	\$ 597	\$ (5)	-1%
Expense	\$ 1,058	\$ 1,073	\$ 1,098	\$ 26	2%
Subsidy	\$ 464	\$ 481	\$ 501	\$ 21	4%
Cost Recovery	56%	55%	54%		

Operating Expenditures (\$ in Millions)



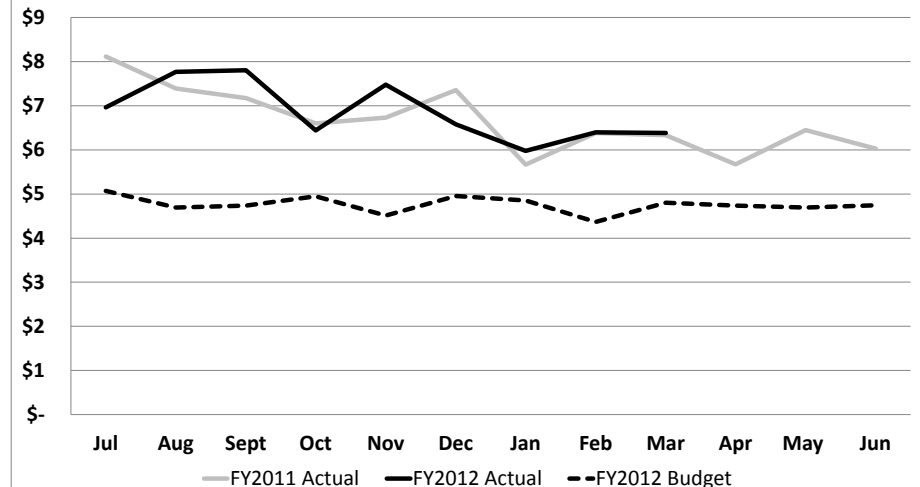
Operating Program Highlights

As of the end of Q3 YTD, Metro is **favorable to budget** by \$20.5M, or 4%.

Year-to-date expenditures - \$25.5 M or 2.3% favorable to budget.

- Salary & wages below budget by \$10.2 M due to vacancies.
- Overtime (\$18.8 M) and fringe benefits (\$152 K) over budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES), RAIL and BUS.
- Materials and Supply expenses (\$11.4 M) unfavorable due to unanticipated expenses for bus parts, a lag in capitalization of brake and elevator/escalator parts and a system material expense issue that is being researched. It is anticipated that some of these expenses should be capitalized.
- Service expenses of \$20.3 M were favorable due to \$8.2M savings in paratransit expenses, timing delays in some TIES contract utilization, and timing of contracts by Labor Relations for arbitration negotiations. These costs are likely to be incurred before the end of the fiscal year.
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$14.3 M and \$11.1 M respectively.

YTD Overtime Budget vs Actual (\$ in Millions)



Operating Budget Reprogramming Status

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees for Treasury and \$1.15M from Access to PLJD for costs related to the installation of parking lot credit card readers. Other reprogramming was intra-departmental.



Revenue and Ridership Report

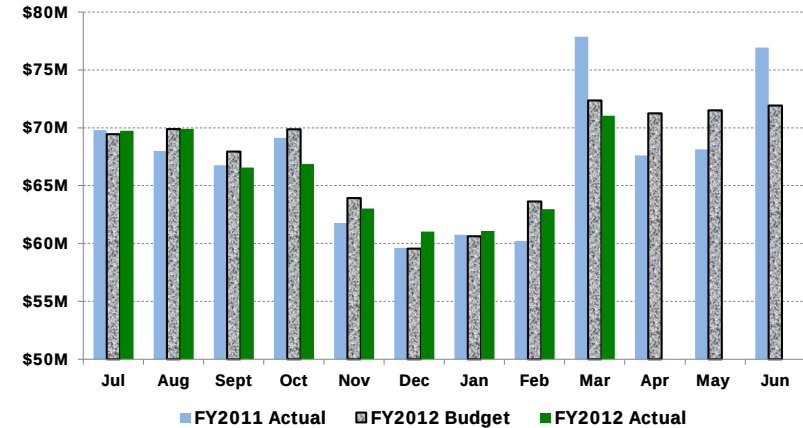
3rd Quarter FY2012

Ridership (trips in thousands)

Q3	Q3 FY11 Actual	Q3 - FY2012 Actual	Q3 - FY2012 Budget	Variance Prior Year	Variance Budget
Metrorail	51,633	52,770	52,744	2%	0%
Metrobus	30,696	33,072	30,587	8%	8%
MetroAccess	577	525	601	-9%	-13%
System Total	82,906	86,367	83,932	4%	3%

YTD	FY11 Actual	FY2012 Actual	FY2012 Budget	Variance Prior Year	Variance Budget
Metrorail	159,342	160,459	161,843	1%	-1%
Metrobus	92,136	98,899	91,360	7%	8%
MetroAccess	1,788	1,555	1,848	-13%	-16%
System Total	253,266	260,912	255,051	3%	2%

Revenue



Revenue and Ridership Highlights

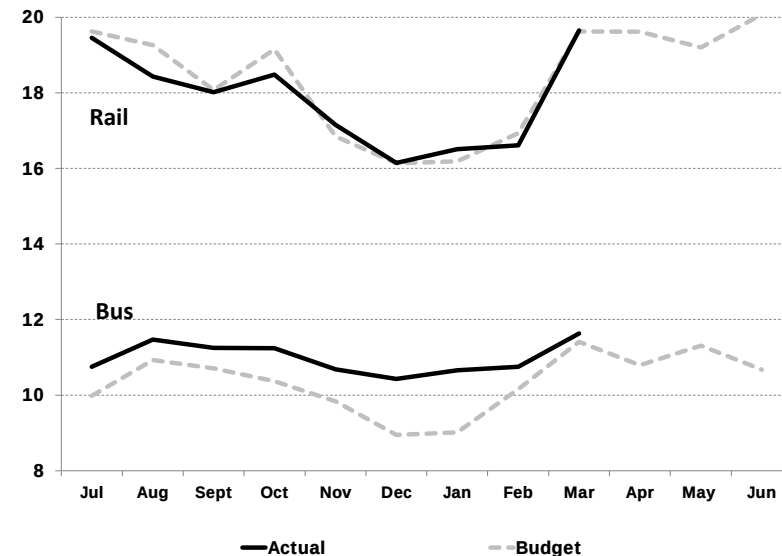
Year-to-date Revenue

- Total revenue is (\$5 M) below budget, -1%; Passenger fares plus parking is (\$1.5 M) and non-transit revenue is (\$3.3 M) below budget.
- Rail passenger fares are (\$7.4 M) below budget YTD due to lower than expected ridership; For the second month, average fare was \$2.66 compared to a budget of \$2.64; Parking revenue YTD is (\$1.7 M) below budget.
- Bus passenger revenue YTD is \$6.2 M favorable as reflected in the strong ridership numbers; Average fare declined slightly in March for a YTD average of \$0.99 compared to a budget of \$1.01.
- MetroAccess is \$1.2 M above budget; Average fare YTD is \$3.77.
- Other revenue is (\$3.3 M) below budget, mostly due to advertising revenue that will be received at the end of the fiscal year.

Year-to-date Ridership

- Rail ridership** YTD is 1% above prior year, though 1% below projection. March ridership MTD was slightly above budget by 0.1%. On Friday March 23, Metro had the highest ridership day of FY2012 with 845,669 trips, compared to an average of 732,000 weekday trips, due to the short-time period for cherry blossom viewing this year. The day marked the 13th highest daily ridership in Metro's history. Average weekend ridership in March was strong at 620,000 trips, greater than it had been since last fall and above FY2011.
- Bus ridership** YTD is 7.5 M or 8% above budget, and 6.8 M or 7% above prior year. Average weekday ridership has been strong at 444,300 trips per day, compared to

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

3rd Quarter FY2012

Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$853	\$754	\$492	\$430	\$422
FY2012 CIP	\$1,042	\$805	\$622	\$484	\$433

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	39	17
Reimbursable	100	100	60	40
Total	\$213	\$213	\$99	\$114

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2011 CIP	\$853	\$754	\$694	\$392	92%	52%
FY2012 CIP	\$1,042	\$805	\$805	\$462	100%	57%

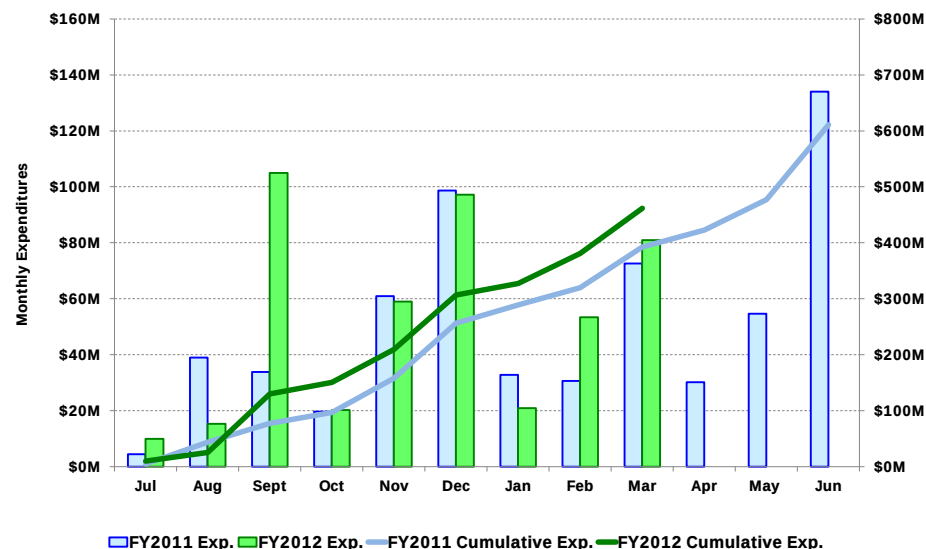
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl	% Exp
Safety & Security	\$57	\$16	\$3	28%	5%
ARRA	56	55	39	99%	70%
Reimbursable	100	85	73	85%	73%
Total	\$213	\$156	\$115	73%	54%

Capital Program Highlights

As of March 31, 2012:

- The Capital Improvement Program (CIP) has expended \$462 million in FY2012. This is \$70 million more than the same period in FY2011.
- The current forecast is projecting expenditures of \$805 million for the fiscal year.
- 95 of the 100 planned buses for FY2012 have been received and all 95 are in service.
- 89 of the 221 planned paratransit vehicles for FY2012 have been received and 55 are in service. The remaining vehicles are scheduled to be delivered by the end of May.
- Continued red line rehabilitation between Dupont Circle and Silver Spring stations.
- 24 of the 42 planned escalator rehabilitations have been completed, including Wheaton, Gallery Pl-Chinatown, and Arlington Cemetery Stations.
- All three of the planned escalator replacements have been completed at the Foggy Bottom –GWU Station
- Track rehabilitation work completed YTD include the following: welded 1,081 open joints; retrofitted 1,375 in ft of floating slabs; replaced 1,729 "High Voltage" roadway safety signs; rehabilitated 7,303 in ft of grout pads; tamped 36.4 miles of track; repaired 2,193 leaks; and replaced 15,339 cross ties, 23,304 fasteners, 8,314 insulators, 10.4 miles of running rail, 8,063 direct fixation fasteners, and 24 turnouts.

CIP Expenditures (\$ in Millions)



Capital Budget Reprogramming Status (\$ in millions)

Through the end of the third quarter, \$44.4 million, or 5%, of an approved budget of \$888.9 million has been authorized for reprogramming by the General Manager. The 5% authority set by the Board has been reached. Board approval is required for additional reprogramming.



HR Vacancy Report

3rd Quarter FY2012

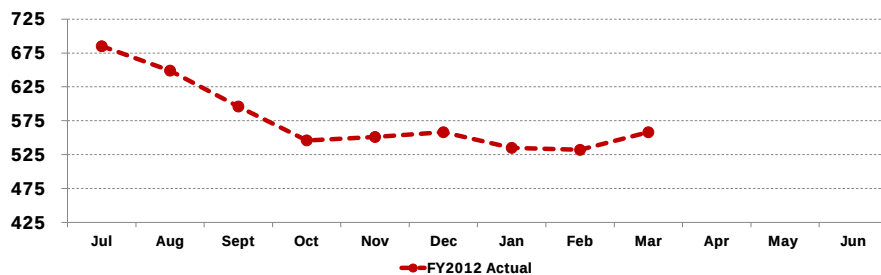
Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Operating Positions	10,250	558	5%	Operating Vacancies increased due to transfer of employees to Capital.
Departments with a large number of vacancies:				
Transit Infra. & Engineering Services	3,120	155	5%	Increase in vacancies is attributed to transfer of employees to Capital.
Bus Services	3,807	114	3%	
Rail Transportation	1,499	115	8%	Total of Rail Operators in Training Class = 37.
Information Technology	251	52	21%	
Metro Police Department	635	26	4%	

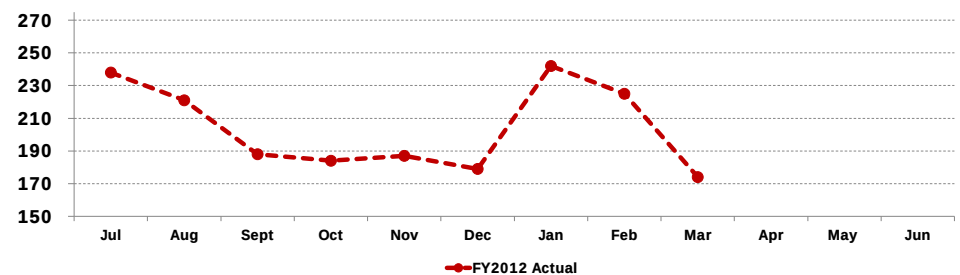
Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Capital Positions	1,201	174	14%	Reflects GM authorized increased headcount*.
Departments with a large number of vacancies:				
Transit Infra. & Engineering Services	949	126	13%	25% drop due to Speed Hiring initiatives for Engineering staff in March.
Chief Financial Office	382	24	6%	
Information Technology	37	22	59%	Initiative to convert contract positions to full-time employees is ongoing.

Operating Vacancy Trend



Capital Vacancy Trend

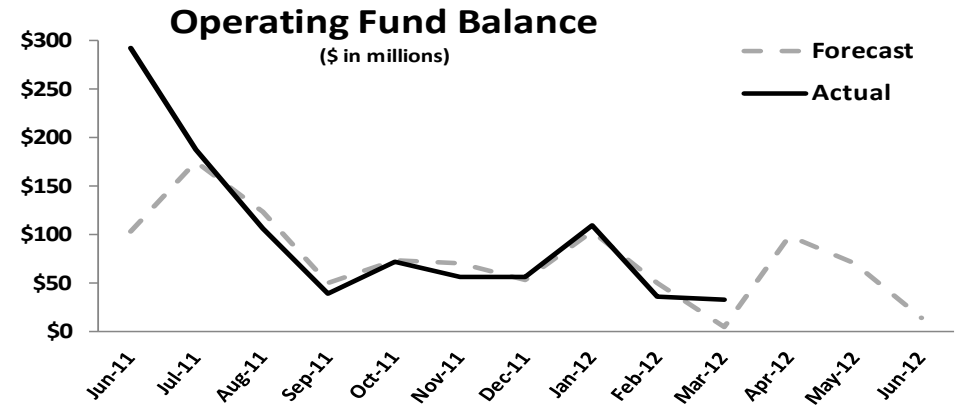
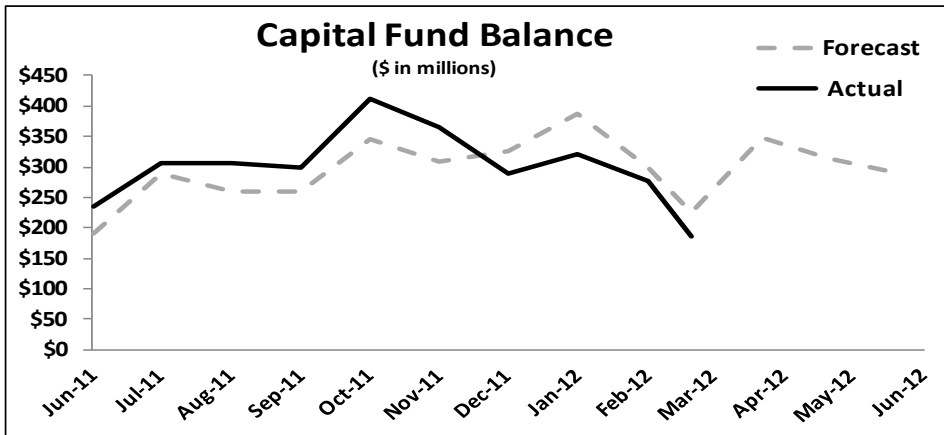


*GM authorized 86 additional TIES headcount associated with ramp up of capital program. Recruiting will begin immediately with goal of filling positions by July 1, 2012.



Fund Balance Report

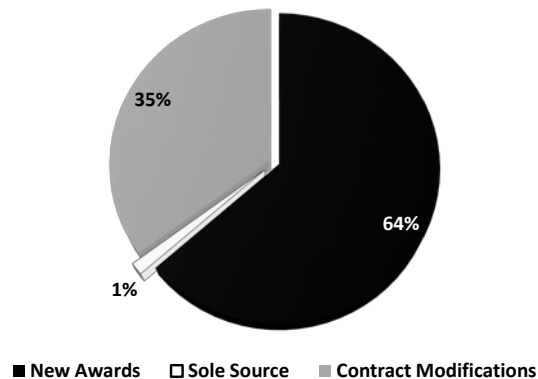
3rd Quarter FY2012



Procurement Report

March FY2012

FY12 Q3 Solicitation Actions
(154 Total Actions)



Procurement Highlights:

An \$84 million operationally funded contract was awarded to Reliant Energy NE for Electricity Supply for DC & MD Rail and Bus Facilities.

A \$13 million capitally funded contract was awarded to Ansaldo (Union Switch & Signal) for the Replacement of 1,750 Audio Frequency Track Circuits.

Operating Financials

March-12

FISCAL YEAR 2012

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year								
	Actual	Budget	Variance				Actual	Budget	Variance						
REVENUES:															
Passenger Revenue															
\$136.1	\$138.2	\$139.1	(\$0.9)	-1%	Metrorail	\$418.7	\$419.2	\$426.6	(\$7.4)	-2%					
32.5	32.5	30.8	1.7	6%	Metrobus	98.4	98.2	92.0	6.2	7%					
1.1	2.0	1.5	0.5	30%	MetroAccess	3.1	5.9	4.7	1.2	25%					
11.0	11.2	12.2	(1.0)	-8%	Parking	31.8	33.8	35.6	(1.7)	-5%					
\$180.7	\$184.0	\$183.6	\$0.4	0%	subtotal	\$552.0	\$557.1	\$558.8	(\$1.8)	0%					
Non-Passenger Revenue															
\$2.2	\$2.0	\$2.1	(\$0.1)	-6%	D.C. Schools	\$5.4	\$5.3	\$5.1	\$0.2	4%					
4.6	3.2	3.6	(0.4)	-11%	Advertising	10.6	8.8	11.4	(2.6)	-22%					
2.0	1.0	1.6	(0.6)	-35%	Joint Dev/Property Rent	4.8	4.3	4.8	(0.6)	-12%					
3.6	3.5	3.7	(0.2)	-5%	Fiber Optic	10.6	10.7	11.1	(0.5)	-4%					
6.1	1.4	1.8	(0.5)	-26%	Other	10.4	6.0	5.5	0.5	9%					
0.1	0.0	0.1	(0.1)	-99%	Interest	0.2	0.0	0.4	(0.4)	-96%					
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0						
(0.4)	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0						
\$18.2	\$11.1	\$13.0	(\$1.9)	-15%	subtotal	\$41.9	\$35.1	\$38.4	(\$3.3)	-9%					
\$198.9	\$195.1	\$196.6	(\$1.5)	-1%	TOTAL REVENUE	\$593.9	\$592.2	\$597.2	(\$5.0)	-1%					
EXPENSES:															
\$150.2	\$160.6	\$162.2	\$1.6	1%	Salary/Wages	\$463.4	\$479.4	\$489.6	\$10.2	2%					
\$18.4	\$18.8	\$14.0	(\$4.7)	-34%	Overtime	\$61.7	\$61.8	\$42.9	(\$18.8)	-44%					
77.2	78.7	80.3	1.6	2%	Fringe Benefits	227.3	233.4	233.3	(0.2)	0%					
43.6	44.8	49.7	4.9	10%	Services	133.0	131.0	151.3	20.3	13%					
15.9	20.4	13.0	(7.5)	-58%	Supplies	53.1	50.2	38.8	(11.4)	-29%					
19.1	21.2	26.6	5.4	20%	Power/Diesel/CNG	62.5	66.4	80.7	14.3	18%					
9.2	8.6	13.0	4.4	34%	Utilities	25.7	24.4	35.8	11.4	32%					
10.5	9.0	8.6	(0.4)	-4%	Insurance/Other	31.6	26.2	25.9	(0.3)	-1%					
\$344.0	\$362.0	\$367.5	\$5.4	1%	TOTAL EXPENSE	\$1,058.3	\$1,072.8	\$1,098.3	\$25.5	2%					
\$145.2	\$167.0	\$170.8	\$3.9	2%	SUBSIDY	\$464.4	\$480.6	\$501.0	\$20.5	4%					

Favorable/(Unfavorable)

Favorable/(Unfavorable)

58 %

54 %

54 %

COST RECOVERY RATIO

56 %

55 %

54 %



Washington Metropolitan Area Transit Authority
Fiscal Year 2012 Financials

Quarterly Financial Report
3rd Quarter

January– March 2012

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
QUARTERLY FINANCIAL REPORT**

**Q3 - FY2012
January - March 2012**

REPORT SECTIONS

Operating Budget

- Revenue
- Ridership
- Expense

Capital Finances

- Revenues
- Costs
- Projects

Outstanding Debt

Appendix

Operating Financials

Ridership and utilization analysis

Capital expenditures and Reimbursable projects

American Recovery & Reinvestment Act (ARRA)

Safety and Security expenditures

Passenger Rail Investment and Improvement Act (PRIIA)

Jurisdictional balances on account

Grant activity

Sole source awards



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q3 - FY2012

OPERATING BUDGET

Year-to-date (YTD), through the end of March, total expense less revenue was \$481 million, which was under budget by \$20.5 million, or four percent. Expenditures year-to-date were \$1,073 million, \$25.5 million below budget; while revenues totaled \$592 million, \$5 million less than anticipated.

Rail revenues were below target year-to-date, though there is a positive trend in improving revenues. Passenger fare revenue in the third quarter was \$2 million greater than the prior year, while only \$0.9 million below budget. For the first month this year, March Bus revenues came in slightly below budget (\$45,000 or less than one percent). Year-to-date total bus revenues were seven percent or \$6.2 million or seven percent higher than budget, and in-line with the prior year.

Total expenditures were \$25.5 million or two percent under budget YTD. During the third quarter, Accounting completed adjustments to labor costs for capital projects that were incorrectly charged to operations during the second quarter. YTD, overtime budgets have a negative variance of \$18.8 million due to a large number of vacancies and operating support of major maintenance activities. The overruns associated with personnel costs were offset by favorable variances in services, propulsion/diesel, and utilities.

Table 1

(\$ Millions)	Q3-FY11 <i>Actual</i>	Q3-FY2012		<i>Budget</i>		<i>Budget</i> <i>Variance</i>
		<i>Actual</i>				
		Quarterly Budget Variance			Variance	
Revenue	\$198.9	\$195.1	\$196.6	(\$1.5)	-1%	
Expense	\$344.0	\$362.0	\$367.5	\$5.4	1%	
Subsidy	\$145.2	\$167.0	\$170.8	\$3.9	2%	
Cost Recovery	58%	54%	54%			
		Year to Date Budget Variance			Variance	
Revenue	\$593.9	\$592.2	\$597.2	(\$5.0)	-1%	
Expense	\$1058.3	\$1072.8	\$1098.3	\$25.5	2%	
Subsidy	\$464.4	\$480.6	\$501.0	\$20.5	4%	
Cost Recovery	56.1%	55.2%	54.4%			

Ridership

Total Metrorail ridership through March was 161 million trips, an increase of one million trips, or one percent, compared to the first three quarters of FY2011. Compared with the ridership projection for FY2012 of 162 million trips, ridership year-to-date was 1.4 million trips or less than one percent below budget.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q3 - FY2012

Bus ridership was 99 million trips, seven million trips above the same period last year, which is an increase of seven percent and above FY2013 budget projections by 7.5 million trips, or eight percent.

MetroAccess transported 1.6 million passengers year-to-date, which is 13 percent lower than the same period last year.

Table 2

YTD through Q3 (March)						
	YTD-FY11 Actual	YTD - FY2012 Actual Budget		Above/(Below) Prior Year Budget		
Trips	YTD Average Weekday Ridership			Growth Rate		
Metrorail	721,346	732,346	731,374	2%	0%	
Metrobus	415,065	444,295	414,184	7%	7%	
MetroAccess	7,914	6,898	8,365	(13%)	(18%)	
System Total	1,144,325	1,183,540	1,153,923	3%	3%	
Trips (Thousands)	Fiscal Year to Date Ridership			Growth Rate		
Metrorail	159,342	160,459	161,843	1%	(1%)	
Metrobus	92,136	98,899	91,360	7%	8%	
MetroAccess	1,788	1,554	1,848	(13%)	(16%)	
System Total	253,266	260,912	255,051	3%	2%	

Metrorail

For the third quarter of FY2012, Metrorail experienced strong ridership in January and February, compared to the prior year ridership, an increase of three percent and four percent respectively. Total rail ridership for March was 0.1 percent less than the prior year, but slightly above projection by 24,000 trips or 0.1 percent.

On Friday March 23, 2012, Metrorail experienced the highest ridership day of the fiscal year with 845,669 trips. The day marked the 13th highest daily ridership in Metro's history. In comparison, the average weekday ridership in March was 762,596 trips. The high ridership was due to the short time period for the viewing of the cherry blossoms this year combined with a warm day. In addition, there was a Capitals Hockey game that evening.

Ridership during the past three months was positively impacted by the unusually warm weather for the Washington DC metropolitan area, encouraging people to utilize public transit. February also had an additional week day this leap-year which contributed to increased ridership for the quarter.

Average weekday ridership YTD was 732,300 trips, a 1.5 percent increase over the same period last fiscal year, and slightly more than the FY12 projected ridership budget with a



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q3 - FY2012

variance of 0.1 percent. This is an improvement from second quarter during which average weekday ridership was 717,000. Average weekend ridership was strong in March, but below prior year averages in January and February. Year-to-date average Saturday ridership was 327,600 trips, a decline in average ridership of six percent from the previous year. Average Sunday ridership was 208,000 trips, 1.7 percent below the average for the previous year.

Metrobus

Metrobus monthly ridership continues to be higher than ridership for the prior year. Now that transfers, weekly passes and DC student trips have been moved to SmarTrip[®], the accuracy of recording passenger trips has increased. In addition, Metro has improved its process for collecting trip data.

The warm weather throughout the quarter had a strong positive influence on ridership for both rail and bus. For example, January this year had 14 days of temperatures above 50°F and only 7 days of temperatures below 40°F, compared to January 2011 that had 20 days below 40°F. The warm temperatures made it possible for the buses to increase their on-time-performance and encourage a greater number of persons to ride.

Average Metrobus weekday ridership through March was 444,200 trips, 29,000 daily trips more than the same period last year, an increase of 7 percent. The weekday average is 7.3 percent above budget projections. Average Saturday ridership for year-to-date was 218,600 trips, an increase of 5.5 percent when compared with the same period of last year. Average Sunday ridership was 143,600 trips, a growth of 7.7 percent when compared with the same quarter last year.

MetroAccess

MetroAccess transported a total of 1,554,156 through the 3rd quarter of FY2012. Ridership decreased by 13 percent (233,415 passengers) compared with the same period in FY2011, and was 16 percent below forecast. Ridership continues to diminish due to the success of revised Board policy, eligibility and travel training initiatives and their collective impact on demand management.

Average weekday passengers transported through the 3rd quarter of FY2012 was 6,900. This represents a 13 percent decrease when compared to the same period in FY2011, and was 17.5 percent below forecast. Saturday ridership through the 3rd quarter of FY2012 was 2,726 passengers, representing a decrease of 15.6 percent compared to the same period in FY2011. Sunday ridership through the 3rd quarter of FY2012 was 2,388 passengers, representing a decrease of 16.3 percent over the same period in FY2011.

Operating Revenue

For the third quarter of FY2012, total revenues of \$195.1 million were one percent below budget as a result of less than forecasted passenger revenue. For the year-to-date, revenues were \$5 million or one percent below budget, as shown in table 1.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q3 - FY2012

Rail

Rail passenger revenue for the quarter was \$138.3 million, which was \$0.9 million or less than one percent below budget. The decrease in revenue coincides with the decrease in ridership. Year-to-date average fare realization is \$2.61, which is less than the forecast of \$2.64, and slightly less than the prior year average of \$2.63. For additional information on average fares, see Ridership and Revenue Analysis in the appendix.

Bus

Total Metrobus passenger revenue for the third quarter of \$32.5 million was \$1.7 million or six percent above budget. Average fare realization for bus is \$0.99 per trip year-to-date, which is less than the forecast of \$1.01 and the prior year average of \$1.05. The reimbursement to the Regional bus partners for bus passes averages \$160,000 per month; reducing Metrobus revenue and the average fare.

MetroAccess

MetroAccess passenger revenue for the third quarter of FY2012 is \$2 million. Year-to-date passenger revenue for FY2012 is \$6 million which is significantly higher than revenue for the same reporting period in FY2011. The FY2012 monthly passenger revenue reflects the implementation of the fare increase on February 27, 2011. Additionally, in FY2011, although revenue collected through the EZ-Pay system was appropriately recorded in a deferred revenue account, it was not recorded as earned revenue upon usage. In FY2012, the process has been revised to record revenue monthly based on usage.

Parking

Parking revenue year-to-date of \$34 million was less than budget by \$1.7 million or five percent. System-wide parking utilization of 83 percent was up by one percentage point as compared to the first six-months of the prior year. The revenue average per vehicle is \$3.73.

Other Revenue Sources

Total non-passenger revenue was below budget by \$3.5 million through the third quarter of the fiscal year. See Operating Financials in appendix. Advertising revenue was \$2.6 million below budget. Due to the way in which the CBS Broadcasting Inc. contract is structured, advertising revenue will appear below budget each quarter until the year-end reconciliation of total advertising sales, which we expect to be on budget or slightly ahead of the annual \$15 million budget. The category of Other Revenue includes used equipment sales, subrogation (receipt of insurance funds) and purchase card rebates.

Expenses

Metro was \$25.5 million, or 2.3 percent, below budget in expenditure through the end of the third quarter, as shown in table 1.

Labor

Total personnel expenses were over budget by \$8.8 million for the first six months. Overtime was over budget by \$18.8 million mainly in the departments of Transit Infrastructure and Engineering Services (TIES) and Rail Transportation (Rail). The primary



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q3 - FY2012

contributor to overtime has been the large number of vacancies which has resulted in the need for rail operator and TIES employee overtime to complete necessary maintenance and repairs. Salary and wage expenses were under budget by \$10.2 million primarily due to vacancies in TIES, Rail and Bus. Fringe benefits were \$152,000 over budget year-to-date. The variance in fringe benefits is partially due to the overrun in overtime.

Non-Labor

Year-to-date non-personnel expenses were under budget by \$34.2 million. Services were under budget by \$20.3 million mainly due to lower than projected utilization of paratransit and delays in initiating service contracts. The MetroAccess service contract was \$8.2 million favorable to budget through the third quarter. Fuel & Propulsion and Utilities were under budget by \$25.7 million mainly due to lower than budgeted propulsion and utility rates. Both of these situations will continue through the rest of the fiscal year. Part of this favorable performance was offset by Materials and Supplies, which was over budget by \$11.4 million partially due to a lag in capitalization of car maintenance parts.

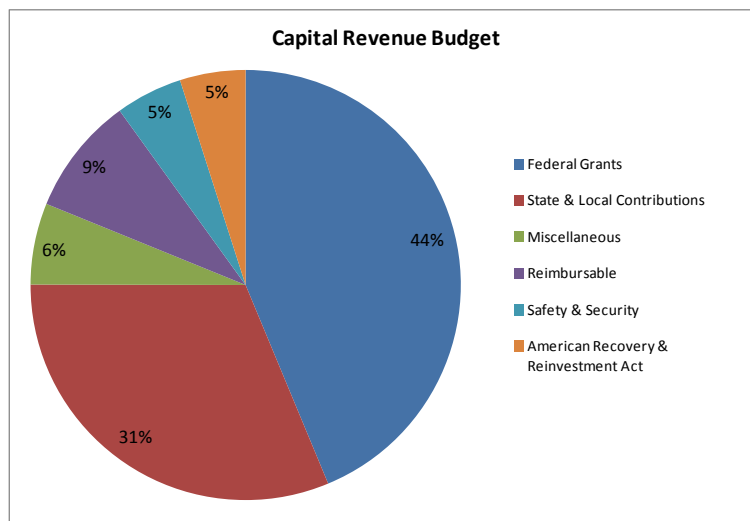
Capital Program **Sources of Funds**

Year-to-date forecasted sources of funds total \$1,130 million. As of March 31, 2012 the amount awarded to Metro, including federal grants, totals \$835 million. Revenue received year-to-date is \$582 million, and represents available cash on hand. Total miscellaneous revenue consists of \$91 million from Metro Matters and Capital Improvement Program rollover, land sales, West Falls Church insurance settlement and other Jurisdictional proceeds.

Capital Revenues		FY2012 Year to Date				
(dollars in millions)						
	CIP	Budget	Forecast	Awarded	Received to Date	To be Received
Federal Grants		\$ 530	\$ 494	\$ 310	\$ 172	\$ 323
State & Local Contributions		422	354	243	243	111
Miscellaneous		91	69	69	69	-
Subtotal		\$ 1,042	\$ 917	\$ 622	\$ 484	\$ 433
Security - Federal Grants		\$ 57	\$ 57	\$ 57	\$ -	\$ 57
Reimbursable - State & Local Grants		100	100	100	60	40
ARRA - Federal Grants		56	56	56	39	17
Subtotal		\$ 213	\$ 213	\$ 213	\$ 99	\$ 114
Total		\$ 1,255	\$ 1,130	\$ 835	\$ 582	\$ 548



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As of March 31, 2012, \$484 million of the Capital Improvement Program revenue in FY2012 has been received as compared to \$430 million received at this time in FY2011.

Capital Revenues (dollars in millions)	Year to Date Budget Variance				
	Budget*	Forecast	Awarded	Received to Date	To be Received
March FY2011	\$ 853	\$ 754	\$ 492	\$ 430	\$ 422
March FY2012	\$ 1,042	\$ 917	\$ 622	\$ 484	\$ 433

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

Uses of Funds

The entire approved capital budget for FY2012 is \$1,130 million. As of March 31, 2012, capital spending was as follows: \$960 million, or 85 percent, had been obligated and \$577 million, or 51 percent, had been expended. The appendix includes budget and spending data for each capital project.



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Capital Spending (dollars in millions)		FY2012 Year to Date						
Capital Improvement Program	Budget	Forecast	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate	
Vehicles/Vehicles Parts	\$ 278	\$ 269	\$ 249	\$ 159	\$ 110	92%	59%	
Rail System Infrastructure Rehab	102	100	102	71	29	102%	71%	
Maintenance Facilities	160	126	73	34	92	58%	27%	
Systems and Technology	108	91	87	48	42	96%	53%	
Track and Structure	83	81	77	52	29	95%	64%	
Passenger Facilities	125	116	100	52	64	86%	45%	
Maintenance Equipment	156	105	97	33	73	92%	31%	
Other Facilities	27	25	21	12	13	83%	47%	
Project Management and Support	4	5	1	1	4	18%	17%	
Subtotal	\$ 1,042	\$ 917	\$ 805	\$ 462	\$ 455	88%	50%	
Security Program	\$ 57	\$ 57	\$ 16	\$ 3	\$ 53	27%	6%	
Reimbursable Program	\$ 100	\$ 100	\$ 85	\$ 73	\$ 28	85%	73%	
ARRA Program								
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	98%	8%	
Maintenance Facilities	19	19	18	18	1	99%	96%	
Passenger Facilities	6	6	6	0	6	94%	5%	
Safety and Security	1	1	1	1	0	99%	96%	
Maintenance and Repair Equipment	12	12	12	10	2	100%	82%	
Operations System	16	16	16	9	7	98%	54%	
Information Technology	1	1	1	1	0	100%	78%	
Miscellaneous	0	0	0	0	(0)	65%	27%	
Subtotal	\$ 56	\$ 56	\$ 55	\$ 38.9	\$ 17	98%	70%	
Total	\$ 1,255	\$ 1,130	\$ 960	\$ 577	\$ 553	85%	51%	

The FY2012 Capital Improvement Program has obligated 16 percent more and expended 18 percent more than the same period last year.

Capital Spending (dollars in millions)		Expenditure-Based Year to Date Budget Status						
	Budget	Forecast	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate	
Capital Improvement Program FY2011	\$ 853	\$ 754	\$ 694	\$ 392	\$ 362	92%	52%	
Capital Improvement Program FY2012	\$ 1,042	\$ 917	\$ 805	\$ 462	\$ 455	88%	50%	
Obligation-Based Budget Status								
	Budget	Forecast	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate	
Safety & Security Projects	\$ 57	\$ 57	\$ 16	\$ 3	\$ 53	27%	6%	
Reimbursable Projects	100	100	85	73	28	85%	73%	
American Recovery & Reinvestment Act	56	56	55	39	17	98%	70%	
Total	\$ 213	\$ 213	\$ 155	\$ 115	\$ 98	73%	54%	
<i>Obligation-Based projects do not have annual budgets</i>								

CAPITAL PROJECT HIGHLIGHTS

Vehicle/Vehicle Parts

Metro currently has a fleet of approximately 1,500 buses, each with a 15-year useful life. In order to insure a modern operating fleet that operates within its useful life, Metro combines



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an aggressive and effective maintenance program and a bus replacement program that sets a target of around 100 buses for replacement each year. As of March 31, 2012, 95 of the 100 FY2012 replacement buses have been received and all 95 are in service. The remaining five buses will be delivered in April 2012. An additional 15 buses were added to the procurement plan and delivery is expected in late April. Delivery of the 51 thirty (30) foot BRT buses (26 clean diesel and 25 hybrid/electric) has commenced and completion is scheduled for May 2012.

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 200 vehicles per year. The procurement of 221 vehicles is scheduled for this fiscal year. As of March 31, 2012, 190 vans have entered the production line with 160 of them completed and shipped for final up-fit. 89 vehicles have been delivered and 55 are in revenue service. Delivery rates have increased to 14 per week through May 31, 2012. All of the 16 MV-1 Accessible Vehicles have been delivered to Metro and the contract is 100% complete.

Vehicles	Planned	Received	In Service	Comments
FY2011 Bus Procurement	52	52	52	Completed
FY2012 Bus Procurement	100	95	95	Remaining 5 buses will be delivered in April
FY2012 Additional Buses	15	0	0	Delivery expected in late April
FY2012 30-foot BRT Buses	51	1	0	Delivery commenced and will be completed by May 2012
FY2012 MetroAccess Procurement	221	89	55	190 vans in production; 160 completed and shipped for final up-lift; 89 vehicles delivered with remaining delivered through May 2012; 55 vehicles in service
Total Vehicle Procurement	439	237	202	

Passenger Facilities

Elevator Report

Major repairs were started on the elevators at the L'Enfant Plaza Station. Rehabilitation/modernizations are ongoing on elevators at the Cleveland Park (2), Congress Heights, and Metro Center Stations.

Escalator Report

Major repairs were started on escalators at the Bethesda, L'Enfant Plaza, Medical Center, and Rosslyn Stations. Major repairs are ongoing on escalators at the Eisenhower Avenue, L'Enfant Plaza, Naylor Road, Silver Spring, and U-Street African-American Civil War Memorial/Cardozo Stations. Major repairs were completed on escalators at the Bethesda, Capitol South, Franconia-Springfield, Georgia Ave-Petworth, Huntington, Medical Center



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(2) Mt. Vernon Square/7th Street-Convention Center, Silver Spring, Van Ness-UDC (2), and Waterfront-SEU Stations.

Rehabilitation/modernizations are ongoing on escalators at the Arlington Cemetery (2), Dupont Circle (South Entrance) (3), Eastern Market, Gallery Pl-Chinatown, Huntington, Judiciary Square, Metro Center (2), Pentagon, Potomac Avenue, Rosslyn, and Wheaton Stations. Rehabilitation/modernizations were completed on escalators at the Federal Center SW and Wheaton Stations.

Tasks	FY2012 Plan	Completed
Escalator Rehabilitations	42	24
Escalator Replacements	3	3

Station Rehabilitation Report

Station rehabilitations are ongoing at the Shaw-Howard U (full), Waterfront-SEU (mini), Columbia Heights (full), Navy Yard (full), and Anacostia (mini) Stations. Station rehabilitations were completed at the Federal Center (full), Crystal City (mini), and Pentagon City (mini) Stations.

Track and Structures Maintenance

Red Line

- NTSB recommended track circuit replacement for fiber optic cable installation between Takoma and Forest Glen
- Rail fastener and insulator renewal, leak repairs, drain cleaning and fiber optic cable installation between Dupont Circle and Van Ness-UDC
- NTSB recommended track circuit module replacement between Van Ness-UDC and Medical Center and Shady Grove and Rockville
- District Department of Transportation bridge repairs between New York Ave and Rhode Island Ave

Blue and Orange Lines

- Testing and signal work and cable installation associated with Dulles rail project between East Falls church and West Falls Church
- Station platform rehabilitation, rail fastener renewal, tie replacement, and repairs to aerial track between Eastern Market and Stadium-Armory
- Tie and insulator renewal between Reagan National Airport and Braddock Road
- Rail, fastener, tie, and insulator renewal between Vienna and West Falls Church
- Repairs to floating slabs and concrete slabs beneath rails between Stadium-Armory and Addison Road
- Rail, fastener, tie, and insulator renewal between Foggy Bottom-GWU and Arlington Cemetery



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Green and Yellow Lines

- Track upgrades between Fort Totten and Prince George's Plaza
- Tie and insulator renewal between Reagan National Airport and Braddock Road
- Rail, fastener, tie, and insulator renewal between College Park and Greenbelt

Project	FY2012 Plan	Completed
CIP018 – Track Welding Program	1,000 open weld joints	Welded 1,081 open weld joints (108% of planned welds)
CIP019 – Track Floating Slab Rehabilitation	2,700 ln ft of floating slabs	Retrofitted 1,375 ln ft of floating slabs and prepped 1,469
CIP020 – Rail Track Signage Replacement	1,500 "High Voltage" roadway safety signs	Replaced 1,729 "High Voltage" roadway safety signs (115% of planned)
CIP021 – Track Pad/Shock Absorber Rehabilitation	7,000 ln ft of grout pads	Rehabilitated 7,303 ln ft of grout pads (104% of planned grout pads)
CIP 024 –Track Rehabilitation	40 miles of track 13,000 cross ties 15,000 fasteners 5,000 insulators 12.5 miles of running rail 32 turnouts	Tamped 36.4 miles of track Replaced 15,339 cross ties (118% of planned) Replaced 23,304 fasteners (155% of planned) Replaced 8,314 insulators (166% of planned) Replaced 10.36 miles ft of running rail Replaced 24 turnouts
CIP 026 – Station Tunnel Leak Mitigation	2,150 leaks	Repaired 2,193 leaks (102% of planned leaks)
CIP 089 – Track Fasteners	6,260 direct fixation fasteners	Replaced 8,063 direct fixation fasteners (128% of planned fasteners)

Information Technology

CIP0045-Data Centers and Infrastructures

Consolidation of approximately 5,400 Microsoft licenses, which supports the modernization of the Data Center infrastructure.

CIP0048-Sensitive Data Protection Technology

Purchased 2 McAfee IPS Sensors for the monitoring of network traffic and devices.

CIP0052-Network and Communications

Purchased Metronet Cabling, which is part of the redesign of the communications infrastructure to replace or install damaged cables in support of the implementation of the new AVAYA telephone system.

OUTSTANDING DEBT

Metro's outstanding debt as of March 31, 2011 is \$325.0 million, as shown in the table below.

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



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

The Commercial Paper Program was retired during June 2009 with proceeds of the Series 2009A bond issuance and a portion of the jurisdiction opt-out receipts. There are three lines of credit available to fund operating and capital cash flow needs. As of July 2011 availability on the lines of credit was reduced from \$300 million to \$200 million. Wachovia and Bank of America's lines of credit were each reduced from \$125 million to \$85 million and U.S. Bank was reduced from \$50 million to \$30 million. As of September 2011, the multi-year \$300 million credit facility, in support of the Series 7000 rail car procurement, was terminated.

Note: Annual debt service based on 1/1/2012 and 7/1/2012 payments due.

March 31, 2012			
Debt Type (dollars in millions)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 2003	\$39.3	\$27.5	FY2015
Bond Series 2009A	\$230.7	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	\$325.0	\$48.7	
Wachovia LOC	\$0.0	Varies	Jun-12
Bank of America LOC	\$0.0	Varies	Jun-12
US Bank LOC	\$0.0	Varies	Jun-12
Subtotal	\$0.0		
Grand Total	\$325.0		



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q3 - FY2012

APPENDIX

- Operating Financials (budget variance report, by mode)
- Ridership and utilization analysis
- MetroAccess ridership by jurisdiction and Parking facility usage
- Capital expenditures and Reimbursable Projects
- American Recovery & Reinvestment Act (ARRA)
- Safety and Security Expenditures
- Passenger Rail Investment and Improvement Act (PRIIA)
- Jurisdictional Balances on Account
- Grant Activity
- Sole Source Awards

Operating Financials

March-12
FISCAL YEAR 2012
Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year						Prior Year Actual	Current Year					
	Actual	Budget	Variance					Actual	Budget	Variance			
REVENUES:													
Passenger Revenue													
\$136.1	\$138.2	\$139.1	(\$0.9)	-1%	Metrorail	\$418.7	\$419.2	\$426.6	(\$7.4)	-2%			
32.5	32.5	30.8	1.7	6%	Metrobus	98.4	98.2	92.0	6.2	7%			
1.1	2.0	1.5	0.5	30%	MetroAccess	3.1	5.9	4.7	1.2	25%			
11.0	11.2	12.2	(1.0)	-8%	Parking	31.8	33.8	35.6	(1.7)	-5%			
\$180.7	\$184.0	\$183.6	\$0.4	0%	subtotal	\$552.0	\$557.1	\$558.8	(\$1.8)	0%			
Non-Passenger Revenue													
\$2.2	\$2.0	\$2.1	(\$0.1)	-6%	D.C. Schools	\$5.4	\$5.3	\$5.1	\$0.2	4%			
4.6	3.2	3.6	(0.4)	-11%	Advertising	10.6	8.8	11.4	(2.6)	-22%			
2.0	1.0	1.6	(0.6)	-35%	Joint Dev/Property Rent	4.8	4.3	4.8	(0.6)	-12%			
3.6	3.5	3.7	(0.2)	-5%	Fiber Optic	10.6	10.7	11.1	(0.5)	-4%			
6.1	1.4	1.8	(0.5)	-26%	Other	10.4	6.0	5.5	0.5	9%			
0.1	0.0	0.1	(0.1)	-99%	Interest	0.2	0.0	0.4	(0.4)	-96%			
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0				
(0.4)	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0				
\$18.2	\$11.1	\$13.0	(\$1.9)	-15%	subtotal	\$41.9	\$35.1	\$38.4	(\$3.3)	-9%			
\$198.9	\$195.1	\$196.6	(\$1.5)	-1%	TOTAL REVENUE	\$593.9	\$592.2	\$597.2	(\$5.0)	-1%			
EXPENSES:													
\$150.2	\$160.6	\$162.2	\$1.6	1%	Salary/Wages	\$463.4	\$479.4	\$489.6	\$10.2	2%			
\$18.4	\$18.8	\$14.0	(\$4.7)	-34%	Overtime	\$61.7	\$61.8	\$42.9	(\$18.8)	-44%			
77.2	78.7	80.3	1.6	2%	Fringe Benefits	227.3	233.4	233.3	(0.2)	0%			
43.6	44.8	49.7	4.9	10%	Services	133.0	131.0	151.3	20.3	13%			
15.9	20.4	13.0	(7.5)	-58%	Supplies	53.1	50.2	38.8	(11.4)	-29%			
19.1	21.2	26.6	5.4	20%	Power/Diesel/CNG	62.5	66.4	80.7	14.3	18%			
9.2	8.6	13.0	4.4	34%	Utilities	25.7	24.4	35.8	11.4	32%			
10.5	9.0	8.6	(0.4)	-4%	Insurance/Other	31.6	26.2	25.9	(0.3)	-1%			
\$344.0	\$362.0	\$367.5	\$5.4	1%	TOTAL EXPENSE	\$1,058.3	\$1,072.8	\$1,098.3	\$25.5	2%			
\$145.2	\$167.0	\$170.8	\$3.9	2%	SUBSIDY	\$464.4	\$480.6	\$501.0	\$20.5	4%			

Favorable/(Unfavorable)

Favorable/(Unfavorable)

58 %

54 %

54 %

COST RECOVERY RATIO

56 %

55 %

54 %

RAIL

Operating Financials

March-12
FISCAL YEAR 2012

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
\$136.1	\$138.2	\$139.1	(\$0.9)	-1%	Passenger Fares	\$418.7	\$419.2	\$426.6	(\$7.4)	-2%	
1.3	0.8	0.6	0.1	20%	D.C. Schools	2.5	1.6	1.5	0.0	0%	
11.0	11.2	12.2	(1.0)	-8%	Parking	31.8	33.8	35.6	(1.7)	-5%	
3.1	1.1	1.2	(0.1)	-11%	Advertising	7.1	2.9	3.8	(0.8)	-22%	
2.0	1.0	1.6	(0.6)	-35%	Joint Dev/Property Rent	4.8	4.3	4.8	(0.6)	-12%	
3.6	3.5	3.7	(0.2)	-5%	Fiber Optic	10.6	10.7	11.1	(0.5)	-4%	
5.0	0.8	1.4	(0.6)	-45%	Other	8.0	4.3	4.1	0.2	5%	
(0.0)	0.0	0.1	(0.1)	-83%	Interest	(0.0)	0.0	0.2	(0.2)	-94%	
(0.4)	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0		
\$161.7	\$156.6	\$159.9	(\$3.3)	-2%	TOTAL REVENUE	\$483.4	\$476.7	\$487.8	(\$11.1)	-2%	
EXPENSES:											
\$91.2	\$94.9	\$96.7	\$1.8	2%	Salary/Wages	\$277.2	\$284.7	\$292.4	\$7.7	3%	
\$12.1	\$12.0	\$6.7	(\$5.3)	-80%	Overtime	\$39.6	\$38.8	\$20.5	(\$18.3)	-89%	
46.7	46.8	47.1	0.2	1%	Fringe Benefits	135.6	139.1	136.9	(2.2)	-2%	
13.1	12.7	15.3	2.6	17%	Services	38.1	38.0	45.9	7.8	17%	
11.6	14.9	8.2	(6.7)	-81%	Supplies	35.4	32.7	24.7	(8.0)	-32%	
14.3	12.1	15.8	3.7	23%	Power/Diesel/CNG	42.0	38.4	48.1	9.7	20%	
6.8	6.5	9.8	3.3	34%	Utilities	19.9	19.5	28.3	8.8	31%	
6.5	5.2	4.3	(0.9)	-20%	Insurance/Other	19.5	15.4	13.0	(2.4)	-19%	
\$202.3	\$205.1	\$203.9	(\$1.2)	-1%	TOTAL EXPENSE	\$607.3	\$606.7	\$609.8	\$3.1	1%	
\$40.6	\$48.5	\$44.0	(\$4.5)	-10%	SUBSIDY	\$123.9	\$130.0	\$122.0	(\$8.0)	-7%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

80%

76%

78%

COST RECOVERY RATIO

80%

79%

80%

METROBUS

Operating Financials

March-12
FISCAL YEAR 2012

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
\$32.5	\$32.5	\$30.8	\$1.7	6%	Passenger Fares	\$98.4	\$98.2	\$92.0	\$6.2	7%	
0.9	1.2	1.5	(0.3)	-17%	D.C. Schools	2.8	3.8	3.6	0.2	6%	
1.5	2.1	2.4	(0.3)	-11%	Advertising	3.5	5.9	7.6	(1.7)	-22%	
0.9	0.4	0.5	(0.0)	-4%	Other	1.7	1.3	1.4	(0.1)	-6%	
0.1	(0.0)	0.0	(0.1)	-128%	Interest	0.2	0.0	0.1	(0.1)	-100%	
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0		
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0		
\$35.9	\$36.4	\$35.2	\$1.1	3%	TOTAL REVENUE	\$106.7	\$109.2	\$104.7	\$4.5	4%	
EXPENSES:											
\$58.3	\$64.7	\$64.3	(\$0.4)	-1%	Salary/Wages	\$183.7	\$191.8	\$193.6	\$1.8	1%	
\$6.3	\$6.7	\$7.4	\$0.6	8%	Overtime	\$22.1	\$23.0	\$22.4	(\$0.6)	-3%	
30.1	31.4	32.7	1.3	4%	Fringe Benefits	90.6	92.9	94.8	1.9	2%	
5.3	7.8	8.2	0.4	5%	Services	18.4	20.3	24.7	4.4	18%	
4.3	5.4	4.5	(0.9)	-20%	Supplies	17.6	17.2	13.6	(3.6)	-26%	
4.8	9.1	10.8	1.7	16%	Power/Diesel/CNG	20.5	28.0	32.6	4.6	14%	
2.4	2.1	3.2	1.1	35%	Utilities	5.7	4.8	7.4	2.6	35%	
3.8	3.6	4.0	0.5	11%	Insurance/Other	11.5	10.3	12.1	1.8	15%	
\$115.3	\$130.9	\$135.2	\$4.3	3%	TOTAL EXPENSE	\$370.1	\$388.3	\$401.2	\$13.0	3%	
\$79.3	\$94.5	\$100.0	\$5.4	5%	SUBSIDY	\$263.5	\$279.0	\$296.5	\$17.4	6%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

31 % 28 % 26 %

COST RECOVERY RATIO

29 % 28 % 26 %

REGIONAL BUS

Operating Financials

March-12

FISCAL YEAR 2012

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
\$27.3	\$26.7	\$25.3	\$1.4	6%	Passenger Fares	\$82.6	\$80.7	\$75.6	\$5.1	7%	
0.9	1.2	1.5	(0.3)	-17%	D.C. Schools	2.8	3.8	3.6	0.2	6%	
1.5	2.1	2.4	(0.3)	-11%	Advertising	3.5	5.9	7.6	(1.7)	-22%	
0.9	0.4	0.5	(0.0)	-4%	Other	1.7	1.3	1.4	(0.1)	-6%	
0.1	(0.0)	0.0	(0.1)	-128%	Interest	0.2	0.0	0.1	(0.1)	-100%	
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0		
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0		
\$30.7	\$30.6	\$29.7	\$0.8	3%	TOTAL REVENUE	\$90.8	\$91.7	\$88.3	\$3.4	4%	
EXPENSES:											
\$48.4	\$53.4	\$53.1	(\$0.3)	-1%	Salary/Wages	\$152.4	\$158.3	\$159.8	\$1.5	1%	
\$5.2	\$5.6	\$6.1	\$0.5	8%	Overtime	\$18.3	\$19.0	\$18.5	(\$0.5)	-3%	
25.0	25.9	27.0	1.1	4%	Fringe Benefits	75.1	76.7	78.2	1.5	2%	
4.4	6.5	6.8	0.3	5%	Services	15.3	16.7	20.4	3.7	18%	
3.6	4.5	3.7	(0.7)	-20%	Supplies	14.6	14.2	11.2	(3.0)	-26%	
4.0	7.5	8.9	1.4	16%	Power/Diesel/CNG	17.0	23.1	26.9	3.8	14%	
2.0	1.7	2.6	0.9	35%	Utilities	4.8	4.0	6.1	2.1	35%	
3.1	3.0	3.3	0.4	11%	Insurance/Other	9.5	8.5	10.0	1.5	15%	
\$95.6	\$108.0	\$111.6	\$3.5	3%	TOTAL EXPENSE	\$307.0	\$320.4	\$331.1	\$10.7	3%	
\$64.9	\$77.4	\$81.8	\$4.4	5%	SUBSIDY	\$216.3	\$228.7	\$242.8	\$14.1	6%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

32 %

28 %

27 %

COST RECOVERY RATIO

30 %

29 %

27 %

NON-REGIONAL BUS

Operating Financials

March-12

FISCAL YEAR 2012

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
\$5.2	\$5.8	\$5.5	\$0.3	6%	Passenger Fares	\$15.9	\$17.5	\$16.4	\$1.1	7%	
.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0		
\$5.2	\$5.8	\$5.5	\$0.3	6%	TOTAL REVENUE	\$15.9	\$17.5	\$16.4	\$1.1	7%	
EXPENSES:											
\$9.9	\$11.3	\$11.2	(\$0.1)	-1%	Salary/Wages	\$31.3	\$33.5	\$33.8	\$0.3	1%	
\$1.1	\$1.2	\$1.3	\$0.1	8%	Overtime	\$3.8	\$4.0	\$3.9	(\$0.1)	-3%	
5.1	5.5	5.7	0.2	4%	Fringe Benefits	15.4	16.2	16.6	0.3	2%	
0.9	1.4	1.4	0.1	5%	Services	3.1	3.5	4.3	0.8	18%	
0.7	0.9	0.8	(0.2)	-20%	Supplies	3.0	3.0	2.4	(0.6)	-26%	
0.8	1.6	1.9	0.3	16%	Power/Diesel/CNG	3.5	4.9	5.7	0.8	14%	
0.4	0.4	0.6	0.2	35%	Utilities	1.0	0.8	1.3	0.5	35%	
.6	.6	.7	.1	11%	Insurance/Other	2.0	1.8	2.1	.3	15%	
\$19.6	\$22.9	\$23.6	\$0.8	3%	TOTAL EXPENSE	\$63.1	\$67.9	\$70.1	\$2.3	3%	
\$14.4	\$17.1	\$18.1	\$1.1	6%	SUBSIDY	\$47.2	\$50.3	\$53.7	\$3.4	6%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

27%

25%

23%

COST RECOVERY RATIO

25%

26%

23%

METROACCESS

Operating Financials

March-12

FISCAL YEAR 2012

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
\$1.1	\$2.0	\$1.5	\$0.5	30%	Passenger Fares	\$3.1	\$5.9	\$4.7	\$1.2	25%	
.2	.2	.0	.2		Other	.7	.4	.0	.4		
\$1.3	\$2.1	\$1.5	\$0.6	40%	TOTAL REVENUE	\$3.8	\$6.2	\$4.7	\$1.5	33%	
EXPENSES:											
\$0.7	\$1.0	\$1.2	\$0.2	18%	Salary/Wages	\$2.5	\$2.8	\$3.5	\$0.7	20%	
\$0.0	\$0.0	\$0.0	\$0.0	19%	Overtime	\$0.0	\$0.0	\$0.0	\$0.0	32%	
0.3	0.5	0.5	0.0	6%	Fringe Benefits	1.1	1.4	1.5	0.1	9%	
25.2	24.3	26.2	1.9	7%	Services	76.5	72.7	80.7	8.1	10%	
0.0	0.0	0.2	0.1	73%	Supplies	0.1	0.2	0.5	0.2	51%	
0.0	0.0	0.0	0.0	3%	Utilities	0.1	0.1	0.1	0.0	15%	
.2	.2	.3	.1	26%	Insurance/Other	.6	.5	.8	.3	32%	
\$26.5	\$26.0	\$28.4	\$2.4	8%	TOTAL EXPENSE	\$80.8	\$77.8	\$87.2	\$9.5	11%	
\$25.2	\$23.9	\$26.9	\$3.0	11%	SUBSIDY	\$77.0	\$71.5	\$82.5	\$11.0	13%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

5%

8%

5%

COST RECOVERY RATIO

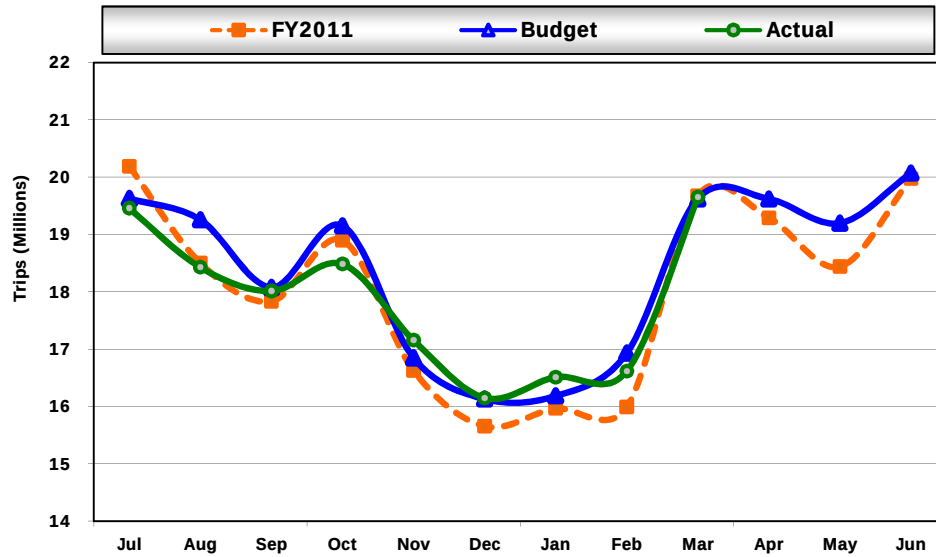
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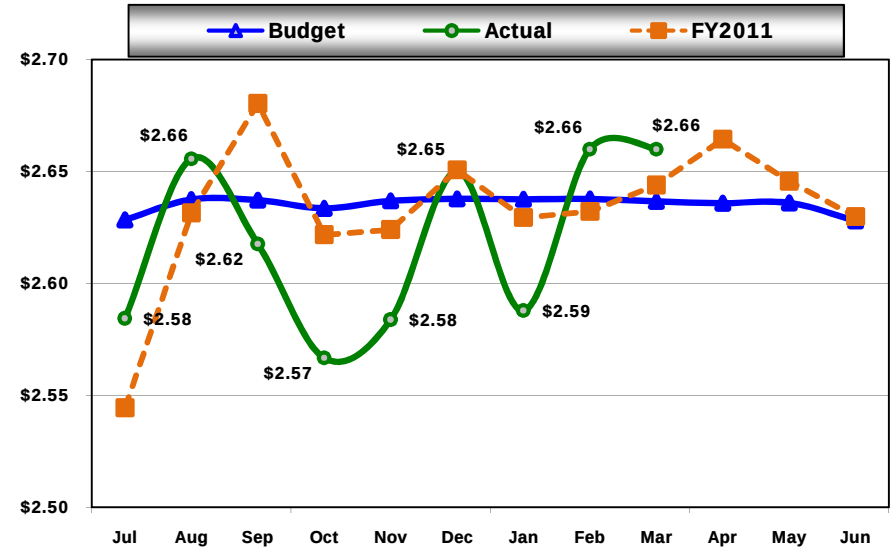
5%

RIDERSHIP and AVERAGE FARE ANALYSIS

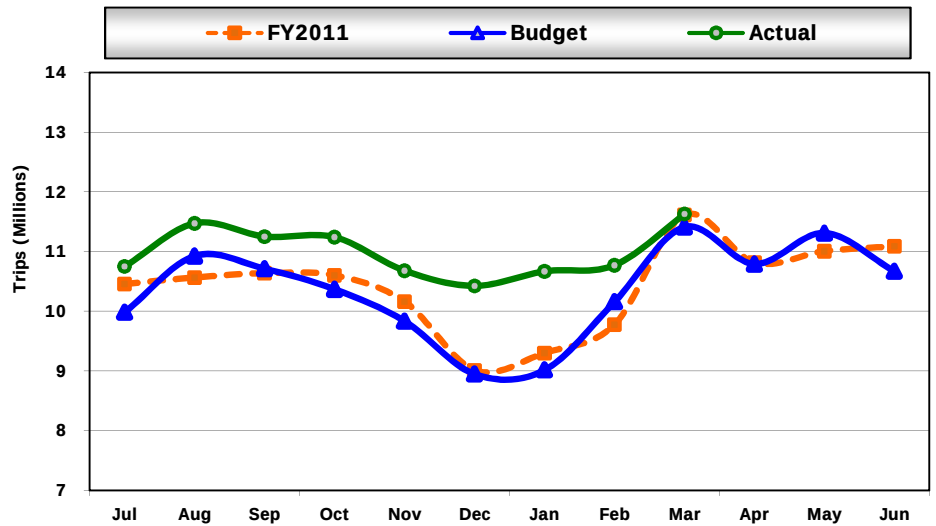
Rail Ridership



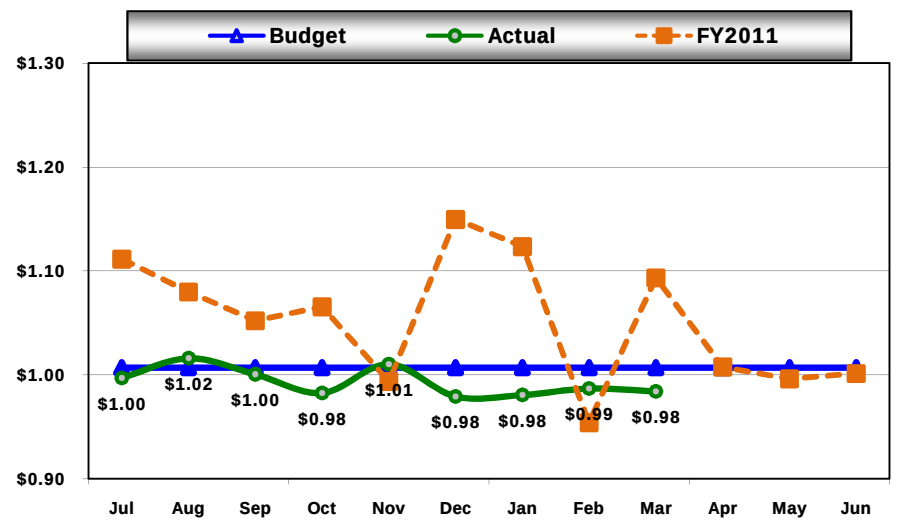
Rail Average Fare



Bus Ridership

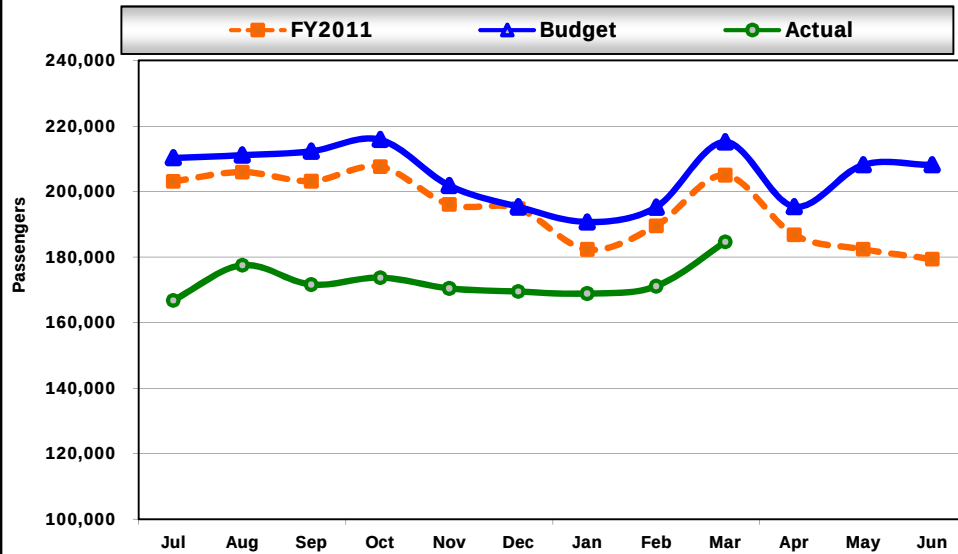


Bus Average Fare

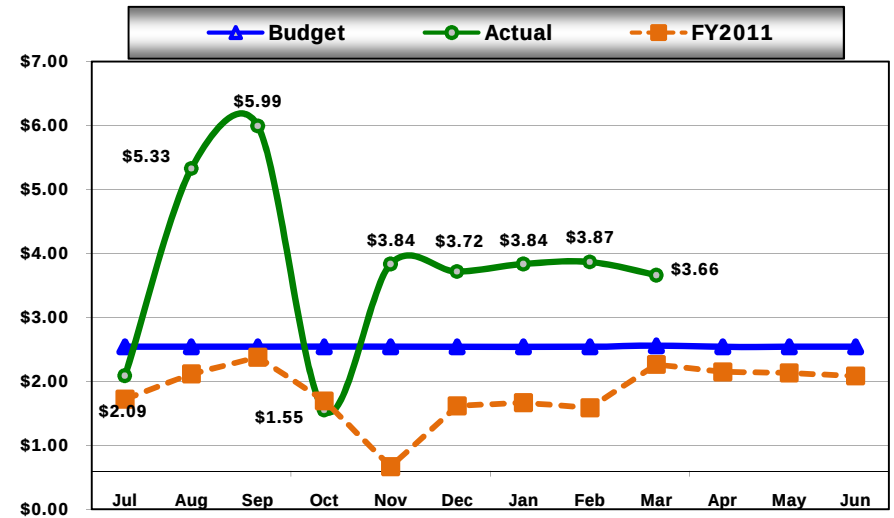


RIDERSHIP and AVERAGE FARE ANALYSIS

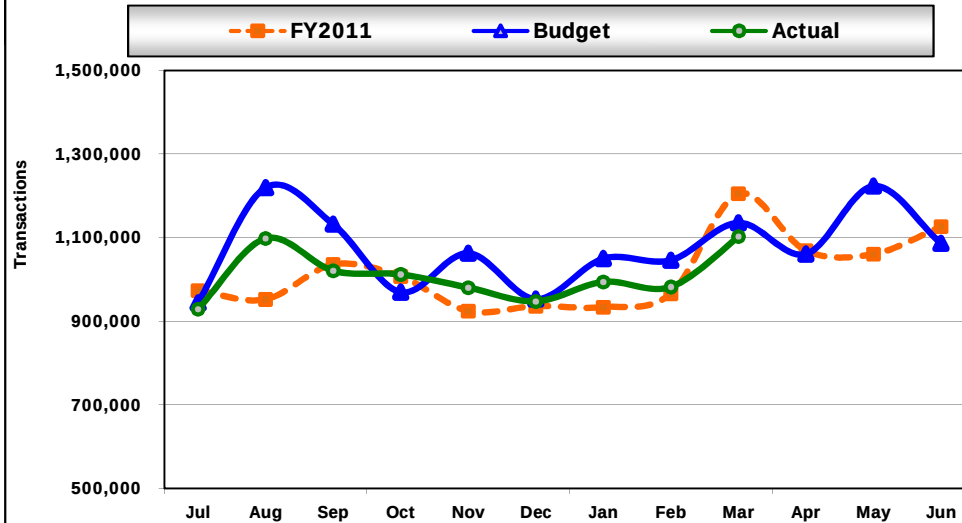
MetroAccess Ridership



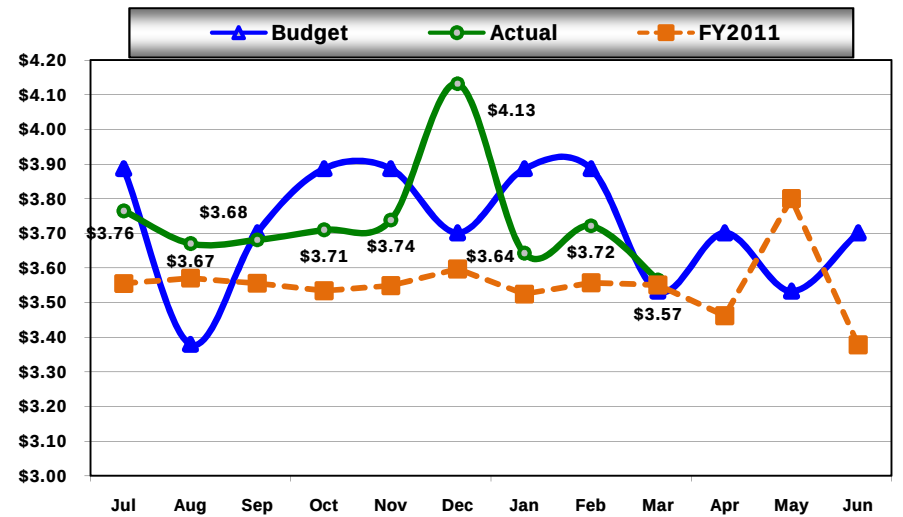
MetroAccess Average Fare



Parking Transactions



Parking Average Fee



Ridership and Revenue Analysis: Year-to-Date FY2012 through March 2012

YTD Account Analysis						Modal Analysis			
	Last Year Actual	Actual	This Year Budget	Budget Variance		Actual vs Budget		This Year Actual vs. Last Year Actual	
a. Passenger Revenue									
Metrorail	\$418,677	\$419,188	\$426,586	(\$7,399)	(2%)				
Metrobus	\$98,446	\$98,216	\$91,995	\$6,221	7%				
MetroAccess	\$3,137	\$5,861	\$4,698	\$1,164	25%				
Monthly Total	\$520,259	\$523,265	\$523,279	(\$14)	(0%)				
b. Ridership									
Metrorail	159,342	160,459	161,843	(1,384)	(1%)				
Metrobus	92,136	98,899	91,360	7,539	8%				
MetroAccess	1,788	1,554	1,848	(294)	(16%)				
Monthly Total	253,266	260,912	255,051	5,861	2%				
c. Average Fare									
Metrorail	\$2.63	\$2.61	\$2.64	(\$0.02)	(1%)				
Metrobus	\$1.07	\$0.99	\$1.01	(\$0.01)	(1%)				
MetroAccess	\$1.75	\$3.77	\$2.54	\$1.23	48%				
Monthly Total	\$2.05	\$2.01	\$2.05	(\$0.05)	(2%)				
d. Metrorail									
Ridership	(\$3,648)	(1%)	\$2,936	0.7%					
Average Fare	<u>(\$3,751)</u>	<u>(1%)</u>	<u>(\$2,424)</u>	<u>(1%)</u>					
Budget Variance	(\$7,399)	(2%)	\$511	0%					
e. Metrobus									
Ridership	\$7,591	8%	\$7,225	7%					
Average Fare	<u>(\$1,370)</u>	<u>(1%)</u>	<u>(\$7,455)</u>	<u>(7%)</u>					
Budget Variance	\$6,221	7%	(\$230)	(0%)					
f. MetroAccess									
Ridership	(\$747)	(16%)	(\$410)	(13%)					
Average Fare	<u>\$1,910</u>	<u>48%</u>	<u>\$3,134</u>	<u>115%</u>					
Budget Variance	\$1,164	25%	\$2,724	87%					

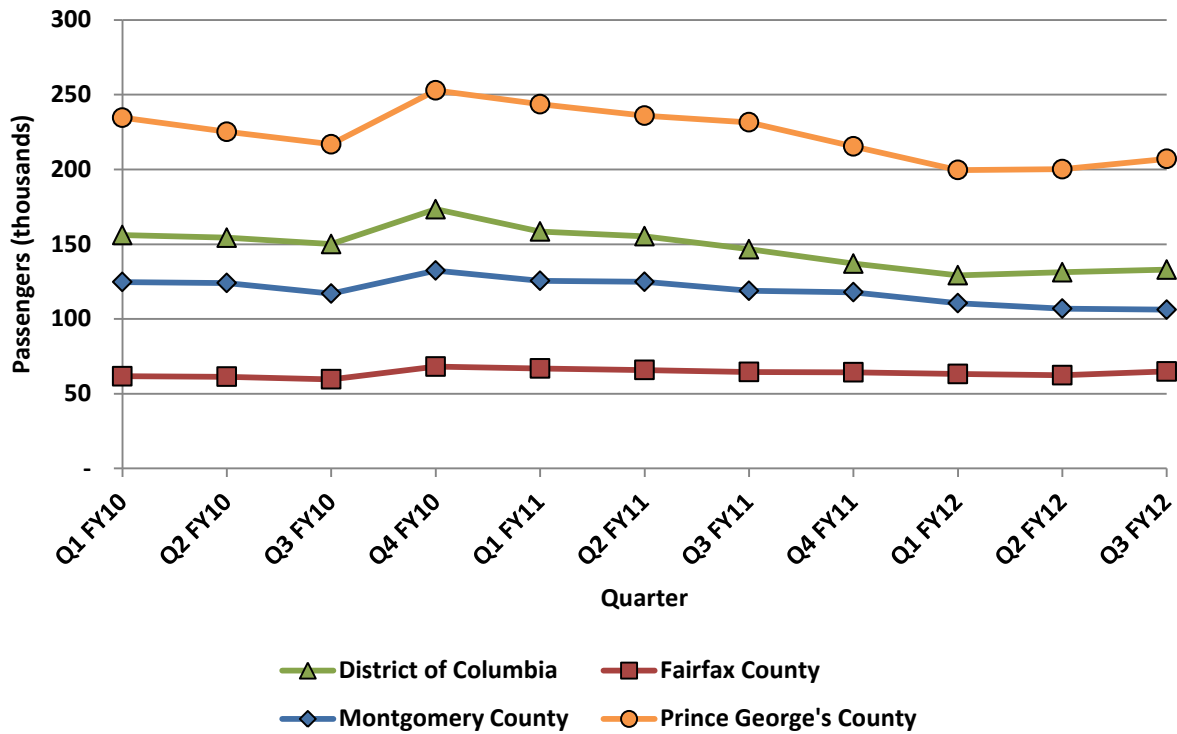
* Modal Analysis defines what portion of the budget variance is due to ridership being below plan and the portion due to revenue actuals being below forecast.

Ridership and Revenue Analysis: Quarter-to-Date Q3 FY2012 - March 2012

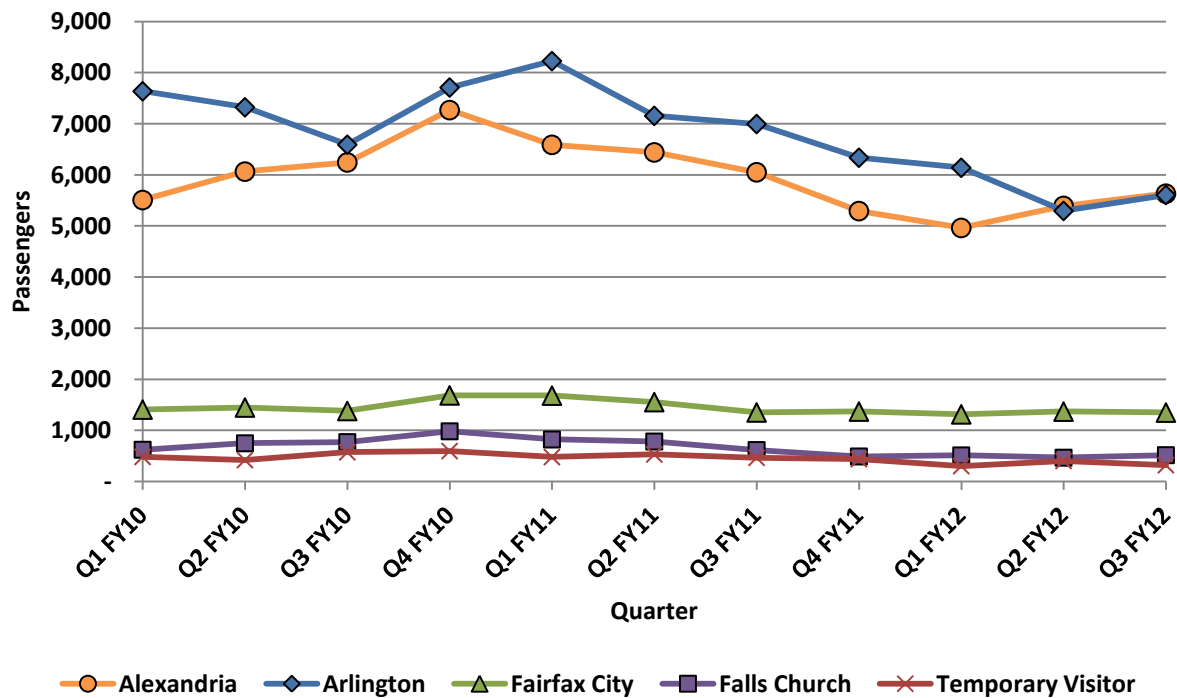
QTD Account Analysis						Modal Analysis			
	Last Year Actual	Actual	This Year Budget	Budget Variance		Actual vs Budget		This Year Actual vs. Last Year Actual	
a. Passenger Revenue									
Metrorail	\$136,096	\$138,238	\$139,102	(\$864)	(1%)				
Metrobus	\$32,495	\$32,536	\$30,800	\$1,736	6%				
MetroAccess	\$1,069	\$1,985	\$1,530	\$455	30%				
Monthly Total	\$169,660	\$172,758	\$171,432	\$1,326	1%				
b. Ridership									
Metrorail	51,633	52,770	52,744	26	0%				
Metrobus	30,696	33,072	30,587	2,485	8%				
MetroAccess	577	525	601	(77)	(13%)				
Monthly Total	82,906	86,367	83,932	2,435	3%				
c. Average Fare									
Metrorail	\$2.64	\$2.62	\$2.64	(\$0.02)	(1%)				
Metrobus	\$1.06	\$0.98	\$1.01	(\$0.02)	(2%)				
MetroAccess	\$1.85	\$3.78	\$2.55	\$1.24	49%				
Monthly Total	\$2.05	\$2.00	\$2.04	(\$0.04)	(2%)				
d. Metrorail									
Ridership	\$69	0%	\$2,998	2.2%					
Average Fare	<u>(\$934)</u>	<u>(1%)</u>	<u>(\$857)</u>	<u>(1%)</u>					
Budget Variance	(\$864)	(1%)	\$2,141	2%					
e. Metrobus									
Ridership	\$2,502	8%	\$2,515	8%					
Average Fare	<u>(\$766)</u>	<u>(2%)</u>	<u>(\$2,474)</u>	<u>(7%)</u>					
Budget Variance	\$1,736	6%	\$41	0%					
f. MetroAccess									
Ridership	(\$195)	(13%)	(\$97)	(9%)					
Average Fare	<u>\$650</u>	<u>49%</u>	<u>\$1,013</u>	<u>104%</u>					
Budget Variance	\$455	30%	\$916	86%					

* Modal Analysis defines what portion of the budget variance is due to ridership being below plan and the portion due to revenue actuals being below forecast.

MetroAccess Ridership by Home Jurisdiction: FY10 to FY12



MetroAccess Ridership by Home Jurisdiction: FY10 to FY12



MetroAccess Ridership by Home Jurisdiction

Passengers - FY 2010	Q1	Q2	Q3	Q4	Total FY 2010
Alexandria	5,509	6,065	6,245	7,269	25,088
Arlington	7,637	7,324	6,592	7,711	29,264
District of Columbia	156,090	154,292	150,052	173,352	633,786
Fairfax County	61,598	61,371	59,621	68,084	250,674
Fairfax City	1,409	1,449	1,381	1,686	5,925
Falls Church	622	749	772	983	3,126
Montgomery County	124,702	124,050	116,927	132,380	498,059
Prince George's County	234,586	225,156	216,792	252,895	929,429
Sub Total:	592,153	580,456	558,382	644,360	2,375,351
Visitor:	482	420	573	597	2,072
Total Reported Ridership:	592,635	580,876	558,955	644,957	2,377,423
Passengers - FY 2011	Q1	Q2	Q3	Q4	Total FY 2011
Alexandria	6,589	6,441	6,052	5,293	24,375
Arlington	8,228	7,157	6,996	6,337	28,718
District of Columbia	158,476	155,324	146,588	136,980	597,368
Fairfax County	66,843	65,864	64,511	64,289	261,507
Fairfax City	1,682	1,555	1,352	1,370	5,959
Falls Church	823	783	616	491	2,713
Montgomery County	125,488	124,814	118,785	117,884	486,971
Prince George's County	243,609	235,969	231,552	215,460	926,590
Sub Total:	611,738	597,907	576,452	548,104	2,334,201
Other Eligible:	116	108	154	165	543
Temporary Visitor:	363	422	311	379	1,475
Total Reported Ridership:	612,217	598,437	576,917	548,648	2,336,219
Passengers - FY2012	Q1	Q2	Q3	Q4	Total FY 2012
Alexandria	4,963	5,394	5,633	-	15,990
Arlington	6,141	5,296	5,607	-	17,044
District of Columbia	129,223	131,186	132,970	-	393,379
Fairfax County	63,132	62,325	64,814	-	190,271
Fairfax City	1,315	1,369	1,350	-	4,034
Falls Church	512	467	516	-	1,495
Montgomery County	110,529	106,880	106,147	-	323,556
Prince George's County	199,640	200,138	207,073	-	606,851
Sub Total:	515,455	513,055	524,110	-	1,552,620
Other Eligible:	142	205	162	-	509
Temporary Visitor:	303	403	321	-	1,027
Total Reported Ridership:	515,900	513,663	524,593	-	1,554,156

WMATA PARKING FACILITY USAGE
March-2012

STATION/LOT REGION	LOT CAP	Paid Utilization (% of Capacity)			
		March-2012	Y-T-D FY12	March-2011	Y-T-D FY11
<u>MONTGOMERY COUNTY</u>					
Grosvenor	1,894	99%	98%	104%	98%
White Flint	1,270	48%	49%	63%	52%
Twinbrook	1,097	65%	64%	77%	71%
Rockville	524	98%	100%	107%	94%
Shady Grove	5,745	95%	90%	97%	88%
Glenmont	1,781	105%	100%	105%	93%
Wheaton	977	46%	48%	62%	52%
Forest Glen	596	102%	98%	105%	100%
Montgomery County Total	13,884	87%	85%	93%	84%
<u>PRINCE GEORGE'S COUNTY</u>					
New Carrollton	3,519	89%	89%	82%	84%
Landover	1,866	50%	51%	56%	39%
Cheverly	500	96%	90%	99%	94%
Addison Road	1,268	62%	64%	70%	62%
Capitol Heights	372	71%	80%	88%	81%
Greenbelt	3,399	85%	77%	91%	83%
College Park	1,820	64%	62%	70%	66%
P.G. Plaza	1,068	48%	49%	52%	45%
West Hyattsville	453	87%	92%	102%	97%
Southern Avenue	1,980	73%	72%	78%	76%
Naylor Road	368	104%	100%	106%	84%
Suitland Garage	1,890	80%	80%	89%	78%
Branch Avenue	3,072	100%	96%	99%	91%
Morgan Blvd.	608	95%	88%	95%	65%
Largo	2,200	87%	78%	93%	83%
Prince George's County Total	24,383	80%	77%	83%	76%
Maryland Total	38,267	83%	80%	87%	79%
<u>DISTRICT OF COLUMBIA</u>					
Deanwood	194	55%	58%	52%	39%
Minnesota Ave.	333	72%	69%	60%	48%
Rhode Island Ave.	221	105%	59%		
Fort Totten	408	83%	83%	86%	84%
Anacostia Garage	808	63%	64%	73%	63%
District of Columbia Total	1,964	73%	69%	71%	61%
<u>Northern Virginia</u>					
Huntington	3,617	84%	84%	92%	83%
West Falls Church	2,009	103%	98%	102%	96%
Dunn Loring	1,326	99%	99%	108%	103%
Vienna	5,169	104%	99%	105%	97%
Franconia	5,069	85%	85%	95%	89%
Van Dorn	361	114%	103%	113%	107%
East Falls Church	422	125%	118%	120%	111%
Northern Virginia Total	17,973	95%	93%	100%	92%
System Total	58,204	86%	83%	90%	82%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - March 2012
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
<u>District of Columbia</u>								
CRB0001 Anacostia Light Rail Demonstration	\$16,973.8	\$16,637.6	\$15,826.0	\$20.5	\$15,846.5	\$1,127.2	98.0%	93.4%
CRB0002 DC Downtown Circulator Buses	21,450.0	17,734.9	17,643.7		17,643.7	3,806.3	82.7%	82.3%
CRB0003 New York Ave. Metrorail Station	109,950.0	109,673.2	109,622.9		109,622.9	327.1	99.7%	99.7%
CRB0004 Southeast Bus Garage Replacement	67,534.8	50,174.1	15,669.2	21,521.0	37,190.2	30,344.6	74.3%	55.1%
CRB0005 Project Development	10,784.8	10,784.8	7,045.4	668.9	7,714.3	3,070.5	100.0%	71.5%
CRB0027 Brentwood Rail Yard Expansion	2,390.3	2,390.3	2,339.0		2,339.0	51.3	100.0%	97.9%
CRB0031 DC Convention Center	29,951.9	29,951.9	29,822.1		29,822.1	129.9	100.0%	99.6%
CRB0036 Navy Yard Station Modification	19,585.4	19,504.9	19,499.1		19,499.1	86.3	99.6%	99.6%
CRB0045 DC Real Time Sign Bus Shelters	190.0	51.3	51.3		51.3	138.7	27.0%	27.0%
CRB0047 DC Student SmartTrip Pass	390.0	390.0	13.4		13.4	376.6	100.0%	3.4%
CRB0049 Union Row: U Str/Cardozo Station	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CRB0052 U St Stat 14 St Bus Access Imp	500.0	500.0	480.7	19.3	500.0		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	123.8	93.9	0.0	94.0	36.8	94.7%	71.8%
CRB0121 Connecticut Avenue Streetscape	30.0	30.0				30.0	100.0%	
CRB0122 Union Station Metrorail Access and Capacity I	2,550.0					2,550.0		
DC Uncommitted Funds	1,118.6					1,118.6		
District of Columbia Total	\$306,751.2	\$280,090.1	\$239,583.4	\$22,229.8	\$261,813.2	\$44,938.0	91.3%	85.4%
<u>Maryland</u>								
Montgomery County								
CRB0006 Glenmont Parking Facility Design Work	\$30,121.0	\$26,925.1	\$9,450.2	\$14,899.2	\$24,349.4	\$5,771.6	89.4%	80.8%
CRB0007 Takoma Langley Park Center	6,700.0	1,339.5	1,339.5		1,339.5	5,360.5	20.0%	20.0%
CRB0043 Shady Grove Rail Yard Expansion	2,247.9	2,228.8	2,212.6		2,212.6	35.3	99.1%	98.4%
CRB0046 Silver Spring South Entrance	400.0	269.8	261.3		261.3	138.7	67.4%	65.3%
CRB0055 White Flint Parking Structure	17,390.0	17,382.8	17,373.2		17,373.2	16.8	100.0%	99.9%
CRB0062 Twinbrook Facility Relocation	1,000.0	525.6	525.6		525.6	474.4	52.6%	52.6%
CRB0106 Rockville MARC ADA	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CRB0116 Shady Grove Parking II	60.0					60.0		
Subtotal	\$57,968.9	\$48,721.6	\$31,183.5	\$14,899.2	\$46,082.7	\$11,886.3	84.0%	79.5%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - March 2012
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
Prince George's County									
CRB0008	New Carrollton Rail Yard Expansion	\$70,375.0	\$69,545.4	\$69,410.2	\$3.2	\$69,413.4	\$961.6	98.8%	98.6%
CRB0034	Greenbelt Rail Yard Expansion	1,828.8	1,801.2	1,765.4		1,765.4	63.3	98.5%	96.5%
CRB0037	New Carrollton Parking Garage	23,115.0	22,417.4	22,417.1		22,417.1	697.9	97.0%	97.0%
	Subtotal	\$95,318.8	\$93,764.0	\$93,592.8	\$3.2	\$93,596.0	\$1,722.8	98.4%	98.2%
Maryland-wide									
CRB0009	Project Development	\$9,390.5	\$7,218.1	\$5,546.5	\$453.2	\$5,999.6	\$3,390.9	76.9%	63.9%
CRB0010	Largo Blue Line Extension	469,590.8	467,471.2	466,980.4		466,980.4	2,610.4	99.5%	99.4%
CRB0092	Bike Lockers	399.5	379.6	379.6		379.6	19.9	95.0%	95.0%
CRB0105	Largo Blue Line Extension - Prelim Engr	10,397.3	10,397.3	10,198.0		10,198.0	199.2	100.0%	98.1%
CRB0108	Maryland Station Name Change	514.4	305.0	305.0		305.0	209.4	59.3%	59.3%
	Subtotal	\$490,292.4	\$485,771.1	\$483,409.5	\$453.2	\$483,862.6	\$6,429.8	99.1%	98.7%
Maryland Total		\$643,580.1	\$628,256.7	\$608,185.7	\$15,355.6	\$623,541.3	\$20,038.9	97.6%	96.9%
<u>Virginia</u>									
Alexandria									
CRB0011	Eisenhower Station Entrance	\$1,800.0	\$276.4	\$125.7	\$102.9	\$228.6	\$1,571.4	15.4%	12.7%
CRB0012	King Street Station Bus Loop Reconfiguration	4,200.0	715.3	25.0	453.6	478.6	3,721.4	17.0%	11.4%
CRB0013	Potomac Yard Alt. Analysis	3,000.0	1,687.5	559.6	776.9	1,336.5	1,663.5	56.3%	44.6%
CRB0023	Alexandria Rail Yard - EA	200.0	138.6	94.1		94.1	105.9	69.3%	47.0%
CRB0032	Crystal City - Potomac (Alex)	300.0	70.0	49.4		49.4	250.6	23.3%	16.5%
CRB0075	King Street Station Improvements	16,600.0	16,363.7	16,349.0		16,349.0	251.0	98.6%	98.5%
CRB0113	Potomac Yards	228.1	228.1	187.1		187.1	41.0	100.0%	82.0%
	Subtotal	\$26,328.1	\$19,479.8	\$17,389.9	\$1,333.4	\$18,723.3	\$7,604.8	74.0%	71.1%
Arlington County									
CRB0015	Columbia Pike - NEPA and PE	\$4,060.0	\$3,488.5	\$2,027.2	\$1,218.2	\$3,245.4	\$814.6	85.9%	79.9%
CRB0016	Columbia Pike Super Stops	2,000.0	1,064.4	298.7	589.5	888.2	1,111.8	53.2%	44.4%
CRB0025	Ballston Station Improvements	14,763.4	14,674.7	14,640.9	1.0	14,641.8	121.6	99.4%	99.2%
CRB0042	Rosslyn Station New Entrance	5,089.0	4,259.0	3,973.2	124.4	4,097.6	991.4	83.7%	80.5%
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%
	Subtotal	\$36,876.4	\$34,450.4	\$31,311.7	\$1,933.1	\$33,244.8	\$3,631.6	93.4%	90.2%
City of Fairfax									
None									

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - March 2012
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
Fairfax County									
CRB0017	Vienna Station Mezzanine Stair	\$2,000.0	\$1,099.8	\$415.8	\$674.6	\$1,090.4	\$909.6	55.0%	54.5%
CRB0026	Bus Stop Signs 600 in Fairfax	96.0	55.6				96.0	57.9%	
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	26,169.5	26,163.5		26,163.5	936.5	96.6%	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	16,889.6	16,762.2		16,762.2	267.8	99.2%	98.4%
CRB0084	West Fall Church Bus Bays	2,750.0	2,655.0	2,569.7	47.4	2,617.1	132.9	96.5%	95.2%
ORB0006	Springfield Circulator	1,814.4	1,814.4	1,790.5		1,790.5	23.9	100.0%	98.7%
	Subtotal	\$84,873.0	\$82,601.7	\$81,182.5	\$722.1	\$81,904.6	\$2,968.5	97.3%	96.5%
Falls Church									
None									
Virginia-wide									
CRB0018	Project Development	\$7,941.5	\$7,941.5	\$5,932.9	\$399.8	\$6,332.7	\$1,608.8	100.0%	79.7%
CRB0019	Dulles Extension Design/Build	478,718.2	248,321.0	52,320.7	30,036.4	82,357.1	396,361.1	51.9%	17.2%
CRB0020	Dulles Phase 2 (PE)	3,500.0	2,654.0	617.5	367.8	985.2	2,514.8	75.8%	28.1%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,451.1	1,267.9	20.0	1,287.9	217.9	96.4%	85.5%
CRB0059	Dulles Preliminary Engineering/NEPA	58,041.8	58,035.0	57,968.9		57,968.9	72.9	100.0%	99.9%
	Subtotal	\$549,707.2	\$318,402.6	\$118,107.8	\$30,824.0	\$148,931.8	\$400,775.4	57.9%	27.1%
Virginia Total		\$697,784.8	\$454,934.4	\$247,991.9	\$34,812.6	\$282,804.5	\$414,980.2	65.2%	40.5%
<u>Regional</u>									
CRB0021	6000 Rail Car Purchase - Base	\$120,000.0	\$119,753.6	\$118,961.0	\$40.2	\$119,001.1	\$998.9	99.8%	99.2%
CRB0022	Regional Travel Training ACCS	1,234.5	1,021.1	603.2	\$357.3	960.5	274.0	82.7%	77.8%
CRB0038	Precision Stopping	992.1	917.6	867.0		867.0	125.1	92.5%	87.4%
CRB0040	Bus Bike Racks	1,645.0	1,429.8	1,429.8		1,429.8	215.2	86.9%	86.9%
CRB0041	IT Communication Enhancement	1,562.5	1,425.3	1,425.3		1,425.3	137.2	91.2%	91.2%
CRB0060	Regional Fare Int. (MTA)	7,607.6	6,521.9	6,139.0		6,139.0	1,468.6	85.7%	80.7%
CRB0065	Precision Stopping Pilot Prog.	\$3,000.0	2,610.4	2,605.0		2,605.0	395.0	87.0%	86.8%
CRB0097	Dynamic Display System	10,261.4	10,226.7	10,226.7		10,226.7	34.7	99.7%	99.7%
MSC0005	Tax Advantage Lease Program	8,419.9	7,381.2	7,111.6	48.7	7,160.3	1,259.6	87.7%	85.0%
	Regional Total	\$154,722.9	\$151,287.6	\$149,368.6	\$446.1	\$149,814.7	\$4,908.2	97.8%	96.8%
Total: Reimbursable Projects		\$1,802,839.0	\$1,514,568.9	\$1,245,129.7	\$72,844.1	\$1,317,973.7	\$484,865.3	84.0%	73.1%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - March 2012
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
Fully Expended Projects									
CRB0014	Royal Street Bus Garage Replacement	\$4,764.1	\$4,764.1	\$4,263.1		\$4,263.1	\$501.0	100.0%	89.5%
CRB0030	College Park Parking Structure	17,310.0	17,310.0	17,306.6	0.0	17,306.7	3.3	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	360.8	360.8	360.8		360.8		100.0%	100.0%
CRB0070	Crystal City Canopy	347.4	347.4	347.4		347.4		100.0%	100.0%
CRB0080	Rosslyn Access Improvements	130.0	130.0	130.0	0.0	130.0		100.0%	100.0%
CRB0082	TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	100.0%
CRB0085	FDA Transit Center @ White Oak	71.0	71.0	71.0		71.0		100.0%	100.0%
CRB0120	VA Station Name Changes	779.9	779.9	779.9		779.9		100.0%	100.0%
Fully Expended Total		\$51,612.9	\$51,612.9	\$51,108.0	\$0.0	\$51,108.1	\$504.9	100.0%	99.0%
Total: Reimbursable Projects		\$1,854,452.0	\$1,566,181.8	\$1,296,237.7	\$72,844.1	\$1,369,081.8	\$485,370.2	84.5%	73.8%

Definitions

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

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

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>Vehicles & Vehicle Parts</i>									
ARA0021	Bus Replacement Components (ST26)	\$2,493.0	\$2,490.0	\$2,490.0		\$2,490.0	\$3.0	99.9%	99.9%
ARA0022	Preventative Maintenance	11,092.1	11,087.1	11,087.1		11,087.1	5.0	100.0%	100.0%
ARA0027	Replacement of Oldest Buses (ST02)	27,025.2	27,025.2	27,025.2		27,025.2		100.0%	100.0%
ARA0028	Service Vehicle Replacement (ST14)	5,992.7	5,992.7	5,992.7		5,992.7		100.0%	100.0%
ARA0030	MetroAccess Fleet Expansion and Replacement (ST10)	4,149.5	4,149.5	3,760.3	32.9	3,793.2	356.4	100.0%	91.4%
	Subtotal	\$50,752.6	\$50,744.6	\$50,355.3	\$32.9	\$50,388.3	\$364.4	100.0%	99.3%
<i>Maintenance Facilities</i>									
ARA0001	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,310.5	\$17,861.4	\$3,047.5	\$20,908.9	\$491.1	99.6%	97.7%
ARA0002	Replacement of Southeastern Bus Garage (ST05)	30,000.0	29,986.0	15,606.0	14,360.5	29,966.6	33.4	100.0%	99.9%
ARA0003	Bus Garage Facility Repairs (ST11)	7,600.0	7,502.2	6,939.6	520.2	7,459.8	140.2	98.7%	98.2%
	Subtotal	\$59,000.0	\$58,798.7	\$40,407.0	\$17,928.2	\$58,335.2	\$664.8	99.7%	98.9%
<i>Passenger Facilities</i>									
ARA0004	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$16,000.0	\$13,250.5		\$13,250.5	\$2,749.5	100.0%	82.8%
ARA0005	Update Platform Real-Time Signs (ST28)	2,500.0	2,133.5	126.8	302.5	429.3	2,070.7	85.3%	17.2%
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.0	1,200.0	140.0	8.4	148.4	1,051.6	100.0%	12.4%
	Subtotal	\$19,700.0	\$19,333.5	\$13,517.3	\$310.9	\$13,828.2	\$5,871.8	98.1%	70.2%
<i>Safety & Security</i>									
ARA0008	Additional Station Alarm/Chemical Sensors (ST48)	\$3,991.2	\$3,991.2	\$3,684.0	\$307.1	\$3,991.1	\$0.1	100.0%	100.0%
ARA0007	Bus Garage Security Update (ST23)	3,000.0	2,990.0	2,134.0	816.8	2,950.8	49.2	99.7%	98.4%
ARA0017	Communications Equipment for Operations Control Center (ST24)	3,000.0	3,000.0	2,953.3	46.3	2,999.6	0.4	100.0%	100.0%
ARA0025	Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	836.3		836.3	0.0	100.0%	100.0%
ARA0031	Underground Communications Radios (ST40)	868.7	868.7	868.7		868.7		100.0%	100.0%
	Subtotal	\$11,696.2	\$11,686.2	\$10,476.3	\$1,170.1	\$11,646.4	\$49.7	99.9%	99.6%
<i>Maintenance & Repair Equipment</i>									
ARA0009	Heavy Duty Locomotives for Maintenance (ST12)	\$4,998.9	\$4,998.9		\$4,998.9	\$4,998.9		100.0%	100.0%
ARA0010	60-Ton Crane for Track Work (ST17)	3,838.9	3,838.9	383.9	1,919.4	2,303.3	1,535.6	100.0%	60.0%
ARA0011	Heavy Duty Track Equipment (ST07)	10,508.1	10,508.1	7,652.7	2,283.7	9,936.4	571.8	100.0%	94.6%
ARA0012	Track Welding Program to Repair Defects (ST18)	3,900.0	3,900.0	3,106.4	737.8	3,844.2	55.8	100.0%	98.6%
ARA0020	Power Tool Equipment Replacement (ST31)	1,647.9	1,647.9	1,647.9		1,647.9	0.0	100.0%	100.0%
ARA0029	Track Pad/Shock Absorber Rehabilitation (ST37)	1,030.0	1,030.0	1,029.6	0.0	1,029.7	0.3	100.0%	100.0%
	Subtotal	\$25,923.8	\$25,923.8	\$13,820.4	\$9,939.8	\$23,760.3	\$2,163.5	100.0%	91.7%

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

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>Operations Systems</i>									
ARA0013	Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,637.4	\$3,488.7	\$7,460.3	\$10,949.0	\$6,951.0	98.5%	61.2%
ARA0014	Bus Real-Time, Route, and Scheduling Systems (ST21)	2,999.8	2,988.0	1,415.9	1,231.0	2,646.9	352.9	99.6%	88.2%
ARA0018	Kiosk and Train Control Computers (ST41)	329.8	329.8	329.8		329.8	0.0	100.0%	100.0%
ARA0019	Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	1,477.9	22.1	1,500.0	(0.0)	100.0%	100.0%
ARA0026	Additional SmarTrip Fare Machines (ST19)	2,220.8	2,220.8	2,220.8		2,220.8		100.0%	100.0%
	Subtotal	\$24,950.4	\$24,676.0	\$8,933.0	\$8,713.4	\$17,646.4	\$7,303.9	98.9%	70.7%
<i>Information Technology</i>									
ARA0015	Sensitive Data Protection Technology (ST16)	\$3,511.1	\$3,511.1	\$2,635.8	\$681.5	\$3,317.3	\$193.9	100.0%	94.5%
ARA0016	Financial System Integration (ST63)	5,000.0	5,000.0	5,000.0		5,000.0	0.0	100.0%	100.0%
ARA0024	Document Management System (ST32)	749.2	749.2	749.2		749.2		100.0%	100.0%
	Subtotal	\$9,260.3	\$9,260.3	\$8,385.0	\$681.5	\$9,066.4	\$193.9	100.0%	97.9%
TOTAL ARRA PROJECTS		\$201,283.2	\$200,423.2	\$145,894.4	\$38,776.9	\$184,671.3	\$16,611.9	99.6%	91.7%
<i>Miscellaneous Other</i>									
ARA0023	Program Management	\$550.0	\$424.5	\$196.2	96.0	\$292.1	\$257.9	77.2%	53.1%
	Subtotal	\$550.0	\$424.5	\$196.2	\$96.0	\$292.1	\$257.9	77.2%	53.1%
TOTAL ARRA PROGRAM		\$201,833.2	\$200,847.7	\$146,090.6	\$38,872.8	\$184,963.4	\$16,869.8	99.5%	91.6%

Definitions

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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
Approved Capital Safety & Security Program Financials
Fiscal Year 2012 - March 2012
Dollars in Thousands

Safety & Security Program		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<u>Security Program</u>									
SEC0001	Bus Garage Security	\$5,836.5	\$3,076.0	\$2,626.8	\$120.7	\$2,747.5	\$3,089.0	52.7%	47.1%
SEC0002	Cameras on Buses	6,410.0	6,373.1		1,090.1	1,090.1	5,319.9	99.4%	17.0%
SEC0003	Cameras on Rail Cars	7,139.7	221.7	6.5	55.9	62.4	7,077.3	3.1%	0.9%
SEC0004	CCV and Access Control	11,675.8	2,295.0	40.3	55.0	95.4	11,580.5	19.7%	0.8%
SEC0005_01	Chemical Detection	1,906.0	1,087.0				1,906.0	57.0%	0.0%
SEC0006	Metrorail Station Camera	2,774.0	997.7	35.4	101.4	136.8	2,637.2	36.0%	4.9%
SEC0007	Montgomery Garage	23.1					23.1	0.0%	0.0%
SEC0008	PG Radio Upgrade	500.0	405.4	405.4		405.4	94.6	81.1%	81.1%
SEC0009	Platform Security	6,517.8	1,679.9	38.4	134.5	172.9	6,344.9	25.8%	2.7%
SEC0010	PROTECT Systems	606.0	606.0	606.0		606.0		100.0%	100.0%
SEC0011	Radio Redundancy AOCC	5,900.0	2,233.6	218.7	1,806.3	2,025.0	3,875.0	37.9%	34.3%
SEC0012	Vent Intrusion Detection	11,500.0	519.0				11,500.0	4.5%	0.0%
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	175.0	141.4	1.0	142.4	32.6	100.0%	81.4%
Total: Security Program		\$60,964.0	\$19,669.5	\$4,119.0	\$3,364.9	\$7,483.9	\$53,480.1	32.3 %	12.3 %

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

Passenger Rail Investment and Improvement Act (PRIIA)		Total FTA Approved	Obligated	FY2011 Expended	FY2012 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<u>A. Vehicles/ Vehicle Parts</u>									
<u>Replacement of Rail Cars</u>									
CIP0057	1000 Series Rail Car Replacement	\$87,253.3	\$86,424.8	\$79,253.3	\$0.0	\$79,253.3	\$8,000.0	99.1%	90.8%
	Subtotal	\$87,253.3	\$86,424.8	\$79,253.3	\$0.0	\$79,253.3	\$8,000.0	99.1%	90.8%
CIP0067	Rail Car Safety & Reliability Enhancements	\$14,546.5	\$14,525.4	\$9,827.1	\$2,464.1	\$12,291.2	\$2,255.3	99.9%	84.5%
CIP0063	Rail Rehabilitation Program	28,893.2	28,893.2	10,042.4	14,842.8	24,885.1	4,008.1	100.0%	86.1%
CIP0142	Rail Lifecycle Overhaul	40,820.3	40,820.3	20,000.0	15,967.5	35,967.5	4,852.8	100.0%	88.1%
	Subtotal	\$84,259.9	\$84,238.8	\$39,869.5	\$33,274.3	\$73,143.8	\$11,116.1	100.0%	86.8%
<u>Rehabilitation of Buses</u>									
CIP0005	Bus Rehabilitation Program	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
	Subtotal	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
<u>Bus Enhancements</u>									
CIP0002	Automatic Vehicle Location Equipment Replacement	\$8,570.6	\$5,175.0	\$3,024.3	\$95.8	\$3,120.0	\$5,450.6	60.4%	36.4%
	Subtotal	\$8,570.6	\$5,175.0	\$3,024.3	\$487.0	\$3,120.0	\$5,450.6	60.4%	36.4%
Total: Vehicles/ Vehicle Parts		\$181,483.8	\$177,238.6	\$123,547.0	\$33,761.4	\$156,917.1	\$24,566.7	97.7 %	86.5 %
<u>B. Rail System Infrastructure Rehabilitation</u>									
<u>Rail Line Segment Rehabilitation</u>									
CIP0107	Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$4,871.3	\$4,871.3	\$4,871.3	\$0.0	\$4,871.3	\$0.0	100.0%	100.0%
CIP0110	Rail Rehabilitation Tier 1: National Airport to Stadium Armory	55,231.1	55,231.1	30,016.3	20,334.8	50,351.0	4,880.1	100.0%	91.2%
	Subtotal	\$60,102.4	\$60,102.4	\$34,887.6	\$20,334.8	\$55,222.3	\$4,880.1	100.0%	91.9%
Total: Rail System Infrastructure Rehabilitation		\$60,102.4	\$60,102.4	\$34,887.6	\$20,334.8	\$55,222.3	\$4,880.1	100.0 %	91.9 %
<u>C. Maintenance Facilities</u>									
<u>Maintenance of Bus Garages</u>									
CIP0119	Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18,878.6	\$18,878.6	\$17,931.7	\$0.0	\$17,931.7	\$946.9	100.0%	95.0%
	Subtotal	\$18,878.6	\$18,878.6	\$17,931.7	\$0.0	\$17,931.7	\$946.9	100.0%	95.0%
<u>Maintenance of Rail Yards</u>									
CIP0116	Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$15,499.4	\$10,687.7	\$0.0	\$3,475.4	\$3,475.4	\$12,023.9	69.0%	22.4%
	Subtotal	\$15,499.4	\$10,687.7	\$0.0	\$3,475.4	\$3,475.4	\$12,023.9	69.0%	22.4%
<u>Rail Maintenance Facilities</u>									
CIP0071	Test Track & Commissioning Facility	\$5,154.2	\$2,148.8	\$1,772.5	\$0.0	\$1,772.5	\$3,381.6	41.7%	34.4%
	Subtotal	\$5,154.2	\$2,148.8	\$1,772.5	\$0.0	\$1,772.5	\$3,381.6	41.7%	34.4%
Total: Maintenance Facilities		\$39,532.1	\$31,715.2	\$19,704.2	\$3,475.4	\$23,179.6	\$16,352.5	80.2 %	58.6 %

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

Passenger Rail Investment and Improvement Act (PRIIA)	Total FTA Approved	Obligated	FY2011 Expended	FY2012 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>E. Track and Structures</i>								
<i>Track Rehabilitation</i>								
CIP0023 Third Rail Rehabilitation	\$5,517.4	\$483.3	\$0.0	\$334.5	\$334.5	\$5,182.9	8.8%	6.1%
CIP0089 Track Fasteners	4,114.9	4,114.9	2,061.7	2,053.2	4,114.9	0.0	100.0%	100.0%
CIP0019 Track Floating Slab Rehabilitation	3,137.3	3,137.3	1,486.3	1,149.9	2,636.2	501.1	100.0%	84.0%
CIP0021 Track Pad/Shock Absorber Rehabilitation	6,194.6	6,194.6	2,423.1	1,798.3	4,221.3	1,973.2	100.0%	68.1%
CIP0024 Track Rehabilitation	79,573.9	79,573.9	39,229.5	28,107.7	67,337.2	12,236.7	100.0%	84.6%
CIP0022 Track Structural Rehabilitation	4,017.4	4,017.4	2,332.8	1,684.7	4,017.4	0.0	100.0%	100.0%
CIP0146 Mainline #8 Switch Replacement Program	6,331.0	6,306.5	424.6	4,493.2	4,917.8	1,413.2	99.6%	77.7%
CIP0018 Track Welding Program	2,125.7	2,125.7	466.9	1,429.2	1,896.1	229.6	100.0%	89.2%
Subtotal	\$111,012.1	\$105,953.5	\$48,424.8	\$41,050.5	\$89,475.4	\$21,536.7	95.4%	80.6%
<i>Station/Tunnel Rehabilitation</i>								
CIP0026 Station/Tunnel Leak Mitigation	\$6,198.6	\$6,198.6	\$3,057.4	\$3,141.1	\$6,198.6	\$0.0	100.0%	100.0%
Subtotal	\$6,198.6	\$6,198.6	\$3,057.4	\$3,141.1	\$6,198.6	\$0.0	100.0%	100.0%
Total: Track and Structures	\$117,210.6	\$112,152.0	\$51,482.3	\$44,191.7	\$95,673.9	\$21,536.7	95.7 %	81.6 %
<i>F. Passenger Facilities</i>								
<i>Elevator/Escalator Facilities</i>								
CIP0072 Elevator Rehabilitation	\$6,292.7	\$5,885.1	\$1,527.0	\$1,286.7	\$2,813.7	\$3,479.0	93.5%	44.7%
CIP0132 Elevator/Escalator Repairables	3,772.4	3,505.5	0.0	3,404.8	3,404.8	367.6	92.9%	90.3%
CIP0073 Escalator Rehabilitation	17,413.0	14,295.5	3,998.0	7,363.2	11,361.2	6,051.8	82.1%	65.2%
Subtotal	\$27,478.1	\$23,686.1	\$5,525.0	\$12,054.7	\$17,579.7	\$9,898.4	86.2%	64.0%
<i>Maintenance of Rail Station Facilities</i>								
CIP0087 Station Rehabilitation Program	\$3,095.4	\$3,095.4	\$0.0	\$3,095.4	\$3,095.4	\$0.0	100.0%	100.0%
Subtotal	\$3,095.4	\$3,095.4	\$0.0	\$3,095.4	\$3,095.4	\$0.0	100.0%	100.0%
<i>Rail Station Equipment</i>								
CIP0099 Police Emergency Management Equipment	\$1,084.1	\$811.5	\$641.7	\$69.9	\$711.6	\$372.6	74.9%	65.6%
Subtotal	\$1,084.1	\$811.5	\$641.7	\$69.9	\$711.6	\$372.6	74.9%	65.6%
Total: Passenger Facilities	\$31,657.6	\$27,593.0	\$6,166.7	\$15,220.0	\$21,386.7	\$10,271.0	87.2 %	67.6 %

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

Passenger Rail Investment and Improvement Act (PRIIA)	Total FTA Approved	Obligated	FY2011 Expended	FY2012 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>G. Maintenance Equipment</i>								
<i>Rail Maintenance Equipment</i>								
CIP0136 FCC Radio Frequency Communication Changes	\$12,948.5	\$1,998.0	\$176.3	\$1,175.5	\$1,351.7	\$11,596.8	15.4%	10.4%
CIP0139 NTSB Recommendations (See note)	90,532.4	64,037.0	9,664.3	21,194.7	30,859.0	59,673.4	70.7%	34.1%
CIP0066 Rail Shop Repair Equipment	8,736.0	3,897.1	1,819.8	891.8	2,711.6	6,024.4	44.6%	31.0%
CIP0020 Replacement of Rail Track Signage	1,975.0	1,975.0	1,014.3	644.3	1,658.6	316.3	100.0%	84.0%
CIP0027 Switch Machine Rehabilitation Project	1,848.7	1,716.8	766.4	298.4	1,064.7	784.0	92.9%	57.6%
CIP0025 Track Maintenance Equipment (See note)	35,235.9	14,487.5	676.7	1,893.5	2,570.2	32,665.7	41.1%	7.3%
CIP0135 Train Control Signal	6,377.8	2,947.0	65.9	274.4	340.2	6,037.6	46.2%	5.3%
CIP0133 Wayside Work Equipment	7,109.3	4,397.2	1,108.7	721.9	1,830.6	5,278.7	61.9%	25.7%
Subtotal	\$164,763.7	\$95,455.5	\$15,292.3	\$27,094.5	\$42,386.8	\$122,376.9	57.9%	25.7%
Total: Maintenance Equipment	\$164,763.7	\$95,455.5	\$15,292.3	\$27,094.5	\$42,386.8	\$122,376.9	57.9 %	25.7 %
<i>H. Other Facilities</i>								
<i>MTPD Support Facilities</i>								
CIP0101 Police Substation- New District 2/Training Facility	\$3,819.8	\$2,385.3	\$937.4	\$72.9	\$1,010.3	\$2,809.4	62.4%	26.4%
CIP0106 Special Operations Division Facility	830.9	830.9	830.9	0.0	830.9	0.0	100.0%	100.0%
Subtotal	\$4,650.6	\$3,216.2	\$1,768.3	\$72.9	\$1,841.2	\$2,809.4	69.2%	39.6%
Total: Other Facilities	\$4,650.6	\$3,216.2	\$1,768.3	\$72.9	\$1,841.2	\$2,809.4	69.2 %	39.6 %
Grand Total: Capital Improvement Program PRIIA	\$599,401.0	\$507,473.0	\$252,848.4	\$144,150.6	\$396,607.7	\$202,793.3	84.7 %	66.2 %

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

Definitions

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

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

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

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

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

JURISDICTION	OPERATING	CAPITAL	TOTAL
DISTRICT OF COLUMBIA			
DC Dept of Transportation	(0.003)	(0.014)	(0.016)
DC Dept of Transportation	(0.069)	0.000	(0.069)
DC	0.000	(0.671)	(0.671)
DC Dept of Transportation	0.000	0.879	0.879
DC Dept of Public Works	0.182	0.000	0.182
DC Dept of Public Works	0.150	0.000	0.150
Credits to be Applied to 4th Quarter FY2012 Billing:			
Interest Earnings on CIP & PRIIA Contributions	0.000	0.013	0.013
DC TOTAL	<u><u>\$0.260</u></u>	<u><u>\$0.207</u></u>	<u><u>\$0.467</u></u>
MARYLAND			
Montgomery County	(0.198)	1.884	1.685
Prince George's County	(0.155)	1.716	1.561
Credits to be Applied to 4th Quarter FY2012 Billing:			
Interest Earnings on PRIIA Contributions	0.000	0.005	0.005
MD TOTAL	<u><u>(\$0.353)</u></u>	<u><u>\$3.604</u></u>	<u><u>\$3.250</u></u>
VIRGINIA			
Alexandria	(0.101)	(0.182)	(0.282)
Arlington	(0.660)	(0.002)	(0.662)
City of Fairfax	(0.031)	(0.000)	(0.031)
Fairfax County	(0.447)	(2.007)	(2.454)
Falls Church	(0.000)	0.000	0.000
Northern VA Transportation Comm.	(0.285)	(1.491)	(1.776)
Virginia Department of Rail and Public Transportation	0.000	(0.005)	(0.005)
Credits to be Applied to 4th Quarter FY2012 Billing:			
Interest Earnings on CIP and PRIIA Contributions	0.000	0.011	0.011
VA TOTAL	<u><u>(\$1.523)</u></u>	<u><u>(\$3.676)</u></u>	<u><u>(\$5.199)</u></u>
GRAND TOTAL.....	<u><u>(\$1.617)</u></u>	<u><u>\$0.135</u></u>	<u><u>(\$1.482)</u></u>

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

Washington Metropolitan Area Transit Authority (Metro)

CFO - OMBS - Grants Management

Grant Activity for the Quarter Ending March 31, 2012

Grant Program		Activity
ARRA	FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement	\$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). Due to cost savings on other ARRA projects, Metro has purchased additional Metro Access vans to replace vans that have exceeded the recommended life span. Seventeen projects have been completed with a total value of \$73.8 million.
		To meet heightened reporting expectations: - Submitted required 1512 reporting of jobs and project progress that is viewable by the public at www.recovery.gov. - Submitted final 1201(c) report of life-to-date jobs created and financial status.
	Department of Homeland Security Transit Security Grant	Anti-Terrorism Teams conducted Targeted Train and Bus Inspections, critical infrastructure inspections, area saturation patrols, and Security Inspection Points.
FTA	Annual Formula Grants for Sections 5309 and 5307	Metro FY2011 - FFY2010 Section 5307 grant for \$139.4 million was awarded. - FFY2010 Section 5309 grant for \$101.3 million was awarded. Metro FY2012 - FFY2011 Section 5307 grant for \$128.6 million was awarded. - FFY2011 Section 5309 grant for \$93.2 million was awarded.
	Passenger Rail Investment and Improvement Act (PRIIA)	- From the FFY2010 \$150.0 million PRIIA grant, FTA has disbursed \$125.0 million to reimburse Metro for payments for the rail car procurement milestone and other projects in Metro's FY2011 CIP. - Metro submitted the application and supplementary information for \$149.7 million of FFY2011 PRIIA funds to support the Metro FY2012 CIP.
	Congestion Mitigation & Air Quality (CMAQ)	- FFY2009, FFY2010, FFY2011 CMAQ Funds for Bus Replacement - CMAQ funding associated with FFY2009 - through FFY2011 has allowed Metro to purchase approximately 163 replacement buses. Metro continues to utilize CMAQ funds to closeout New Flyer contracts for the purchase of replacement buses, spare parts, training and miscellaneous cost associated with the contracts and to purchase 30-foot Hybrid Electric replacement buses from Daimler Buses North America. \$4.9 million in CMAQ Funding was allocated by the Virginia Department of Rail and Public Transportation for the purchase of replacement buses.
	Federal Earmarks	FFY2010 Largo Extension Appropriation - The grant is expected to close in 2013 when right of way claims have been resolved. 96 percent of the project activities have been completed.
	Competitive Programs	- FFY2012 Section 5309 State of Good Repair - \$12.4 million competitive application was submitted for improvements to Bladensburg, Montgomery, and Four Mile Run bus garages. - FFY2012 Section 5309 Bus Livability - \$12.8 million competitive application was submitted for bus stop accessibility improvements (1/2 of application for PG County bus stops). - FFY2012 Section 5309 Clean Fuels - \$8.1 million competitive application was submitted to replace/rehabilitate CNG fueling equipment at the Bladensburg Bus Facility.
Safety & Security	Transit Security Grant Program (TSGP)	- FFY2007 – Intelligence Analyst has begun work. Front line employee training continued. Cameras on buses are being installed to complement FFY2008 grant. - FFY2008 – Continued development of risk assessment. Proposals for CCTV on railcars under review. Cameras on buses are being installed. - FFY2009 – K9 teams are in service. Solicitations issued for various security technologies, bids received, and reviews begun. - FFY2010 – Physical security 100% design is under review. - FFY2011 – Won \$12.7 million in TSGP funding. - FFY2012 – Research and budget development has begun for applications that are due by May 4, 2012.
	Urban Areas Security Initiative (UASI)	- FFY2009 – Completed Radio Upgrade project for Prince George's County. Final reimbursements submitted. - FFY2010 – Requested additional funding due to changes in equipment requirements by FBI. Began procurement of specialized equipment.

Office of Procurement and Materials
Sole Source Awards = / > \$100,000
January - March 2012

No.	Contractor	Contract No.	Description	Award Amount	Date of Award	Type of Funds	Program Office	Point of Contact	CA	Comments
1	Dellner Couplers, Inc.	YR12019	Rail Dellner Coupling Parts	\$ 2,345,432.00	01/30/12	Operating	Car Maintenance	Morris Moses	Olivia Reynolds	
2	Ansaldo STS USA, Inc.	FQ12123	ATP Track Circuit Module Power Amplifier Printed Circuit Board (Rev.1)	\$ 264,780.45	02/15/12	Capital	Chief Infrastructure Services	Nicholas Croce	Kamoru Banjo	