



Finance & Administration Committee

Fiscal Year 2012

**Financial Summary
and
Monthly Financial Report
September 2011**



Operating Program Report

September FY2012

Operating Budget (Millions)

Month	Sep-10		Sep-11		Variance Percent
	Actual	Actual	Budget	Budget	
Revenue	\$ 66.8	\$ 66.5	\$ 67.9		-2%
Expense	\$ 118.5	\$ 114.9	\$ 122.3		6%
Subsidy	\$ 51.7	\$ 48.4	\$ 54.4		11%
Cost Recovery	56%	58%	56%		2%
YTD					
YTD	FY2011		FY2012		Variance Percent
	Actual	Actual	Budget	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	Sep-10		Sep-11		Variance	
	Actual	Actual	Budget	Prior Year	Budget	Budget
Metro rail	18,501	18,429	19,257	0%		-4%
Metrobus	10,566	11,448	10,925	8%		5%
MetroAccess	206	178	211	-14%		-16%
System Total	29,272	30,054	30,394	3%		-1%
YTD						
YTD	FY2011		FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget	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 September, 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 are to be processed during the next quarter.
- Supplies (\$5.4 M over budget) due to costs for maintenance parts that are to be transferred to capital. Correcting transfer will be completed during second quarter.

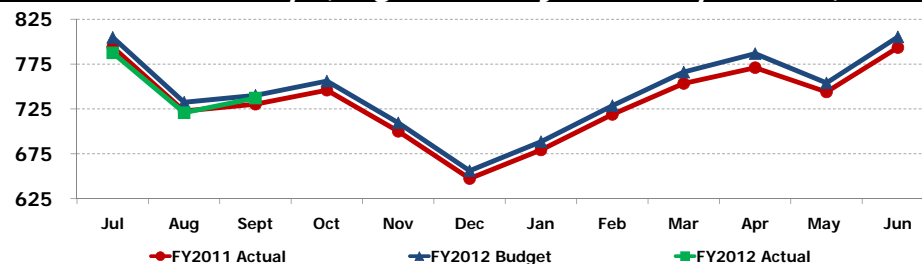
Favorable items include:

- 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.

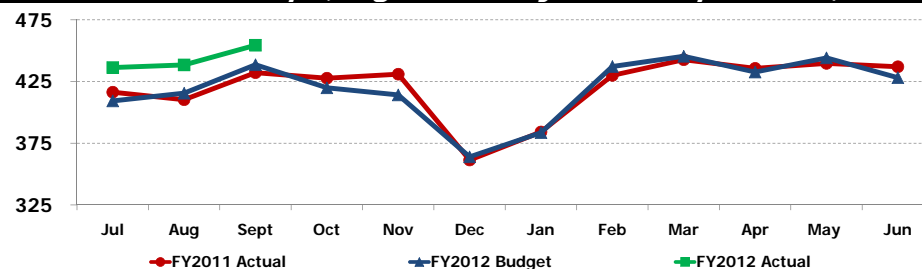
Year-to-date revenues are \$1 M below budget, major drivers:

- Metro received \$2.0 M in payments for insurance claims in July
- Advertising was \$1.2 M below 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 (Avg. Weekday Ridership, 1000s)



Bus Ridership (Avg. Weekday Ridership, 1000s)



Operating Budget Reprogramming Status

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



Capital Program Report

September FY2012

Sources of Funds (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 (Millions)

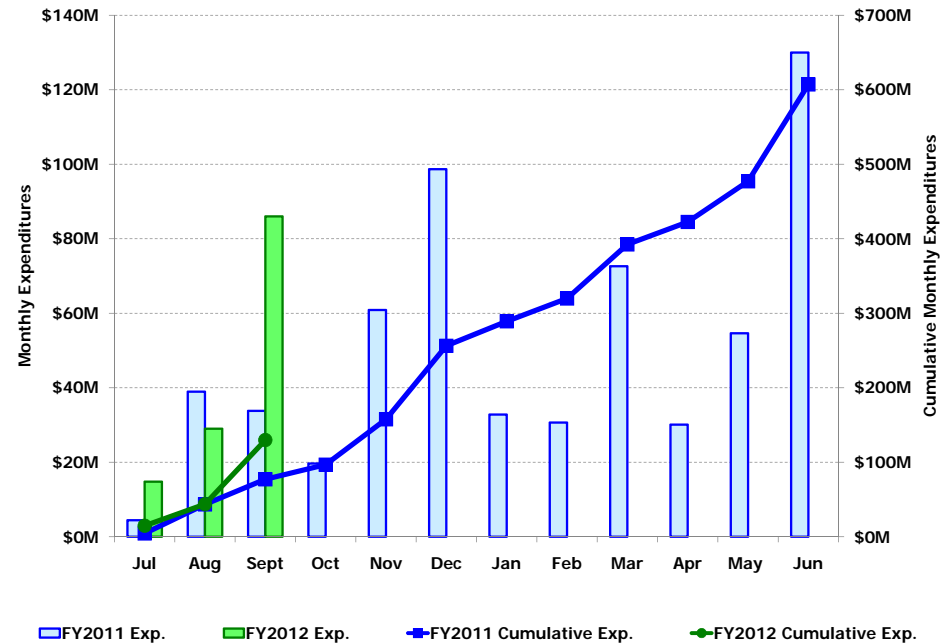
	Expenditure-Based Year to Date Uses of Funds				
	Budget	Obligated	Expended	Obl. Rate	Exp. Rate
FY2011 CIP	\$844	\$344	\$77	41%	9%
FY2012 CIP	\$889	\$493	\$130	55%	15%

	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 FY2011 in the Capital Program.
- 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 year-to-date FY2011.
- All of the FY2011 Buses have been received. In addition, 28 of the 100 replacement buses scheduled for FY2012 have been received.
- Major repairs were on escalators at the College Park-U of MD, Dupont Circle, Huntington, McPherson Square and Metro Center Metrorail stations have been completed. In addition, full rehabilitations to escalators at three Metrorail stations have been completed.
- 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 (Millions)



Capital Budget Reprogramming Status

No reprogramming occurred in the first quarter of FY2012.



Procurement Report

September 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



HR Vacancy Report

September 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 is dependent on bus hiring progress to fill 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%	In FY2011, converted contract positions to full-time positions
Procurement Capital Support	24	24	100%	New section within the office of procurement in FY2012
Bus Heavy Overhaul Maintenance	158	26	16%	



**Washington Metropolitan Area Transit Authority
Fiscal Year 2012 Financials**

Monthly Financial Report

September 2011

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
MONTHLY FINANCIAL REPORT
FY2012
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



OPERATING BUDGET

Year-to-date through the end of September, total expenses less revenue were \$158.4 million, which was 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 under budget.

Revenue of \$66.5 million was under budget for the month due to lower than projected non-passenger revenue receipts. Passenger revenue of \$63.2 million was on budget; while rail passenger revenue was under budget by \$0.5 million, bus passenger revenue was over budget by \$0.5 million. In September, expenses of \$114.9 million were under budget by \$7.4 million, or six percent. Expenses were below budget due to under runs in services, supply expenditures, and propulsion. This is partially due to the timing in payments for service contracts and supplies, which will be adjusted for in the second quarter.

Table 1

(\$ Millions)	Sep-10	Sep-11		Budget	
	Actual	Actual	Budget	Variance	Variance
	Month to Date Budget Variance			Variance	Variance
Revenue	\$66.8	\$66.5	\$67.9	(\$1.4)	-2%
Expense	\$118.5	\$114.9	\$122.3	\$7.4	6%
Subsidy	\$51.7	\$48.3	\$54.3	\$6.0	11%
Cost Recovery	56%	58%	56%		
	Year to Date Budget Variance			Variance	Variance
Revenue	\$204.6	\$206.2	\$207.3	(\$1.1)	-0.5%
Expense	\$358.7	\$364.6	\$365.6	\$1.0	0.3%
Subsidy	\$154.1	\$158.4	\$158.3	(\$0.1)	-0.1%
Cost Recovery	57.0%	56.5%	56.7%		

Ridership

Total rail ridership through the end of September 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. Total bus ridership year-to-date was 33.5 million trips, 1.8 million trips above the same period last year, which is an increase of 5.7 percent; bus ridership was 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.



**Washington Metropolitan Area Transit Authority
September 2011 Monthly Financial Report -- FY2012**

Table 2

	Sep-10 <i>Actual</i>	Sep-11 <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 for September was 18 million trips, approximately 180,000 trips, or one percent, more than the total for both September FY2011 and September 2010. See Ridership and Revenue Analysis, Month-To-Date in the appendix for monthly ridership data. In September, average weekday rail ridership for the one month was 737,000 trips, 7,000 trips above the average one year ago, a one percent increase. Weekday ridership during the AM peak period increased 2.4 percent over the prior year, while ridership in the evening period decreased slightly.

Average Saturday ridership increased three percent over the prior September due to increased attendance of weekend events. While average Sunday ridership decreased slightly as a result of track work, total weekend ridership increased.

Total ridership for the first quarter of the fiscal year was slightly lower, 626,000 trips or one percent, than the prior year due to the extreme temperatures in July and the earthquake and hurricane events of August. Employment in the District of Columbia, a major influence on rail ridership, has been flat during the first quarter of the year.

Bus

In the month of September, bus ridership was 11.2 million trips, an increase of 600,000 trips, or six percent, above the total for September FY2011. See Ridership and Revenue Analysis, Month-To-Date in the appendix. This was the eighth consecutive month in which ridership was trending in a positive direction compared to the prior year. For the one month, average weekday ridership growth was similar, increasing an average of 22,000 trips each weekday, or six percent. Average weekend ridership for the month was eight 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 September had a positive impact on bus riders, increasing the number of discretionary trips.



Washington Metropolitan Area Transit Authority September 2011 Monthly Financial Report -- FY2012

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. Factors, such as the completion of several road improvement construction contracts, have had a positive influence on ridership as it allows bus services to function better and improves on-time performance.

MetroAccess

MetroAccess transported 171,607 passengers during September FY2012. This represents a decrease in ridership of 15.5 percent (31,564 passengers) as compared with September FY2011. For the month, ridership was 19.2 percent (40,693 passengers) below forecast. See Ridership and Revenue Analysis, Month-To-Date in the appendix. Average weekday ridership for the one month of September FY2012 was 6,831 which equates to a 16.1 percent reduction as compared with September FY2011 (8,139). Average Saturday ridership for September FY2012 was 2,842 which equates to a 10.2 percent reduction from September FY2011. Average Sunday ridership was 2,493 which is a decrease of 12.9 percent from September FY11. Ridership growth continues to decline due to the success of demand management initiatives.

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. Month-end revenue of \$66.5 million was under budget by two percent. See table 1.

Rail

Rail passenger revenue for the month was \$47.1 million, which was \$0.5 million or one percent less than budget. Year-to-date total rail passenger revenue of \$146.4 million 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 is \$2.62, which is less than the budget 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 month of \$11.2 million was \$0.5 million or four percent above budget. Year-to-date, total bus passenger revenue of \$33.6 million was \$1.8 million or six percent above budget. Average fare 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.

MetroAccess

September FY2012 MetroAccess passenger revenue totaled \$651,356. MetroAccess passenger revenue year-to-date is \$1,946,044, which is significantly higher than revenue recorded for the same reporting period in FY2011. The FY2012 monthly passenger revenue reflects the implementation of the fare increase 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 record this revenue monthly based on usage reports.



Parking

Parking revenue for September of \$3.8 million was less than budget by \$0.4 million. Year-to-date parking revenue was \$11.3 million, which is less than budget but greater than prior year by \$0.8 million. 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-transit revenue was below budget by \$1.4 million in September, but year-to-date it was above budget by \$0.8 million. See Operating Financials in appendix. Because of the way in which the CBS contract is structured, advertising revenue will appear below budget each month 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, which was \$0.7 million under budget in September due to a one-time correcting entry. In July, subrogation collections of almost \$2.0 million for insurance claims were recognized; accordingly, year-to-date Other Revenue is above budget year-to-date.

Expenses

Metro was \$7.4 million, or six percent, below budget in expenditures for September and \$1 million below budget year-to-date. See table 1.

Labor

Total personnel expenses were over budget by \$1.7 million for the month. Overtime was over budget by \$3.1 million mainly in the departments of Transit Infrastructure and Engineering Services (TIES), Rail and Bus. The primary contributor to overtime has been the large number of vacancies. Fringe benefits were \$1.5 million over budget for September and \$5.9 million over budget year-to-date. The variance in fringe benefits is partially due expenses incorrectly applied to operating that are to be transferred to capital during the second quarter. Salary and wage expenses were under budget by \$2.9 million primarily due to vacancies in Bus Services, Rail Transportation and Deputy General Manager of Operations.

Non-Labor

Non-personnel expenses were under budget by \$9.1 million for the month. Services were under budget by \$4.2 million, mostly due to lower than budget expenses for paratransit and timing delays in service contracts for Bus. Fuel & Propulsion and Utilities were under budget by \$2.8 million, partially due to lower than budgeted fuel and utility rates in TIES. Materials and Supplies were under budget by \$1.8 million.

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 Access Services and delays in initiating service contracts. Fuel & Propulsion and Utilities were under budget by \$7.5 million mainly due to lower than budget utility rates. The favorability was offset by Materials and Supplies, which was over budget by \$5.4 million due to a lag in capitalization of car maintenance parts.



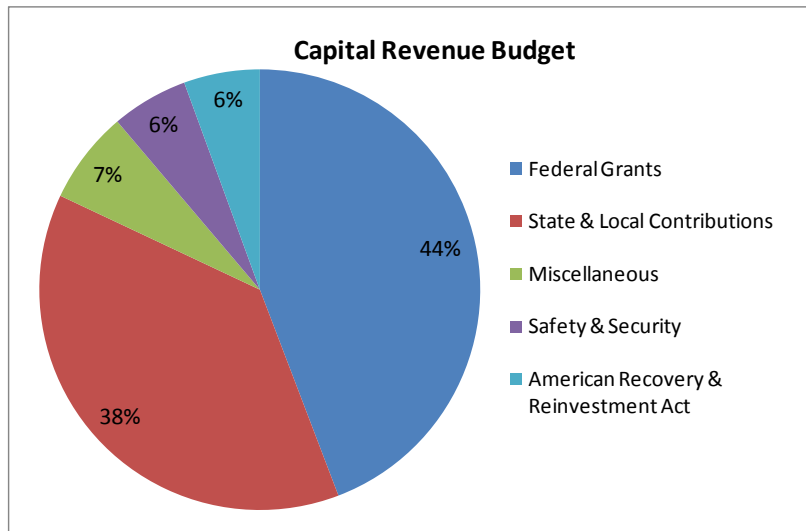
**Washington Metropolitan Area Transit Authority
September 2011 Monthly Financial Report -- FY2012**

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.

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)



**Washington Metropolitan Area Transit Authority
September 2011 Monthly Financial Report -- FY2012**

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						
	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate	
Capital Improvement Program							
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.

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 the end of September, 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 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 2012 March 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.

Major repairs for escalators were started at the College Park-U of MD, Huntington, Minnesota Ave and Potomac Ave Metrorail stations. Major repairs are ongoing on escalators at the Potomac Ave Metrorail station. Major repairs were completed on escalators at College Park-U of MD, Dupont Circle, Huntington, McPherson Square and Metro Center Metrorail stations.

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



Station Enhancement Report

Station enhancements were started at the Eastern Market (mini), Stadium-Armory (mini) and Columbia Heights (mini) Metrorail station. Station enhancements are ongoing at the Greenbelt, New York Ave-Florida Ave-Gallaudet U and Grosvenor-Strathmore Metrorail stations. Station enhancements were completed at the Rhode Island Ave-Brentwood, Arlington Cemetery, Silver Spring (mini) and Takoma (mini) Metrorail station.

Track and Structures Maintenance

Red Line

- Utility work, ceiling repairs, replacement of rail fasteners, and installation of new emergency phones and communication cables at Farragut North
- Rail renewal and tunnel leak repairs between Friendship Heights and Grosvenor-Strathmore
- Rail and tie renewal between New York Ave-Florida Ave-Gallaudet U and Rhode Island Ave-Brentwood
- Rail and infrastructure renewal work between Shady Grove and Twinbrook
- Cable installation and station platform upgrades between Takoma and Forest Glen
- Station platform repairs between Grosvenor-Strathmore 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
- Installation of new rail between Franconia-Springfield and Van Dorn Street

Green Line

- 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

Blue Line

- Floating slab repairs between Addison Road-Seat Pleasant to Stadium-Armory
- Rail infrastructure upgrades between Pentagon City and Arlington Cemetery



**Washington Metropolitan Area Transit Authority
September 2011 Monthly Financial Report -- FY2012**

Orange Line

- Replacement of cross ties and insulators between Vienna/Fairfax-GMU and West Falls Church-VT/UVA

Yellow Lines

- Special inspection of the Yellow Line Bridge between Huntington and Stadium Armory

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 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.

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>\$337.4</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 – monthly
- 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 – monthly

Operating Financials

September-11
FISCAL YEAR 2012

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
Passenger Revenue											
\$47.8	\$47.1	\$47.7	(\$0.5)	-1%	Metrorail	\$147.9	\$146.4	\$150.1	(\$3.7)	-2%	
11.2	11.2	10.8	0.5	4%	Metrobus	34.2	33.6	31.8	1.8	6%	
0.5	1.0	0.5	0.5	91%	MetroAccess	1.3	2.3	1.6	0.7	44%	
3.7	3.8	4.2	(0.4)	-10%	Parking	10.5	11.3	12.0	(0.7)	-6%	
\$63.2	\$63.2	\$63.2	(\$0.0)	0%	subtotal	\$193.9	\$193.6	\$195.5	(\$1.9)	-1%	
Non-Passenger Revenue											
\$0.6	\$0.9	\$0.7	\$0.2	28%	D.C. Schools	\$0.9	\$1.3	\$0.9	\$0.4	49%	
0.7	1.1	1.7	(0.5)	-33%	Advertising	2.2	2.4	3.6	(1.2)	-32%	
0.4	0.3	0.5	(0.2)	-37%	Joint Dev/Property Rent	1.6	1.5	1.6	(0.1)	-6%	
1.1	1.1	1.2	(0.1)	-7%	Fiber Optic	3.4	3.8	3.7	0.1	3%	
0.6	(0.1)	0.6	(0.7)	-112%	Other	2.2	3.4	1.8	1.6	87%	
0.0	(0.0)	0.0	(0.0)	-101%	Interest	0.1	0.0	0.1	(0.1)	-90%	
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0		
0.2	0.0	0.0	0.0		SCR Funding	0.3	0.0	0.0	0.0		
\$3.6	\$3.4	\$4.8	(\$1.4)	-29%	subtotal	\$10.6	\$12.6	\$11.8	\$0.8	7%	
\$66.8	\$66.5	\$67.9	(\$1.4)	-2%	TOTAL REVENUE	\$204.6	\$206.2	\$207.3	(\$1.1)	-1%	
EXPENSES:											
\$51.7	\$51.4	\$54.3	\$2.9	5%	Salary/Wages	\$157.3	\$161.5	\$163.9	\$2.4	1%	
\$7.2	\$7.8	\$4.7	(\$3.1)	-65%	Overtime	\$22.7	\$22.6	\$14.5	(\$8.1)	-56%	
24.2	26.2	24.7	(1.5)	-6%	Fringe Benefits	73.8	80.9	75.1	(5.9)	-8%	
14.7	14.0	18.1	4.2	23%	Services	43.9	41.1	51.3	10.2	20%	
7.0	2.5	4.4	1.8	42%	Supplies	19.8	18.2	12.8	(5.4)	-42%	
7.5	7.4	9.3	1.9	21%	Power/Diesel/CNG	22.7	23.8	27.9	4.1	15%	
2.9	3.0	3.8	0.9	23%	Utilities	8.3	8.1	11.5	3.4	29%	
3.4	2.5	2.9	0.3	12%	Insurance/Other	10.3	8.4	8.6	0.2	3%	
\$118.5	\$114.9	\$122.3	\$7.4	6%	TOTAL EXPENSE	\$358.7	\$364.6	\$365.6	\$1.0	0%	
\$51.7	\$48.3	\$54.3	\$6.0	11%	SUBSIDY	\$154.1	\$158.4	\$158.3	(\$0.1)	0%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

56% 58% 56%

COST RECOVERY RATIO

57% 57% 57%

RAIL
Operating Financials
September-11
FISCAL YEAR 2012

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
\$47.8	\$47.1	\$47.7	(\$0.5)	-1%	Passenger Fares	\$147.9	\$146.4	\$150.1	(\$3.7)	-2%	
0.3	0.8	0.2	0.6	343%	D.C. Schools	0.5	0.9	0.3	0.6	210%	
3.7	3.8	4.2	(0.4)	-10%	Parking	10.5	11.3	12.0	(0.7)	-6%	
0.7	(0.1)	0.5	(0.6)	-116%	Advertising	1.5	0.8	1.2	(0.4)	-32%	
0.4	0.3	0.5	(0.2)	-37%	Joint Dev/Property Rent	1.6	1.5	1.6	(0.1)	-6%	
1.1	1.1	1.2	(0.1)	-7%	Fiber Optic	3.4	3.8	3.7	0.1	3%	
0.3	0.2	0.5	(0.3)	-63%	Other	1.3	2.9	1.4	1.5	112%	
0.0	(0.0)	0.0	(0.0)	-103%	Interest	(0.0)	(0.0)	0.1	(0.1)	-101%	
0.2	0.0	0.0	0.0		SCR Funding	0.3	0.0	0.0	0.0		
\$54.5	\$53.2	\$54.8	(\$1.6)	-3%	TOTAL REVENUE	\$167.0	\$167.6	\$170.3	(\$2.7)	-2%	
EXPENSES:											
\$30.1	\$30.8	\$32.5	\$1.7	5%	Salary/Wages	\$92.3	\$95.7	\$98.0	\$2.2	2%	
\$4.4	\$5.0	\$2.2	(\$2.7)	-121%	Overtime	\$14.4	\$14.2	\$7.0	(\$7.2)	-104%	
14.2	16.1	14.5	(1.5)	-11%	Fringe Benefits	43.4	48.3	44.0	(4.3)	-10%	
3.8	4.2	5.8	1.6	28%	Services	11.6	11.3	15.5	4.2	27%	
4.5	2.9	2.8	(0.1)	-2%	Supplies	12.0	12.7	8.2	(4.5)	-55%	
4.5	4.4	5.7	1.4	24%	Power/Diesel/CNG	14.0	13.3	16.9	3.7	22%	
2.4	2.4	3.2	0.8	25%	Utilities	6.7	6.7	9.5	2.8	29%	
2.0	1.7	1.4	(0.2)	-15%	Insurance/Other	6.2	5.0	4.3	(0.7)	-16%	
\$65.8	\$67.3	\$68.2	\$0.9	1%	TOTAL EXPENSE	\$200.7	\$207.2	\$203.4	(\$3.8)	-2%	
\$11.3	\$14.1	\$13.3	(\$0.7)	-5%	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
September-11
FISCAL YEAR 2012
Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES:										
\$11.2	\$11.2	\$10.8	\$0.5	4%	Passenger Fares	\$34.2	\$33.6	\$31.8	\$1.8	6%
0.3	0.1	0.5	(0.4)	-82%	D.C. Schools	0.4	0.5	0.6	(0.2)	-26%
0.0	1.2	1.1	0.1	7%	Advertising	0.7	1.6	2.4	(0.8)	-32%
0.2	(0.2)	0.2	(0.4)	-257%	Other	0.5	0.5	0.5	(0.0)	0%
0.0	0.0	0.0	(0.0)	-96%	Interest	0.1	0.0	0.0	(0.0)	-70%
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0	
\$11.7	\$12.3	\$12.6	(\$0.3)	-2%	TOTAL REVENUE	\$35.8	\$36.2	\$35.4	\$0.8	2%
EXPENSES:										
\$21.3	\$20.3	\$21.4	\$1.2	5%	Salary/Wages	\$64.1	\$64.8	\$64.8	(\$0.1)	0%
\$2.8	\$2.9	\$2.5	(\$0.4)	-15%	Overtime	\$8.2	\$8.4	\$7.5	(\$0.8)	-11%
9.9	10.0	10.0	0.0	0%	Fringe Benefits	30.0	32.2	30.6	(1.6)	-5%
2.4	1.8	3.1	1.3	41%	Services	5.8	5.4	8.2	2.9	35%
2.5	(0.4)	1.5	1.9	126%	Supplies	7.7	5.5	4.5	(0.9)	-21%
3.0	3.1	3.6	0.6	16%	Power/Diesel/CNG	8.7	10.5	11.0	0.4	4%
0.5	0.6	0.6	0.1	12%	Utilities	1.6	1.3	1.9	0.6	32%
1.3	0.8	1.3	0.5	39%	Insurance/Other	3.9	3.2	4.0	0.8	20%
\$43.7	\$39.0	\$44.1	\$5.1	12%	TOTAL EXPENSE	\$130.0	\$131.3	\$132.5	\$1.3	1%
\$32.0	\$26.7	\$31.6	\$4.8	15%	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

September-11
FISCAL YEAR 2012

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES:										
\$9.4	\$9.2	\$8.9	\$0.4	4%	Passenger Fares	\$28.7	\$27.6	\$26.2	\$1.5	6%
0.3	0.1	0.5	(0.4)	-82%	D.C. Schools	0.4	0.5	0.6	(0.2)	-26%
0.0	1.2	1.1	0.1	7%	Advertising	0.7	1.6	2.4	(0.8)	-32%
0.2	(0.2)	0.2	(0.4)	-257%	Other	0.5	0.5	0.5	(0.0)	0%
0.0	0.0	0.0	(0.0)	-96%	Interest	0.1	0.0	0.0	(0.0)	-70%
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0	
\$9.9	\$10.3	\$10.6	(\$0.4)	-3%	TOTAL REVENUE	\$30.3	\$30.2	\$29.7	\$0.5	2%
EXPENSES:										
\$17.7	\$16.7	\$17.7	\$1.0	5%	Salary/Wages	\$53.2	\$53.5	\$53.4	(\$0.0)	0%
\$2.3	\$2.4	\$2.0	(\$0.3)	-15%	Overtime	\$6.8	\$6.9	\$6.2	(\$0.7)	-11%
8.2	8.3	8.3	0.0	0%	Fringe Benefits	24.9	26.6	25.2	(1.3)	-5%
2.0	1.5	2.5	1.1	41%	Services	4.8	4.4	6.8	2.4	35%
2.1	(0.3)	1.2	1.6	126%	Supplies	6.4	4.5	3.7	(0.8)	-21%
2.5	2.5	3.0	0.5	16%	Power/Diesel/CNG	7.2	8.7	9.1	0.4	4%
0.4	0.5	0.5	0.1	12%	Utilities	1.3	1.1	1.6	0.5	32%
1.1	0.7	1.1	0.4	39%	Insurance/Other	3.2	2.7	3.3	0.7	20%
\$36.2	\$32.2	\$36.4	\$4.2	12%	TOTAL EXPENSE	\$107.8	\$108.3	\$109.4	\$1.0	1%
\$26.4	\$21.9	\$25.8	\$3.9	15%	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

September-11

FISCAL YEAR 2012

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES:										
\$1.8	\$2.0	\$1.9	\$0.1	4%	Passenger Fares	\$5.5	\$6.0	\$5.7	\$0.3	6%
.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0	
\$1.8	\$2.0	\$1.9	\$0.1	4%	TOTAL REVENUE	\$5.5	\$6.0	\$5.7	\$0.3	6%
EXPENSES:										
\$3.6	\$3.5	\$3.7	\$0.2	5%	Salary/Wages	\$10.9	\$11.3	\$11.3	(\$0.0)	0%
\$0.5	\$0.5	\$0.4	(\$0.1)	-15%	Overtime	\$1.4	\$1.5	\$1.3	(\$0.1)	-11%
1.7	1.7	1.8	0.0	0%	Fringe Benefits	5.1	5.6	5.3	(0.3)	-5%
0.4	0.3	0.5	0.2	41%	Services	1.0	0.9	1.4	0.5	35%
0.4	(0.1)	0.3	0.3	126%	Supplies	1.3	1.0	0.8	(0.2)	-21%
0.5	0.5	0.6	0.1	16%	Power/Diesel/CNG	1.5	1.8	1.9	0.1	4%
0.1	0.1	0.1	0.0	12%	Utilities	0.3	0.2	0.3	0.1	32%
.2	.1	.2	.1	39%	Insurance/Other	.7	.6	.7	.1	20%
\$7.4	\$6.8	\$7.7	\$0.9	12%	TOTAL EXPENSE	\$22.2	\$22.9	\$23.2	\$0.2	1%
\$5.6	\$4.8	\$5.8	\$1.0	17%	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

September-11

FISCAL YEAR 2012

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
\$0.5	\$1.0	\$0.5	\$0.5	91%	Passenger Fares	\$1.3	\$2.3	\$1.6	\$0.7	44%	
.2	.0	.0	.0		Other	.4	.1	.0	.1		
\$0.6	\$1.0	\$0.5	\$0.5	91%	TOTAL REVENUE	\$1.7	\$2.4	\$1.6	\$0.8	49%	
EXPENSES:											
\$0.2	\$0.3	\$0.4	\$0.1	18%	Salary/Wages	\$0.8	\$0.9	\$1.2	\$0.3	22%	
\$0.0	\$0.0	\$0.0	\$0.0	37%	Overtime	\$0.0	\$0.0	\$0.0	\$0.0	47%	
0.1	0.2	0.2	0.0	5%	Fringe Benefits	0.4	0.5	0.5	0.0	9%	
8.6	8.0	9.2	1.3	14%	Services	26.5	24.5	27.6	3.1	11%	
0.0	0.1	0.1	(0.0)	-16%	Supplies	0.0	0.1	0.2	0.1	36%	
0.0	0.0	0.0	(0.0)	-34%	Utilities	0.0	0.0	0.0	(0.0)	-2%	
.1	.1	.1	.0	30%	Insurance/Other	.2	.2	.3	.1	37%	
\$9.0	\$8.6	\$10.0	\$1.4	14%	TOTAL EXPENSE	\$28.0	\$26.1	\$29.7	\$3.6	12%	
\$8.4	\$7.6	\$9.4	\$1.9	20%	SUBSIDY	\$26.3	\$23.8	\$28.1	\$4.3	15%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

7%

12%

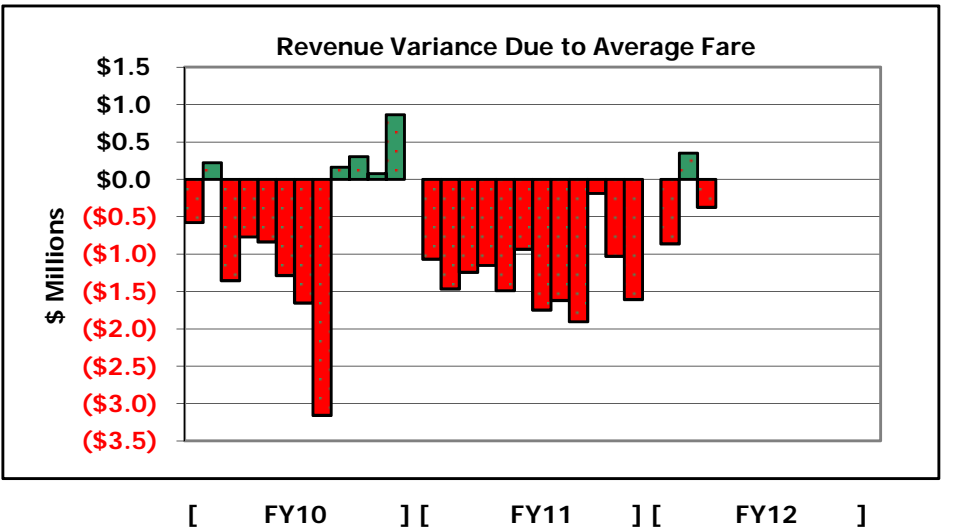
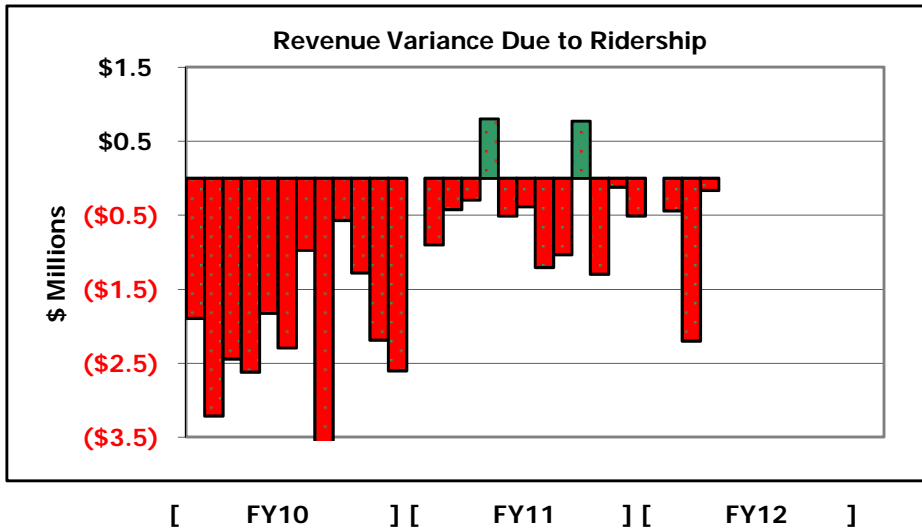
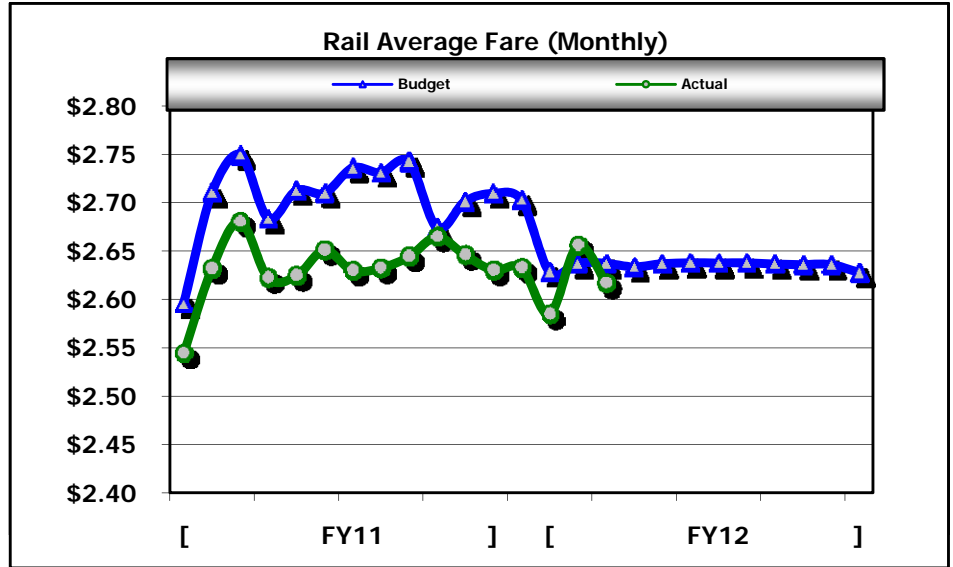
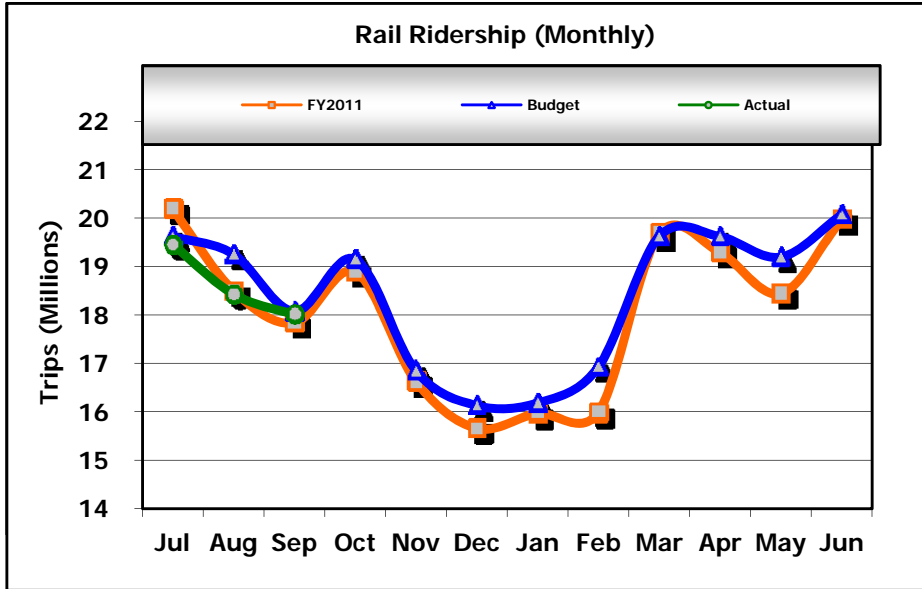
5%

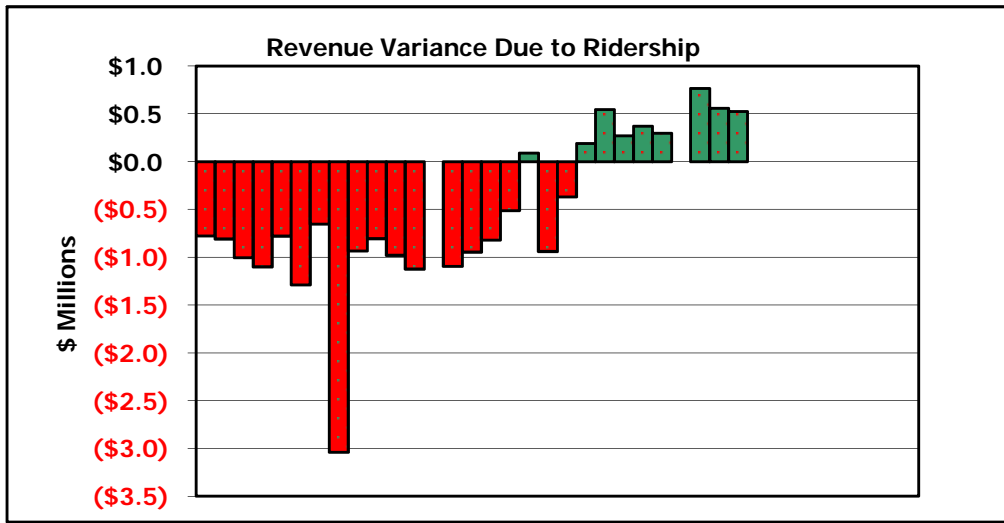
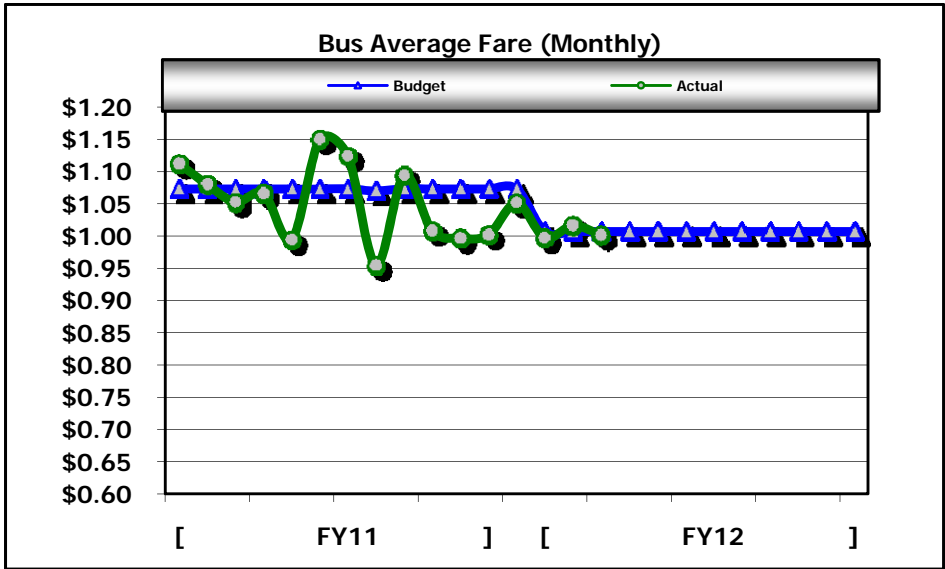
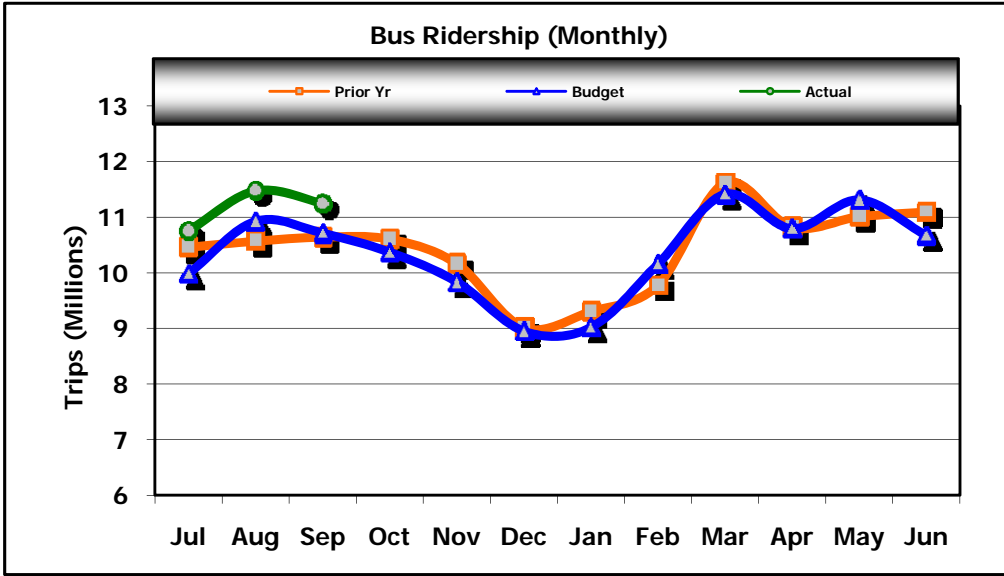
COST RECOVERY RATIO

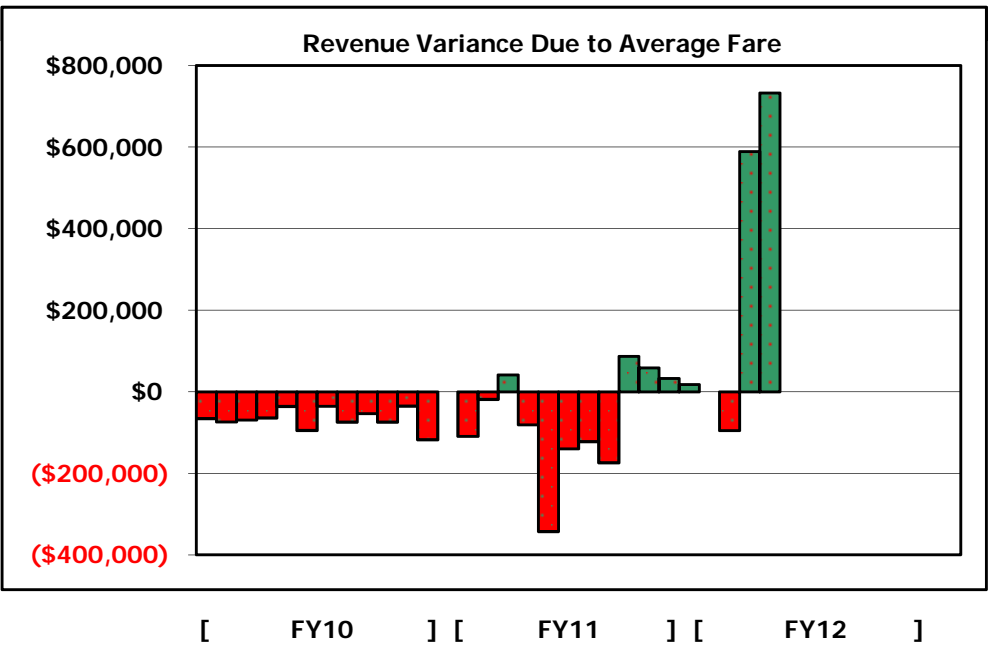
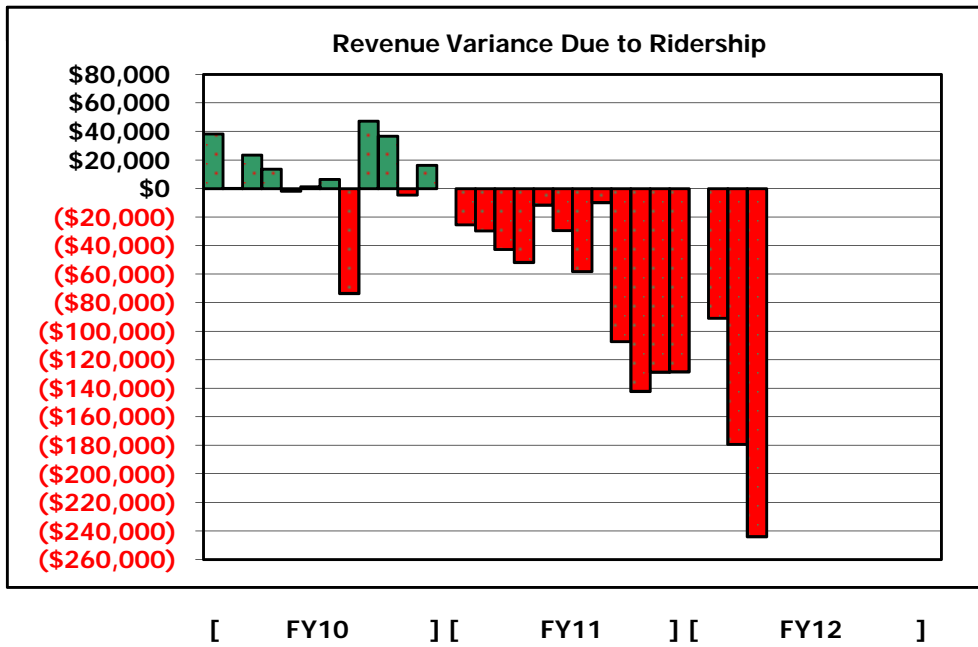
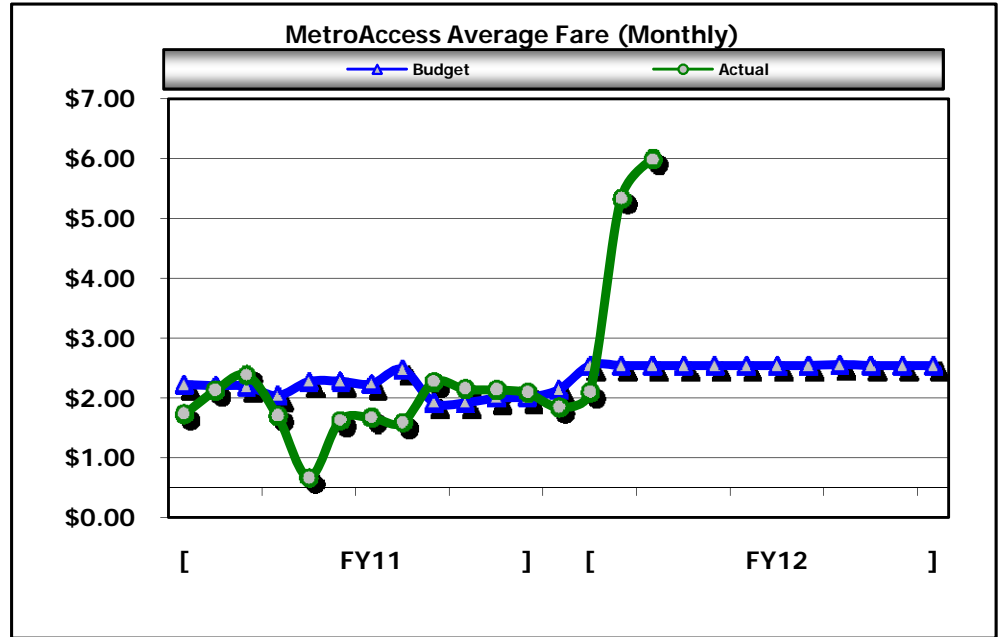
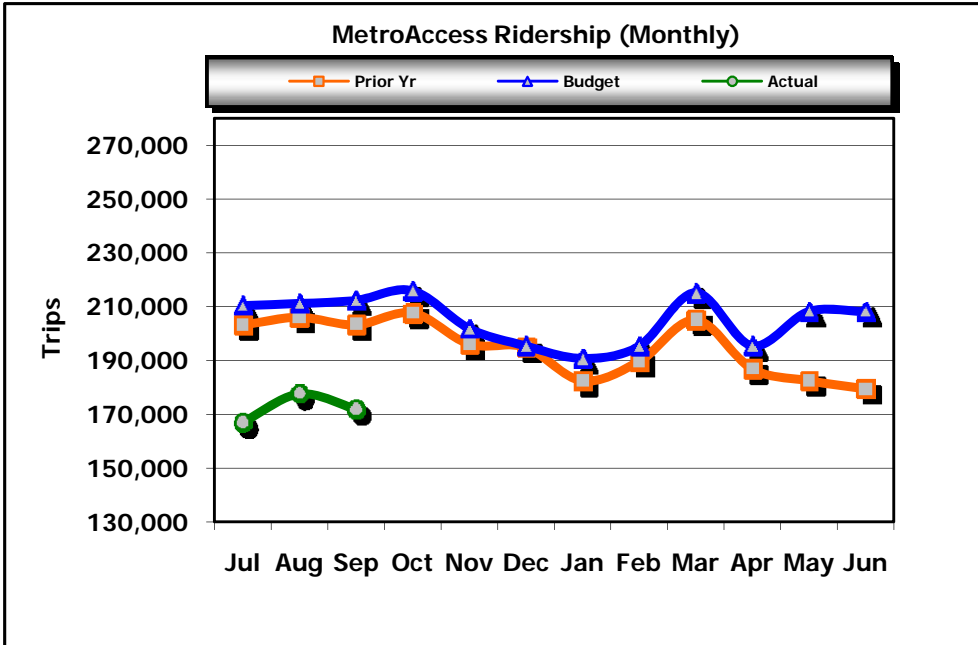
6%

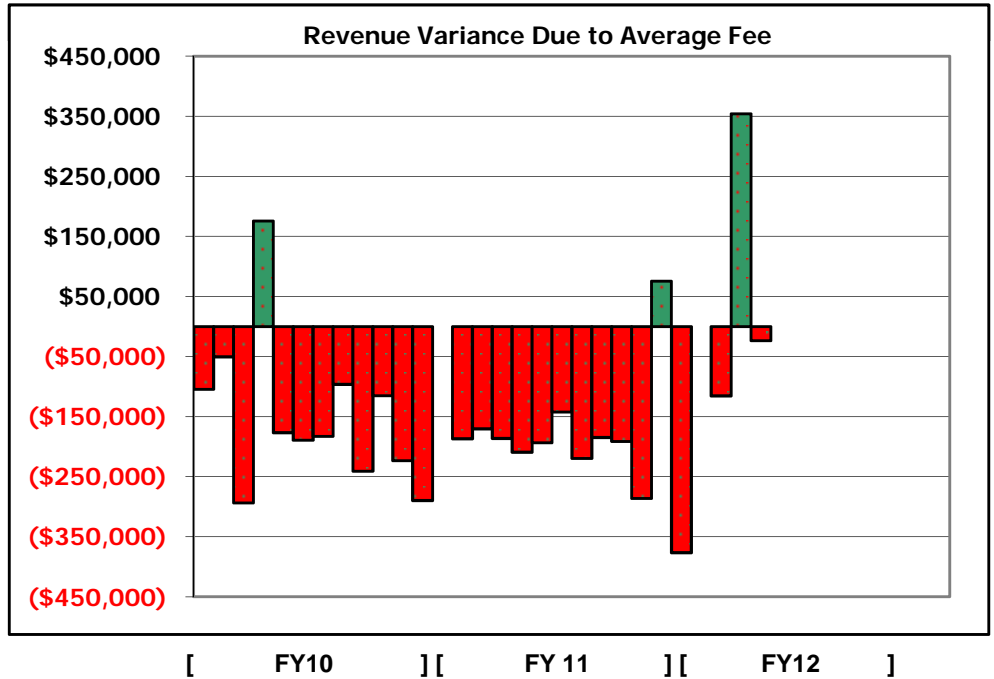
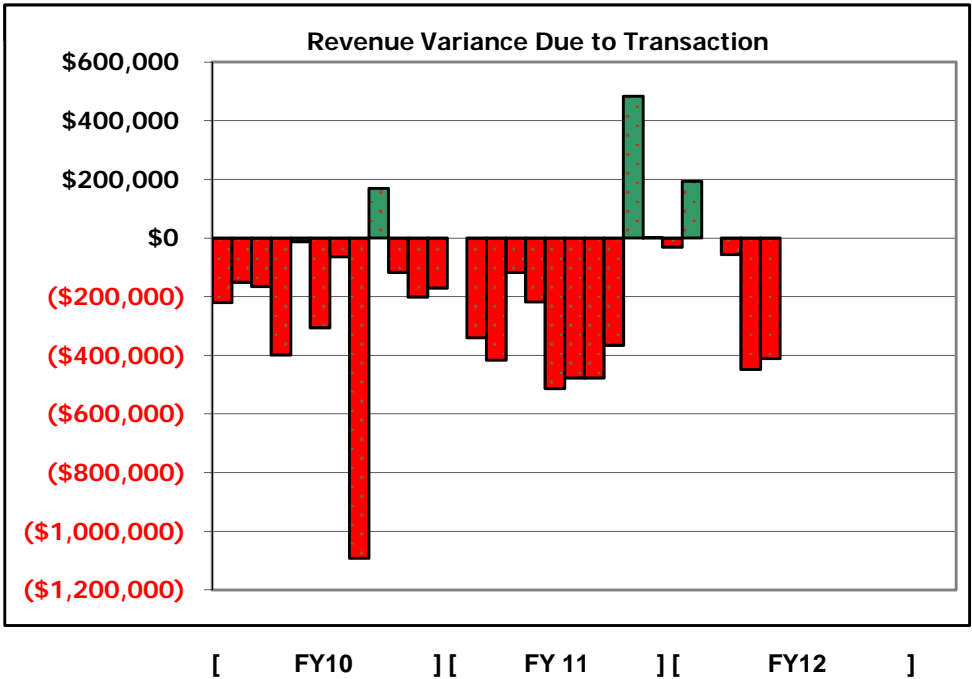
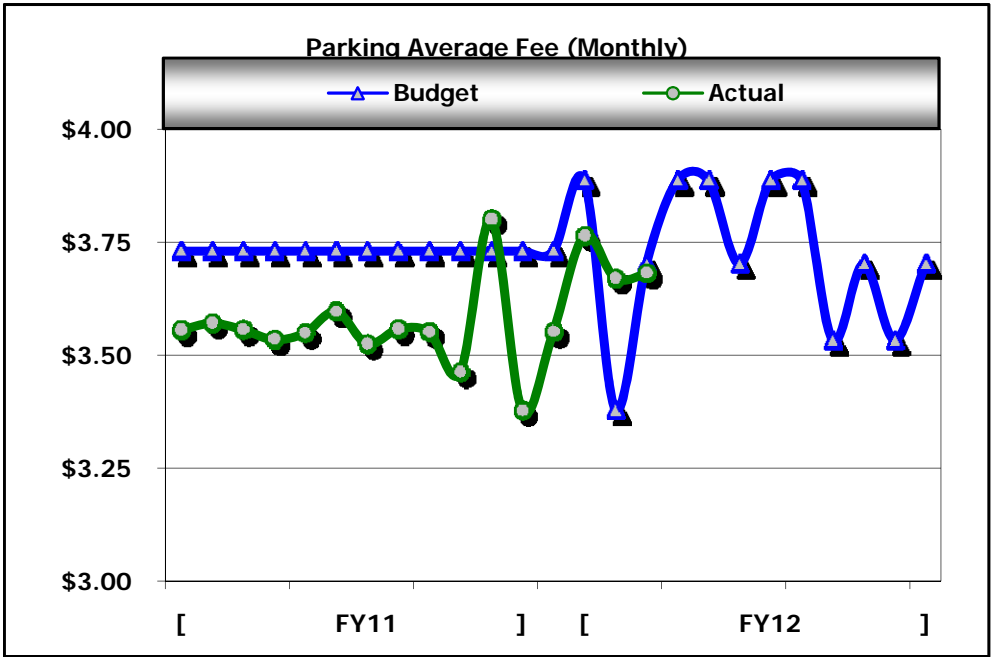
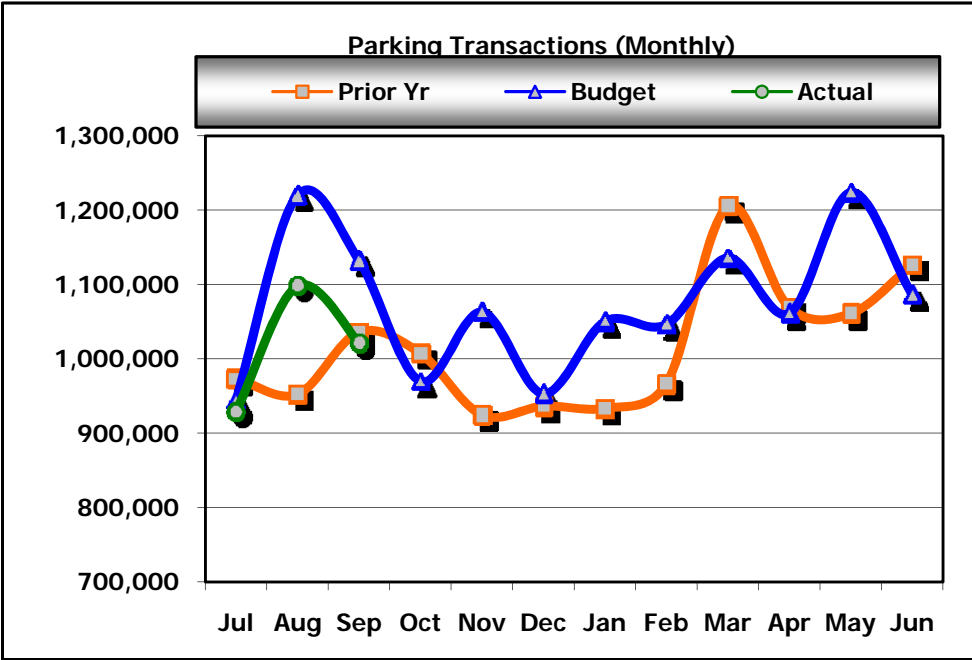
9%

5%

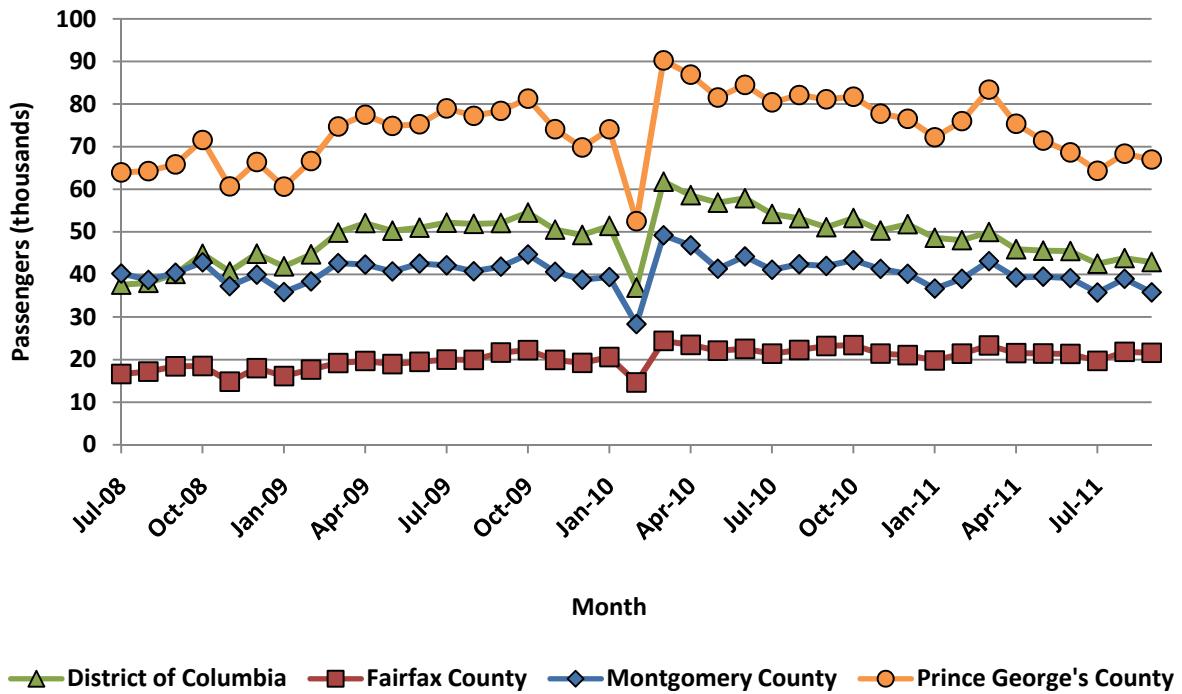




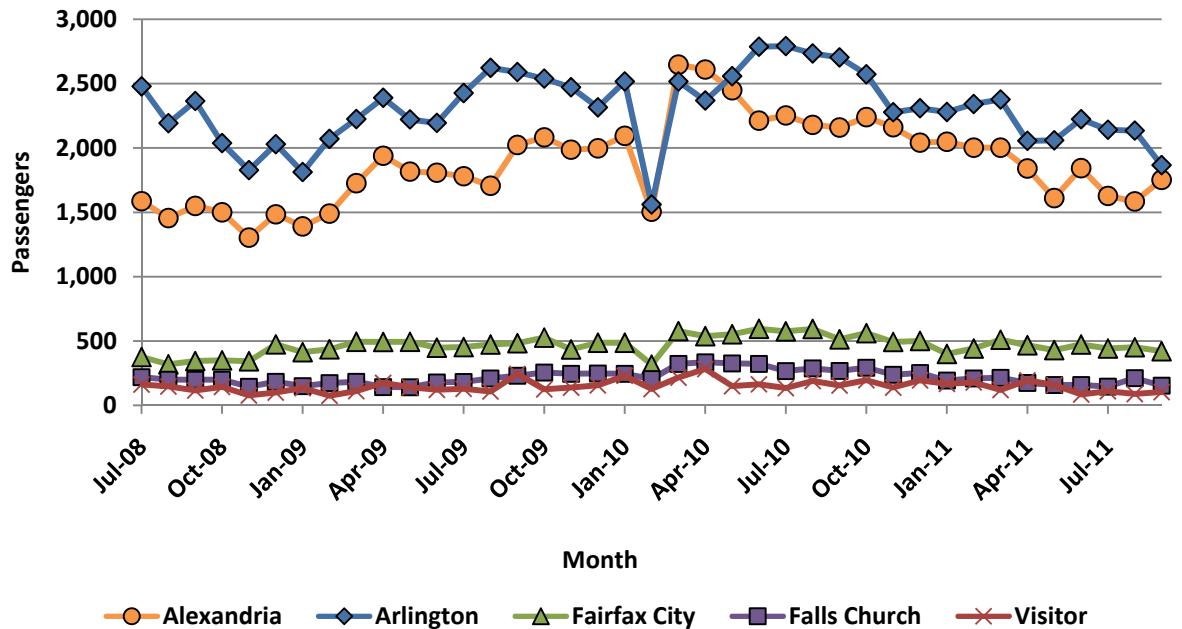




MetroAccess Ridership by Home Jurisdiction: FY09 to FY12



MetroAccess Ridership by Home Jurisdiction: FY09 to FY12



**WMATA PARKING FACILITY USAGE
September-2011**

STATION/LOT REGION	LOT CAP	Paid Utilization (% of Capacity)			
		September-2011	Y-T-D FY12	September-2010	Y-T-D FY11
<u>MONTGOMERY COUNTY</u>					
Grosvenor	1,894	94%	93%	102%	97%
White Flint	1,270	51%	47%	50%	44%
Twinbrook	1,097	55%	58%	68%	69%
Rockville	524	102%	101%	105%	78%
Shady Grove	5,745	85%	86%	91%	85%
Glenmont	1,781	100%	98%	97%	89%
Wheaton	977	53%	48%	52%	46%
Forest Glen	596	96%	95%	102%	99%
Montgomery County Total	13,884	82%	81%	86%	80%
<u>PRINCE GEORGE'S COUNTY</u>					
New Carrollton	3,519	92%	87%	88%	87%
Landover	1,866	50%	49%	31%	25%
Cheverly	500	97%	87%	99%	96%
Addison Road	1,268	71%	67%	51%	60%
Capitol Heights	372	85%	84%	79%	81%
Greenbelt	3,399	78%	80%	88%	81%
College Park	1,820	63%	62%	68%	69%
P.G. Plaza	1,068	49%	49%	51%	38%
West Hyattsville	453	93%	94%	99%	98%
Southern Avenue	1,980	77%	70%	81%	80%
Naylor Road	368	105%	99%	108%	70%
Suitland Garage	1,890	85%	83%	81%	74%
Branch Avenue	3,072	97%	95%	101%	90%
Morgan Blvd.	608	94%	77%	64%	39%
Largo	2,200	72%	74%	81%	75%
Prince George's County Total	24,383	79%	77%	78%	73%
Maryland Total	38,267	80%	78%	81%	75%
<u>DISTRICT OF COLUMBIA</u>					
Deanwood	194	61%	62%	1%	17%
Minnesota Ave.	333	74%	69%	47%	42%
Rhode Island Ave.	340				
Fort Totten	408	86%	81%	87%	87%
Anacostia Garage	808	59%	60%	68%	65%
District of Columbia Total	2,083	69%	67%	61%	57%
<u>Northern Virginia</u>					
Huntington	3,617	86%	84%	85%	82%
West Falls Church	2,009	96%	96%	100%	94%
Dunn Loring	1,326	101%	99%	106%	105%
Vienna	5,169	99%	97%	102%	93%
Franconia	5,069	87%	85%	90%	88%
Van Dorn	361	103%	94%	113%	102%
East Falls Church	422	117%	119%	118%	119%
Northern Virginia Total	17,973	93%	92%	96%	91%
System Total	58,323	84%	82%	85%	80%

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
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%

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
<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%

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
<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%

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
<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%

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
<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
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
<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
<i>Operations Systems</i>									
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%
<i>Information Technology</i>									
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%
<i>Miscellaneous Other</i>									
	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.

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

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

**JURISDICTIONAL BALANCES ON ACCOUNT
AS OF SEPTEMBER 30, 2011
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions**

JURISDICTION

OPERATING NOTES ¹

DISTRICT OF COLUMBIA

DC Dept of Transportation	(0.003)	
DC Dept of Transportation	0.398	
DC	0.000	Station enhancements & Navy Yard improvement, excludes TIFF
DC Dept of Transportation	0.000	7th Street Bridge
DC Dept of Public Works	0.182	Joint and Adjacent Escort Services
DC Dept of Public Works	0.150	Joint and Adjacent Escort Services
Credits to be Applied to 2nd Quarter FY2012 Billing:		
Interest Earnings on CIP & PRIIA Contributions	0.000	
DC TOTAL	<u><u>\$0.727</u></u>	

MARYLAND

Montgomery County	0.085	Pending receipt of operating & capital/CMAQ
Prince George's County	(0.155)	Pending receipt of operating & capital/CMAQ
Credits to be Applied to 2nd Quarter FY2012 Billing:		
Interest Earnings on PRIIA Contributions	0.000	
MD TOTAL	<u><u>(\$0.070)</u></u>	

VIRGINIA

Alexandria	(0.101)	
Arlington	(0.660)	
City of Fairfax	(0.031)	
Fairfax County	(0.447)	
Fairfax County Dept. of Family Service	0.093	Access to Jobs
Falls Church	(0.000)	
Northern VA Transportation Comm.	(0.285)	
Virginia Department of Rail and Public Transportation	0.000	
Credits to be Applied to 2nd Quarter FY2012 Billing:		
Interest Earnings on CIP and PRIIA Contributions	0.000	
VA TOTAL	<u><u>(\$1.430)</u></u>	

GRAND TOTAL..... (\$0.773)

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 Month 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"> Monthly reports to the Transportation and Infrastructure Committee have ceased being requested.
	Department of Homeland Security Transit Security Grant	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.
	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 awarded. FFY2011 Section 5309 grant application for \$101.2 million is under review with Department of Labor for certification.
FTA	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. 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. 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 changes in equipment requirements by FBI.