



OPERATING BUDGET REPORT

4th Quarter FY2013

OPERATING BUDGET (\$ in Millions)

OPERATING BUDGET (\$ in Millions)

QTD	Q4-FY2012		Q4-FY2013		Variance FY13	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 217.6	\$ 233.0	\$ 232.0	\$ 1.0	0.4%	
Expense	\$ 361.9	\$ 399.1	\$ 401.6	\$ 2.5	0.6%	
Subsidy	\$ 144.2	\$ 166.1	\$ 169.6	\$ 3.4	2.0%	
Cost Recovery	60.1%	58.4%	57.8%			

YTD	FY2012	FY2013		Variance FY13	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 809.9	\$ 853.6	\$ 874.0	\$ (20.3)	-2.3%
Expense	\$ 1,434.7	\$ 1,525.6	\$ 1,576.1	\$ 50.5	3.2%
Subsidy	\$ 624.8	\$ 672.0	\$ 702.1	\$ 30.2	4.3%
Cost Recovery	56.4%	56.0%	55.5%		

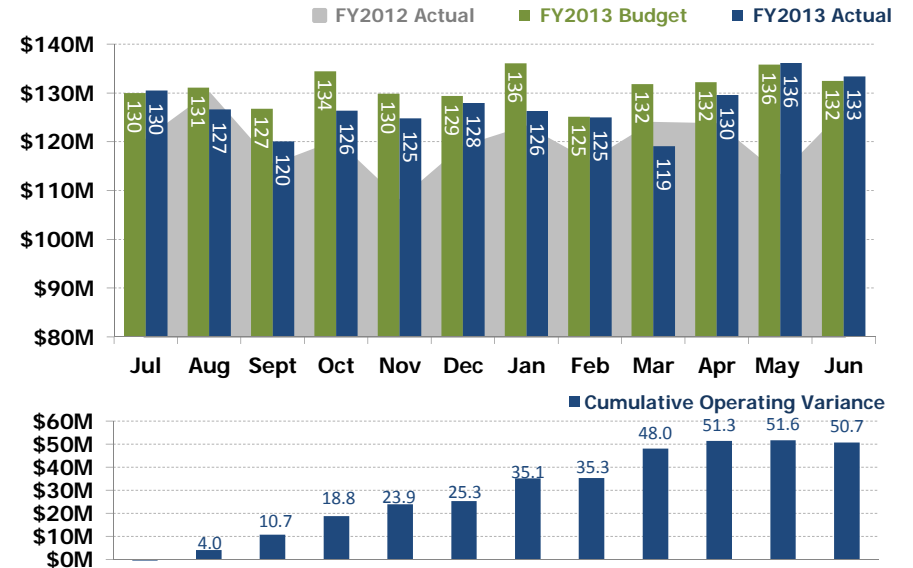
OPERATING PROGRAM HIGHLIGHTS

Metro delivered the FY2013 operating budget with a net positive year-end position of \$30.2 million. Total operating expenses were \$1,525.6 million, \$50.5 million less than budget. Total operating revenues were \$853.6 million, \$20.3 million below budget.

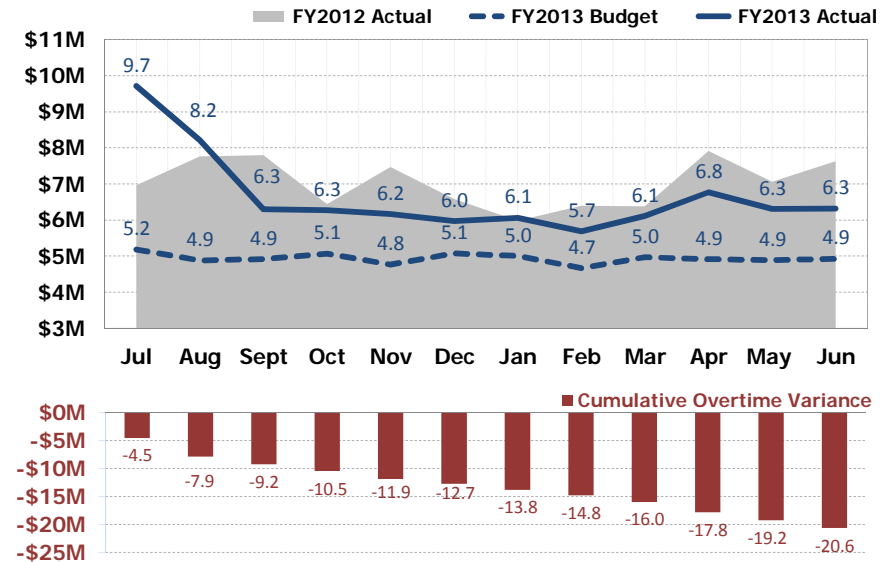
Year-to-date expenditures \$50.5 or 3.2% favorable to budget.

- Metro's recruitment efforts were largely successful in FY2013; 1,419 employees were hired during the year. Metro is achieving annual hiring goals. Metro experienced savings in salary and wage expenses primarily due to higher than budgeted attrition rates and the timing of hires during the year compared to the FY2013 budget. FY2013 salary and wage expenses were under budget by \$42.3 million or 6.0 percent.
- FY2013 operating budget overtime costs were \$4.5 million lower than the prior year overtime costs. In FY2013, Metro actively increased investment in railcar maintenance in order to improve reliability and prepare for the introduction of service on the Silver Line. Metro's overtime costs were above budget in part to advance this increased investment in railcar and other maintenance. As a result, FY2013 budget savings in salaries, wages and fringes were partially offset by overtime costs, which were over budget by \$20.6 million or 34.8 percent.
- Fringe benefits were under budget by \$23.8 million or 6.6 percent, mainly due to higher than anticipated vacancy rates and lower than projected pension costs primarily resulting from favorable market conditions.
- Materials and Supply expenses are \$27.1M unfavorable mostly due to overruns in TIES (\$22.1M) attributed mainly to CMNT 2K, 3K and 5K maintenance and Bus material usage (\$6.5M). As described above, railcar maintenance has increased to prepare for Silver Line service. The CMNT overhaul is expected to continue through FY13 and into FY14. This unfavorability is offset mainly by DGMO Admin TSP training materials and CSCM bus and rail schedule printing materials expense.
- Service expenses were \$11.4M favorable due to savings in paratransit expenses (\$7.8M), under-utilized TIES contract awards (PLNT, SMNT, CMNT and ELES), timing of various contracts (\$4.0M) and under-utilized contract and printing services for CSCM (\$854K), timing of COUN (\$496K), HR (\$457K); this favorability was offset by Financial services (\$2.2M).
- Propulsion/Diesel and Utilities were favorable to budget by \$22.3M due to lower than projected power consumption and favorable diesel rates resulting from Metro hedges. The passage of the American Taxpayer Relief Act of 2012 included a Compressed Natural Gas (CNG) credit which had a favorable impact of \$4.9M on Metro's FY2013 expenditures.

OPERATING EXPENDITURES (\$ in Millions)



YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)





REVENUE AND RIDERSHIP REPORT

4th Quarter FY2013

RIDERSHIP (trips in Thousands)

RIDERSHIP (trips in Thousands)

QTD	Q4-FY2012		Q4-FY2013		Variance FY13	
	Actual	Budget	Actual	Budget	Prior Year	Budget
MetroRail	57,506	58,181	56,159	58,181	-2.3%	-3.5%
Metrobus	33,307	33,207	34,545	33,207	3.7%	4.0%
MetroAccess	529	551	534	551	1.0%	-3.0%
System Total	91,342	91,939	91,238	91,939	-0.1%	-0.8%

YTD	FY2012		FY2013		Variance FY13	
	Actual	Budget	Actual	Budget	Prior Year	Budget
MetroRail	218,244	218,257	208,969	218,257	-4.2%	-4.3%
Metrobus	132,220	129,756	132,043	129,756	-0.1%	1.8%
MetroAccess	2,083	2,206	2,033	2,206	-2.4%	-7.8%
System Total	352,547	350,219	343,046	350,219	-2.7%	-2.0%

REVENUE AND RIDERSHIP HIGHLIGHTS

FY2013 Revenue

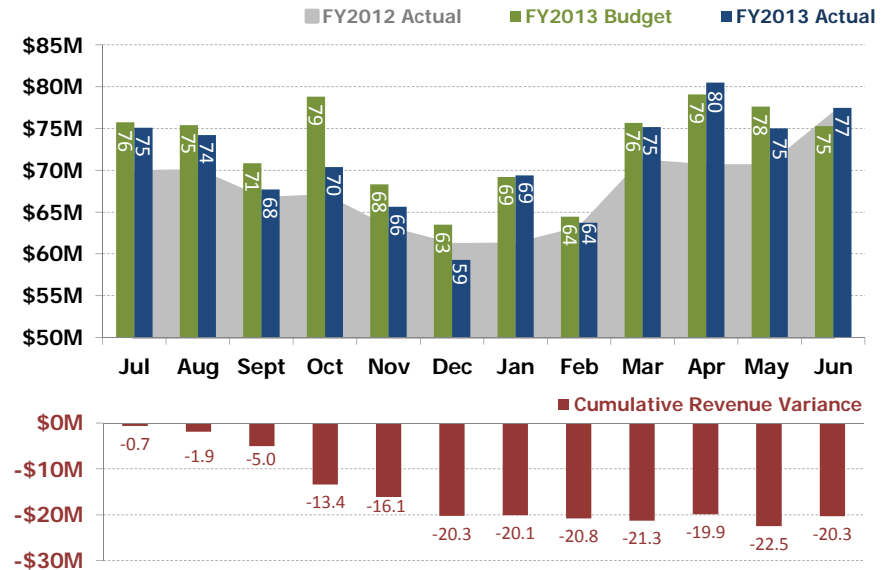
Total operating revenue in FY2013 was \$20.3M below budget, or -2.3%. Passenger revenues plus parking were \$22.7M below budget, while non-transit revenue was \$2.3M above budget.

- **Rail passenger fare revenue** was \$20.6M below budget for FY2013, primarily as a result of lower rail ridership; average fare for the year was \$2.90, which reflects the impact of the July fare increase and was slightly above the budgeted average fare for FY13 of \$2.87. Rail revenue also experienced negative impacts from Hurricane Sandy in October and the unanticipated federal Christmas Eve holiday as well as a positive impact from greater-than-expected Inauguration attendance.
- **Bus passenger revenue** was on budget at \$0.3 million above plan for FY2013. However, average fare for the year was \$1.05, below the budgeted average fare for FY13 of \$1.07. Bus revenue was also negatively impacted by Hurricane Sandy.
- **MetroAccess revenue** was \$0.6 million above budget for FY2013; although ridership was below budget, average fare was substantially higher at \$4.07 versus \$3.50 budget.
- **Parking revenue** was below budget YTD by \$3.0M or -6.1%; fourth quarter performance was generally in line with rail after prior months of performing below rail.
- **Other revenues** were \$2.3M above budget, with positive variances in advertising and fiber optic revenues outweighing negative variances in joint development rents and subrogation collections. Metro also received a one-time gain of \$3M from the recognition of unredeemed/expired SmartBenefits vouchers.

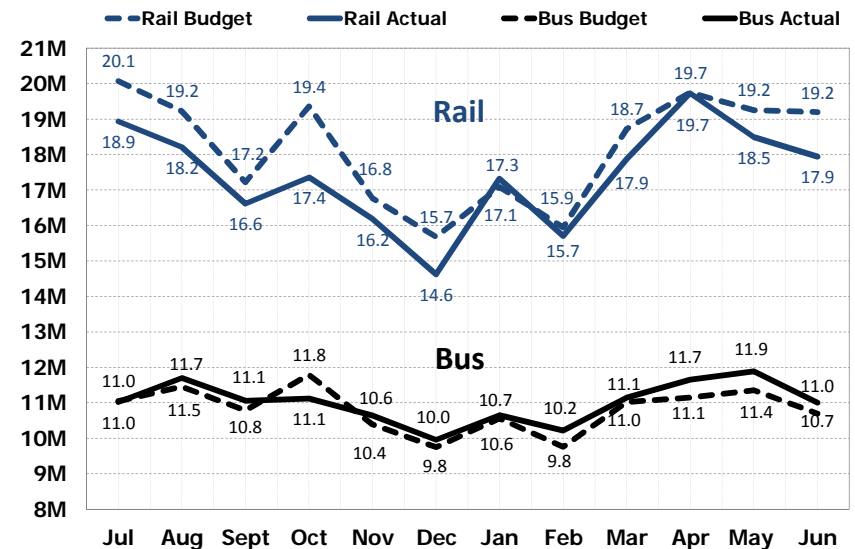
FY2013 Ridership

- **Rail ridership** for FY2013 was 9.3M below budget, or -4.3%; rail ridership for the year was also down 9.3M compared to FY2012.
- **Bus ridership** was 2.3M above budget for FY2013, or 1.8%; however, bus ridership compared to FY2012 was essentially flat (down 0.2M).
- **MetroAccess ridership** was 7.8% below budget for FY2013; Access ridership for the year was also down 2.4% compared to FY2012.

REVENUE (in Millions)



MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)





CAPITAL PROGRAM REPORT

4th Quarter FY2013

SOURCES OF FUNDS (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2012 CIP	\$ 1,042	\$ 917	\$ 882	\$ 672	\$ 370
FY2013 CIP	\$ 1,073	\$ 975	\$ 936	\$ 844	\$ 229

	Obligation-Based to Date Sources of Funds				
	Budget	Awarded	Received	To be Rec.	
Safety & Security	\$ 38	\$ 38	\$ 21	\$ 17	
ARRA	\$ 8	\$ 8	\$ 11	\$ (3)	
Reimbursable	\$ 57	\$ 57	\$ 67	\$ (10)	
Total	\$ 104	\$ 104	\$ 99	\$ 5	

USES OF FUNDS (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Plan	Obligated	Expended	% Obl.	% Exp.
FY2012 CIP	\$ 1,042	\$ 917	\$ 854	\$ 770	93.1%	84.0%
FY2013 CIP	\$ 1,073	\$ 975	\$ 973	\$ 846	99.8%	86.8%

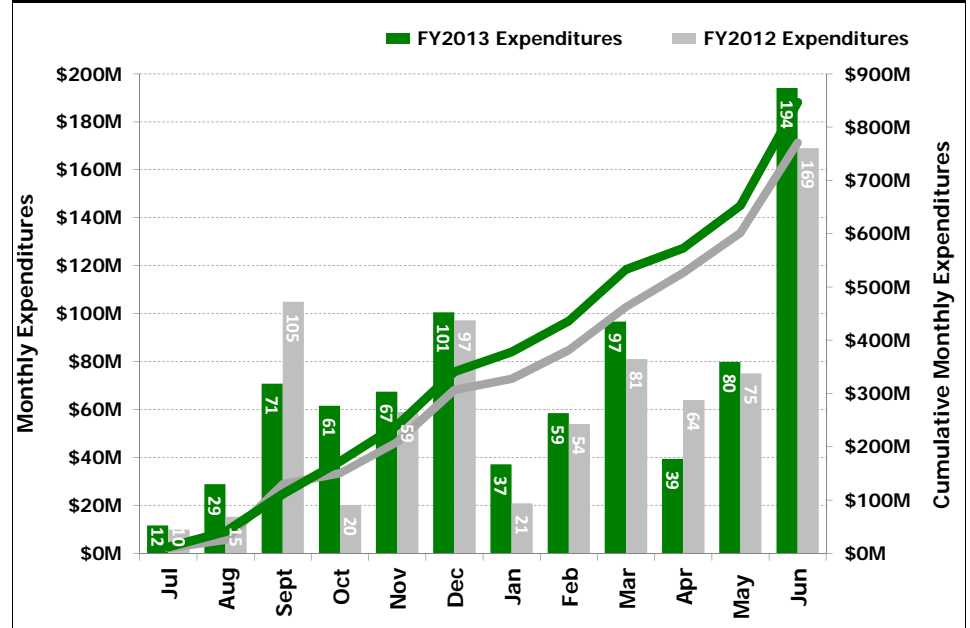
	Obligation-Based to Date Uses of Funds					
	Budget	Obligated	Expended	% Obl.	% Exp.	
Safety & Security	\$ 39	\$ 45	\$ 27	114.3%	68.5%	
ARRA	\$ 8	\$ 7	\$ 11	83.4%	137.3%	
Reimbursable	\$ 57	\$ 53	\$ 82	93.0%	145.8%	
Total	\$ 104	\$ 104	\$ 120	100.3%	116.0%	

CAPITAL PROGRAM HIGHLIGHTS

Metro successfully delivered \$846 million of CIP investments during FY2013, 87 percent of the \$975 million plan for the year. Metro has invested \$2.2 billion through the CIP since the beginning of the major rebuilding effort that started in FY2011. Capital investment in FY2013 was more than double the investment delivered in FY2010; delivery has progressively increased from \$382 million in FY2010, to \$611 million in FY2011, to \$770 million in FY2012, to \$846 million in FY2013.

- **Bus Replacement:** 99 of the planned 99 forty-foot hybrid/electric buses have been received and all are in service. Six additional buses funded through the Reimbursable Program have also been delivered.
- **MetroAccess Vehicle Replacement:** 138 of the planned 138 new paratransit vehicles have been delivered and 114 are in service. The remaining 24 vehicles are expected to be in service in August.
- **Escalator Rehabilitation:** 36 of the 54 planned FY2013 escalator rehabilitations/modernizations are complete and eight are in progress. The multi-year escalator rehabilitation plan has been updated due to schedule delays. Ten escalator rehabilitations previously planned for FY2013 will now be completed in the FY2014-2019 CIP.
- **Pentagon Station Escalator Replacement:** The escalator replacement project at Pentagon Station is underway and is on schedule. This project replaces escalators that were produced by a manufacturer who no longer makes replacement parts with three new, more reliable units. The project is expected to be complete in the fall of 2013.
- **Elevator Rehabilitation:** 11 of the 25 planned FY2013 elevator rehabilitations/modernizations are complete and seven are in progress. The multi-year elevator rehabilitation plan has been updated due to schedule delays. Eight elevator rehabilitations previously planned for delivery in FY2013 will now be completed in the FY2014-2019 CIP and one elevator previously planned for future rehabilitation was accelerated into FY2013.
- **Station Rehabilitation:** 12 of the 12 planned full station enhancement projects are complete; 12 of the planned 12 mini station enhancements are complete.
- **Track Rehabilitation:** welded 819 open weld joints, retrofitted 705 linear feet of floating slabs, rehabilitated 9,084 linear feet of grout pads, tamped 40.59 miles of track, repaired 2,536 leaks, and replaced 11.85 miles of running rail, 5.84 miles of third rail, 17,566 cross ties, 20,036 fasteners, 8,970 insulators, 1,502 safety signs, 14 yard turnouts, 34 yard switches, and 7,012 direct fixation fasteners.
- **4000 Series Railcar Replacement:** Metro recently awarded a contract option to initiate the replacement of the 100 existing 4000 Series railcars with new 7000 Series vehicles. The 100 replacement vehicles are scheduled for delivery to Metro in late 2017.

CIP EXPENDITURES (\$ in Millions)

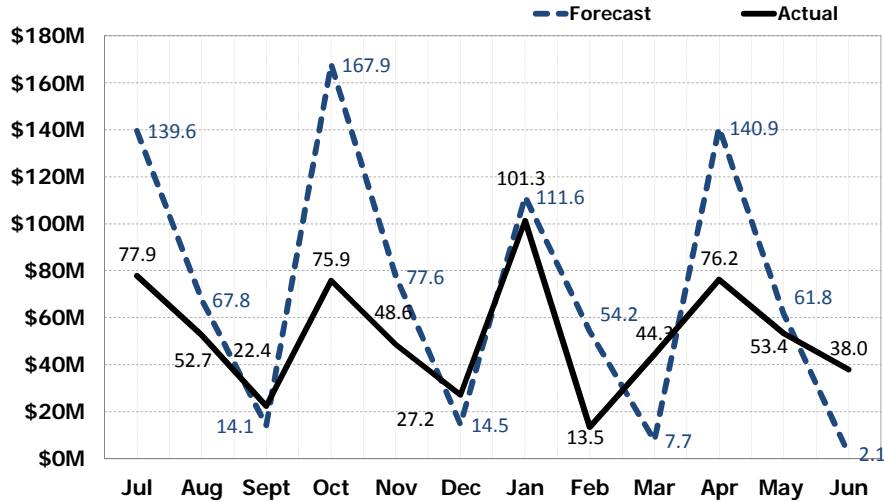


CAPITAL PROGRAM REPROGRAMMING

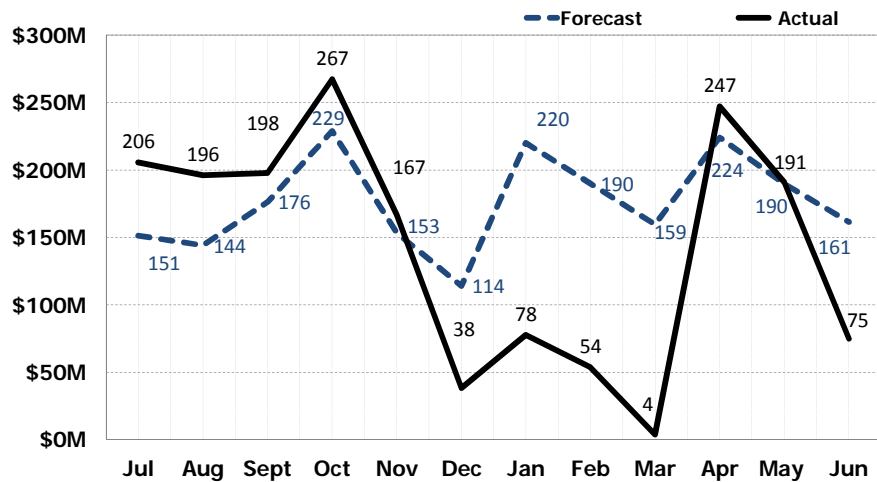


FUND BALANCE

OPERATING FUND BALANCE

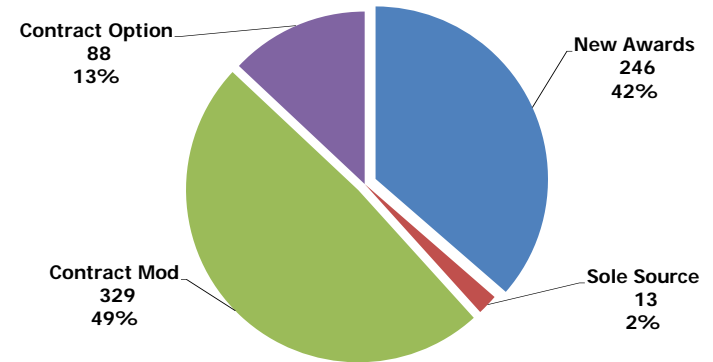


CAPITAL FUND BALANCE



PROCUREMENT

YTD JUNE SOLICITATION ACTIONS (676 TOTAL ACTIONS)

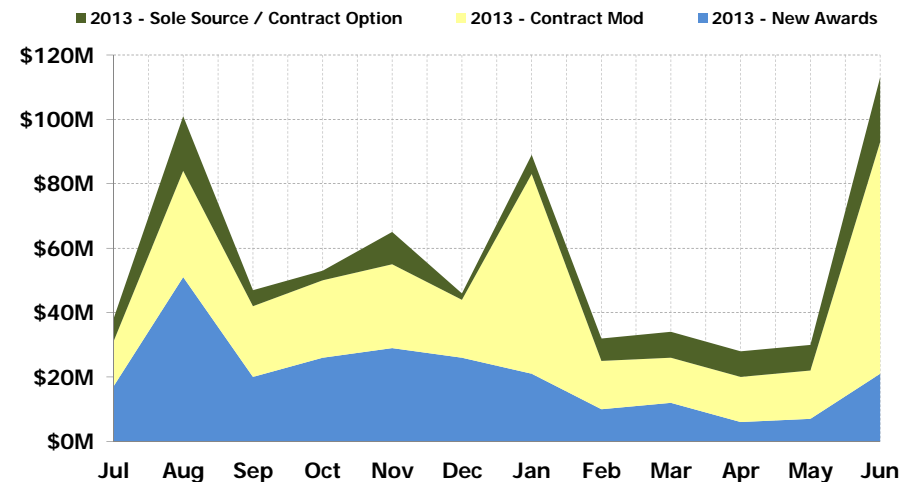


Procurement Highlights:

Year-to-Date, Metro awarded 676 solicitation actions. Of the total, 329 actions or 49% were contract modifications.

A \$4.1 million federally funded contract was awarded to Holland LP for Prime Mover Mounted Flashbutt Welding Services.

A \$1.5 million federally funded contract was awarded to Merak/Knorr for the HVAC Reliability Improvement Demonstration Program.





OPERATING FINANCIALS

4th Quarter FY2013

QUARTERLY RESULTS					
Prior Year Actual	Current Year			Variance	
	Actual	Budget	Variance		
\$150.0	\$163.6	\$168.1	(\$4.6)	-2.7%	
35.7	36.6	35.2	1.5	4.2%	
2.0	2.2	1.9	0.2	11.6%	
11.7	12.1	12.8	(0.6)	-4.8%	
\$199.4	\$214.5	\$218.0	(\$3.5)	-1.6%	
\$1.8	\$2.1	\$2.0	\$0.0	1.9%	
9.4	4.7	4.5	0.2	5.5%	
1.8	2.3	2.0	0.3	13.5%	
3.9	4.1	3.6	0.4	12.0%	
1.4	5.3	1.8	3.5	198.4%	
(0.0)	0.0	0.1	(0.1)	-97.9%	
0.0	0.0	0.0	0.0		
0.0	0.0	0.0	0.0		
\$18.3	\$18.4	\$14.0	\$4.4	31.6%	
\$217.7	\$233.0	\$232.0	\$1.0	0.4%	
\$155.5	\$160.2	\$179.2	\$19.0	10.6%	
\$22.6	\$19.4	\$14.7	(\$4.7)	-31.7%	
69.5	78.1	92.7	14.6	15.7%	
50.3	64.1	54.3	(9.8)	-18.0%	
24.6	33.8	17.5	(16.2)	-92.6%	
22.6	20.7	23.5	2.8	11.9%	
7.3	8.2	9.7	1.5	15.5%	
9.3	9.5	9.8	0.2	2.3%	
\$361.9	\$394.1	\$401.6	\$7.5	1.9%	
\$144.2	\$161.1	\$169.6	\$8.4	5.0%	

Favorable/(Unfavorable)

FISCAL YEAR 2013

Dollars in Millions

Passenger Revenue

Metrorail	
Metrobus	
MetroAccess	
Parking	

subtotal

Non-Passenger Revenue

D.C. Schools	
Advertising	
Joint Dev/Property Rent	
Fiber Optic	
Other	
Interest	
SE Closure	
SCR Funding	

subtotal

TOTAL REVENUE

Salary/Wages

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

TOTAL EXPENSE

SUBSIDY

YEAR-TO-DATE RESULTS					
Prior Year Actual	Current Year			Variance	
	Actual	Budget	Variance		
\$569.2	\$605.5	\$626.1	(\$20.6)	-3.3%	
133.9	138.7	138.4	0.3	0.2%	
7.8	8.3	7.7	0.6	7.3%	
45.6	45.6	48.6	(3.0)	-6.1%	
\$756.5	\$798.2	\$820.9	(\$22.7)	-2.8%	
\$7.1	\$7.6	\$7.6	\$0.0	0.5%	
18.3	16.7	15.5	1.2	7.9%	
6.0	6.6	8.1	(1.5)	-18.2%	
14.6	15.6	14.5	1.1	7.8%	
7.4	8.8	7.1	1.7	24.5%	
(0.0)	0.0	0.3	(0.3)	-86.4%	
0.0	0.0	0.0	0.0		
0.0	0.0	0.0	0.0		
\$53.4	\$55.4	\$53.1	\$2.4	4.47%	
\$809.9	\$853.6	\$874.0	(\$20.3)	-2.3%	
\$634.8	\$663.3	\$705.5	\$42.3	6.0%	
\$84.4	\$79.9	\$59.2	(\$20.6)	-34.8%	
302.9	335.6	359.4	23.8	6.6%	
181.3	202.8	214.2	11.4	5.3%	
74.8	90.8	63.7	(27.1)	-42.6%	
89.1	81.2	95.7	14.5	15.1%	
31.7	33.1	40.9	7.8	19.2%	
35.6	39.1	37.5	(1.6)	-4.3%	
\$1,434.7	\$1,525.6	\$1,576.1	\$50.5	3.2%	
\$624.8	\$672.0	\$702.1	\$30.2	4.3%	

Favorable/(Unfavorable)



Washington Metropolitan Area Transit Authority
Fiscal Year 2013 Financials

Fiscal Year 2013
Quarterly Financial Report
4th Quarter
April – June 2013

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
QUARTERLY FINANCIAL REPORT
Q4 - FY2013
April – June 2013**

REPORT SECTIONS

Operating Budget

- **Revenue**
- **Ridership**
- **Expense**

Capital Program

- **Sources**
- **Uses**
- **Projects**

Outstanding Debt

Appendix

Operating Financials

Capital expenditures and Reimbursable projects

American Recovery & Reinvestment Act (ARRA)

Safety and Security expenditures

PRIIA projects

TIFF projects

Jurisdictional balances on account

Grant activity

Contract activity

Parking facility usage



OPERATING BUDGET SUMMARY

Metro delivered the FY2013 operating budget with a net positive year-end position of \$30.2 million. Total operating expenses were \$1,525.6 million, \$50.5 million less than budget. Total operating revenues were \$853.6 million, \$20.3 million below budget.

The majority of the lower than anticipated revenue occurred in Metrorail, which ended FY2013 \$20.6 million or 3.3 percent less than planned. The majority of the lower than anticipated expense was in labor costs, which ended the year \$45.5 million or 4.0 percent below the labor budget.

Table 1

OPERATING BUDGET (\$ in Millions)					
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Subsidy	\$ 624.8	\$ 672.0	\$ 702.1	\$ 30.2	4.3%
Cost Recovery	56.4%	56.0%	55.5%		



Revenue and Ridership by Mode

Metrorail

Metrorail finished FY2013 with total passenger revenue (not including jurisdictional special fares) of \$605.5 million. This was \$20.6 million below budget (3.3 percent) but \$36.3 million higher than FY2012. The negative variance to budget is due to the substantial ridership drop experienced in FY2013. Metro anticipated that FY2013 ridership would equal FY2012 actual ridership of 218.3 million. Only 209.0 million trips were actually carried, a drop of 9.3 million or 4.3 percent as compared to both budget and FY2012 actuals. In FY2012, the average fare was \$2.61 per trip. With the July 2012 fare increase, the average fare was expected to increase to \$2.87 per trip. Actual average fare for FY2013 was slightly higher at \$2.90 per trip.

A Metro staff presentation to the Finance and Administration Committee in March 2013 outlined the trends in Metrorail ridership during the first half of FY2013. Rail ridership did improve slightly in the second half of the year; ridership was buoyed in January by the Inauguration and in April by strong visitation for the Cherry Blossoms, and there were no additional one-time negative events like Hurricane Sandy in October and the unexpected Christmas Eve federal holiday in December (which together were responsible for 1.7 million of the 9.3 million ridership drop). But overall, the trends identified in the March presentation continued throughout the rest of the year.

The drop in rail ridership was broad-based and system-wide. In comparing FY2013 to FY2012, this can be seen at both the individual station level and at the line level:

- *Stations:* Of the 86 stations in the system, 80 experienced ridership declines during FY2013, while only 6 had ridership increases. Those stations that did see increases were those with substantial new surrounding development, such as Navy Yard, Rhode Island Ave, NoMa-Gallaudet, and Clarendon. At the other end of the spectrum, certain stations faced additional negative pressures, such as the closed south entrance at Dupont Circle and the BRAC-related loss of jobs in Crystal City.
- *Lines:* Ridership was down on all lines in the system. The Green Line had the smallest drop at 2.6 percent year-over-year, while the other lines all saw ridership reductions of four to five percent.

There was variation in rail ridership performance by time of day and day of week, however. There has been some variance month to month, but generally weekday AM/PM peak ridership declined by three percent FY2013, while weekday off-peak ridership (midday and evening) and weekend ridership declined by four to five percent. As discussed with the Committee in March, this pattern appears to be due to combination of causes:



Washington Metropolitan Area Transit Authority Quarterly Financial Report – Q4 - FY2013

- AM/PM peak ridership declined as a result of the peak fare increase and the reduction in the federal transit benefit.
- Weekday off-peak ridership declined primarily as a result of the off-peak fare increase (which was 20 percent or more depending on the distance of the trip), but also as a result of changes to the federal transit benefit program that now require a “clawback” of unused funds at the end of each month.
- Weekend ridership declined as a result of both the off-peak fare increase and the increased tempo of Metro’s track closures for rehabilitation, particularly in the first half of the fiscal year.

Finally, SmarTrip® penetration on Metrorail increased substantially in FY2013 as a result of the imposition of the \$1.00 per trip surcharge for using a paper farecard. SmarTrip® usage in FY2012 was approximately 80 percent across the entire system, but it is now at approximately 87 percent system-wide in FY2013. (SmarTrip® usage in February 2013, a month with few tourists/visitors, was nearly 90 percent.) This increase in usage occurred across all stations in the system, and now only the most tourist-heavy stations (such as Arlington Cemetery, Smithsonian, National Airport, and Woodley Park-Zoo) show paper farecard usage of 20 percent or more.

Parking

Parking finished FY2013 with total revenue of \$45.6 million, which was \$3.0 million (6.1 percent) below the budgeted revenue of \$48.6 million. Parking revenue in FY2013 was flat compared to FY2012. A drop in parking utilization in FY2013 counteracted the fee increase of 25¢ instituted at the beginning of FY2013.

Paid parking utilization was down system-wide in FY2013, with utilization of Metro’s 59,421 spaces down from 83 percent in FY2012 to 80 percent in FY2013. Utilization was down in almost all jurisdictions, with Montgomery County (15,101 spaces) down from 84 percent to 79 percent; Prince George’s County (24,383 spaces) down from 80 percent to 76 percent; and Virginia (17,973 spaces) down from 93 percent to 89 percent. Only the District (1,964 spaces) showed a slight increase in utilization from FY2012 to FY2013, from 70 percent to 71 percent.

The overall drop in paid parking utilization appears to be due to many of the same factors that affected rail ridership during FY2013. Metro patrons who park and ride were impacted by the rail fare increase (approximately 5-6 percent in the peak and 20 percent or more in the weekday off-peak) and a parking fee increase. As with rail, the impact of these increases was exacerbated by the reduction of the maximum federal transit benefit to \$125 per month. The impact on ridership appears to have been worse on a percentage basis for park and ride users, which is not surprising – all of these users (by definition) already have access to an automobile, and at the margin, a shift from transit to driving should be easier for these users. However, parking utilization did improve modestly in the second half of the year, after the federal transit benefit was increased to \$245. System-wide utilization in June 2013, was equal to June 2012 at 82 percent.



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In addition to the macro issues causing a reduction in park and ride utilization, certain individual stations also experienced changes that reduced utilization. These include:

- *Glenmont and Wheaton:* Utilization at Glenmont dropped from 96 percent in FY2012 to 75 percent in FY2013. However, this is primarily due to an expansion of the Glenmont garage that added approximately 1,200 spaces. As riders have become aware of the additional capacity, utilization has increased, rising from 68 percent in December 2012 to 78 percent in June 2013. However, the additional capacity at Glenmont has reduced parking at adjacent Wheaton, which has seen utilization fall from 45 percent to 33 percent.
- *Dunn Loring:* Parking along the Orange Line in Virginia has remained strong – Vienna was down only slightly (from 100 percent to 99 percent) both East and West Falls Church saw increases in utilization. However, despite significant growth and redevelopment around Dunn Loring, parking there has been impacted by an ongoing joint development project, which has caused utilization to decline from 98 percent to 93 percent. This is expected to continue through FY2014.
- *Huntington and Franconia-Springfield:* Both end-of-line stations have large lots (3,617 spaces at Huntington and 5,069 spaces at Franconia) and both saw declines in utilization – from 84 percent to 78 percent at Huntington and 84 percent to 76 percent at Franconia. Some of this decline is likely due to the BRAC relocation of jobs from Crystal City to the Mark Center and Fort Belvoir. As a result, Metrorail ridership at Crystal City has declined noticeably,¹ and many of those employees are Virginia residents living in Fairfax County and Prince William County who previously parked at those stations and rode to Crystal City.

MetroAccess

MetroAccess finished FY2013 with total revenue² of \$8.4 million, a positive variance of \$0.6 million above its budgeted value, but equal to its total revenue in FY2012. However, ridership actually dropped slightly in FY2013, from 2.08 million to 2.03 million, as a result of ongoing eligibility screening and travel training efforts. Thus, the increase in revenue is due primarily to an increase in the average fare. Access fares, which are calculated as twice the fastest comparable fixed-route trip, increased in July 2012 along with bus and rail fares. Thus, the fare increase was balanced out by the reduction in ridership, which is a positive result overall for the jurisdictions' Access subsidy requirements.

Beyond ridership, Access showed noticeable growth in FY2013 in registrants (i.e., the number of people eligible to ride MetroAccess). Total Access registrants reached a peak of 28,924 in November 2010, and then dropped to 27,526 by June 2011

¹ Metrorail ridership at Crystal City was down over eight percent in May 2013 compared to May 2012, while system-wide ridership in the same period was down only 2.7 percent.

² Total revenue is provided here for comparability because of an accounting change implemented in FY2013. Contractor payments for free rides given to Access customers (when service quality standards are not met) are now classified as fare revenue rather than miscellaneous revenue. 4 of 54



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through attrition and stricter eligibility testing. The number of registrants then plateaued in FY2012, varying around 27,500. But beginning in July 2012, the number of registrants has grown at a steady pace – total registrants as of June 2013 stands at 29,558, an 8 percent increase over the course of FY2013.

So far, however, these added registrants have not translated into a substantial ridership increase. Many of the new registrants are only conditionally eligible – that is, they are physically able to ride Metro’s fixed-route (bus and rail) services under certain conditions, and they may only use Access when those conditions are not met (such as weather, daylight, certain trip purposes, etc.). However, these conditionally eligible riders currently can ride Metro’s fixed-route services for free, which appears to be leading to an increase in the number of people willing to go through the registration process.

Metrobus

Metrobus finished FY2013 with total passenger revenue of \$138.7 million (not including special fares paid by the jurisdictions, such as the DC student subsidy program). This was essentially on-budget (\$0.3 million above plan) and was \$4.8 million above FY2012. Ridership in FY2013 was 132.1 million passengers, a positive variance of 2.3 million versus budget, but a drop of 0.2 million from FY2012. Thus, with ridership above budget but revenue on budget, the average fare paid by bus riders was lower than projected. The average fare in FY2012 was \$1.01, and it was projected to increase to \$1.07 following the July 2012 fare increase, but it only reached \$1.05 during FY2013.

A Metro staff presentation to the Finance and Administration Committee in May 2013 outlined the trends in Metrobus ridership through the first three quarters of FY2013. Bus ridership performed slightly better during the final quarter than it had previously, but the underlying trends remained the same. The trends included:

- *Strong weekend growth:* Weekend ridership on bus grew 5.3 percent in FY2013, while weekday ridership declined by 0.9 percent. This continues a trend of strong weekend growth in the years following the recession.
- *Response to Priority Corridor Network (PCN) investments:* Riders have responded to the investments Metro has made in its PCN corridors. Ridership on PCN services was up 0.9 percent in FY2013, while ridership on all other service plans together (full service, basic service, etc.) was down 1.2 percent.
- *Declines on non-regional routes:* Regional routes currently account for over 80 percent of Metrobus ridership. Ridership on regional routes was flat in FY2013, while non-regional routes suffered a 2.3 percent ridership decline.
- *Varying performance across the region:* Metrobus ridership was stronger in central and western sectors of the District of Columbia and in western Montgomery County, while ridership was weaker in Virginia and in eastern and southeastern DC and in central Prince George’s County. Ridership east of the Anacostia River in DC was particularly weak, resulting from slow population growth, slow recovery from the recession, new competing DC Circulator service, and construction projects and delays that have negatively impacted service.



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SmarTrip® penetration on Metrobus is now over 90 percent, with full cash fare payments down approximately 20 percent compared to FY2012. This has played a role in driving the average fare below its projected value for FY2013, since the cash fare is \$0.20 higher than the SmarTrip® fare. However, Bus Planning (BPLN) still reports concerns about the number of cash load transactions on certain bus routes and the impact that this has on dwell time and overall performance. Metro hopes to mitigate some of this issue through the off-board re-loading project to be advanced through Metro's capital program and will also be considered during FY2015 fare policy discussions.



Operating Expenses

FY2013 operating expenditures totaled \$1.53 billion, \$50.5 million, or 3.2 percent, less than the total budget for the year. FY2013 expenditures were 6.3 percent higher than FY2012 operating expenditures.

Labor

Total personnel expenses of \$1.12 billion were under budget by \$45.5 million or 4.0 percent at the end of FY2013. Metro's recruitment efforts were largely successful in FY2013: 1,419 employees were hired during the year. Metro is achieving annual hiring goals. Metro experienced savings in salary and wage expenses primarily due to higher than budgeted attrition rates and the timing of hires during the year compared to the FY2013 budget. FY2013 salary and wage expenses were under budget by \$42.3 million or 6.0 percent.

FY2013 operating budget overtime costs were \$4.5 million lower than the prior year overtime costs. In FY2013, Metro actively increased investment in railcar maintenance in order to improve reliability and prepare for the introduction of service on the Silver Line. Metro's overtime costs were above budget in part to advance this increased investment in railcar and other maintenance. As a result, FY2013 budget savings in salaries, wages and fringes were partially offset by overtime costs, which were over budget by \$20.6 million or 34.8 percent. In addition to the increase in railcar maintenance, other key drivers of FY2013 overtime included vacancy coverage, leave coverage, severe weather, incident response, and special events.

The primary contributors to FY2013 overtime were in Transit Infrastructure and Engineering Services (TIES) and Rail. The TIES department's main overtime cost driver is directly related to Metro's increased investment in railcar maintenance over the last nine months to prepare for the introduction of revenue service on the Silver Line. In FY2012, Metro operated approximately 860 railcars to meet its daily peak revenue service requirement; in FY2013 this number increased to 878. When Metro begins operating revenue service on the Silver Line in 2014, a total of 954 railcars will be required. Overtime expenses in Rail are mainly related to vacancy coverage, training coverage, vacation leave, equipment maintenance and special events at the Verizon center, FedEx Field, and Nationals Park.

The Bus Services department has a low overtime budget variance but has the highest overtime expenditure at \$31.3 million. Bus Service's lower overtime budget variance is a result of overtime predictability inherent in bus scheduling. Most of the variance is related to coverage for absenteeism, leave, and vacancies.

Several initiatives are underway that will enhance the efficiency and effectiveness of workforce management and planning to improve personnel cost budgeting, enhance time reporting capability, and support the fatigue management initiative. To achieve these objectives, Metro is investing in a new human capital management system and a new rail scheduling system. Additionally, we are refining our analytical tools to monitor vacancies, attrition, and overtime in order to



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provide actionable data and analysis to actively update workforce planning efforts in FY2014 and future budgets.

Fringe benefits are \$23.8 million under budget mainly due to higher than expected vacancy rates and lower than projected pension costs resulting from favorable market conditions (\$7.7 million). Higher vacancies led to lower than expected health care costs (\$11.3 million), lower than budgeted FICA expense (\$2.6 million), workers compensation expense (\$0.7 million) and clothing, tools, and allowances (\$1.5 million).

Non-Labor

FY2013 non-personnel expenses of \$446.9 million were under budget by \$5.0 million. Services were under budget by \$11.4 million mainly due to lower than projected utilization of paratransit services and service contracts.

The MetroAccess service contract was favorable to budget by \$7.8 million in FY2013. The Access department's lower than anticipated expenditures are related to lower than budgeted ridership and increased productivity. TIES was \$4.0 million favorable to budget in services. Contract work associated with warm weather ramped up in the fourth quarter with rail grinding, weed clearing and other warm weather related activities. The remainder of the lower than expected expense in services is mainly due to timing of service contracts including on demand service contracts that were utilized less than anticipated.

Fuel, propulsion and utilities were under budget by \$22.3 million mainly due to \$8.7 million in savings from lower than budgeted rates for diesel, propulsion and utilities resulting from favorable hedges and fixed price contracts, \$7.8 million related to lower than budgeted consumption in mainly propulsion, electricity and natural gas, a CNG tax credit, and savings on lubricants and other items. The full year rate, volume mix analysis below reflects volume favorability for propulsion, electricity, water and gasoline and rate favorability for natural gas, diesel and bus CNG. Utility favorability is mainly attributable to savings in electricity volume generation. This energy is supplied by Reliant Energy in DC and MD, and by Dominion Energy in VA.

Under budget expenditures for Services, Fuel, Propulsion, and Utilities were offset by expenditures in Materials and Supplies of \$90.8 million, which exceeded budget by \$27.1 million due to higher than expected expenses in CMNT for 2K, 3K and 5K railcar maintenance and Bus parts and material usage. Most of the overrun in CMNT is related to maintenance activities to prepare for increased railcar demand in FY2014. Bus parts and material usage was impacted by accidents and vandalism as well as more expensive spares for the advanced technology buses. A summary of non-personnel budget results is included in Table 2.



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Table 2

Non-Labor Category	FY2013 Budget	FY2013 Actuals	FY2013 Variance	Summary
Fuel, Propulsion and Utilities	\$136.6M	\$114.3M	\$22.3M	<ul style="list-style-type: none"> • \$3.4M Propulsion mainly volume favorability • \$4.5M Electricity mainly volume favorability • \$2.5M Natural Gas both rate and volume favorability • \$0.3M Water & Sewer volume favorability • \$6.0M Diesel hedge favorability • \$4.9M CNG tax credit • \$0.7M Other Lubricants
Services	\$214.2M	\$202.8M	\$11.4M	<ul style="list-style-type: none"> • \$7.8M Paratransit favorability. Ridership, revenue hours, taxi miles and non-dedicated trips are down • \$4.0M TIES under-utilization of contract services for communications ATC, car wash, escalator rehab and other JOC contracts
Materials and Supplies	\$63.7M	\$90.8M	(\$27.1M)	<ul style="list-style-type: none"> • (\$22.1M) TIES 2K, 3K and 5K repair and maintenance • (\$6.6M) Bus accidents, vandalism and more expensive advanced technology bus spares • This is offset by under-runs in Bus and Rail schedule printing and the Technical Skills program
Insurance and Other	\$37.5M	\$39.1M	(\$1.6M)	<ul style="list-style-type: none"> • (\$1.8M) higher than budgeted insurance premium costs



CAPITAL PROGRAM

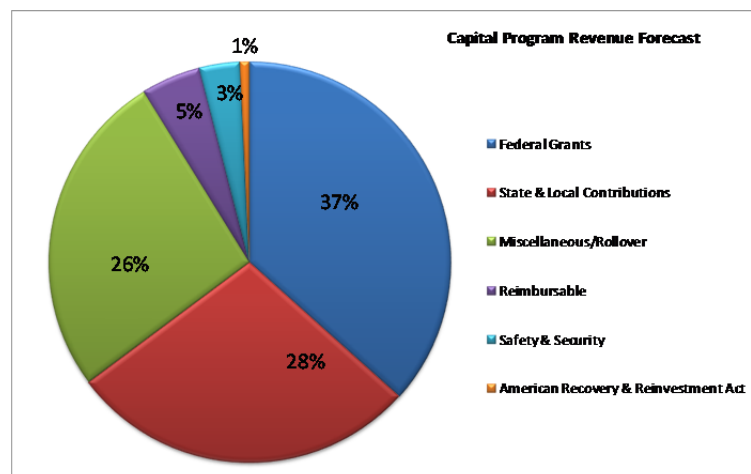
Sources of Funds

Metro’s FY2013 CIP is supported by federal PRIIA and formula grants, contributions from the jurisdictions, grants awarded in prior years, real estate and insurance proceeds, and other miscellaneous sources. Metro received a total of \$328.2 million from the jurisdictions during FY2013, consistent with the update CIP financial plan and the amounts invoiced. Also during FY2013, the Federal Transit Administration (FTA) award three major grants to Metro with a total federal share of \$388.0 million, including the federal fiscal year 2012 PRIIA Appropriation (\$150.0 million), the 5307/5340 formula grant (\$140.7 million), and the 5309 Fixed Guideway Modernization (\$97.3 million).

Table 3

Capital Revenues (dollars in millions)	FY2013 Year to Date					
	CIP Budget	Forecast	Awarded	Received to Date	To be Received	
Federal Grants	\$ 431	\$ 431	\$ 392	\$ 330	\$ 101	
State & Local Contributions	331	331	331	328	3	
Miscellaneous/Rollover	311	213	213	186	28	
Subtotal	\$ 1,073	\$ 975	\$ 936	\$ 844	\$ 132	
Security - Federal Grants	\$ 38	\$ 38	\$ 38	\$ 21	\$ 18	
Reimbursable - State & Local Grants	57	57	57	67	(10)	
ARRA - Federal Grants	8	8	8	11	(2)	
Subtotal	\$ 104	\$ 104	\$ 104	\$ 98	\$ 5	
Total	\$ 1,177	\$ 1,079	\$ 1,040	\$ 942	\$ 137	

Table 4





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Uses of Funds

Metro successfully delivered \$846 million of CIP investments during FY2013, 87 percent of the \$975 million plan for the year. Metro has invested \$2.2 billion through the CIP since the beginning of the major rebuilding effort that started in FY2011. Capital investment in FY2013 was more than double the investment delivered in FY2010; delivery has progressively increased from \$382 million in FY2010, to \$611 million in FY2011, to \$770 million in FY2012, to \$846 million in FY2013. FY2013 expenditures for Metro’s combined capital program total \$966 million, including the CIP, ARRA, Safety & Security, and Reimbursable capital programs. Budget and spending data for each capital project is included in the appendix of this report.

Table 5

Capital Spending (dollars in millions)	FY2013 Year to Date						
	Budget	Forecast	Obligated	Expended	Unexpended	% Obl.	% Exp.
Capital Improvement Program							
Vehicles/Vehicles Parts	\$ 260	\$ 249	\$ 246	\$ 231	\$ 18	99%	93%
Rail System Infrastructure Rehab	\$ 150	\$ 150	\$ 143	\$ 137	\$ 13	95%	91%
Maintenance Facilities	\$ 157	\$ 128	\$ 118	\$ 92	\$ 35	92%	72%
Systems and Technology	\$ 116	\$ 110	\$ 104	\$ 83	\$ 28	94%	75%
Track and Structures	\$ 69	\$ 69	\$ 69	\$ 73	\$ (4)	100%	106%
Passenger Facilities	\$ 145	\$ 132	\$ 139	\$ 115	\$ 17	105%	87%
Maintenance Equipment	\$ 141	\$ 112	\$ 131	\$ 102	\$ 10	117%	91%
Other Facilities	\$ 32	\$ 23	\$ 24	\$ 13	\$ 10	104%	55%
Project Management and Support	\$ 4	\$ 1	\$ 0	\$ 0	\$ 1	29%	29%
Subtotal	\$ 1,073	\$ 975	\$ 973	\$ 846	\$ 128	100%	87%
Security Program	\$ 39	\$ 39	\$ 45	\$ 27	\$ 12	114%	69%
Reimbursable Program	\$ 57	\$ 57	\$ 53	\$ 82	\$ (26)	93%	146%
ARRA Program							
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0	\$ -	\$ 0	99%	0%
Maintenance Facilities	0	0	0	\$ 0	0	69%	34%
Passenger Facilities	4	4	4	\$ 4	(0)	96%	102%
Safety and Security	0	0	0	\$ (0)	0	90%	-15%
Maintenance and Repair Equipment	1	1	1	\$ 1	0	62%	97%
Operations System	2	2	1	\$ 5	(3)	56%	244%
Information Technology	0	0	0	\$ (0)	0	92%	-5%
Miscellaneous	0	0	0	\$ -	-	60%	0%
Subtotal	\$ 8	\$ 8	\$ 7	\$ 11	\$ (2)	79%	129%
Total	\$ 1,177	\$ 1,079	\$ 1,077	\$ 966	\$ 112	100%	90%

During FY2013, Metro successfully delivered key planned CIP investments that advance the safety and reliability of the system. Projects that progressed consistent with the plan for the year included: NTSB recommended safety projects including the replacement of power cables and examination and replacement of track circuits, bus replacement and rehabilitation, continued production of the new 7000 series railcars, MetroAccess vehicle replacement, track and structures rehabilitation projects, escalator replacement, station rehabilitations, and the rebuilding of segments of the Red and Orange/Blue Lines, among others.

Metro encountered some challenges that prevented achievement of the 90 percent CIP delivery goal. Major capital construction projects including the Cinderbed Road Bus Facility, the Southern Avenue Bus Garage replacement, the District 2 Police



Station, and the Special Operations facility, and the Test Track and Commissioning Facility each incurred implementation delays during the year. These projects encountered delays due to: legal issues (Cinderbed Road Bus Facility), site selection and acquisition (Southern Avenue Garage), permitting (District 2 Policy Station and Special Operations facility), and in obtaining easements (Test Track). Additionally, several elevator and escalator rehabilitation projects that were planned for completion experienced delays and will now be completed in FY2014. The issues that led to delays in these major capital projects have now been substantially resolved and the projects are moving forward in FY2014.

Based on our experience over the last few years, Metro is taking action to minimize project delivery risks. Specifically, Metro management will work to ensure that adequate time is allocated in project schedules for project planning, site selection, permitting, and other regulatory requirements. Metro is also engaging our jurisdictional partners to build mutual awareness of project requirements and explore opportunities for expedited permitting.

Unspent FY2013 CIP budget authority will be carried forward and expended during FY2014, consistent with expenditure-based program management and the Capital Funding Agreement among Metro and our jurisdictional partners. The total budget authority rolling-over from FY2013 to FY2014 is \$38 million, considerably lower than the \$272 million that remained at the end of FY2012.

During FY2013 Metro took several key actions to advance improvements to railcars and escalators, core assets that are important to the customer experience. Metro awarded a multi-year contract to replace 128 escalators across the system. This work will improve reliability by replacing our oldest escalators with state-of-the-art, energy efficient escalators. Some of this work is already underway at Pentagon Station where three escalators are being replaced. This work is scheduled to be completed in October. Additionally, Metro awarded a contract option to replace all 100 of the 4000 Series cars with the new 7000 Series railcars. This action will reduce the age of our rail fleet and replace older vehicles with more efficient and reliable vehicles. Metro has ordered a total of 528 new 7000 series railcars, 400 to replace older railcars and 128 to support phase one and two of the Silver Line extension.

Capital Project Highlights

Vehicle/Vehicle Parts

Metro currently has a fleet of approximately 1,500 buses. In order to insure a modern operating fleet that operates within its useful life, Metro combines an effective rehabilitation program that extends the average useful life by three years and an aggressive replacement program replacing approximately 100 buses each year. The FY2013 plan consists of the rehabilitation of approximately 100 buses, 80 engines, and 300 transmissions and the replacement of 99 buses. Nine buses were recently added to the original plan of 96 buses when the Board approved a request to purchase buses to support the new Crystal City Potomac Yard Transitway, of



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which three are funded through the Capital Improvement Program and six are funded through the Reimbursable Program. As of the end of June, all of the buses planned for FY2013 have been received and all 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 150 vehicles per year. The procurement of 138 Para Transit Vans was completed as programmed with 100% of the 138 vehicles delivered and 114 in service. The remaining 24 vehicles are expected to be in service in the first quarter of FY2014.

Table 6

Vehicles	Planned	Received	In Service	Comments
FY2013 40-foot Buses	99	99	99	
FY2013 MetroAccess Procurement	138	138	114	Remaining 24 vehicles will be in service by the end of August, 2013.
Total Vehicle Procurement	237	237	213	

Passenger Facilities

Metro currently has 277 elevators and 588 escalators in its system, each with a 25-30 year useful life. Metro has an aggressive on-going program to rehabilitate and modernize these important assets. As of the end of June, 11 of the 25 elevator rehabilitations originally planned for completion have been finished and returned to service while seven others are in progress. The elevator rehabs that were not completed in FY2013 are now incorporated in the FY2014 rehabilitation plan. Of the 54 escalators planned for replacement in FY2013, 36 have been rehabilitated, modernized, and returned to service and eight are in progress. Ten of the original 54 escalators are now planned for completion in FY2014 due to reduced scope of work on the Red Line contract as well as other work delays. Recognizing that elevator and escalator rehabilitations were behind schedule, WMATA accelerated the purchase of materials that will be deployed in elevator rehabilitations in FY2014.

Table 7

Project	Planned	Completed	In Progress	Comments
CIP0072 – Elevator Rehabilitation	25	11	7	Eight elevator rehabs now planned in FY14
CIP0073 – Escalator Rehabilitation	54	36	8	10 escalator rehabs now planned in FY14

Metro currently has 86 stations in Virginia, Maryland, and the District of Columbia. The Station Rehabilitation Program rehabilitates 24 stations (12 full rehabs and 12 mini rehabs) each year. Under this program each station receives a full rehabilitation every seven years and a minor rehabilitation every third or fourth year after a major rehab.



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

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

100% of the planned station rehabilitation program was delivered in FY2013.

Table 8

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

Track and Structures Maintenance

Red Line

- Installation of 600ft of lighting fixtures between the tracks between Gallery Place and Union Station
- Upgrades to communication system, tie replacement, insulator renewal, and bridge work between NoMa-Gallaudet and Takoma
- Activation of new train control room at Silver Spring
- Platform reconstruction, track renewal, and tie and insulator replacement between Fort Totten and Takoma, Grosvenor and Twinbrook, and Rhode Island and Takoma
- Tie and rail fastener replacement and third rail renewal between Van Ness and Dupont Circle
- Track circuit module replacement, fiber-optic cable installation, rail fastener, tie and insulator renewal, fence repairs, signage installation and third-rail work between Shady Grove and Twinbrook
- Improvements to third-rail infrastructure, rail joint elimination, track fastener replacement, communication upgrades, and fiber-optic cable installation between Woodley Park and Metro Center



- Platform reconstruction, tie replacement, drainage improvements, communication system upgrades, and track maintenance between Rhode Island Avenue and Forest Glen

Blue and Orange Lines

- Replacement of track circuit between Virginia Square and Rosslyn and Pentagon City and Arlington Cemetery
- Renewal of rail ties, fasteners, and insulators and structural work between Braddock Road and Pentagon City
- Installation of ceiling tiles, cleaning of insulators, and repairs to drainage system between McPherson Square and Smithsonian
- Fiber optic cable installation between Clarendon and Foggy Bottom and Arlington Cemetery and Foggy Bottom
- Platform reconstruction and third-rail renewal between Stadium-Armory and Cheverly
- Rail renewal and fastener maintenance at Deanwood
- Switch and signal testing associated with Silver Line, switch replacement, rail joint elimination, and tie and insulator renewal between Vienna and Ballston
- Rehabilitation of concrete structures beneath the rails and upgrades to rail communication systems between Stadium Armory and Addison Road
- Testing associated with Silver Line between East Falls Church and West Falls Church
- Renewal and replacement of rail, ties, and insulators between Cheverly and New Carrollton
- Rail joint elimination and insulator renewal between Vienna and Cheverly and East Falls Church and Ballston

Green and Yellow Lines

- Renewal of rail ties, fasteners, and insulators between Braddock Road and Pentagon City
- Replacement and renewal of rail ties and insulators between Greenbelt and College Park
- Elimination of rail joints and replacement of rail fasteners between Naylor Road and Branch Avenue
- Track upgrades and renewal between Congress Heights and Branch Avenue
- Tie and insulator renewal, interlocking maintenance, and work associated with new test track for 7000-series railcars between Greenbelt and West Hyattsville
- Installation of new rail ties and third-rail insulators, elimination of rail joints, and ballast tamping between Braddock Road and Van Dorn Street
- Repairs to third-rail insulators, leaks, and drains between Anacostia and Southern Avenue
- Switch replacement, rail renewal, and joint elimination between Mt. Vernon Square and U-St/African-Amer Civil War Memorial/Cardozo
- Repairs to fiber-optic cable and rail fastener replacement between Fort Totten and Prince George's Plaza



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Table 9

Project	FY2013 Plan	Completed
CIP0018 – Track Welding Program	1,000 open weld joints	Welded 819 open weld joints Mechanical problems with welding equipment contributed to shortfall of total plan delivery
CIP0019 – Track Floating Slab Rehabilitation	750 In ft of floating slabs	Retrofitted 705 linear ft of floating slabs Engineering issue contributed to shortfall of total plan delivery
CIP0020 – Rail Track Signage Replacement	1,500 "High Voltage" roadway safety signs	Replaced 1,502 "High Voltage" roadway safety signs - Completed 100% of plan
CIP0021 – Track Pad/Shock Absorber Rehabilitation	8,000 In ft of grout pads	Rehabilitated 9,084 In ft of grout pads Completed 114% of plan
CIP0023 – Third Rail Rehabilitation	5 miles of rail	Replaced 5.84 miles of third rail Completed 117% of plan
CIP0024 –Track Rehabilitation	40 miles of track	Tamped 40.59 miles of track Completed 114% of plan
	15,000 cross ties	Replaced 17,566 cross ties Completed 117% of plan
	20,000 fasteners	Replaced 20,036 fasteners Completed 100% of plan
	7,000 insulators	Replaced 8,970 insulators Completed 128% of plan
	12.5 miles of running rail	Replaced 11.85 miles of running rail Issues with rail delivery equipment contributed to shortfall of total plan delivery
	14 Mainline turnouts	Replaced 14 turnouts Completed 100% of plan
CIP0026 – Station Tunnel Leak Mitigation	2,150 leaks	Repaired 2,536 leaks Completed 118% of plan
CIP0089 – Track Fasteners	7,000 direct fixation fasteners	Replaced 7,012 direct fixation fasteners Completed 100% of plan
CIP0146 – Switch Replacement	32 yard switches	Replaced 34 yard switches Completed 106% of plan



OUTSTANDING DEBT

Metro’s outstanding debt as of June 30, 2013 is \$297.7 million, as shown in the table below.

Table 10

June 30, 2013			
Debt Type (dollars in millions)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 2003	\$18.8	\$16.2	FY2015
Bond Series 2009A	\$223.9	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	<u>\$297.7</u>	<u>\$37.4</u>	
Wells Fargo LOC	\$0.0	Varies	Jun-13
Bank of America LOC	\$0.0	Varies	Jun-13
US Bank LOC	\$0.0	Varies	Jun-13
Subtotal	<u>\$0.0</u>		
Grand Total	<u>\$297.7</u>		

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



APPENDIX

- **Operating Financials**

- **Capital Improvement Program**

- **Reimbursable Project Program**

- **American Recovery & Reinvestment Act (ARRA)**

- **Safety and Security Expenditures**

- **PRIIA projects**

- **TIFF projects**

- **Jurisdictional Balances on Account**

- **Grant Activity**

- **Contract Activity**

- **Parking Facility Usage**

Operating Financials

June-13
FISCAL YEAR 2013

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										
\$150.0	\$163.6	\$168.1	(\$4.6)	-3%	Metrorail	\$569.2	\$605.5	\$626.1	(\$20.6)	-3%
35.7	36.6	35.2	1.5	4%	Metrobus	133.9	138.7	138.4	0.3	0%
2.0	2.2	1.9	0.2	12%	MetroAccess	7.8	8.3	7.7	0.6	7%
11.7	12.1	12.8	(0.6)	-5%	Parking	45.6	45.6	48.6	(3.0)	-6%
\$199.4	\$214.5	\$218.0	(\$3.5)	-2%	subtotal	\$756.5	\$798.2	\$820.9	(\$22.7)	-3%
Non-Passenger Revenue										
\$1.8	\$2.1	\$2.0	\$0.0	2%	D.C. Schools	\$7.1	\$7.6	\$7.6	\$0.0	1%
9.4	4.7	4.5	0.2	5%	Advertising	18.3	16.7	15.5	1.2	8%
1.8	2.3	2.0	0.3	14%	Joint Dev/Property Rent	6.0	6.6	8.1	(1.5)	-18%
3.9	4.1	3.6	0.4	12%	Fiber Optic	14.6	15.6	14.5	1.1	8%
1.4	5.3	1.8	3.5	198%	Other	7.4	8.8	7.1	1.7	24%
(0.0)	0.0	0.1	(0.1)	-98%	Interest	(0.0)	0.0	0.3	(0.3)	-86%
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	
\$18.3	\$18.4	\$14.0	\$4.4	32%	subtotal	\$53.4	\$55.4	\$53.1	\$2.4	4%
\$217.7	\$233.0	\$232.0	\$1.0	0%	TOTAL REVENUE	\$809.9	\$853.6	\$874.0	(\$20.3)	-2%
EXPENSES:										
\$155.5	\$160.2	\$179.2	\$19.0	11%	Salary/Wages	\$634.8	\$663.3	\$705.5	\$42.3	6%
\$22.6	\$19.4	\$14.7	(\$4.7)	-32%	Overtime	\$84.4	\$79.9	\$59.2	(\$20.6)	-35%
69.5	78.1	92.7	14.6	16%	Fringe Benefits	302.9	335.6	359.4	23.8	7%
50.3	64.1	54.3	(9.8)	-18%	Services	181.3	202.8	214.2	11.4	5%
24.6	33.8	17.5	(16.2)	-93%	Supplies	74.8	90.8	63.7	(27.1)	-43%
22.6	20.7	23.5	2.8	12%	Power/Diesel/CNG	89.1	81.2	95.7	14.5	15%
7.3	8.2	9.7	1.5	15%	Utilities	31.7	33.1	40.9	7.8	19%
9.3	9.5	9.8	0.2	2%	Insurance/Other	35.6	39.1	37.5	(1.6)	-4%
\$361.9	\$394.1	\$401.6	\$7.5	2%	TOTAL EXPENSE	\$1,434.7	\$1,525.6	\$1,576.1	\$50.5	3%
\$144.2	\$161.1	\$169.6	\$8.4	5%	SUBSIDY	\$624.8	\$672.0	\$702.1	\$30.2	4%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

60%

59%

58%

COST RECOVERY RATIO

56%

56%

55%

RAIL

Operating Financials

June-13
FISCAL YEAR 2013

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:										
\$150.0	\$163.6	\$168.1	(\$4.6)	-3%	Passenger Fares	\$569.2	\$605.5	\$626.1	(\$20.6)	-3%
0.0	1.2	1.3	(0.2)	-13%	D.C. Schools	1.6	4.4	5.0	(0.7)	-13%
11.7	12.1	12.8	(0.6)	-5%	Parking	45.6	45.6	48.6	(3.0)	-6%
3.1	1.6	1.5	0.1	5%	Advertising	6.0	5.6	5.1	0.5	9%
1.8	2.3	2.0	0.3	14%	Joint Dev/Property Rent	6.0	6.6	8.1	(1.5)	-18%
3.9	4.1	3.6	0.4	12%	Fiber Optic	14.6	15.6	14.5	1.1	8%
0.8	2.7	1.2	1.5	125%	Other	5.1	5.1	4.7	0.4	8%
(0.0)	(0.0)	0.0	(0.0)	-616%	Interest	(0.0)	0.0	0.0	(0.0)	-62%
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0	
\$171.4	\$187.4	\$190.6	(\$3.1)	-2%	TOTAL REVENUE	\$648.2	\$688.5	\$712.3	(\$23.8)	-3%
EXPENSES:										
\$90.5	\$94.3	\$111.5	\$17.3	15%	Salary/Wages	\$375.3	\$397.9	\$434.3	\$36.4	8%
\$15.0	\$10.6	\$7.1	(\$3.5)	-50%	Overtime	\$53.8	\$47.2	\$28.6	(\$18.6)	-65%
41.2	45.8	55.9	10.1	18%	Fringe Benefits	180.3	201.4	214.1	12.7	6%
25.5	26.1	18.9	(7.2)	-38%	Services	63.5	75.4	73.7	(1.6)	-2%
17.2	26.9	11.7	(15.2)	-130%	Supplies	49.9	65.2	42.2	(23.0)	-54%
11.2	12.4	13.2	0.8	6%	Power/Diesel/CNG	49.6	51.0	53.8	2.7	5%
5.8	6.4	7.6	1.2	16%	Utilities	25.3	26.2	31.7	5.5	17%
6.0	5.3	4.5	(0.8)	-18%	Insurance/Other	21.4	21.7	17.9	(3.8)	-21%
\$212.4	\$227.8	\$230.4	\$2.7	1%	TOTAL EXPENSE	\$819.1	\$886.1	\$896.4	\$10.3	1%
\$41.0	\$40.3	\$39.8	(\$0.5)	-1%	SUBSIDY	\$170.9	\$197.6	\$184.1	(\$13.5)	-7%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

81%

82%

83%

COST RECOVERY RATIO

79%

78%

79%

METROBUS
Operating Financials
June-13
FISCAL YEAR 2013
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:										
\$35.7	\$36.6	\$35.2	\$1.5	4%	Passenger Fares	\$133.9	\$138.7	\$138.4	\$0.3	0%
1.8	0.9	0.7	0.2	31%	D.C. Schools	5.5	3.3	2.6	0.7	28%
6.3	3.2	3.0	0.2	5%	Advertising	12.3	11.1	10.4	0.8	7%
0.3	2.6	0.6	2.0	349%	Other	1.6	3.6	2.3	1.3	56%
(0.0)	0.0	0.1	(0.0)	-46%	Interest	(0.0)	0.0	0.3	(0.3)	-89%
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	
\$44.0	\$43.4	\$39.5	\$3.8	10%	TOTAL REVENUE	\$153.3	\$156.8	\$154.0	\$2.8	2%
EXPENSES:										
\$63.9	\$64.7	\$66.4	\$1.7	3%	Salary/Wages	\$255.7	\$260.9	\$266.1	\$5.2	2%
\$7.6	\$8.8	\$7.6	(\$1.2)	-15%	Overtime	\$30.6	\$32.7	\$30.6	(\$2.0)	-7%
27.8	31.7	36.2	4.4	12%	Fringe Benefits	120.8	131.9	142.7	10.8	8%
9.1	9.7	9.7	(0.0)	0%	Services	29.3	31.9	37.0	5.1	14%
7.3	6.7	5.8	(0.9)	-16%	Supplies	24.5	25.2	21.1	(4.1)	-20%
11.4	8.3	10.3	2.0	20%	Power/Diesel/CNG	39.5	30.2	41.9	11.7	28%
1.5	1.8	2.1	0.3	15%	Utilities	6.3	6.8	9.1	2.3	25%
3.1	3.9	4.1	0.2	5%	Insurance/Other	13.4	16.3	16.5	0.2	1%
\$131.8	\$135.7	\$142.2	\$6.5	5%	TOTAL EXPENSE	\$520.2	\$535.8	\$565.0	\$29.2	5%
\$87.8	\$92.3	\$102.7	\$10.4	10%	SUBSIDY	\$366.9	\$379.0	\$411.0	\$32.1	8%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

33%

32%

28%

COST RECOVERY RATIO

29%

29%

27%

REGIONAL BUS Operating Financials

June-13

FISCAL YEAR 2013

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:										
\$29.9	\$30.1	\$28.9	\$1.2	4%	Passenger Fares	\$112.3	\$114.0	\$113.7	\$0.3	0%
1.8	0.9	0.7	0.2	31%	D.C. Schools	5.5	3.3	2.6	0.7	28%
6.3	3.2	3.0	0.2	5%	Advertising	12.3	11.1	10.4	0.8	7%
0.3	2.6	0.6	2.0	349%	Other	1.6	3.6	2.3	1.3	56%
(0.0)	0.0	0.1	(0.0)	-46%	Interest	(0.0)	0.0	0.3	(0.3)	-89%
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	
\$38.3	\$36.8	\$33.2	\$3.6	11%	TOTAL REVENUE	\$131.7	\$132.1	\$129.3	\$2.8	2%
EXPENSES:										
\$53.0	\$53.4	\$54.8	\$1.4	3%	Salary/Wages	\$212.1	\$215.3	\$219.6	\$4.3	2%
\$6.3	\$7.3	\$6.3	(\$1.0)	-15%	Overtime	\$25.4	\$26.9	\$25.3	(\$1.7)	-7%
23.1	26.2	29.8	3.7	12%	Fringe Benefits	100.2	108.8	117.7	8.9	8%
7.5	8.0	8.0	(0.0)	0%	Services	24.3	26.3	30.6	4.2	14%
6.1	5.5	4.8	(0.8)	-16%	Supplies	20.4	20.8	17.4	(3.4)	-20%
9.5	6.8	8.5	1.7	20%	Power/Diesel/CNG	32.8	24.9	34.6	9.7	28%
1.3	1.5	1.7	0.3	15%	Utilities	5.2	5.6	7.5	1.9	25%
2.6	3.2	3.4	0.2	5%	Insurance/Other	11.1	13.4	13.6	0.2	1%
\$109.4	\$111.9	\$117.3	\$5.4	5%	TOTAL EXPENSE	\$431.5	\$442.1	\$466.3	\$24.1	5%
\$71.1	\$75.1	\$84.1	\$9.0	11%	SUBSIDY	\$299.8	\$310.1	\$337.0	\$26.9	8%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

35% 33% 28%

COST RECOVERY RATIO

31% 30% 28%

NON-REGIONAL BUS

Operating Financials

June-13

FISCAL YEAR 2013

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:											
\$5.8	\$6.5	\$6.3	\$0.3	4%	Passenger Fares	\$21.6	\$24.7	\$24.7	\$0.1	0%	
.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0		
\$5.8	\$6.5	\$6.3	\$0.3	4%	TOTAL REVENUE	\$21.6	\$24.7	\$24.7	\$0.1	0%	
EXPENSES:											
\$10.9	\$11.3	\$11.6	\$0.3	3%	Salary/Wages	\$43.6	\$45.6	\$46.5	\$0.9	2%	
\$1.3	\$1.5	\$1.3	(\$0.2)	-15%	Overtime	\$5.2	\$5.7	\$5.4	(\$0.4)	-7%	
4.7	5.5	6.3	0.8	12%	Fringe Benefits	20.6	23.0	24.9	1.9	8%	
1.5	1.7	1.7	(0.0)	0%	Services	5.0	5.6	6.5	0.9	14%	
1.2	1.2	1.0	(0.2)	-16%	Supplies	4.2	4.4	3.7	(0.7)	-20%	
1.9	1.4	1.8	0.4	20%	Power/Diesel/CNG	6.7	5.3	7.3	2.0	28%	
0.3	0.3	0.4	0.1	15%	Utilities	1.1	1.2	1.6	0.4	25%	
.5	.7	.7	.0	5%	Insurance/Other	2.3	2.8	2.9	.0	1%	
\$22.5	\$23.7	\$24.8	\$1.1	5%	TOTAL EXPENSE	\$88.7	\$93.6	\$98.7	\$5.1	5%	
\$16.7	\$17.2	\$18.6	\$1.4	8%	SUBSIDY	\$67.1	\$68.9	\$74.0	\$5.2	7%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

26% 28% 25%

COST RECOVERY RATIO

24% 26% 25%

METROACCESS

Operating Financials

June-13

FISCAL YEAR 2013

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:											
\$2.0	\$2.2	\$1.9	\$0.2	12%	Passenger Fares	\$7.8	\$8.3	\$7.7	\$0.6	7%	
.2	.0	.0	.0		Other	.6	.1	.0	.1		
\$2.2	\$2.2	\$1.9	\$0.2	12%	TOTAL REVENUE	\$8.4	\$8.4	\$7.7	\$0.6	8%	
EXPENSES:											
\$1.0	\$1.2	\$1.3	\$0.0	4%	Salary/Wages	\$3.8	\$4.5	\$5.1	\$0.6	12%	
\$0.0	\$0.0	\$0.0	\$0.0	63%	Overtime	\$0.0	\$0.0	\$0.1	\$0.0	47%	
0.4	0.6	0.7	0.0	6%	Fringe Benefits	1.8	2.2	2.6	0.4	14%	
15.8	28.3	25.8	(2.5)	-10%	Services	88.4	95.5	103.4	7.9	8%	
0.2	0.2	0.1	(0.1)	-89%	Supplies	0.4	0.4	0.4	(0.0)	-3%	
0.0	0.0	0.0	0.0	36%	Utilities	0.1	0.1	0.1	0.0	19%	
.2	.3	1.1	.8	74%	Insurance/Other	.8	1.1	3.1	2.0	65%	
\$17.7	\$30.7	\$29.0	(\$1.7)	-6%	TOTAL EXPENSE	\$95.4	\$103.8	\$114.7	\$10.9	10%	
\$15.5	\$28.5	\$27.1	(\$1.5)	-5%	SUBSIDY	\$87.0	\$95.4	\$107.0	\$11.6	11%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

12%

7%

7%

COST RECOVERY RATIO

9%

8%

7%

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

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un- Expended (Forecast)	Expend % (Forecast)
<i>A. Vehicles/ Vehicle Parts</i>						
<i>Replacement of Rail Cars</i>						
CIP0057 1000 Series Rail Car Replacement	\$2,111.1	\$2,111.1	\$2,106.2	\$2,091.0	\$20.1	99.0%
CIP0060 4000 Series Rail Car Replacement	23,100.0	23,100.0	22,695.4	22,695.4	404.6	0.0%
Subtotal	\$25,211.1	\$25,211.1	\$24,801.6	\$24,786.4	\$424.7	98.3%
<i>Replacement of Buses</i>						
CIP0006 Bus Replacement	\$71,249.2	\$71,249.2	\$71,034.1	\$70,485.4	\$763.7	98.9%
Subtotal	\$71,249.2	\$71,249.2	\$71,034.1	\$70,485.4	\$763.7	98.9%
<i>Rehabilitation of Rail Cars</i>						
CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation	\$2,349.7	\$1,472.0	\$2,074.7	\$1,336.7	\$135.3	90.8%
CIP0063 Rail Rehabilitation Program	19,721.7	19,721.7	19,721.7	21,433.7	(1,712.0)	108.7%
CIP0064 1000 Series Rail Car HVAC Rehabilitation	541.0	448.3	541.0	407.7	40.7	90.9%
CIP0067 Rail Car Safety & Reliability Enhancements	7,736.5	7,736.5	5,646.1	2,360.7	5,375.8	30.5%
CIP0125 Rail Preventive Maintenance	55.1	0.1	0.9	0.0	0.1	0.0%
CIP0142 Rail Lifecycle Overhaul	20,288.4	20,288.4	20,288.4	20,262.0	26.4	99.9%
CIP0148 Repair of Damaged Railcars	7,810.5	1,127.6	199.7	113.0	1,014.6	10.0%
Subtotal	\$58,503.0	\$50,794.6	\$48,472.4	\$45,913.7	\$4,881.0	90.4%
<i>Rehabilitation of Buses</i>						
CIP0005 Bus Rehabilitation Program	\$31,088.6	\$30,862.3	\$31,088.6	\$30,455.6	\$406.7	98.7%
CIP0008 Bus Repairables	12,292.1	12,292.1	11,565.7	10,082.7	2,209.3	82.0%
CIP0137 Bus Preventive Maintenance	47.3	0.0	0.0	0.0	0.0	0.0%
CIP0143 Bus Lifecycle Overhaul	10,445.5	10,445.5	10,445.5	10,438.0	7.5	99.9%
Subtotal	\$53,873.6	\$53,599.9	\$53,099.9	\$50,976.3	\$2,623.6	95.1%
<i>Replacement of MetroAccess Vehicles</i>						
CIP0015 MetroAccess Fleet Replacement	\$8,732.6	\$8,606.8	\$8,343.6	\$7,548.4	\$1,058.4	87.7%
Subtotal	\$8,732.6	\$8,606.8	\$8,343.6	\$7,548.4	\$1,058.4	87.7%
<i>Replacement of Service Vehicles</i>						
CIP0009 Service Vehicle Replacement	\$10,882.1	\$9,976.1	\$10,882.1	\$9,892.2	\$83.8	99.2%
Subtotal	\$10,882.1	\$9,976.1	\$10,882.1	\$9,892.2	\$83.8	99.2%
<i>Rail Car Fleet Expansion</i>						
CIP0062 6000 Series Rail Car Procurement	\$4,045.7	\$2,479.5	\$2,910.0	\$2,266.9	\$212.6	91.4%
Subtotal	\$4,045.7	\$2,479.5	\$2,910.0	\$2,266.9	\$212.6	91.4%
<i>Bus Enhancements</i>						
CIP0002 Automatic Vehicle Location Equipment Replacement	\$27,125.8	\$27,125.8	\$26,589.6	\$18,865.1	\$8,260.7	69.5%
CIP0007 Bus Camera Installation	0.0	0.0	0.0	67.4	(67.4)	0.0%
Subtotal	\$27,125.8	\$27,125.8	\$26,589.6	\$18,932.5	\$8,193.3	69.8%
Total: Vehicles/ Vehicle Parts	\$259,623.0	\$249,043.0	\$246,133.3	\$230,801.8	\$18,241.2	92.7%

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

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Expend % (Forecast)
<i>B. Rail System Infrastructure Rehabilitation</i>						
<i>Rail Line Segment Rehabilitation</i>						
CIP0107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$86,523.4	\$86,523.4	\$82,763.4	\$80,792.9	\$5,730.5	93.4%
CIP0108 Rail Rehabilitation Tier 1: Dupont to Grosvenor	440.0	440.0	440.0	355.4	84.6	80.8%
CIP0110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	63,242.4	63,242.4	59,401.2	56,243.6	6,998.8	88.9%
Subtotal	\$150,205.8	\$150,205.8	\$142,604.6	\$137,392.0	\$12,813.9	91.5%
Total: Rail System Infrastructure Rehabilitation	\$150,205.8	\$150,205.8	\$142,604.6	\$137,392.0	\$12,813.9	91.5%
<i>C. Maintenance Facilities</i>						
<i>Rehabilitation and Replacement of Bus Garages</i>						
CIP0084 Southern Avenue Bus Garage Replacement	\$5,791.8	\$648.2	\$1,410.9	\$586.9	\$61.2	90.6%
CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)	16,144.9	1,957.3	2,514.2	1,290.3	667.0	65.9%
CIP0086 Shepherd Parkway Bus Facility	4,829.7	1,856.5	1,347.8	1,012.1	844.4	54.5%
Subtotal	\$26,766.4	\$4,461.9	\$5,272.8	\$2,889.2	\$1,572.7	64.8%
<i>Maintenance of Bus Garages</i>						
CIP0119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$29,341.3	\$29,341.3	\$25,048.5	\$23,425.9	\$5,915.4	79.8%
Subtotal	\$29,341.3	\$29,341.3	\$25,048.5	\$23,425.9	\$5,915.4	79.8%
<i>Maintenance of Rail Yards</i>						
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$21,156.6	\$21,156.6	\$21,156.6	\$21,424.3	(\$267.7)	101.3%
Subtotal	\$21,156.6	\$21,156.6	\$21,156.6	\$21,424.3	(\$267.7)	101.3%
<i>Rail Maintenance Facilities</i>						
CIP0071 Test Track & Commissioning Facility	\$41,686.2	\$41,686.2	\$41,164.1	\$23,931.9	\$17,754.3	57.4%
Subtotal	\$41,686.2	\$41,686.2	\$41,164.1	\$23,931.9	\$17,754.3	57.4%
<i>Environmental Compliance Projects</i>						
CIP0010 Environmental Compliance Projects	\$2,033.6	\$2,033.6	\$1,111.3	\$1,059.9	\$973.7	52.1%
CIP0011 Underground Storage Tank Replacement	3,601.7	3,601.7	3,591.4	3,462.5	139.2	96.1%
Subtotal	\$5,635.3	\$5,635.3	\$4,702.7	\$4,522.4	\$1,112.9	80.3%
<i>Maintenance Bus and Rail Facilities</i>						
CIP0126 Financial Planning, Project Admin., and System Wide Infra. Upgrades	\$1,569.9	\$1,437.9	\$1,526.7	\$977.8	\$460.1	68.0%
CIP0127 Support Equipment - MTPD	1,289.1	1,289.1	1,285.4	797.5	491.6	61.9%
CIP0145 Rail Yard Hardening and Bus Security	19,759.7	13,348.4	12,775.3	11,410.8	1,937.6	85.5%
CIP0155 Rehab Backlick Road Facility	440.0	440.0	156.3	118.3	321.7	26.9%
Subtotal	\$23,058.8	\$16,515.5	\$15,743.5	\$13,304.4	\$3,211.1	80.6%
<i>Expansion of Bus Garages</i>						
CIP0038 Bus Garage Capacity Enhancements	\$525.4	\$0.0	\$20.1	\$19.5	(\$19.5)	0.0%
CIP0078 Bladensburg Shop Reconfiguration	8,746.9	8,746.9	4,682.8	2,808.6	5,938.3	32.1%
Subtotal	\$9,272.3	\$8,746.9	\$4,702.9	\$2,828.1	\$5,918.8	32.3%
Total: Maintenance Facilities	\$156,916.8	\$127,543.7	\$117,791.2	\$92,326.4	\$35,217.4	72.4%

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Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Expend % (Forecast)
<i>D. Systems and Technology</i>						
<i>Power System Upgrades - Rail</i>						
CIP0077 8-Car Train Power Upgrades	\$33.7	(\$0.0)	\$33.7	\$164.9	(\$164.9)	0.0%
CIP0076 100 % 8-Car Train - Power Upgrades	880.0	880.0	1,057.6	890.2	(10.2)	101.2%
Subtotal	\$913.7	\$880.0	\$1,091.3	\$1,055.1	(\$175.0)	119.9%
<i>Operations Support Software</i>						
CIP0042 Bus & Rail Asset Management Software	\$4,234.6	\$4,234.6	\$4,195.6	\$3,086.1	\$1,148.5	72.9%
CIP0043 Bus Operations Support Software	2,553.0	2,553.0	2,553.0	2,318.0	235.0	90.8%
CIP0044 Customer & Regional Integration	7,214.4	4,650.6	7,214.4	5,026.8	(376.2)	108.1%
CIP0045 Data Centers and Infrastructures	4,188.2	4,188.2	4,188.2	3,959.8	228.3	94.5%
CIP0047 Enterprise Geographic Information System	2,776.2	2,776.2	2,515.0	1,958.1	818.1	70.5%
CIP0051 Police Dispatch and Records Management	1,754.0	1,754.0	1,117.5	837.6	916.4	47.8%
CIP0052 Network and Communications	6,111.6	6,111.6	5,988.5	5,311.4	800.2	86.9%
CIP0053 Network Operations Center (NOC)	1,210.4	1,209.2	1,210.4	1,019.0	190.2	84.3%
CIP0056 Rail Operations Support Software	4,876.3	4,876.0	4,531.5	2,858.5	2,017.5	58.6%
CIP0128 Data Governance and Business Intelligence	2,609.7	2,239.6	2,059.6	1,411.9	827.7	63.0%
CIP0140 Rail Mileage Based Asset Management	4,275.6	4,275.6	4,190.0	4,121.4	154.2	96.4%
CIP0149 Transit Asset Management	2,700.0	2,430.0	2,650.8	2,074.2	355.8	85.4%
Subtotal	\$44,504.1	\$41,298.6	\$42,414.4	\$33,982.8	\$7,315.8	82.3%
<i>Business Support Software & Equipment</i>						
CIP0030 Currency Processing Machines	\$750.5	\$750.5	\$313.9	\$225.9	\$524.6	30.1%
CIP0046 Document Management System	2,902.1	2,902.1	2,902.1	2,338.6	563.5	80.6%
CIP0048 Sensitive Data Protection Technology	4,694.8	4,694.8	4,694.8	4,082.6	612.1	87.0%
CIP0049 Management Support Software	19,477.2	19,477.2	18,718.4	12,780.8	6,696.5	65.6%
CIP0050 Metro IT OneStop and Office Automation	2,873.5	2,873.5	2,873.5	2,783.7	89.9	96.9%
CIP0054 Customer Electronic Communications & Outreach	4,195.0	4,195.0	3,673.4	2,428.0	1,766.9	57.9%
CIP0103 Police Portable Radio Replacement	808.3	808.3	799.3	795.4	12.9	98.4%
CIP0147 Electronic Countermeasures	68.0	68.0	68.0	79.7	(11.7)	117.1%
CIP0195 Radio Project - Add'l Coverage	5,280.2	5,280.2	2,907.0	2,623.0	2,657.3	49.7%
CIP0196 Safety Measurement System	2,904.1	2,904.1	2,904.1	2,421.6	482.5	83.4%
Subtotal	\$43,953.9	\$43,953.9	\$39,854.7	\$30,559.4	\$13,394.5	69.5%
<i>Rail Fare Equipment</i>						
CIP0031 Debit/Credit Processing Requirements	\$620.0	\$332.0	\$455.4	\$270.4	\$61.6	81.5%
CIP0032 Fare Media Encoders	913.3	0.4	0.0	0.0	0.4	0.0%
CIP0091 Automatic Fare Collection Machines	1,028.7	0.0	0.8	0.8	(0.8)	0.0%
CIP0092 Ethernet Wiring for Rail Fare Machines	4,514.2	4,514.2	3,967.4	3,530.7	983.5	78.2%
CIP0093 Integrating regional NEXTFARE System	8,191.7	8,191.7	8,191.7	7,352.6	839.2	89.8%
CIP0094 Improvements to Coin Collection Machines	2,748.2	2,748.2	2,748.2	2,205.9	542.3	80.3%
CIP0097 Open Bankcard and Automatic Fare Collection Systems	8,560.0	8,560.0	5,085.3	3,611.2	4,948.8	42.2%
Subtotal	\$26,576.1	\$24,346.6	\$20,448.8	\$16,971.6	\$7,375.0	69.7%
Total: Systems and Technology	\$115,947.8	\$110,479.1	\$103,809.2	\$82,568.9	\$27,910.3	74.7%

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Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Expend % (Forecast)
<i>E. Track and Structures</i>						
<i>Track Rehabilitation</i>						
CIP0018 Track Welding Program	\$2,626.7	\$2,626.7	\$2,626.7	\$2,837.4	(\$210.7)	108.0%
CIP0019 Track Floating Slab Rehabilitation	1,023.1	1,023.1	1,023.1	1,158.2	(135.1)	113.2%
CIP0021 Track Pad/Shock Absorber Rehabilitation	1,889.4	1,889.4	1,889.4	1,913.1	(23.7)	101.3%
CIP0022 Track Structural Rehabilitation	2,393.1	2,393.1	2,393.1	2,626.0	(232.9)	109.7%
CIP0023 Third Rail Rehabilitation	7,754.7	7,754.7	7,754.7	7,903.6	(148.9)	101.9%
CIP0024 Track Rehabilitation	43,180.8	43,180.8	43,180.8	44,196.8	(1,016.0)	102.4%
CIP0089 Track Fasteners	1,857.0	1,857.0	1,857.0	1,933.4	(76.4)	104.1%
CIP0141 Cheverly Abutment	81.0	81.0	81.0	110.9	(29.9)	136.9%
CIP0146 Mainline #8 Switch Replacement Program	5,198.1	5,197.9	5,198.1	6,728.8	(1,530.9)	129.5%
Subtotal	\$66,004.0	\$66,003.7	\$66,004.0	\$69,408.1	(\$3,404.4)	105.2%
<i>Station/Tunnel Rehabilitation</i>						
CIP0026 Station/Tunnel Leak Mitigation	\$2,721.4	\$2,721.4	\$2,721.4	\$3,538.1	(\$816.7)	130.0%
Subtotal	\$2,721.4	\$2,721.4	\$2,721.4	\$3,538.1	(\$816.7)	130.0%
Total: Track and Structures	\$68,725.3	\$68,725.1	\$68,725.3	\$72,946.2	(\$4,221.1)	106.1%
<i>F. Passenger Facilities</i>						
<i>Elevator/Escalator Facilities</i>						
CIP0072 Elevator Rehabilitation	\$3,895.3	\$3,311.9	\$3,861.6	\$3,519.2	(\$207.4)	106.3%
CIP0073 Escalator Rehabilitation	14,325.9	13,972.2	14,325.9	13,860.5	111.8	99.2%
CIP0132 Elevator/Escalator Repairables	8,431.0	7,932.4	8,431.0	8,908.8	(976.4)	112.3%
CIP0185 Escalator Replacement	3,955.1	3,955.1	3,955.1	5,331.9	(1,376.8)	134.8%
Subtotal	\$30,607.4	\$29,171.6	\$30,573.7	\$31,620.4	(\$2,448.9)	108.4%
<i>Maintenance of Rail Station Facilities</i>						
CIP0087 Station Rehabilitation Program	\$10,012.4	\$10,012.4	\$10,012.4	\$11,802.7	(\$1,790.4)	117.9%
CIP0138 System-wide Infrastructure Rehabilitation	65,162.2	56,126.2	63,365.2	45,859.5	10,266.8	81.7%
CIP0150 Fire Systems	5,253.3	5,155.3	5,253.3	4,496.5	658.8	87.2%
CIP0151 Station Cooling Program	5,050.6	5,050.6	5,050.6	5,525.9	(475.3)	109.4%
CIP0152 Parking Garage Rehabilitation	2,006.0	2,006.0	1,833.2	620.7	1,385.3	30.9%
CIP0153 Accessible Station Signage	721.6	721.6	147.6	58.3	663.4	8.1%
CIP0198 Concrete Stairs	2,000.0	2,000.0	850.6	370.1	1,629.9	18.5%
CIP0199 Station & ROW Improvements	5,527.0	5,527.0	5,527.0	3,183.4	2,343.6	57.6%
CIP0200 Breakers & Relay Electric Power	0.0	0.0	0.0	0.0	0.0	
CIP0201 Design for facility for 8 car trains	3,000.0	3,000.0	3,000.0	1,938.4	1,061.6	64.6%
Subtotal	\$98,733.1	\$89,599.1	\$95,039.9	\$73,855.4	\$15,743.7	82.4%
<i>Bicycle & Pedestrian Facilities</i>						
CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$3,458.8	\$3,160.1	\$1,818.9	\$1,689.0	\$1,471.1	53.4%
CIP0036 Replacement of Bicycle Racks & Lockers	0.0	0.0	0.0	(0.1)	0.1	
Subtotal	\$3,458.8	\$3,160.1	\$1,818.9	\$1,688.9	\$1,471.2	53.4%

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Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Expend % (Forecast)
<i>Rail Station: Capacity/Enhancements</i>						
CIP0039 Core & System Capacity Project Development	\$2,908.8	\$2,048.4	\$2,371.7	\$2,150.5	(\$102.1)	105.0%
CIP0074 Installation of Parking Lot Credit Card Readers	1,260.5	1,260.5	1,242.1	1,218.4	42.1	96.7%
Subtotal	\$4,169.3	\$3,308.9	\$3,613.8	\$3,368.9	(\$60.0)	101.8%
<i>Bus Priority Corridor Improvements</i>						
CIP0037 Bus Priority Corridor Network Enhancements	\$7,831.5	\$6,700.5	\$7,424.4	\$4,003.5	\$2,697.0	59.7%
Subtotal	\$7,831.5	\$6,700.5	\$7,424.4	\$4,003.5	\$2,697.0	59.7%
<i>Rail Station Equipment</i>						
CIP0099 Police Emergency Management Equipment	\$475.4	\$475.4	\$457.2	\$456.1	\$19.3	95.9%
Subtotal	\$475.4	\$475.4	\$457.2	\$456.1	\$19.3	95.9%
Total: Passenger Facilities	\$145,275.6	\$132,415.7	\$138,927.9	\$114,993.2	\$17,422.5	86.8%
<i>G. Maintenance Equipment</i>						
<i>Rail Maintenance Equipment</i>						
CIP0020 Replacement of Rail Track Signage	\$721.8	\$721.6	\$721.8	\$888.6	(\$167.0)	123.1%
CIP0025 Track Maintenance Equipment	39,252.5	27,818.4	37,306.8	28,257.2	(438.9)	101.6%
CIP0027 Switch Machine Rehabilitation Project	1,672.4	1,022.5	1,672.4	1,526.6	(504.1)	149.3%
CIP0065 Geometry Vehicle	6,663.6	6,663.6	6,544.0	4,807.0	1,856.6	72.1%
CIP0066 Rail Shop Repair Equipment	6,742.9	6,742.9	6,212.6	2,233.9	4,509.1	33.1%
CIP0133 Wayside Work Equipment	2,876.6	2,876.6	2,876.6	2,553.4	323.2	88.8%
CIP0135 Train Control Signal	4,447.5	3,211.7	3,113.1	1,146.9	2,064.8	35.7%
CIP0136 FCC Radio Frequency Communication Changes	7,125.2	490.5	2,122.1	896.9	(406.4)	182.9%
CIP0139 NTSB Recommendations	58,867.7	51,153.2	58,867.7	49,350.7	1,802.5	96.5%
Subtotal	\$128,370.2	\$100,700.9	\$119,437.0	\$91,661.1	\$9,039.9	91.0%
<i>Bus Repair Equipment</i>						
CIP0004 Bus Repair Equipment	\$4,547.4	\$3,546.6	\$4,354.3	\$3,834.9	(\$288.3)	108.1%
Subtotal	\$4,547.4	\$3,546.6	\$4,354.3	\$3,834.9	(\$288.3)	108.1%
<i>Business Facilities Equipment</i>						
CIP0028 Materials Handling Equipment	\$219.1	\$219.1	\$216.7	\$215.9	\$3.1	98.6%
CIP0029 Warehouse Vertical Storage Units/Shelving	7,370.0	7,370.0	6,635.1	6,480.2	889.8	87.9%
Subtotal	\$7,589.1	\$7,589.1	\$6,851.8	\$6,696.1	\$892.9	88.2%
Total: Maintenance Equipment	\$140,506.6	\$111,836.7	\$130,643.1	\$102,192.1	\$9,644.5	91.4%

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Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Expend % (Forecast)
<i>H. Other Facilities</i>						
<i>Business Support Facilities</i>						
CIP0033 Replacement of Revenue Facility Equipment	\$1,070.6	\$194.1	\$345.1	\$11.7	\$182.4	6.0%
CIP0034 Revenue Collection Facility (RCF) Building Expansion	1,100.1	1,100.0	853.3	813.3	286.8	73.9%
CIP0080 Jackson Graham Building Renovation	5,629.5	5,629.7	5,533.4	5,484.5	145.3	97.4%
CIP0144 Bus Operations Control Center	256.4	0.0	0.7	0.0	0.0	0.0%
CIP0197 Non-Revenue Facilities	703.5	703.5	699.9	699.9	3.7	99.5%
Subtotal	\$8,760.0	\$7,627.3	\$7,432.3	\$7,009.3	\$618.0	91.9%
<i>MTPD Support Facilities</i>						
CIP0101 Police Substation- New District 2/Training Facility	\$14,559.6	\$9,782.4	\$14,536.3	\$4,742.5	\$5,039.9	48.5%
CIP0106 Special Operations Division Facility	8,897.0	5,476.0	1,722.6	946.9	4,529.1	17.3%
Subtotal	\$23,456.6	\$15,258.4	\$16,258.9	\$5,689.4	\$9,569.0	37.3%
Total: Other Facilities	\$32,216.6	\$22,885.8	\$23,691.2	\$12,698.7	\$10,187.0	55.5%
<i>I. Project Management and Support</i>						
<i>Credit Facility</i>						
CIP0131 Credit Facility	\$3,984.3	\$1,449.9	\$426.0	\$426.0	\$1,023.9	29.4%
Subtotal	\$3,984.3	\$1,449.9	\$426.0	\$426.0	\$1,023.9	29.4%
Total: Project Management and Support	\$3,984.3	\$1,449.9	\$426.0	\$426.0	\$1,023.9	29.4%
Grand Total: Capital Improvement Program	\$1,073,401.9	\$974,584.7	\$972,751.9	\$846,345.3	\$128,239.4	86.8%

**NOTE: Included in these expenditures are those that were originally scheduled to occur in FY2012 but were not executed by the end of the fiscal year. The total budget authority for FY2013, defined as the \$801.6 million Board approved budget and the \$271.7 million unexpended at the end of FY2012 is \$1.073 billion.*

Definitions
Budget: The current fiscal year's total planned cash payout.
Obligated: The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.
Expended: The actual cash payout that has occurred to date in the current fiscal year.
Unexpended: The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.

Washington Metropolitan Area Transit Authority
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Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un-Expended	Obligation %	Expend %
<i>District of Columbia</i>								
CRB0001	\$17,960.8	\$17,562.3	\$15,887.6	\$920.9	\$16,808.5	\$1,152.2	97.8%	93.6%
CRB0002	21,450.0	17,643.7	17,643.7		17,643.7	3,806.3	82.3%	82.3%
CRB0003	109,950.0	109,622.9	109,622.9		109,622.9	327.1	99.7%	99.7%
CRB0004	67,530.8	57,292.5	46,048.0	5,169.0	51,216.9	16,313.8	84.8%	75.8%
CRB0005	10,784.8	10,752.8	8,168.5	1,482.8	9,651.3	1,133.5	99.7%	89.5%
CRB0027	2,390.3	2,369.5	2,339.0	30.5	2,369.5	20.8	99.1%	99.1%
CRB0031	29,951.9	29,951.9	29,822.1		29,822.1	129.9	100.0%	99.6%
CRB0036	19,585.4	19,504.9	19,499.1		19,499.1	86.3	99.6%	99.6%
CRB0045	190.0	51.3	51.3		51.3	138.7	27.0%	27.0%
CRB0047	390.0	390.0	13.4		13.4	376.6	100.0%	3.4%
CRB0049	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CRB0052	500.0	500.0	500.0		500.0	0.0	100.0%	100.0%
CRB0056	1,500.0	914.1	609.1		609.1	890.9	60.9%	40.6%
CRB0073	112.0	111.7	111.7		111.7	0.3	99.7%	99.7%
CRB0078	50.0	50.0	20.4		20.4	29.6	100.0%	40.8%
CRB0096	219.3	219.3	218.6		218.6	0.7	100.0%	99.7%
CRB0100	1,455.0	1,454.9	1,411.9		1,411.9	43.1	100.0%	97.0%
CRB0107	18,384.4	18,384.4	18,096.4		18,096.4	288.1	100.0%	98.4%
CRB0119	130.8	123.9	94.0		94.0	36.7	94.7%	71.9%
CRB0121	30.0	30.0				30.0	100.0%	
CRB0122	2,550.0					2,550.0		
	448.6					448.6		
District of Columbia Total	\$307,064.2	\$287,938.9	\$271,166.3	\$7,603.2	\$278,769.5	\$28,294.6	93.8%	90.8%
<i>Maryland</i>								
Montgomery County								
CRB0006	\$30,121.0	\$28,266.9	\$26,300.6	\$859.1	\$27,159.7	\$2,961.3	93.8%	90.2%
CRB0007	6,700.0	1,339.5	1,339.5		1,339.5	5,360.5	20.0%	20.0%
CRB0043	2,247.9	2,225.5	2,212.6	12.7	2,225.3	22.6	99.0%	99.0%
CRB0046	400.0	269.8	261.3		261.3	138.7	67.4%	65.3%
CRB0055	17,390.0	17,382.8	17,373.2		17,373.2	16.8	100.0%	99.9%
CRB0062	1,000.0	525.6	525.6		525.6	474.4	52.6%	52.6%
CRB0106	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CRB0116	60.0					60.0		
Subtotal	\$57,968.9	\$50,060.1	\$48,033.9	\$871.9	\$48,905.7	\$9,063.2	86.4%	84.4%

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Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un-Expended	Obligation %	Expend %	
Prince George's County									
CRB0008	New Carrollton Rail Yard Expansion	\$70,375.0	\$69,451.3	\$69,413.4	\$36.4	\$69,449.8	\$925.2	98.7%	98.7%
CRB0034	Greenbelt Rail Yard Expansion	1,828.8	1,776.1	1,765.4	10.7	1,776.1	52.7	97.1%	97.1%
CRB0037	New Carrollton Parking Garage	23,115.0	22,417.1	22,417.1		22,417.1	697.9	97.0%	97.0%
	Subtotal	<u>\$95,318.8</u>	<u>\$93,644.5</u>	<u>\$93,596.0</u>	<u>\$47.1</u>	<u>\$93,643.0</u>	<u>\$1,675.8</u>	<u>98.2%</u>	<u>98.2%</u>
Maryland-wide									
CRB0009	Project Development	\$9,390.5	9,390.5	\$6,362.8	\$1,450.7	\$7,813.5	\$1,577.0	100.0%	83.2%
CRB0010	Largo Blue Line Extension	469,590.8	467,005.9	466,980.4		466,980.4	2,610.4	99.4%	99.4%
CRB0092	Bike Lockers	399.5	379.6	379.6		379.6	19.9	95.0%	95.0%
CRB0105	Largo Blue Line Extension - Prelim Engr	10,397.3	10,397.3	10,198.0		10,198.0	199.2	100.0%	98.1%
CRB0108	Maryland Station Name Change	514.4	305.0	305.0		305.0	209.4	59.3%	59.3%
	Subtotal	<u>\$490,292.4</u>	<u>\$487,478.3</u>	<u>\$484,225.8</u>	<u>\$1,450.7</u>	<u>\$485,676.5</u>	<u>\$4,615.9</u>	<u>99.4%</u>	<u>99.1%</u>
	Maryland Total	<u><u>\$643,580.1</u></u>	<u><u>\$631,182.8</u></u>	<u><u>\$625,855.6</u></u>	<u><u>\$2,369.6</u></u>	<u><u>\$628,225.2</u></u>	<u><u>\$15,354.9</u></u>	<u><u>98.1%</u></u>	<u><u>97.6%</u></u>
<u>Virginia</u>									
Alexandria									
CRB0011	Eisenhower Station Entrance	\$1,800.0	\$276.4	\$232.4		\$232.4	\$1,567.6	15.4%	12.9%
CRB0012	King Street Station Bus Loop Reconfiguration	4,200.0	725.3	528.7	158.2	686.9	3,513.1	17.3%	16.4%
CRB0013	Potomac Yard Alt. Analysis	4,600.0	4,271.3	1,753.2	2,082.2	3,835.4	764.6	92.9%	83.4%
CRB0023	Alexandria Rail Yard - EA	200.0	138.6	94.1		94.1	105.9	69.3%	47.0%
CRB0032	Crystal City - Potomac (Alex)	300.0	70.0	49.4		49.4	250.6	23.3%	16.5%
CRB0075	King Street Station Improvements	16,600.0	16,363.7	16,349.0		16,349.0	251.0	98.6%	98.5%
CRB0113	Potomac Yards	228.1	228.1	187.1		187.1	41.0	100.0%	82.0%
CRB0126	Crystal City-Potomac Yard Transitway	4,000.0	4,000.0		3,671.5	3,671.5	328.5	100.0%	91.8%
	Subtotal	<u>\$31,928.1</u>	<u>\$26,073.4</u>	<u>\$19,193.9</u>	<u>\$5,911.9</u>	<u>\$25,105.8</u>	<u>\$6,822.3</u>	<u>81.7%</u>	<u>78.6%</u>
Arlington County									
CRB0015	Columbia Pike - NEPA and PE	\$4,060.0	\$3,914.8	\$3,618.1	\$285.6	\$3,903.6	\$156.4	96.4%	96.1%
CRB0016	Columbia Pike Super Stops	2,000.0	1,076.7	962.1	2.2	964.3	1,035.7	53.8%	48.2%
CRB0025	Ballston Station Improvements	14,763.4	14,660.9	14,643.6	17.3	14,660.9	102.5	99.3%	99.3%
CRB0042	Rosslyn Station New Entrance	5,089.0	4,484.0	4,190.0	255.5	4,445.5	643.5	88.1%	87.4%
CRB0044	Shirlington Bus Station	5,096.2	5,096.2	5,074.3		5,074.3	21.9	100.0%	99.6%
CRB0064	Arlington County Project Mgmt.	900.0	900.0	780.3		780.3	119.7	100.0%	86.7%
CRB0111	National Airport	4,960.7	4,960.7	4,510.3		4,510.3	450.5	100.0%	90.9%
CRB0117	Shirlington Garage Design Study	7.0	6.8	6.8		6.8	0.2	97.1%	97.1%
CRB0125	Twinbrook Commons JDA	200.0	200.0		37.5	37.5	162.5	100.0%	18.8%
	Subtotal	<u>\$37,076.4</u>	<u>\$35,300.2</u>	<u>\$33,785.5</u>	<u>\$598.1</u>	<u>\$34,383.6</u>	<u>\$2,692.8</u>	<u>95.2%</u>	<u>92.7%</u>

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2013 - June 2013
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un- Expended	Obligation %	Expend %	
City of Fairfax									
None									
Fairfax County									
CRB0017	Vienna Station Mezzanine Stair	\$2,000.0	\$1,849.7	\$1,840.4	(\$0.0)	\$1,840.4	\$159.6	92.5%	92.0%
CRB0026	Bus Stop Signs 600 in Fairfax	96.0	55.6	17.6	\$17.6	35.2	60.8	57.9%	36.6%
CRB0035	Huntington Parking Structure	32,732.8	32,701.5	32,698.9		32,698.9	33.8	99.9%	99.9%
CRB0050	Vienna/Fairfax-GMU Parking Structure	1,000.0	866.3	733.5		733.5	266.5	86.6%	73.3%
CRB0051	Vienna Parking Structure	27,100.0	26,164.8	26,163.5		26,163.5	936.5	96.5%	96.5%
CRB0053	Vienna Station Improve - Pulte Home	350.0	350.0	48.5		48.5	301.5	100.0%	13.9%
CRB0054	West Falls Church Parking Structure	17,029.9	16,867.8	16,842.4	\$0.7	16,843.0	186.9	99.0%	98.9%
CRB0084	West Fall Church Bus Bays	2,750.0	2,655.0	2,617.1		2,617.1	132.9	96.5%	95.2%
	Subtotal	\$83,058.7	\$81,510.8	\$80,961.8	\$18.2	\$80,980.0	\$2,078.6	98.1%	97.5%
Falls Church									
None									
Virginia-wide									
CRB0018	Project Development	\$7,941.5	\$7,941.5	\$6,528.2	\$826.7	\$7,354.9	\$586.6	100.0%	92.6%
CRB0019	Dulles Extension Design/Build	478,718.2	391,473.1	92,924.2	62,697.8	155,622.0	323,096.2	81.8%	32.5%
CRB0020	Dulles Phase 2 (PE)	3,500.0	3,058.6	1,437.6	727.0	2,164.6	1,335.4	87.4%	61.8%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,361.3	1,288.9	10.7	1,299.5	206.2	90.4%	86.3%
CRB0059	Dulles Preliminary Engineering/NEPA	58,041.8	58,034.6	57,968.9		57,968.9	72.9	100.0%	99.9%
	Subtotal	\$549,707.2	\$461,869.1	\$160,147.7	\$64,262.3	\$224,410.0	\$325,297.2	84.0%	40.8%
	Virginia Total	\$701,770.4	\$604,753.5	\$294,088.9	\$70,790.5	\$364,879.4	\$336,891.0	86.2%	52.0%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2013 - June 2013
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un-Expended	Obligation %	Expend %	
<i>Regional</i>									
CRB0021	6000 Rail Car Purchase - Base	\$120,000.0	\$119,722.6	\$118,238.4	\$1,484.3	\$119,722.6	\$277.4	99.8%	99.8%
CRB0022	Regional Travel Training ACCS	1,234.5	1,124.0	1,074.6	\$28.7	1,103.3	131.2	91.1%	89.4%
CRB0038	Precision Stopping	992.1	917.6	867.0		867.0	125.1	92.5%	87.4%
CRB0040	Bus Bike Racks	1,645.0	1,429.8	1,429.8		1,429.8	215.2	86.9%	86.9%
CRB0041	IT Communication Enhancement	1,562.5	1,562.5	1,425.3	\$137.2	1,562.5		100.0%	100.0%
CRB0060	Regional Fare Int. (MTA)	7,607.6	6,262.3	6,139.0		6,139.0	1,468.6	82.3%	80.7%
CRB0065	Precision Stopping Pilot Prog.	\$3,000.0	2,605.0	2,605.0		2,605.0	395.0	86.8%	86.8%
CRB0097	Dynamic Display System	10,261.4	10,226.7	10,226.7		10,226.7	34.7	99.7%	99.7%
MSC0005	Tax Advantage Lease Program	8,419.9	7,204.9	7,165.4	36.4	7,201.8	1,218.1	85.6%	85.5%
Regional Total		\$154,722.9	\$151,055.4	\$149,171.2	\$1,686.6	\$150,857.8	\$3,865.2	97.6%	97.5%
Total: Reimbursable Projects		\$1,807,137.7	\$1,674,930.7	\$1,340,282.1	\$82,449.9	\$1,422,731.9	\$384,405.7	92.7%	78.7%
Fully Expended Projects									
CRB0014	Royal Street Bus Garage Replacement	\$4,263.1	\$4,263.1	\$4,263.1		\$4,263.1		100.0%	100.0%
CRB0030	College Park Parking Structure	17,310.0	17,310.0	17,306.8	0.2	17,307.0	3.0	100.0%	100.0%
CRB0033	Franconia/Springfield Garage	16,609.0	16,609.0	16,608.5		16,608.5	0.5	100.0%	100.0%
CRB0039	Fiber Optic Cable Installation	2,500.0	2,500.0	2,500.0		2,500.0	0.0	100.0%	100.0%
CRB0057	DC Alternative Analysis	7,008.5	7,008.5	7,008.5		7,008.5		100.0%	100.0%
CRB0058	DC Starter Line	1,234.3	1,234.3	1,234.3		1,234.3	0.0	100.0%	100.0%
CRB0068	Clarendon Station Improvements	372.5	372.5	360.8		360.8	11.8	100.0%	96.8%
CRB0070	Crystal City Canopy	347.4	347.4	347.4		347.4		100.0%	100.0%
CRB0080	Rosslyn Access Improvements	130.0	130.0	129.9	0.0	129.9	0.1	100.0%	99.9%
CRB0082	TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	100.0%
CRB0085	FDA Transit Center @ White Oak	71.0	71.0	71.0		71.0		100.0%	100.0%
CRB0120	VA Station Name Changes	779.9	779.9	779.9		779.9		100.0%	100.0%
Fully Expended Total		\$51,123.7	\$51,123.7	\$51,108.1	\$0.2	\$51,108.3	\$15.4	100.0%	100.0%
Total: Reimbursable Projects		\$1,858,261.4	\$1,726,054.4	\$1,391,390.2	\$82,450.0	\$1,473,840.2	\$384,421.1	92.9%	79.3%

Definitions

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

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

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un-Expended	Obligation %	Expend %
<i>Vehicles & Vehicle Parts</i>									
ARA0021	Bus Replacement Components (ST26)	\$2,493.0	\$2,490.0	\$2,490.0		\$2,490.0	\$3.0	99.9%	99.9%
ARA0022	Preventative Maintenance	11,092.1	11,087.1	11,087.1		\$11,087.1	5.0	100.0%	100.0%
ARA0027	Replacement of Oldest Buses (ST02)	27,025.2	27,025.2	27,025.2		\$27,025.2		100.0%	100.0%
ARA0028	Service Vehicle Replacement (ST14)	5,992.7	5,992.7	5,992.7		\$5,992.7		100.0%	100.0%
ARA0030	MetroAccess Fleet Expansion and Replacement (ST10)	4,149.5	4,149.5	4,149.5		\$4,149.5		100.0%	100.0%
	Subtotal	\$50,752.6	\$50,744.6	\$50,744.6		\$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	\$21,341.8	\$62.6	\$21,404.5	(\$4.5)	100.0%	100.0%
ARA0002	Replacement of Southeastern Bus Garage (ST05)	30,000.0	29,999.8	29,999.8		\$29,999.8	0.2	100.0%	100.0%
ARA0003	Bus Garage Facility Repairs (ST11)	7,600.0	7,600.0	7,577.2	13.2	\$7,590.4	9.6	100.0%	99.9%
	Subtotal	\$59,000.0	\$58,999.8	\$58,918.8	\$75.8	\$58,994.6	\$5.4	100.0%	100.0%
<i>Passenger Facilities</i>									
ARA0004	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$16,000.0	\$13,250.5	\$2,749.5	\$16,000.0		100.0%	100.0%
ARA0005	Update Platform Real-Time Signs (ST28)	2,500.0	1,810.8	447.3	1,268.8	\$1,716.1	783.9	72.4%	68.6%
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.0	1,200.0	406.2	293.2	\$699.4	500.6	100.0%	58.3%
	Subtotal	\$19,700.0	\$19,010.8	\$14,104.0	\$4,311.5	\$18,415.5	\$1,284.5	96.5%	93.5%
<i>Safety & Security</i>									
ARA0008	Additional Station Alarm/Chemical Sensors (ST48)	\$3,991.2	\$3,991.2	\$3,991.2		\$3,991.2	\$0.0	100.0%	100.0%
(1) ARA0007	Bus Garage Security Update (ST23)	3,000.0	2,999.2	3,000.0	(\$0.2)	\$2,999.9	\$0.1	100.0%	100.0%
ARA0017	Communications Equipment for Operations Control Center (ST24)	3,000.0	3,000.0	2,999.5	0.0	\$2,999.5	0.5	100.0%	100.0%
ARA0025	Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	836.3		\$836.3	0.0	100.0%	100.0%
ARA0031	Underground Communications Radios (ST40)	868.7	868.7	868.7		\$868.7		100.0%	100.0%
	Subtotal	\$11,696.2	\$11,695.4	\$11,695.7	(\$0.2)	\$11,695.5	\$0.6	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	2,303.3	767.8	\$3,071.1	767.8	100.0%	80.0%
ARA0011	Heavy Duty Track Equipment (ST07)	10,508.1	10,508.1	9,936.4	571.8	\$10,508.1		100.0%	100.0%
ARA0012	Track Welding Program to Repair Defects (ST18)	3,900.0	3,900.0	3,858.4	(\$0.0)	\$3,858.4	41.6	100.0%	98.9%
ARA0020	Power Tool Equipment Replacement (ST31)	1,647.9	1,647.9	1,647.9		\$1,647.9	0.0	100.0%	100.0%
ARA0029	Track Pad/Shock Absorber Rehabilitation (ST37)	1,030.0	1,030.0	1,029.7	0.0	\$1,029.7	0.3	100.0%	100.0%
	Subtotal	\$25,923.8	\$25,923.7	\$23,774.5	\$1,339.5	\$25,114.0	\$809.7	100.0%	96.9%

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

American Recovery & Reinvestment Act (ARRA)	Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un-Expended	Obligation %	Expend %
Operations Systems								
ARA0013 Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$12,892.2	\$5,015.0	\$17,907.2	(\$7.2)	100.0%	100.0%
ARA0014 Bus Real-Time, Route, and Scheduling Systems (ST21)	2,999.8	2,988.0	2,736.4	244.6	\$2,980.9	18.8	99.6%	99.4%
ARA0018 Kiosk and Train Control Computers (ST41)	329.8	329.8	329.8		\$329.8	0.0	100.0%	100.0%
ARA0019 Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	1,500.0		\$1,500.0	(0.0)	100.0%	100.0%
ARA0026 Additional SmarTrip Fare Machines (ST19)	2,220.8	2,220.8	2,220.8		\$2,220.8		100.0%	100.0%
Subtotal	\$24,950.4	\$24,938.6	\$19,679.2	\$5,259.6	\$24,938.8	\$11.6	100.0%	100.0%
Information Technology								
ARA0015 Sensitive Data Protection Technology (ST16)	\$3,511.1	\$3,502.1	\$3,409.5	(\$2.8)	\$3,406.7	\$104.4	99.7%	97.0%
ARA0016 Financial System Integration (ST63)	5,000.0	5,000.0	5,000.0		\$5,000.0	0.0	100.0%	100.0%
ARA0024 Document Management System (ST32)	749.2	749.2	749.2		\$749.2		100.0%	100.0%
Subtotal	\$9,260.3	\$9,251.3	\$9,158.7	(\$2.8)	\$9,155.9	\$104.4	99.9%	98.9%
TOTAL ARRA PROJECTS	\$201,283.2	\$200,564.3	\$188,075.5	\$10,983.6	\$199,059.0	\$2,224.2	99.6%	98.9%
Miscellaneous Other								
ARA0023 Program Management	\$550.0	\$424.5	\$292.1		\$292.1	\$257.9	77.2%	53.1%
Subtotal	\$550.0	\$424.5	\$292.1		\$292.1	\$257.9	77.2%	53.1%
TOTAL ARRA PROGRAM	\$201,833.2	\$200,988.7	\$188,367.6	\$10,983.6	\$199,351.2	\$2,482.1	99.6%	98.8%

(1)- Working with Accounting to correct expenditures

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

Safety & Security Program		Budget	Obligated	Prior Year Expended	FY13 Expended	Total Expended	Un-Expended	Obligation %	Expend %
<u>Security Program</u>									
SEC0001	Bus Garage Security	\$5,836.5	\$5,836.5	\$5,804.5	\$32.0	\$5,836.5	\$0.0	100.0%	100.0%
SEC0002	Cameras on Buses	6,410.0	6,293.3	\$4,978.9	1,314.2	6,293.1	116.9	98.2%	98.2%
SEC0003	Cameras on Rail Cars	7,139.7	1,927.5	\$94.4	1,497.3	1,591.7	5,548.0	27.0%	22.3%
SEC0004	CCV and Access Control	11,675.8	11,675.8	\$1,126.0	10,132.8	11,258.9	417.0	100.0%	96.4%
SEC0005_01	Chemical Detection	1,906.0	1,345.4	\$1,306.3		1,306.3	599.7	70.6%	68.5%
SEC0006	Metrorail Station Camera	2,774.0	2,734.8	\$2,724.4	10.4	2,734.8	39.2	98.6%	98.6%
SEC0007	Montgomery Garage	23.1	23.1	\$23.1		23.1		100.0%	100.0%
SEC0008	PG Radio Upgrade	500.0	405.4	\$405.4		405.4	94.6	81.1%	81.1%
SEC0009	Platform Security	6,517.8	4,121.1	\$394.6	2,628.5	3,023.2	3,494.7	63.2%	46.4%
SEC0010	PROTECT Systems	606.0	606.0	\$606.0		606.0		100.0%	100.0%
SEC0011	Radio Redundancy AOCC	6,580.0	6,580.0	\$4,660.3	946.2	5,606.5	973.5	100.0%	85.2%
SEC0012	Vent Intrusion Detection	11,500.0	10,247.1	\$14.3	10,153.7	10,168.0	1,332.0	89.1%	88.4%
SEC0013	Chemical Sensor Prg.	16,400.0		-	2.3	2.3	16,397.7	0.0%	0.0%
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	175.0	\$142.9	(0.0)	142.9	32.1	100.0%	81.7%
Total: Security Program		\$78,044.0	\$51,971.0	\$22,281.2	\$26,717.4	\$48,998.6	\$29,045.3	66.6%	62.8%

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

Passenger Rail Investment and Improvement Act (PRIIA)	FY2011 FTA Approved	FY2012 FTA Approved	FY2013 FTA Approved	Total FTA Approved	Obligated	FY2011 Expended	FY2012 Expended	FY2013 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
A. Vehicles/ Vehicle Parts												
Replacement of Rail Cars												
CIP0057 1000 Series Rail Car Replacement	\$79,253.3	\$8,000.0	\$2,392.4	\$89,645.7	\$88,645.3	\$79,253.3	\$7,313.2	\$2,078.7	\$88,645.3	\$1,000.4	98.9%	98.9%
Subtotal	\$79,253.3	\$8,000.0	\$2,392.4	\$89,645.7	\$88,645.3	\$79,253.3	\$7,313.2	\$2,078.7	\$88,645.3	\$1,000.4	98.9%	98.9%
CIP0067 Rail Car Safety & Reliability Enhancements	\$12,082.4	\$2,464.1	\$2,671.1	\$17,217.6	\$16,388.4	\$11,018.7	\$2,464.1	\$443.2	\$13,926.0	\$3,291.6	95.2%	80.9%
CIP0063 Rail Rehabilitation Program	12,439.0	16,454.1	20,164.3	49,057.5	46,874.4	10,255.7	16,454.1	20,164.3	46,874.2	2,183.3	95.6%	95.5%
CIP0142 Rail Lifecycle Overhaul	20,020.3	20,800.0	11,780.7	52,601.0	51,318.2	20,000.0	19,526.0	11,780.7	51,306.7	1,294.3	97.6%	97.5%
Subtotal	\$44,541.6	\$39,718.3	\$34,616.2	\$118,876.1	\$114,581.1	\$41,274.5	\$38,444.3	\$32,388.2	\$112,106.9	\$6,769.1	96.4%	94.3%
Rehabilitation of Buses												
CIP0005 Bus Rehabilitation Program	\$1,400.0	\$0.0	\$0.0	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
Subtotal	\$1,400.0	\$0.0	\$0.0	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
Bus Enhancements												
CIP0002 Automatic Vehicle Location Equipment Replacement	\$4,718.7	\$3,851.9	\$25,252.4	\$33,823.0	\$32,838.9	\$4,718.7	\$2,888.6	\$17,618.0	\$25,225.3	\$8,597.7	97.1%	74.6%
Subtotal	\$4,718.7	\$3,851.9	\$25,252.4	\$33,823.0	\$32,838.9	\$4,718.7	\$2,888.6	\$17,618.0	\$25,225.3	\$8,597.7	97.1%	74.6%
Total: Vehicles/ Vehicle Parts	\$129,913.6	\$51,570.2	\$62,260.9	\$243,744.8	\$237,465.2	\$126,646.5	\$48,646.1	\$52,084.9	\$227,377.5	\$16,367.3	97.4%	93.3%
B. Rail System Infrastructure Rehabilitation												
Rail Line Segment Rehabilitation												
CIP0107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$4,871.3	\$0.0	\$0.0	\$4,871.3	\$4,871.3	\$4,871.3	\$0.0	\$0.0	\$4,871.3	\$0.0	100.0%	100.0%
CIP0110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	34,546.2	20,684.9	61,988.0	117,219.1	112,572.6	33,235.8	20,684.9	55,927.7	109,848.4	7,370.7	96.0%	93.7%
Subtotal	\$39,417.5	\$20,684.9	\$61,988.0	\$122,090.4	\$117,443.9	\$38,107.1	\$20,684.9	\$55,927.7	\$114,719.7	\$7,370.7	96.2%	94.0%
Total: Rail System Infrastructure Rehabilitation	\$39,417.5	\$20,684.9	\$61,988.0	\$122,090.4	\$117,443.9	\$38,107.1	\$20,684.9	\$55,927.7	\$114,719.7	\$7,370.7	96.2%	94.0%
C. Maintenance Facilities												
Maintenance of Bus Garages												
CIP0119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18,878.6	\$0.0	\$0.0	\$18,878.6	\$18,878.6	\$18,878.6	\$0.0	\$0.0	\$18,878.6	\$0.0	100.0%	100.0%
Subtotal	\$18,878.6	\$0.0	\$0.0	\$18,878.6	\$18,878.6	\$18,878.6	\$0.0	\$0.0	\$18,878.6	\$0.0	100.0%	100.0%
Maintenance of Rail Yards												
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$0.0	\$15,499.4	\$16,077.8	\$31,577.2	\$27,662.8	\$0.0	\$11,546.1	\$16,077.8	\$27,624.0	\$3,953.2	87.6%	87.5%
Subtotal	\$0.0	\$15,499.4	\$16,077.8	\$31,577.2	\$27,662.8	\$0.0	\$11,546.1	\$16,077.8	\$27,624.0	\$3,953.2	87.6%	87.5%
Rail Maintenance Facilities												
CIP0071 Test Track & Commissioning Facility	\$5,154.2	\$0.0	\$42,347.8	\$47,502.0	\$43,715.4	\$1,859.8	\$0.0	\$24,421.0	\$26,280.8	\$21,221.1	92.0%	55.3%
Subtotal	\$5,154.2	\$0.0	\$42,347.8	\$47,502.0	\$43,715.4	\$1,859.8	\$0.0	\$24,421.0	\$26,280.8	\$21,221.1	92.0%	55.3%
Total: Maintenance Facilities	\$24,032.8	\$15,499.4	\$58,425.7	\$97,957.8	\$90,256.8	\$20,738.4	\$11,546.1	\$40,498.9	\$72,783.4	\$25,174.3	92.1%	74.3%
E. Track and Structures												
Track Rehabilitation												
CIP0023 Third Rail Rehabilitation	\$0.0	\$5,517.4	\$3,681.7	\$9,199.1	\$8,348.7	\$0.0	\$4,269.5	\$3,681.7	\$7,951.2	\$1,247.9	90.8%	86.4%
CIP0089 Track Fasteners	2,061.7	2,053.2	1,812.4	5,927.2	5,927.2	2,061.7	2,053.2	1,812.4	5,927.2	0.0	100.0%	100.0%
CIP0019 Track Floating Slab Rehabilitation	1,727.7	1,409.6	0.0	3,137.3	3,013.6	1,603.9	1,409.6	0.0	3,013.5	123.8	96.1%	96.1%
CIP0021 Track Pad/Shock Absorber Rehabilitation	4,333.6	1,860.9	0.0	6,194.6	4,338.1	2,477.1	1,860.9	0.0	4,338.0	1,856.5	70.0%	70.0%
CIP0024 Track Rehabilitation	44,449.4	35,124.5	33,615.8	113,189.7	110,528.9	41,788.5	35,124.5	33,615.8	110,528.8	2,660.8	97.6%	97.6%
CIP0022 Track Structural Rehabilitation	2,332.8	1,684.7	2,543.6	6,561.0	6,544.8	2,332.8	1,684.7	2,237.5	6,254.9	306.1	99.8%	95.3%
CIP0146 Mainline #8 Switch Replacement Program	1,000.0	5,331.0	5,197.9	11,528.9	11,528.9	1,000.0	5,331.0	5,197.9	11,528.9	0.0	100.0%	100.0%
CIP0018 Track Welding Program	466.9	1,658.8	2,519.1	4,644.8	4,644.8	466.9	1,658.8	2,519.1	4,644.8	0.0	100.0%	100.0%
Subtotal	\$56,372.0	\$54,640.1	\$49,370.5	\$160,382.5	\$154,875.0	\$51,730.8	\$53,392.2	\$49,064.4	\$154,187.3	\$6,195.2	96.6%	96.1%

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

	FY2011 FTA Approved	FY2012 FTA Approved	FY2013 FTA Approved	Total FTA Approved	Obligated	FY2011 Expended	FY2012 Expended	FY2013 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
Passenger Rail Investment and Improvement Act (PRIIA)												
Station/Tunnel Rehabilitation												
CIP0026 Station/Tunnel Leak Mitigation	\$3,057.4	\$3,141.1	\$2,883.4	\$9,082.0	\$9,082.0	\$3,057.4	\$3,141.1	\$2,883.4	\$6,198.6	\$2,883.4	100.0%	68.3%
Subtotal	\$3,057.4	\$3,141.1	\$2,883.4	\$9,082.0	\$9,082.0	\$3,057.4	\$3,141.1	\$2,883.4	\$6,198.6	\$2,883.4	100.0%	68.3%
Total: Track and Structures	\$59,429.4	\$57,781.2	\$52,253.9	\$169,464.5	\$163,957.0	\$54,788.2	\$56,533.3	\$51,947.8	\$160,385.9	\$9,078.7	96.8%	94.6%
F. Passenger Facilities												
Elevator/Escalator Facilities												
CIP0072 Elevator Rehabilitation	\$2,370.9	\$3,921.8	\$2,870.6	\$9,163.3	\$8,452.8	\$1,927.8	\$3,328.4	\$2,851.6	\$8,107.7	\$1,055.6	92.2%	88.5%
CIP0132 Elevator/Escalator Repairables	0.0	3,772.4	7,871.1	11,643.5	11,643.5	0.0	3,772.4	7,513.1	11,285.5	358.0	100.0%	96.9%
CIP0073 Escalator Rehabilitation	4,948.0	12,465.0	11,207.0	28,620.0	28,620.0	4,948.0	12,465.0	11,207.0	28,620.0	0.0	100.0%	100.0%
Subtotal	\$7,318.9	\$20,159.2	\$21,948.7	\$49,426.7	\$48,716.3	\$6,875.7	\$19,565.8	\$21,571.7	\$48,013.2	\$1,413.5	98.6%	97.1%
Maintenance of Rail Station Facilities												
CIP0087 Station Rehabilitation Program	\$0.0	\$3,095.4	\$0.0	\$3,095.4	\$3,095.4	\$0.0	\$3,095.4	\$0.0	\$3,095.4	\$0.0	100.0%	100.0%
Subtotal	\$0.0	\$3,095.4	\$0.0	\$3,095.4	\$3,095.4	\$0.0	\$3,095.4	\$0.0	\$3,095.4	\$0.0	100.0%	100.0%
Rail Station Equipment												
CIP0099 Police Emergency Management Equipment	\$914.3	\$169.8	\$0.0	\$1,084.1	\$1,056.9	\$887.1	\$169.8	\$0.0	\$1,056.9	\$27.2	97.5%	97.5%
Subtotal	\$914.3	\$169.8	\$0.0	\$1,084.1	\$1,056.9	\$887.1	\$169.8	\$0.0	\$1,056.9	\$27.2	97.5%	97.5%
Total: Passenger Facilities	\$8,233.2	\$23,424.4	\$21,948.7	\$53,606.3	\$52,868.6	\$7,762.9	\$22,831.0	\$21,571.7	\$52,165.6	\$1,440.7	98.6%	97.3%
G. Maintenance Equipment												
Rail Maintenance Equipment												
CIP0136 FCC Radio Frequency Communication Changes	\$176.3	\$12,772.2	\$0.0	\$12,948.5	\$3,681.6	\$176.3	\$2,274.0	\$0.0	\$2,450.2	\$10,498.3	28.4%	18.9%
CIP0139 NTSB Recommendations (See note)	25,861.0	64,671.4	28,945.6	119,478.0	103,768.6	18,279.1	50,273.0	28,945.6	97,497.7	21,980.3	86.9%	81.6%
CIP0066 Rail Shop Repair Equipment	2,164.7	6,571.3	2,053.1	10,789.2	9,609.1	2,164.7	3,001.2	460.1	5,626.0	5,163.1	89.1%	52.1%
CIP0020 Replacement of Rail Track Signage	1,014.3	960.6	983.2	2,958.2	2,876.6	1,014.3	960.6	901.7	2,876.6	81.5	97.2%	97.2%
CIP0027 Switch Machine Rehabilitation Project	908.2	940.5	1,000.0	2,848.7	2,613.8	804.1	543.4	1,000.0	2,347.5	501.2	91.8%	82.4%
CIP0025 Track Maintenance Equipment (See note)	1,568.2	33,667.8	9,499.4	44,735.3	38,439.0	676.7	19,639.8	9,499.4	29,815.8	14,919.5	85.9%	66.6%
CIP0135 Train Control Signal	1,030.8	5,347.0	641.7	7,019.5	4,389.7	65.9	2,052.8	304.9	2,423.6	4,595.9	62.5%	34.5%
CIP0133 Wayside Work Equipment	4,123.3	2,986.0	0.0	7,109.3	4,171.9	1,163.7	2,986.0	0.0	4,149.7	2,959.7	58.7%	58.4%
Subtotal	\$36,846.8	\$127,916.9	\$43,122.9	\$207,886.6	\$169,550.2	\$24,344.7	\$81,730.8	\$41,111.7	\$147,187.2	\$60,699.5	81.6%	70.8%
Total: Maintenance Equipment	\$36,846.8	\$127,916.9	\$43,122.9	\$207,886.6	\$169,550.2	\$24,344.7	\$81,730.8	\$41,111.7	\$147,187.2	\$60,699.5	81.6%	70.8%
H. Other Facilities												
MTPD Support Facilities												
CIP0101 Police Substation- New District 2/Training Facility	\$1,295.8	\$2,524.0	\$0.0	\$3,819.8	\$3,736.6	\$1,290.6	\$1,279.2	\$0.0	\$2,569.8	\$1,250.0	97.8%	67.3%
CIP0106 Special Operations Division Facility	830.9	0.0	0.0	830.9	830.9	830.9	0.0	0.0	830.9	0.0	100.0%	100.0%
Subtotal	\$2,126.6	\$2,524.0	\$0.0	\$4,650.6	\$4,567.5	\$2,121.4	\$1,279.2	\$0.0	\$3,400.7	\$1,250.0	98.2%	73.1%
Total: Other Facilities	\$2,126.6	\$2,524.0	\$0.0	\$4,650.6	\$4,567.5	\$2,121.4	\$1,279.2	\$0.0	\$3,400.7	\$1,250.0	98.2%	73.1%
Grand Total: Capital Improvement Program PRIIA	\$300,000.0	\$299,401.0	\$300,000.0	\$899,401.0	\$836,109.2	\$274,509.3	\$243,251.5	\$263,142.6	\$778,019.9	\$121,381.1	93.0%	86.5%

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.

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

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
Total Received for TIIF	\$139,608.6				
<u>Unallocated Funds:</u>					
Huntington Parking			\$12,900.0	\$11,876.1	\$1,023.9
White Flint Parking			4,421.7	4,404.9	16.8
FY05/06/07/08/09/10 Operating			12,000.0	12,000.0	0.0
FY11 Operating (continues thru FY12)			4,000.0	2,000.0	2,000.0
FY07/08/09/10 Safe, Clean Reliable			26,850.0	26,850.0	0.0
SmarTrip Program			9,600.0	0.0	9,600.0
CNG Buses Procurement			11,800.0	0.0	11,800.0
Precision Stopping			3,000.0	0.0	3,000.0
TSSM from Twinbrook to Shady Grove			1,000.0	525.6	474.4
Gallery Place Remediation			18.4	18.4	0.0
			<u>\$85,590.1</u>	<u>\$57,675.0</u>	<u>\$27,915.1</u>
<u>Unallocated Funds Remaining:</u>		<u>(\$5,981.5)</u>			
Total allocated to the Jurisdictions		\$60,000.0			
<u>District of Columbia 36%</u>		\$21,600.0			
<u>Use of Funds:</u>					
Tivoli			\$2,500.0	\$2,500.0	\$0.0
Anacostia Light Rail Program/Demonstration			10,000.0	9,009.3	990.7
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			500.0	457.5	42.5
Union Row /U Street			1,500.0	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,452.0	4,452.0	0.0
View 14 /U Street & 14Th			500.0	500.0	0.0
			<u>\$21,102.0</u>	<u>\$18,686.5</u>	<u>\$2,415.5</u>
Balance of DC Unallocated Funds:		\$498.0			

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

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
Maryland 37%		\$22,200.0			
<u>Use of Funds:</u>					
New Carrollton Parking			\$497.6	\$496.0	\$1.6
College Park Parking			9,514.7	9,512.2	2.5
Largo Parking			2,432.7	2,432.7	0.0
Largo Day Care Center			3,000.0	3,000.0	0.0
Takoma-Langley			6,744.3	1,339.5	5,404.8
			\$22,189.3	\$16,780.4	\$5,408.9
Balance of Maryland Unallocated Funds:		\$10.7			
Virginia 27%		\$16,200.0			
<u>Use of Funds:</u>					
Huntington			\$8,082.8	\$9,009.0	(\$926.2)
West Falls Church			2,000.0	2,000.0	0.0
Royal Street Bus Garage			100.0	100.0	0.0
Ballston (Multi-modal improvements)			1,032.2	929.6	102.5
Rosslyn Station Access Improve			798.1	771.6	26.5
Shirlington			1,978.0	1,961.4	16.6
Crystal City Potomac Yard Bus Way			522.0	315.9	206.1
Potomac Yard Station			1,500.0	3,837.2	(2,337.2)
			\$16,013.1	\$18,924.7	(\$2,911.7)
Balance of Virginia Unallocated Funds:		\$186.9			
Grand Total:	\$139,608.6	\$139,608.6	\$144,894.4	\$112,066.6	\$32,827.8

**JURISDICTIONAL BALANCES ON ACCOUNT
AS OF 4TH QUARTER FISCAL YEAR 2013 - JUNE 30, 2013
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions**

ISDICTION	OPERATING	CAPITAL	TOTAL	NOTES ¹
DISTRICT OF COLUMBIA				
DC Dept of Transportation	(0.003)	(0.015)	(0.018)	
DC Dept of Transportation - DC School Subsidy	(0.533)	0.000	(0.533)	
DC Uncommitted Funds	0.000	(0.671)	(0.671)	
DC Dept of Transportation	0.000	0.879	0.879	Station enhancements & Navy Yard improvement, excludes TIFF 7th Street Bridge
DC Dept of Public Works	0.182	0.000	0.182	Joint and Adjacent Escort Services
DC Dept of Public Works	0.150	0.000	0.150	Joint and Adjacent Escort Services
Credits to be Applied to Billing:				
Interest Earnings on CIP & PRIIA Contributions	0.000	0.015	0.015	
DC TOTAL	<u>(\$0.203)</u>	<u>\$0.208</u>	<u>\$0.004</u>	
MARYLAND				
Montgomery County	(0.198)	1.864	1.666	Pending receipt of operating & capital/CMAQ
Prince George's County	(0.155)	1.694	1.539	Pending receipt of operating & capital/CMAQ
Credits to be Applied to Billing:				
Interest Earnings on PRIIA Contributions	0.000	0.006	0.006	
MD TOTAL	<u>(\$0.353)</u>	<u>\$3.564</u>	<u>\$3.210</u>	
VIRGINIA				
Alexandria	(0.101)	(0.181)	(0.282)	
Arlington	(0.660)	(0.002)	(0.662)	
City of Fairfax	(0.031)	(0.000)	(0.031)	
Fairfax County	(0.447)	(2.018)	(2.465)	
Falls Church	(0.000)	(0.000)	(0.000)	
Northern VA Transportation Comm.	(0.285)	(1.498)	(1.783)	
Virginia Department of Rail and Public Transportation	0.000	(0.006)	(0.006)	
Credits to be Applied to Billing:				
Interest Earnings on CIP and PRIIA Contributions	0.000	0.012	0.012	
VA TOTAL	<u>(\$1.524)</u>	<u>(\$3.693)</u>	<u>(\$5.217)</u>	
GRAND TOTAL.....	<u>(\$2.080)</u>	<u>\$0.078</u>	<u>(\$2.003)</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, 2013

Grant Program		Activity
ARRA	FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement	<p>\$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). Metro's two FTA ARRA grants are scheduled for completion and closure in September 2013.</p> <p>To meet heightened reporting requirements:</p> <ul style="list-style-type: none"> Submitted required 1512 reporting of jobs and project progress to FTA.
	Department of Homeland Security Transit Security Grant	Anti-Terrorism Teams (ATT) conducted targeted train and bus inspections, critical infrastructure inspections, area saturation patrols, and security inspection points. ARRA grant ended on 4/30/2013. ATT funding continued with FFY2012 TSGP grant.
	Annual Formula Grants for Sections 5309 and 5307	<p>Metro FY2013</p> <ul style="list-style-type: none"> FFY2012 Section 5307 grant for \$140.76 million was awarded, which \$87.8 million was drawn to reimburse Metro for CIP expenses. FFY2012 Section 5309 grant for \$97.3 million was awarded, which \$59.1million was drawn to reimburse Metro for CIP expenses. <p>Metro FY2012.</p> <ul style="list-style-type: none"> FFY2011 Section 5307 grant for \$128.6 million was awarded, which \$107.5 million was drawn to reimburse Metro for CIP expenses. FFY2011 Section 5309 grant for \$93.2 million was awarded, which \$76.8 million was drawn to reimburse Metro for CIP expenses.
FTA	Passenger Rail Investment and Improvement Act (PRIIA)	<ul style="list-style-type: none"> FTA awarded the FFY2012 PRIIA grant for the full appropriated amount of \$150 million, from which \$89.7 million was drawn to reimburse Metro for CIP expenses. FTA awarded the FFY2011 PRIIA grant for the full appropriated amount of \$149.7 million, from which \$91.2 million was drawn to reimburse Metro for CIP expenses. FTA awarded the FFY2010 PRIIA grant for the full appropriated amount of \$150 million, from which \$137.1 million was drawn to reimburse Metro for CIP expenses.
	Congestion Mitigation & Air Quality (CMAQ)	<ul style="list-style-type: none"> Metro continues to utilize CMAQ funding for the replacement of buses that have met or exceeded their minimum useful service life.
	Federal Earmarks	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> FFY2012 Section 5309 Bus Livability - Metro won \$1.5 of \$12.8 million sought for bus stop accessibility improvements. FFY2012 Innovative Transit Workforce Development Program - Metro won \$0.8 million of the \$0.9 million sought for partnerships to expand the transit-focused training for non-traditional students, military veterans, and under-represented adults in the labor pool.
	Transit Security Grant Program (TSGP)	<ul style="list-style-type: none"> FFY2008 – Grants expired 6/13/2013 and completed closeout in July. FFY2009 – The grant for several projects has been extended one year to 5/31/2014. FFY2010 – The contract was issued for Rail Yard Hardening. FFY2011 – K9 and MEST vehicles ordered and awaiting delivery, procurement of additional equipment ongoing. K9 teams in service. Special Event OT ongoing. FFY2012 – Bomb Response Liaison is in service.
Safety & Security	Urban Areas Security Initiative (UASI)	<ul style="list-style-type: none"> FFY2010 – Grant expired 6/30/2013 and completed closeout in July. FFY2011 – Grant for \$0.73 million awarded. FFY2012 – Grant for \$0.73 million awarded. FFY2012 – Application submitted.

OFFICE OF PROCUREMENT AND MATERIALS
NEW AWARDS (FY2013 - QUARTER 4)

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	RFP / IFB	COMP OR SS	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	*DBE (SUB)	AMOUNT	SBLPP
FQ12244	Trailable Yard Swich Machines	RAIL	A. Nabb	Capital	RFP	Comp	\$ 4,829,055	04/10/13	Alstom Signaling	2%			N/A
CQ13034	Temporary Labor	RAIL	S. Eley	Operating	RFP	Comp	\$ 1,732,500	04/18/13	Community Bridge	N/A			N/A
CQ12265	Switch Points and Stock Rails	RAIL	K. Morris	Operating	RFP	Comp	\$ 131,341	04/12/13	Unitrac	N/A			N/A
FQ13046	Replacement of JS21 Blace Center Servers with two p750 servers.	IT/Support Services	S. Jehangir	Capital	RFP	Comp	\$ 600,865	04/04/13	Sirius	0%			N/A
FQ13039	DocAve6 SharePoint Tools	IT/Support Services	J. Bercher	Capital	RFP	Comp	\$ 189,987	04/23/13	AvePoint Software	0%			N/A
CQ13044	CA SOFTWARE AND MAINTENANCE	IT/Support Services	T. Kazimi	Operating	RFP	Comp	\$ 325,102	04/03/13	Immix Technology	N/A			N/A
FQ13045	SAN Infrastructure Enhancement	IT/Support Services	A. Lee	Capital	RFP	Comp	\$ 837,858	05/23/13	Clearpath	0%			N/A
FQ12146	Customer Information Display Signs	IT/Support Services	D. Welt	Capital	RFP	Comp	\$ 400,000	05/06/13	Luminator	11%	Nationwide Electrical Construction Services	\$ 1,775,848	N/A
CQ13017	Compliance Testing for UST	IT/Support Services	C. Grano	Operating	RFP	Comp	\$ 185,300	05/22/13	Environmental Concepts, Inc.	0%			N/A
CQ13040	Drug, Alcohol, Blood Lab. Test	IT/Support Services	L. Cooper	Operating	RFP	Comp	\$ 150,000	05/13/13	Quest Diagnostics Incorporated	0%			N/A
FQ13063	Portable Bus Lifts	BUS	D. Welt	Capital	RFP	Comp	\$ 933,810	05/28/13	Stertil-Koni	0.22%	Davis Freight	\$ 20,544	N/A
FQ13025	Six Cutaway Buses	BUS	G. Chaurday	Capital	RFP	Comp	\$ 717,288	05/30/13	Sonny Merryman	0%			N/A
FQ13031	HVAC Reliability Improvement Demonstration Program - Letter Contract, NTP 50% of award amount	RAIL	T. Bach	Capital	RFP	SS	\$ 1,458,820	05/01/13	Merak/Knorr	11%	ASP Industries, Inc.	\$ 163,258	N/A
FQ13037	Prime Mover Mounted Flashbutt Welding Services	RAIL	M. Thomas	Capital	RFP	Comp	\$ 4,120,000	05/30/13	Holland LP	Waived			N/A
FQ12264	Ballast Regulators	RAIL	M. Thomas	Capital	RFP	Comp	\$ 765,433	05/15/13	Knox Kershaw	2%	Davis Freight	\$ 17,950	N/A
CQ13023	Overhaul Railcar B1 Vital Relays	RAIL	Bach/Pichini	Operating	RFP	Comp	\$ 3,218,396	06/27/13	Alstom Signaling	N/A			N/A
FQ13054	Truck Assesmy Components	RAIL	C Bunting	Capital	RFP	SS	\$ 417,963	06/26/31	Harsco Rail Inc.	2%	Davis Freight	\$ 7,250	N/A
FQ13027A	Screw Spikes	RAIL	C. Bunting	Capital	RFP	Comp	\$ 484,440	06/28/13	Lewis Bolt & Nut Company	5%	Davis Freight	\$ 77,086	N/A
FQ13027B	Crossties	RAIL	C. Bunting	Capital	RFP	Comp	\$ 1,592,550	06/28/13	Stella-Jones Corporation	5%	Davis Freight	\$ 349,125	N/A
FQ13027C	Tie Plates and 'e' Clips	RAIL	C. Bunting	Capital	RFP	Comp	\$ 1,453,650	06/28/13	Pandrol USA	5%	Langley Trraffic Services	\$ 228,200	N/A
FQ13063	Portable Bus Lifts	BUS	D. Welt	Capital	RFP	Comp	\$ 466,905	06/26/13	Stertil-Koni	4%			N/A
CQ13053	WMATA External Auditors FYs 2014-18	BUS	R. Johnson	Operating	RFP	Comp	\$ 1,453,000	06/27/13	McGladrey	0%			N/A
FQ13071A	Non-Revenue Vehicles for Dulles	BUS/ACCS	K. Newman	Capital	IFB	Comp	\$ 585,844	06/07/13	Criswell Chevrolet	0%			N/A
FQ13071B	Non-Revenue Vehicles for Dulles	BUS/ACCS	K. Newman	Capital	IFB	Comp	\$ 1,058,497	06/07/13	Apple Ford	0%			N/A
FQ13071C	Non-Revenue Vehicles for Dulles	BUS/ACCS	K. Newman	Capital	IFB	Comp	\$ 326,077	06/17/18	Brian Hoskins Ford	0%			N/A
FQ13071D	Non-Revenue Vehicles for Dulles	BUS/ACCS	K. Newman	Capital	IFB	Comp	\$ 162,000	06/07/13	Lindsay Ford	0%			N/A
FQ13071E	Non-Revenue Vehicles for Dulles	BUS/ACCS	K. Newman	Capital	IFB	Comp	\$ 334,676	06/07/13	Western Star Trucks	0%			N/A
FQ13071F	Non-Revenue Vehicles for Dulles	BUS/ACCS	K. Newman	Capital	IFB	Comp	\$ 136,200	06/07/13	Crime Point	0%			N/A
FQ13049	Mobile Data Computers/Telematics	ACCS	S.Collings	Capital	RFP	SS	\$ 1,234,521	06/20/13	Trapeze Software	2%	R.L. Controls	\$ 60,000	N/A

**OFFICE OF PROCUREMENT AND MATERIALS
NEW AWARDS (FY2013 - QUARTER 4)**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	RFP / IFB	COMP OR SS	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	*DBE (SUB)	AMOUNT	SBLPP
CQ13053	Cutaways Buses (6)	BUS	G. Choundary	Capital	RFP	Comp	\$ 756,000	06/10/13	Sonny Merryman	0%			N/A
FQ12232	Corrosion Control Test & Prevention (Task Order)	OPER/CONST	K. Reahl	Capital	RFP	Comp	\$ -	06/21/13	Russell	100%	Russell Corrosion Consultants	\$ 1,100,000	N/A
FQ12262	Rail Yard Hardening - New Carrollton Service and Inspection (S&I) Yard, Alexandria S&I Yard, and Brentwood Major Repair Yard	OPER/CONST	N. Dimitracopou	Capital	IFB	Comp	\$ 8,367,477	06/21/13	Haris Design and Construction Co.	20%	Haris Design	\$ 8,367,477	N/A
FQ13086	Additional Memory for AIX Machines	IT/Support Services	S. Jehangir	Capital	RFP	Comp	\$ 250,253	06/27/13	Sirius Computer Solutions	0%			N/A
FQ13078	Oracle Exadata	IT/Support Services	A. Lee	Capital	RFP	Comp	\$ 6,451,145	06/26/13	Mythics, Inc.	0%			N/A
CQ13067	Trapeze Software Maintenance	IT/Support Services	A. Young	Operating	RFP	Comp	\$ 1,845,257	06/25/13	Trapeze Software Group Inc.	0%			N/A
CQ13081	Adobe Acrobat Enterprise License FY15	IT/Support Services	T. Williams	Operating	RFP	Comp	\$ 306,150	06/24/13	Emergent, LLC	0%			N/A
CQ13082	Oracle Maintenance	IT/Support Services	L. Roberson	Operating	RFP	Comp	\$ 1,891,131	05/22/13	DLT Solutions	0%			N/A
FQ13051	CA Professional services	IT/Support Services	T. Kazimi	Operating	RFP	Comp	\$ 250,258	06/03/13	immixTechnology, Inc.	0%			N/A
TOTAL COMPETITIVE AWARDS							\$ 47,308,446						
TOTAL SOLE SOURCE AWARDS							\$ 3,111,304						
GRAND TOTAL							\$ 50,419,750						

DBE Update

*Our overall DBE goal is 25%. Currently, we have achieved a DBE goal of 33.75%.

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT MODIFICATIONS (FY2013 - QUARTER 4)**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	SBLPP
CQ9205	Railcar Vehicle Engineering Services	RAIL	G. Wenner	Operating	\$ 20,875	04/25/13	LTK Engineering	20%	N/A
FQ11002	Emergency Exterior Door Releases	RAIL	T. Bach	Capital	\$ -	04/11/13	Elcon-National (Faiveley)	N/A	N/A
FQ12113	Flashbutt Welding Prime Mover	RAIL	C. Bunting	Capital	\$ -	04/02/13	Plasser American Corp	N/A	N/A
CQ10037	Gasoline	BUS	S. Colling	Operating	\$ 3,500,000	04/08/13	Truman Arnold	N/A	N/A
FQ10162	Bus Shelter Design	BUS	O. Johnson	Capital	\$ -	04/12/13	CHK America	25%	N/A
FQ10155	Bus Maps	BUS	O. Johnson	Capital	\$ -	04/12/13	CHK America	20%	N/A
FP7038R	Multi Year Bus Procurement	BUS	B. Golden	Capital	\$ 5,508,000	04/01/13	New Flyer	FTA*	N/A
FQ11120	Bus Engineering Consultant	BUS	B. Golden	Capital	\$ -	04/15/13	CH2MHILL	25%	N/A
CQ12141	Diesel Fuel	BUS	R. Jefferson	Operating	\$ 30,000,000	04/25/13	Mansfield Oil	N/A	N/A
CQ12134	Further Legal services NEPP by Holland & Knight	NEPP	G. Garback	Operating	\$ 327,850	04/19/13	Holland & Knight	0%	N/A
CQ12246	Maximo Annual Maintenance	IT/Support Services	D. Sha	Operating	\$ 567,209	04/04/13	Triad Technology Partners	0%	N/A
CQ7067	Oracle UPK License Maintenance	IT/Support Services	A. Young	Operating	\$ 161,554	04/05/13	DLT solutions	0%	N/A
CQ8150	Microsoft Licenses	IT/Support Services	Z. Chaudhary	Operating	\$ 57,183	04/22/13	SHI International Corp.	0%	N/A
FQ12092	CISCO Network Equipment	IT/Support Services	A. Pegram	Capital	\$ 1,998,101	04/26/13	The Presidio Corporation	0%	N/A
CQ11324-02	On-Call Technical Services	IT/Support Services	H. Bennett	Operating	\$ 36,000	05/15/13	Segal Company	0%	N/A
CQ12119	Extend the SOW for the Parts Inventory Control Consulting Service	IT/Support Services	R. Bitar	Operating	\$ 56,000	05/23/13	Calyptus Consulting Group, Inc.	0%	N/A
FQ12185	Misc Network Equipment	IT/Support Services	A. Pegram	Capital	\$ 1,141,720	05/14/13	Eurotech, Inc.	0%	N/A
FQ11326	NEPP Financial Advisory Services-3 month Extension	IT/Support Services	G. Garback	Capital	\$ 300,000	05/15/13	Seabury Advisors LLC	0%	N/A
FQ12092	CISCO Network Equipment	IT/Support Services	A. Pegram	Capital	\$ 198,704	05/20/13	The Presidio Corporation	0%	N/A
FQ10155	Bus Maps	BUS	O. Johnson	Capital	\$ 105,000	05/21/13	CHK America	0%	N/A
RE9210	DC Circulator (Administrative Mod)	BUS	C. Gannaway	DC-Reim	\$ -	05/28/13	First Transit, Inc.	0%	N/A
FQ8143	Renovate Red Line from Silver Spring to Dupont Circle, MOD90	OPER/CONST	K. Spain	Capital	\$ 67,642	05/02/13	Mass Electric Const. Co	20%	N/A
FQ8143	Renovate Red Line from Silver Spring to Dupont Circle, MOD32, Part 1B	OPER/CONST	K. Spain	Capital	\$ 2,900,000	05/24/13	Mass Electric Const. Co	20%	N/A

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT MODIFICATIONS (FY2013 - QUARTER 4)**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	SBLPP
FP7029	Rehabilitate 5 Metrorail Underground Structures & Platforms located in Washington, DC	OPER/CONST	H. Patel	Capital	\$ 75,000	05/02/13	Mass Electric Const. Co	20%	N/A
FP7029	Rehabilitate 5 Metrorail Underground Structures & Platforms located in Washington, DC	OPER/CONST	H. Patel	Capital	\$ (1,758,081)	05/13/13	Haris Design & Const. Barbara Grygutis	20%	N/A
GP10028	Mod to Art in Transit project	OPER/CONST	M. McBride	Operating	\$ 46,082	05/07/13	Sculpture LLC	N/A	N/A
CQ9205	Rail engineering - Task Order 17	RAIL	G. Wenner	Capital-Other	\$ 300,000	05/24/13	LTK Engineering	25%	N/A
CQ9205	Rail engineering - Task Order 33	RAIL	G. Wenner	Capital-Other	\$ 400,000	05/24/13	LTK Engineering	25%	N/A
CQ9205	Rail engineering - Task Order 4	RAIL	G. Wenner	Capital-Other	\$ 100,000	05/29/13	LTK Engineering	25%	N/A
CQ9205	Rail engineering - Task Order 18	RAIL	G. Wenner	Capital-Other	\$ 200,000	05/29/13	LTK Engineering	25%	N/A
FQ12116	On Track Welding Services	RAIL	C Bunting	Capital	\$ 663,000	06/28/13	Holland Company	0%	N/A
YR11299	Refurbishment of Seats	RAIL	M. Moses	Operating	\$ 337,459	06/12/13	First State Mfg.	0%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 600,000	06/04/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 50,000	06/05/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 300,000	06/07/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 347,613	06/07/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 60,000	06/07/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 1,600,000	06/12/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 30,000	06/19/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 100,000	06/19/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 30,000	06/19/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 350,000	06/20/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 60,000	06/20/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 80,000	06/21/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 140,000	06/21/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 62,000	06/25/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 19,308	06/26/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 60,000	06/26/13	LTK Engineering	25%	N/A

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT MODIFICATIONS (FY2013 - QUARTER 4)**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	SBLPP
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 149,000	06/26/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 140,000	06/26/13	LTK Engineering	25%	N/A
CQ9205	Engineering services	RAIL	G. Wenner	Capital	\$ 100,000	06/26/13	LTK Engineering	25%	N/A
CQ9100	Professional Services for Functional Assessments - Modification# 5	BUS	F. Roth	Operating	\$ -	06/03/13	NovaCare	0%	N/A
CQ9100	Professional Services for Functional Assessments - Modification# 6	BUS	F. Roth	Operating	\$ -	06/17/13	NovaCare	0%	N/A
CQ12169C	Mod 002, Revise Insurance Language	BUS/ACCS	S. Collings	Operating	\$ -	06/07/13	Diamond	0%	N/A
CQ12169D	Mod 002, Revise Insurance Language	BUS/ACCS	S. Collings	Operating	\$ -	06/07/13	First Transit	0%	N/A
CQ12169E	(Revise) Mod 001, Revise definition of excessively late trips from 30 to 20 minutes, Provide Para Med Service as Psss Thru, & Revise Insurance Language	BUS/ACCS	S. Collings	Operating	\$ -	06/07/13	Veolia	0%	N/A
FQ11204	CoABE and FeS-M001 Extend Performance Period 6/28/2013	BUS	J Walker	Capital	\$ -	06/07/13	Clever Devices	0%	N/A
FQ11204	CoABE and FeS-M002 Extend Performance Period - 06/28/2013	BUS	J Walker	Capital	\$ -	06/07/13	Clever Devices	0%	N/A
RE9210	DC Circulator	BUS	C.Gannaway	DC Reimb.	N/A - Insurance Premium	06/10/13	First Transit	0%	N/A
FQ8013	SERVICE AGREEMENT CRCS - MOD #6 (EXTENSION OF SERVICES)	OPER/CONST	G. Johnson	Capital	\$ 240,388	06/25/13	MOTOROLA	0%	N/A
FQ11247	Revenue Tansfer Carts	OPER/CONST	B. Jaggie	CIP	\$ 317,985	06/28/13	United Knitting Machine	2%	N/A
FQ11118	Lost Time	OPER/CONST	Simkins	Capital	\$ 68,500	06/03/13	AnsaldOSTS USA	12%	N/A
FQ7100	AC Power	OPER/CONST	Simkins	Capital	\$ 133,267	06/20/13	AnsaldOSTS USA	12%	N/A
FQ7100	Lost Time	OPER/CONST	Simkins	Capital	\$ 56,800	06/07/13	AnsaldOSTS USA	12%	N/A
FQ7100	Lost Time	OPER/CONST	Simkins	Capital	\$ 89,000	06/07/13	AnsaldOSTS USA	12%	N/A
FQ7100	Lost Time	OPER/CONST	Simkins	Capital	\$ 95,000	06/07/13	AnsaldOSTS USA	12%	N/A
FQ7100	Bungalow Move	OPER/CONST	Simkins	Capital	\$ 59,000	06/07/13	AnsaldOSTS USA	12%	N/A
F15583	Model XTS1500 Radios	OPER/CONST	Dimitracopoulos	Capital	\$ 613,452	06/13/13	Motorola	12%	N/A
FQ12035	54 Shaft/Portal Cameras	OPER/CONST	Epler	Capital	\$ 358,815	06/13/13	Schneider Electric	0%	N/A
FQ12035	30 Additional NVR's	OPER/CONST	Epler	Capital	\$ 382,845	06/13/13	Schneider Electric	0%	N/A
FQ12035	30 Additional NVR's	OPER/CONST	Epler	Capital	\$ 382,845	06/13/13	Schneider Electric	0%	N/A
13-FQ10060-MCAP-04	Staff Augmentation - Glenmont Parking Structure Construction Management Support Modification M001	OPER/CONST	E. Shepperson	Capital	\$ 5,547	06/20/13	GFP	0%	N/A

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT MODIFICATIONS (FY2013 - QUARTER 4)**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	SBLPP
13-FQ10062-CENI-26	Staff Augmentation - Electronic Safety and Security (ESS) Modification M001 *MOD9, Multi-year Environmental	OPER/CONST	M. Epler	Capital	\$ 39,660	06/20/13	AECOM	0%	N/A
CQ10144	Construction Services Contract for WMATA's Bus and Rail Facilities located in DC., MD., and VA..	OPER/CONST	H.Patel	Capital	\$ -	06/19/13	S-10 Environmental Inc.	9%	N/A
FQ11230	MOD11, Multi-year Construction Services Contract for Storage Tank Replacement at various Bus And Rail Facilities in DC., MD., and VA..	OPER/CONST	H.Patel	Capital	\$ -	06/19/13	Total Enviromental Concepts, Inc.	9%	N/A
FQ8143	MOD92, Replace ceiling tile at Judy and Union Sta	OPER/CONST	K. Spain	Capital	\$ 555,742	06/12/13	Mass Electric Const. Co.	20%	N/A
FQ8143	MOD96, Access Delays Feb 2013	OPER/CONST	K. Spain	Capital	\$ 67,385	06/14/13	Mass Electric Const. Co.	20%	N/A
FQ8143	MOD81, Relocate Cable Shield Monitor	OPER/CONST	K. Spain	Capital	\$ 144,649	06/20/13	Mass Electric Const. Co.	20%	N/A
FQ8143	MOD89, Various changes PCO100, etc.	OPER/CONST	K. Spain	Capital	\$ 83,000	06/20/13	Mass Electric Const. Co.	20%	N/A
CQ12083	First Quarter RRPL 2013-2014 Policy Year	IT/Support Services	J. Hamilton	Operating	\$ 96,979	06/18/13	Aon Risk Services Inc	0%	N/A
CQ8150	Microsoft Licenses	IT/Support Services	Z. Chaudhary	Operating	\$ 1,743,905	06/21/13	SHI International Corp.	0%	N/A
FQ12092	Misc Network Equipment	IT/Support Services	A. Pegram	Capital	\$ 78,825	06/17/13	The Presidio Corporation	0%	N/A
CQ9235	Professional Development Association Contract Extension	IT/Support Services	W. Catlett	Operating	\$ 120,000	06/27/2013	Professional Development	0%	N/A
CQ10067	PSS Computer-Aided Dispatch/Record Management System maintenance and support renewal. Period from 7/1/13-6/30/14. Fourth Option Year per MEAD 100440.	IT/Support Services	J. Bercher	Operating	\$ 151,525	06/28/13	Public Safety Systems Inc.	0%	N/A
CQ9044	Maximo Spatial Prototype Task under Contract CQ9044. Establish a functional prototype working within a WMATA-hosted testing environment. Estimated total of 616 work hours effort and travel costs.	IT/Support Services	E. Wells	Operating	\$ 117,723	06/05/13	Environmental Systems Research Inc	0%	N/A
FQ11212	Modifications to ARINC AIM tool. application	IT/Support Services	B. Gholston	Capital	\$ 57,816	06/04/13	ARINC Incorporated	0%	N/A
CQ9230	Contract Extension - Talent Management	IT/Support Services	M. Peters	Operating	\$ 58,000	06/27/13	Atlanta Consulting & Training Alliance	0%	N/A
CQ12018-FIRST CHOICE	First Choice Background Screenings Funding Modification	IT/Support Services	K. Santacroce	Operating	\$ 480,000	06/25/13	First Choice Background Screening	0%	N/A
CQ12002A	Mb Staffing Funding Modification	IT/Support Services	K. Santacroce	Operating	\$ 175,000	06/24/13	Mb Staffing Services LLC	0%	N/A
CQ12002C	Temporary Solutions Funding Modification	IT/Support Services	K. Santacroce	Operating	\$ 120,000	06/14/13	Temporary Solutions, Inc.	0%	N/A
CQ9224	Base Yr 3 _Variable Costs	IT/Support Services	L. Clint	Operating	\$ 500,000	06/18/13	Cubic Transportation	0%	N/A
CQ9236	Simon and Simon Contract Extension	IT/Support Services	K. Santacroce	Operating	\$ 35,000	06/27/13	Simon & Simon Research & Assoc., Inc.	0%	N/A

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT MODIFICATIONS (FY2013 - QUARTER 4)**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	SBLPP
CQ9234	Joan D. Simone Contract Extension	IT/Support Services	K. Santacroce	Operating	\$ 32,900	06/27/13	Joan De Simone, Ph.D. & Associates	0%	N/A
CQ9231	Strategic Systems Contract Extension	IT/Support Services	K. Santacroce	Operating	\$ 90,000	06/27/13	Arlene Selis Karpas	0%	N/A
CQ9233	Strategic Systems Contract Extension	IT/Support Services	K. Santacroce	Operating	\$ 59,400	06/27/13	Insite Training & Develop Inc	0%	N/A
CQ9237	Total Learning Solutions, Contract Extension	IT/Support Services	K. Santacroce	Operating	\$ 69,600	06/27/13	Total Learning Solutions	0%	N/A
CQ9238	D.M. Saunders Contract Extension	IT/Support Services	K. Santacroce	Operating	\$ 116,200	06/27/13	D. M. Saunders & Assoc. Inc.	0%	N/A
CQ9239	Langlan and Associates Contract Extension	IT/Support Services	K. Santacroce	Operating	\$ 35,000	06/27/13	Langelan and Associates LLC	0%	N/A
CQ12002D	Sparks Funding Mod	IT/Support Services	K. Santacroce	Operating	\$ 50,000	06/24/13	Sparks Personnel Service, Inc.	0%	N/A
CQ8130	LAZ Services 02-2013 to 06-2013	IT/Support Services	P. Schmitt	Operating	\$ 575,000	06/25/13	Laz Parking Mid-Atlantic, Inc.	0%	N/A
FI5583	Portable Police Radios (2012)	IT/Support Services	D. Maguigad	Capital	\$ 774,900	06/07/13	Motorola Solutions Inc.	0%	N/A
CQ10051B	PROTECT	IT/Support Services	D. Maguigad	Operating	\$ 451,216	06/13/13	Smiths Detection	0%	N/A

TOTAL \$ 61,270,089

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT OPTIONS (FY2013 - QUARTER 4)**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
RC7000	Exercise Option 3-- 7000Series Railcars to Replace 4000 Series Railcars	RAIL	D. Ogunrinde	Capital	\$ 184,245,800	04/29/13	Kawasaki Rail Car Inc.	FTA*
CQ12047	Fiberglass Rail Insulators	RAIL	K. Morris	Operating	\$ 298,000	04/24/13	Quality Industries	N/A
FQ12201	39' and 78' running rails	RAIL	K. Morris	Capital	\$ 2,478,054	04/30/13	Progress Rail	2%
YR11214	Bus Brake Parts, MOD 003, Exercise Option 2	BUS	P. Rashid	Operating	\$ 31,494	04/18/13	Daimler Buses NA	N/A
YR11277	Bus Brake Parts, MOD 003, Exercise Option 2	BUS	P. Rashid	Operating	\$ 315,991	04/18/13	New Flyer Industries	N/A
YR11278	Bus Brake Parts, MOD 003, Exercise Option 2	BUS	P. Rashid	Operating	\$ 55,345	04/18/13	K Neal International	N/A
YR11279	Bus Brake Parts, MOD 003, Exercise Option 2	BUS	P. Rashid	Operating	\$ 234,223	04/18/13	Muncie Reclamation	N/A
YR11280	Bus Brake Parts, MOD 003, Exercise Option 2	BUS	P. Rashid	Operating	\$ 99,364	04/18/13	Prevost (US) Car Bombardier	N/A
CQ10129M1	Inventory Optimization Software	IT/Support Services	P. Mitchell	Operating	\$ 139,200	05/24/13	Transportation Bregman, Berbert, Schwartz & Gilday LLC	0%
CQ11157	On Call Legal Services	IT/Support Services	M. Pohl	Operating	\$ 200,000	05/06/13	ACS Transport Solutions, Inc.	0%
CQ12251	Option 1 - Orbital Software Support Renewal - Period from 7/1/13-6/30/14	IT/Support Services	A. Young	Operating	\$ 365,104	05/10/13	ManTech Security & Mission Assurance	0%
CQ10051	Option Four Mantech (PROTECT)	IT/Support Services	D. Maguigad	Operating	\$ 1,268,469	05/24/13	Magnetic Ticket & Label Corp	0%
CQ12111	Fare Media Contract (Magnetic PSSSI Computer-Aided Dispatch/Record Management System maintenance and support renewal.	IT/Support Services	M. Lee	Operating	\$ 207,000	05/22/13	Public Safety Systems Inc.	0%
CQ10067		IT/Support Services	D. Maguigad	Operating	\$ 151,525	05/16/13		0%
CQ9205	Rail engineering services - Option Year 4	RAIL	G. Wenner	Capital-Other	N/A (Reqmt.Contract)	05/30/13	LTK Engineering	25%
CQ12141	Diesel Fuel	BUS	R. Jefferson	Operating	\$ 30,000,000	05/01/13	Mansfield Oil	0%
YR11015	Various Supplies	RAIL	K. Behari	Operating	\$ 133,373	06/25/13	Beltway Industrial	0%
YR11015B	Various Supplies	RAIL	K. Behari	Operating	\$ 73,395	06/25/13	Farmville Wholesale	0%
YR11015C	Various Material (Plexiglas)	RAIL	K. Behari	Operating	\$ 31,751	06/25/13	Laird Plastics	0%
FQ11338	Rail Fasteners Mod 2 for Base Year 3 funding	RAIL	M. Thomas	Capital	\$ 1,319,600	06/24/13	Amsted RPS	2%
FQ12265	Rail Fasteners Mod 2 for Base Year 2 funding	RAIL	M. Thomas	Capital	\$ 1,365,000	06/24/13	L.B. Foster	2%
CQ9185	Refuse Removal & Recycle Svc. Mod 3 Opt 3	RAIL	S. Eley	Operating	\$ 1,912,746	06/20/13	Bates Trucking	0%

**OFFICE OF PROCUREMENT AND MATERIALS
CONTRACT OPTIONS (FY2013 - QUARTER 4)**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
FQ12063	Composite 3rd Rail	RAIL	D. Millhouse	Capital	\$ 2,015,532	06/21/13	Atlantic Track	2%
FQ10162	Bus Shelter Design	BUS	S. Border	Capital	\$ 825,040	06/11/13	CHK America	35%
CQ10125	Maintenance Compliance Inspections for July 1, 2013 - June 30, 2014	BUS/ACCS	S. Collings	Operating	\$ 187,343	06/12/13	FleetPro	0%
FQ12247	Exercise Option Period - Mod 001 Various Lubricants-M001-Exercise Option	BUS/ACCS	S. Collings	Capital	\$ 6,968,625	06/28/13	Sonny Merryman, Inc.	0%
CQ12100	Year 1 Multi-year Environmental Construction Services Contract for WMATA's Bus and Rail Facilities loacted in DC., MD., and VA..	BUS	R Jefferson	Operating	\$ 2,579,219	06/13/13	PetroChoice	0%
CQ10144	Multi-year Construction Services Contract for Storage Tank Replacement at various Bus And Rail Facilities in DC., MD., and VA..	OPER/Const.	H.Patel	Capital	\$ -	06/19/13	S-10 Environmental Inc.	9%
FQ11230		OPER/Const.	H.Patel	Capital	\$ -	06/19/13	Total Enviromental Concepts, Inc.	9%
CQ12167	Fatigue and Risk Management Dr. Renee McDaniel, Psy.D-Sap - Exercise Option Year 2	IT/Support Services	C. Krukowski	Operating	\$ 248,265	06/11/2013	Institutes for Behavior Resources	0%
CQ11309	Dr. Ron Kelly, Psy.D-SAP, Exercise Option Year 2	IT/Support Services	K. Santacroce	Operating	\$ 157,998	06/18/13	Renee McDaniel	0%
YV11327	Legal services to update HIPAA policies and procedures	IT/Support Services	K. Santacroce	Operating	\$ 157,998	06/18/13	RAK Consultants LLC	0%
CQ11138		IT/Support Services	M. Pohl	Operating	\$ 10,000	06/25/2013	Venable, LLP	0%
CQ11014	SV_SPC_LITG_NEGO	IT/Support Services	M. Pohl	Operating	\$ 5,000	06/25/2013	Venable, LLP	0%

TOTAL \$ 238,080,455

**Small Business & Local Preference Program (SBLPP) Report
June 2013**

JURISDICTION	CATEGORY			Grand Total
	OTHER	PARTS	SERVICES	
DC	\$ 868,577.81	\$ 415,163.69	\$ 1,056,105.70	\$ 2,339,847.20
MD	\$ 5,327,683.80	\$ 2,813,076.90	\$ 3,850,835.95	\$ 11,991,596.65
VA	\$ 1,850,917.41	\$ 704,709.03	\$ 1,016,259.27	\$ 3,571,885.71
Grand Total	\$ 8,047,179.02	\$ 3,932,949.62	\$ 5,923,200.92	\$ 17,903,329.56
Grand Total	\$ 8,047,179.02	\$ 3,932,949.62	\$ 5,923,200.92	\$ 17,903,329.56

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

**WMATA PARKING FACILITY USAGE
June-2013**

STATION/LOT REGION	LOT CAPACITY	<u>Paid Utilization (% of Capacity)</u>			
		June-2013	<u>Y-T-D</u> FY13	June-2012	<u>Y-T-D</u> FY12
<u>MONTGOMERY COUNTY</u>					
Grosvenor	1,894	105%	100%	104%	98%
White Flint	1,270	58%	50%	37%	47%
Twinbrook	1,097	59%	58%	60%	63%
Rockville	524	108%	104%	106%	101%
Shady Grove	5,745	90%	89%	93%	91%
Glenmont	2,998	78%	75%	74%	96%
Wheaton	977	34%	33%	30%	45%
Forest Glen	596	96%	100%	100%	99%
Montgomery County Total	15,101	82%	79%	80%	84%
<u>PRINCE GEORGE'S COUNTY</u>					
New Carrollton	3,519	90%	84%	79%	87%
Landover	1,866	40%	43%	39%	49%
Cheverly	500	84%	85%	89%	91%
Addison Road	1,268	51%	50%	57%	62%
Capitol Heights	372	81%	79%	69%	78%
Greenbelt	3,399	80%	79%	85%	79%
College Park	1,820	64%	59%	68%	63%
P.G. Plaza	1,068	46%	44%	45%	48%
West Hyattsville	453	87%	85%	89%	92%
Southern Avenue	1,980	66%	66%	67%	72%
Naylor Road	368	106%	101%	92%	99%
Suitland Garage	1,890	68%	68%	75%	78%
Branch Avenue	3,072	98%	96%	96%	97%
Morgan Blvd.	608	88%	95%	90%	89%
Largo	2,200	88%	85%	89%	80%
Prince George's County Total	24,383	76%	74%	76%	77%
Maryland Total	39,484	78%	76%	77%	80%
<u>DISTRICT OF COLUMBIA</u>					
Deanwood	194	51%	48%	52%	57%
Minnesota Ave.	333	103%	82%	76%	71%
Rhode Island Ave.	221	107%	102%	103%	74%
Fort Totten	408	109%	105%	84%	82%
Anacostia Garage	808	39%	47%	62%	63%
District of Columbia Total	1,964	73%	71%	73%	70%
<u>Northern Virginia</u>					
Huntington	3,617	79%	78%	83%	84%
West Falls Church	2,009	101%	101%	102%	98%
Dunn Loring	1,326	93%	93%	96%	98%
Vienna	5,169	102%	99%	104%	100%
Franconia	5,069	78%	76%	83%	84%
Van Dorn	361	114%	109%	116%	106%
East Falls Church	422	126%	121%	126%	119%
Northern Virginia Total	17,973	91%	89%	94%	93%
System Total	59,421	82%	80%	82%	83%