



Operating Budget Report

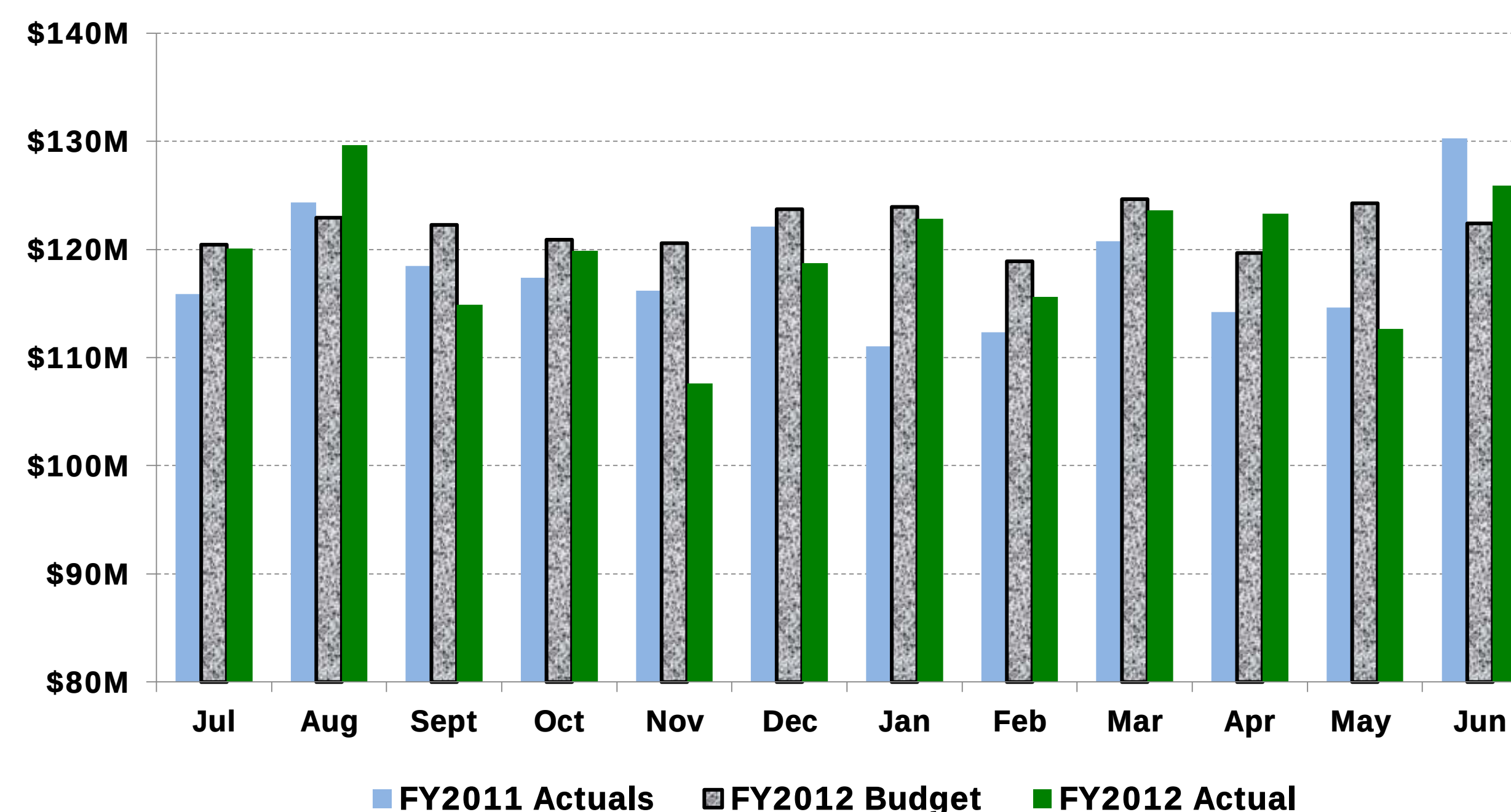
4th Quarter FY2012

Operating Budget (\$ in Millions)

	Q4 2011		Q4 2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 212,640		\$ 217,643	\$ 214,671	\$ 2,973	1%
Expense	\$ 359,102		\$ 361,882	\$ 366,332	\$ 4,450	1%
Subsidy	\$ 146,462		\$ 144,238	\$ 151,661	\$ 7,423	5%
Cost Recovery	59%		60%	59%		

YTD	FY2011		FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 806,571		\$ 809,894	\$ 811,920	\$ (2,026)	0%
Expense	\$ 1,417,569		\$ 1,434,694	\$ 1,464,601	\$ 29,907	2%
Subsidy	\$ 610,998		\$ 624,800	\$ 652,681	\$ 27,881	4%
Cost Recovery	57%		56%	55%		

Operating Expenditures (\$ in Millions)



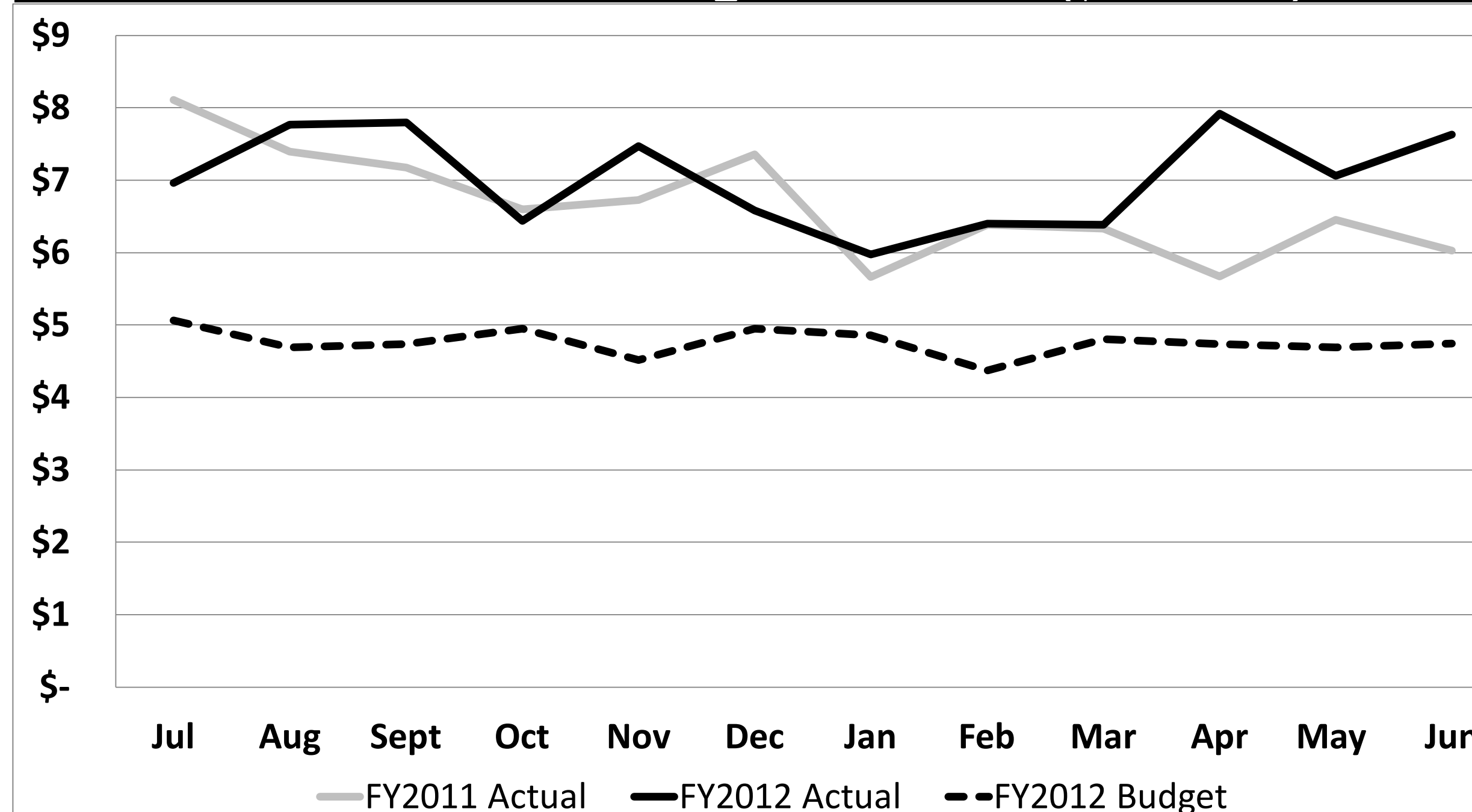
Operating Program Highlights

As of June YTD, Metro is **favorable to budget** by \$27.9M, or 4%.

Year-to-date expenditures - \$29.9 M or 2% favorable to budget.

- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$17.1 M and \$15.5 M respectively mostly due to actual rate favorability compared to budget
- Service expenses of \$21.1 M were favorable due to \$9.6M savings in paratransit expenses, under utilization of the RCSC/RSMA Treasury contract, various JOC contracts and Labor Relations expenses for arbitration negotiations.
- Materials and Supply expenses (\$22.3 M) are unfavorable mostly due to unanticipated expenses for bus parts, car maintenance and elevator/escalator.
- Fringe benefits is \$10.3 M under budget due to lower than projected pension costs for Metro's retirement plans (\$4.3M) lower than anticipated health and welfare costs (\$4.5M). In addition Metro experienced lower than expected worker's compensation costs (\$1.5M) due to a one-time retroactive credit from the D.C. Worker's Compensation Office
- Salary & wages below budget by \$16.3 M due to vacancies in DGMO and RAIL.
- Overtime is (\$27.3 M) over budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES) and RAIL

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 is intra-departmental.



Revenue and Ridership Report

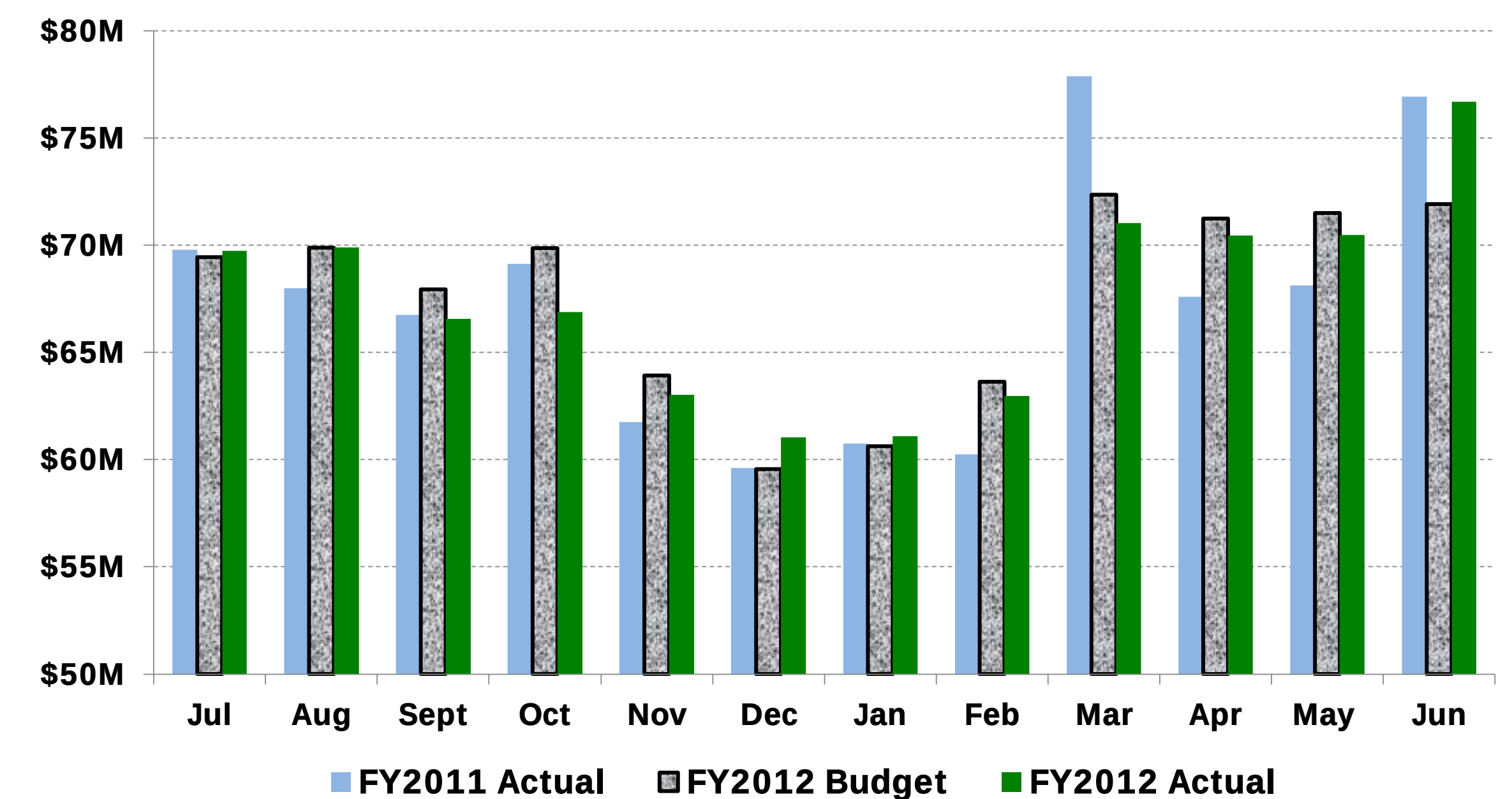
4th Quarter FY2012

Ridership (trips in thousands)

	Q4-FY2011 Actual	Q4 - FY2012 Actual	Budget	Variance Prior Year	Budget
Metrorail	57,711	57,506	58,891	-0.4%	-2.4%
Metrobus	32,953	33,307	32,771	1.1%	1.6%
MetroAccess	549	529	612	-3.6%	-13.6%
System Total	91,212	91,342	92,274	0.1%	-1%

YTD	FY2011 Actual	FY2012 Actual	Budget	Variance Prior Year	Budget
Metrorail	217,053	218,244	220,734	1%	-1%
Metrobus	125,089	132,220	124,131	6%	7%
MetroAccess	2,336	2,083	2,460	-11%	-15%
System Total	344,478	352,547	347,325	2%	2%

Revenue



Revenue and Ridership Highlights

Year-to-date Revenue

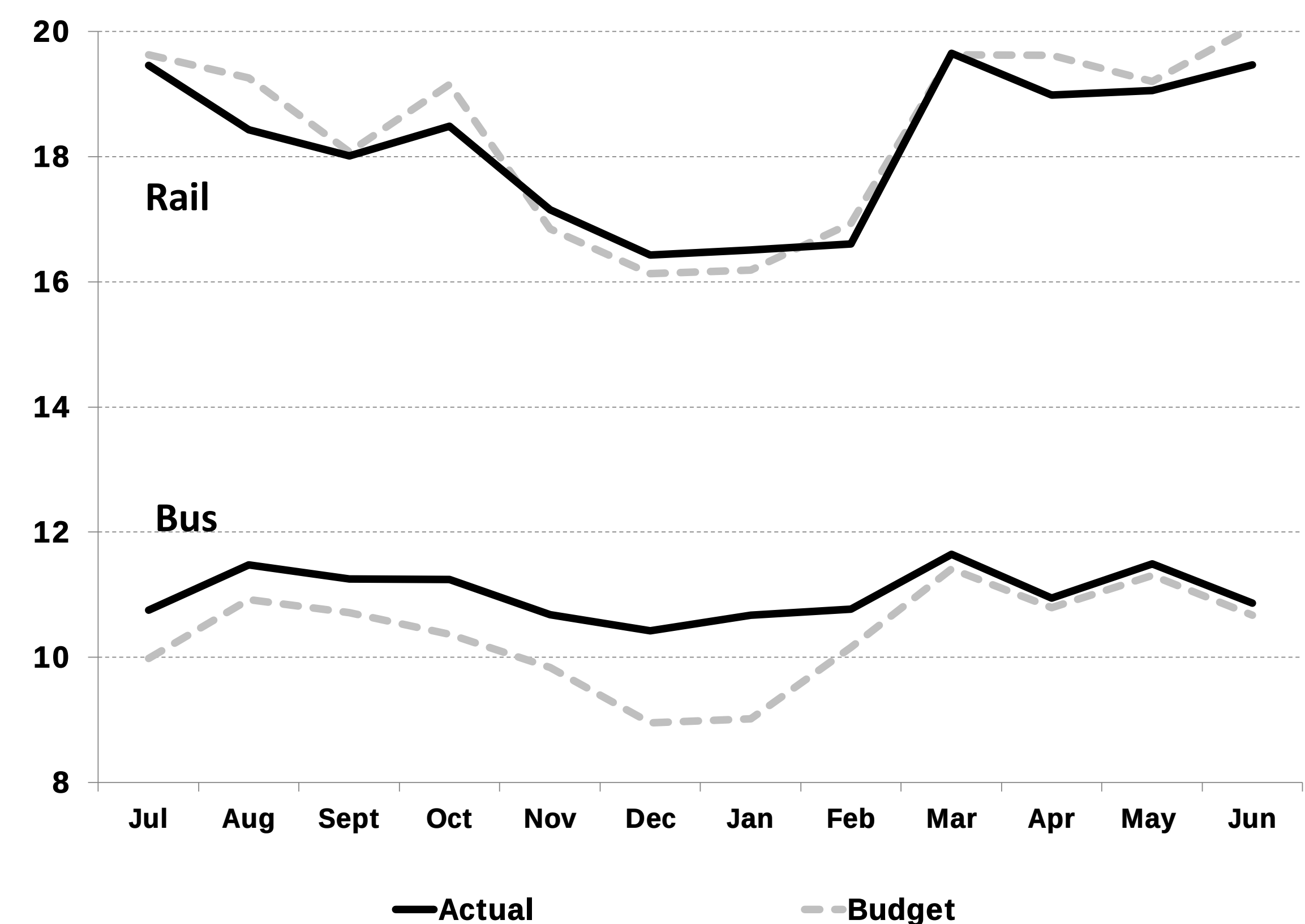
Total revenue is (\$2M) below budget, -0.3%; Passenger fares plus parking is (\$4M) below budget and non-transit revenue is \$2 M favorable to budget.

- **Bus passenger revenue** YTD is \$9 M favorable to budget, and average fare is \$1.01 which is equal to budget.
- **Rail passenger fares** are (\$5 M) below budget YTD, average fare YTD is \$2.61 .
- **MetroAccess** is \$1.6 M favorable to budget, average fare YTD is \$3.76.
- While **Parking revenue** YTD is (\$2 M) below budget, the average fee of \$3.73 exceeds the budget of \$3.71. Lower revenue is due to lower utilization (83% versus 84%).
- **Other revenue** is \$2M favorable to budget, mainly due to advertising revenue that was received in reconciliation of sold inventory.

Year-to-date Ridership

- **Bus ridership** YTD is 6% above prior year and 7% above budget; ridership nearly totals are returning to the levels of FY2008.
- **Rail ridership** YTD is 1% above prior year, though 1% below projection. Q4 ridership was marginally (0.4%) below prior year.
- **Access ridership** YTD is 253,337 or 11% below prior year. Demand management initiatives and fare changes implemented February FY11 resulted in decreased ridership; Q4 ridership was 19,922 passenger trips lower than Q4 prior year.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

4th Quarter FY2012

Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$855	\$754	\$792	\$625	\$230
FY2012 CIP	\$1,042	\$917	\$882	\$672	\$245

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	40	16
Reimbursable	100	100	100	0
Total	\$213	\$213	\$140	\$73

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds				
	Budget	Forecast	Obligated	Expended	% Obl. % Exp.
FY2011 CIP	\$855	\$754	\$769	\$611	102% 81%
FY2012 CIP	\$1,042	\$917	\$761	\$770	83% 84%

	Obligation-Based to Date Uses of Funds			
	Budget	Obligated	Expended	% Obl. % Exp.
Safety & Security	\$57	\$34	\$18	60% 32%
ARRA	56	42	42	75% 76%
Reimbursable	100	97	97	97% 97%
Total	\$213	\$173	\$157	81% 74%

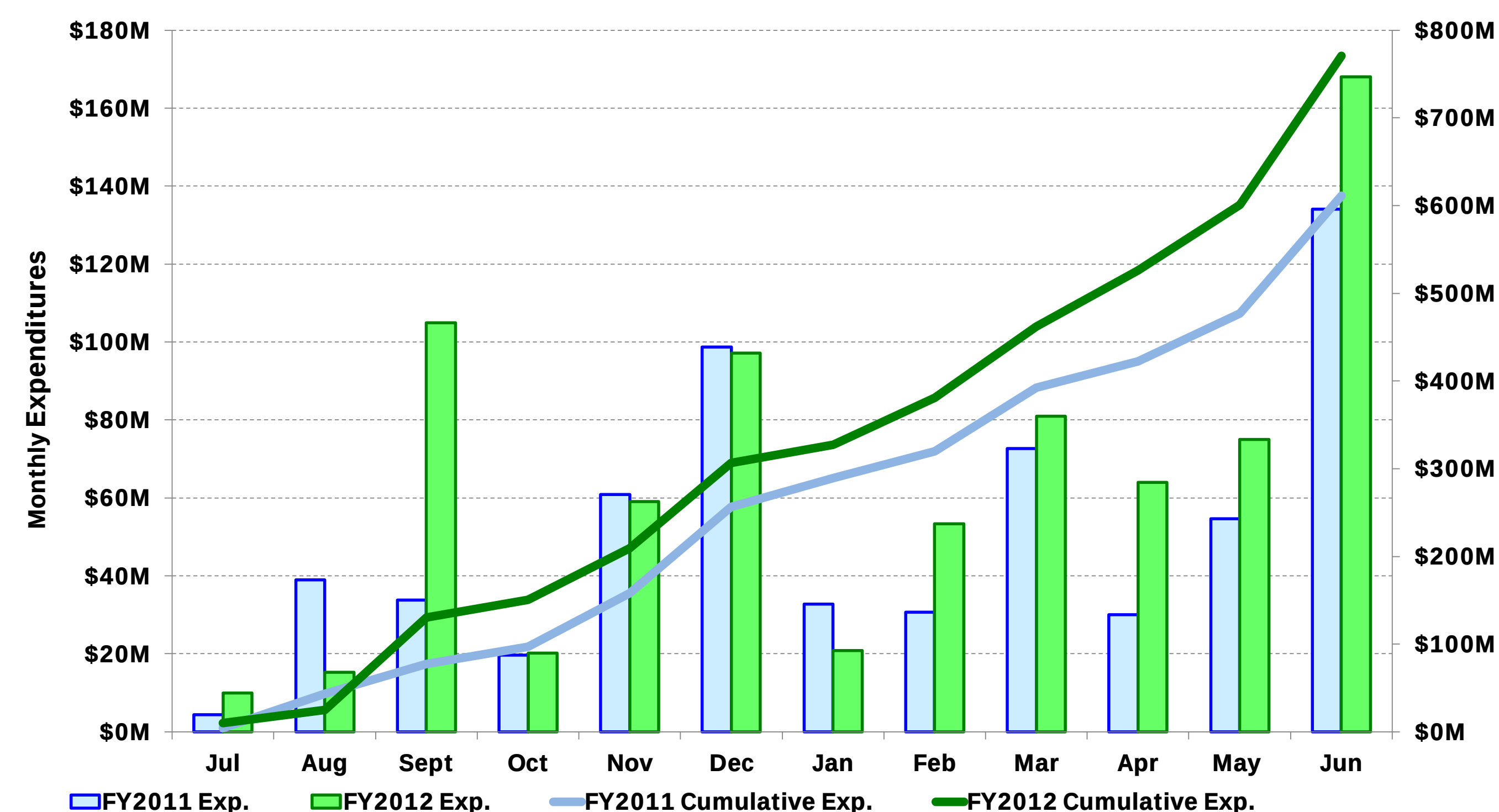
Capital Program Highlights

As of June 30, 2012:

The Capital Improvement Program (CIP) has invested \$770 million in FY2012. This is 26% or \$159 million more than the same period in FY2011

- Track rehabilitation work completed YTD include the following: welded 1,229 open joints; retrofitted 1,445 In ft of floating slabs; replaced 2,679 "High Voltage" roadway safety signs; rehabilitated 9,204 In ft of grout pads; tamped 44.2 miles of track; repaired 2,759 leaks; and replaced 20,936 cross ties, 25,401 fasteners, 11,162 insulators, 11.9 miles of running rail, 10,887 direct fixation fasteners, and 33 turnouts
- 166 of the 166 planned buses for FY2012 have been received and all are in service
- 221 of the 221 planned paratransit vehicles for FY2012 have been received and all are in service
- Performed platform paving and leveling on the Red Line between Dupont Circle and Silver Spring stations
- Continued installation of Redundant Comprehensive Radio Communication System

CIP Expenditures (\$ in Millions)



Capital Budget Reprogramming Status (\$ in millions)

From:

CIP0048 Sensitive Data Technology:	\$ 2.200
CIP0080 Jackson Graham Building Rennovations:	\$ 3.000
CIP0086 Shepherd Parkway Bus Facility:	\$ 14.600
CIP0093 Integrating Regional Nextfare System	\$ 1.500
CIP0132 Elevator Escalator Repairables:	\$ 0.900
Total :	\$ 22.200

To:

CIP0107 Red Line Rehabilitation Tier 1:	\$ 19.921
CIP0146 Mainline No. 8 Switch Replacement:	\$ 1.855
CIP0007 Bus Camera Installation:	\$ 0.280
CIP0077 Eight Car Train Power Upgrade:	\$ 0.139
CIP0076 100% Eight Car Train Power Upgrade:	\$ 0.006
Total:	\$ 22.200



HR Vacancy Report

4th Quarter FY2012

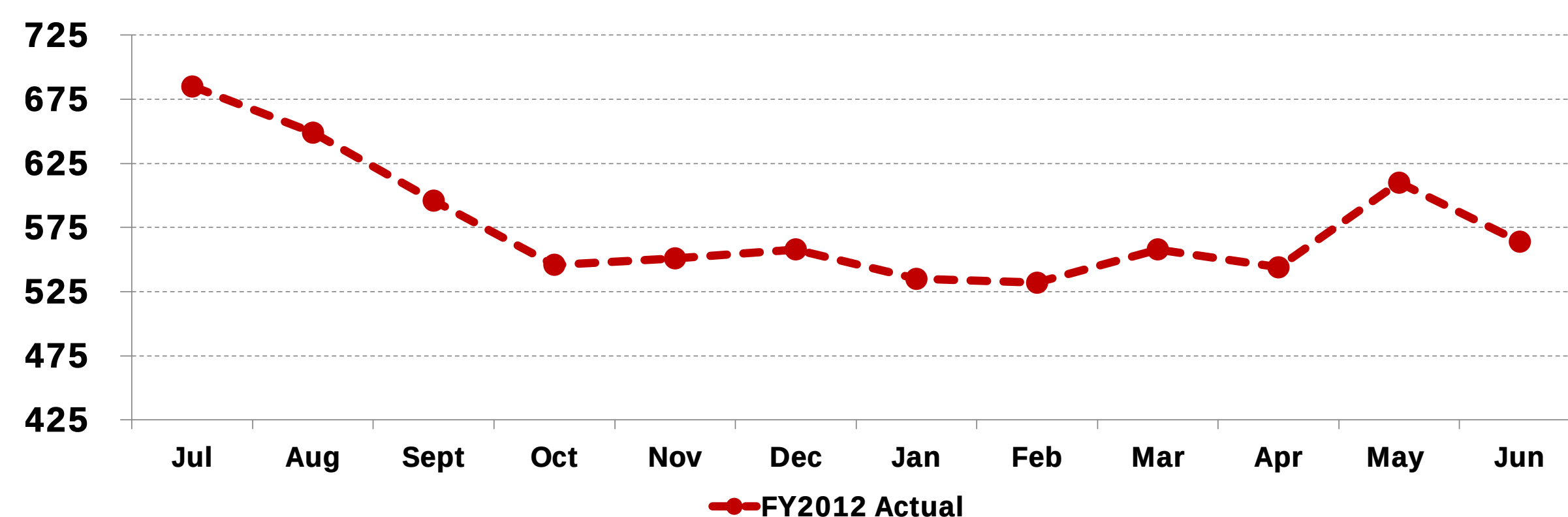
Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Operating Positions	10,250	564	6%	
Departments with a large number of vacancies:				
TIES	3,120	154	5%	
Bus Services	3,807	123	3%	
Rail Transportation	1,499	96	6%	
Information Technology	251	34	14%	
Metro Police Department	635	20	3%	

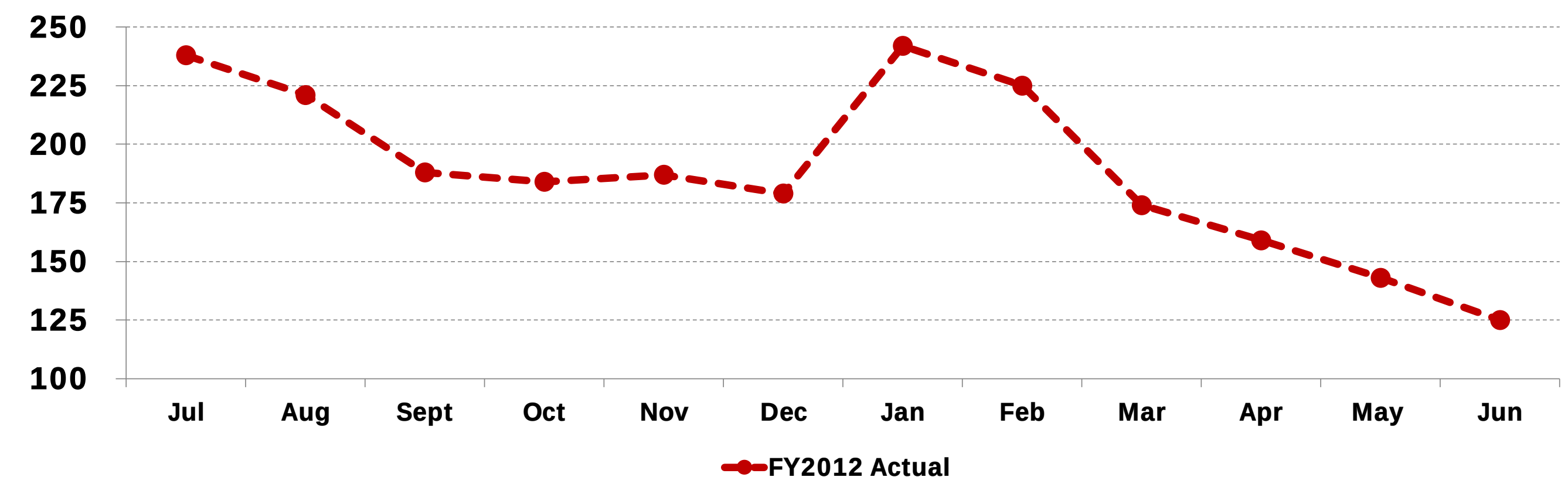
Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Capital Positions	1,201	125	10%	
Departments with a large number of vacancies:				
TIES	949	81	9%	Vacancy rate continues to drop as a result of targeted recruitment efforts.
Chief Financial Office	50	11	22%	
Information Technology	74	18	24%	IT reorganization, salary ranges too low creating difficulties in recruitment

Operating Vacancy Trend



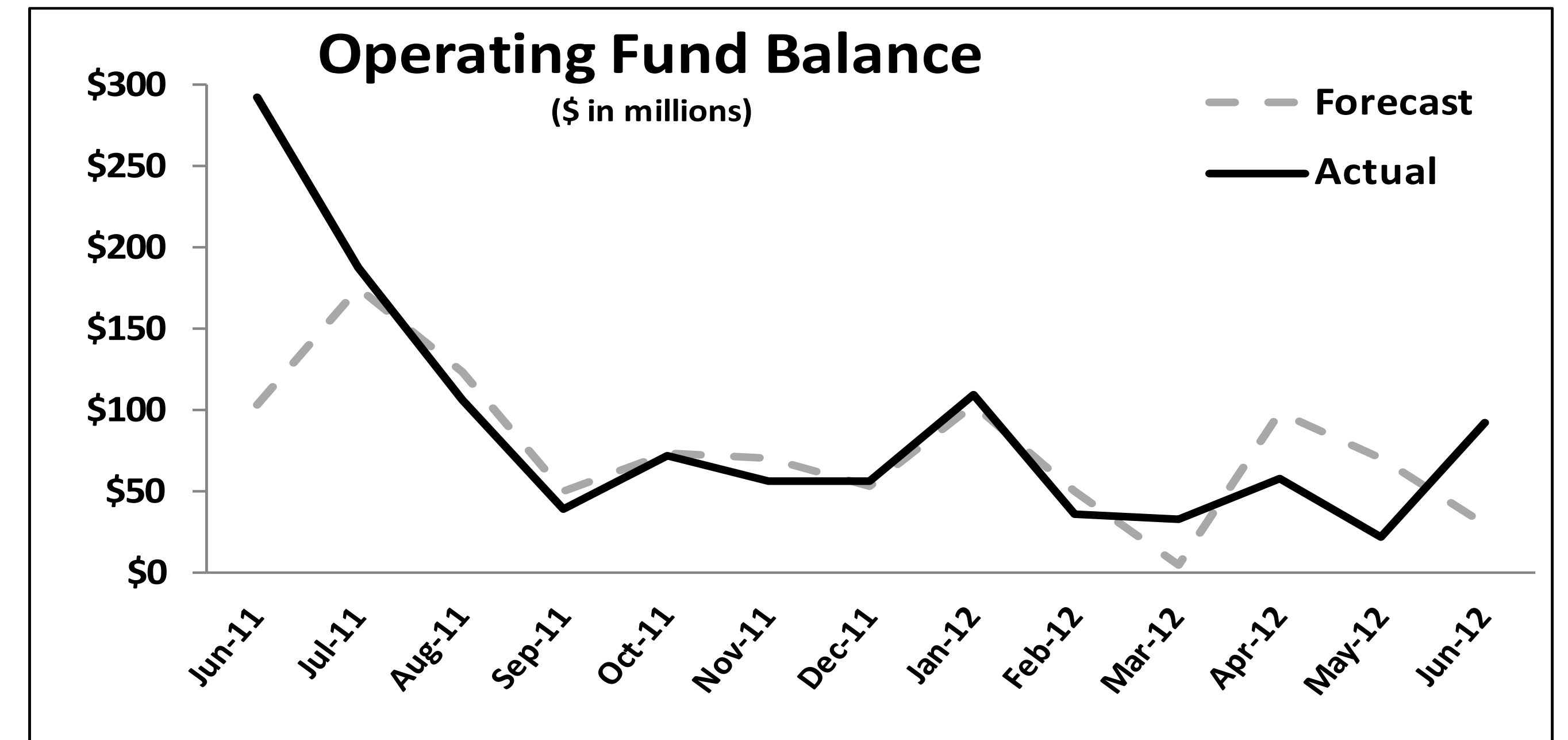
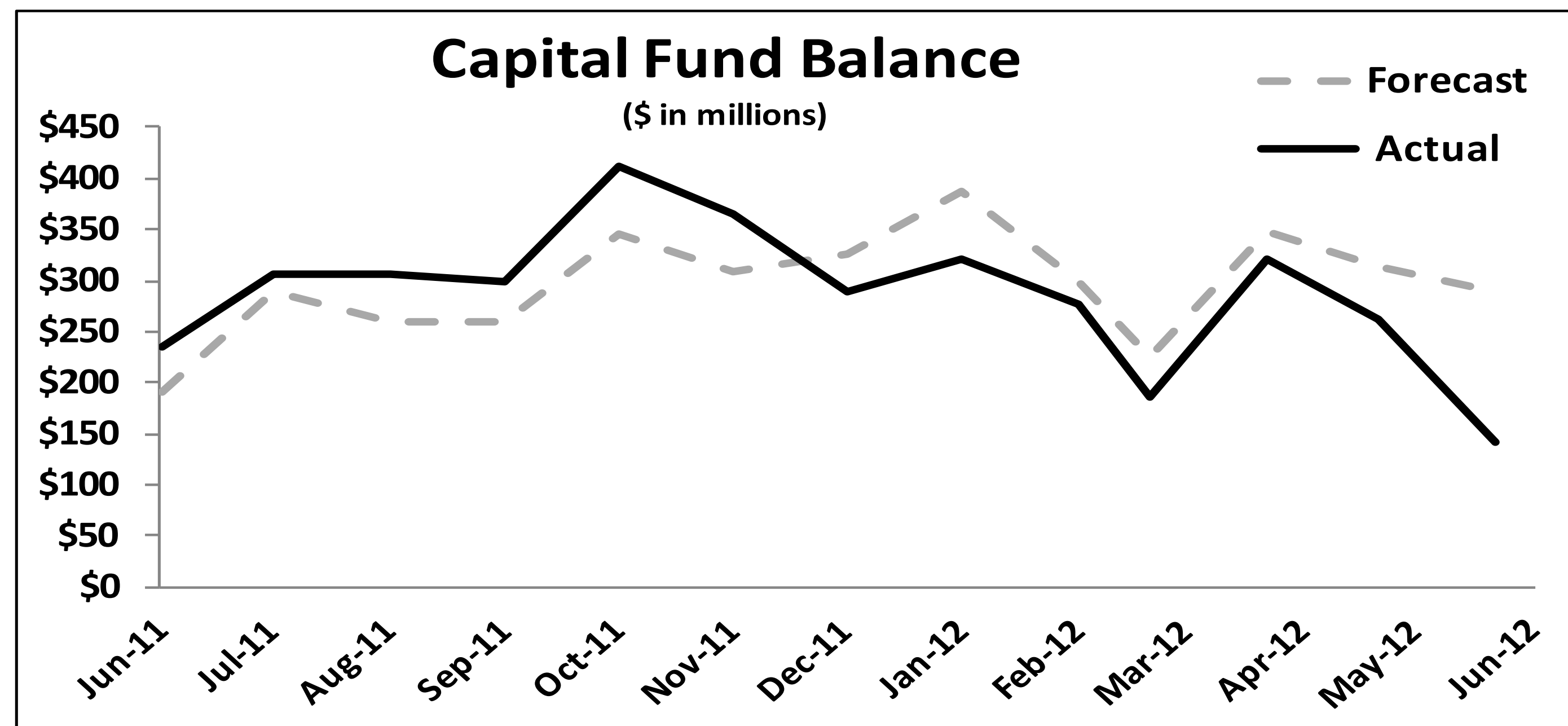
Capital Vacancy Trend





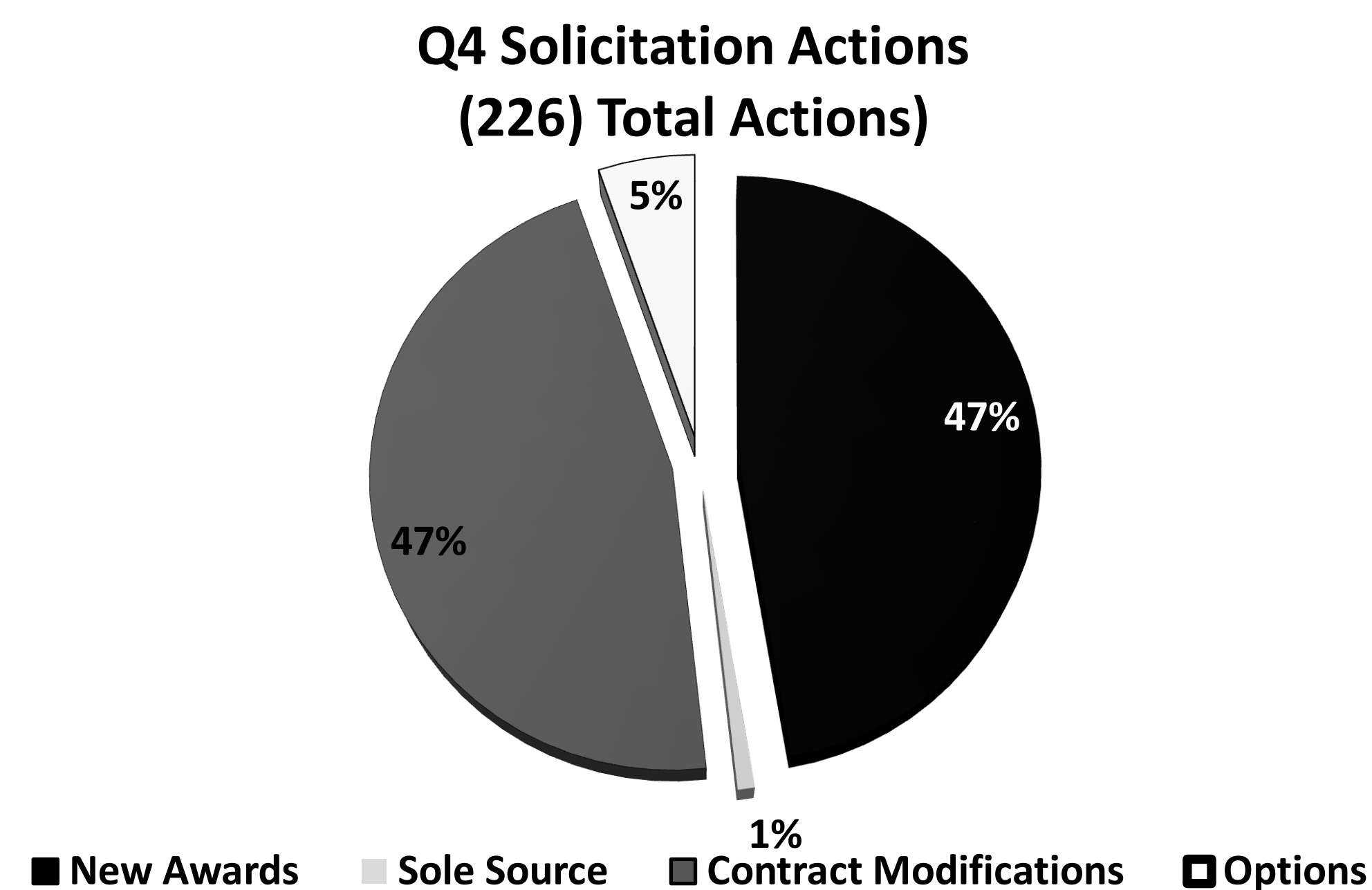
Fund Balance Report

4th Quarter FY2012



Procurement Report

4th Quarter FY2012



Procurement Highlights:

A \$30,000,000 operationally funded COG contract was awarded to Mansfield Oil for Ultra Low Sulfur Diesel Fuel. WMATA is the sponsor agency

A \$6,155,447 CIP funded contract was awarded to Plasser American Corporation for Ballast Removal Equipment.

Operating Financials

June-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															
\$152.8	\$150.0	\$155.1	(\$5.0)	-3%	Metrorail	\$571.4	\$569.2	\$581.7	(\$12.4)	-2%					
33.0	35.7	33.0	2.7	8%	Metrobus	131.4	133.9	125.0	8.9	7%					
1.2	2.0	1.6	0.4	26%	MetroAccess	4.3	7.8	6.3	1.6	25%					
11.5	11.7	12.3	(0.5)	-4%	Parking	43.3	45.6	47.8	(2.3)	-5%					
\$198.4	\$199.4	\$201.9	(\$2.5)	-1%	subtotal	\$750.5	\$756.5	\$760.7	(\$4.2)	-1%					
Non-Passenger Revenue															
(\$0.9)	\$1.8	\$1.9	(\$0.1)	-5%	D.C. Schools	\$4.4	\$7.1	\$7.0	\$0.1	2%					
6.9	9.4	3.6	5.8	162%	Advertising	17.5	18.3	15.0	3.3	22%					
3.3	1.8	1.6	0.2	10%	Joint Dev/Property Rent	8.1	6.0	6.5	(0.4)	-6%					
3.6	3.9	3.7	0.2	5%	Fiber Optic	14.2	14.6	14.8	(0.3)	-2%					
1.2	1.3	1.8	(0.5)	-27%	Other	11.6	7.4	7.4	(0.0)	0%					
0.0	(0.0)	0.1	(0.2)	-120%	Interest	0.2	(0.0)	0.5	(0.5)	-102%					
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						
\$14.2	\$18.2	\$12.8	\$5.5	43%	subtotal	\$56.1	\$53.4	\$51.2	\$2.2	4%					
\$212.6	\$217.6	\$214.7	\$3.0	1%	TOTAL REVENUE	\$806.6	\$809.9	\$811.9	(\$2.0)	0%					
EXPENSES:															
\$150.2	\$155.5	\$161.5	\$6.1	4%	Salary/Wages	\$613.6	\$634.8	\$651.1	\$16.3	3%					
\$18.2	\$22.6	\$14.2	(\$8.4)	-60%	Overtime	\$79.9	\$84.4	\$57.1	(\$27.3)	-48%					
86.5	69.5	79.9	10.4	13%	Fringe Benefits	313.8	302.9	313.2	10.3	3%					
44.7	50.3	51.1	0.8	2%	Services	177.7	181.3	202.4	21.1	10%					
17.9	24.6	13.7	(10.9)	-80%	Supplies	71.0	74.8	52.5	(22.3)	-42%					
22.9	22.6	25.5	2.8	11%	Power/Diesel/CNG	85.5	89.1	106.2	17.1	16%					
7.9	7.3	11.4	4.1	36%	Utilities	33.6	31.7	47.2	15.5	33%					
10.8	9.3	8.9	(0.4)	-4%	Insurance/Other	42.4	35.6	34.8	(0.7)	-2%					
\$359.1	\$361.9	\$366.3	\$4.4	1%	TOTAL EXPENSE	\$1,417.6	\$1,434.7	\$1,464.6	\$29.9	2%					
\$146.5	\$144.2	\$151.7	\$7.4	5%	SUBSIDY	\$611.0	\$624.8	\$652.7	\$27.9	4%					
Favorable/(Unfavorable)						Favorable/(Unfavorable)									

Favorable/(Unfavorable)

Favorable/(Unfavorable)

59%

60%

59%

COST RECOVERY RATIO

57%

56%

55%

8/23/2012



Finance & Administration Committee

Fiscal Year 2012

Quarterly Financial Report

4th Quarter FY2012
April - June 2012



Washington Metropolitan Area Transit Authority
Fiscal Year 2012 Financials

Quarterly Financial Report
4rd Quarter

April - June 2012

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
QUARTERLY FINANCIAL REPORT
Q4 - FY2012
April - June 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 -- Q4 - FY2012

OPERATING BUDGET

Year-to-date (YTD), through the end of June, total expense less revenue was \$625 million, which was under budget by \$27.9 million, or four percent. Expenditures year-to-date were \$1,435 million, \$29.9 million below budget; while revenues totaled \$810 million, \$2 million less than anticipated.

Rail revenues were below budget by \$12.4 million at year-end. Passenger fare revenue in the fourth quarter was \$0.8 million greater than the prior year, while \$2.0 million below budget. Bus revenues exceeded budget in eleven of the twelve months of FY2012, with year-end revenue exceeding the budget by \$8.9 million or seven percent.

Total expenditures were \$29.9 million or two percent under budget YTD. For fiscal year 2012, overtime budgets have a negative variance of \$27.3 million due to a large number of vacancies and operating support of major maintenance activities. This overrun is nearly offset by under runs in salaries, wages and associated fringes. Services, propulsion/diesel, and utilities were favorable for the year due to favorable rates, lower consumption than planned and lower Paratransit contract costs.

Table 1

(\$ Millions)	Q4-FY11	Q4-FY2012		Budget		Budget
	Actual	Actual	Budget			Variance
	Quarterly Budget Variance			Variance		
Revenue	\$212.6	\$217.6	\$214.7	\$3.0	1 %	
Expense	\$359.1	\$361.9	\$366.3	\$4.4	1 %	
Subsidy	\$146.5	\$144.2	\$151.7	\$7.4	5 %	
Cost Recovery	59 %	60 %	59 %			
	Year to Date Budget Variance			Variance		
Revenue	\$806.6	\$809.9	\$811.9	(\$2.0)	0 %	
Expense	\$1417.6	\$1434.7	\$1464.6	\$29.9	2 %	
Subsidy	\$611.0	\$624.8	\$652.7	\$27.9	4 %	
Cost Recovery	56.9 %	56.5 %	55.4 %			

Ridership

Total Metrorail ridership through June was 218 million trips, an increase of 1.2 million trips, or 0.5 percent, from FY2011. Compared with the ridership projection for FY2012 of 221 million trips, ridership year-to-date was 2.5 million trips or one percent below budget. Bus ridership was 132 million trips, seven million trips above the same period last year, which is an increase of six percent. Bus ridership was above FY2012 budget projections by eight million trips, or 6.5 percent. MetroAccess transported 2.1 million passengers by year-end, which is 11 percent lower than the same period last year and 15 percent lower than budget.



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q4 - FY2012**

Table 2

YTD through Q4 (June)					
	YTD-FY11 <i>Actual</i>	YTD - FY2012		<i>Above/(Below)</i>	
		<i>Actual</i>	<i>Budget</i>	<i>Prior Year</i>	<i>Budget</i>
<i>Trips</i>	YTD Average Weekday Ridership			Growth Rate	
Metrorail	733,387	741,015	744,035	1%	(0%)
Metrobus	420,657	443,494	419,385	5%	6%
MetroAccess	7,767	6,941	8,319	(11%)	(17%)
System Total	1,161,811	1,191,450	1,171,740	3%	2%
<i>Trips (Thousands)</i>	Fiscal Year to Date Ridership			Growth Rate	
Metrorail	217,053	218,244	220,734	1%	(1%)
Metrobus	125,089	132,195	124,131	6%	6%
MetroAccess	2,336	2,083	2,460	(11%)	(15%)
System Total	344,478	352,522	347,325	2%	1%

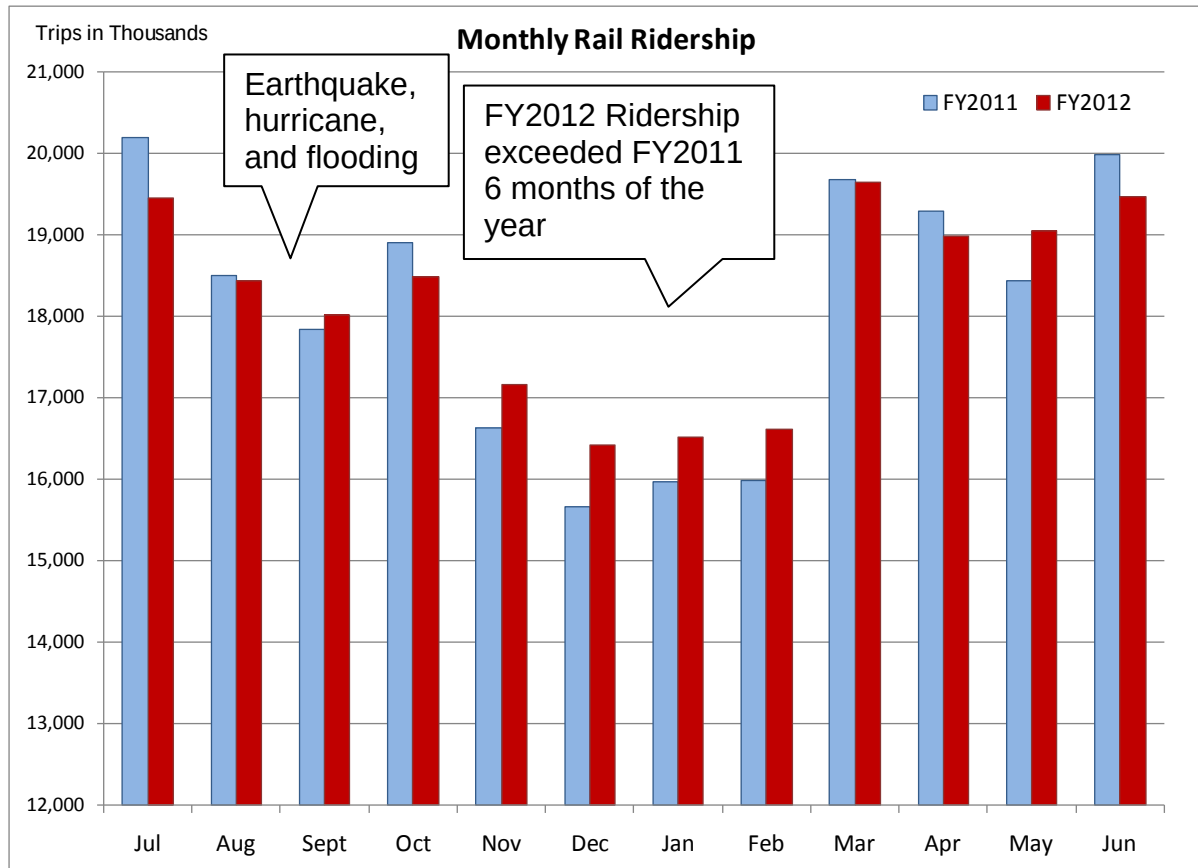
Metrorail

During the fourth quarter of FY2012, Metrorail experienced strong ridership in May, an increase of three percent compared to prior year, while ridership in April and June were below prior year by 1.6 percent and 2.5 percent respectively.

The lower ridership in April was due to the early blooming of the cherry blossoms in March. The Cherry Blossom Festival and the timing of the annual blooms have been shown to significantly impact ridership. The ridership decrease in June was the result of fewer scheduled events, continued unemployment (a factor each month this fiscal year) and steadily falling gas prices. While June experienced an excessive heat warning and tornadoes in Maryland, the weather over the 30 days was comparable to the prior year, though the storm at the end of June decreased ridership by approximately 115,000 trips the following day. In contrast, May ridership was strong with no unusual events. These factors similarly impacted Metrobus ridership April through June.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q4 - FY2012



Total year-end rail ridership exceeded FY2011 by 1.2 million trips. While the budget forecasted a 1.7% growth over prior year, the growth rate was 0.6%. Average weekday ridership YTD was 741,000 trips, a one percent increase over last fiscal year, and slightly less than the FY12 projected ridership budget with a variance of 0.4 percent.

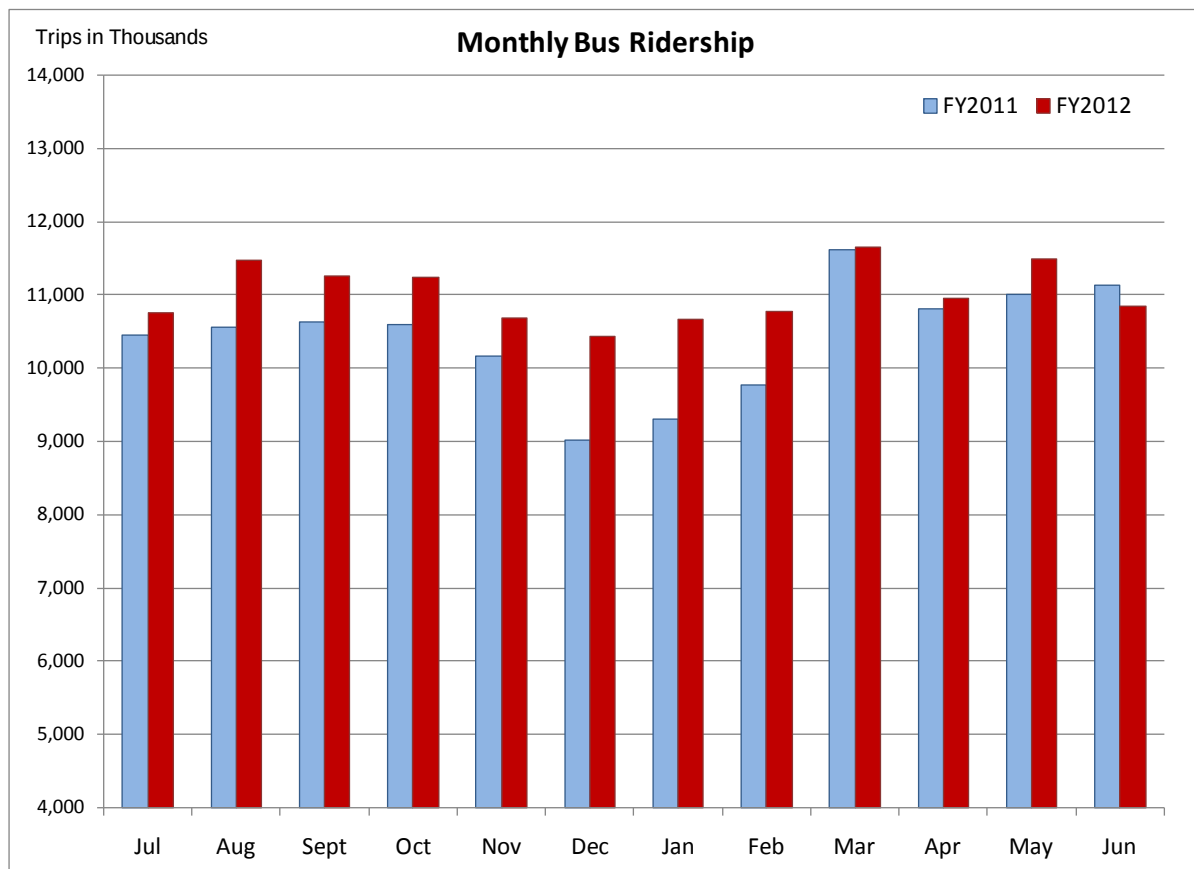
Year-to-date average Saturday ridership was 341,000 trips, a decline in average ridership of four percent from the previous year. Average Sunday ridership was 218,500 trips, 2.4 percent below the average for the previous year. While weekend closures for track work do decrease rail ridership, these losses have been partially offset by overall weekend ridership growth. An analysis of the past five-years shows, despite the slight downward trend due to station closures, total average weekend rail ridership has been consist at 550,000 trips since 2009, and is above the 2007 ridership average of 500,000 trips.

Metrobus

For the fourth quarter of FY2012, the year-over-year bus ridership growth slowed. Many of the factors leading to increased FY2012 bus ridership were implemented at the end of FY2011. These factors include moving weekly passes to SmarTrip® and process improvements for collecting trip data.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q4 - FY2012

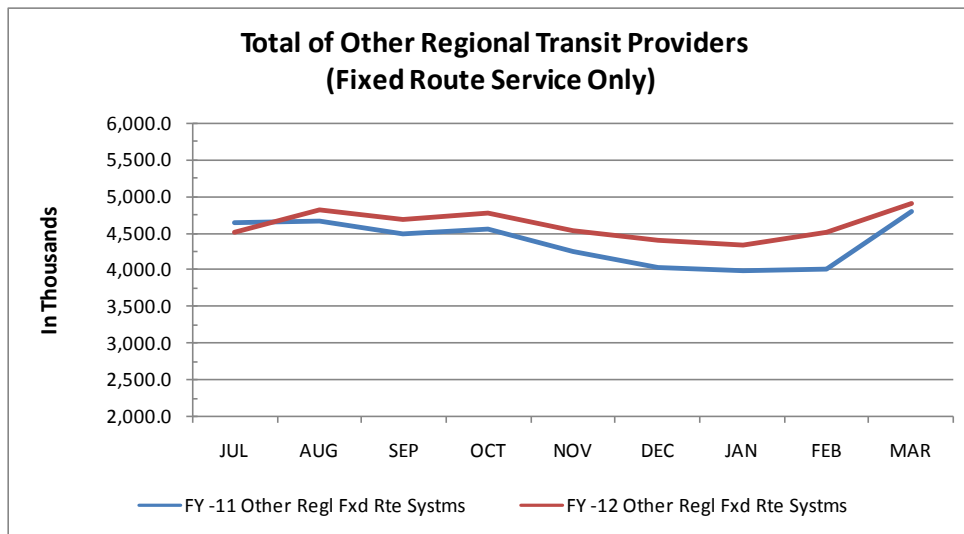


Total year-end ridership at Year-End through June was 5.7% higher (7.1 M riders) than the same period last year, and 6.5% (8.1 M riders) higher than budget. In addition, year-over-year growth has occurred during both weekdays and weekends. Ridership for bus is returning to levels of 2008. As mentioned above, processes to improve data collection and the weekly passes on SmarTrip[®] are positively impacting trip counts.

There are other factors helping to increase ridership. First, the Washington region experienced a very mild winter this year compared to prior years. The warm temperatures encouraged a greater number of persons to ride and made it possible for the buses to increase their on-time-performance. Second, Moody's analytics indicates that while population growth has slowed over the past two years, it is stronger than forecasted. Other regional transit providers have also seen increases in ridership over prior year as a result of these positive factors (see graph on next page).



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q4 - FY2012



Average Metrobus weekday ridership through year-end was 443,500 trips, 23,000 daily trips more than the same period last year, an increase of five percent. The weekday average is six percent above budget projections. Average Saturday ridership for year-to-date was 221,000 trips, an increase of five percent when compared with the same period of last year. Average Sunday ridership was 145,000 trips, a growth of six percent when compared with the same quarter last year.

MetroAccess

MetroAccess transported a total of 2,082,882 through the fourth quarter of FY2012. Ridership decreased by 10.8 percent (253,301 passengers) compared with the same period in FY2011, and was 15.3 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 fourth quarter of FY2012 was 6,940. This represents a 10.6 percent decrease when compared to the same period in FY2011, and was 16.6 percent below forecast.

Average Saturday ridership through the fourth quarter of FY2012 was 2,730 passengers, representing a decrease of 13.4 percent compared to the same period in FY2011. Average Sunday ridership through the fourth quarter of FY2012 was 2,441 passengers, representing a decrease of 13.1 percent over the same period in FY2011.

Operating Revenue

For the fourth quarter of FY2012, total revenues of \$217.6 million were one percent higher than budget as a result of higher than forecasted passenger revenue. Year-to-date, revenues were \$2 million or less than one percent below budget, as shown in table 1.

Rail

Rail passenger revenue for the quarter was \$155.1 million, which was \$5.0 million or three percent below budget. The decrease in revenue coincides with the decrease in ridership.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q4 - FY2012

Year-end average fare realization was \$2.61, less than the forecast of \$2.64; prior year average fare was \$2.63. For additional information on average fares, see Ridership and Revenue Analysis in the appendix.

Bus

Metrobus passenger revenue for the fourth quarter was \$35.7 million, \$2.7 million or eight percent above budget. Average fare for bus was \$1.01 per trip at year-end; this is equal to the forecast of \$1.01 but is less than the prior year average of \$1.05. Average fare was impacted by the reimbursements to Regional bus partners for bus passes, averaging \$160,000 per month.

MetroAccess

MetroAccess passenger revenue for the fourth quarter of FY2012 is \$2 million. Year-to-date passenger revenue for FY2012 is \$7.8 million, which is \$1.6 million higher than budget. 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 \$46 million was less than budget by \$2.3 million or five percent. System-wide parking utilization of 83 percent was down by one percentage point as compared to the prior year. The revenue average per vehicle was \$3.73.

Other Revenue Sources

Total non-passenger revenue exceeded budget by \$2.1 million for the full fiscal year. See Operating Financials in appendix. Advertising revenue was \$3.3 million above budget due to the year-end reconciliation of advertising inventory sales. Joint development and interest earned were below budget by \$411,000 and \$525,000 respectively. The category of Other Revenue also includes used equipment sales, subrogation (receipt of insurance funds) and purchase card rebates.

Expenses

Metro was \$29.9 million, or 2.0 percent, below budget in expenditure through the end of the fourth quarter, as shown in table 1.

Labor

Total personnel expenses were over budget by \$733,000 through the end of the fourth quarter. Overtime was over budget by \$27.3 million mainly in the departments of Transit Infrastructure and Engineering Services (TIES) and Rail Transportation (Rail). The primary contributor to overtime has been the large number of vacancies which has resulted in the need for rail operator and TIES employee overtime to complete necessary maintenance and repairs. Salary and wage expenses were under budget by \$16.3 million primarily due to vacancies in DGMO and Rail. Fringe benefits were \$10.3 million over budget year-to-date. The variance in fringe benefits is partially due to lower than projected pension costs for



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Metro's retirement plans (\$4.3M) and lower than anticipated health and welfare costs (\$4.5M). In addition Metro experienced lower than expected worker's compensation costs (\$1.5M) due to a one-time retroactive credit from the D.C. Worker's Compensation Office.

Non-Labor

Year-to-date non-personnel expenses were under budget by \$30.6 million. Services were under budget by \$21.1 million mainly due to lower than projected utilization of paratransit and delays in initiating service contracts. The MetroAccess service contract was \$9.6 million favorable to budget through the fourth quarter. Fuel & Propulsion and Utilities were under budget by \$32.6 million mainly due to lower than budgeted propulsion and utility rates. Part of this favorable performance was offset by Materials and Supplies, which was over budget by \$22.3 million mainly due to non capitalized parts and the closure of the South East garage bus parts.

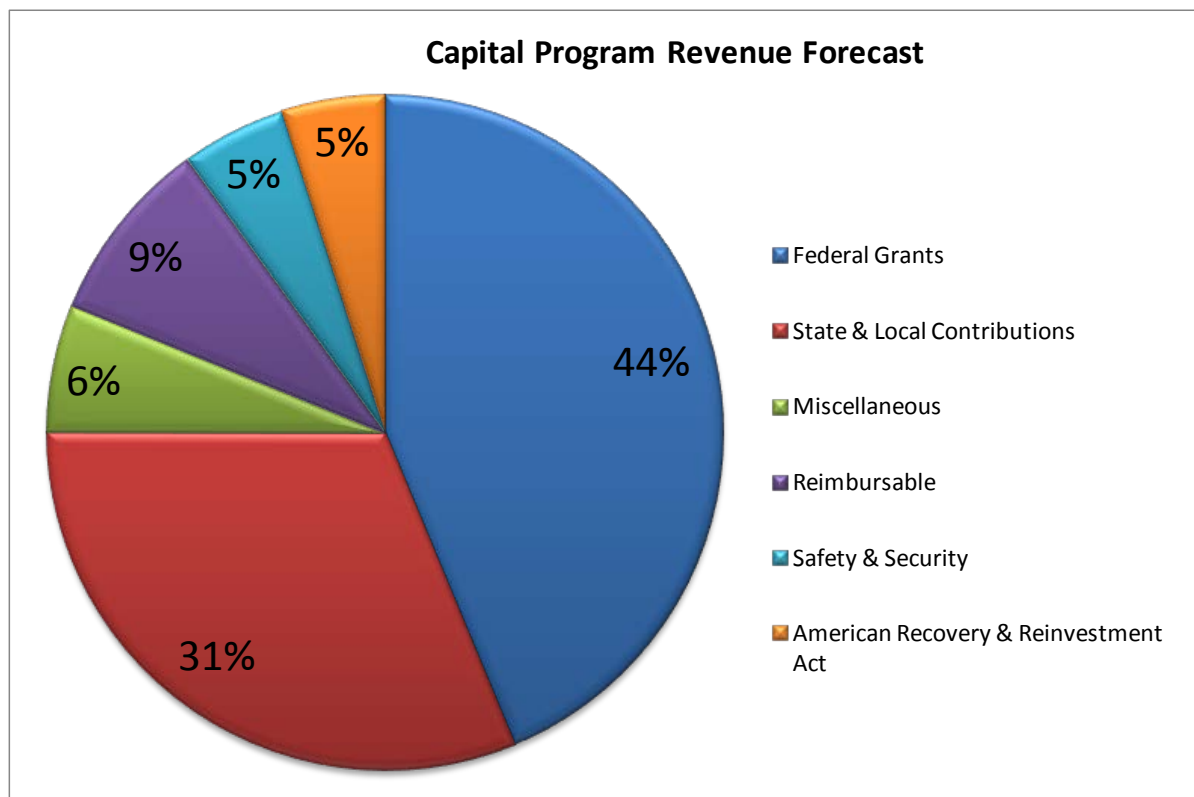
Capital Program **Sources of Funds**

Year-to-date the sources of funds for FY2012 is \$1,130 million. As of June 30, 2012, the amount awarded to Metro, including federal grants, totals \$1,095 million. Revenue received year-to-date is \$813 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 (dollars in millions)		FY2012 Year to Date				
	CIP	Budget	Forecast	Awarded	Received to Date	To be Received
Federal Grants		\$ 530	\$ 494	\$ 460	\$ 249	\$ 245
State & Local Contributions		422	354	354	354	(0)
Miscellaneous		91	69	69	69	-
Subtotal		\$ 1,042	\$ 917	\$ 882	\$ 672	\$ 245
Security - Federal Grants		\$ 57	\$ 57	\$ 57	\$ -	\$ 57
Reimbursable - State & Local Grants		100	100	100	100	(0)
ARRA - Federal Grants		56	56	56	40	16
Subtotal		\$ 213	\$ 213	\$ 213	\$ 141	\$ 72
Total		\$ 1,255	\$ 1,130	\$ 1,095	\$ 813	\$ 317



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As of June 30, 2012, \$672 million of the Capital Improvement Program revenue in FY2012 has been received as compared to \$625 million received at this time in FY2011.

Capital Improvement Program Revenues (dollars in millions)	Year to Date Budget Variance				
	Budget*	Forecast	Awarded	Received to Date	To be Received
June FY2011	\$ 855	\$ 754	\$ 792	\$ 625	\$ 230
June FY2012	\$ 1,042	\$ 917	\$ 882	\$ 672	\$ 245

Use of Funds

In November, 2011, Metro updated the projected expenditure plan and revised the Jurisdictional billing to reflect this new forecast of expenses ("Forecast"). The entire capital forecast for FY2012 is \$1,130 million. As of June 30, 2012, capital spending was as follows: \$1,028 million, or 91 percent, had been obligated and \$928 million, or 82 percent, had been expended as compared to forecast. The appendix includes budget, forecast 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.	% Exp.	
Vehicles/Vehicles Parts	\$ 278	\$ 269	\$ 262	\$ 249	\$ 20	97%	93%	
Rail System Infrastructure Rehab	124	100	122	119	(19)	122%	119%	
Maintenance Facilities	146	126	77	65	60	62%	52%	
Systems and Technology	104	91	74	71	20	81%	78%	
Track and Structure	83	81	77	80	1	95%	99%	
Passenger Facilities	124	116	106	91	25	92%	79%	
Maintenance Equipment	156	105	115	75	30	110%	71%	
Other Facilities	24	25	20	20	5	78%	78%	
Project Management and Support	4	5	1	1	4	20%	20%	
Subtotal	\$ 1,042	\$ 917	\$ 854	\$ 770	\$ 147	93%	84%	
Security Program	\$ 57	\$ 57	\$ 34	\$ 18	\$ 39	59%	32%	
Reimbursable Program	\$ 100	\$ 100	\$ 86	\$ 97	\$ 3	85%	97%	
ARRA Program								
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	98%	98%	
Maintenance Facilities	19	19	19	19	0	100%	100%	
Passenger Facilities	6	6	6	1	6	94%	9%	
Safety and Security	1	1	1	1	(0)	100%	100%	
Maintenance and Repair Equipment	12	12	12	10	2	100%	82%	
Operations System	16	16	16	11	5	99%	67%	
Information Technology	1	1	1	1	0	99%	88%	
Miscellaneous	0	0	0	0	(0)	65%	27%	
Subtotal	\$ 56	\$ 56	\$ 55	\$ 42.3	\$ 13	99%	76%	
Total	\$ 1,255	\$ 1,130	\$ 1,028	\$ 928	\$ 202	91%	82%	

Year-to-date expenditures for the capital program, including the ARRA, Safety & Security, and Reimbursable capital programs, are \$928 million with \$1.028 billion in obligations. The Capital Improvement Program (CIP) has expended \$770 million through the end of fiscal year 2012. The CIP has invested \$159 million, or 26 percent, more than last year.

Capital Spending (dollars in millions)		Expenditure-Based Year to Date Budget Status						
	Budget	Forecast	Obligated	Expended	Unexpended	% Obl.	% Exp.	
Capital Improvement Program FY2011	\$ 855	\$ 754	\$ 769	\$ 611	\$ 143	102%	81%	
Capital Improvement Program FY2012	\$ 1,042	\$ 917	\$ 854	\$ 770	\$ 147	93%	84%	
Obligation-Based Budget Status								
	Budget	Forecast	Obligated	Expended	Unexpended	% Obl.	% Exp.	
Safety & Security Projects	\$ 57	\$ 57	\$ 34	\$ 18	\$ 39	59%	32%	
Reimbursable Projects	100	100	86	97	3	85%	97%	
American Recovery & Reinvestment Act	56	56	55	42	13	99%	76%	
Total	\$ 213	\$ 213	\$ 174	\$ 157	\$ 56	82%	74%	
<i>Obligation-Based projects do not have annual budgets</i>								



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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 reliable operating fleet with an average vehicle age of 7.5 years, Metro pursues an aggressive bus replacement program. To that end, Metro typically replaces approximately 100 buses each year. In FY2012, our original plan was to replace 100 buses. As of June 30, 2012, all of the 100 FY2012 replacement buses have been received and all are in revenue service. An additional 15 buses were added to the plan and all 15 have been delivered and are in service. All of the 51 thirty (30) foot BRT buses (26 clean diesel and 25 hybrid/electric) have been received and 31 are in service.

MetroAccess currently has a fleet of approximately 600 paratransit vehicles. Metro strives to maintain an average MetroAccess fleet age of four years, which requires the replacement of approximately 200 vehicles per year. The procurement of 221 vehicles was scheduled for this fiscal year; 205 Vans plus 16 MV-1 Accessible Vehicles. As of June 30, 2012, all 205 vans have been delivered and are in revenue service. Additionally, all 16 MV-1 Accessible Vehicles have been delivered to Metro and are in service. All contracts are 100% complete and fully expended.

Vehicles	Planned	Received	In Service	Comments
FY2012 Bus Procurement	100	100	100	Completed
FY2012 Additional Buses	15	15	15	Completed
FY2012 30-foot BRT Buses	51	51	31	All 51 planned 30-foot buses received
FY2012 MetroAccess Procurement	221	221	221	Completed
Total Vehicle Procurement	439	439	419	

Passenger Facilities

Elevator Report

Rehabilitation/modernizations were completed on the elevators at the Metro Center, Cleveland Park (2), and Congress Heights Stations.

Tasks	FY2012 Plan	Completed
Elevator Rehabilitations	5	4



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Escalator Report

Major repairs were started on the escalator at the Bethesda Station and are ongoing on escalators at the Tenleytown-AU, New Carrollton, McPherson Sq, and L'Enfant Plaza Stations. Major repairs were completed on escalators at the Farragut North, L'Enfant Plaza, Eastern Market, Van Ness-UDC, and Tenleytown-AU Stations.

Rehabilitation/modernizations were are ongoing on escalators at the Dupont Circle (South Entrance) (3), Eastern Market, L'Enfant Plaza, Metro Center (2), Judiciary Square, Pentagon, Pentagon City, Potomac Avenue, and Rosslyn Stations. Rehabilitation/modernizations were completed on escalators at the Gallery Pl-Chinatown, Huntington, Judiciary Square, Metro Center, Pentagon, and Potomac Avenue Stations.

Tasks	FY2012 Plan	Completed
Escalator Rehabilitations	42	36
Escalator Replacements	3	3

Station Rehabilitation Report

Station rehabilitations were completed at the Anacostia (mini), Largo Town Center (mini), King Street (mini), Braddock Road (mini), Morgan Boulevard (mini) Stations, and Van Dorn Street (full)

Track and Structures Maintenance

Red Line

- Platform reconstruction and fiber optic cable installation between Takoma and Forest Glen
- Third-rail insulator renewal and rail joint elimination work between Friendship Heights and Medical Center
- Tie renewal work between Judiciary Square and Rhode Island Avenue
- Rail renewal and grout work between Medical Center and Grosvenor

Blue and Orange Lines

- Testing associated with Silver Line extension (Dulles rail project) between East Falls Church and West Falls Church
- Floating concrete slab repairs between Stadium-Armory and Addison Road – Seat Pleasant
- Track upgrades and Virginia Department of Transportation bridge work between Franconia-Springfield and Van Dorn Street
- Platform rehabilitation, tile work, and station dome repairs between Eastern Market and Stadium-Armory

Green and Yellow Lines

- Tie renewal work between College Park and Greenbelt



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Project	FY2012 Plan	Completed
CIP018 – Track Welding Program	1,000 open weld joints	Welded 1,229 open weld joints (123% of planned welds)
CIP019 – Track Floating Slab Rehabilitation	2,700 ln ft of floating slabs	Retrofitted 1,445 ln ft of floating slabs and prepped 1,469
CIP020 – Rail Track Signage Replacement	1,500 "High Voltage" roadway safety signs	Replaced 2,679 "High Voltage" roadway safety signs (179% of planned)
CIP021 – Track Pad/Shock Absorber Rehabilitation	7,000 ln ft of grout pads	Rehabilitated 9,204 ln ft of grout pads (131% of planned grout pads)
CIP 024 –Track Rehabilitation	40 miles of track tamping 13,000 cross ties 15,000 fasteners 5,000 insulators 12.5 miles of running rail 32 turnouts	Tamped 44.2 miles of track (110% of planned) Replaced 20,936 cross ties (161% of planned) Replaced 25,401 fasteners (169% of planned) Replaced 11,162 insulators (223% of planned) Replaced 11.9 miles ft of running rail Replaced 33 turnouts (103% of planned)
CIP 026 – Station Tunnel Leak Mitigation	2,150 leaks	Repaired 2,759 leaks (128% of planned leaks)
CIP 089 – Track Fasteners	6,260 direct fixation fasteners	Replaced 10,887 direct fixation fasteners (174% of planned fasteners)

Information Technology

CIP0045-Data Centers & Infrastructures

Purchase of software and services for solution development for disaster recovery in the current environment as part of the Data Center infrastructure upgrade.

CIP0048-Sensitive Data Protection Technology

Staffing augmentation for the engineering and integration services project.

CIP0049 01-Human Capital Management

Hardware purchased for the mid-range storage area network solution for the Data Center Operations Center in the Jackson Graham Building.

OUTSTANDING DEBT

Metro's outstanding debt as of June 30, 2012 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.

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



Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q4 - FY2012

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.

June 30, 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		

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



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q4 - 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



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q4 - FY2012**

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Operating Financials

June-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															
\$152.8	\$150.0	\$155.1	(\$5.0)	-3%	Metrorail	\$571.4	\$569.2	\$581.7	(\$12.4)	-2%					
33.0	35.7	33.0	2.7	8%	Metrobus	131.4	133.9	125.0	8.9	7%					
1.2	2.0	1.6	0.4	26%	MetroAccess	4.3	7.8	6.3	1.6	25%					
11.5	11.7	12.3	(0.5)	-4%	Parking	43.3	45.6	47.8	(2.3)	-5%					
\$198.4	\$199.4	\$201.9	(\$2.5)	-1%	subtotal	\$750.5	\$756.5	\$760.7	(\$4.2)	-1%					
Non-Passenger Revenue															
(\$0.9)	\$1.8	\$1.9	(\$0.1)	-5%	D.C. Schools	\$4.4	\$7.1	\$7.0	\$0.1	2%					
6.9	9.4	3.6	5.8	162%	Advertising	17.5	18.3	15.0	3.3	22%					
3.3	1.8	1.6	0.2	10%	Joint Dev/Property Rent	8.1	6.0	6.5	(0.4)	-6%					
3.6	3.9	3.7	0.2	5%	Fiber Optic	14.2	14.6	14.8	(0.3)	-2%					
1.2	1.3	1.8	(0.5)	-27%	Other	11.6	7.4	7.4	(0.0)	0%					
0.0	(0.0)	0.1	(0.2)	-120%	Interest	0.2	(0.0)	0.5	(0.5)	-102%					
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						
\$14.2	\$18.2	\$12.8	\$5.5	43%	subtotal	\$56.1	\$53.4	\$51.2	\$2.2	4%					
\$212.6	\$217.6	\$214.7	\$3.0	1%	TOTAL REVENUE	\$806.6	\$809.9	\$811.9	(\$2.0)	0%					
EXPENSES:															
\$150.2	\$155.5	\$161.5	\$6.1	4%	Salary/Wages	\$613.6	\$634.8	\$651.1	\$16.3	3%					
\$18.2	\$22.6	\$14.2	(\$8.4)	-60%	Overtime	\$79.9	\$84.4	\$57.1	(\$27.3)	-48%					
86.5	69.5	79.9	10.4	13%	Fringe Benefits	313.8	302.9	313.2	10.3	3%					
44.7	50.3	51.1	0.8	2%	Services	177.7	181.3	202.4	21.1	10%					
17.9	24.6	13.7	(10.9)	-80%	Supplies	71.0	74.8	52.5	(22.3)	-42%					
22.9	22.6	25.5	2.8	11%	Power/Diesel/CNG	85.5	89.1	106.2	17.1	16%					
7.9	7.3	11.4	4.1	36%	Utilities	33.6	31.7	47.2	15.5	33%					
10.8	9.3	8.9	(0.4)	-4%	Insurance/Other	42.4	35.6	34.8	(0.7)	-2%					
\$359.1	\$361.9	\$366.3	\$4.4	1%	TOTAL EXPENSE	\$1,417.6	\$1,434.7	\$1,464.6	\$29.9	2%					
\$146.5	\$144.2	\$151.7	\$7.4	5%	SUBSIDY	\$611.0	\$624.8	\$652.7	\$27.9	4%					
Favorable/(Unfavorable)						Favorable/(Unfavorable)									

59 %

60 %

59 %

COST RECOVERY RATIO

57 %

56 %

55 %

8/22/2012

RAIL

Operating Financials

June-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:											
\$152.8	\$150.0	\$155.1	(\$5.0)	-3%	Passenger Fares	\$571.4	\$569.2	\$581.7	(\$12.4)	-2%	
0.4	0.0	0.6	(0.6)	-95%	D.C. Schools	3.0	1.6	2.1	(0.5)	-26%	
11.5	11.7	12.3	(0.5)	-4%	Parking	43.3	45.6	47.8	(2.3)	-5%	
(1.3)	3.1	1.2	1.9	162%	Advertising	5.8	6.0	5.0	1.1	22%	
3.3	1.8	1.6	0.2	10%	Joint Dev/Property Rent	8.1	6.0	6.5	(0.4)	-6%	
3.6	3.9	3.7	0.2	5%	Fiber Optic	14.2	14.6	14.8	(0.3)	-2%	
(1.0)	0.8	1.4	(0.6)	-41%	Other	7.0	5.1	5.5	(0.4)	-7%	
0.0	(0.0)	0.1	(0.1)	-123%	Interest	0.0	(0.0)	0.3	(0.3)	-101%	
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0		
\$169.4	\$171.4	\$175.9	(\$4.5)	-3%	TOTAL REVENUE	\$652.8	\$648.1	\$663.7	(\$15.6)	-2%	
EXPENSES:											
\$90.0	\$90.5	\$96.5	\$6.0	6%	Salary/Wages	\$367.2	\$375.3	\$389.0	\$13.7	4%	
\$11.0	\$15.0	\$6.7	(\$8.2)	-123%	Overtime	\$50.7	\$53.8	\$27.2	(\$26.5)	-97%	
52.0	41.2	47.1	5.9	12%	Fringe Benefits	187.6	180.3	184.0	3.7	2%	
17.0	25.5	16.5	(8.9)	-54%	Services	55.0	63.5	62.4	(1.1)	-2%	
12.9	17.2	8.8	(8.3)	-94%	Supplies	48.3	49.9	33.5	(16.3)	-49%	
11.0	11.2	14.8	3.6	24%	Power/Diesel/CNG	53.0	49.6	62.9	13.3	21%	
6.1	5.8	9.2	3.5	38%	Utilities	26.1	25.3	37.6	12.3	33%	
6.6	6.0	4.6	(1.4)	-31%	Insurance/Other	26.1	21.4	17.5	(3.9)	-22%	
\$206.6	\$212.4	\$204.4	(\$8.0)	-4%	TOTAL EXPENSE	\$814.0	\$819.1	\$814.2	(\$4.9)	-1%	
\$37.3	\$41.0	\$28.5	(\$12.5)	-44%	SUBSIDY	\$161.2	\$171.0	\$150.5	(\$20.5)	-14%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

82 %

81 %

86 %

COST RECOVERY RATIO

80 %

79 %

82 %

METROBUS

Operating Financials

June-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:											
\$33.0	\$35.7	\$33.0	\$2.7	8%	Passenger Fares	\$131.4	\$133.9	\$125.0	\$8.9	7%	
(1.4)	1.8	1.3	0.5	35%	D.C. Schools	1.5	5.5	4.9	0.7	14%	
8.3	6.3	2.4	3.9	162%	Advertising	11.7	12.3	10.1	2.2	22%	
1.7	0.3	0.5	(0.2)	-34%	Other	3.4	1.6	1.9	(0.2)	-13%	
0.0	(0.0)	0.0	(0.1)	-115%	Interest	0.2	(0.0)	0.2	(0.2)	-104%	
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		
\$41.7	\$44.0	\$37.2	\$6.8	18 %	TOTAL REVENUE	\$148.3	\$153.3	\$142.0	\$11.4	8 %	
EXPENSES:											
\$59.4	\$63.9	\$63.9	(\$0.0)	0%	Salary/Wages	\$243.1	\$255.7	\$257.5	\$1.8	1%	
\$7.1	\$7.6	\$7.4	(\$0.2)	-3%	Overtime	\$29.2	\$30.6	\$29.8	(\$0.8)	-3%	
34.0	27.8	32.3	4.4	14%	Fringe Benefits	124.7	120.8	127.1	6.3	5%	
6.7	9.1	8.8	(0.3)	-3%	Services	25.1	29.3	33.5	4.2	12%	
5.0	7.3	4.6	(2.7)	-57%	Supplies	22.7	24.5	18.3	(6.3)	-34%	
11.9	11.4	10.6	(0.8)	-7%	Power/Diesel/CNG	32.5	39.5	43.3	3.8	9%	
1.8	1.5	2.2	0.6	29%	Utilities	7.5	6.3	9.5	3.2	34%	
4.0	3.1	4.1	1.0	24%	Insurance/Other	15.5	13.4	16.2	2.8	17%	
\$129.9	\$131.8	\$133.9	\$2.1	2 %	TOTAL EXPENSE	\$500.2	\$520.2	\$535.2	\$15.0	3 %	
\$88.2	\$87.8	\$96.7	\$8.9	9 %	SUBSIDY	\$351.9	\$366.9	\$393.2	\$26.3	7 %	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

32 % 33 % 28 %

COST RECOVERY RATIO

30 % 29 % 27 %

REGIONAL BUS Operating Financials

June-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:											
\$26.6	\$29.3	\$27.1	\$2.2	8%	Passenger Fares	\$110.2	\$110.0	\$102.7	\$7.3	7%	
2.8	1.8	1.3	0.5	35%	D.C. Schools	1.5	5.5	4.9	0.7	14%	
3.0	6.3	2.4	3.9	162%	Advertising	11.7	12.3	10.1	2.2	22%	
1.7	0.3	0.5	(0.2)	-34%	Other	3.4	1.6	1.9	(0.2)	-13%	
0.0	(0.0)	0.0	(0.1)	-115%	Interest	0.2	(0.0)	0.2	(0.2)	-104%	
0.4	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0		
0.6	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0		
\$35.3	\$37.7	\$31.3	\$6.4	20%	TOTAL REVENUE	\$127.1	\$129.4	\$119.7	\$9.8	8%	
EXPENSES:											
\$51.7	\$52.7	\$52.7	(\$0.0)	0%	Salary/Wages	\$201.6	\$211.0	\$212.5	\$1.5	1%	
\$6.3	\$6.3	\$6.1	(\$0.2)	-3%	Overtime	\$24.2	\$25.2	\$24.6	(\$0.6)	-3%	
24.7	23.0	26.6	3.7	14%	Fringe Benefits	103.4	99.7	104.9	5.2	5%	
3.6	7.5	7.3	(0.2)	-3%	Services	20.8	24.2	27.7	3.4	12%	
6.6	6.0	3.8	(2.2)	-57%	Supplies	18.8	20.3	15.1	(5.2)	-34%	
9.2	9.4	8.8	(0.7)	-7%	Power/Diesel/CNG	27.0	32.6	35.7	3.1	9%	
1.4	1.3	1.8	0.5	29%	Utilities	6.2	5.2	7.9	2.6	34%	
3.0	2.6	3.4	0.8	24%	Insurance/Other	12.8	11.1	13.4	2.3	17%	
\$106.5	\$108.8	\$110.5	\$1.7	2%	TOTAL EXPENSE	\$414.9	\$429.3	\$441.6	\$12.4	3%	
\$71.2	\$71.1	\$79.2	\$8.1	10%	SUBSIDY	\$287.8	\$299.8	\$322.0	\$22.1	7%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

33 %

35 %

28 %

COST RECOVERY RATIO

31 %

30 %

27 %

NON-REGIONAL BUS

Operating Financials

June-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:											
\$5.3	\$6.4	\$5.9	\$0.5	8%	Passenger Fares	\$21.2	\$23.9	\$22.3	\$1.6	7%	
.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0		
\$5.3	\$6.4	\$5.9	\$0.5	8%	TOTAL REVENUE	\$21.2	\$23.9	\$22.3	\$1.6	7%	
EXPENSES:											
\$10.1	\$11.2	\$11.2	(\$0.0)	0%	Salary/Wages	\$41.4	\$44.7	\$45.0	\$0.3	1%	
\$1.2	\$1.3	\$1.3	(\$0.0)	-3%	Overtime	\$5.0	\$5.3	\$5.2	(\$0.1)	-3%	
5.8	4.9	5.6	0.8	14%	Fringe Benefits	21.3	21.1	22.2	1.1	5%	
1.1	1.6	1.5	(0.0)	-3%	Services	4.3	5.1	5.9	0.7	12%	
0.9	1.3	0.8	(0.5)	-57%	Supplies	3.9	4.3	3.2	(1.1)	-34%	
2.0	2.0	1.9	(0.1)	-7%	Power/Diesel/CNG	5.5	6.9	7.6	0.7	9%	
0.3	0.3	0.4	0.1	29%	Utilities	1.3	1.1	1.7	0.6	34%	
.7	.5	.7	.2	24%	Insurance/Other	2.6	2.3	2.8	.5	17%	
\$22.1	\$23.0	\$23.4	\$0.4	2%	TOTAL EXPENSE	\$85.3	\$90.9	\$93.5	\$2.6	3%	
\$16.8	\$16.7	\$17.5	\$0.8	5%	SUBSIDY	\$64.1	\$67.0	\$71.2	\$4.2	6%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

24 %

28 %

25 %

COST RECOVERY RATIO

25 %

26 %

24 %

METROACCESS

Operating Financials

June-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:											
\$1.2	\$2.0	\$1.6	\$0.4	26%	Passenger Fares	\$4.3	\$7.8	\$6.3	\$1.6	25%	
.5	.2	.0	.2		Other	1.2	.6	.0	.6		
\$1.6	\$2.2	\$1.6	\$0.6	41 %	TOTAL REVENUE	\$5.5	\$8.4	\$6.3	\$2.2	35 %	
EXPENSES:											
\$0.8	\$1.0	\$1.2	\$0.1	12%	Salary/Wages	\$3.3	\$3.8	\$4.7	\$0.9	18%	
\$0.0	\$0.0	\$0.0	\$0.0	30%	Overtime	\$0.1	\$0.0	\$0.1	\$0.0	31%	
0.4	0.4	0.5	0.1	19%	Fringe Benefits	1.5	1.8	2.1	0.2	12%	
21.1	15.8	25.8	10.0	39%	Services	97.6	88.4	106.5	18.1	17%	
0.0	0.2	0.2	0.1	27%	Supplies	0.1	0.4	0.7	0.3	43%	
0.0	0.0	0.0	0.0	22%	Utilities	0.1	0.1	0.1	0.0	17%	
.2	.2	.3	.1	25%	Insurance/Other	.8	.8	1.1	.3	30%	
\$22.6	\$17.7	\$28.0	\$10.4	37 %	TOTAL EXPENSE	\$103.4	\$95.4	\$115.3	\$19.8	17 %	
\$21.0	\$15.5	\$26.5	\$11.0	42 %	SUBSIDY	\$98.0	\$87.0	\$109.0	\$22.0	20 %	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

7 %

12 %

6 %

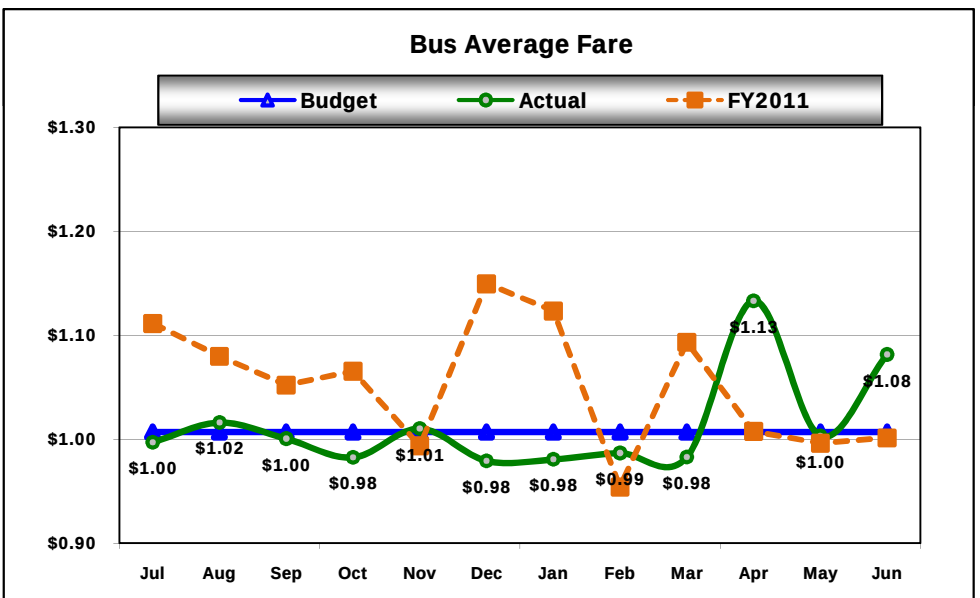
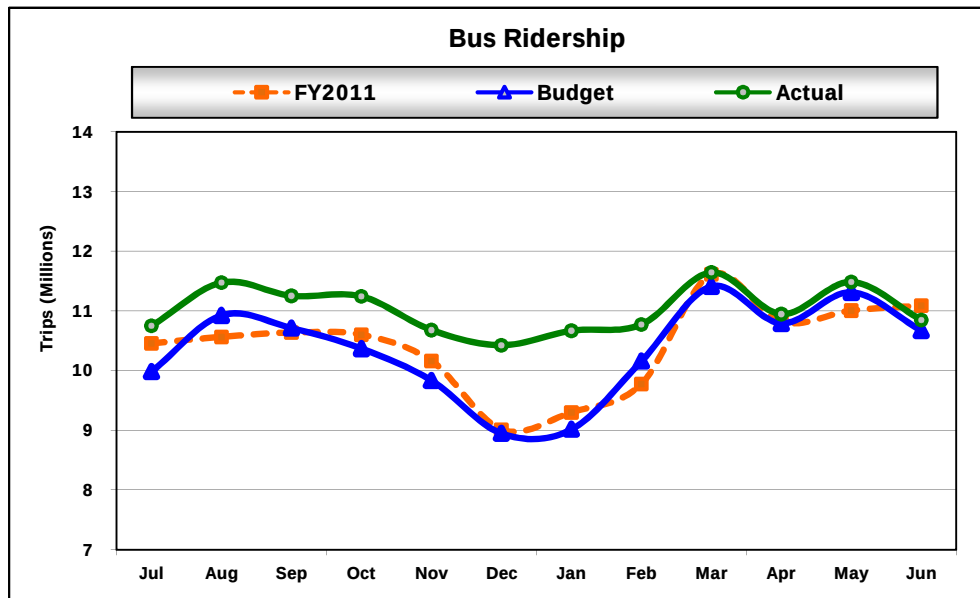
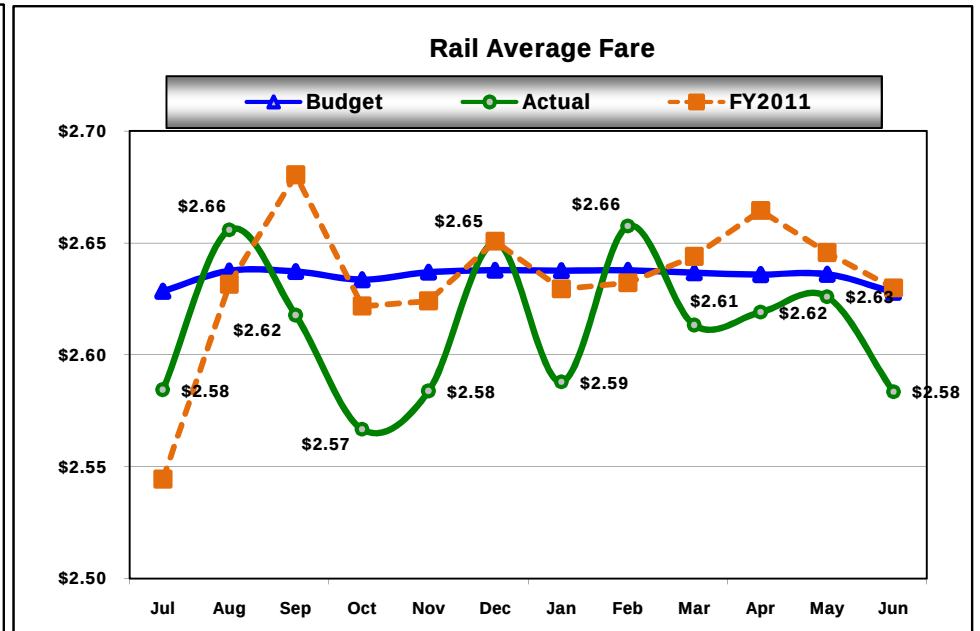
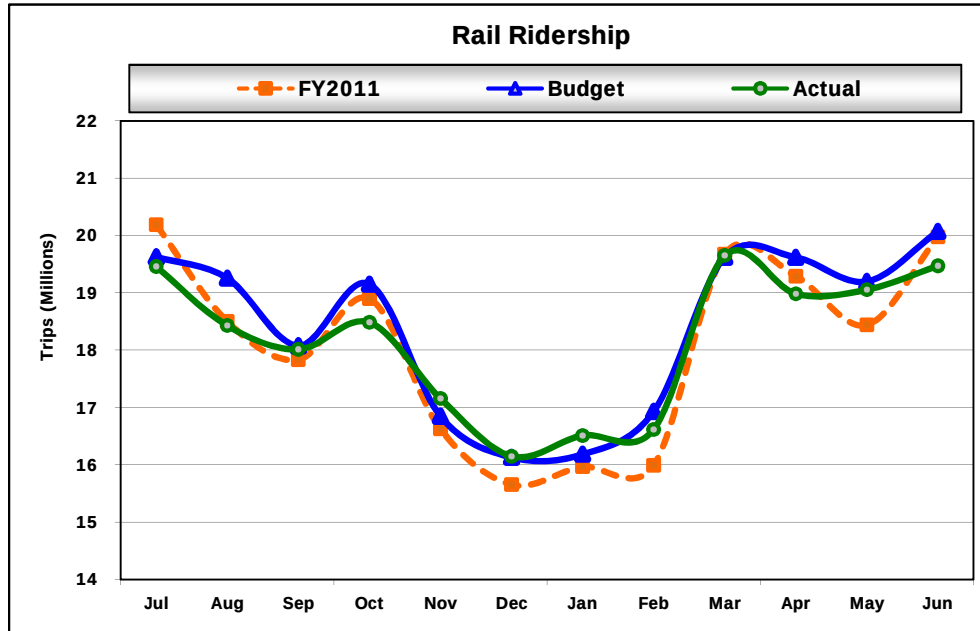
COST RECOVERY RATIO

5 %

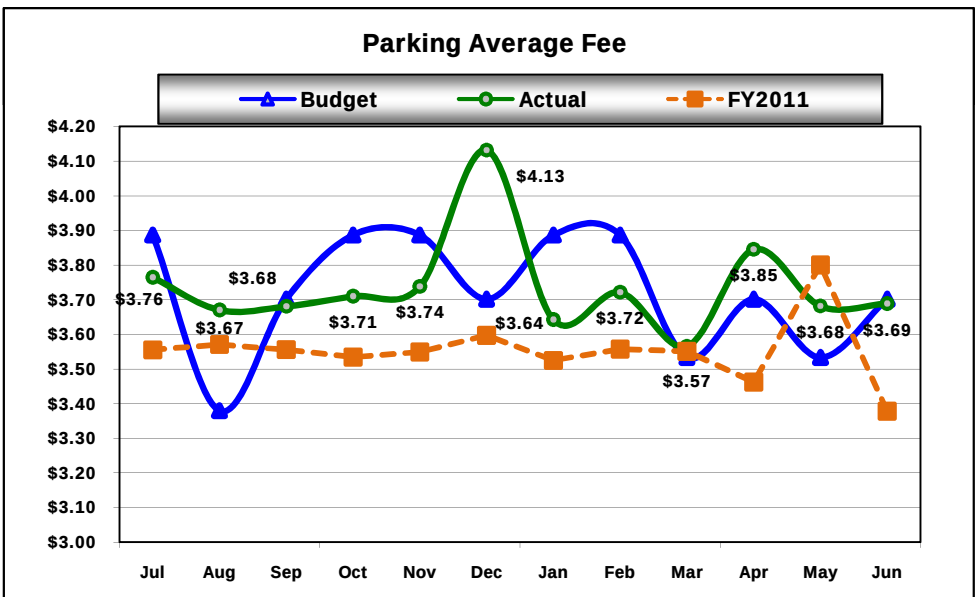
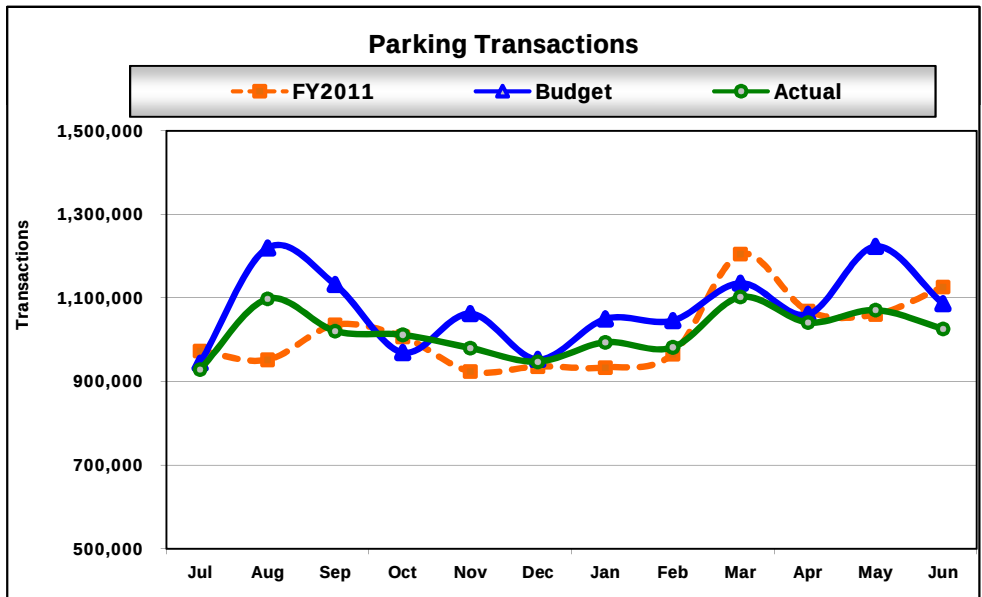
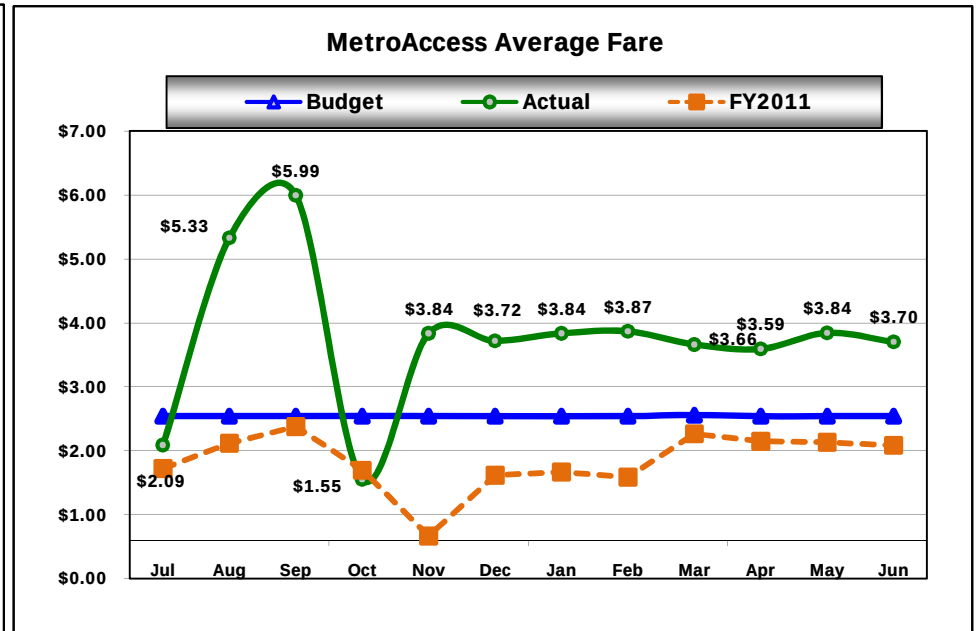
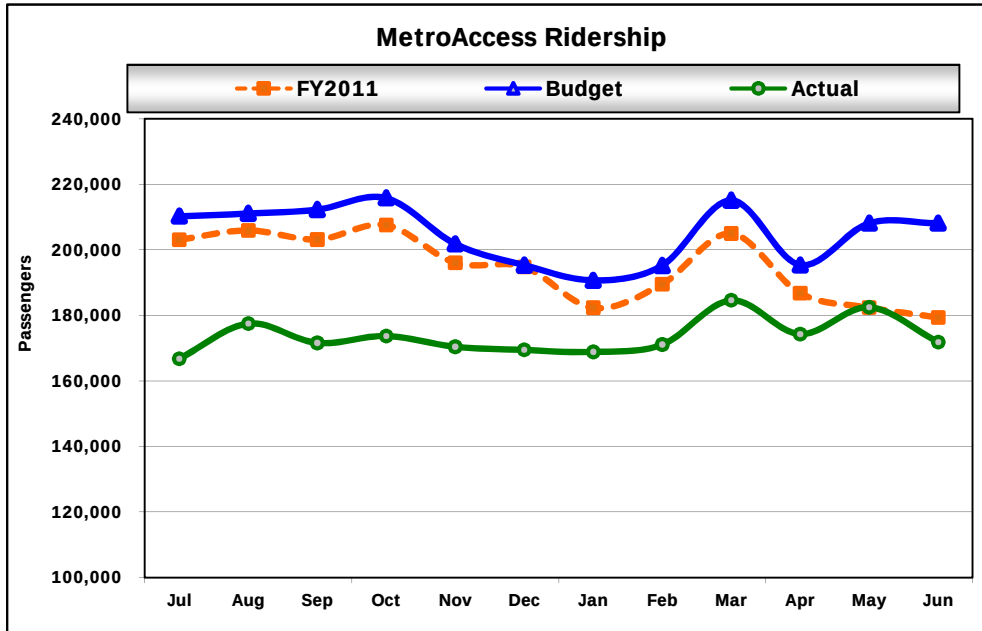
9 %

5 %

RIDERSHIP and AVERAGE FARE ANALYSIS



RIDERSHIP and AVERAGE FARE ANALYSIS



Ridership and Revenue Analysis: Year-to-Date FY2012 through June 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	\$571,428	\$569,238	\$581,659	(\$12,421)	(2%)				
Metrobus	\$131,432	\$133,876	\$124,993	\$8,883	7%				
MetroAccess	\$4,301	\$7,825	\$6,252	\$1,573	25%				
Monthly Total	\$707,161	\$710,939	\$712,904	(\$1,965)	(0%)				
b. Ridership									
Metrorail	217,053	218,244	220,734	(2,490)	(1%)				
Metrobus	125,089	132,220	124,131	8,089	7%				
MetroAccess	2,336	2,083	2,460	(377)	(15%)				
Monthly Total	344,478	352,547	347,325	5,222	2%				
c. Average Fare									
Metrorail	\$2.63	\$2.61	\$2.64	(\$0.03)	(1%)				
Metrobus	\$1.05	\$1.01	\$1.01	\$0.01	1%				
MetroAccess	\$1.84	\$3.76	\$2.54	\$1.22	48%				
Monthly Total	\$2.05	\$2.02	\$2.05	(\$0.04)	(2%)				
d. Metrorail									
Ridership	(\$6,562)	(1%)	\$3,138	0.5%					
Average Fare	<u>(\$5,860)</u>	<u>(1%)</u>	<u>(\$5,328)</u>	<u>(1%)</u>					
Budget Variance	(\$12,421)	(2%)	(\$2,190)	(0%)					
e. Metrobus									
Ridership	\$8,145	7%	\$7,493	6%					
Average Fare	<u>\$738</u>	<u>1%</u>	<u>(\$5,049)</u>	<u>(4%)</u>					
Budget Variance	\$8,883	7%	\$2,444	2%					
f. MetroAccess									
Ridership	(\$958)	(15%)	(\$466)	(11%)					
Average Fare	<u>\$2,531</u>	<u>48%</u>	<u>\$3,990</u>	<u>104%</u>					
Budget Variance	\$1,573	25%	\$3,524	82%					

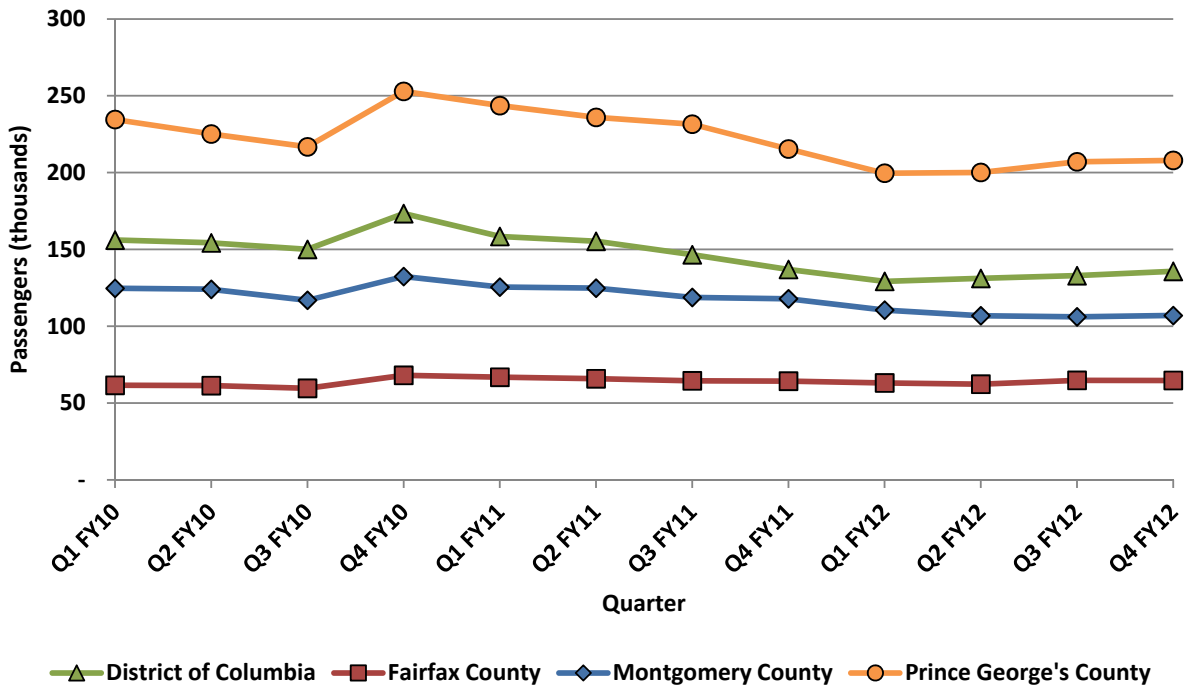
* Modal Analysis defines what portion of the budget variance is due to ridership being below plan and the portion due to revenue actuals being below forecast.

Ridership and Revenue Analysis: Quarter-to-Date Q4 FY2012 - June 2012

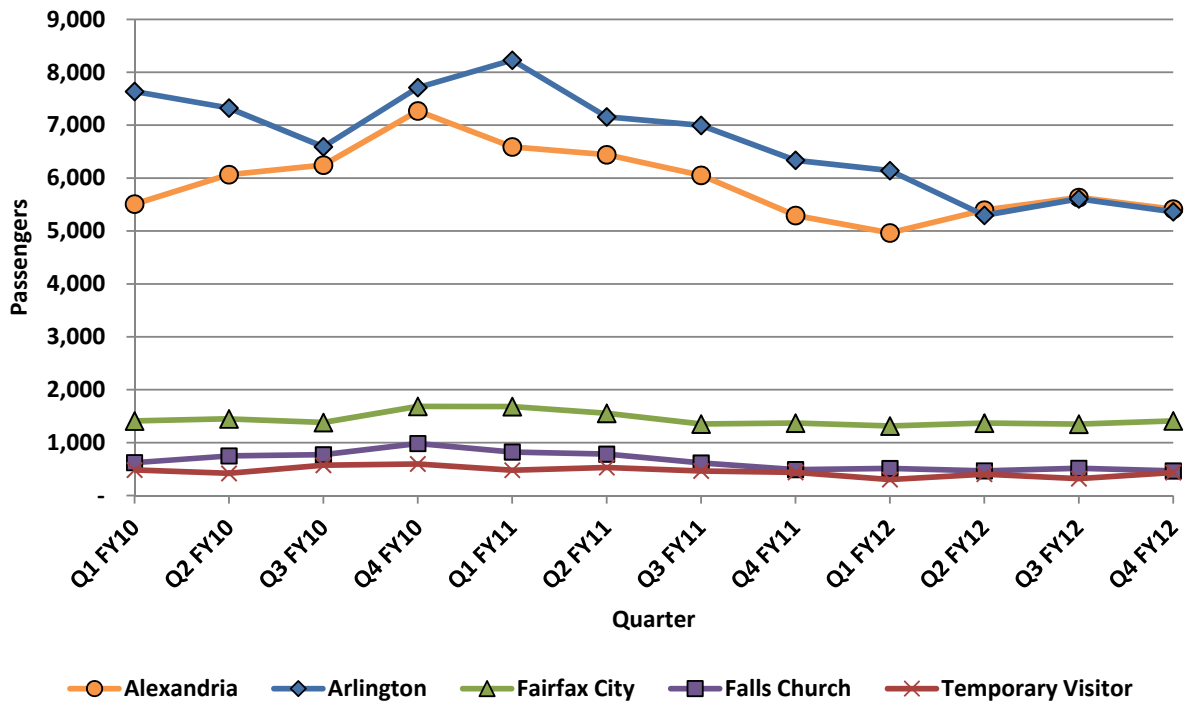
QTD Account Analysis						Modal Analysis			
	Last Year Actual	Actual	This Year Budget	Budget Variance		Actual vs Budget			This Year Actual vs. Last Year Actual
a. Passenger Revenue									
Metrorail	\$152,751	\$150,050	\$155,073	(\$5,023)	(3%)				
Metrobus	\$32,987	\$35,661	\$32,998	\$2,662	8%				
MetroAccess	\$1,164	\$1,964	\$1,554	\$410	26%				
Monthly Total	\$186,902	\$187,674	\$189,625	(\$1,951)	(1%)				
b. Ridership									
Metrorail	57,711	57,506	58,891	(1,385)	(2%)				
Metrobus	32,953	33,307	32,771	536	2%				
MetroAccess	549	529	612	(83)	(14%)				
Monthly Total	91,212	91,342	92,274	(932)	(1%)				
c. Average Fare									
Metrorail	\$2.65	\$2.61	\$2.63	(\$0.02)	(1%)				
Metrobus	\$1.00	\$1.07	\$1.01	\$0.06	6%				
MetroAccess	\$2.12	\$3.71	\$2.54	\$1.17	46%				
Monthly Total	\$2.05	\$2.05	\$2.06	(\$0.00)	(0%)				
d. Metrorail									
Ridership	(\$3,647)	(2%)	(\$541)	(0.4%)					
Average Fare	<u>(\$1,376)</u>	<u>(1%)</u>	<u>(\$2,161)</u>	<u>(1%)</u>					
Budget Variance	(\$5,023)	(3%)	(\$2,701)	(2%)					
e. Metrobus									
Ridership	\$540	2%	\$354	1%					
Average Fare	<u>\$2,123</u>	<u>6%</u>	<u>\$2,319</u>	<u>7%</u>					
Budget Variance	\$2,662	8%	\$2,674	8%					
f. MetroAccess									
Ridership	(\$211)	(14%)	(\$42)	(4%)					
Average Fare	<u>\$620</u>	<u>46%</u>	<u>\$842</u>	<u>75%</u>					
Budget Variance	\$410	26%	\$799	69%					

* 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	5,413	21,403
Arlington	6,141	5,296	5,607	5,364	22,408
District of Columbia	129,223	131,186	132,970	135,768	529,147
Fairfax County	63,132	62,325	64,814	64,739	255,010
Fairfax City	1,315	1,369	1,350	1,411	5,445
Falls Church	512	467	516	466	1,961
Montgomery County	110,529	106,880	106,147	106,996	430,552
Prince George's County	199,640	200,138	207,073	207,982	814,833
Sub Total:	515,455	513,055	524,110	528,139	2,080,759
Other Eligible:	142	205	162	152	661
Temporary Visitor:	303	403	321	435	1,462
Total Reported Ridership:	515,900	513,663	524,593	528,726	2,082,882

WMATA PARKING FACILITY USAGE

June-2012

		Paid Utilization (% of Capacity)			
STATION/LOT	LOT		Y-T-D		Y-T-D
REGION	CAP	June-2012	FY12	June-2011	FY11
<u>MONTGOMERY COUNTY</u>					
Grosvenor	1,894	104%	98%	101%	99%
White Flint	1,270	37%	47%	58%	53%
Twinbrook	1,097	60%	63%	68%	70%
Rockville	524	106%	101%	107%	97%
Shady Grove	5,745	93%	91%	96%	90%
Glenmont	1,781	74%	96%	61%	88%
Wheaton	977	30%	45%	52%	52%
Forest Glen	596	100%	99%	100%	98%
Montgomery County Total	13,884	80%	84%	89%	85%
<u>PRINCE GEORGE'S COUNTY</u>					
New Carrollton	3,519	79%	87%	94%	86%
Landover	1,866	39%	49%	42%	42%
Cheverly	500	89%	91%	97%	94%
Addison Road	1,268	57%	62%	67%	64%
Capitol Heights	372	69%	78%	83%	82%
Greenbelt	3,399	85%	79%	88%	84%
College Park	1,820	68%	63%	72%	67%
P.G. Plaza	1,068	45%	48%	53%	47%
West Hyattsville	453	89%	92%	99%	97%
Southern Avenue	1,980	67%	72%	77%	76%
Naylor Road	368	92%	99%	108%	88%
Suitland Garage	1,890	75%	78%	88%	80%
Branch Avenue	3,072	96%	97%	100%	92%
Morgan Blvd.	608	90%	89%	73%	70%
Largo	2,200	89%	80%	89%	85%
Prince George's County Total	24,383	76%	77%	83%	77%
Maryland Total	38,267	77%	80%	82%	80%
<u>DISTRICT OF COLUMBIA</u>					
Deanwood	194	52%	57%	65%	46%
Minnesota Ave.	333	76%	71%	67%	52%
Rhode Island Ave.	221	103%	74%		
Fort Totten	408	84%	82%	87%	85%
Anacostia Garage	808	62%	63%	71%	66%
District of Columbia Total	1,964	73%	70%	74%	64%
<u>Northern Virginia</u>					
Huntington	3,617	83%	84%	89%	84%
West Falls Church	2,009	102%	98%	102%	97%
Dunn Loring	1,326	96%	98%	109%	104%
Vienna	5,169	104%	100%	97%	97%
Franconia	5,069	83%	84%	93%	89%
Van Dorn	361	116%	106%	112%	109%
East Falls Church	422	126%	119%	123%	114%
Northern Virginia Total	17,973	94%	93%	97%	93%
System Total	58,204	82%	83%	88%	84%

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

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un- Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
A. Vehicles/ Vehicle Parts							
Replacement of Rail Cars							
CIP0057 1000 Series Rail Car Replacement	\$8,019.1	\$5,578.2	\$8,019.1	\$8,916.9	(\$3,338.7)	143.8%	159.9%
Subtotal	\$8,019.1	\$5,578.2	\$8,019.1	\$8,916.9	(\$3,338.7)	143.8%	159.9%
Replacement of Buses							
CIP0006 Bus Replacement	\$114,495.7	\$114,500.2	\$113,972.7	\$110,398.3	\$4,101.9	99.5%	96.4%
Subtotal	\$114,495.7	\$114,500.2	\$113,972.7	\$110,398.3	\$4,101.9	99.5%	96.4%
Rehabilitation of Rail Cars							
CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation	\$3,362.5	\$948.6	\$2,805.7	\$1,012.8	(\$64.3)	295.8%	106.8%
CIP0063 Rail Rehabilitation Program	22,915.8	22,917.5	22,915.8	23,358.4	(441.0)	100.0%	101.9%
CIP0064 1000 Series Rail Car HVAC Rehabilitation	2,152.0	3,183.6	2,152.0	1,611.0	1,572.7	67.6%	50.6%
CIP0067 Rail Car Safety & Reliability Enhancements	10,795.5	11,792.4	10,795.5	5,294.1	6,498.2	91.5%	44.9%
CIP0125 Rail Preventive Maintenance	55.1	0.0	0.0	0.0	0.0	0.0%	0.0%
CIP0142 Rail Lifecycle Overhaul	20,800.0	20,810.7	20,800.0	20,773.6	37.1	99.9%	99.8%
CIP0148 Repair of Damaged Railcars	7,908.7	2,193.8	98.2	98.2	2,095.6	4.5%	4.5%
Subtotal	\$67,989.7	\$61,846.5	\$59,567.2	\$52,148.2	\$9,698.3	96.3%	84.3%
Rehabilitation of Buses							
CIP0005 Bus Rehabilitation Program	\$31,528.6	\$31,528.3	\$31,303.1	\$31,302.3	\$226.0	99.3%	99.3%
CIP0008 Bus Repairables	11,841.7	11,731.6	10,105.3	10,041.0	1,690.6	86.1%	85.6%
CIP0137 Bus Preventive Maintenance	47.3	0.0	0.0	0.0	0.0	0.0%	0.0%
CIP0143 Bus Lifecycle Overhaul	10,715.0	10,720.5	10,715.0	10,707.5	13.0	99.9%	99.9%
Subtotal	\$54,132.6	\$53,980.4	\$52,123.4	\$52,050.8	\$1,929.7	96.6%	96.4%
Replacement of MetroAccess Vehicles							
CIP0015 MetroAccess Fleet Replacement	\$11,558.6	\$11,391.9	\$11,328.2	\$11,372.8	\$19.1	99.4%	99.8%
Subtotal	\$11,558.6	\$11,391.9	\$11,328.2	\$11,372.8	\$19.1	99.4%	99.8%
Replacement of Service Vehicles							
CIP0009 Service Vehicle Replacement	\$7,569.9	\$7,606.6	\$7,569.9	\$4,727.2	\$2,879.4	99.5%	62.1%
Subtotal	\$7,569.9	\$7,606.6	\$7,569.9	\$4,727.2	\$2,879.4	99.5%	62.1%
Rail Car Fleet Expansion							
CIP0062 6000 Series Rail Car Procurement	\$5,490.7	\$4,634.7	\$2,206.4	\$2,362.0	\$2,272.7	47.6%	51.0%
Subtotal	\$5,490.7	\$4,634.7	\$2,206.4	\$2,362.0	\$2,272.7	47.6%	51.0%
Bus Enhancements							
CIP0002 Automatic Vehicle Location Equipment Replacement	\$8,124.2	\$8,328.5	\$6,250.8	\$6,250.8	\$2,077.7	75.1%	75.1%
CIP0007 Bus Camera Installation	769.2	1,287.3	769.2	769.2	518.1	59.8%	59.8%
Subtotal	\$8,893.4	\$9,615.8	\$7,020.0	\$7,020.0	\$2,595.8	73.0%	73.0%
Total: Vehicles/ Vehicle Parts	\$278,149.8	\$269,154.3	\$261,807.0	\$248,996.1	\$20,158.1	97.3 %	92.5 %

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Capital Improvement Program *	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<i>B. Rail System Infrastructure Rehabilitation</i>							
<i>Rail Line Segment Rehabilitation</i>							
CIP0107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$77,544.5	\$59,613.6	\$77,544.5	\$75,696.9	(\$16,083.3)	130.1%	127.0%
CIP0110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	44,065.7	40,000.0	42,464.3	42,811.3	(2,811.3)	106.2%	107.0%
Subtotal	\$121,610.2	\$99,613.6	\$120,008.8	\$118,508.2	(\$18,894.5)	120.5%	119.0%
Total: Rail System Infrastructure Rehabilitation	\$121,610.2	\$99,613.6	\$120,008.8	\$118,508.2	(\$18,894.5)	120.5 %	119.0 %
<i>C. Maintenance Facilities</i>							
<i>Rehabilitation and Replacement of Bus Garages</i>							
CIP0084 Southern Avenue Bus Garage Replacement	\$30,640.2	\$26,612.8	\$3,175.8	\$2,609.9	\$24,002.9	11.9%	9.8%
CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)	30,311.8	19,338.2	6,798.3	4,996.2	14,342.0	35.2%	25.8%
CIP0086 Shepherd Parkway Bus Facility	5,279.2	6,913.4	877.9	877.9	6,035.5	12.7%	12.7%
Subtotal	\$66,231.2	\$52,864.4	\$10,852.0	\$8,484.0	\$44,380.3	20.5%	16.0%
<i>Maintenance of Bus Garages</i>							
CIP0119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$32,250.3	\$30,483.9	\$32,250.3	\$26,611.9	\$3,871.9	105.8%	87.3%
Subtotal	\$32,250.3	\$30,483.9	\$32,250.3	\$26,611.9	\$3,871.9	105.8%	87.3%
<i>Maintenance of Rail Yards</i>							
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$15,499.4	\$15,485.3	\$13,502.0	\$13,420.6	\$2,064.7	87.2%	86.7%
Subtotal	\$15,499.4	\$15,485.3	\$13,502.0	\$13,420.6	\$2,064.7	87.2%	86.7%
<i>Rail Maintenance Facilities</i>							
CIP0071 Test Track & Commissioning Facility	\$3,622.7	\$5,172.6	\$2,963.8	\$4,284.3	\$888.4	57.3%	82.8%
Subtotal	\$3,622.7	\$5,172.6	\$2,963.8	\$4,284.3	\$888.4	57.3%	82.8%
<i>Environmental Compliance Projects</i>							
CIP0010 Environmental Compliance Projects	\$823.0	\$593.4	\$768.4	\$719.4	(\$125.9)	129.5%	121.2%
CIP0011 Underground Storage Tank Replacement	4,658.3	4,989.3	4,028.9	3,946.6	1,042.7	80.8%	79.1%
Subtotal	\$5,481.4	\$5,582.7	\$4,797.3	\$4,665.9	\$916.8	85.9%	83.6%
<i>Maintenance Bus and Rail Facilities</i>							
CIP0126 Financial Planning, Project Admin., and System Wide Infra. Upgrades	\$2,079.4	\$1,577.5	\$1,594.0	\$759.4	\$818.1	101.0%	48.1%
CIP0127 Support Equipment - MTPD	1,029.8	1,238.4	916.3	740.7	497.8	74.0%	59.8%
CIP0145 Rail Yard Hardening and Bus Security	13,378.7	9,238.7	5,752.0	2,027.6	7,211.1	62.3%	21.9%
CIP0147 Electronic Countermeasures	351.0	350.2	351.0	283.0	67.2	100.2%	80.8%
Subtotal	\$16,838.8	\$12,404.9	\$8,613.3	\$3,810.7	\$8,594.2	69.4%	30.7%
<i>Expansion of Bus Garages</i>							
CIP0038 Bus Garage Capacity Enhancements	\$705.5	\$61.5	\$559.9	\$180.1	(\$118.6)	910.0%	292.7%
CIP0078 Bladensburg Shop Reconfiguration	5,133.1	3,539.1	3,925.1	3,807.6	(268.5)	110.9%	107.6%
Subtotal	\$5,838.6	\$3,600.6	\$4,485.0	\$3,987.7	(\$387.1)	124.6%	110.8%
Total: Maintenance Facilities	\$145,762.2	\$125,594.4	\$77,463.7	\$65,265.1	\$60,329.3	61.7 %	52.0 %

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Capital Improvement Program *	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<i>D. Systems and Technology</i>							
<i>Power System Upgrades - Rail</i>							
CIP0077 8-Car Train Power Upgrades	\$212.6	\$74.0	\$212.6	\$212.6	(\$138.6)	287.3%	287.3%
CIP076 100 % 8-Car Train - Power Upgrades	\$6.1	6.1	0.0	6.1	0.0	0.0%	100.0%
Subtotal	\$218.7	\$80.1	\$212.6	\$218.7	(\$138.6)	265.5%	273.1%
<i>Operations Support Software</i>							
CIP0042 Bus & Rail Asset Management Software	\$4,358.9	\$4,556.7	\$4,051.5	\$3,774.1	\$782.6	88.9%	82.8%
CIP0043 Bus Operations Support Software	2,040.9	4,365.4	2,040.9	2,304.1	2,061.2	46.8%	52.8%
CIP0044 Customer & Regional Integration	8,859.3	7,474.0	6,426.8	5,766.8	1,707.2	86.0%	77.2%
CIP0045 Data Centers and Infrastructures	6,614.9	5,290.7	6,614.9	7,491.8	(2,201.0)	125.0%	141.6%
CIP0047 Enterprise Geographic Information System	3,625.6	3,029.0	1,658.3	1,252.4	1,776.6	54.7%	41.3%
CIP0051 Police Dispatch and Records Management	1,559.3	1,480.5	158.1	152.9	1,327.6	10.7%	10.3%
CIP0052 Network and Communications	5,515.6	5,659.1	5,515.6	5,137.1	522.0	97.5%	90.8%
CIP0053 Network Operations Center (NOC)	896.0	2,070.6	583.9	580.9	1,489.7	28.2%	28.1%
CIP0056 Rail Operations Support Software	2,824.2	2,366.4	1,562.3	1,525.9	840.5	66.0%	64.5%
CIP0128 Data Governance and Business Intelligence	1,559.3	3,630.8	1,326.1	1,189.2	2,441.6	36.5%	32.8%
CIP0140 Rail Mileage Based Asset Management	4,516.2	3,395.8	3,639.0	2,264.7	1,131.1	107.2%	66.7%
CIP0149 Transit Asset Management	3,000.0	1,375.0	1,477.5	300.0	1,075.0	107.5%	21.8%
Subtotal	\$45,370.1	\$44,694.0	\$35,054.9	\$31,739.8	\$12,954.2	78.4%	71.0%
<i>Business Support Software & Equipment</i>							
CIP0030 Currency Processing Machines	\$1,978.3	\$2,303.0	\$1,931.7	\$1,931.7	\$371.3	83.9%	83.9%
CIP0046 Document Management System	2,050.7	2,052.0	1,335.8	1,408.3	643.7	65.1%	68.6%
CIP0048 Sensitive Data Protection Technology	5,528.8	4,135.6	5,528.8	5,541.1	(1,405.5)	133.7%	134.0%
CIP0049 Management Support Software	25,780.7	18,727.4	12,232.7	12,587.5	6,139.9	65.3%	67.2%
CIP0050 Metro IT OneStop and Office Automation	3,175.1	4,051.0	2,305.8	2,301.6	1,749.4	56.9%	56.8%
CIP0054 Customer Electronic Communications & Outreach	3,191.1	3,133.7	2,407.9	2,496.2	637.5	76.8%	79.7%
CIP0103 Police Portable Radio Replacement	667.0	693.6	471.2	471.2	222.3	67.9%	67.9%
Subtotal	\$42,371.7	\$35,096.2	\$26,213.9	\$26,737.6	\$8,358.6	74.7%	76.2%
<i>Rail Fare Equipment</i>							
CIP0031 Debit/Credit Processing Requirements	\$1,121.9	\$886.6	\$728.8	\$728.8	\$157.8	82.2%	82.2%
CIP0032 Fare Media Encoders	913.0	516.2	680.0	0.0	516.2	131.7%	0.0%
CIP0091 Automatic Fare Collection Machines	1,074.8	919.0	46.2	46.2	872.8	5.0%	5.0%
CIP0092 Ethernet Wiring for Rail Fare Machines	1,756.0	1,362.1	1,642.0	1,642.0	(279.9)	120.5%	120.5%
CIP0093 Integrating regional NEXTFARE System	6,209.9	2,068.0	4,723.2	5,150.3	(3,082.4)	228.4%	249.1%
CIP0094 Improvements to Coin Collection Machines	2,166.9	2,167.0	1,697.6	1,697.6	469.4	78.3%	78.3%
CIP0097 Open Bankcard and Automatic Fare Collection Systems	3,283.7	2,858.0	2,803.7	3,062.9	(204.9)	98.1%	107.2%
Subtotal	\$16,526.2	\$10,776.8	\$12,321.3	\$12,327.7	(\$1,550.9)	114.3%	114.4%
Total: Systems and Technology	\$104,486.7	\$90,647.2	\$73,802.8	\$71,023.9	\$19,623.3	81.4%	78.4%

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Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
<i>E. Track and Structures</i>							
<i>Track Rehabilitation</i>							
CIP0018 Track Welding Program	\$2,756.5	\$2,887.1	\$2,714.2	\$2,648.9	\$238.2	94.0%	91.7%
CIP0019 Track Floating Slab Rehabilitation	1,503.2	1,511.1	1,503.2	1,641.0	(129.9)	99.5%	108.6%
CIP0021 Track Pad/Shock Absorber Rehabilitation	4,097.0	2,569.2	4,097.0	4,104.1	(1,534.9)	159.5%	159.7%
CIP0022 Track Structural Rehabilitation	4,036.9	4,101.9	4,036.9	4,187.4	(85.5)	98.4%	102.1%
CIP0023 Third Rail Rehabilitation	5,517.4	5,012.0	1,366.3	1,444.4	3,567.6	27.3%	28.8%
CIP0024 Track Rehabilitation	50,413.7	51,161.0	49,031.4	49,094.7	2,066.3	95.8%	96.0%
CIP0089 Track Fasteners	3,553.2	3,614.1	3,508.5	3,508.5	105.5	97.1%	97.1%
CIP0141 Cheverly Abutment	1,546.9	254.3	1,546.9	1,905.9	(1,651.6)	608.3%	749.5%
CIP0146 Mainline #8 Switch Replacement Program	7,760.9	6,495.1	7,760.6	7,760.6	(1,265.5)	119.5%	119.5%
Subtotal	\$81,185.7	\$77,605.7	\$75,565.0	\$76,295.6	\$1,310.1	97.4%	98.3%
<i>Station/Tunnel Rehabilitation</i>							
CIP0026 Station/Tunnel Leak Mitigation	\$3,298.3	\$3,331.4	\$3,298.3	\$3,460.4	(129.0)	99.0%	103.9%
Subtotal	\$3,298.3	\$3,331.4	\$3,298.3	\$3,460.4	(129.0)	99.0%	103.9%
Total: Track and Structures	\$84,484.0	\$80,937.1	\$78,863.3	\$79,756.0	\$1,181.2	97.4%	98.5%
<i>F. Passenger Facilities</i>							
<i>Elevator/Escalator Facilities</i>							
CIP0072 Elevator Rehabilitation	\$5,425.4	\$4,714.9	\$4,456.1	\$4,400.6	\$314.2	94.5%	93.3%
CIP0073 Escalator Rehabilitation	17,501.6	15,836.7	14,057.8	14,382.7	1,454.0	88.8%	90.8%
CIP0132 Elevator/Escalator Repairables	5,842.3	4,622.1	5,282.4	5,282.4	(660.3)	114.3%	114.3%
Subtotal	\$28,769.3	\$25,173.6	\$23,796.3	\$24,065.7	\$1,107.9	94.5%	95.6%
<i>Maintenance of Rail Station Facilities</i>							
CIP0087 Station Rehabilitation Program	\$7,832.4	\$12,842.0	\$7,832.4	\$8,671.3	\$4,170.7	61.0%	67.5%
CIP0138 System-wide Infrastructure Rehabilitation	55,239.6	57,459.1	49,643.7	33,570.3	23,888.8	86.4%	58.4%
CIP0150 Fire Systems	2,160.0	2,166.0	2,000.6	2,042.7	123.3	92.4%	94.3%
CIP0151 Station Cooling Program	8,725.0	3,255.0	8,725.0	9,256.5	(6,001.5)	268.0%	284.4%
CIP0152 Parking Garage Rehabilitation	1,000.0	1,000.0	773.3	794.4	205.6	77.3%	79.4%
Subtotal	\$74,957.0	\$76,722.1	\$68,975.0	\$54,335.2	\$22,387.0	89.9%	70.8%
<i>Bicycle & Pedestrian Facilities</i>							
CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$1,690.6	\$1,556.2	\$1,380.5	\$1,404.2	\$152.0	88.7%	90.2%
CIP0036 Replacement of Bicycle Racks & Lockers	623.8	402.9	97.2	97.2	305.7	24.1%	24.1%
Subtotal	\$2,314.4	\$1,959.0	\$1,477.6	\$1,501.4	\$457.7	75.4%	76.6%
<i>Rail Station: Capacity/Enhancements</i>							
CIP0039 Core & System Capacity Project Development	\$3,283.3	\$1,547.1	\$2,931.2	\$2,422.1	(875.0)	189.5%	156.6%
CIP0074 Installation of Parking Lot Credit Card Readers	5,090.1	5,476.7	5,050.4	5,050.4	426.3	92.2%	92.2%
Subtotal	\$8,373.3	\$7,023.8	\$7,981.6	\$7,472.5	(448.7)	113.6%	106.4%

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		Budget Authority*	Forecast	Obligated	Expended	Un- Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
Capital Improvement Program *								
<i>Bus Priority Corridor Improvements</i>								
CIP0037	Bus Priority Corridor Network Enhancements	\$8,546.9	\$4,443.9	\$3,160.3	\$3,215.4	\$1,228.5	71.1%	72.4%
	Subtotal	\$8,546.9	\$4,443.9	\$3,160.3	\$3,215.4	\$1,228.5	71.1%	72.4%
<i>Rail Station Equipment</i>								
CIP0099	Police Emergency Management Equipment	\$981.6	\$585.6	\$682.4	\$682.4	(\$96.8)	116.5%	116.5%
	Subtotal	\$981.6	\$585.6	\$682.4	\$682.4	(\$96.8)	116.5%	116.5%
Total: Passenger Facilities		\$123,942.5	\$115,908.1	\$106,073.3	\$91,272.6	\$24,635.5	91.5%	78.7%
<i>G. Maintenance Equipment</i>								
<i>Rail Maintenance Equipment</i>								
CIP0020	Replacement of Rail Track Signage	\$1,060.4	\$1,053.2	\$1,060.4	\$1,322.0	(\$268.7)	100.7%	125.5%
CIP0025	Track Maintenance Equipment	34,683.2	4,317.8	25,732.1	6,730.0	(2,412.2)	596.0%	155.9%
CIP0027	Switch Machine Rehabilitation Project	1,535.0	1,548.0	862.7	862.7	685.3	55.7%	55.7%
CIP0065	Geometry Vehicle	8,928.3	1,599.1	8,526.9	3,056.7	(1,457.6)	533.2%	191.2%
CIP0066	Rail Shop Repair Equipment	6,571.3	5,338.3	1,379.3	1,881.5	3,456.8	25.8%	35.2%
CIP0133	Wayside Work Equipment	5,232.1	3,687.4	2,346.5	2,472.5	1,215.0	63.6%	67.1%
CIP0135	Train Control Signal	5,347.1	2,514.6	1,450.1	1,541.2	973.3	57.7%	61.3%
CIP0136	FCC Radio Frequency Communication Changes	8,691.2	1,336.0	1,566.0	1,566.0	(230.0)	117.2%	117.2%
CIP0139	NTSB Recommendations	75,089.3	74,415.4	66,001.1	49,210.0	25,205.3	88.7%	66.1%
	Subtotal	\$147,137.9	\$95,809.8	\$108,925.0	\$68,642.5	\$27,167.2	113.7%	71.6%
<i>Bus Repair Equipment</i>								
CIP0004	Bus Repair Equipment	\$7,790.7	\$7,789.5	\$5,289.0	\$5,259.6	\$2,529.9	67.9%	67.5%
	Subtotal	\$7,790.7	\$7,789.5	\$5,289.0	\$5,259.6	\$2,529.9	67.9%	67.5%
<i>Business Facilities Equipment</i>								
CIP0028	Materials Handling Equipment	\$194.9	\$217.1	\$102.8	\$102.8	\$114.4	47.3%	47.3%
CIP0029	Warehouse Vertical Storage Units/Shelving	1,181.8	1,242.9	878.7	700.4	542.4	70.7%	56.4%
	Subtotal	\$1,376.7	\$1,460.0	\$981.5	\$803.2	\$656.8	67.2%	55.0%
Total: Maintenance Equipment		\$156,305.3	\$105,059.3	\$115,195.6	\$74,705.3	\$30,354.0	109.6%	71.1%
<i>H. Other Facilities</i>								
<i>Business Support Facilities</i>								
CIP0033	Replacement of Revenue Facility Equipment	\$892.1	\$605.2	\$15.5	\$15.5	\$589.7	2.6%	2.6%
CIP0034	Revenue Collection Facility (RCF) Building Expansion	0.0	250.0	0.0	0.0	250.0	0.0%	0.0%
CIP0080	Jackson Graham Building Renovation	8,897.2	11,919.3	8,810.4	8,810.4	3,108.9	73.9%	73.9%
CIP0144	Bus Operations Control Center	269.3	3.7	3.9	3.9	(0.2)	104.8%	104.8%
	Subtotal	\$10,058.6	\$12,778.3	\$8,829.9	\$8,829.9	\$3,948.4	69.1%	69.1%

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		Budget Authority*	Forecast	Obligated	Expended	Un- Expended (Forecast)	Obligation % (Forecast)	Expend % (Forecast)
Capital Improvement Program *								
<i>MTPD Support Facilities</i>								
CIP0101	Police Substation- New District 2/Training Facility	\$3,501.8	\$1,743.8	\$1,221.5	\$857.2	\$886.6	70.0%	49.2%
CIP0106	Special Operations Division Facility	10,280.2	10,823.2	9,780.0	10,178.2	645.0	90.4%	94.0%
	Subtotal	\$13,782.0	\$12,567.0	\$11,001.5	\$11,035.4	\$1,531.6	87.5%	87.8%
Total: Other Facilities		\$23,840.6	\$25,345.3	\$19,831.4	\$19,865.3	\$5,480.0	78.2 %	78.4 %
<i>I. Project Management and Support</i>								
<i>Credit Facility</i>								
CIP0131	Credit Facility	\$3,534.4	\$4,783.5	\$975.1	\$975.1	\$3,808.4	20.4%	20.4%
	Subtotal	\$3,534.4	\$4,783.5	\$975.1	\$975.1	\$3,808.4	20.4%	20.4%
Total: Project Management and Support		\$3,534.4	\$4,783.5	\$975.1	\$975.1	\$3,808.4	20.4 %	20.4 %
Grand Total: Capital Improvement Program		\$1,042,115.6	\$917,042.7	\$854,021.0	\$770,367.5	\$146,675.2	93.1 %	84.0 %

***NOTE:** Included in these expenditures are those that were originally scheduled to occur in FY2011 but were not executed by the end of the fiscal year. The total budget authority for FY2012, defined as the \$888.9 million Board approved budget and the \$153.2 million unexpended at the end of FY2011 is \$1.042 billion.

Definitions

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

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

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

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

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Reimbursable Projects
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Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation %	Expend %
<u>District of Columbia</u>									
CRB0001	Anacostia Light Rail Demonstration	\$16,973.8	\$16,614.1	\$15,826.0	\$61.6	\$15,887.7	\$1,086.1	97.9%	93.6%
CRB0002	DC Downtown Circulator Buses	21,450.0	17,725.1	17,643.7		17,643.7	3,806.3	82.6%	82.3%
CRB0003	New York Ave. Metrorail Station	109,950.0	109,641.5	109,622.9		109,622.9	327.1	99.7%	99.7%
CRB0004	Southeast Bus Garage Replacement	67,534.8	53,135.5	15,669.2	30,378.8	46,048.0	21,486.8	78.7%	68.2%
CRB0005	Project Development	10,784.8	10,784.8	7,045.4	1,123.1	8,168.4	2,616.4	100.0%	75.7%
CRB0027	Brentwood Rail Yard Expansion	2,390.3	2,390.3	2,339.0		2,339.0	51.3	100.0%	97.9%
CRB0031	DC Convention Center	29,951.9	29,951.9	29,822.1		29,822.1	129.9	100.0%	99.6%
CRB0036	Navy Yard Station Modification	19,585.4	19,504.9	19,499.1		19,499.1	86.3	99.6%	99.6%
CRB0045	DC Real Time Sign Bus Shelters	190.0	51.3	51.3		51.3	138.7	27.0%	27.0%
CRB0047	DC Student SmarTrip Pass	390.0	390.0	13.4		13.4	376.6	100.0%	3.4%
CRB0049	Union Row: U Str/Cardozo Station	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CRB0052	U St Stat 14 St Bus Access Imp	500.0	500.0	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	\$282,986.5	\$239,583.4	\$31,582.9	\$271,166.3	\$35,584.8	92.3%	88.4%
<u>Maryland</u>									
Montgomery County									
CRB0006	Glenmont Parking Facility Design Work	\$30,121.0	\$27,822.4	\$9,450.2	\$16,850.4	\$26,300.6	\$3,820.4	92.4%	87.3%
CRB0007	Takoma Langley Park Center	6,700.0	1,339.5	1,339.5		1,339.5	5,360.5	20.0%	20.0%
CRB0043	Shady Grove Rail Yard Expansion	2,247.9	2,228.6	2,212.6		2,212.6	35.3	99.1%	98.4%
CRB0046	Silver Spring South Entrance	400.0	269.8	261.3		261.3	138.7	67.4%	65.3%
CRB0055	White Flint Parking Structure	17,390.0	17,382.8	17,373.2		17,373.2	16.8	100.0%	99.9%
CRB0062	Twinbrook Facility Relocation	1,000.0	525.6	525.6		525.6	474.4	52.6%	52.6%
CRB0106	Rockville MARC ADA	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CRB0116	Shady Grove Parking II	60.0					60.0		
	Subtotal	\$57,968.9	\$49,618.7	\$31,183.5	\$16,850.4	\$48,033.9	\$9,935.1	85.6%	82.9%

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

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation %	Expend %
Prince George's County									
CRB0008	New Carrollton Rail Yard Expansion	\$70,375.0	\$69,449.8	\$69,410.2	\$3.2	\$69,413.4	\$961.6	98.7%	98.6%
CRB0034	Greenbelt Rail Yard Expansion	1,828.8	1,797.9	1,765.4		1,765.4	63.3	98.3%	96.5%
CRB0037	New Carrollton Parking Garage	23,115.0	22,417.4	22,417.1		22,417.1	697.9	97.0%	97.0%
	Subtotal	\$95,318.8	\$93,665.1	\$93,592.8	\$3.2	\$93,596.0	\$1,722.8	98.3%	98.2%
Maryland-wide									
CRB0009	Project Development	\$9,390.5	9,390.5	\$5,546.5	\$816.3	\$6,362.8	\$3,027.8	100.0%	67.8%
CRB0010	Largo Blue Line Extension	469,590.8	467,082.8	466,980.4	0.0	466,980.4	2,610.4	99.5%	99.4%
CRB0092	Bike Lockers	399.5	379.6	379.6		379.6	19.9	95.0%	95.0%
CRB0105	Largo Blue Line Extension - Prelim Engr	10,397.3	10,397.3	10,198.0		10,198.0	199.2	100.0%	98.1%
CRB0108	Maryland Station Name Change	514.4	305.0	305.0		305.0	209.4	59.3%	59.3%
	Subtotal	\$490,292.4	\$487,555.2	\$483,409.5	\$816.3	\$484,225.7	\$6,066.7	99.4%	98.8%
Maryland Total		\$643,580.1	\$630,838.9	\$608,185.7	\$17,669.9	\$625,855.6	\$17,724.5	98.0%	97.2%
<u>Virginia</u>									
Alexandria									
CRB0011	Eisenhower Station Entrance	\$1,800.0	\$276.4	\$125.7	\$106.7	\$232.4	\$1,567.6	15.4%	12.9%
CRB0012	King Street Station Bus Loop Reconfiguration	4,200.0	714.7	25.0	503.7	528.7	3,671.3	17.0%	12.6%
CRB0013	Potomac Yard Alt. Analysis	3,000.0	2,168.2	559.6	1,193.6	1,753.2	1,246.8	72.3%	58.4%
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%
	Subtotal	\$26,328.1	\$19,959.8	\$17,389.9	\$1,804.0	\$19,193.9	\$7,134.2	75.8%	72.9%
Arlington County									
CRB0015	Columbia Pike - NEPA and PE	\$4,060.0	\$3,465.5	\$2,027.2	\$1,590.9	\$3,618.1	\$441.9	85.4%	89.1%
CRB0016	Columbia Pike Super Stops	2,000.0	1,077.1	298.7	663.4	962.1	1,037.9	53.9%	48.1%
CRB0025	Ballston Station Improvements	14,763.4	14,643.6	14,640.9	2.7	14,643.6	119.9	99.2%	99.2%
CRB0042	Rosslyn Station New Entrance	5,089.0	4,259.0	3,973.2	216.8	4,190.0	899.0	83.7%	82.3%
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	\$34,408.9	\$31,311.7	\$2,473.8	\$33,785.5	\$3,090.9	93.3%	91.6%

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

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation %	Expend %
City of Fairfax									
None									
Fairfax County									
CRB0017	Vienna Station Mezzanine Stair	\$2,000.0	\$1,849.7	\$415.8	\$1,424.6	\$1,840.3	\$159.7	92.5%	92.0%
CRB0026	Bus Stop Signs 600 in Fairfax	96.0	55.6		\$17.6	17.6	78.4	57.9%	18.3%
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	16,762.2	\$80.2	16,842.3	187.6	99.0%	98.9%
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	\$83,325.1	\$81,182.5	\$1,569.7	\$82,752.3	\$2,120.8	98.2%	97.5%
Falls Church									
None									
Virginia-wide									
CRB0018	Project Development	\$7,941.5	\$7,941.5	\$5,932.9	\$595.3	\$6,528.2	\$1,413.2	100.0%	82.2%
CRB0019	Dulles Extension Design/Build	478,718.2	259,690.5	52,320.7	40,603.5	92,924.1	385,794.1	54.2%	19.4%
CRB0020	Dulles Phase 2 (PE)	3,500.0	2,796.6	617.5	820.1	1,437.6	2,062.4	79.9%	41.1%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,451.1	1,267.9	21.0	1,288.9	216.9	96.4%	85.6%
CRB0059	Dulles Preliminary Engineering/NEPA	58,041.8	58,034.6	57,968.9		57,968.9	72.9	100.0%	99.9%
	Subtotal	\$549,707.2	\$329,914.2	\$118,107.8	\$42,039.9	\$160,147.7	\$389,559.5	60.0%	29.1%
Virginia Total		\$697,784.8	\$467,608.1	\$247,991.9	\$47,887.5	\$295,879.4	\$401,905.4	67.0%	42.4%

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

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation %	Expend %
<i>Regional</i>									
CRB0021	6000 Rail Car Purchase - Base	\$120,000.0	\$118,275.7	\$118,961.0	(\$722.6)	\$118,238.3	\$1,761.7	98.6%	98.5%
CRB0022	Regional Travel Training ACCS	1,234.5	1,111.0	603.2	\$471.4	1,074.6	159.9	90.0%	87.0%
CRB0038	Precision Stopping	992.1	917.6	867.0		867.0	125.1	92.5%	87.4%
CRB0040	Bus Bike Racks	1,645.0	1,429.8	1,429.8		1,429.8	215.2	86.9%	86.9%
CRB0041	IT Communication Enhancement	1,562.5	1,425.3	1,425.3		1,425.3	137.2	91.2%	91.2%
CRB0060	Regional Fare Int. (MTA)	7,607.6	6,521.9	6,139.0		6,139.0	1,468.6	85.7%	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	7,383.3	7,111.6	53.8	7,165.4	1,254.5	87.7%	85.1%
Regional Total		\$154,722.9	\$149,896.3	\$149,368.6	(\$197.5)	\$149,171.1	\$5,551.8	96.9%	96.4%
Total: Reimbursable Projects		\$1,802,839.0	\$1,531,329.8	\$1,245,129.7	\$96,942.8	\$1,342,072.5	\$460,766.6	84.9%	74.4%
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	0.2	17,306.8	3.2	100.0%	100.0%
CRB0033	Franconia/Springfield Garage	16,609.0	16,609.0	16,608.5		16,608.5	0.5	100.0%	100.0%
CRB0039	Fiber Optic Cable Installation	2,500.0	2,500.0	2,500.0		2,500.0	0.0	100.0%	100.0%
CRB0057	DC Alternative Analysis	7,008.5	7,008.5	7,008.5		7,008.5		100.0%	100.0%
CRB0058	DC Starter Line	1,234.3	1,234.3	1,234.3		1,234.3	0.0	100.0%	100.0%
CRB0068	Clarendon Station Improvements	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	(0.1)	129.9	0.1	100.0%	99.9%
CRB0082	TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	100.0%
CRB0085	FDA Transit Center @ White Oak	71.0	71.0	71.0		71.0		100.0%	100.0%
CRB0120	VA Station Name Changes	779.9	779.9	779.9		779.9		100.0%	100.0%
Fully Expended Total		\$51,612.9	\$51,612.9	\$51,108.0	\$0.1	\$51,108.1	\$504.8	100.0%	99.0%
Total: Reimbursable Projects		\$1,854,452.0	\$1,582,942.7	\$1,296,237.7	\$96,942.8	\$1,393,180.5	\$461,271.4	85.4%	75.1%

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 2012 - June 2012
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		Budget	Obligated	FY10 Expended	FY11 Expended	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation %	Expend %
American Recovery & Reinvestment Act (ARRA)											
<i>Vehicles & Vehicle Parts</i>											
ARA0021	Bus Replacement Components (ST26)	\$2,493.0	\$2,490.0	\$2,487.4	\$2.7	\$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		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		27,025.2		100.0%	100.0%
ARA0028	Service Vehicle Replacement (ST14)	5,992.7	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		3,760.3	389.3	4,149.5		100.0%	100.0%
	Subtotal	\$50,752.6	\$50,744.6	\$50,352.7	\$2.7	\$50,355.3	\$389.3	\$50,744.6	\$8.0	100.0%	100.0%
<i>Maintenance Facilities</i>											
ARA0001	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,400.0	\$4,259.1	\$13,602.3	\$17,861.4	\$3,480.4	\$21,341.8	\$58.2	100.0%	99.7%
ARA0002	Replacement of Southeastern Bus Garage (ST05)	30,000.0	30,000.0	1,466.1	14,139.9	15,606.0	14,393.7	29,999.8	0.2	100.0%	100.0%
ARA0003	Bus Garage Facility Repairs (ST11)	7,600.0	7,594.8	4,547.3	2,392.3	6,939.6	637.5	7,577.2	22.8	99.9%	99.7%
	Subtotal	\$59,000.0	\$58,994.8	\$10,272.5	\$30,134.5	\$40,407.0	\$18,511.7	\$58,918.8	\$81.2	100.0%	99.9%
<i>Passenger Facilities</i>											
ARA0004	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$16,000.0	\$4,360.2	\$8,890.3	\$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	126.8	320.5	447.3	2,052.7	85.3%	17.9%
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.0	1,200.0	77.2	62.8	140.0	266.2	406.2	793.8	100.0%	33.9%
	Subtotal	\$19,700.0	\$19,333.5	\$4,437.4	\$9,079.9	\$13,517.3	\$586.7	\$14,104.0	\$5,596.0	98.1%	71.6%
<i>Safety & Security</i>											
ARA0008	Additional Station Alarm/Chemical Sensors (ST48)	\$3,991.2	\$3,991.2	\$2,639.9	\$1,044.1	\$3,684.0	\$307.2	\$3,991.2	\$0.0	100.0%	100.0%
(1) ARA0007	Bus Garage Security Update (ST23)	3,000.0	3,000.0	1,965.3	168.7	2,134.0	870.6	3,004.6	(\$4.6)	100.0%	100.2%
ARA0017	Communications Equipment for Operations Control Center (ST24)	3,000.0	3,000.0	2,336.8	616.5	2,953.3	46.2	2,999.5	0.5	100.0%	100.0%
ARA0025	Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	809.3	26.9	836.3		836.3	0.0	100.0%	100.0%
ARA0031	Underground Communications Radios (ST40)	868.7	868.7	868.7	0.0	868.7		868.7		100.0%	100.0%
	Subtotal	\$11,696.2	\$11,696.1	\$8,620.1	\$1,856.2	\$10,476.3	\$1,224.0	\$11,700.3	(\$4.1)	100.0%	100.0%
<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	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	706.0	6,946.7	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	445.5	2,660.8	3,106.4	752.0	3,858.4	41.6	100.0%	98.9%
ARA0020	Power Tool Equipment Replacement (ST31)	1,647.9	1,647.9	1,335.5	312.4	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	1,030.0	(\$0.4)	1,029.6	0.0	1,029.7	0.3	100.0%	100.0%
	Subtotal	\$25,923.8	\$25,923.7	\$3,517.0	\$10,303.5	\$13,820.4	\$9,954.1	\$23,774.5	\$2,149.2	100.0%	91.7%

Washington Metropolitan Area Transit Authority
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		Budget	Obligated	FY10 Expended	FY11 Expended	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation %	Expend %
American Recovery & Reinvestment Act (ARRA)											
Operations Systems											
ARA0013	Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,686.7	\$648.9	\$2,839.8	\$3,488.7	\$9,403.5	\$12,892.2	\$5,007.8	98.8%	72.0%
ARA0014	Bus Real-Time, Route, and Scheduling Systems (ST21)	2,999.8	2,988.0	519.4	896.4	1,415.9	1,320.5	2,736.4	263.4	99.6%	91.2%
ARA0018	Kiosk and Train Control Computers (ST41)	329.8	329.8	291.8	37.9	329.8		329.8	0.0	100.0%	100.0%
ARA0019	Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	345.3	1,132.6	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	2,038.6	182.3	2,220.8		2,220.8		100.0%	100.0%
	Subtotal	\$24,950.4	\$24,725.4	\$3,844.0	\$5,089.0	\$8,933.0	\$10,746.1	\$19,679.2	\$5,271.2	99.1%	78.9%
Information Technology											
ARA0015	Sensitive Data Protection Technology (ST16)	\$3,511.1	\$3,504.2	\$1,590.7	\$1,045.1	\$2,635.8	\$773.7	\$3,409.5	\$101.6	99.8%	97.1%
ARA0016	Financial System Integration (ST63)	5,000.0	5,000.0	256.8	4,743.2	5,000.0		5,000.0	0.0	100.0%	100.0%
ARA0024	Document Management System (ST32)	749.2	749.2	526.8	222.4	749.2		749.2		100.0%	100.0%
	Subtotal	\$9,260.3	\$9,253.4	\$2,374.3	\$6,010.6	\$8,385.0	\$773.7	\$9,158.7	\$101.6	99.9%	98.9%
TOTAL ARRA PROJECTS		\$201,283.2	\$200,671.6	\$83,417.9	\$62,476.5	\$145,894.4	\$42,185.7	\$188,080.1	\$13,203.2	99.7%	93.4%
Miscellaneous Other											
ARA0023	Program Management	\$550.0	\$424.5		\$196.2	\$196.2	\$96.0	\$292.1	\$257.9	77.2%	53.1%
	Subtotal	\$550.0	\$424.5		\$196.2	\$196.2	\$96.0	\$292.1	\$257.9	77.2%	53.1%
TOTAL ARRA PROGRAM		\$201,833.2	\$201,096.0	\$83,417.9	\$62,672.6	\$146,090.6	\$42,281.6	\$188,372.2	\$13,461.0	99.6%	93.3%

(1)- Working with Accounting to correct expenditures

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

Safety & Security Program		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation %	Expend %
<u>Security Program</u>									
SEC0001	Bus Garage Security	\$5,836.5	\$5,591.0	\$2,626.8	\$3,177.7	\$5,804.5	\$32.0	95.8%	99.5%
SEC0002	Cameras on Buses	6,410.0	6,410.0		4,978.9	4,978.9	1,431.1	100.0%	77.7%
SEC0003	Cameras on Rail Cars	7,139.7	202.3	6.5	87.9	94.4	7,045.3	2.8%	1.3%
SEC0004	CCV and Access Control	11,675.8	11,675.8	40.3	1,085.7	1,126.0	10,549.8	100.0%	9.6%
SEC0005_01	Chemical Detection	1,906.0	1,345.4		1,306.3	1,306.3	599.7	70.6%	68.5%
SEC0006	Metrorail Station Camera	2,774.0	2,378.5	35.4	2,689.0	2,724.4	49.6	85.7%	98.2%
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	2,312.8	38.4	356.2	394.6	6,123.2	35.5%	6.1%
SEC0010	PROTECT Systems	606.0	606.0	606.0		606.0		100.0%	100.0%
SEC0011	Radio Redundancy AOCC	5,900.0	4,815.5	218.7	4,441.6	4,660.3	1,239.7	81.6%	79.0%
SEC0012	Vent Intrusion Detection	11,500.0	1,833.5		14.3	14.3	11,485.7	15.9%	0.1%
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	175.0	141.4	1.6	142.9	32.1	100.0%	81.7%
Total: Security Program		\$60,964.0	\$37,774.4	\$4,119.0	\$18,162.2	\$22,281.2	\$38,682.8	62.0 %	36.5 %

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 -June 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	\$86,613.6	\$79,253.3	\$7,313.2	\$86,566.5	\$686.8	99.3%	99.2%
Subtotal	\$87,253.3	\$86,613.6	\$79,253.3	\$7,313.2	\$86,566.5	\$686.8	99.3%	99.2%
CIP0067 Rail Car Safety & Reliability Enhancements	\$14,546.5	\$14,272.8	\$10,811.1	\$2,464.1	\$13,275.2	\$1,271.3	98.1%	91.3%
CIP0063 Rail Rehabilitation Program	28,893.2	27,256.9	10,269.5	16,454.1	26,723.6	2,169.6	94.3%	92.5%
CIP0142 Rail Lifecycle Overhaul	40,820.3	40,820.3	20,000.0	19,526.0	39,526.0	1,294.3	100.0%	96.8%
Subtotal	\$84,259.9	\$82,349.9	\$41,080.6	\$38,444.3	\$79,524.8	\$4,735.1	97.7%	94.4%
<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	\$7,003.2	\$4,718.7	\$1,536.5	\$6,255.2	\$2,315.4	81.7%	73.0%
Subtotal	\$8,570.6	\$7,003.2	\$4,718.7	\$1,536.5	\$6,255.2	\$2,315.4	81.7%	73.0%
Total: Vehicles/ Vehicle Parts	\$181,483.8	\$177,366.7	\$126,452.6	\$47,294.0	\$173,746.5	\$7,737.3	97.7%	95.7%
<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	54,206.7	33,508.2	20,684.9	54,193.1	1,038.0	98.1%	98.1%
Subtotal	\$60,102.4	\$59,078.0	\$38,379.5	\$20,684.9	\$59,064.4	\$1,038.0	98.3%	98.3%
Total: Rail System Infrastructure Rehabilitation	\$60,102.4	\$59,078.0	\$38,379.5	\$20,684.9	\$59,064.4	\$1,038.0	98.3%	98.3%
<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	\$18,878.6	\$0.0	\$18,878.6	\$0.0	100.0%	100.0%
Subtotal	\$18,878.6	\$18,878.6	\$18,878.6	\$0.0	\$18,878.6	\$0.0	100.0%	100.0%
<u>Maintenance of Rail Yards</u>								
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$15,499.4	\$14,922.1	\$0.0	\$9,455.2	\$9,455.2	\$6,044.1	96.3%	61.0%
Subtotal	\$15,499.4	\$14,922.1	\$0.0	\$9,455.2	\$9,455.2	\$6,044.1	96.3%	61.0%
<u>Rail Maintenance Facilities</u>								
CIP0071 Test Track & Commissioning Facility	\$5,154.2	\$1,897.0	\$1,800.5	\$0.0	\$1,800.5	\$3,353.7	36.8%	34.9%
Subtotal	\$5,154.2	\$1,897.0	\$1,800.5	\$0.0	\$1,800.5	\$3,353.7	36.8%	34.9%
Total: Maintenance Facilities	\$39,532.1	\$35,697.8	\$20,679.1	\$9,455.2	\$30,134.3	\$9,397.8	90.3%	76.2%
<u>E. Track and Structures</u>								
<u>Track Rehabilitation</u>								
CIP0023 Third Rail Rehabilitation	\$5,517.4	\$3,194.7	\$0.0	\$482.5	\$482.5	\$5,034.9	57.9%	8.7%
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	3,019.6	1,511.0	1,409.6	2,920.6	216.7	96.3%	93.1%
CIP0021 Track Pad/Shock Absorber Rehabilitation	6,194.6	4,363.1	2,477.2	1,860.9	4,338.1	1,856.4	70.4%	70.0%
CIP0024 Track Rehabilitation	79,573.9	77,493.3	40,450.5	35,124.5	75,575.0	3,998.8	97.4%	95.0%
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	6,331.0	1,000.0	5,331.0	6,331.0	0.0	100.0%	100.0%
CIP0018 Track Welding Program	2,125.7	2,125.7	466.9	1,658.8	2,125.7	0.0	100.0%	100.0%
Subtotal	\$111,012.1	\$104,659.7	\$50,300.1	\$49,605.2	\$99,905.3	\$11,106.8	94.3%	90.0%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 -June 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>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	\$110,858.3	\$53,357.5	\$52,746.3	\$106,103.8	\$11,106.8	94.6%	90.5%
<i>F. Passenger Facilities</i>								
<i>Elevator/Escalator Facilities</i>								
CIP0072 Elevator Rehabilitation	\$6,292.7	\$5,391.4	\$1,872.0	\$2,716.5	\$4,588.5	\$1,704.2	85.7%	72.9%
CIP0132 Elevator/Escalator Repairables	3,772.4	3,772.4	0.0	3,772.4	3,772.4	0.0	100.0%	100.0%
CIP0073 Escalator Rehabilitation	17,413.0	17,029.0	4,418.0	10,555.1	14,973.1	2,439.9	97.8%	86.0%
Subtotal	\$27,478.1	\$26,192.7	\$6,290.0	\$17,044.0	\$23,334.0	\$4,144.1	95.3%	84.9%
<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	\$814.5	\$641.7	\$110.7	\$752.4	\$331.8	75.1%	69.4%
Subtotal	\$1,084.1	\$814.5	\$641.7	\$110.7	\$752.4	\$331.8	75.1%	69.4%
Total: Passenger Facilities	\$31,657.6	\$30,102.6	\$6,931.7	\$20,250.0	\$27,181.8	\$4,475.8	95.1%	85.9%
<i>G. Maintenance Equipment</i>								
<i>Rail Maintenance Equipment</i>								
CIP0136 FCC Radio Frequency Communication Changes	\$12,948.5	\$2,714.2	\$176.3	\$1,381.2	\$1,557.5	\$11,391.0	21.0%	12.0%
CIP0139 NTSB Recommendations (See note)	90,532.4	74,441.1	17,212.0	31,481.4	48,693.4	41,839.1	82.2%	53.8%
CIP0066 Rail Shop Repair Equipment	8,736.0	4,177.9	2,164.7	1,238.6	3,403.4	5,332.7	47.8%	39.0%
CIP0020 Replacement of Rail Track Signage	1,975.0	1,657.3	1,014.3	643.0	1,657.3	317.7	83.9%	83.9%
CIP0027 Switch Machine Rehabilitation Project	1,848.7	1,714.2	803.3	357.4	1,160.7	688.0	92.7%	62.8%
CIP0025 Track Maintenance Equipment (See note)	35,235.9	27,721.1	676.7	2,323.5	3,000.2	32,235.7	78.7%	8.5%
CIP0135 Train Control Signal	6,377.8	3,992.0	65.9	1,210.8	1,276.7	5,101.1	62.6%	20.0%
CIP0133 Wayside Work Equipment	7,109.3	3,889.0	1,132.3	1,752.5	2,884.8	4,224.5	54.7%	40.6%
Subtotal	\$164,763.7	\$120,306.8	\$23,245.6	\$40,388.4	\$63,634.0	\$101,129.7	73.0%	38.6%
Total: Maintenance Equipment	\$164,763.7	\$120,306.8	\$23,245.6	\$40,388.4	\$63,634.0	\$101,129.7	73.0%	38.6%
<i>H. Other Facilities</i>								
<i>MTPD Support Facilities</i>								
CIP0101 Police Substation- New District 2/Training Facility	\$3,819.8	\$2,444.0	\$998.7	\$79.6	\$1,078.3	\$2,741.4	64.0%	28.2%
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	\$3,274.8	\$1,829.5	\$79.6	\$1,909.2	\$2,741.4	70.4%	41.1%
Total: Other Facilities	\$4,650.6	\$3,274.8	\$1,829.5	\$79.6	\$1,909.2	\$2,741.4	70.4%	41.1%
Grand Total: Capital Improvement Program PRIIA	\$599,401.0	\$536,685.1	\$270,875.5	\$190,898.6	\$461,774.1	\$137,626.9	89.5%	77.0%

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 FOURTH QUARTER FISCAL YEAR 2012 - JUNE 30, 2012
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

JURISDICTION	OPERATING	CAPITAL	TOTAL
DISTRICT OF COLUMBIA			
DC Dept of Transportation	(0.003)	(0.043)	(0.045)
DC Dept of Transportation	(0.533)	0.000	(0.533)
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	0.043	0.043
DC TOTAL	<u><u>(\$0.203)</u></u>	<u><u>\$0.207</u></u>	<u><u>\$0.004</u></u>
MARYLAND			
Montgomery County	(0.198)	1.850	1.651
Prince George's County	(0.155)	1.708	1.553
Credits to be Applied to 4th Quarter FY2012 Billing:			
Interest Earnings on PRIIA Contributions	0.000	0.015	0.015
MD TOTAL	<u><u>(\$0.353)</u></u>	<u><u>\$3.573</u></u>	<u><u>\$3.219</u></u>
VIRGINIA			
Alexandria	(0.101)	(0.184)	(0.285)
Arlington	(0.660)	(0.006)	(0.666)
City of Fairfax	(0.031)	(0.001)	(0.031)
Fairfax County	(0.447)	(2.015)	(2.462)
Falls Church	(0.000)	(0.000)	(0.000)
Northern VA Transportation Comm.	(0.285)	(1.492)	(1.777)
Virginia Department of Rail and Public Transportation	0.000	(0.015)	(0.015)
Credits to be Applied to 4th Quarter FY2012 Billing:			
Interest Earnings on CIP and PRIIA Contributions	0.000	0.034	0.034
VA TOTAL	<u><u>(\$1.524)</u></u>	<u><u>(\$3.678)</u></u>	<u><u>(\$5.202)</u></u>
GRAND TOTAL.....	<u><u>(\$2.080)</u></u>	<u><u>\$0.101</u></u>	<u><u>(\$1.979)</u></u>

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

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Washington Metropolitan Area Transit Authority (Metro)

CFO - OMBS - Grants Management

Grant Activity for the Quarter Ending June 30, 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). Twenty projects have been completed with a total value of \$110.7 million. To meet heightened reporting requirements: Submitted required 1512 reporting of jobs and project progress that is viewable by the public at www.recovery.gov.
	Department of Homeland Security Transit Security Grant	Anti-Terrorism Teams conducted targeted train and bus inspections, critical infrastructure inspections, area saturation patrols, and security inspection points.
FTA	Annual Formula Grants for Sections 5309 and 5307	Metro 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 \$127.3 million to reimburse Metro for payments for the rail car procurement milestone and other projects in Metro's FY2011 CIP. - FTA awarded the FFY2011 PRIIA grant for the full appropriated amount of \$149.7 million, from which \$24.3 million was drawn to reimburse Metro for CIP expenses.
	Congestion Mitigation & Air Quality (CMAQ)	\$4.9 million in CMAQ Funding was allocated by the Virginia Department of Rail and Public Transportation for the purchase of replacement buses.
	Federal Earmarks	FFY2010 Largo Extension Appropriation - The grant is expected to close in 2013 when right of way claims have been resolved. 96 percent of the project activities have been completed.
	Competitive Programs	- FFY2012 Section 5309 Bus Livability - Metro won \$1.5 of \$12.8 million sought for bus stop accessibility improvements. - FFY2012 Section 5309 State of Good Repair - Metro was not selected for \$12.4 million as sought for improvements to bus garages. - FFY2012 Innovative Transit Workforce Development Program - \$0.9 million application submitted for partnerships to expand the transit-focused training for non-traditional students, military veterans, and under-represented adults in the labor pool. - 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 – All projects were completed and closeout was initiated within the allowable period of performance. - FFY2008 – Continued development of risk assessment. Proposals for CCTV on railcars have been reviewed and vendor selected. 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 being accepted. - FFY2011 – Four projects for \$12.7 million total have begun. - FFY2012 – Won \$7.8 million to sustain security activities and to fund heightened security for the Inauguration.
	Urban Areas Security Initiative (UASI)	- FFY2009 – All projects were completed and closeout was initiated within the allowable period of performance. - FFY2010 – Requested additional funding due to changes in equipment requirements by FBI. Procurement of specialized equipment is ongoing.

Office of Procurement and Materials
Sole Source Awards = / > \$100,000
Q4-April - June 2012

No.	Contractor	Contract No.	Description	Award Amount	Date of Award	Type of Funds	Program Office	Point of Contact	CA
1	Lenco Industries, Inc.	FQ12163-1	Two Armored Tactical Vehicles for MTPD	\$ 609,180.00	06/26/12	FY07 Transit Security Grant, Capital	MTPD	Lisa Brennan	B. Malhotra
2	Sierra Nevada Corporation	FQ12131	Thor II	\$ 177,000.00	04/04/12	Capital	MTPD	Lisa Brennan	R. Kelly
3	Institutes for Behavior Resources	CQ12167	Fatigue & Risk Management	\$ 600,000.00	04/30/12	Operating	SAFE	Tiffani Rhodes	R. Kelly
4	Protecting The Homeland Innovations, LLC	FQ12187	Terrorism Recognition Training	\$ 1,117,500.00	05/23/12	Capital	MTPD	Lisa Brennan	R. Kelly
5	Knorr Brake Corporation	YR12030	Various Knorr OEM Items	\$ 4,243,287.32	05/10/12	Operating	RAIL	Morris Moses	O. Reynolds