



Finance & Administration Committee

Fiscal Year 2012

**Financial Summary
and
Quarterly Financial Report**

**Quarter 1
September 2011**



Operating Budget Report

1st Quarter FY2012

Operating Budget (\$ in Millions)

Month	Q1-FY11		Q1 - FY2012		Variance Percent
	Actual		Actual	Budget	
Revenue	\$ 204.6		\$ 206.2	\$ 207.3	-1%
Expense	\$ 358.7		\$ 364.6	\$ 365.6	0%
Subsidy	\$ 154.1		\$ 158.4	\$ 158.3	0%
Cost Recovery	57%		57%	57%	0%

YTD	FY2011		FY2012		Variance Percent
	Actual		Actual	Budget	
Revenue	\$ 204.6		\$ 206.2	\$ 207.3	-1%
Expense	\$ 358.7		\$ 364.6	\$ 365.6	0%
Subsidy	\$ 154.1		\$ 158.4	\$ 158.3	0%
Cost Recovery	57%		57%	57%	0%

Ridership (trips in thousands)

Month	Q1-FY11		Q1 - FY2012		Variance	
	Actual		Actual	Budget	Prior Year	Budget
Metro rail	56,527		55,901	56,963	-1%	-2%
Metrobus	31,662		33,462	31,621	6%	6%
MetroAccess	612		516	634	-16%	-19%
System Total	88,801		89,879	89,218	1%	1%

YTD	FY2011		FY2012		Variance	
	Actual		Actual	Budget	Prior Year	Budget
Metro rail	56,527		55,901	56,963	-1%	-2%
Metrobus	31,662		33,462	31,621	6%	6%
MetroAccess	612		516	634	-16%	-19%
System Total	88,801		89,879	89,218	1%	1%

Operating Program Highlights

As of the end of the first quarter, **Metro is over budget** by \$94,000, or 0.1%

Year-to-date expenditures are \$1 M favorable to budget:

Unfavorable items include:

- Personnel expenses (\$11.5 M over budget), overtime of (\$8.0 M) and operating fringe benefits of (\$5.9 M). The variance in fringe was primarily due to expense transfers to capital that will be processed during the next quarter.
- Supplies (\$5.4 M over budget) due to costs for maintenance parts that will be transferred to capital. Correcting transfer will be completed during second quarter.

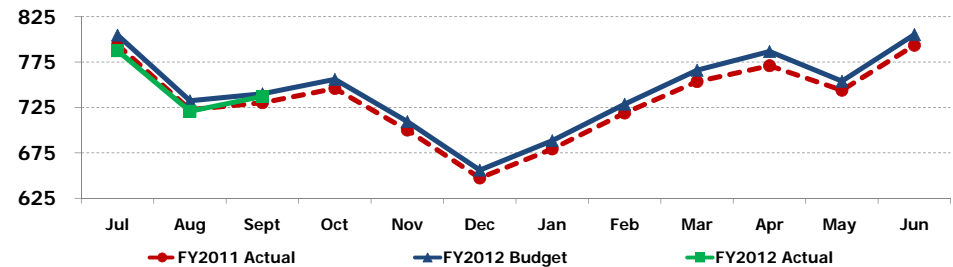
Favorable items include:

- Services \$10.2 M, Propulsion/Diesel \$4.1 M, and Utilities/Insurance/Other \$3.6 M
- Services are favorable due to lower than budgeted paratransit expenses and a delay in initiating some Transit Infrastructure and Engineering Services contracts. Contract obligations are expected to impact the services budget during the second quarter.

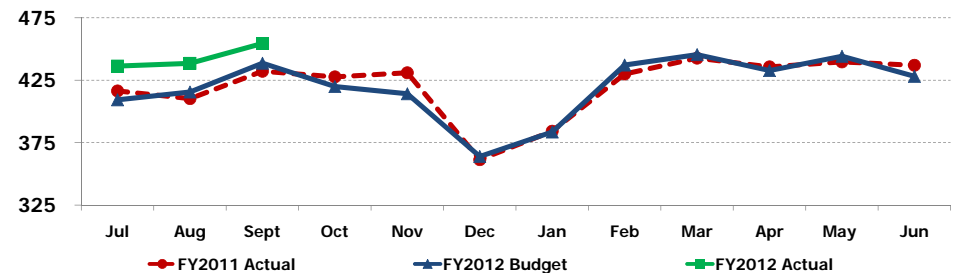
Year-to-date revenues are \$1 M below budget, major drivers:

- (\$1.9 M) shortfall in passenger fare and parking revenue was unfavorable to budget
- Metro received \$2.0 M in payments for insurance claims in July
- Advertising was (\$1.2 M) unfavorable to budget due to the structure of the contract. With the year-end reconciliation of advertising sales in June, we expect to be on budget.

Rail Ridership - Average Weekday Ridership (in 1,000's)



Bus Ridership - Average Weekday Ridership (in 1,000's)



Operating Budget Reprogramming Status

\$300,000 was reprogrammed from Risk Management Services, an office within Treasury, into Counsel to provide a fund source to cover legal costs.



Capital Program Report

1st Quarter FY2012

Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
FY2011 CIP	\$844	n/a	\$213	\$631
FY2012 CIP	\$889	\$277	\$178	\$711

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	21	35
Reimbursable	100	100	11	90
Total	\$213	\$213	\$32	\$181

Uses of Funds (\$ in Millions)

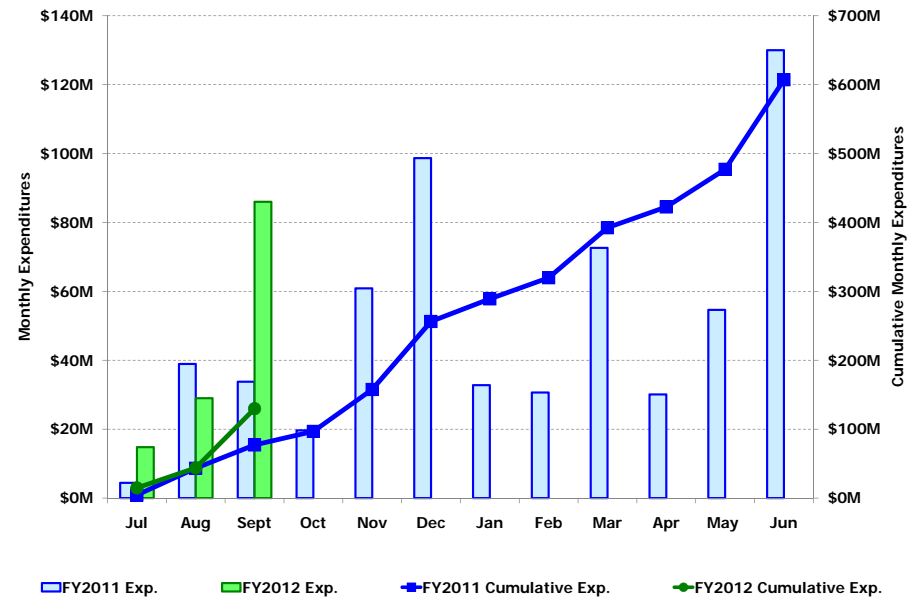
	Expenditure-Based Year to Date Uses of Funds				
	Budget	Obligated	Expended	Obl. Rate	Exp. Rate
FY2011 CIP	\$844	\$344	\$77	41%	9%
FY2012 CIP	\$889	\$493	\$130	55%	15%

	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	Obl. Rate	Exp. Rate
Safety & Security	\$57	\$3	\$0	6%	1%
ARRA	56	55	27	98%	48%
Reimbursable	100	98	14	97%	14%
Total	\$213	\$155	\$42	73%	20%

Capital Program Highlights

- We have expended \$53 million more this year compared to the same period in FY2011.
- The FY2012 Capital Improvement Program had a thirty-four percent increase in obligation rate and a sixty-seven percent increase in expenditure rate when compared to the first quarter of FY2011.
- All 52 of the FY2011 Buses have been received. In addition, 28 of the 100 replacement buses scheduled for FY2012 have been received.
- Major repairs were completed on escalators at the Dupont Circle (2), Federal Triangle, Fort Totten, McPherson Square (2), College Park-U of MD, Huntington, and Metro Center Metrorail stations.
- In addition, rehabilitations were completed on escalators at the Dupont Circle, Judiciary Square, Farragut North, Franconia-Springfield, Gallery Pl-Chinatown, Foggy Bottom-GWU, Metro Center (2), and Wheaton Metrorail stations.
- Continued red line rehabilitation between Dupont Circle and Silver Spring stations.
- Approximately \$17 million in capital expenses were incorrectly coded to the operating budget in August and July. These expenses will be transferred to capital program during second quarter.

CIP Expenditures (\$ in Millions)



Capital Budget Reprogramming Status

No reprogramming occurred during the first quarter of fiscal year 2012.



Procurement Report

1st Quarter FY2012

Operating Contracts

	Not Started		Document Development		Solicitation		Award		Total	
	Number	Value (\$)	Number	Value (\$)	Number	Value (\$)	Number	Value (\$)	Number	Value (\$)
All Contracts										
Contracts on FY2011 Plan										
Contracts on FY2012 Plan										
Sole Source										
Contracts on FY2011 Plan										
Contracts on FY2012 Plan										
Modifications										
Total										

SAMPLE

Capital Contracts

	Not Started		Document Development		Solicitation		Award		Total	
	Number	Value (\$)	Number	Value (\$)	Number	Value (\$)	Number	Value (\$)	Number	Value (\$)
All Contracts										
Contracts on FY2011 Plan										
Contracts on FY2012 Plan										
Sole Source										
Contracts on FY2011 Plan										
Contracts on FY2012 Plan										
Modifications										
Total										

Procurement Highlights

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HR Vacancy Report

1st Quarter FY2012

Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Operating Positions	10226	596	6%	

Departments with a large number of vacancies:

Transit Infra. & Engineering Services	3115	183	6%	
Bus Services	3796	158	4%	Enhanced hiring program began mid-year FY2011
Rail Transportation	1499	94	6%	Rail hiring process is dependent on progress in Bus filling positions.
Information Technology	251	54	22%	
Metro Police Department	635	18	3%	

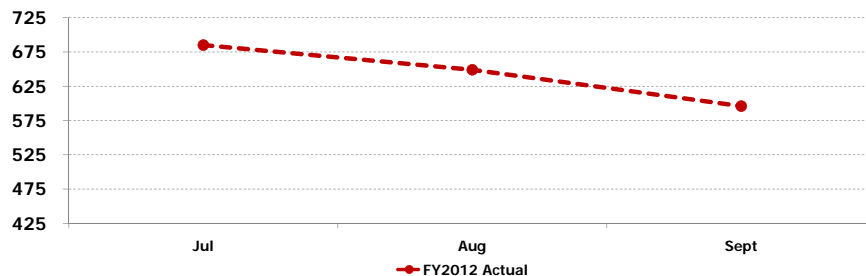
Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Capital Positions	1019	188	18%	

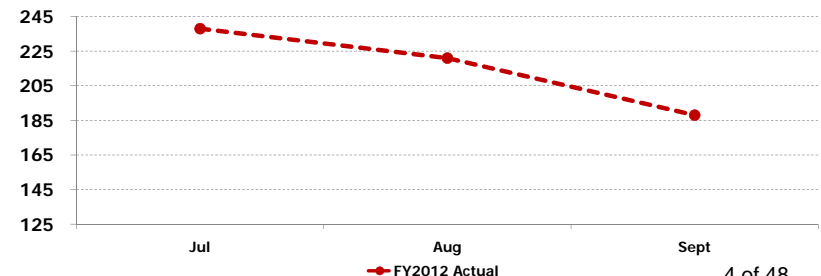
Departments with a large number of vacancies:

Transit Infra. & Engineering Services	767	127	17%	
Information Technology	37	25	68%	Initiative to convert contract positions to full-time employees is ongoing
Procurement Capital Support	24	24	100%	New section within the office of procurement in FY2012
Bus Heavy Overhaul Maintenance	158	26	16%	

Operating Vacancy Trend



Capital Vacancy Trend





Washington Metropolitan Area Transit Authority
Fiscal Year 2012 Financials

Quarterly Financial Report

Quarter 1

July – September 2011

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

Q1 - FY2012

July - September 2011

REPORT SECTIONS

Operating Budget

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

Capital Finances

- **Revenues**
- **Costs**
- **Projects**

Outstanding Debt

Appendix

Operating Financials

Ridership and utilization analysis

Capital expenditures and Reimbursable projects

American Recovery & Reinvestment Act (ARRA)

Safety and Security expenditures

Passenger Rail Investment and Improvement Act (PRIIA)

Jurisdictional balances on account

Grant activity

Sole source awards



OPERATING BUDGET

Year-to-date (YTD), through the end of September, total expenses less revenue were \$158.4 million, which was slightly over budget by \$0.1 million, or less than one percent. Expenditures year-to-date were \$364.6 million, \$1 million below budget; while revenue totaled \$206.2 million, \$1.1 million less than anticipated.

Rail revenues have been below target for each of the first three months of FY2012. September's negative variance of \$0.5 million was significantly less than July (\$1.3 million) and August's (\$1.8 million) underperformance in this key measure. We will continue to track performance closely.

Bus revenues have outperformed projections consistently for the first three months. Total bus revenues were six percent or \$1.8 million over forecast, year-to-date. September's positive revenue variance marks the eighth consecutive month that bus revenue actuals outperformed plan.

Total expenditures were \$1 million or 0.3 percent under budget YTD. Early overruns in July and August related to incorrect coding were eliminated in September as accounting corrections were performed. During the second quarter, accounting will be making additional adjustments primarily in personnel costs. Labor costs for capital projects were incorrectly charged to operations, staff is researching and the journal entries were to be processed in October and November. YTD, overtime budgets have a negative variance of \$3.1 million due to a large number of vacancies, special events such as Hurricane Irene, and the movement to labor expenses to capital that will occur during Q2. The overruns associated with personnel costs were offset by favorable variances in services, propulsion/diesel, and utilities.

Table 1

(\$ Millions)	Q1-FY11	Q1-FY2012		Budget	
	Actual	Actual	Budget	Budget	Variance
	Quarterly Budget Variance			Variance	
Revenue	\$204.6	\$206.2	\$207.3	(\$1.1)	-1%
Expense	\$358.7	\$364.6	\$365.6	\$1.0	0%
Subsidy	\$154.1	\$158.4	\$158.3	(\$0.1)	0%
Cost Recovery	57%	57%	57%		
	Year to Date Budget Variance			Variance	
Revenue	\$204.6	\$206.2	\$207.3	(\$1.1)	-1%
Expense	\$358.7	\$364.6	\$365.6	\$1.0	0%
Subsidy	\$154.1	\$158.4	\$158.3	(\$0.1)	0%
Cost Recovery	57.0%	56.5%	56.7%		



Ridership

Rail ridership year-to-date was 56 million trips, 0.6 million fewer trips than the same period last fiscal year, a decrease of one percent. Compared with the ridership budget for FY2012 of 57 million trips, ridership year-to-date was one million trips or two percent below budget.

Bus ridership was 33.5 million trips, 1.8 million trips above the same period last year, which is an increase of 5.7 percent, and above budget projections by 1.8 million trips or 5.8 percent.

MetroAccess transported 515,900 passengers year-to-date, which is 16 percent lower than the same period last year.

Table 2

	YTD-FY11 <i>Actual</i>	YTD - FY2012 <i>Actual Budget</i>		<i>Above/(Below) Prior Year Budget</i>	
<i>Trips</i>	YTD Average Weekday Ridership			Growth Rate	
Metrorail	749,006	748,549	759,128	(0%)	(1%)
Metrobus	419,590	443,382	421,154	6%	5%
MetroAccess	8,061	6,836	8,488	(15%)	(19%)
System Total	1,176,658	1,198,768	1,188,770	2%	1%
<i>Trips (Thousands)</i>	Fiscal Year to Date Ridership			Growth Rate	
Metrorail	56,527	55,901	56,963	(1%)	(2%)
Metrobus	31,662	33,462	31,621	6%	6%
MetroAccess	612	516	634	(16%)	(19%)
System Total	88,801	89,879	89,217	1%	1%

Rail

Rail ridership the first quarter of the fiscal year was 56 million trips, approximately 626,000 trips, or one percent, less than the total for both the prior year. See Ridership and Revenue Analysis in the appendix for quarterly ridership data. Average weekday rail ridership was 748,500 trips, a 0.1 percent decrease from prior year. Weekday ridership during the AM peak period increased during each of the three months of the quarter compared to the prior year, though ridership in the PM peak and evening period decreased slightly. Average Saturday ridership decreased 7.6 percent over FY2011, while average Sunday ridership decreased 3.6% over the prior year.

The decrease in ridership was due to various issues. In July, ridership during the July 4th holiday, which was on a Monday this year, was lower than it had been the prior three years, when the holiday fell over the weekend. In August, Metrorail is estimated to have lost approximately 589,000 trips due to the earthquake on Tuesday August 23rd and, to a greater degree, Hurricane Irene on August 27th and August 28th. September experienced favorable Saturday ridership due to increased attendance of weekend events. Overall, employment in the District of Columbia, a major influence on rail ridership, has been flat during the first quarter of the year.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2012

Bus

Total bus ridership for the first quarter of the fiscal year was 1.8 million, or six percent, greater than the first quarter of FY2011. See Ridership and Revenue Analysis in the appendix. September was made the eighth consecutive month in which ridership was trending in a positive direction compared to the prior year. Average weekday ridership growth was similar, increasing an average of 24,000 trips each weekday, or six percent. Average weekend ridership realized a four percent increase from the prior year. Changes in weather temperature have a greater influence on bus ridership than on rail ridership. The favorable weather in August and September had a positive impact on bus riders for the month, increasing the number of discretionary trips. In addition, factors, such as the completion of several road improvement construction contracts, have had a positive influence on ridership as it improves overall bus service and on-time performance.

Bus, similar to rail, was impacted by the earthquake and hurricane in August, but due to the growing ridership it was less apparent. Average Saturday ridership, though, was down compared to last year. During the weekend of Hurricane Irene, ridership loss was estimated at 100,000 trips, a loss of one-third of average ridership for a weekend.

MetroAccess

MetroAccess transported 515,900 passengers during the first quarter of FY2012. This represents a decrease in ridership of 16 percent (96,317 passengers) as compared with Q1 FY2011. In addition, ridership was 19 percent (117,825 passengers) below forecast. See Ridership and Revenue Analysis in the appendix. Average weekday ridership year-to-date was 6,836 which equates to a 15 percent reduction as compared with FY2011. Average Saturday ridership was 2,681 which equates to a 15 percent reduction from FY2011, and average Sunday ridership was 2,270 which is a decrease of 12 percent from prior year. Ridership growth continues to decline due to the success of recent Board policy, eligibility and travel training initiatives, and their collective impact on demand management.

Operating Revenue

For the first quarter of FY2012, total revenues of \$206.2 million were one percent below budget as a result of less than forecasted passenger revenue. See table 1.

Rail

Rail passenger revenue for the quarter was \$146.4 million, which was \$3.7 million or two percent less than budget. The decrease in revenue concurs with the decrease in ridership. Year-to-date average fare realization is \$2.62, which is less than the forecast of \$2.63, but comparable to prior year average of \$2.62. For additional information on average fares, see Ridership and Revenue Analysis in the appendix.

Bus

Total Metrobus passenger revenue for the quarter of \$33.6 million was \$1.8 million or six percent above budget. Average fare realization for bus is \$1.00 per trip. Starting in FY2011, Metro began reimbursing the Regional bus partners for their portion of revenue earned from bus passes, such as the 7-day pass. This amount has averaged \$160,000 per month and is reduced from Metrobus revenue.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2012

MetroAccess

For Q1 FY2012, MetroAccess passenger revenue totaled \$1,946,044, which is significantly higher than revenue recorded for the same reporting period in FY2011. The FY2012 quarterly passenger revenue reflects the fare increase implemented on February 27, 2011. In addition, although revenue collected through the EZ-Pay system was appropriately recorded in a deferred revenue account in FY2011, the process for FY2012 has been revised to recognize this revenue in the profit and loss statement based on passenger usage reports.

Parking

Parking revenue year-to-date of \$11.3 million was less than budget but greater than prior year by \$0.8 million, or seven percent. System-wide parking utilization of 82 percent was up by two percentage points over utilization during the first quarter of last fiscal year.

Other Revenue Sources

Total non-passenger revenue was above budget by \$0.8 million the first quarter. See Operating Financials in appendix. Of non-passenger revenue, advertising revenue was \$1.2 million below budget. Because of the way in which the CBS contract is structured, advertising revenue will appear below budget each quarter until the year-end reconciliation of total advertising sales, which we expect to be on budget or slightly ahead of the annual \$15 million budget. The category of Other Revenue includes used equipment sales, subrogation (receipt of insurance funds) and purchase card rebates. In July, subrogation collections of almost \$2.0 million for insurance claims were recognized; accordingly, year-to-date Other Revenue is above budget.

Expenses

Metro was \$1 million, or 0.3 percent, below budget in expenditure through the end of the first quarter. See table 1.

Labor

Total personnel expenses were over budget by \$11.5 million for the quarter; however, second quarter adjustments to move labor expenses to capital will reduce this overrun. Salary and wage expenses were under budget by \$2.4 million primarily due to vacancies in Bus Services, Rail Transportation and Transit Infrastructure and Engineering Services (TIES). Overtime was over budget by \$8.1 million mainly in the departments of TIES, Rail and Bus. The primary contributor to overtime has been the large number of vacancies which has resulted in the need for bus and rail operator overtime, as well as overtime to complete necessary maintenance and repairs. Fringe benefits were 5.9 million over budget year-to-date. The variance in fringe benefits is partially due to expenses incorrectly applied to operating that are to be transferred to capital during the second quarter.

Non-Labor

Year-to-date non-personnel expenses were under budget by \$12.5 million. Services were under budget by \$10.2 million mainly due to lower than projected utilization of paratransit and delays in initiating service contracts. The MetroAccess service contract was \$3.1 million favorable to budget for Q1. Fuel & Propulsion and Utilities were under budget by \$7.5 million mainly due to lower than budget propulsion and utility rates. Part of this favorable



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q1 - FY2012**

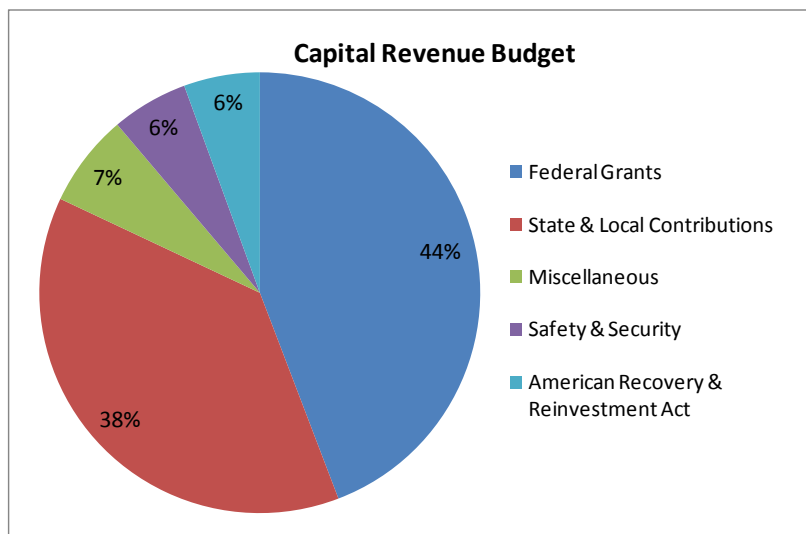
performance was offset by Materials and Supplies, which was over budget by \$5.4 million due to a lag in capitalization of car maintenance parts.

CAPITAL FINANCES

Sources of Funds

Year-to-date sources of funds total for FY2012 is \$1,001 million. As of September 30th, the amount awarded to Metro, including federal grants, totals \$389 million. Revenue received year-to-date is \$199 million, and represents available cash on hand. Total miscellaneous revenue consists of \$68 million from Metro Matters rollover, land sales, West Falls Church insurance settlement and other Jurisdictional proceeds.

Capital Revenues (dollars in millions)	FY2012 Year to Date				
	CIP Budget	Awarded	Received to Date	To be Received	
Federal Grants	\$ 442	\$ 129	\$ 30	\$ 413	
State & Local Contributions	378	80	80	298	
Miscellaneous	68	68	68	-	
Subtotal	889	277	178	711	
Security - Federal Grants	\$ 57	\$ 57	\$ -	\$ 57	
ARRA - Federal Grants	56	56	21	35	
Subtotal	113	112	21	92	
Total	\$ 1,001	\$ 389	\$ 199	\$ 803	



As of September 30, 2011, \$178 million of the Capital Improvement Program (CIP) revenue in FY2012 has been received as compared to \$213 million received at this time in FY2011.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2012

Capital Revenues (dollars in millions)	Year to Date Budget Variance			
	Budget	Awarded	Received to Date	To be Received
September FY2011	\$ 844	\$ -	\$ 213	\$ 631
September FY2012	\$ 889	\$ 277	\$ 178	\$ 711

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

Expenditures

The capital budget for FY2012 is \$1,001 million. As of September 30, 2011, capital spending was as follows: \$550 million, or 55 percent, had been obligated and \$157 million, or 16 percent, had been expended. The appendix includes budget and spending data for each capital project.

Capital Spending (dollars in millions)	FY2012 Year to Date						
Capital Improvement Program	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate	
Vehicles/Vehicles Parts	\$ 234	\$ 144	\$ 49	185	61%	21%	
Rail System Infrastructure Rehab	90	85	19	71	94%	21%	
Maintenance Facilities	163	49	7	155	30%	5%	
Systems and Technology	69	49	16	54	71%	22%	
Track and Structure	69	56	14	55	81%	21%	
Passenger Facilities	104	54	10	93	52%	10%	
Maintenance Equipment	148	50	5	143	34%	4%	
Other Facilities	6	6	8	(2)	95%	131%	
Project Management and Support	5	1	1	5	10%	10%	
Subtotal	\$ 889	\$ 493	\$ 130	\$ 759	55%	15%	
Security Program	\$ 57	\$ 3	\$ 0	\$ 57	6%	1%	
ARRA Program							
Vehicles and Vehicle Parts	\$ 0	\$ -	\$ -	\$ 0	0%	0%	
Maintenance Facilities	19	18	13	6	99%	70%	
Passenger Facilities	6	6	0	6	92%	1%	
Safety and Security	1	1	1	1	99%	51%	
Maintenance and Repair Equipment	12	12	9	3	99%	72%	
Operations System	16	16	4	12	100%	26%	
Information Technology	1	1	0	1	100%	28%	
Miscellaneous	0	0	0	0	69%	4%	
Subtotal	\$ 56	\$ 55	\$ 27	\$ 29	98%	48%	
Total	\$ 1,001	\$ 550	\$ 157	\$ 844	55%	16%	

*NOTE: The financial data in this report includes expenditures from the unexpended FY2011 budget ("rollover") that has not yet been allocated by fiscal year. This report only currently shows the FY2012 Board Approved budget. The second quarter report will include the rollover allocated to FY2012 as part of the FY2011 year-end reconciliation.

The FY2012 Capital Improvement Program had a 34 percent increase in obligation rate and a 67 percent increase in expenditure rate when compared to September FY2011.



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q1 - FY2012**

Capital Spending (dollars in millions)	Expenditure-Based Year to Date Budget Status					
	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate
Capital Improvement Program FY2011	\$ 844	\$ 344	\$ 77	\$ 766	41%	9%
Capital Improvement Program FY2012	\$ 889	\$ 493	\$ 130	\$ 759	55%	15%
	Obligation-Based Budget Status					
	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate
American Recovery & Reinvestment Act	\$ 202	\$ 199	\$ 159	\$ 42	98%	79%
Reimbursable Projects	1,851	1,546	1,310	541	84%	71%
Safety & Security Projects	61	7	4	57	12%	7%
Total	\$ 2,114	\$ 1,752	\$ 1,474	\$ 640	83%	70%

Obligation-Based projects do not have annual budgets

CAPITAL PROJECT HIGHLIGHTS

Vehicle/Vehicle Parts

Metro currently has a fleet of approximately 1,500 buses, each with a fifteen-year useful life. As of September 30th, 2011, 28 of the 100 FY2012 replacement buses have been received. Full delivery of the 100 replacement buses is scheduled to be completed by December 2011, while the delivery of the 51 thirty (30) foot BRT buses (26 clean diesel and 25 hybrid/electric) will commence in March 2012, and be completed by May 2012.

MetroAccess currently has a fleet of approximately 600 paratransit vehicles. Metro strives to maintain an average MetroAccess fleet age of four years which requires the replacement of approximately 200 vehicles per year. The procurement of 221 vehicles is scheduled for this fiscal year. As of September 30th, all contracts have been awarded and project is on schedule with no outstanding issues.

Item	Planned	Received	In Service	Comments
FY2011 Bus Procurement	32	32	32	Completed
FY2012 Bus Procurement	100	28	0	Delivery for all 100 buses scheduled by December 2011
FY2012 30-foot BRT Buses	51	0	0	Delivery commence in March 2012 and completed by May 2012
FY2012 MetroAccess Procurement	221	0	0	Pilot vehicle expected in November 2011; remaining in by June 2012
Total Vehicle Procurement	404	60	32	

Passenger Facilities

Elevator & Escalator Report

Major repairs were started on elevators at the Congress Heights Metrorail station.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2012

Major repairs were started on escalators at the McPherson Square, Dupont Circle, Metro Center, College Park-U of MD, Huntington, Minnesota Ave, and Potomac Ave Metrorail stations. Major repairs were completed on escalators at Dupont Circle, Federal Triangle, Fort Totten, McPherson Square, College Park-U of MD, Huntington, and Metro Center Metrorail stations.

Rehabilitation/modernizations were started on escalators at the Foggy Bottom-GWU, Judiciary Square, Dupont Circle, Farragut North, Franconia-Springfield, Arlington Cemetery, Federal Center SW, Metro Center, Wheaton, and Union Station, Metrorail stations. Rehabilitation/modernizations were completed on escalators at the Dupont Circle, Judiciary Square, Farragut North, Franconia-Springfield, Gallery Pl-Chinatown, Foggy Bottom-GWU, Metro Center, and Wheaton Metrorail stations.

Station Enhancement Report

Station enhancements were started at the Arlington Cemetery, Greenbelt, New York Ave-Florida Ave-Gallaudet U, Grosvenor-Strathmore, Eastern Market (mini), Stadium-Armory (mini), and Columbia Heights (mini) Metrorail stations. Station enhancements were completed at the Minnesota Avenue, Suitland (mini), Naylor Road (mini), Branch Ave (mini), Deanwood, Southern Avenue (mini), Farragut North, Dupont Circle, Tenleytown-AU, Congress Heights, Minnesota Ave, Rhode Island Ave-Brentwood, Arlington Cemetery, Silver Spring (mini), and Takoma (mini) Metrorail stations.

Track and Structures Maintenance

Red Line

- Track upgrades and rail fastener replacements between Van Ness-UDC and Friendship Heights
- Bridge rehabilitation and rail and tie renewal between New York Ave-Florida Ave-Gallaudet U and Rhode Island Ave-Brentwood
- Rail surface smoothing between New York Ave-Florida Ave-Gallaudet U and Fort Totten
- Train control rooms upgrades, cable installation, tie renewal, and emergency phone installations between Takoma and Forest Glen stations
- Rail fastener replacement, emergency phone and communication cables installations between Dupont Circle and Judiciary Square
- New rail installations, tunnel leak repairs, tie and fastener replacements, communication cable installations to enhance cell phone coverage, and preventative maintenance on 23 elevators and 10 escalators between Rockville and Bethesda
- New rail installations, tie and fastener replacements, communication cable installations to enhance cell phone coverage, and preventative maintenance on 12 elevators and 7 escalators between Fort Totten and Glenmont
- Platform rehabilitation work and repairs between Grosvenor-Strathmore and White Flint
- Emergency phone repairs between Fort Totten and Silver Spring
- Utility work, ceiling repairs, replacement of rail fasteners, and installation of new emergency phones and communication cables at Farragut North



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q1 - FY2012

- Rail renewal and tunnel leak repairs between Friendship Heights and Grosvenor-Strathmore
- Rail and infrastructure renewal work between Shady Grove and Twinbrook

Blue and Orange Lines

- Installation of new rail and related infrastructure and replacement of rail fasteners between Eastern Market and Stadium-Armory
- Replacement of cross ties and insulators between Vienna/Fairfax-GMU and West Falls Church-VT/UVA

Blue Line

- Floating slab repairs and replacements between Addison Road-Seat Pleasant and Stadium-Armory
- New rail installation and track work between Braddock Road and Van Dorn Street
- Bridge replacement work and installation of new rail between Van Dorn Street and Franconia-Springfield
- Rail infrastructure upgrades and renewal work conducted between Arlington Cemetery and Pentagon City

Green Line

- Track rehabilitation work between Navy Yard and Anacostia
- Installation of new rail and related infrastructure between Greenbelt and College Park-U of MD
- Rail renewal between Naylor Road and Branch Ave
- Prep work for switch replacement between Mt Vernon Sq 7th St-Convention Center and Georgia Ave-Petworth
- Replace rail fasteners between Southern Avenue and Naylor Road

Orange Line

- Rail and tie renewal between Vienna/Fairfax-GMU and West Falls Church-VT/UVA
- New rail line construction between East Falls Church and West Falls Church-VT/UVA
- Cross tie and insulator replacements between Vienna/Fairfax-GMU and West Falls Church-VT/UVA
- Rail renewal between Cheverly and New Carrollton

Yellow Lines

- Track work between Braddock Road and Huntington
- Rail and tie renewal between Pentagon and L'Enfant Plaza
- Special inspection of the Yellow Line Bridge between Huntington and Stadium Armory



Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q1 - FY2012

Project	FY2012 Plan	Completed
CIP018 – Track Welding Program	1,000 open weld joints	Welded 404 open weld joints
CIP019 – Track Floating Slab Rehabilitation	2,700 In ft of floating slabs	Retrofitted 1,175 In ft of floating slabs
CIP020 – Rail Track Signage Replacement	1,500 "High Voltage" roadway safety signs	Replaced 340 "High Voltage" roadway safety signs
CIP021 – Track Pad/Shock Absorber Rehabilitation	7,000 In ft of grout pads	Rehabilitated 4,372 In ft of grout pads
CIP 024 –Track Rehabilitation	40 miles of track 13,000 cross ties 15,000 fasteners 5,000 insulators 12.5 miles of running rail 32 turnouts	Tamped 18 miles of track Replaced 5,434 cross ties Replaced 390 fasteners Replaced 3,316 insulators Replaced 3.5 miles ft of running rail Replaced 8 of the turnouts
CIP 026 – Station Tunnel Leak Mitigation	2,150 leaks	Repaired 393 leaks
CIP 089 – Track Fasteners	6,260 direct fixation fasteners	Replaced total of 5,498 direct fixation fasteners



OUTSTANDING DEBT

Metro's outstanding debt year-to-date, as of September 30, 2011, is \$337.4 million, as shown in the table below.

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

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

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

Q1 FY12 - September 30, 2011			
Debt Type (dollars in millions)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 2003	\$51.7	\$27.5	FY2015
Bond Series 2009A	\$230.7	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	<u>\$337.4</u>	<u>\$48.7</u>	
Wachovia LOC	\$0.0	Varies	Jun-12
Bank of America LOC	\$0.0	Varies	Jun-12
US Bank LOC	\$0.0	Varies	Jun-12
Subtotal	<u>\$0.0</u>		
Grand Total	<u><u>\$337.4</u></u>		

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



APPENDIX

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

Operating Financials

1ST QUARTER - July through September 2011

FISCAL YEAR 2012

Dollars in Millions

QUARTERLY RESULTS					YEAR-TO-DATE RESULTS					
Prior Q1 Actual	Quarter-End				Prior Year Actual	Current Fiscal Year				
	Actual	Budget	Variance			Actual	Budget	Variance		
REVENUES										
Passenger Revenue										
	\$147.9	\$146.4	\$150.1	(\$3.7)	-2%	\$147.9	\$146.4	\$150.1	(\$3.7)	-2%
	34.2	33.6	31.8	1.8	6%	34.2	33.6	31.8	1.8	6%
	1.3	2.3	1.6	0.7	44%	1.3	2.3	1.6	0.7	44%
	10.5	11.3	12.0	(0.7)	-6%	10.5	11.3	12.0	(0.7)	-6%
	\$193.9	\$193.6	\$195.5	(\$1.9)	-1%	\$193.9	\$193.6	\$195.5	(\$1.9)	-1%
Non-Passenger Revenue										
	\$0.9	\$1.3	\$0.9	\$0.4	49%	\$0.9	\$1.3	\$0.9	\$0.4	49%
	2.2	2.4	3.6	(1.2)	-32%	2.2	2.4	3.6	(1.2)	-32%
	1.6	1.5	1.6	(0.1)	-6%	1.6	1.5	1.6	(0.1)	-6%
	3.4	3.8	3.7	0.1	3%	3.4	3.8	3.7	0.1	3%
	0.1	0.0	0.1	(0.1)	-90%	0.1	0.0	0.1	(0.1)	-90%
	2.5	3.4	1.8	1.6	87%	2.5	3.4	1.8	1.6	87%
	\$10.6	\$12.6	\$11.8	\$0.8	7%	\$10.6	\$12.6	\$11.8	\$0.8	7%
	\$204.6	\$206.2	\$207.3	(\$1.1)	-1%	\$204.6	\$206.2	\$207.3	(\$1.1)	-1%
TOTAL REVENUE										
EXPENSES										
	\$157.3	\$161.5	\$163.9	\$2.4	1%	\$157.3	\$161.5	\$163.9	\$2.4	1%
	\$22.7	\$22.6	\$14.5	(\$8.1)	-56%	\$22.7	\$22.6	\$14.5	(\$8.1)	-56%
	73.8	80.9	75.1	(5.9)	-8%	73.8	80.9	75.1	(5.9)	-8%
	43.9	41.1	51.3	10.2	20%	43.9	41.1	51.3	10.2	20%
	19.8	18.2	12.8	(5.4)	-42%	19.8	18.2	12.8	(5.4)	-42%
	22.7	23.8	27.9	4.1	15%	22.7	23.8	27.9	4.1	15%
	8.3	8.1	11.5	3.4	29%	8.3	8.1	11.5	3.4	29%
	10.3	8.4	8.6	0.2	3%	10.3	8.4	8.6	0.2	3%
	\$358.7	\$364.6	\$365.6	\$1.0	0%	\$358.7	\$364.6	\$365.6	\$1.0	0%
TOTAL EXPENSE										
	\$154.1	\$158.4	\$158.3	(\$0.1)	0%	\$154.1	\$158.4	\$158.3	(\$0.1)	0%
SUBSIDY										
Favorable/(Unfavorable)					Favorable/(Unfavorable)					
	56%	58%	56%	COST RECOVERY RATIO		57%	57%	57%		

RAIL

Operating Financials

1ST QUARTER - July through September 2011

FISCAL YEAR 2012

Dollars in Millions

QUARTERLY RESULTS					YEAR-TO-DATE RESULTS					
Prior Q1 Actual	Quarter-End					Prior Year Actual	Current Fiscal Year			
	Actual	Budget	Variance			Actual	Budget	Variance		
REVENUES										
\$147.9	\$146.4	\$150.1	(\$3.7)	-2%	Passenger Fares	\$147.9	\$146.4	\$150.1	(\$3.7)	-2%
0.5	0.9	0.3	0.6	210%	D.C. Schools	0.5	0.9	0.3	0.6	210%
10.5	11.3	12.0	(0.7)	-6%	Parking	10.5	11.3	12.0	(0.7)	-6%
1.5	0.8	1.2	(0.4)	-32%	Advertising	1.5	0.8	1.2	(0.4)	-32%
1.6	1.5	1.6	(0.1)	-6%	Joint Dev/Property Rent	1.6	1.5	1.6	(0.1)	-6%
3.4	3.8	3.7	0.1	3%	Fiber Optics	3.4	3.8	3.7	0.1	3%
(0.0)	(0.0)	0.1	(0.1)	-101%	Interest	(0.0)	(0.0)	0.1	(0.1)	-101%
1.6	2.9	1.4	1.5	112%	Other	1.6	2.9	1.4	1.5	112%
\$167.0	\$167.6	\$170.3	(\$2.7)	-2%	TOTAL REVENUE	\$167.0	\$167.6	\$170.3	(\$2.7)	-2%
EXPENSES										
\$92.3	\$95.7	\$98.0	\$2.2	2%	Salary/Wages	\$92.3	\$95.7	\$98.0	\$2.2	2%
\$14.4	\$14.2	\$7.0	(\$7.2)	-104%	Overtime	\$14.4	\$14.2	\$7.0	(\$7.2)	-104%
43.4	48.3	44.0	(4.3)	-10%	Fringe Benefits	43.4	48.3	44.0	(4.3)	-10%
11.6	11.3	15.5	4.2	27%	Services	11.6	11.3	15.5	4.2	27%
12.0	12.7	8.2	(4.5)	-55%	Supplies	12.0	12.7	8.2	(4.5)	-55%
14.0	13.3	16.9	3.7	22%	Propulsion/Diesel/CNG	14.0	13.3	16.9	3.7	22%
6.7	6.7	9.5	2.8	29%	Utilities	6.7	6.7	9.5	2.8	29%
6.2	5.0	4.3	(0.7)	-16%	Insurance/Other	6.2	5.0	4.3	(0.7)	-16%
\$200.7	\$207.2	\$203.4	(\$3.8)	-2%	TOTAL EXPENSE	\$200.7	\$207.2	\$203.4	(\$3.8)	-2%
\$33.6	\$39.6	\$33.1	(\$6.5)	-20%	SUBSIDY	\$33.6	\$39.6	\$33.1	(\$6.5)	-20%
Favorable/(Unfavorable)					Favorable/(Unfavorable)					
83%	79%	80%	COST RECOVERY RATIO		83%	81%	84%			

METROBUS

Operating Financials

1ST QUARTER - July through September 2011

FISCAL YEAR 2012

Dollars in Millions

QUARTERLY RESULTS

YEAR-TO-DATE RESULTS

Prior Q1 Actual	Quarter-End					Prior Year Actual	Current Fiscal Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES											
\$34.2	\$33.6	\$31.8	\$1.8	6%	Passenger Fares	\$34.2	\$33.6	\$31.8	\$1.8	6%	
0.4	0.5	0.6	(0.2)	-26%	D.C. Schools	0.4	0.5	0.6	(0.2)	-26%	
0.7	1.6	2.4	(0.8)	-32%	Advertising	0.7	1.6	2.4	(0.8)	-32%	
0.1	0.0	0.0	(0.0)	-70%	Interest	0.1	0.0	0.0	(0.0)	-70%	
0.5	0.5	0.5	(0.0)	0%	Other	0.5	0.5	0.5	(0.0)	0%	
\$35.8	\$36.2	\$35.4	\$0.8	2%	TOTAL REVENUE	\$35.8	\$36.2	\$35.4	\$0.8	2%	
EXPENSES											
\$64.1	\$64.8	\$64.8	(\$0.1)	0%	Salary/Wages	\$64.1	\$64.8	\$64.8	(\$0.1)	0%	
\$8.2	\$8.4	\$7.5	(\$0.8)	-11%	Overtime	\$8.2	\$8.4	\$7.5	(\$0.8)	-11%	
30.0	32.2	30.6	(1.6)	-5%	Fringe Benefits	30.0	32.2	30.6	(1.6)	-5%	
5.8	5.4	8.2	2.9	35%	Services	5.8	5.4	8.2	2.9	35%	
7.7	5.5	4.5	(0.9)	-21%	Supplies	7.7	5.5	4.5	(0.9)	-21%	
8.7	10.5	11.0	0.4	4%	Propulsion/Diesel/CNG	8.7	10.5	11.0	0.4	4%	
1.6	1.3	1.9	0.6	32%	Utilities	1.6	1.3	1.9	0.6	32%	
3.9	3.2	4.0	0.8	20%	Insurance/Other	3.9	3.2	4.0	0.8	20%	
\$130.0	\$131.3	\$132.5	\$1.3	1%	TOTAL EXPENSE	\$130.0	\$131.3	\$132.5	\$1.3	1%	
\$94.1	\$95.1	\$97.2	\$2.1	2%	SUBSIDY	\$94.1	\$95.1	\$97.2	\$2.1	2%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

27% 31% 28%

COST RECOVERY RATIO

28% 28% 27%

REGIONAL BUS

Operating Financials

1ST QUARTER - July through September 2011

FISCAL YEAR 2012

Dollars in Millions

QUARTERLY RESULTS

YEAR-TO-DATE RESULTS

Prior Q1 Actual	Quarter-End					Prior Year Actual	Current Fiscal Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES										
\$28.7	\$27.6	\$26.2	\$1.5	6%	Passenger Fares	\$28.7	\$27.6	\$26.2	\$1.5	6%
0.4	0.5	0.6	(0.2)	-26%	D.C. Schools	0.4	0.5	0.6	(0.2)	-26%
0.7	1.6	2.4	(0.8)	-32%	Advertising	0.7	1.6	2.4	(0.8)	-32%
0.1	0.0	0.0	(0.0)	-70%	Interest	0.1	0.0	0.0	(0.0)	-70%
0.5	0.5	0.5	(0.0)	0%	Other	0.5	0.5	0.5	(0.0)	0%
\$30.3	\$30.2	\$29.7	\$0.5	2%	TOTAL REVENUE	\$30.3	\$30.2	\$29.7	\$0.5	2%
EXPENSES										
\$53.2	\$53.5	\$53.4	(\$0.0)	0%	Salary/Wages	\$53.2	\$53.5	\$53.4	(\$0.0)	0%
\$6.8	\$6.9	\$6.2	(\$0.7)	-11%	Overtime	\$6.8	\$6.9	\$6.2	(\$0.7)	-11%
24.9	26.6	25.2	(1.3)	-5%	Fringe Benefits	24.9	26.6	25.2	(1.3)	-5%
4.8	4.4	6.8	2.4	35%	Services	4.8	4.4	6.8	2.4	35%
6.4	4.5	3.7	(0.8)	-21%	Supplies	6.4	4.5	3.7	(0.8)	-21%
7.2	8.7	9.1	0.4	4%	Propulsion/Diesel/CNG	7.2	8.7	9.1	0.4	4%
1.3	1.1	1.6	0.5	32%	Utilities	1.3	1.1	1.6	0.5	32%
3.2	2.7	3.3	0.7	20%	Insurance/Other	3.2	2.7	3.3	0.7	20%
\$107.8	\$108.3	\$109.4	\$1.0	1%	TOTAL EXPENSE	\$107.8	\$108.3	\$109.4	\$1.0	1%
\$77.5	\$78.1	\$79.7	\$1.5	2%	SUBSIDY	\$77.5	\$78.1	\$79.7	\$1.5	2%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

27% 32% 29%

COST RECOVERY RATIO

28% 28% 27%

NON-REGIONAL BUS

Operating Financials

1ST QUARTER - July through September 2011

FISCAL YEAR 2012

Dollars in Millions

QUARTERLY RESULTS

YEAR-TO-DATE RESULTS

Prior Q1 Actual	Quarter-End					Prior Year Actual	Current Fiscal Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES										
\$5.5	\$6.0	\$5.7	\$0.3	6%	Passenger Fares	\$5.5	\$6.0	\$5.7	\$0.3	6%
.0	.0	.0	.0		Other	.0	.0	.0	.0	
\$5.5	\$6.0	\$5.7	\$0.3	6%	TOTAL REVENUE	\$5.5	\$6.0	\$5.7	\$0.3	6%
EXPENSES										
\$10.9	\$11.3	\$11.3	(\$0.0)	0%	Salary/Wages	\$10.9	\$11.3	\$11.3	(\$0.0)	0%
\$1.4	\$1.5	\$1.3	(\$0.1)	-11%	Overtime	\$1.4	\$1.5	\$1.3	(\$0.1)	-11%
5.1	5.6	5.3	(0.3)	-5%	Fringe Benefits	5.1	5.6	5.3	(0.3)	-5%
1.0	0.9	1.4	0.5	35%	Services	1.0	0.9	1.4	0.5	35%
1.3	1.0	0.8	(0.2)	-21%	Supplies	1.3	1.0	0.8	(0.2)	-21%
1.5	1.8	1.9	0.1	4%	Propulsion/Diesel/CNG	1.5	1.8	1.9	0.1	4%
0.3	0.2	0.3	0.1	32%	Utilities	0.3	0.2	0.3	0.1	32%
.7	.6	.7	.1	20%	Insurance/Other	.7	.6	.7	.1	20%
\$22.2	\$22.9	\$23.2	\$0.2	1%	TOTAL EXPENSE	\$22.2	\$22.9	\$23.2	\$0.2	1%
\$16.6	\$16.9	\$17.5	\$0.5	3%	SUBSIDY	\$16.6	\$16.9	\$17.5	\$0.5	3%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

24% 29% 25%

COST RECOVERY RATIO

25% 26% 25%

METROACCESS

Operating Financials

1ST QUARTER - July through September 2011

FISCAL YEAR 2012

Dollars in Millions

QUARTERLY RESULTS

YEAR-TO-DATE RESULTS

Prior Q1 Actual	Quarter-End					Prior Year Actual	Current Fiscal Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES											
\$1.3	\$2.3	\$1.6	\$0.7	44%	Passenger Fares	\$1.3	\$2.3	\$1.6	\$0.7	44%	
.4	.1	.0	.1		Other	.4	.1	.0	.1		
\$1.7	\$2.4	\$1.6	\$0.8	49%	TOTAL REVENUE	\$1.7	\$2.4	\$1.6	\$0.8	49%	
EXPENSES											
\$0.8	\$0.9	\$1.2	\$0.3	22%	Salary/Wages	\$0.8	\$0.9	\$1.2	\$0.3	22%	
\$0.0	\$0.0	\$0.0	\$0.0	47%	Overtime	\$0.0	\$0.0	\$0.0	\$0.0	47%	
0.4	0.5	0.5	0.0	9%	Fringe Benefits	0.4	0.5	0.5	0.0	9%	
26.5	24.5	27.6	3.1	11%	Services	26.5	24.5	27.6	3.1	11%	
0.0	0.1	0.2	0.1	36%	Supplies	0.0	0.1	0.2	0.1	36%	
0.0	0.0	0.0	(0.0)	-2%	Utilities	0.0	0.0	0.0	(0.0)	-2%	
.2	.2	.3	.1	37%	Insurance/Other	.2	.2	.3	.1	37%	
\$28.0	\$26.1	\$29.7	\$3.6	12%	TOTAL EXPENSE	\$28.0	\$26.1	\$29.7	\$3.6	12%	
\$26.3	\$23.8	\$28.1	\$4.3	15%	SUBSIDY	\$26.3	\$23.8	\$28.1	\$4.3	15%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

7%

12%

5%

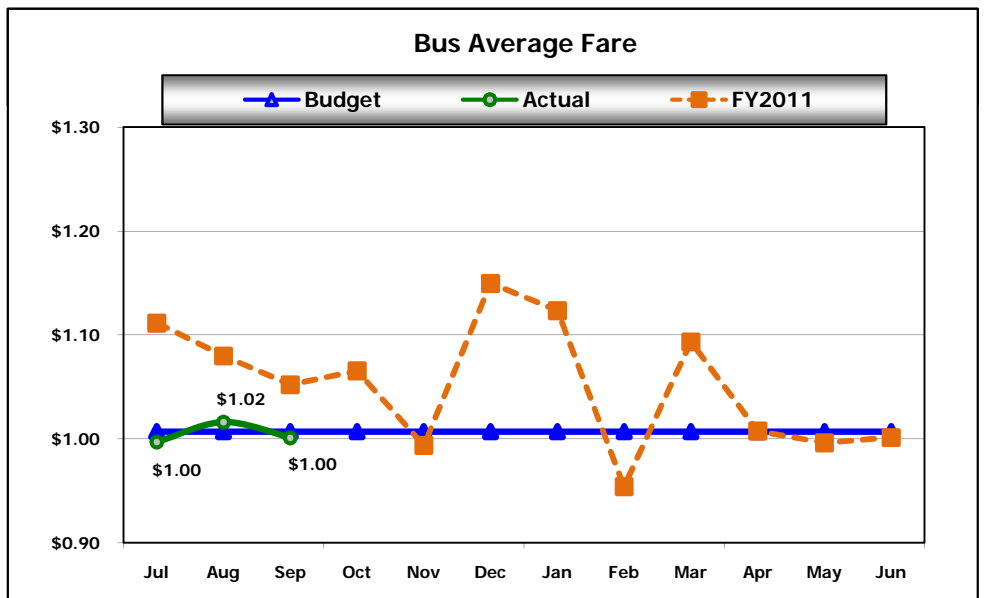
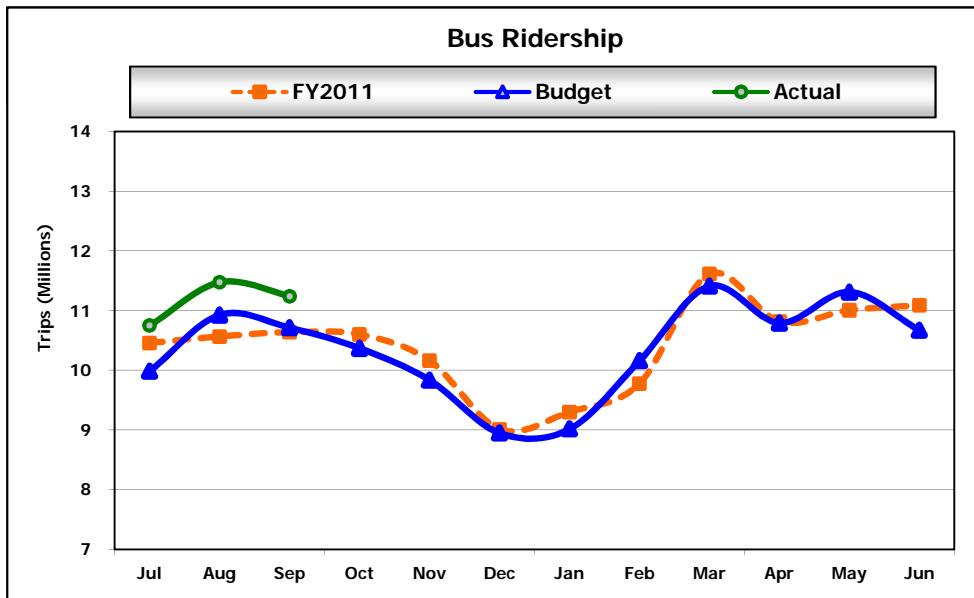
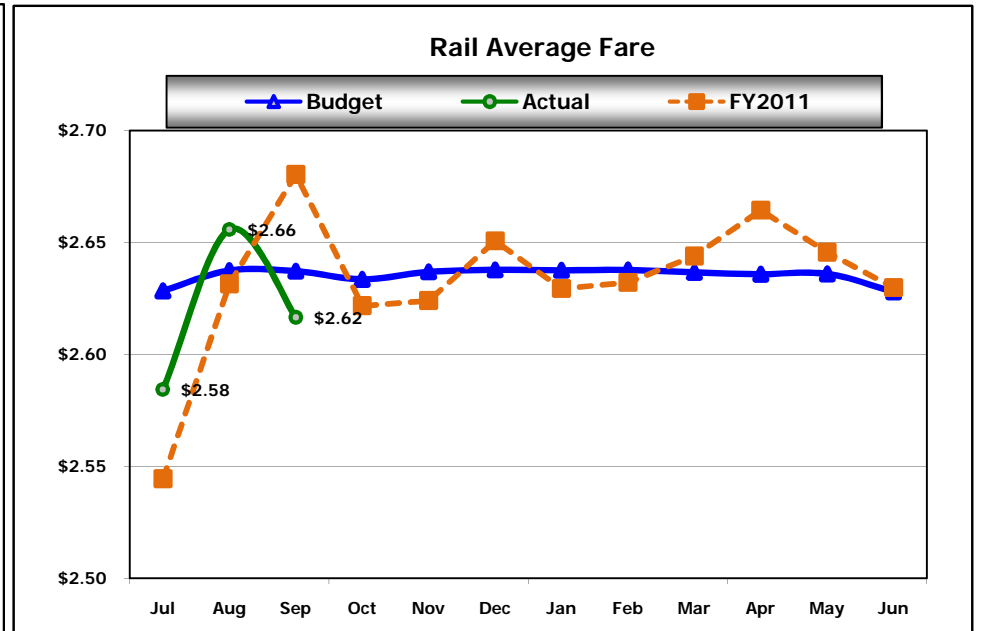
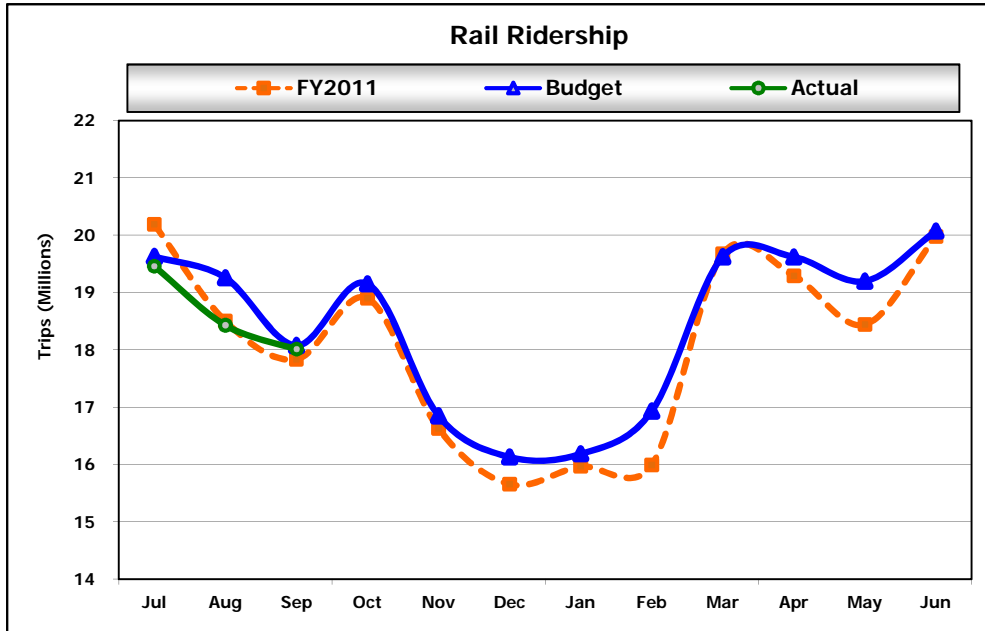
COST RECOVERY RATIO

6%

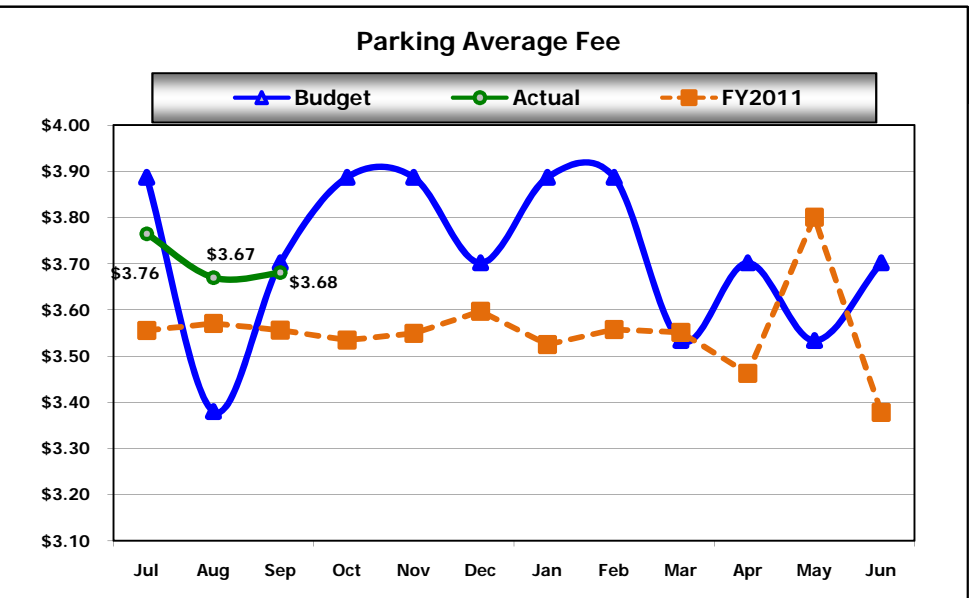
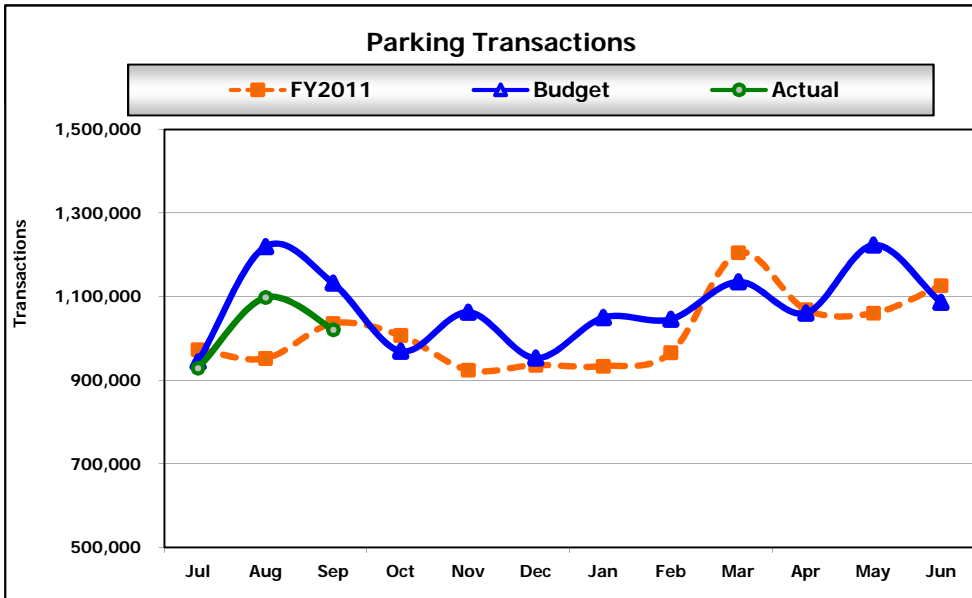
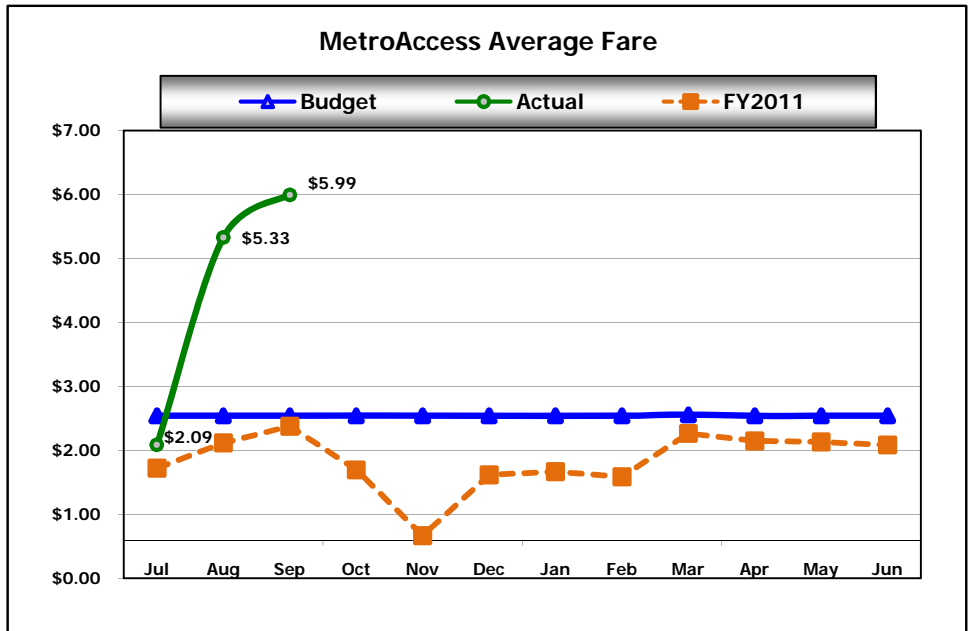
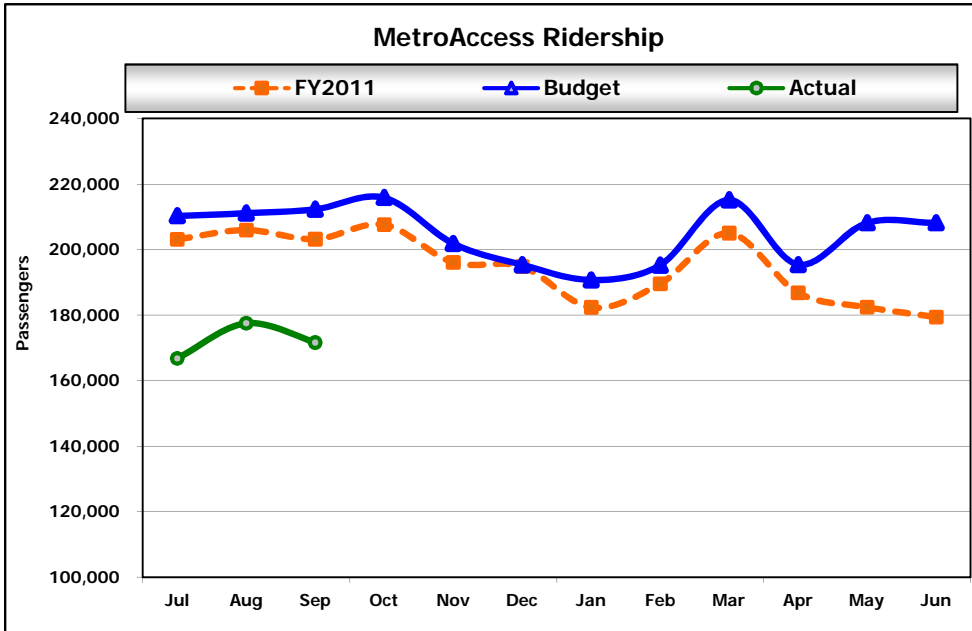
9%

5%

RIDERSHIP and AVERAGE FARE ANALYSIS



RIDERSHIP and AVERAGE FARE ANALYSIS

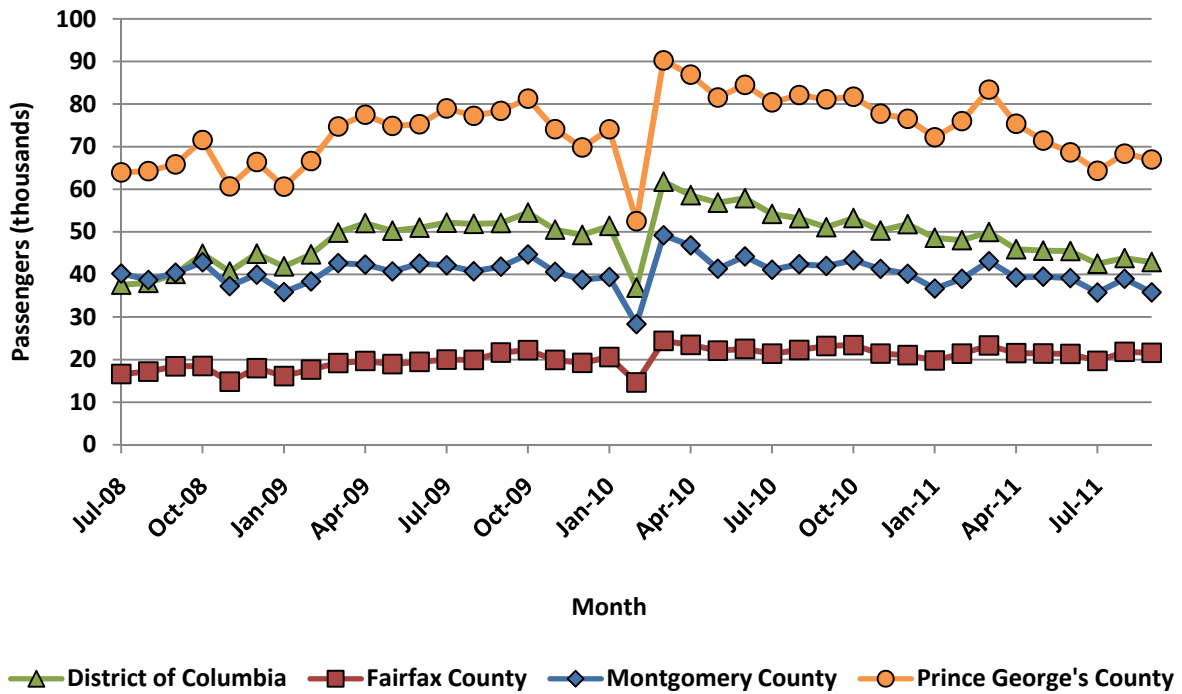


Ridership and Revenue Analysis: Year-to-Date Q1 FY2012 - September 2011

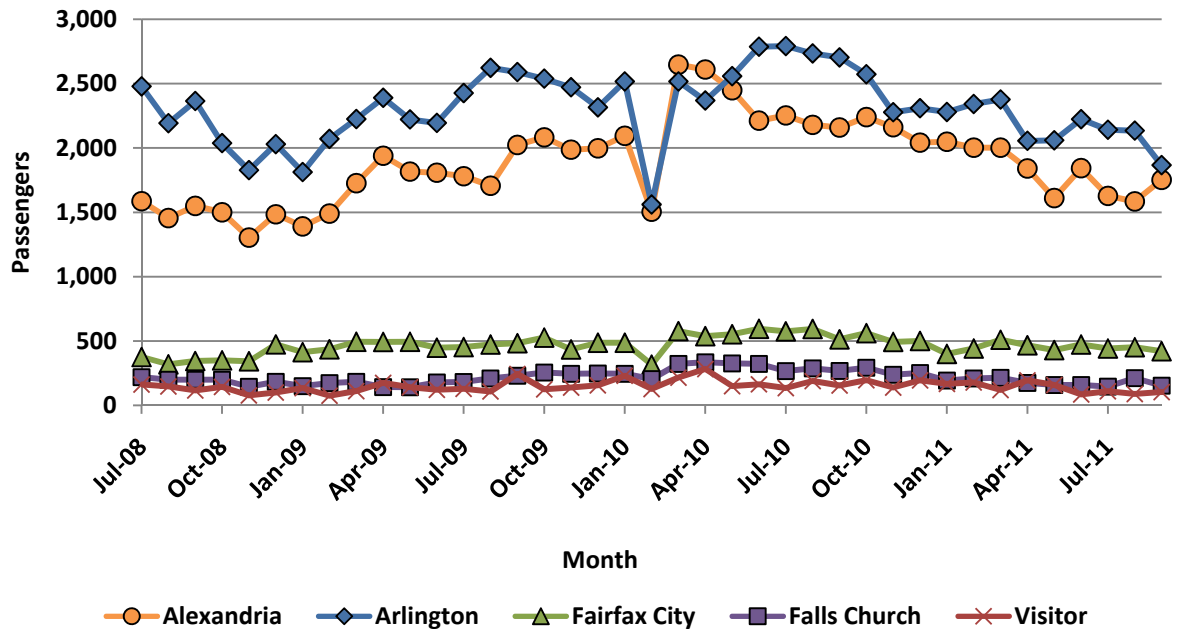
YTD Account Analysis						Modal Analysis				
						Actual vs Budget		This Year Actual vs. Last Year Actual		
		Last Year Actual	This Year Budget	Actual	Budget Variance					
a. Passenger Revenue										
Metro rail		\$147,866	\$150,056	\$146,365	(\$3,691)	(2%)				
Metrobus		\$34,227	\$31,840	\$33,626	\$1,786	6%				
MetroAccess		\$1,270	\$1,610	\$2,323	\$713	44%				
Monthly Total		\$183,363	\$183,506	\$182,314	(\$1,192)	(1%)				
b. Ridership										
Metro rail		56,527	56,963	55,901	(1,062)	(2%)				
Metrobus		31,662	31,621	33,462	1,842	6%				
MetroAccess		612	634	516	(118)	(19%)				
Monthly Total		88,801	89,217	89,879	662	1%				
c. Average Fare										
Metro rail		\$2.62	\$2.63	\$2.62	(\$0.02)	(1%)				
Metrobus		\$1.08	\$1.01	\$1.00	(\$0.00)	(0%)				
MetroAccess		\$2.07	\$2.54	\$4.50	\$1.96	77%				
Monthly Total		\$2.06	\$2.06	\$2.03	(\$0.03)	(1%)				
						d. Metro rail				
						Ridership	(\$2,797)	(2%)	(\$1,637)	(1.1%)
						Average Fare	(\$894)	(1%)	\$136	0%
						Budget Variance	(\$3,691)	(2%)	(\$1,501)	(1%)
						e. Metrobus				
						Ridership	\$1,854	6%	\$1,946	6%
						Average Fare	(\$69)	(0%)	(\$2,547)	(7%)
						Budget Variance	\$1,786	6%	(\$602)	(2%)
						f. MetroAccess				
						Ridership	(\$299)	(19%)	(\$200)	(16%)
						Average Fare	\$1,012	77%	\$1,253	117%
						Budget Variance	\$713	44%	\$1,053	83%

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

MetroAccess Ridership by Home Jurisdiction: FY09 to FY12



MetroAccess Ridership by Home Jurisdiction: FY09 to FY12



WMATA PARKING FACILITY USAGE

STATION/LOT REGION	LOT CAP	Paid Utilization (% of Capacity)			
		FY 12 OUARTER 1	FY 12 Y-T-D	FY 11 OUARTER 1	FY 11 Y-T-D
<u>MONTGOMERY COUNTY</u>					
Grosvenor	1,894	93%	93%	97%	97%
White Flint	1,270	47%	47%	44%	44%
Twinbrook	1,097	58%	58%	69%	69%
Rockville	524	101%	101%	78%	78%
Shady Grove	5,745	86%	86%	85%	85%
Glenmont	1,781	98%	98%	89%	89%
Wheaton	977	48%	48%	46%	46%
Forest Glen	596	95%	95%	99%	99%
Montgomery County Total	13,884	81%	81%	80%	80%
<u>PRINCE GEORGE'S COUNTY</u>					
New Carrollton	3,519	87%	87%	87%	87%
Landover	1,866	49%	49%	25%	25%
Cheverly	500	87%	87%	96%	96%
Addison Road	1,268	67%	67%	60%	60%
Capitol Heights	372	84%	84%	81%	81%
Greenbelt	3,399	80%	80%	81%	81%
College Park	1,820	62%	62%	69%	69%
P.G. Plaza	1,068	49%	49%	38%	38%
West Hyattsville	453	94%	94%	98%	98%
Southern Avenue	1,980	70%	70%	80%	80%
Naylor Road	368	99%	99%	70%	70%
Suitland Garage	1,890	83%	83%	74%	74%
Branch Avenue	3,072	95%	95%	90%	90%
Morgan Blvd.	608	77%	77%	39%	39%
Largo	2,200	74%	74%	75%	75%
Prince George's County Total	24,383	77%	77%	73%	73%
Maryland Total	38,267	78%	78%	75%	75%
<u>DISTRICT OF COLUMBIA</u>					
Deanwood	194	62%	62%	17%	17%
Minnesota Ave.	333	69%	69%	42%	42%
Rhode Island Ave.	340				
Fort Totten	408	81%	81%	87%	87%
Anacostia Garage	808	60%	60%	65%	65%
District of Columbia Total	2,083	67%	67%	57%	57%
<u>Northern Virginia</u>					
Huntington	3,617	84%	84%	82%	82%
West Falls Church	2,009	96%	96%	94%	94%
Dunn Loring	1,326	99%	99%	105%	105%
Vienna	5,169	97%	97%	93%	93%
Franconia	5,069	85%	85%	88%	88%
Van Dorn	361	94%	94%	102%	102%
East Falls Church	422	119%	119%	119%	119%
Northern Virginia Total	17,973	92%	92%	91%	91%
System Total	58,323	82%	82%	80%	80%

Washington Metropolitan Area Transit Authority
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Capital Improvement Program*	Budget*	Obligated	Expended*	Un- Expended	Obligation Rate	Expend Rate
A. Vehicles/ Vehicle Parts						
Replacement of Rail Cars						
CIP057 1000 Series Rail Car Replacement	\$8,000.0	\$8,000.0	\$0.0	\$8,000.0	100.0%	0.0%
Subtotal	\$8,000.0	\$8,000.0	\$0.0	\$8,000.0	100.0%	0.0%
Replacement of Buses						
CIP006 Bus Replacement	\$97,410.3	\$71,424.5	\$31,934.3	\$65,476.0	73.3%	32.8%
Subtotal	\$97,410.3	\$71,424.5	\$31,934.3	\$65,476.0	73.3%	32.8%
Rehabilitation of Rail Cars						
CIP064 1000 Series Rail Car HVAC Rehabilitation	\$2,152.0	\$1,423.5	(\$58.2)	\$2,210.2	66.1%	-2.7%
CIP058 2000/3000 Series Rail Car Mid-Life Rehabilitation	3,030.7	1,810.2	(81.2)	3,111.9	59.7%	-2.7%
CIP148 Repair of Damaged Railcars	0.0	0.0	(40.6)	40.6		
CIP067 Rail Car Safety & Reliability Enhancements	8,737.0	8,737.0	1,291.0	7,446.0	100.0%	14.8%
CIP063 Rail Rehabilitation Program	21,522.0	13,343.9	2,041.0	19,481.0	62.0%	9.5%
CIP142 Rail Lifecycle Overhaul	20,800.0	5,200.0	5,200.0	15,600.0	25.0%	25.0%
Subtotal	\$56,241.7	\$30,514.5	\$8,352.0	\$47,889.7	54.3%	14.9%
Rehabilitation of Buses						
CIP005 Bus Rehabilitation Program	\$30,081.4	\$20,703.2	\$3,820.2	\$26,261.2	68.8%	12.7%
CIP008 Bus Repairables	7,703.0	2,641.7	754.3	6,948.7	34.3%	9.8%
CIP143 Bus Lifecycle Overhaul	10,715.0	2,678.8	2,678.8	8,036.2	25.0%	25.0%
Subtotal	\$48,499.4	\$26,023.6	\$7,253.2	\$41,246.2	53.7%	15.0%
Replacement of MetroAccess Vehicles						
CIP015 MetroAccess Fleet Replacement	\$11,558.6	\$46.5	\$20.0	\$11,538.6	0.4%	0.2%
Subtotal	\$11,558.6	\$46.5	\$20.0	\$11,538.6	0.4%	0.2%
Replacement of Service Vehicles						
CIP009 Service Vehicle Replacement	\$5,528.5	\$621.2	\$0.0	\$5,528.5	11.2%	0.0%
Subtotal	\$5,528.5	\$621.2	\$0.0	\$5,528.5	11.2%	0.0%
Rail Car Fleet Expansion						
CIP062 6000 Series Rail Car Procurement	\$2,761.4	\$2,761.4	(\$47.7)	\$2,809.1	100.0%	-1.7%
Subtotal	\$2,761.4	\$2,761.4	(\$47.7)	\$2,809.1	100.0%	-1.7%
Bus Enhancements						
CIP002 Automatic Vehicle Location Equipment Replacement	\$4,330.4	\$4,330.4	\$1,347.1	\$2,983.3	100.0%	31.1%
CIP007 Bus Camera Installation	0.0	0.0	223.5	(223.5)		
Subtotal	\$4,330.4	\$4,330.4	\$1,570.6	\$2,759.8	100.0%	36.3%
Total: Vehicles/ Vehicle Parts	\$234,330.3	\$143,722.1	\$49,082.4	\$185,247.9	61.3%	20.9%

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<i>B. Rail System Infrastructure Rehabilitation</i>						
<i>Rail Line Segment Rehabilitation</i>						
CIP107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$26,350.0	\$26,350.0	\$14,538.6	\$11,811.4	100.0%	55.2%
CIP110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	63,782.7	58,313.6	4,615.1	59,167.6	91.4%	7.2%
Subtotal	\$90,132.7	\$84,663.6	\$19,153.7	\$70,979.0	93.9%	21.3%
Total: Rail System Infrastructure Rehabilitation	\$90,132.7	\$84,663.6	\$19,153.7	\$70,979.0	93.9%	21.3%
<i>C. Maintenance Facilities</i>						
<i>Rehabilitation and Replacement of Bus Garages</i>						
CIP085 Royal Street Bus Garage Replacement (Cinder Bed Road)	\$31,768.0	\$2,449.7	\$59.6	\$31,708.4	7.7%	0.2%
CIP086 Shepherd Parkway Bus Facility	30,719.2	0.0	0.0	30,719.2	0.0%	0.0%
CIP084 Southern Avenue Bus Garage Replacement	29,246.0	5,598.5	375.8	28,870.2	19.1%	1.3%
Subtotal	\$91,733.2	\$8,048.3	\$435.5	\$91,297.7	8.8%	0.5%
<i>Maintenance of Bus Garages</i>						
CIP119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$25,947.2	\$25,947.2	\$5,603.0	\$20,344.2	100.0%	21.6%
Subtotal	\$25,947.2	\$25,947.2	\$5,603.0	\$20,344.2	100.0%	21.6%
<i>Maintenance of Rail Yards</i>						
CIP116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$15,499.4	\$5,519.3	\$262.8	\$15,236.6	35.6%	1.7%
Subtotal	\$15,499.4	\$5,519.3	\$262.8	\$15,236.6	35.6%	1.7%
<i>Rail Maintenance Facilities</i>						
CIP071 Test Track & Commissioning Facility	\$3,000.0	\$1,535.2	\$458.3	\$2,541.7	51.2%	15.3%
Subtotal	\$3,000.0	\$1,535.2	\$458.3	\$2,541.7	51.2%	15.3%
<i>Environmental Compliance Projects</i>						
CIP010 Environmental Compliance Projects	\$654.9	\$369.6	\$57.4	\$597.5	56.4%	8.8%
CIP011 Underground Storage Tank Replacement	4,476.1	390.2	(133.4)	4,609.5	8.7%	-3.0%
Subtotal	\$5,131.0	\$759.8	(\$76.0)	\$5,207.0	14.8%	-1.5%
<i>Maintenance Bus and Rail Facilities</i>						
CIP127 Support Equipment - MTPD	\$1,029.8	\$223.7	\$222.7	\$807.1	21.7%	21.6%
CIP145 Rail Yard Hardening and Bus Security	10,378.7	2,188.3	20.6	10,358.1	21.1%	0.2%
CIP147 Electronic Countermeasures	0.0	0.0	20.2	(20.2)		
CIP126 Financial Planning, Project Administration, and System Wide Infrastructure Upgrades	1,066.8	818.7	197.6	869.2	76.7%	18.5%
Subtotal	\$12,475.2	\$3,230.7	\$461.1	\$12,014.1	25.9%	3.7%
<i>Expansion of Bus Garages</i>						
CIP078 Bladensburg Shop Reconfiguration	\$6,548.8	\$2,441.6	\$263.6	\$6,285.2	37.3%	4.0%
CIP038 Bus Garage Capacity Enhancements	2,205.5	1,192.1	0.0	2,205.5	54.1%	0.0%
Subtotal	\$8,754.3	\$3,633.7	\$263.6	\$8,490.7	41.5%	3.0%
Total: Maintenance Facilities	\$162,540.3	\$48,674.1	\$7,408.2	\$155,132.1	29.9%	4.6%

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<i>D. Systems and Technology</i>						
<i>Power System Upgrades - Rail</i>						
CIP077 8-Car Train Power Upgrades	\$0.0	\$0.0	(\$157.0)	\$157.0		
Subtotal	\$0.0	\$0.0	(\$157.0)	\$157.0		
<i>Operations Support Software</i>						
CIP042 Bus & Rail Asset Management Software	\$4,184.5	\$3,839.9	\$614.9	\$3,569.6	91.8%	14.7%
CIP043 Bus Operations Support Software	1,991.6	1,991.6	790.3	1,201.3	100.0%	39.7%
CIP044 Customer & Regional Integration	6,201.2	6,201.2	1,075.0	5,126.3	100.0%	17.3%
CIP045 Data Centers and Infrastructures	4,242.4	3,514.8	1,337.8	2,904.6	82.8%	31.5%
CIP047 Enterprise Geographic Information System	2,949.1	1,925.8	281.6	2,667.6	65.3%	9.5%
CIP052 Network and Communications	5,003.3	2,824.4	678.0	4,325.3	56.5%	13.6%
CIP053 Network Operations Center (NOC)	492.7	148.0	68.8	423.9	30.0%	14.0%
CIP051 Police Dispatch and Records Management	1,559.3	0.0	0.0	1,559.3	0.0%	0.0%
CIP140 Rail Mileage Based Asset Management	2,176.0	321.6	42.9	2,133.1	14.8%	2.0%
CIP149 Transit Asset Management	0.0	0.0	0.0	0.0		
CIP128 Data Governance and Business Intelligence	1,559.3	163.9	0.0	1,559.3	10.5%	0.0%
CIP056 Rail Operations Support Software	1,712.0	999.9	104.0	1,608.0	58.4%	6.1%
Subtotal	\$32,071.3	\$21,931.0	\$4,993.3	\$27,078.0	68.4%	15.6%
<i>Business Support Software & Equipment</i>						
CIP030 Currency Processing Machines	\$1,456.1	\$1,456.1	\$764.3	\$691.8	100.0%	52.5%
CIP054 Customer Electronic Communications & Outreach	3,114.1	2,632.6	266.1	2,848.0	84.5%	8.5%
CIP046 Document Management System	1,465.0	685.4	250.9	1,214.1	46.8%	17.1%
CIP049 Management Support Software	19,839.1	12,240.8	4,534.1	15,305.0	61.7%	22.9%
CIP050 Metro IT OneStop and Office Automation	1,833.7	1,833.7	1,554.1	279.6	100.0%	84.8%
CIP103 Police Portable Radio Replacement	667.0	71.7	7.0	660.0	10.7%	1.0%
CIP048 Sensitive Data Protection Technology	3,616.2	3,616.2	1,043.0	2,573.2	100.0%	28.8%
Subtotal	\$31,991.2	\$22,536.4	\$8,419.6	\$23,571.6	70.4%	26.3%
<i>Rail Fare Equipment</i>						
CIP091 Automatic Fare Collection Machines	\$1,074.8	\$320.0	\$0.0	\$1,074.8	29.8%	0.0%
CIP031 Debit/Credit Processing Requirements	\$506.6	506.6	201.2	305.4	100.0%	39.7%
CIP092 Ethernet Wiring for Rail Fare Machines	0.0	0.0	84.9	(84.9)		
CIP032 Fare Media Encoders	579.0	579.0	0.0	579.0	100.0%	0.0%
CIP094 Improvements to Coin Collection Machines	0.0	0.0	0.0	0.0		
CIP093 Integrating regional NEXTFARE System	955.0	955.0	1,378.4	(423.4)	100.0%	144.3%
CIP097 Open Bankcard and Automatic Fare Collection Systems	2,250.0	2,161.2	608.3	1,641.7	96.1%	27.0%
Subtotal	\$5,365.4	\$4,521.7	\$2,272.8	\$3,092.6	84.3%	42.4%
Total: Systems and Technology	\$69,427.9	\$48,989.2	\$15,528.7	\$53,899.2	70.6%	22.4%

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<i>E. Track and Structures</i>						
<i>Track Rehabilitation</i>						
CIP023 Third Rail Rehabilitation	\$5,517.4	\$476.9	\$328.1	\$5,189.3	8.6%	5.9%
CIP089 Track Fasteners	\$2,053.2	1,984.8	1,184.8	868.4	96.7%	57.7%
CIP019 Track Floating Slab Rehabilitation	1,409.6	1,076.3	192.9	1,216.7	76.4%	13.7%
CIP021 Track Pad/Shock Absorber Rehabilitation	4,097.0	2,269.1	538.7	3,558.3	55.4%	13.1%
CIP024 Track Rehabilitation	40,518.7	38,915.0	10,126.5	30,392.2	96.0%	25.0%
CIP022 Track Structural Rehabilitation	4,036.9	2,440.8	435.1	3,601.8	60.5%	10.8%
CIP141 Cheverly Abutment	0.0	0.0	4.8	(4.8)		
CIP146 Mainline #8 Switch Replacement Program	5,331.0	5,331.0	252.0	5,079.0	100.0%	4.7%
CIP018 Track Welding Program	2,655.7	388.7	360.7	2,295.0	14.6%	13.6%
Subtotal	\$65,619.5	\$52,882.7	\$13,423.6	\$52,195.9	80.6%	20.5%
<i>Station/Tunnel Rehabilitation</i>						
CIP026 Station/Tunnel Leak Mitigation	\$3,298.3	\$3,033.7	\$753.0	\$2,545.3	92.0%	22.8%
Subtotal	\$3,298.3	\$3,033.7	\$753.0	\$2,545.3	92.0%	22.8%
Total: Track and Structures	\$68,917.8	\$55,916.4	\$14,176.7	\$54,741.1	81.1%	20.6%
<i>F. Passenger Facilities</i>						
<i>Elevator/Escalator Facilities</i>						
CIP072 Elevator Rehabilitation	\$3,990.3	\$3,990.3	\$87.7	\$3,902.6	100.0%	2.2%
CIP132 Elevator/Escalator Repairables	4,825.3	697.6	651.1	4,174.2	14.5%	13.5%
CIP073 Escalator Rehabilitation	14,465.0	9,681.5	797.2	13,667.8	66.9%	5.5%
Subtotal	\$23,280.6	\$14,369.4	\$1,536.0	\$21,744.6	61.7%	6.6%
<i>Maintenance of Rail Station Facilities</i>						
CIP138 System-wide Infrastructure Rehabilitation	\$55,212.8	\$30,470.6	\$6,179.5	\$49,033.3	55.2%	11.2%
CIP087 Station Rehabilitation Program	7,832.4	1,926.8	1,926.8	5,905.6	24.6%	24.6%
CIP150 Fire Systems	2,160.0	418.2	10.1	2,149.9	19.4%	0.5%
CIP151 Station Cooling Program	3,255.0	788.4	176.4	3,078.6	24.2%	5.4%
CIP152 Parking Garage Rehabilitation	1,000.0	300.0	0.0	1,000.0	30.0%	0.0%
Subtotal	\$69,460.2	\$33,904.1	\$8,292.7	\$61,167.5	48.8%	11.9%
<i>Bicycle & Pedestrian Facilities</i>						
CIP035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$1,019.3	\$1,019.3	\$40.6	\$978.7	100.0%	4.0%
CIP036 Replacement of Bicycle Racks & Lockers	419.0	179.3	17.3	401.7	42.8%	4.1%
Subtotal	\$1,438.3	\$1,198.6	\$57.9	\$1,380.4	83.3%	4.0%
<i>Rail Station: Capacity/Enhancements</i>						
CIP039 Core & System Capacity Project Development	\$3,026.5	\$1,116.0	\$127.0	\$2,899.6	36.9%	4.2%
CIP074 Installation of Parking Lot Credit Card Readers	2,750.1	0.0	0.0	2,750.1	0.0%	0.0%
Subtotal	\$5,776.6	\$1,116.0	\$127.0	\$5,649.6	19.3%	2.2%

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<i>Bus Priority Corridor Improvements</i>						
CIP037 Bus Priority Corridor Network Enhancements	\$3,553.0	\$3,553.0	\$257.9	\$3,295.1	100.0%	7.3%
Subtotal	\$3,553.0	\$3,553.0	\$257.9	\$3,295.1	100.0%	7.3%
<i>Rail Station Equipment</i>						
CIP099 Police Emergency Management Equipment	\$197.0	\$197.0	\$198.8	(\$1.8)	100.0%	100.9%
Subtotal	\$197.0	\$197.0	\$198.8	(\$1.8)	100.0%	100.9%
Total: Passenger Facilities	\$103,705.7	\$54,338.2	\$10,470.2	\$93,235.5	52.4%	10.1%
<i>G. Maintenance Equipment</i>						
<i>Rail Maintenance Equipment</i>						
CIP136 FCC Radio Frequency Communication Changes	\$12,772.2	\$758.2	\$113.2	\$12,659.0	5.9%	0.9%
CIP065 Geometry Vehicle	8,928.3	8,555.2	547.5	8,380.8	95.8%	6.1%
CIP139 NTSB Recommendations	64,819.6	31,283.0	3,757.4	61,062.2	48.3%	5.8%
CIP066 Rail Shop Repair Equipment	6,571.3	685.8	(169.0)	6,740.3	10.4%	-2.6%
CIP020 Replacement of Rail Track Signage	1,060.4	1,050.0	96.2	964.2	99.0%	9.1%
CIP027 Switch Machine Rehabilitation Project	949.6	949.6	247.7	701.9	100.0%	26.1%
CIP025 Track Maintenance Equipment	34,683.2	820.6	0.0	34,683.2	2.4%	0.0%
CIP135 Train Control Signal	5,347.0	2,630.9	263.4	5,083.6	49.2%	4.9%
CIP133 Wayside Work Equipment	4,824.6	1,972.0	489.0	4,335.6	40.9%	10.1%
Subtotal	\$139,956.2	\$48,705.4	\$5,345.4	\$134,610.8	34.8%	3.8%
<i>Bus Repair Equipment</i>						
CIP004 Bus Repair Equipment	\$7,176.2	\$254.0	(\$99.8)	\$7,276.0	3.5%	-1.4%
Subtotal	\$7,176.2	\$254.0	(\$99.8)	\$7,276.0	3.5%	-1.4%
<i>Business Facilities Equipment</i>						
CIP028 Materials Handling Equipment	\$138.6	\$80.8	\$84.8	\$53.8	58.3%	61.2%
CIP029 Warehouse Vertical Storage Units/Shelving	766.0	645.0	10.5	755.5	84.2%	1.4%
Subtotal	\$904.6	\$725.8	\$95.3	\$809.3	80.2%	10.5%
Total: Maintenance Equipment	\$148,037.0	\$49,685.2	\$5,341.0	\$142,696.0	33.6%	3.6%
<i>H. Other Facilities</i>						
<i>Business Support Facilities</i>						
CIP144 Bus Operations Control Center	\$0.0	\$0.0	\$3.7	(\$3.7)		
CIP080 Jackson Graham Building Renovation	2,000.0	2,000.0	709.7	1,290.3	100.0%	35.5%
CIP033 Replacement of Revenue Facility Equipment	265.8	265.8	0.0	265.8	100.0%	0.0%
Subtotal	\$2,265.8	\$2,265.8	\$713.5	\$1,552.3	100.0%	31.5%
<i>MTPD Support Facilities</i>						
CIP101 Police Substation- New District 2/Training Facility	\$2,524.0	\$2,175.8	\$151.7	\$2,372.3	86.2%	6.0%
CIP106 Special Operations Division Facility	1,626.0	1,626.0	7,565.5	(5,939.5)	100.0%	465.3%
Subtotal	\$4,150.0	\$3,801.8	\$7,717.2	(\$3,567.2)	91.6%	186.0%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - September 2011
Dollars in Thousands

Capital Improvement Program*	Budget*	Obligated	Expended*	Un-Expended	Obligation Rate	Expend Rate
Total: Other Facilities	\$6,415.8	\$6,067.6	\$8,430.7	(\$2,014.9)	94.6%	131.4%
<i>I. Project Management and Support</i>						
<i>Credit Facility</i>						
CIP131 Credit Facility	\$5,390.0	\$556.9	\$537.4	\$4,852.7	10.3%	10.0%
Subtotal	\$5,390.0	\$556.9	\$537.4	\$4,852.7	10.3%	10.0%
Total: Project Management and Support	\$5,390.0	\$556.9	\$537.4	\$4,852.7	10.3%	10.0%
Grand Total: Capital Improvement Program	\$888,897.5	\$492,613.3	\$130,128.9	\$758,768.6	55.4%	14.6%

**NOTE: The financial data in this report includes expenditures from the unexpended FY2011 budget ("rollover") that has not yet been allocated by fiscal year. This report currently shows the FY2012 Board Approved budget. The second quarter report will include the rollover allocated to FY2012 as part of the FY2011 year-end reconciliation.*

Definitions

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

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

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

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

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - September 2011
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate	
<u>District of Columbia</u>									
CRB0001	Anacostia Light Rail Demonstration	\$16,973.8	\$16,530.0	\$15,826.0	(\$51.3)	\$15,774.7	\$1,199.0	97.4%	92.9%
CRB0027	Brentwood Rail Yard Expansion	2,390.3	2,390.3	2,339.0		2,339.0	51.3	100.0%	97.9%
CRB0002	DC Downtown Circulator Buses	18,850.0	17,734.9	17,643.7		17,643.7	1,206.3	94.1%	93.6%
CRB0031	DC Convention Center	29,938.9	29,938.9	29,822.1		29,822.1	116.9	100.0%	99.6%
CRB0096	DC Station Name Changes	219.3	219.3	218.6		218.6	0.7	100.0%	99.7%
CRB0119	DC Station Trailblazer Signs	130.8	123.8	93.9		93.9	36.8	94.6%	71.8%
CRB0047	DC Student SmarTrip Pass	390.0	390.0	13.4		13.4	376.6	100.0%	3.4%
CRB0073	Dupont Circle Artwork	112.0	111.7	111.7		111.7	0.3	99.7%	99.7%
CRB0100	Georgetown Streetscape	1,455.0	1,454.9	1,411.9		1,411.9	43.1	100.0%	97.0%
CRB0107	MCI Arena	18,384.4	18,384.4	18,096.4		18,096.4	288.1	100.0%	98.4%
CRB0078	Minnesota Avenue Public Hearing	50.0	50.0	20.4		20.4	29.6	100.0%	40.8%
CRB0036	Navy Yard Station Modification	19,585.4	19,543.5	19,499.1		19,499.1	86.3	99.8%	99.6%
CRB0003	New York Ave. Metrorail Station	109,950.0	109,617.1	109,622.9		109,622.9	327.1	99.7%	99.7%
CRB0004	Southeast Bus Garage Replacement	67,534.8	47,226.7	15,669.2	1,366.2	17,035.4	50,499.3	69.9%	25.2%
CRB0045	DC Real Time Sign Bus Shelters	190.0	51.3	51.3		51.3	138.7	27.0%	27.0%
CRB0049	Union Row: U Str/Cardozo Station	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CRB0122	Union Station Metrorail Access and Capacity I	2,550.0					2,550.0		
CRB0052	U St Stat 14 St Bus Access Imp	500.0	500.0	480.7	19.3	500.0		100.0%	100.0%
CRB0056	Yellow Line Extension	1,500.0	914.1	609.1		609.1	890.9	60.9%	40.6%
CRB0121	Connecticut Avenue Streetscape	30.0	30.0				30.0	100.0%	
CRB0005	Project Development	10,784.8	8,844.9	7,045.4	68.8	7,114.1	3,670.7	82.0%	66.0%
	DC Uncommitted Funds	1,118.6					1,118.6		
District of Columbia Total		\$304,138.2	\$275,064.8	\$239,583.4	\$1,403.0	\$240,986.5	\$63,151.7	90.4%	79.2%
<u>Maryland</u>									
Montgomery County									
CRB0006	Glenmont Parking Facility Design Work	\$30,121.0	\$24,422.0	\$9,450.2	\$6,303.3	\$15,753.6	\$14,367.4	81.1%	52.3%
CRB0043	Shady Grove Rail Yard Expansion	2,247.9	2,228.8	2,212.6		2,212.6	35.3	99.1%	98.4%
CRB0046	Silver Spring South Entrance	400.0	272.1	261.3		261.3	138.7	68.0%	65.3%
CRB0007	Takoma Langley Park Center	6,700.0	1,339.5	1,339.5		1,339.5	5,360.5	20.0%	20.0%
CRB0055	White Flint Parking Structure	17,390.0	17,382.8	17,373.2		17,373.2	16.8	100.0%	99.9%
CRB0106	Rockville MARC ADA	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CRB0116	Shady Grove Parking II	60.0					60.0		
CRB0062	Twinbrook Facility Relocation	1,000.0	525.6	525.6		525.6	474.4	52.6%	52.6%
	Subtotal	\$57,968.9	\$46,220.8	\$31,183.5	\$6,303.3	\$37,486.8	\$20,482.1	79.7%	64.7%
Prince George's County									
CRB0034	Greenbelt Rail Yard Expansion	\$1,828.8	\$1,801.2	\$1,765.4		\$1,765.4	\$63.3	98.5%	96.5%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - September 2011
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
CRB0037	New Carrollton Parking Garage	23,115.0	22,414.4	22,417.1		22,417.1	697.9	97.0%	97.0%
CRB0008	New Carrollton Rail Yard Expansion	70,375.0	69,545.1	69,410.2	2.8	69,413.0	962.0	98.8%	98.6%
	Subtotal	\$95,318.8	\$93,760.7	\$93,592.8	\$2.8	\$93,595.6	\$1,723.2	98.4%	98.2%
Maryland-wide									
CRB0009	Project Development	\$9,390.5	\$6,815.1	\$5,546.5	\$167.5	\$5,714.0	\$3,676.5	72.6%	60.8%
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%
CRB0010	Largo Blue Line Extension	469,590.8	467,451.1	466,980.4		466,980.4	2,610.4	99.5%	99.4%
CRB0108	Maryland Station Name Change	514.4	305.0	305.0		305.0	209.4	59.3%	59.3%
	Subtotal	\$490,292.4	\$485,348.0	\$483,409.5	\$167.5	\$483,577.0	\$6,715.4	99.0%	98.6%
	Maryland Total	\$643,580.1	\$625,329.5	\$608,185.7	\$6,473.7	\$614,659.4	\$28,920.7	97.2%	95.5%
Virginia									
Alexandria									
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%
CRB0011	Eisenhower Station Entrance	1,800.0	248.8	125.7	75.3	200.9	1,599.1	13.8%	11.2%
CRB0012	King Street Station Bus Loop Reconfiguration	4,189.4	392.5	25.0	125.0	150.0	4,039.4	9.4%	3.6%
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%
CRB0013	Potomac Yard Alt. Analysis	3,000.0	901.4	559.6	204.5	764.1	2,235.9	30.0%	25.5%
	Subtotal	\$26,317.5	\$18,343.2	\$17,389.9	\$404.7	\$17,794.6	\$8,522.9	69.7%	67.6%
Arlington County									
CRB0064	Arlington County Project Mgmt.	\$900.0	\$900.0	\$780.3		\$780.3	\$119.7	100.0%	86.7%
CRB0025	Ballston Station Improvements	14,763.4	14,655.6	14,640.9	0.8	14,641.6	121.8	99.3%	99.2%
CRB0015	Columbia Pike - NEPA and PE	4,060.0	2,653.7	2,027.2	194.0	2,221.2	1,838.8	65.4%	54.7%
CRB0016	Columbia Pike Super Stops	2,000.0	1,125.6	298.7	174.8	473.6	1,526.4	56.3%	23.7%
CRB0111	National Airport	4,960.7	4,960.7	4,510.3		4,510.3	450.5	100.0%	90.9%
CRB0042	Rosslyn Station New Entrance	5,089.0	3,973.2	3,973.2		3,973.2	1,115.8	78.1%	78.1%
CRB0044	Shirlington Bus Station	5,096.2	5,096.2	5,074.3		5,074.3	21.9	100.0%	99.6%
CRB0117	Shirlington Garage Design Study	7.0	6.8	6.8		6.8	0.2	97.1%	97.1%
	Subtotal	\$36,876.4	\$33,371.9	\$31,311.7	\$369.6	\$31,681.3	\$5,195.1	90.5%	85.9%
City of Fairfax									
None									
Fairfax County									

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - September 2011
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
CRB0026	Bus Stop Signs 600 in Fairfax	\$96.0	\$10.0				\$96.0	10.4%	
CRB0035	Huntington Parking Structure	32,732.8	32,701.5	32,698.9		32,698.9	33.8	99.9%	99.9%
ORB0006	Springfield Circulator	1,814.4	1,814.4	1,790.5		1,790.5	23.9	100.0%	98.7%
CRB0050	Vienna/Fairfax-GMU Parking Structure	1,000.0	866.3	733.5		733.5	266.5	86.6%	73.3%
CRB0051	Vienna Parking Structure	27,100.0	26,169.5	26,163.5		26,163.5	936.5	96.6%	96.5%
CRB0053	Vienna Station Improve - Pulte Home	350.0	350.0	48.5		48.5	301.5	100.0%	13.9%
CRB0017	Vienna Station Mezzanine Stair	2,000.0	989.8	415.8	359.8	775.6	1,224.4	49.5%	38.8%
CRB0054	West Falls Church Parking Structure	17,029.9	16,889.6	16,762.2		16,762.2	267.8	99.2%	98.4%
CRB0084	West Fall Church Bus Bays	2,750.0	2,667.6	2,569.7		2,569.7	180.3	97.0%	93.4%
	Subtotal	\$84,873.0	\$82,458.7	\$81,182.5	\$359.8	\$81,542.3	\$3,330.7	97.2%	96.1%
Falls Church									
None									
Virginia-wide									
CRB0018	Project Development	\$7,941.5	\$6,581.1	\$5,932.9	\$228.4	\$6,161.3	\$1,780.2	82.9%	77.6%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,411.1	1,267.9		1,267.9	237.9	93.7%	84.2%
CRB0019	Dulles Extension Design/Build	478,718.2	240,111.9	52,320.7	4,762.8	57,083.5	421,634.7	50.2%	11.9%
CRB0059	Dulles Preliminary Engineering/NEPA	58,041.8	58,034.6	57,968.9		57,968.9	72.9	100.0%	99.9%
CRB0020	Dulles Phase 2 (PE)	3,500.0	2,602.0	617.5	86.7	704.2	2,795.8	74.3%	20.1%
	Subtotal	\$549,707.2	\$308,740.7	\$118,107.8	\$5,078.0	\$123,185.8	\$426,521.4	56.2%	22.4%
	Virginia Total	\$697,774.2	\$442,914.4	\$247,991.9	\$6,212.1	\$254,204.0	\$443,570.2	63.5%	36.4%
Regional									
CRB0065	Precision Stopping Pilot Prog.	\$3,000.0	\$2,610.4	\$2,605.0		\$2,605.0	\$395.0	87.0%	86.8%
CRB0021	6000 Rail Car Purchase - Base	120,000.0	119,988.2	118,961.0		118,961.0	1,039.0	100.0%	99.1%
CRB0022	Regional Travel Training ACCS	1,234.5	1,019.1	603.2	99.3	702.5	531.9	82.6%	56.9%
CRB0038	Precision Stopping	992.1	917.6	867.0		867.0	125.1	92.5%	87.4%
CRB0040	Bus Bike Racks	1,645.0	1,429.8	1,429.8		1,429.8	215.2	86.9%	86.9%
CRB0041	IT Communication Enhancement	1,562.5	1,425.3	1,425.3		1,425.3	137.2	91.2%	91.2%
CRB0097	Dynamic Display System	10,261.4	10,226.7	10,226.7		10,226.7	34.7	99.7%	99.7%
CRB0060	Regional Fare Int. (MTA)	7,607.6	6,521.9	6,139.0		6,139.0	1,468.6	85.7%	80.7%
MSC0005	Tax Advantage Lease Program	8,419.9	7,324.0	7,111.6	28.1	7,139.7	1,280.2	87.0%	84.8%
	Regional Total	\$154,722.9	\$151,462.9	\$149,368.6	\$127.4	\$149,496.0	\$5,227.0	97.9%	96.6%
Total: Reimbursable Projects		\$1,800,215.4	\$1,494,771.6	\$1,245,129.7	\$14,216.2	\$1,259,345.9	\$540,869.5	83.0%	70.0%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - September 2011
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
Fully Expended Projects								
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%
CRB0085 FDA Transit Center @ White Oak	71.0	71.0	71.0		71.0		100.0%	100.0%
CRB0030 College Park Parking Structure	17,310.0	17,310.0	17,306.6		17,306.6	3.4	100.0%	100.0%
CRB0014 Royal Street Bus Garage Replacement	4,263.1	4,263.1	4,263.1		4,263.1		100.0%	100.0%
CRB0068 Clarendon Station Improvements	360.8	360.8	360.8		360.8		100.0%	100.0%
CRB0070 Crystal City Canopy	347.4	347.4	347.4		347.4		100.0%	100.0%
CRB0080 Rosslyn Access Improvements	130.0	130.0	130.0		130.0		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%
CRB0082 TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	100.0%
CRB0120 VA Station Name Changes	779.9	779.9	779.9		779.9		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%
Fully Expended Total	\$51,111.9	\$51,111.9	\$51,108.0		\$51,108.0	\$3.9	100.0%	100.0%
Total: Reimbursable Projects	\$1,851,327.4	\$1,545,883.5	\$1,296,237.7	\$14,216.2	\$1,310,453.9	\$540,873.4	83.5%	70.8%

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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American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>Vehicles & Vehicle Parts</i>									
ARA0027	Replacement of Oldest Buses (ST02)	\$27,026.1	\$27,025.2	\$27,025.2		\$27,025.2	\$0.8	100.0%	100.0%
ARA0030	MetroAccess Fleet Expansion and Replacement (ST10)	3,764.2	3,760.3	3,760.3		3,760.3	4.0	99.9%	99.9%
ARA0028	Service Vehicle Replacement (ST14)	5,992.7	5,992.7	5,992.7		5,992.7		100.0%	100.0%
ARA0021	Bus Replacement Components (ST26)	2,673.1	2,490.0	2,490.0		2,490.0	183.0	93.2%	93.2%
ARA0022	Preventative Maintenance	11,092.1	11,087.1	11,087.1		11,087.1	5.0	100.0%	100.0%
	Subtotal	\$50,548.2	\$50,355.3	\$50,355.3		\$50,355.3	\$192.9	99.6%	99.6%
<i>Maintenance Facilities</i>									
ARA0001	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,400.0	\$17,861.4	\$1,409.2	\$19,270.5	\$2,129.5	100.0%	90.0%
ARA0002	Replacement of Southeastern Bus Garage (ST05)	30,000.0	29,828.6	15,606.0	11,165.9	26,771.9	3,228.1	99.4%	89.2%
ARA0003	Bus Garage Facility Repairs (ST11)	7,600.0	7,600.0	6,939.6	429.5	7,369.1	230.9	100.0%	97.0%
	Subtotal	\$59,000.0	\$58,828.6	\$40,407.0	\$13,004.5	\$53,411.5	\$5,588.5	99.7%	90.5%
<i>Passenger Facilities</i>									
ARA0004	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$15,886.0	\$13,250.5		\$13,250.5	\$2,749.5	99.3%	82.8%
ARA0005	Update Platform Real-Time Signs (ST28)	2,500.0	2,137.6	126.8	36.5	163.2	2,336.8	85.5%	6.5%
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.0	1,200.0	140.0	3.7	143.7	1,056.3	100.0%	12.0%
	Subtotal	\$19,700.0	\$19,223.6	\$13,517.3	\$40.1	\$13,557.4	\$6,142.6	97.6%	68.8%
<i>Safety & Security</i>									
ARA0007	Bus Garage Security Update (ST23)	\$3,000.0	\$2,989.7	\$2,134.0	\$343.4	\$2,477.4	\$522.6	99.7%	82.6%
ARA0017	Communications Equipment for Operations Control Center (ST24)	3,000.0	3,000.0	2,953.3		2,953.3	46.7	100.0%	98.4%
ARA0025	Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	836.3		836.3	0.0	100.0%	100.0%
ARA0031	Underground Communications Radios (ST40)	868.7	868.7	868.7		868.7		100.0%	100.0%
ARA0008	Additional Station Alarm/Chemical Sensors (ST48)	3,991.2	3,991.2	3,684.0	277.0	3,961.1	30.1	100.0%	99.2%
	Subtotal	\$11,696.2	\$11,685.9	\$10,476.3	\$620.4	\$11,096.7	\$599.4	99.9%	94.9%
<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%
ARA0020	Power Tool Equipment Replacement (ST31)	1,660.5	1,647.9	1,647.9		1,647.9	12.7	99.2%	99.2%
ARA0010	60-Ton Crane for Track Work (ST17)	4,000.0	3,838.9	383.9	1,151.7	1,535.6	2,464.4	96.0%	38.4%
ARA0011	Heavy Duty Track Equipment (ST07)	10,510.6	10,510.6	7,652.7	2,084.8	9,737.5	773.1	100.0%	92.6%
ARA0012	Track Welding Program to Repair Defects (ST18)	3,900.0	3,900.0	3,106.4	620.2	3,726.6	173.4	100.0%	95.6%
ARA0029	Track Pad/Shock Absorber Rehabilitation (ST37)	1,030.0	1,030.0	1,029.6		1,029.6	0.4	100.0%	100.0%
	Subtotal	\$26,100.0	\$25,926.2	\$13,820.4	\$8,855.5	\$22,676.0	\$3,424.0	99.3%	86.9%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - September 2011
Dollars in Thousands

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
Operations Systems									
ARA0013	Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$3,488.7	\$3,810.4	\$7,299.1	\$10,600.9	100.0%	40.8%
ARA0026	Additional SmarTrip Fare Machines (ST19)	2,220.8	2,220.8	2,220.8		2,220.8		100.0%	100.0%
ARA0014	Bus Real-Time, Route, and Scheduling Systems (ST21)	3,000.0	3,000.0	1,415.9	400.3	1,816.2	1,183.8	100.0%	60.5%
ARA0019	Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	1,477.9	22.1	1,500.0	0.0	100.0%	100.0%
ARA0018	Kiosk and Train Control Computers (ST41)	356.8	356.8	329.8		329.8	27.1	100.0%	92.4%
	Subtotal	\$24,977.7	\$24,977.7	\$8,933.0	\$4,232.8	\$13,165.8	\$11,811.9	100.0%	52.7%
Information Technology									
ARA0015	Sensitive Data Protection Technology (ST16)	\$3,511.2	\$3,511.1	\$2,635.8	\$244.4	\$2,880.2	\$631.0	100.0%	82.0%
ARA0024	Document Management System (ST32)	750.0	749.2	749.2		749.2	0.8	99.9%	99.9%
ARA0016	Financial System Integration (ST63)	5,000.0	5,000.0	5,000.0		5,000.0	0.0	100.0%	100.0%
	Subtotal	\$9,261.2	\$9,260.3	\$8,385.0	\$244.4	\$8,629.4	\$631.8	100.0%	93.2%
TOTAL ARRA PROJECTS		\$201,283.2	\$200,257.6	\$145,894.4	\$26,997.8	\$172,892.2	\$28,391.0	99.5%	85.9%
Miscellaneous Other									
	ARRA Contingency								
ARA0023	Program Management	\$550.0	\$438.9	\$196.2	14.4	\$210.6	\$339.4	79.8%	38.3%
	Subtotal	\$550.0	\$438.9	\$196.2	\$14.4	\$210.6	\$339.4	79.8%	38.3%
TOTAL ARRA PROGRAM		\$201,833.2	\$200,696.5	\$146,090.6	\$27,012.2	\$173,102.8	\$28,730.4	99.4%	85.8%

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

Washington Metropolitan Area Transit Authority
Approved Capital Safety & Security Program Financials
Fiscal Year 2012 - September 2011
Dollars in Thousands

Safety & Security Program		Budget	Prior Year Obligated	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate	
<u>Security Program</u>									
SEC0001	Bus Garage Security	\$5,836.5	\$2,834.0	\$2,626.8	\$37.0	\$2,663.8	\$3,172.7	48.6%	45.6%
SEC0002	Cameras on Buses	6,410.0				6,410.0	6,410.0	0.0%	0.0%
SEC0003	Cameras on Rail Cars	7,139.7	150.0	6.5		6.5	7,133.2	2.1%	0.1%
SEC0004	CCV and Access Control	11,675.8	385.2	40.3	34.1	74.4	11,601.4	3.3%	0.6%
SEC0005_01	Chemical Detection	1,906.0	39.1				1,906.0	2.0%	0.0%
SEC0006	Metrorail Station Camera	2,774.0	494.0	35.4	42.2	77.6	2,696.4	17.8%	2.8%
SEC0007	Montgomery Garage	23.1					23.1	0.0%	0.0%
SEC0008	PG Radio Upgrade	500.0	405.4	405.4		405.4	94.6	81.1%	81.1%
SEC0009	Platform Security	6,517.8	1,282.4	38.4	29.0	67.4	6,450.4	19.7%	1.0%
SEC0010	PROTECT Systems	606.0	606.0	606.0		606.0		100.0%	100.0%
SEC0011	Radio Redundancy AOCC	5,900.0	445.0	218.7	192.1	410.8	5,489.2	7.5%	7.0%
SEC0012	Vent Intrusion Detection	11,500.0	443.0				11,500.0	3.9%	0.0%
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	175.0	141.4	0.9	142.3	32.7	100.0%	81.3%
Total: Security Program		\$60,964.0	\$7,259.1	\$4,119.0	\$335.3	\$4,454.3	\$56,509.7	11.9%	7.3%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - September 2011
Dollars in Thousands

Passenger Rail Investment and Improvement Act (PRIIA)	Total FTA Approved	Obligated	Prior Year Expended	FY2012 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>A. Vehicles/ Vehicle Parts</i>								
<i>Replacement of Rail Cars</i>								
CIP057 1000 Series Rail Car Replacement	\$87,253.3	\$87,253.3	\$79,253.3	\$0.0	\$79,253.3	\$8,000.0	100.0%	90.8%
Subtotal	\$87,253.3	\$87,253.3	\$79,253.3	\$0.0	\$79,253.3	\$8,000.0	100.0%	90.8%
CIP067 Rail Car Safety & Reliability Enhancements	\$14,546.5	\$12,781.2	\$8,736.6	\$1,909.8	\$10,646.4	\$3,900.1	87.9%	73.2%
CIP063 Rail Rehabilitation Program	28,893.2	12,781.7	9,080.4	2,154.2	11,234.6	17,658.5	44.2%	38.9%
CIP142 Rail Lifecycle Overhaul	40,800.0	25,200.0	20,000.0	5,200.0	25,200.0	15,600.0	61.8%	61.8%
Subtotal	\$84,239.6	\$50,762.9	\$37,817.0	\$9,264.0	\$47,081.0	\$37,158.7	60.3%	55.9%
<i>Rehabilitation of Buses</i>								
CIP005 Bus Rehabilitation Program	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
Subtotal	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
<i>Bus Enhancements</i>								
CIP002 Automatic Vehicle Location Equipment Replacement	\$13,270.6	\$8,600.9	\$467.3	\$1,316.9	\$1,784.2	\$11,486.4	64.8%	13.4%
Subtotal	\$13,270.6	\$8,600.9	\$467.3	\$1,379.9	\$1,784.2	\$11,486.4	64.8%	13.4%
Total: Vehicles/ Vehicle Parts	\$186,163.6	\$148,017.1	\$118,937.7	\$10,643.9	\$129,518.5	\$56,645.1	79.5%	69.6%
<i>B. Rail System Infrastructure Rehabilitation</i>								
<i>Rail Line Segment Rehabilitation</i>								
CIP110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	\$55,231.1	\$55,231.1	\$33,338.4	\$1,185.3	\$34,523.7	\$20,707.4	100.0%	62.5%
Subtotal	\$55,231.1	\$55,231.1	\$33,338.4	\$1,185.3	\$34,523.7	\$20,707.4	100.0%	62.5%
Total: Rail System Infrastructure Rehabilitation	\$55,231.1	\$55,231.1	\$33,338.4	\$1,185.3	\$34,523.7	\$20,707.4	100.0%	62.5%
<i>C. Maintenance Facilities</i>								
<i>Maintenance of Bus Garages</i>								
CIP119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18,878.6	\$18,878.6	\$17,279.1	\$0.0	\$17,279.1	\$1,599.5	100.0%	91.5%
Subtotal	\$18,878.6	\$18,878.6	\$17,279.1	\$0.0	\$17,279.1	\$1,599.5	100.0%	91.5%
<i>Maintenance of Rail Yards</i>								
CIP116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$15,499.4	\$1,765.3	\$0.0	\$262.8	\$262.8	\$15,236.6	11.4%	1.7%
Subtotal	\$15,499.4	\$1,765.3	\$0.0	\$262.8	\$262.8	\$15,236.6	11.4%	1.7%
<i>Rail Maintenance Facilities</i>								
CIP071 Test Track & Commissioning Facility	\$5,154.2	\$3,091.3	\$1,663.6	\$0.0	\$1,663.6	\$3,490.6	60.0%	32.3%
Subtotal	\$5,154.2	\$3,091.3	\$1,663.6	\$0.0	\$1,663.6	\$3,490.6	60.0%	32.3%
Total: Maintenance Facilities	\$39,532.1	\$23,735.2	\$18,942.7	\$262.8	\$19,205.5	\$20,326.6	60.0%	48.6%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - September 2011
Dollars in Thousands

Passenger Rail Investment and Improvement Act (PRIIA)	Total FTA Approved	Obligated	Prior Year Expended	FY2012 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>E. Track and Structures</i>								
<i>Track Rehabilitation</i>								
CIP023 Third Rail Rehabilitation	\$5,517.4	\$476.9	\$0.0	\$328.1	\$328.1	\$5,189.3	8.6%	5.9%
CIP089 Track Fasteners	4,114.9	4,046.5	\$2,061.7	1,184.8	3,246.5	\$868.3	98.3%	78.9%
CIP019 Track Floating Slab Rehabilitation	3,137.3	2,459.7	1,486.3	185.6	1,672.0	1,465.3	78.4%	53.3%
CIP021 Track Pad/Shock Absorber Rehabilitation	6,194.6	2,952.5	2,260.1	524.6	2,784.7	3,409.8	47.7%	45.0%
CIP024 Track Rehabilitation	79,573.9	63,002.6	36,030.6	7,409.4	43,440.0	36,133.9	79.2%	54.6%
CIP022 Track Structural Rehabilitation	4,017.4	2,793.2	2,242.9	414.1	2,657.1	1,360.4	69.5%	66.1%
CIP146 Mainline #8 Switch Replacement Program	5,331.0	252.0	0.0	252.0	252.0	5,079.0	4.7%	4.7%
CIP018 Track Welding Program	3,125.7	823.3	464.2	261.4	725.6	2,400.1	26.3%	23.2%
Subtotal	\$111,012.1	\$76,806.7	\$44,545.9	\$10,560.1	\$55,106.0	\$55,906.1	69.2%	49.6%
<i>Station/Tunnel Rehabilitation</i>								
CIP026 Station/Tunnel Leak Mitigation	\$6,198.6	\$3,733.5	\$3,057.4	\$676.1	\$3,733.5	\$2,465.1	60.2%	60.2%
Subtotal	\$6,198.6	\$3,733.5	\$3,057.4	\$676.1	\$3,733.5	\$2,465.1	60.2%	60.2%
Total: Track and Structures	\$117,210.6	\$80,540.2	\$47,603.4	\$11,236.1	\$58,839.5	\$58,371.2	68.7%	50.2%
<i>F. Passenger Facilities</i>								
<i>Elevator/Escalator Facilities</i>								
CIP072 Elevator Rehabilitation	\$6,292.7	\$3,881.6	\$922.8	\$87.7	\$1,010.5	\$5,282.2	61.7%	16.1%
CIP073 Escalator Rehabilitation	17,413.0	12,429.6	2,402.6	166.8	2,569.3	14,843.7	71.4%	14.8%
Subtotal	\$27,478.1	\$16,311.2	\$3,325.4	\$254.4	\$3,579.8	\$20,125.9	59.4%	13.0%
<i>Maintenance of Rail Station Facilities</i>								
CIP087 Station Rehabilitation Program	\$3,095.4	\$3,095.4	\$0.0	\$1,926.8	\$1,926.8	\$1,168.6	100.0%	62.2%
Subtotal	\$3,095.4	\$3,095.4	\$0.0	\$1,926.8	\$1,926.8	\$1,168.6	100.0%	62.2%
<i>Rail Station Equipment</i>								
CIP099 Police Emergency Management Equipment	\$1,084.1	\$880.1	\$301.3	\$0.0	\$301.3	\$782.8	81.2%	27.8%
Subtotal	\$1,084.1	\$880.1	\$301.3	\$0.0	\$301.3	\$782.8	81.2%	27.8%
Total: Passenger Facilities	\$31,657.6	\$20,286.7	\$3,626.7	\$2,181.3	\$5,808.0	\$22,077.3	64.1%	18.3%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - September 2011
Dollars in Thousands

Passenger Rail Investment and Improvement Act (PRIIA)	Total FTA Approved	Obligated	Prior Year Expended	FY2012 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>G. Maintenance Equipment</i>								
<i>Rail Maintenance Equipment</i>								
CIP136 FCC Radio Frequency Communication Changes	\$12,948.5	\$700.4	\$170.8	\$78.0	\$248.9	\$12,699.6	5.4%	1.9%
CIP139 NTSB Recommendations (See note)	74,979.7	13,476.6	9,664.3	1,695.2	11,359.5	63,620.2	18.0%	15.2%
CIP066 Rail Shop Repair Equipment	8,736.0	1,913.3	1,411.0	0.0	1,411.0	7,325.1	21.9%	16.2%
CIP020 Replacement of Rail Track Signage	1,975.0	1,180.8	1,014.3	95.6	1,109.9	865.0	59.8%	56.2%
CIP027 Switch Machine Rehabilitation Project	1,848.7	990.9	478.6	82.8	561.4	1,287.3	53.6%	30.4%
CIP025 Track Maintenance Equipment (See note)	50,959.9	1,441.2	676.7	0.0	676.7	50,283.2	2.8%	1.3%
CIP135 Train Control Signal	6,377.8	398.4	311.7	17.7	329.3	6,048.5	6.2%	5.2%
CIP133 Wayside Work Equipment	7,109.3	2,748.4	1,085.0	281.4	1,366.4	5,743.0	38.7%	19.2%
Subtotal	\$164,935.0	\$22,850.0	\$14,812.4	\$2,250.7	\$17,063.1	\$147,871.9	13.9%	10.3%
Total: Maintenance Equipment	\$164,935.0	\$22,850.0	\$14,812.4	\$2,250.7	\$17,063.1	\$147,871.9	13.9%	10.3%
<i>H. Other Facilities</i>								
<i>MTPD Support Facilities</i>								
CIP101 Police Substation- New District 2/Training Facility	\$3,819.8	\$1,306.7	\$466.1	\$3.8	\$469.9	\$3,349.8	34.2%	12.3%
CIP106 Special Operations Division Facility	830.8	830.8	830.8	0.0	830.8	0.0	100.0%	100.0%
Subtotal	\$4,650.6	\$2,137.6	\$1,296.9	\$3.8	\$1,300.8	\$3,349.8	46.0%	28.0%
Total: Other Facilities	\$4,650.6	\$2,137.6	\$1,296.9	\$3.8	\$1,300.8	\$3,349.8	46.0%	28.0%
Grand Total: Capital Improvement Program PRIIA	\$599,380.7	\$352,797.9	\$238,558.2	\$27,763.9	\$266,259.0	\$329,349.4	58.9%	44.4%

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.

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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.

JURISDICTIONAL BALANCES ON ACCOUNT
AS OF FIRST QUARTER FISCAL YEAR 2012 - SEPTEMBER 30, 2011
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

JURISDICTION	OPERATING	CAPITAL	TOTAL	NOTES ¹
DISTRICT OF COLUMBIA				
DC Dept of Transportation	(0.003)	(0.022)	(0.025)	
DC Dept of Transportation	0.398	0.000	0.398	
DC	0.000	(0.671)	(0.671)	Station enhancements & Navy Yard improvement, excludes TIFF
DC Dept of Transportation	0.000	0.879	0.879	7th Street Bridge
DC Dept of Public Works	0.182	0.000	0.182	Joint and Adjacent Escort Services
DC Dept of Public Works	0.150	0.000	0.150	Joint and Adjacent Escort Services
Credits to be Applied to 2nd Quarter FY2012 Billing:				
Interest Earnings on CIP & PRIIA Contributions	0.000	0.022	0.022	
DC TOTAL	<u><u>\$0.727</u></u>	<u><u>\$0.207</u></u>	<u><u>\$0.934</u></u>	
MARYLAND				
Montgomery County	0.085	1.886	1.971	Pending receipt of operating & capital/CMAQ
Prince George's County	(0.155)	1.721	1.566	Pending receipt of operating & capital/CMAQ
Credits to be Applied to 2nd Quarter FY2012 Billing:				
Interest Earnings on PRIIA Contributions	0.000	0.007	0.007	
MD TOTAL	<u><u>(\$0.070)</u></u>	<u><u>\$3.614</u></u>	<u><u>\$3.544</u></u>	
VIRGINIA				
Alexandria	(0.101)	(0.183)	(0.283)	
Arlington	(0.660)	(0.003)	(0.664)	
City of Fairfax	(0.031)	(0.000)	(0.031)	
Fairfax County	(0.447)	(2.007)	(2.454)	
Fairfax County Dept. of Family Service	0.093	0.000	0.093	Access to Jobs
Falls Church	(0.000)	0.000	0.000	
Northern VA Transportation Comm.	(0.285)	(1.489)	(1.774)	
Virginia Department of Rail and Public Transportation	0.000	(0.007)	(0.007)	
Credits to be Applied to 2nd Quarter FY2012 Billing:				
Interest Earnings on CIP and PRIIA Contributions	0.000	0.018	0.018	
VA TOTAL	<u><u>(\$1.430)</u></u>	<u><u>(\$3.672)</u></u>	<u><u>(\$5.102)</u></u>	
GRAND TOTAL	<u><u>(\$0.773)</u></u>	<u><u>\$0.149</u></u>	<u><u>(\$0.624)</u></u>	

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

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

Grant Activity for the Quarter Ending September, 2011

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). Due to cost savings on other ARRA projects, Metro will purchase additional Metro Access vans to replace vans that have exceeded the recommended life span. Fourteen projects have been completed with a total value of \$63.0 million.</p> <p>To meet heightened reporting expectations:</p> <ul style="list-style-type: none"> The previous quarter's project progress and significant payments were posted on www.recovery.gov for public accountability of federal funds as required by Section 1512.
	Department of Homeland Security Transit Security Grant	<p>Anti-Terrorism Teams conducted Targeted Train Inspections, rolling train inspections, bus division checks, station checks, area saturation patrols, and Security Inspection Points. Remaining explosives trace detector units were received. The teams also conducted various high visibility and targeted inspection activities and conducted filming for IACP video.</p>
FTA	Annual Formula Grants for Sections 5309 and 5307	<p>Metro FY2011</p> <ul style="list-style-type: none"> FFY2010 Section 5307 grant for \$139.4 million was awarded. FFY2010 Section 5309 grant for \$101.3 million was awarded. <p>Metro FY2012</p> <ul style="list-style-type: none"> FFY2011 Section 5307 grant for \$128.6 million was submitted and awarded. FFY2011 Section 5309 grant application for \$101.2 million is under review with Department of Labor for certification.
	Passenger Rail Investment and Improvement Act (PRIIA)	<ul style="list-style-type: none"> From the FFY2010 \$150.0 million PRIIA grant, FTA has disbursed \$111.6 million to reimburse Metro for payments for the rail car procurement milestone and other projects in Metro's FY2011 CIP. Metro submitted a draft application for \$149.7 million of FFY2011 PRIIA funds to support the Metro FY2012 CIP.
	Congestion Mitigation & Air Quality (CMAQ)	<ul style="list-style-type: none"> FFY2009, FFY2010, FFY2011 CMAQ Funds for Bus Replacement - Metro continues to use CMAQ funds to closeout New Flyer contracts for the purchase of replacement buses, spare parts, training and miscellaneous cost associated with the contracts. \$4.9 million in CMAQ Funding was allocated by the Virginia Department of Rail and Public Transportation for the purchase of replacement buses.
	Federal Earmarks	<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% of the projects have been completed.
	Competitive Programs	<ul style="list-style-type: none"> FFY2010 Section 5309 State of Good Repair - \$2.4 million grant application for Metro to develop an Asset Management Plan was awarded in July 2011. FFY2011 - Metro won 5317 New Freedom award in the amount of \$1.0 million for Bus Stop Improvements. The grant application is under review with FTA. FFY2011 Section 5309 State of Good Repair - \$1.5 million was won for Metro to continue its Asset Management Plan project.
Safety & Security	Transit Security Grant Program (TSGP)	<ul style="list-style-type: none"> FFY2006 – Chemical Detection project completed. FFY2007 – Intelligence Analyst has begun work. Front line employee training continued. FFY2008 – Continued site visits for risk assessment. Bids received for CCTV on rail cars and initial review by PRMT begun. FFY2009 – K9 Opack Vehicles upfit completed and put in service. Release of funds for final project received. All Environmental and Historic Preservation approvals completed. FFY2010 – Physical security design task begun. FFY2011 – Won \$12.7 million in TSGP funding and was awarded in September.
	Urban Areas Security Initiative (UASI)	<ul style="list-style-type: none"> FFY2008 – Metro Emergency Response Vehicle grant closed. FFY2009 – Completed Radio Upgrade project for Prince George's County. FFY2010 – Requested additional funding due to FBI changes in equipment requirements.

Office of Procurement and Materials
Sole Source Awards = / > \$100,000
July - September 2011

No.	Contractor	Contract No.	Description	Award Amount	Date of Award	Type of Funds	Program Office	Point of Contact	CA	Comments
1	TYCO Electronics	FQ11140	Crimper Units	\$ 201,768.00	07/18/11	Federal	CENV	Dave Hughson	G. Fletcher	
2	Ansaldo (Union Swtch & Signal)	FQ11118	Replacement of 1,750 Audio Frequency Track Circuits	\$ 12,390,569.00	07/30/11	Federal	IRPG	Douglas Simkins	L. Bryan	
3	Smiths Detection	FQ11301	Protect System-Foggy Bottom & Federal Triangle	\$ 880,587.00	08/18/11	Federal	IRPG	Nicolas Dimitracopoulos	L. Bryan	
4	Sepasa	FQ11307	Rail Car Safety and Reliability Enhancements	\$ 957,271.00	08/29/11	Federal	CENV	Dave Hughson	F. Voellm	
5	IHS Global	FQ11134	Data Cleansing/Software Upgrade	\$ 369,085.00	07/01/11	Federal	ITRP	Deven Sha	E. King	