



**Finance & Administration Committee**

**Information Item IV-A**

**December 2, 2010**

**FY2011 Monthly Financial Report  
(October 2010)**



**Washington Metropolitan Area Transit Authority  
Fiscal 2011 Financials**

**Monthly Financial Report**

**October 2010**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
MONTHLY FINANCIAL REPORT  
FY2011  
October 2010**

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**OPERATING BUDGET**

***Summary***

Overall, year-to-date results are within budget for the FY2011. Year-to-date revenues are \$11.6 million unfavorable to budget, and expenditures are \$10.8 million favorable to budget.

Total revenue in October was \$69.1 million (\$64.8 million in passenger revenue), a negative variance to budget of \$1.3 million, or two percent. For October, rail passenger revenue was \$49.6 million, \$0.3 million below the budgeted amount of \$49.9 million. For the first three months of the fiscal year, rail passenger revenue has been three percent below projections, but the trend is improving. In July and August, rail passenger revenue was below expectations by three and four percent, respectively, while September results showed a slight improvement, with a negative passenger revenue variance of three percent. October results showed further improvement, with a negative passenger revenue variance of one percent.

Through the end of October, bus passenger revenue was \$45.5 million, \$3.2 million below budget; bus revenue was below projections by \$0.7 million in July, \$0.9 million in August, and \$1.1 million in September; October ended with a negative variance of \$0.6 million.

Total expenses of \$117.4 million for the month were under budget by \$3.8 million or three percent. Favorable variances in power and fuel and fringe benefits helped offset greater than anticipated material and supply expenditures.

(\$ Millions)	October 2009	October 2010		Budget Variance	
	Actual	Actual	Budget		
	<b>Month to Date Budget Variance</b>			<b>Variance</b>	
Revenue	\$63.6	\$69.1	\$70.5	(\$1.3)	-2%
Expense	\$112.5	\$117.4	\$121.2	\$3.8	3%
Subsidy	\$48.9	\$48.3	\$50.7	\$2.4	5%
Cost Recovery	57%	59%	58%		
	<b>Year to Date Budget Variance</b>			<b>Variance</b>	
Revenue	\$252.9	\$273.7	\$285.3	(\$11.6)	-4%
Expense	\$461.5	\$476.0	\$486.9	\$10.8	2%
Subsidy	\$208.6	\$202.4	\$201.6	(\$0.8)	0%
Cost Recovery	55%	57%	59%		



**Ridership**

*Overall*

Overall ridership is two percent below FY2010 levels, and three percent below the adopted budget. Rail ridership, even with the fare increase, is at the same levels as a year ago. Year-to-date average weekday bus ridership is seven percent below FY2010 levels and seven percent below budget. MetroAccess ridership is two percent up over FY2010 levels, but down against the budget.

	Oct 2009 <i>Actual</i>	Oct 2010 <i>Actual      Budget</i>		<i>Above/(Below)</i> <i>Last Year    Budget</i>	
<i>Trips</i>	<b>Average Weekday Ridership</b>			<b>Growth Rate</b>	
<b>Metrorail</b>	<b>748,091</b>	<b>745,044</b>	<b>749,992</b>	<b>(0%)</b>	<b>(1%)</b>
<b>Metrobus</b>	<b>438,754</b>	<b>416,605</b>	<b>448,689</b>	<b>(5%)</b>	<b>(7%)</b>
<b>MetroAccess</b>	<b>8,180</b>	<b>8,359</b>	<b>9,409</b>	<b>2%</b>	<b>(11%)</b>
<b>System Total</b>	<b>1,195,025</b>	<b>1,170,008</b>	<b>1,208,090</b>	<b>(2%)</b>	<b>(3%)</b>
<i>Trips (Thousands)</i>	<b>Fiscal Year to Date Ridership</b>			<b>Growth Rate</b>	
<b>Metrorail</b>	<b>75,258</b>	<b>75,437</b>	<b>75,746</b>	<b>0%</b>	<b>(0%)</b>
<b>Metrobus</b>	<b>45,299</b>	<b>42,133</b>	<b>45,387</b>	<b>(7%)</b>	<b>(7%)</b>
<b>MetroAccess</b>	<b>803</b>	<b>820</b>	<b>897</b>	<b>2%</b>	<b>(9%)</b>
<b>System Total</b>	<b>121,360</b>	<b>118,390</b>	<b>122,030</b>	<b>(2%)</b>	<b>(3%)</b>

*Rail*

Metrorail ridership for the month of 18.9 million trips was almost two percent above the budgeted ridership by slightly below the same period last year. Average weekday ridership declined in all time periods, except evenings in October. Ridership declined one percent in the midday and PM peak periods, declining 1,500 trips and 2,900 in the AM and PM periods, respectively, with Midday ridership an average of 1,500 trips below the same period last year.

For the period of July through October, total rail passenger ridership is up over FY2010, and down against budget by less than one percent. October's rail passenger ridership in October was bolstered the Comedy Central-Stewart/Colbert "Rally to Restore Sanity And/Or Fear" on the National Mall that was held on Saturday, October 30<sup>th</sup>. Ridership from this rally set a ridership record high, generating the highest Saturday ridership in the history of the rail system with a Saturday total of 834,000 trips, over 400,000 trips above the average Saturday ridership in October. Ridership on October 30<sup>th</sup> surpassed rail ridership for the Desert Storm Victory Celebration held on June 6, 1991 and at 786,000 trips was the highest Saturday rail ridership of the previous 19 years. As a result of this event,



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Saturday average ridership for the month was 447,700 trips, 92,000 trips above the average for the same period last year, an increase of 26 percent.

This event not only increased Saturday ridership, but evening ridership also benefited from this event. Evening ridership for the first Friday evening in the month averaged around 110,000 trips, but on the Friday evening before the rally, evening ridership increased almost 25,000 trips, to 134,000 trips, an increase of almost 20 percent. This influx of Friday trips directly before the rally increased the average evening ridership for the month almost 3,000 trips or 3.1 percent. Sunday average ridership was unaffected by the special rally and declined 8.7 percent below the same period last year.

### *Bus*

Bus ridership overall is below the previous year and down against the budget. Total bus ridership for the month of 10.5 million trips fell seven percent below the same period last year, a negative budget variance of five percent. Average weekday bus ridership in October was 416,600 trips, 22,000 trips below the same period last year, and 32,000 trips or seven percent below the budgeted average of 449,000 trips. Through the first four months of the year, average weekday bus ridership of 415,400 trips fell 7.5 percent or almost 34,000 trips below the average for the same period last year, and 8.3 percent below the budgeted average of 453,000 trips.

The Saturday bus ridership for the month grew 0.8 percent over the same period last year; one explanation is that bus ridership may have benefited from the rally on October 30<sup>th</sup>. Before this period, average Saturday bus ridership declined significantly in each of the first three months of the fiscal year below ridership for the previous year. Saturday bus ridership declined 11 percent in July and 5.5 and 4 percent in August and September, respectively.

## **Operating Revenue**

### *Overall*

Total revenue in October was \$69.1 million, a negative variance of \$1.3 million or two percent. The negative variance for the month was primarily a result of passenger revenues that were lower than expectations. In October, passenger revenues of \$64.8 million were \$1.5 million less than budget. The largest portion of this negative variance was a shortfall of \$0.6 million or five percent in Metrobus passenger revenues and \$0.3 million or a one percent shortfall in rail passenger revenues. MetroAccess revenue for the month was \$0.4 million, \$0.1 million or 27 percent below budget. For the month, parking revenue were \$3.6 million, \$0.4 million less than the budget of \$4.0 million. Total non-passenger revenue in October exceeded budget projections slightly by \$0.2 million.



### ***Rail***

October's rail revenue result with a negative budget variance of one percent represents the smallest rail budget variance so far this fiscal year. Rail passenger revenue in October was bolstered by revenues from the rally on the National Mall on Saturday, October 30<sup>th</sup>. Rail passenger revenue for October was \$0.3 million below budget, caused primarily by lower than budget rail average fare. The rail average fare for the month was \$2.62, \$0.06 less than the budgeted amount of \$2.68. The result was a revenue shortfall of \$1.1 million from the lower than expected average fare. Rail ridership for the month had a positive budget variance, contributing nearly \$0.8 million to passenger revenues, but was moderated by a system wide, below budget average fare; resulting in a total rail revenue shortfall for October.

Through the end of October, total rail passenger revenue year-to-date was \$197.4 million, \$5.7 million less than the budgeted amount of \$203.2 million or three percent. The shortfall in rail passenger revenue accounts for the largest component of the year-to-date shortfall in total passenger revenue, \$5.7 million of the current passenger revenue shortfall of \$11.1 million.

### ***Bus***

The largest revenue shortfall this month occurred in bus passenger revenue which was \$0.6 million or five percent below projections. The shortfall in bus passenger revenue resulted from lower than budgeted bus ridership. Low bus ridership accounted for \$611,000 of the negative bus revenue variance. A small positive variance in the bus average fare above the budgeted amount of \$1.07 contributed \$16,000 to bus passenger revenue, resulting in a total budget shortfall for the month of \$0.6 million. Through the end of the first four months, total bus passenger revenue was \$45.5 million, \$3.2 million less than budgeted.

### ***Parking***

Passenger revenue for the first four months also was affected by less than budgeted parking revenues. In October, parking revenues of \$3.6 million was \$0.4 million below budget. For FY2011, parking revenues was \$14.1 million, \$1.8 million or 12 percent below the budgeted amount of \$15.9 million. Parking utilization dropped from 90 percent last October to 87 percent this year. Similar decreases in utilization also occurred during the first quarter of the fiscal year. In addition, sales of reserved parking permits which increased in price from \$55.00 to \$60.00 on June 27<sup>th</sup>, 2010 declined during the first four months of the fiscal year when compared with the same period last year, contributing to the decline in parking revenues.

### ***Non-Passenger Revenues***

For the month, non-passenger revenue was positive by \$0.2 million. Large positive variances occurred in Other Revenue due to contributions from escort services of \$0.9 million and \$0.06 million from Neutral Host revenue. Year-to-date, non-passenger revenue is under budget by \$0.5 million due to delayed receipt of payments for advertising.



## **Fare Impact Analysis**

In FY2011, Metro implemented fare increases for Metrorail, Metrobus, MetroAccess and parking. An analysis on the impacts of the fare change is in process. Initial findings indicate a minimal to zero impact on rail ridership and a five percent ridership decrease on bus. The findings are congruent with expectations of ridership elasticity for the modes.

Using September, 2009 as a comparison, rail ridership for September 2010 remained flat. Rail revenue, though, is below budget due to two factors. First, average fares are lower than expected, impacting the revenue. There has been a slight decline in very long and very short trips. Passengers taking trips less than 0.5 miles appear to be choosing different modes such as walking or bus. A more significant impact on average fare has been an increase in ridership during the off-peak shoulders, with two to three percent of riders shifting to the half-hour periods after 9:30am and 7:00pm. Second, the paper farecard surcharge prompted over 500,000 trips to switch from paper to SmarTrip in September.

Metrobus ridership declined by five percent between September 2009 and September 2010 due to the economic recession and the fare increase. While the economy has shown improvements for DC employees, the economic recession disproportionately affected bus passengers and will take a longer time to see positive gains in service industry jobs. The largest impact resulting from the fare change was in express bus service, in which ridership declined five percent. In contrast regular route passenger ridership declined one percent. The 20-cent surcharge on cash bus trips generated a similar shift as the rail paper farecard surcharge; the surcharge prompted 460,000 trips to switch to SmarTrip.

## **Expenses**

Metro was \$3.8 million, or three percent, under budgeted expenditures in October and \$10.8 million, or two percent, under budget year-to-date. Total personnel expenses were under budget by \$1.9 million for the month. Salary and wages were under budget by \$2.5 million for the month, primarily due to vacancies in bus and rail transportation. Accordingly, fringe benefit expenditures were also under budget. Overtime was \$2.4 million over budget; this was a decrease in overtime expense of \$800,000 from September. Bus Services incurred \$705,000 or 30 percent of the overtime variance due to 163 vacancies within Bus Maintenance and Bus Transportation combined.

Non-personnel expenses were under budget by \$1.85 million for the month. Material and Supplies were over budget due to greater than anticipated spending on bus and rail parts. Power and fuel continue to be favorable to budget. For October,



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propulsion power is \$1.5 million under budget due to favorable rates; fuel is \$638,000 below budget due to lower than expected consumption by hybrid buses.

In addition, material and supplies is overstated by \$3.8 million for bus parts and parts related to the capital project to rehab rail cars which will be transferred to capital. Other expenses include Neutral Host charges in Transit Infrastructure and Engineering Services and Information Technology, of which \$1.5 million will be reimbursed.

### **CAPITAL FINANCES**

#### **Revenues**

The awarded amount includes federal grants, totaling \$263 million. Revenue received to date is \$494 million. It represents available cash on hand. The State and Local Contributions received total \$158 million. Total revenue includes \$132 million from annual rollover.

#### **Costs**

The capital budget for FY2011 is \$1,107 million. Capital spending through October is as follows: \$670 million has been obligated of which \$199 million has been expended. The FY2011 approved budget includes \$132 million from the annual rollover. The appendix includes budget and spending data for each capital project.

<b>Capital Revenues</b> (dollars in millions)	<b>FY2011</b>				
	<b>CFA</b>	<b>Budget</b>	<b>Awarded</b>	<b>Received to Date</b>	<b>To be Received</b>
Federal Grants	\$	391	\$ -	\$ 105	\$ 286
Security - Federal Grants		3			3
State & Local Contributions		318		158	160
Miscellaneous		132		132	
Subtotal	\$	844	\$ -	\$ 395	\$ 449
<b>Other Programs</b>					
Security - Federal Grants	\$	61	\$ 61	\$ -	\$ 61
ARRA - Federal Grants		202	202	99	103
Subtotal		263	263	99	164
Total	\$	1,107	\$ 263	\$ 494	\$ 613



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<b>Capital Spending</b>		<b>FY2011 Year to Date</b>					
(dollars in millions)							
<b>Capital Improvement Program</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Unexpended</b>	<b>Obl. Rate</b>	<b>Exp. Rate</b>	
Vehicles/Vehicles Parts	\$ 336	\$ 167	\$ 43	293	50%	13%	
Rail System Infrastructure Rehab	112	82	4	107	73%	4%	
Maintenance Facilities	70	30	4	67	42%	5%	
Systems and Technology	85	47	10	75	56%	12%	
Track and Structure	76	51	16	60	66%	21%	
Passenger Facilities	103	78	16	87	75%	16%	
Maintenance Equipment	44	7	2	43	16%	3%	
Other Facilities	12	6	1	11	47%	7%	
Project Management and Support	5	1	1	4	19%	19%	
Subtotal	\$ 844	\$ 469	\$ 97	\$ 747	56%	11%	
<b>Security Program</b>	\$ 61	\$ 6	\$ 2	\$ 59	9%	3%	
<b>ARRA Program</b>							
Vehicles and Vehicle Parts	\$ 51	\$ 50	\$ 50	\$ 0	100%	100%	
Maintenance Facilities	59	57	15	44	96%	25%	
Passenger Facilities	20	20	13	6	99%	68%	
Safety and Security	12	11	9	3	90%	75%	
Maintenance and Repair Equipment	26	25	5	21	95%	19%	
Operations System	25	24	5	20	98%	19%	
Information Technology	9	9	4	6	100%	39%	
Miscellaneous	1	0	-	1	38%	0%	
Subtotal	\$ 202	\$ 196	\$ 100	\$ 100	97%	50%	
<b>Total</b>	<b>\$ 1,107</b>	<b>\$ 670</b>	<b>\$ 199</b>	<b>\$ 907</b>	<b>61%</b>	<b>18%</b>	

## Passenger Facilities

### Elevator & Escalator Report

Major repairs were ongoing on escalators at the Pentagon Metrorail stations. Major repairs were started on escalators at the Huntington and Gallery PI-Chinatown Metrorail stations. Major repairs were completed on escalators at Gallery PI-Chinatown, Archives-Navy Memorial-Penn Quarter, Capitol South, Pentagon City and Foggy Bottom-GWU Metrorail stations.

Rehabilitation/modernizations were ongoing on escalators at the Franconia-Springfield, Union Station, and Wheaton Metrorail stations. Rehabilitation/modernizations were started on escalators at the Franconia-Springfield, Gallery PI-Chinatown and Virginia Square-GMU Metrorail stations. Rehabilitation/modernizations were completed on escalators at the Judiciary Square, Bethesda, Gallery PI-Chinatown and Virginia Square-GMU Metrorail stations.

Rehabilitation/modernizations were ongoing on elevators at Union Station (two units).

### Station Enhancement Report

Station Enhancements were ongoing at the Rhode Island Ave-Brentwood, Addison Road-Seat Pleasant, College Park-U of MD, Congress Heights, Glenmont, Pentagon, Prince George's Plaza and Southern Avenue Metrorail stations. Station Enhancements were started at the Union Station and Judiciary Square Metrorail



stations. Station enhancements were completed at the Fort Totten Metrorail station, except for replacing bumpy tiles.

### **Track and Structures Maintenance**

Red Line - New rail cross ties were installed and repairs were made to the deteriorated platform at the Rockville Metrorail station as part of an effort to return it to a state of good repair. Repairs to the area underneath the rails throughout the Red Line were made between the New York Ave-Florida Ave-Gallaudet U and Silver Spring Metrorail Stations. Station improvements and maintenance were ongoing for the elevated tracks outside Rhode Island Ave-Brentwood Metrorail station.

Green Line - New rail was installed on the tracks between the Greenbelt and Fort Totten Metrorail stations to keep them in a state of good repair. Communications cables to support expanded cell phone coverage were installed between the Southern Avenue and Anacostia Metrorail stations as well as the U Street/African-Amer Civil War Memorial/Cardozo and Georgia Ave-Petworth Metrorail stations.

Blue and Orange Lines - Preliminary repairs to stabilize the ground, abutment and aerial structures were made outside the Cheverly Metrorail station. New track circuits were installed outside the Stadium-Armory Metrorail station to comply with a NTSB safety recommendation. Additionally, 4,290 feet of track, 680 insulators, 2,418 rail ties, 650 fasteners and two track switches were replaced at the New Carrollton Metrorail station. Platform repairs were also conducted at the Minnesota Ave Metrorail station.

Orange Line - New track and insulators were installed in the area between the West Falls Church-VT/UVA and East Falls Church Metrorail stations. Cross ties were replaced and new rail was welded on the tracks between the Vienna/Fairfax-GMU and West Fall Church-VT/UVA Metrorail stops. New rail was welded on the tracks between the New Carrollton and Cheverly Metrorail stations.

Blue and Yellow Lines - Repairs were made to the rail bridge outside the Ronald Reagan Washington National Airport Metrorail station to return it to a state of good repair.

Blue Line - The systems that support concrete slabs underneath the rails were replaced between the Stadium-Armory and Addison Road-Seat Pleasant Metrorail stations.



## **OUTSTANDING DEBT**

Metro's outstanding debt as of October 31, 2010 is \$450.5 million, as shown in the table below.

The Series 1993 and 2003 bonds were issued to fund the Rail Construction program. The Series 1993 bonds matured July 1, 2010 and the 2003 bonds 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 2003B bonds matured July 1, 2010. The bonds were issued to increase funding for capital rehabilitation and maintenance of elevators and escalators. The debt service expense was funded from passenger fare revenue. The FY05 fare increase set aside \$6 million per year in revenue to fund the debt service expense. These amounts were reported as part of the capital budget.

The Series 2009A and 2009B bonds were issued to (i) pay off all 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. A \$125 million line of credit (LOC) with Wachovia, a \$125 million line of credit with Bank of America and a \$50 million line of credit with U.S. Bank fund operating and capital cash flow needs. Separately, the Authority entered into a multi-year \$300 million credit facility to facilitate the Series 7000 rail car procurement.



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October 31, 2010			
Debt Type (dollars in million)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 1993	\$0.0	\$0.0	FY2011
Bond Series 2003	\$75.9	\$15.6	FY2015
Subtotal	<u>\$75.9</u>	<u>\$15.6</u>	
Bond Series 2003B	\$0.0	\$0.0	FY 2011
Bond Series 2009A	\$237.3	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	<u>\$292.3</u>	<u>\$21.2</u>	
Internal Borrowing	\$82.3	n/a	Multiple
Wachovia LOC	\$0.0	Varies	Jun-11
Bank of America LOC	\$0.0	Varies	Jun-11
US Bank LOC	\$0.0	Varies	Jun-11
SMBC LOC	\$0.0	Varies	Jun-15
Subtotal	<u>\$82.3</u>		
Grand Total	<u><u>\$450.5</u></u>		



## **APPENDIX**

- Operating Financials (budget variance report, by mode)
- Ridership analysis – monthly
- Economic Indicators
- Capital Project Financials
- Capital expenditures, Security Program and ARRA
- Transit Infrastructure Investment Fund (TIIF)
- Jurisdictional balances on account
- Grant Activity (October 2010)

# Operating Financials

October-10  
FISCAL YEAR 2011  
Dollars in Millions

MONTHLY RESULTS:					YEAR-TO-DATE RESULTS:					
Prior Year Actual	Current Year			Variance		Prior Year Actual	Current Year			Variance
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
<b>Passenger Revenue</b>										
\$42.4	\$49.6	\$49.9	(\$0.3)	-1%	Metrorail	\$169.0	\$197.4	\$203.2	(\$5.7)	-3%
9.3	11.3	11.9	(0.6)	-5%	Metrobus	37.2	45.5	48.7	(3.2)	-7%
0.4	0.4	0.5	(0.1)	-27%	MetroAccess	1.4	1.6	1.9	(0.3)	-16%
4.3	3.6	4.0	(0.4)	-11%	Parking	16.1	14.1	15.9	(1.8)	-12%
\$56.3	\$64.8	\$66.3	(\$1.5)	-2%	<b>subtotal</b>	\$223.7	\$258.7	\$269.8	(\$11.1)	-4%
<b>Non-Passenger Revenue</b>										
\$0.5	\$0.7	\$0.7	(\$0.0)	0%	D.C. Schools	\$1.2	\$1.6	\$1.6	(\$0.0)	0%
0.0	0.0	0.0	0.0	0%	Contract Bus	0.0	0.0	0.0	0.0	0%
3.5	0.7	1.3	(0.6)	-47%	Advertising	13.8	2.9	5.0	(2.1)	-43%
0.6	0.3	0.5	(0.2)	-37%	Rent	2.7	2.0	2.2	(0.2)	-9%
1.1	1.4	1.2	0.1	11%	Fiber Optic	4.8	4.8	4.9	(0.2)	-3%
0.5	1.2	0.4	0.8	210%	Other	2.5	3.5	1.6	1.8	114%
0.0	0.0	0.0	(0.0)	-65%	Interest	0.0	0.1	0.2	(0.1)	-60%
0.4	0.0	0.0	0.0		SE Closure	1.7	0.0	0.0	0.0	
0.6	0.0	0.0	0.0		SCR Funding	2.6	0.3	0.0	0.3	
\$7.3	\$4.4	\$4.2	\$0.2	4%	<b>subtotal</b>	\$29.3	\$15.0	\$15.5	(\$0.5)	-3%
<b>\$63.6</b>	<b>\$69.1</b>	<b>\$70.5</b>	<b>(\$1.3)</b>	<b>-2%</b>	<b>TOTAL REVENUE</b>	<b>\$252.9</b>	<b>\$273.7</b>	<b>\$285.3</b>	<b>(\$11.6)</b>	<b>-4%</b>
<b>EXPENSES:</b>										
\$55.4	\$57.0	\$57.1	\$0.2	0%	Salary/Wages/OT	\$231.0	\$236.9	\$231.9	(\$5.1)	-2%
24.4	24.5	26.3	1.8	7%	Fringe Benefits	93.7	98.3	103.5	5.3	5%
15.1	15.7	16.2	0.5	3%	Services	53.6	59.7	63.5	3.8	6%
4.5	6.8	5.4	(1.4)	-27%	Supplies	27.3	26.6	21.2	(5.4)	-26%
7.4	6.9	8.9	2.0	23%	Power/Diesel/CNG	31.8	29.6	37.0	7.5	20%
5.8	6.5	7.2	0.8	11%	Insurance/Utilities/Other	24.3	25.0	29.7	4.7	16%
0.0	0.0	0.0	0.0		Reimbursements	0.0	0.0	0.0	0.0	
<b>\$112.5</b>	<b>\$117.4</b>	<b>\$121.2</b>	<b>\$3.8</b>	<b>3%</b>	<b>TOTAL EXPENSE</b>	<b>\$461.5</b>	<b>\$476.0</b>	<b>\$486.9</b>	<b>\$10.8</b>	<b>2%</b>
<b>\$48.9</b>	<b>\$48.3</b>	<b>\$50.7</b>	<b>\$2.4</b>	<b>5%</b>	<b>SUBSIDY</b>	<b>\$208.6</b>	<b>\$202.4</b>	<b>\$201.6</b>	<b>(\$0.8)</b>	<b>0%</b>
Favorable/(Unfavorable)					Favorable/(Unfavorable)					
<b>57%</b>	<b>59%</b>	<b>58%</b>	<b>COST RECOVERY RATIO</b>		<b>55%</b>	<b>57%</b>	<b>59%</b>			

# RAIL

## Operating Financials

October-10  
FISCAL YEAR 2011

Dollars in Millions

### MONTHLY RESULTS:

### YEAR-TO-DATE RESULTS:

MONTHLY RESULTS:					YEAR-TO-DATE RESULTS:				
Prior Year Actual	Current Year				Prior Year Actual	Current Year			
	Actual	Budget	Variance		Actual	Budget	Variance		
<b>REVENUES:</b>									
\$42.4	\$49.6	\$49.9	(\$0.3)	-1%	\$169.0	\$197.4	\$203.2	(\$5.7)	-3%
0.2	0.4	0.4	(0.0)	0%	0.5	0.9	1.0	(0.1)	-6%
4.3	3.6	4.0	(0.4)	-11%	16.1	14.1	15.9	(1.8)	-12%
1.3	0.4	0.4	0.0	8%	4.8	2.0	1.7	0.3	19%
0.6	0.3	0.5	(0.2)	-37%	2.7	2.0	2.2	(0.2)	-9%
1.1	1.4	1.2	0.1	11%	4.8	4.8	4.9	(0.2)	-3%
0.3	1.1	0.3	0.8	328%	1.5	2.4	1.0	1.4	136%
0.0	0.0	0.0	(0.0)	-94%	0.0	(0.0)	0.1	(0.1)	-102%
0.0	0.0	0.0	0.0		0.3	0.3	0.0	0.3	
<b>\$50.1</b>	<b>\$56.8</b>	<b>\$56.8</b>	<b>\$0.0</b>	<b>0%</b>	<b>\$199.7</b>	<b>\$223.8</b>	<b>\$230.0</b>	<b>(\$6.1)</b>	<b>-3%</b>
<b>EXPENSES:</b>									
\$33.4	\$34.0	\$33.6	(\$0.4)	-1%	\$138.4	\$140.7	\$136.4	(\$4.2)	-3%
14.0	14.3	15.3	1.0	7%	54.8	57.6	60.1	2.5	4%
4.8	4.2	4.9	0.7	13%	17.6	15.8	19.9	4.1	20%
4.3	4.2	3.2	(1.0)	-30%	17.8	16.2	12.5	(3.8)	-30%
4.5	4.4	5.6	1.2	21%	20.9	18.4	23.6	5.2	22%
4.3	4.6	5.2	0.6	12%	17.7	17.5	21.5	4.0	19%
0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
<b>\$65.3</b>	<b>\$65.6</b>	<b>\$67.8</b>	<b>\$2.2</b>	<b>3%</b>	<b>\$267.1</b>	<b>\$266.2</b>	<b>\$274.0</b>	<b>\$7.7</b>	<b>3%</b>
<b>\$15.2</b>	<b>\$8.8</b>	<b>\$11.0</b>	<b>\$2.2</b>	<b>20%</b>	<b>\$67.5</b>	<b>\$42.4</b>	<b>\$44.0</b>	<b>\$1.6</b>	<b>4%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**77%      87%      84%**

**COST RECOVERY RATIO**

**75%      84%      84%**

**METROBUS**  
**Operating Financials**  
**October-10**  
**FISCAL YEAR 2011**  
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	
<b>REVENUES:</b>										
\$9.3	\$11.3	\$11.9	(\$0.6)	-5%	Passenger Fares	\$37.2	\$45.5	\$48.7	(\$3.2)	-7%
0.3	0.3	0.3	0.0	0%	D.C. Schools	0.7	0.7	0.7	0.1	9%
2.2	0.2	0.8	(0.6)	-73%	Advertising	9.0	0.9	3.4	(2.5)	-73%
0.2	0.1	0.1	0.0	1%	Other	0.6	0.6	0.6	0.0	8%
0.0	0.0	0.0	(0.0)	-15%	Interest	0.0	0.1	0.1	0.0	14%
0.4	0.0	0.0	0.0		SE Closure	1.7	0.0	0.0	0.0	
0.6	0.0	0.0	0.0		SCR Funding	2.3	0.0	0.0	0.0	
<b>\$13.1</b>	<b>\$12.0</b>	<b>\$13.2</b>	<b>(\$1.2)</b>	<b>-9%</b>	<b>TOTAL REVENUE</b>	<b>\$51.5</b>	<b>\$47.8</b>	<b>\$53.4</b>	<b>(\$5.5)</b>	<b>-10%</b>
<b>EXPENSES:</b>										
\$21.7	\$22.8	\$23.3	\$0.5	2%	Salary/Wages/OT	\$91.5	\$95.1	\$94.3	(\$0.8)	-1%
10.3	10.1	10.9	0.7	7%	Fringe Benefits	38.4	40.1	42.9	2.8	7%
2.8	2.6	2.7	0.1	5%	Services	7.3	8.4	10.8	2.4	22%
0.2	2.7	2.2	(0.5)	-22%	Supplies	9.4	10.4	8.7	(1.7)	-20%
2.8	2.5	3.3	0.8	25%	Power/Diesel/CNG	10.9	11.2	13.5	2.3	17%
1.5	1.8	2.0	0.1	7%	Insurance/Utilities/Other	6.5	7.3	7.9	0.7	9%
0.0	0.0	0.0	0.0		Reimbursements	0.0	0.0	0.0	0.0	
<b>\$39.3</b>	<b>\$42.4</b>	<b>\$44.3</b>	<b>\$1.9</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$164.0</b>	<b>\$172.4</b>	<b>\$178.1</b>	<b>\$5.7</b>	<b>3%</b>
<b>\$26.2</b>	<b>\$30.4</b>	<b>\$31.1</b>	<b>\$0.6</b>	<b>2%</b>	<b>SUBSIDY</b>	<b>\$112.5</b>	<b>\$124.6</b>	<b>\$124.7</b>	<b>\$0.2</b>	<b>0%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

33% 28% 30%

**COST RECOVERY RATIO**

31% 28% 30%

# REGIONAL BUS

## Operating Financials

October-10

FISCAL YEAR 2011

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		
<b>REVENUES:</b>											
\$7.7	\$9.4	\$9.9	(\$0.5)	-5%	Passenger Fares	\$30.8	\$37.7	\$40.3	(\$2.6)	-7%	
0.3	0.3	0.3	0.0	0%	D.C. Schools	0.7	0.7	0.7	0.1	9%	
2.2	0.2	0.8	(0.6)	-73%	Advertising	9.0	0.9	3.4	(2.5)	-73%	
0.2	0.1	0.1	0.0	1%	Other	0.6	0.6	0.6	0.0	8%	
0.0	0.0	0.0	(0.0)	-15%	Interest	0.0	0.1	0.1	0.0	14%	
0.4	(0.0)	(0.0)	0.0	0%	SE Closure	1.7	(0.0)	(0.0)	0.0	0%	
0.6	0.0	0.0	0.0		SCR Funding	2.3	0.0	0.0	0.0		
<b>\$11.5</b>	<b>\$10.0</b>	<b>\$11.1</b>	<b>(\$1.1)</b>	<b>-10%</b>	<b>TOTAL REVENUE</b>	<b>\$45.1</b>	<b>\$40.0</b>	<b>\$45.0</b>	<b>(\$5.0)</b>	<b>-11%</b>	
<b>EXPENSES:</b>											
\$17.6	\$18.8	\$19.2	\$0.4	2%	Salary/Wages/OT	\$74.1	\$78.4	\$77.8	(\$0.6)	-1%	
8.3	8.4	8.9	0.6	7%	Fringe Benefits	31.0	33.1	35.4	2.3	7%	
2.2	2.1	2.2	0.1	5%	Services	5.9	6.9	8.9	2.0	22%	
0.2	2.2	1.8	(0.4)	-22%	Supplies	7.6	8.5	7.1	(1.4)	-20%	
2.3	2.0	2.7	0.7	25%	Power/Diesel/CNG	8.8	9.2	11.1	1.9	17%	
1.2	1.5	1.6	0.1	7%	Insurance/Utilities/Other	5.2	6.0	6.6	0.6	9%	
0.0	0.0	0.0	0.0		Reimbursements	0.0	0.0	0.0	0.0		
<b>\$31.8</b>	<b>\$35.0</b>	<b>\$36.5</b>	<b>\$1.5</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$132.7</b>	<b>\$142.2</b>	<b>\$146.8</b>	<b>\$4.7</b>	<b>3%</b>	
<b>\$20.3</b>	<b>\$24.9</b>	<b>\$25.4</b>	<b>\$0.4</b>	<b>2%</b>	<b>SUBSIDY</b>	<b>\$87.6</b>	<b>\$102.2</b>	<b>\$101.9</b>	<b>(\$0.3)</b>	<b>0%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

36% 29% 30%

**COST RECOVERY RATIO**

34% 28% 31%

# NON-REGIONAL BUS

## Operating Financials

October-10

FISCAL YEAR 2011

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	
<b>REVENUES:</b>										
\$1.6	\$1.9	\$2.0	(\$0.1)	-5%	Passenger Fares	\$6.4	\$7.8	\$8.4	(\$0.5)	-7%
.0	.0	.0	.0	0%	08 Fare Inc.	.0	.0	.0	.0	0%
.0	.0	.0	.0	0%	SE Closure	.0	.0	.0	.0	0%
<b>\$1.6</b>	<b>\$2.0</b>	<b>\$2.1</b>	<b>(\$0.1)</b>	<b>-5%</b>	<b>TOTAL REVENUE</b>	<b>\$6.4</b>	<b>\$7.8</b>	<b>\$8.4</b>	<b>(\$0.5)</b>	<b>-6%</b>
<b>EXPENSES:</b>										
\$4.1	\$4.0	\$4.1	\$0.1	2%	Salary/Wages/OT	\$17.4	\$16.7	\$16.6	(\$0.1)	-1%
2.0	1.8	1.9	0.1	7%	Fringe Benefits	7.3	7.0	7.5	0.5	7%
0.5	0.5	0.5	0.0	5%	Services	1.4	1.5	1.9	0.4	22%
0.0	0.5	0.4	(0.1)	-22%	Supplies	1.8	1.8	1.5	(0.3)	-20%
0.5	0.4	0.6	0.1	25%	Power/Diesel/CNG	2.1	2.0	2.4	0.4	17%
0.3	0.3	0.3	0.0	7%	Insurance/Utilities/Other	1.2	1.3	1.4	0.1	9%
.0	.0	.0	.0		Reimbursements	.0	.0	.0	.0	
<b>\$7.5</b>	<b>\$7.4</b>	<b>\$7.8</b>	<b>\$0.3</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$31.3</b>	<b>\$30.3</b>	<b>\$31.3</b>	<b>\$1.0</b>	<b>3%</b>
<b>\$5.9</b>	<b>\$5.5</b>	<b>\$5.7</b>	<b>\$0.2</b>	<b>4%</b>	<b>SUBSIDY</b>	<b>\$24.9</b>	<b>\$22.4</b>	<b>\$22.9</b>	<b>\$0.5</b>	<b>2%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

21% 26% 27%

**COST RECOVERY RATIO**

20% 26% 27%

# METROACCESS

## Operating Financials

October-10

FISCAL YEAR 2011

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	
<b>REVENUES:</b>										
\$0.4	\$0.4	\$0.5	(\$0.1)	-27%	Passenger Fares	\$1.4	\$1.6	\$1.9	(\$0.3)	-16%
.0	.0	.0	.0		Other	.3	.4	.0	.4	
<b>\$0.4</b>	<b>\$0.4</b>	<b>\$0.5</b>	<b>(\$0.1)</b>	<b>-27%</b>	<b>TOTAL REVENUE</b>	<b>\$1.8</b>	<b>\$2.0</b>	<b>\$1.9</b>	<b>\$0.1</b>	<b>4%</b>
<b>EXPENSES:</b>										
\$0.2	\$0.3	\$0.3	\$0.0	4%	Salary/Wages/OT	\$1.1	\$1.1	\$1.1	(\$0.0)	-2%
0.1	0.1	0.1	0.0	2%	Fringe Benefits	0.5	0.5	0.5	(0.0)	-5%
7.5	9.0	8.7	(0.3)	-3%	Services	28.7	35.5	32.9	(2.6)	-8%
0.0	0.0	0.0	0.0	69%	Supplies	0.1	0.0	0.1	0.0	69%
0.0	0.1	0.1	0.0	22%	Insurance/Utilities/Other	0.1	0.2	0.3	0.0	15%
<b>\$7.9</b>	<b>\$9.4</b>	<b>\$9.1</b>	<b>(\$0.3)</b>	<b>-3%</b>	<b>TOTAL EXPENSE</b>	<b>\$30.4</b>	<b>\$37.4</b>	<b>\$34.8</b>	<b>(\$2.6)</b>	<b>-7%</b>
<b>\$7.5</b>	<b>\$9.0</b>	<b>\$8.7</b>	<b>(\$0.4)</b>	<b>-4%</b>	<b>SUBSIDY</b>	<b>\$28.6</b>	<b>\$35.4</b>	<b>\$32.9</b>	<b>(\$2.5)</b>	<b>-8%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

5%

4%

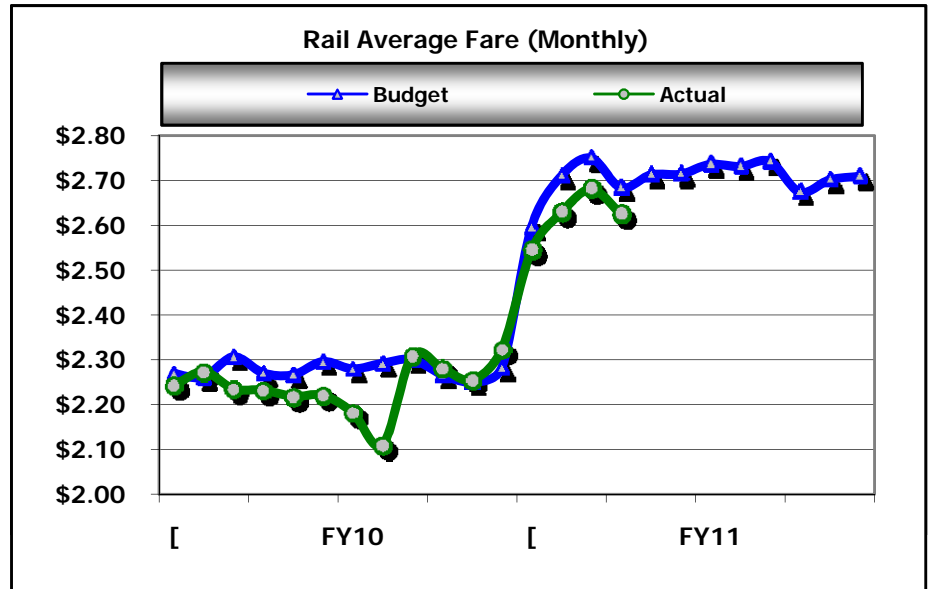
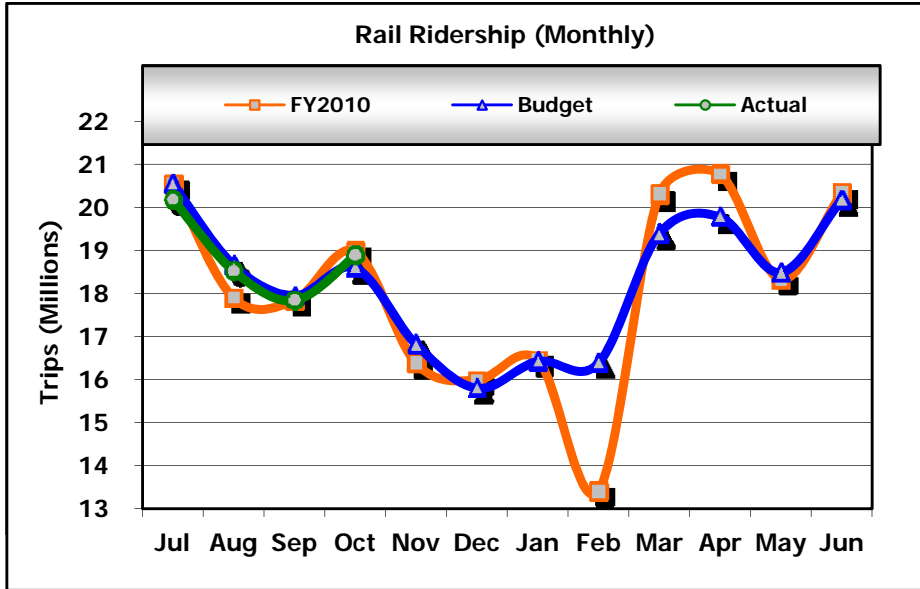
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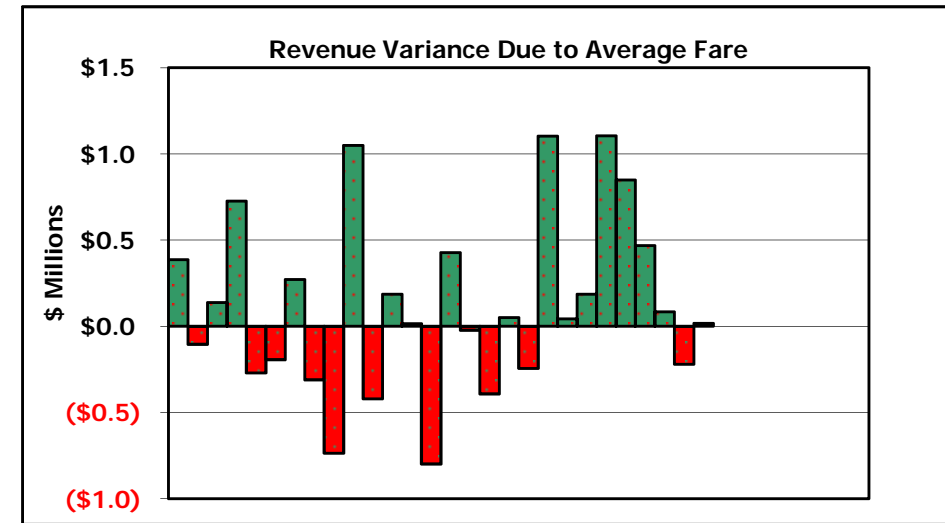
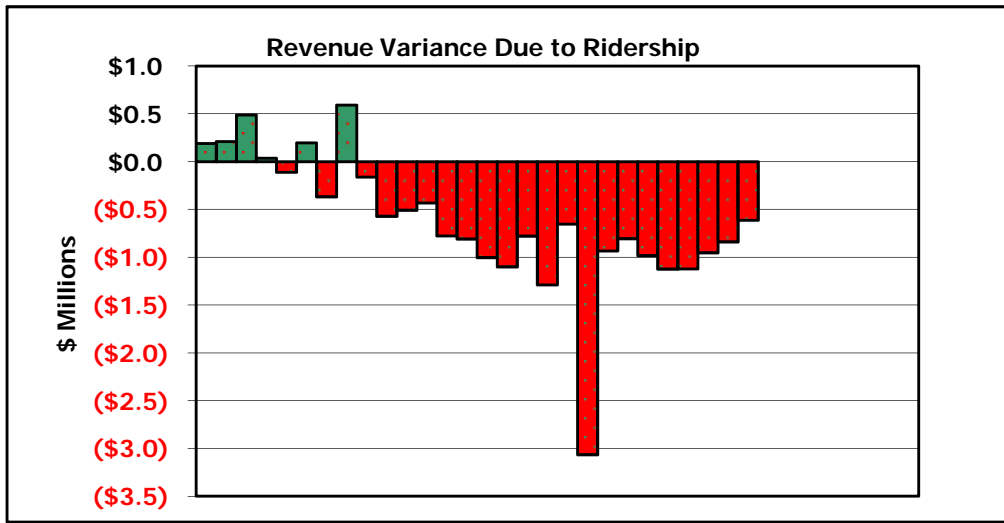
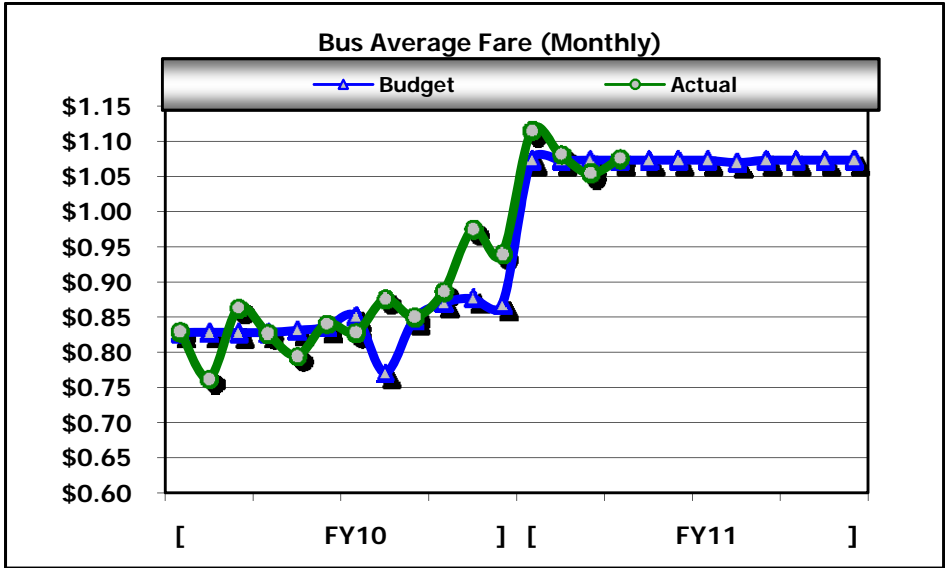
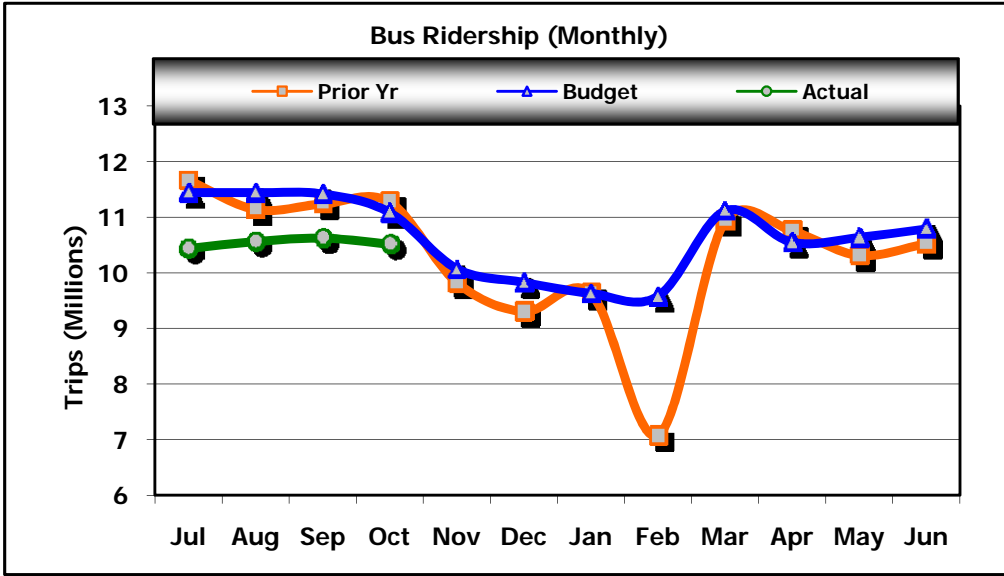
**COST RECOVERY RATIO**

6%

5%

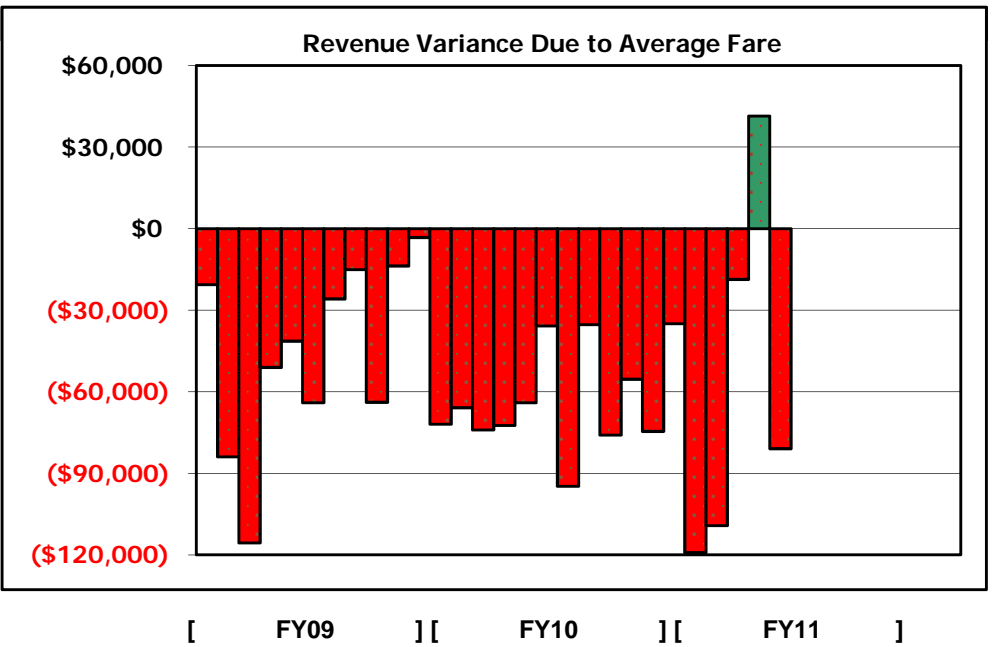
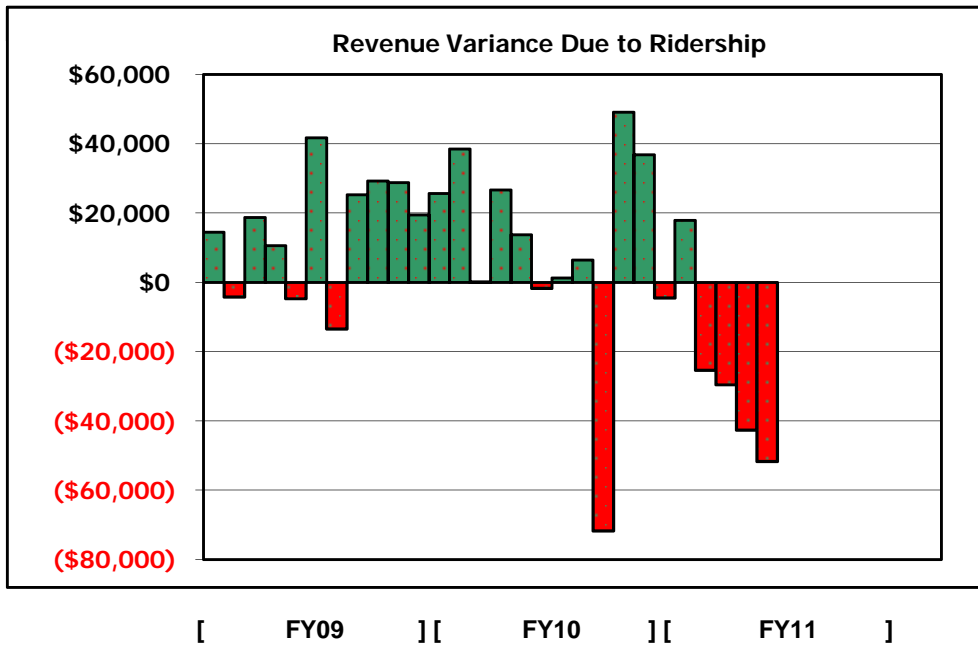
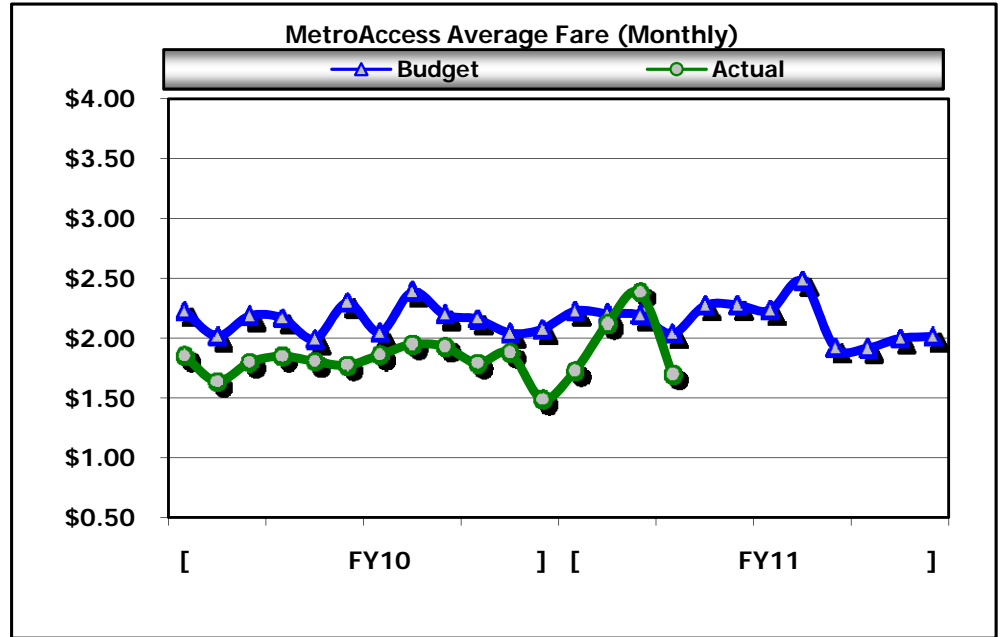
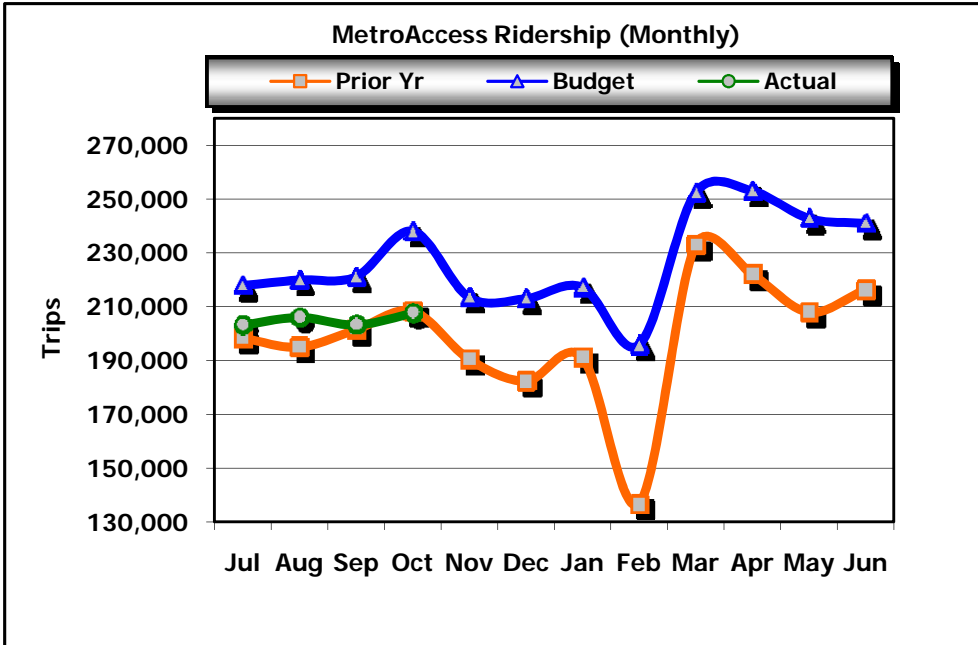
6%

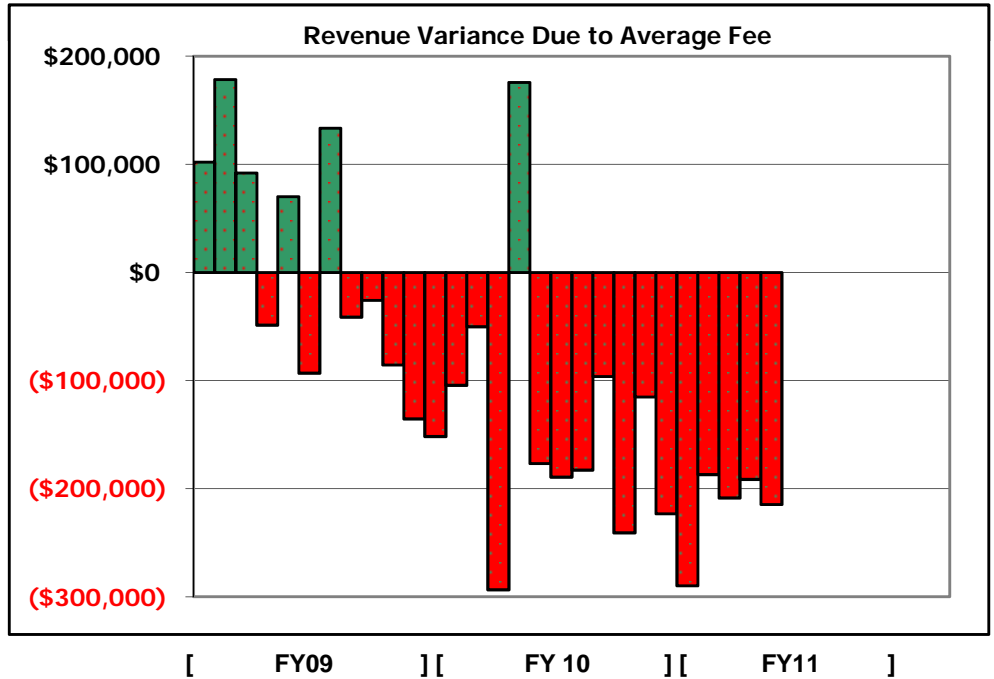
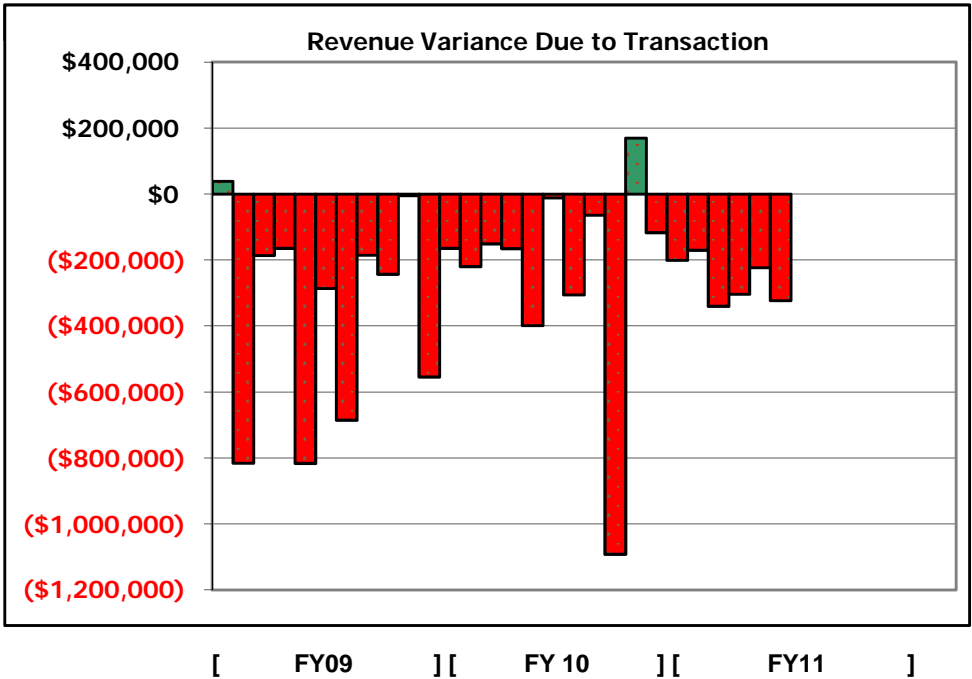
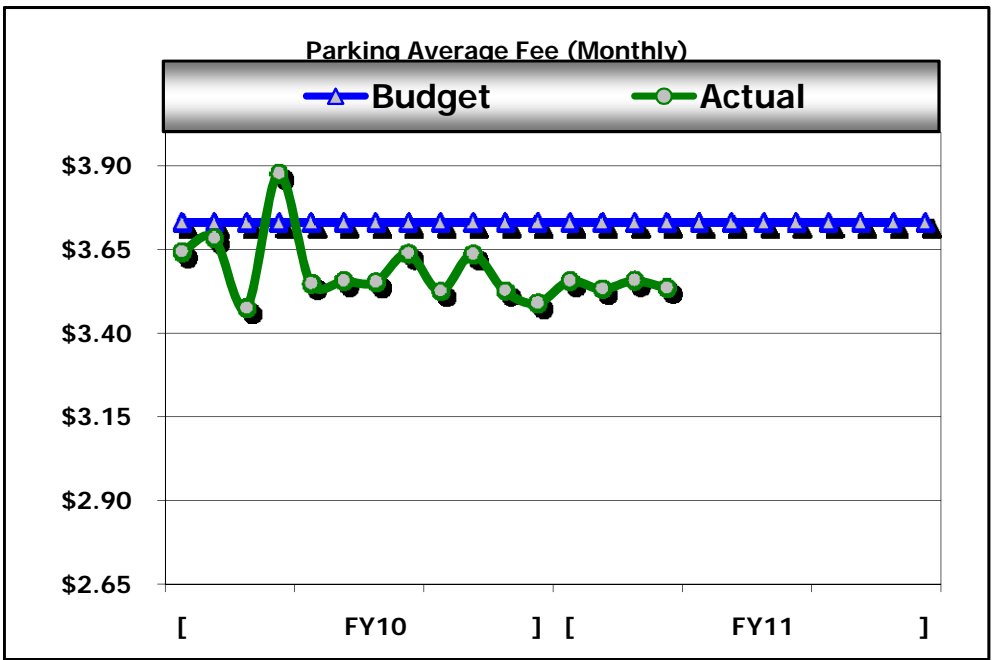
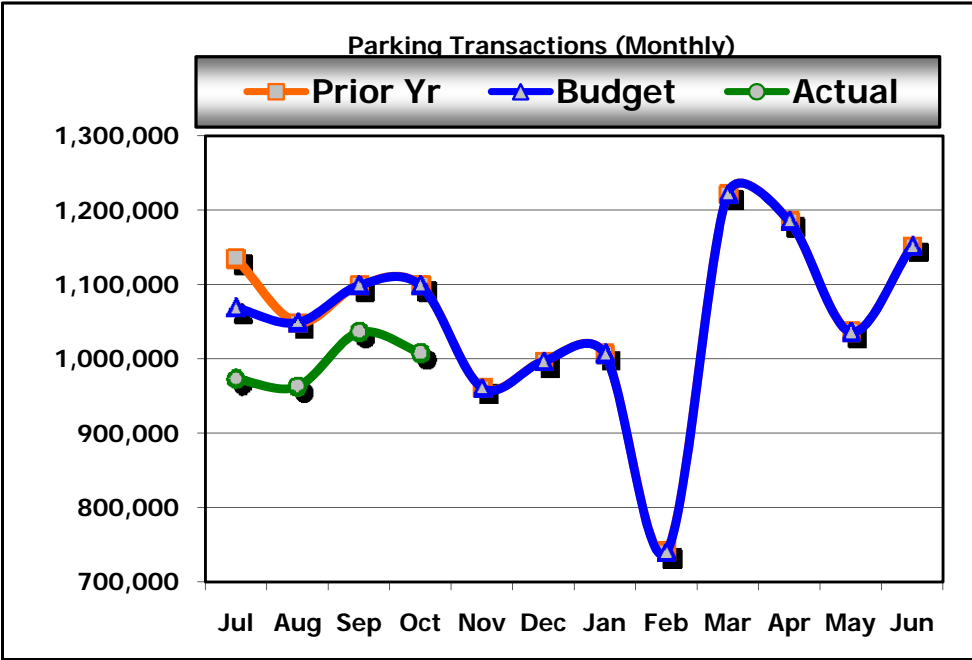




[ FY09 ] [ FY10 ] [ FY11 ]

[ FY09 ] [ FY10 ] [ FY11 ]





## Year-to-Date October 2010 (FY 2011)

Account Analysis						Modal Analysis					
						Actual vs Budget		This Year Actual vs. Last Year Actual			
		Last Year Actual	This Year Actual	Budget	Budget Variance						
<b>a. Passenger Revenue</b>											
Metro rail	\$169,003	\$197,417	\$203,165	(\$5,749)	(3%)	(\$828)	(0%)	\$402	0.2%		
Metro bus	\$37,161	\$45,525	\$48,700	(\$3,175)	(7%)	(\$4,920)	(2%)	<u>\$28,012</u>	<u>17%</u>		
Metro Access	\$1,432	\$1,622	\$1,938	(\$317)	(16%)	(\$5,749)	(3%)	\$28,414	17%		
Monthly Total	<u>\$207,596</u>	<u>\$244,564</u>	<u>\$253,804</u>	<u>(\$9,240)</u>	<u>(4%)</u>						
<b>b. Ridership</b>											
Metro rail	75,258	75,437	75,746	(309)	(0%)	(\$3,492)	(7%)	(\$2,598)	(7%)		
Metro bus	45,299	42,133	45,387	(3,254)	(7%)	\$316	1%	<u>\$10,962</u>	<u>32%</u>		
Metro Access	803	820	897	(77)	(9%)	(\$3,175)	(7%)	\$8,364	23%		
Monthly Total	<u>121,360</u>	<u>118,390</u>	<u>122,030</u>	<u>(3,640)</u>	<u>(3%)</u>						
<b>c. Average Fare</b>											
Metro rail	\$2.25	\$2.62	\$2.68	(\$0.07)	(2%)	(\$167)	(9%)	\$30	2%		
Metro bus	\$0.82	\$1.08	\$1.07	\$0.01	1%	(\$150)	(8%)	<u>\$159</u>	<u>11%</u>		
Metro Access	\$1.78	\$1.98	\$2.16	(\$0.18)	(8%)	(\$317)	(16%)	\$190	13%		
Monthly Total	<u>\$1.71</u>	<u>\$2.07</u>	<u>\$2.08</u>	<u>(\$0.01)</u>	<u>(1%)</u>						
<b>d. Metro rail</b>											
<b>e. Metro bus</b>											
<b>f. Metro Access</b>											

## Ridership and Revenue Analysis: October FY2011

Account Analysis						Modal Analysis			
						Actual vs Budget		This Year Actual vs. Last Year Actual	
						Actual	Budget	Variance	%
<b>a. Passenger Revenue</b>									
Metrorail	\$42,374	\$49,551	\$49,900	(\$349)	(1%)	\$781	2%	(\$214)	(1%)
Metrobus	\$9,310	\$11,298	\$11,893	(\$595)	(5%)	(\$1,131)	(2%)	\$7,391	18%
MetroAccess	\$385	\$352	\$485	(\$133)	(27%)	(\$349)	(1%)	\$7,177	17%
Monthly Total	\$52,069	<b>\$61,200</b>	<b>\$62,278</b>	<b>(\$1,077)</b>	<b>(2%)</b>				
<b>b. Ridership</b>									
Metrorail	18,981	18,885	18,594	291	2%	(\$611)	(5%)	(\$623)	(7%)
Metrobus	11,269	10,514	11,084	(570)	(5%)	\$16	0%	\$2,611	30%
MetroAccess	208	208	238	(30)	(13%)	(\$595)	(5%)	\$1,987	21%
Monthly Total	30,458	<b>29,607</b>	<b>29,916</b>	<b>(\$309)</b>	<b>(1%)</b>				
<b>c. Average Fare</b>									
Metrorail	\$2.23	\$2.62	\$2.68	(\$0.06)	(2%)	(\$62)	(13%)	(\$1)	(0%)
Metrobus	\$0.83	\$1.07	\$1.07	\$0.00	0%	(\$71)	(17%)	(\$32)	(8%)
MetroAccess	\$1.85	\$1.70	\$2.04	(\$0.34)	(17%)	(\$133)	(27%)	(\$33)	(9%)
Monthly Total	\$1.71	<b>\$2.07</b>	<b>\$2.08</b>	<b>(\$0.01)</b>	<b>(1%)</b>				
<b>d. Metrorail</b>									
<b>e. Metrobus</b>									
<b>f. MetroAccess</b>									



## **Economic Indicators** **Washington Metropolitan Area** **FY2011 Month-End September**

Economic indicators have a strong correlation to fluctuations in rail and bus ridership. Reviewing year-over-year variances for a month help explain Metro's current ridership trends.

### **UNEMPLOYMENT**

	<b>Period Ending</b>	<b>Current</b>	<b>Last Year</b>	<b>YTD Average</b>	<b>2009 YTD Avg</b>	<b>Percent</b>
<b>Washington, D.C.</b>	Sep-10	9.5%	11.1%	9.8%	10.8%	-1.0% ▲
<b>Metropolitan Area</b>		5.9%	6.3%	6.0%	6.2%	-0.2% ▲

### **VISITOR SERVICES**

	<b>Period Ending</b>	<b>Current</b>	<b>Last Year</b>	<b>Year-to-Date</b>	<b>2009 Y-T-D</b>	<b>Percent</b>
Smithsonian Visitors	Sep-10	3,151,919	1,837,691	10,490,485	9,068,005	15.7% ▲
Monument Visitors		4,621,269	3,529,110	14,042,835	13,178,120	6.6% ▲
D.C. Hotel Rooms Sold		77.9%	72.3%	79.3%	75.4%	5.1% ▲

<b>Airport Passengers</b>	<b>Arrivals</b>					<b>Percent</b>
Dulles Airport	Sep-10	980,140	897,667	3,271,356	3,051,929	7.2% ▲
Reagan National Airport		750,964	682,325	2,401,290	2,233,412	7.5% ▲

### **MARKET WATCH**

<b>Gasoline Prices</b>	<b>Period Ending</b>	<b>Current</b>	<b>Last Year</b>	<b>YTD Average</b>	<b>2009 YTD Avg</b>	<b>Percent</b>
Central Atlantic Region	Sep-10	\$ 2.63	\$ 2.52	\$ 2.71	\$ 2.57	5.4% ▲

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2011 - October 2010**  
Dollars in Thousands

Capital Improvement Program - Fiscal Year 2011	Budget	Obligated	Expended	Un-Expended	Obligation Rate	Expend Rate
<b><i>A. Vehicles/ Vehicle Parts</i></b>						
<b><i>Replacement of Rail Cars</i></b>						
CIP057 1000 Series Rail Car Replacement	\$79,253.3	\$79,253.3	\$708.7	\$78,544.6	100.0%	0.9%
Subtotal	\$79,253.3	\$79,253.3	\$708.7	\$78,544.6	100.0%	0.9%
<b><i>Replacement of Buses</i></b>						
CIP006 Bus Replacement	\$83,081.6	\$42,811.7	\$33,377.7	\$49,703.9	51.5%	40.2%
Subtotal	\$83,081.6	\$42,811.7	\$33,377.7	\$49,703.9	51.5%	40.2%
<b><i>Rehabilitation of Rail Cars</i></b>						
CIP064 1000 Series Rail Car HVAC Rehabilitation	\$4,247.0	\$2,332.7	\$192.6	\$4,054.5	54.9%	4.5%
CIP058 2000/3000 Series Rail Car Mid-Life Rehabilitation	6,080.8	5,780.8	1,994.0	4,086.8	95.1%	32.8%
CIP067 Rail Car Safety & Reliability Enhancements	15,892.9	10,155.3	897.3	14,995.6	63.9%	5.6%
CIP063 Rail Rehabilitation Program	14,992.9	3,023.9	749.8	14,243.1	20.2%	5.0%
CIP142 Rail Lifecycle Overhaul	20,000.0	0.0	0.0	20,000.0	0.0%	0.0%
CIP125 Rail Preventive Maintenance	20,861.1	1,222.1	365.5	20,495.6	5.9%	1.8%
Subtotal	\$82,074.7	\$22,514.7	\$4,199.2	\$77,875.6	27.4%	5.1%
<b><i>Rehabilitation of Buses</i></b>						
CIP005 Bus Rehabilitation Program	\$24,400.8	\$729.8	\$218.2	\$24,182.5	3.0%	0.9%
CIP008 Bus Repairables	8,896.8	2,740.7	950.8	7,946.0	30.8%	10.7%
CIP143 Bus Lifecycle Overhaul	10,000.0	0.0	0.0	10,000.0	0.0%	0.0%
CIP137 Bus Preventive Maintenance	11,471.2	642.2	154.2	11,317.0	5.6%	1.3%
Subtotal	\$54,768.8	\$4,112.7	\$1,323.3	\$53,445.5	7.5%	2.4%
<b><i>Replacement of MetroAccess Vehicles</i></b>						
CIP015 MetroAccess Fleet Replacement	\$11,569.1	\$11,247.2	\$102.2	\$11,466.9	97.2%	0.9%
Subtotal	\$11,569.1	\$11,247.2	\$102.2	\$11,466.9	97.2%	0.9%
<b><i>Replacement of Service Vehicles</i></b>						
CIP009 Service Vehicle Replacement	\$2,061.7	\$61.7	\$18.4	\$2,043.2	3.0%	0.9%
Subtotal	\$2,061.7	\$61.7	\$18.4	\$2,043.2	3.0%	0.9%
<b><i>Rail Car Fleet Expansion</i></b>						
CIP062 6000 Series Rail Car Procurement	\$11,224.1	\$4,821.8	\$996.5	\$10,227.5	43.0%	8.9%
Subtotal	\$11,224.1	\$4,821.8	\$996.5	\$10,227.5	43.0%	8.9%
<b><i>Bus Enhancements</i></b>						
CIP002 Automatic Vehicle Location Equipment Replacement	\$9,418.7	\$281.7	\$84.2	\$9,334.4	3.0%	0.9%
CIP007 Bus Camera Installation	2,340.6	2,340.6	1,851.9	488.8	100.0%	79.1%
Subtotal	\$11,759.3	\$2,622.3	\$1,936.1	\$9,823.2	22.3%	16.5%
<b>Total: Vehicles/ Vehicle Parts</b>	<b>\$335,792.6</b>	<b>\$167,445.3</b>	<b>\$42,662.2</b>	<b>\$293,130.4</b>	<b>49.9%</b>	<b>12.7%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2011 - October 2010**  
Dollars in Thousands

Capital Improvement Program - Fiscal Year 2011	Budget	Obligated	Expended	Un-Expended	Obligation Rate	Expend Rate
<b><i>B. Rail System Infrastructure Rehabilitation</i></b>						
<b><i>Rail Line Segment Rehabilitation</i></b>						
CIP107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$76,941.2	\$75,054.5	\$2,779.5	\$74,161.7	97.5%	3.6%
CIP110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	34,894.7	6,858.6	1,584.7	33,310.0	19.7%	4.5%
Subtotal	\$111,835.9	\$81,913.0	\$4,364.3	\$107,471.7	73.2%	3.9%
<b>Total: Rail System Infrastructure Rehabilitation</b>	<b>\$111,835.9</b>	<b>\$81,913.0</b>	<b>\$4,364.3</b>	<b>\$107,471.7</b>	<b>73.2%</b>	<b>3.9%</b>
<b><i>C. Maintenance Facilities</i></b>						
<b><i>Rehabilitation and Replacement of Bus Garages</i></b>						
CIP085 Royal Street Bus Garage Replacement (Cinder Bed Road)	\$16,595.3	\$4,372.6	\$1,156.0	\$15,439.3	26.3%	7.0%
CIP084 Southern Avenue Bus Garage Replacement	10,533.0	390.0	97.3	10,435.7	3.7%	0.9%
Subtotal	\$27,128.4	\$4,762.6	\$1,253.3	\$25,875.1	17.6%	4.6%
<b><i>Maintenance of Bus Garages</i></b>						
CIP119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18,878.6	\$17,477.1	\$467.8	\$18,410.8	92.6%	2.5%
Subtotal	\$18,878.6	\$17,477.1	\$467.8	\$18,410.8	92.6%	2.5%
<b><i>Maintenance of Rail Yards</i></b>						
CIP116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$296.6	\$296.6	\$186.9	\$109.6	100.0%	63.0%
Subtotal	\$296.6	\$296.6	\$186.9	\$109.6	100.0%	63.0%
<b><i>Rail Maintenance Facilities</i></b>						
CIP071 Test Track & Commissioning Facility	\$5,154.2	\$257.7	\$59.0	\$5,095.2	5.0%	1.1%
Subtotal	\$5,154.2	\$257.7	\$59.0	\$5,095.2	5.0%	1.1%
<b><i>Environmental Compliance Projects</i></b>						
CIP010 Environmental Compliance Projects	\$622.6	\$68.7	\$24.7	\$598.0	11.0%	4.0%
CIP011 Underground Storage Tank Replacement	2,134.8	554.8	20.1	2,114.7	26.0%	0.9%
Subtotal	\$2,757.5	\$623.5	\$44.8	\$2,712.7	22.6%	1.6%
<b><i>Maintenance Bus and Rail Facilities</i></b>						
CIP127 Support Equipment - MTPD	\$4,601.1	\$3,881.0	\$1,655.9	\$2,945.2	84.3%	36.0%
CIP145 Rail Yard Hardening and Bus Security	3,000.0	0.0	0.0	3,000.0	0.0%	0.0%
CIP126 Financial Planning, Project Administration, and System Wide Infrastructure Upgrades	3,337.9	1,345.5	111.8	3,226.0	40.3%	3.4%
Subtotal	\$10,938.9	\$5,226.5	\$1,767.7	\$9,171.2	47.8%	16.2%
<b><i>Expansion of Bus Garages</i></b>						
CIP078 Bladensburg Shop Reconfiguration	\$3,092.5	\$503.8	\$50.3	\$3,042.2	16.3%	1.6%
CIP038 Bus Garage Capacity Enhancements	2,215.9	700.6	14.0	2,202.0	31.6%	0.6%
Subtotal	\$5,308.4	\$1,204.4	\$64.3	\$5,244.2	22.7%	1.2%
<b>Total: Maintenance Facilities</b>	<b>\$70,462.5</b>	<b>\$29,848.5</b>	<b>\$3,843.7</b>	<b>\$66,618.8</b>	<b>42.4%</b>	<b>5.5%</b>

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Capital Improvement Program - Fiscal Year 2011	Budget	Obligated	Expended	Un-Expended	Obligation Rate	Expend Rate
<b><i>D. Systems and Technology</i></b>						
<b><i>Power System Upgrades - Rail</i></b>						
CIP077 8-Car Train Power Upgrades	\$4,123.3	\$4,060.4	\$75.6	\$4,047.8	98.5%	1.8%
Subtotal	\$4,123.3	\$4,060.4	\$75.6	\$4,047.8	98.5%	1.8%
<b><i>Operations Support Software</i></b>						
CIP042 Bus & Rail Asset Management Software	\$2,722.1	\$1,773.1	\$360.3	\$2,361.7	65.1%	13.2%
CIP043 Bus Operations Support Software	3,905.8	1,905.8	64.7	3,841.1	48.8%	1.7%
CIP044 Customer & Regional Integration	9,629.8	6,642.6	1,631.0	7,998.8	69.0%	16.9%
CIP045 Data Centers and Infrastructures	10,335.0	6,167.6	1,271.6	9,063.4	59.7%	12.3%
CIP047 Enterprise Geographic Information System	2,318.9	598.7	218.5	2,100.4	25.8%	9.4%
CIP052 Network and Communications	3,584.4	1,079.9	301.1	3,283.4	30.1%	8.4%
CIP053 Network Operations Center (NOC)	1,936.9	1,916.8	282.8	1,654.2	99.0%	14.6%
CIP140 Rail Mileage Based Asset Management	4,123.3	125.4	26.6	4,096.7	3.0%	0.6%
CIP056 Rail Operations Support Software	2,949.4	865.4	300.0	2,649.4	29.3%	10.2%
Subtotal	\$41,505.8	\$21,075.3	\$4,456.6	\$37,049.2	50.8%	10.7%
<b><i>Business Support Software &amp; Equipment</i></b>						
CIP030 Currency Processing Machines	\$1,014.3	\$136.0	\$9.1	\$1,005.3	13.4%	0.9%
CIP054 Customer Electronic Communications & Outreach	2,811.6	2,090.5	509.2	2,302.4	74.4%	18.1%
CIP046 Document Management System	1,546.2	757.9	13.8	1,532.4	49.0%	0.9%
CIP049 Management Support Software	9,002.6	6,358.8	1,366.8	7,635.7	70.6%	15.2%
CIP050 Metro IT OneStop and Office Automation	4,214.4	2,482.8	1,213.9	3,000.5	58.9%	28.8%
CIP103 Police Portable Radio Replacement	670.0	297.4	6.0	664.0	44.4%	0.9%
CIP048 Sensitive Data Protection Technology	6,660.8	3,742.7	1,049.8	5,610.9	56.2%	15.8%
Subtotal	\$25,920.0	\$15,866.1	\$4,168.7	\$21,751.3	61.2%	16.1%
<b><i>Rail Fare Equipment</i></b>						
CIP031 Debit/Credit Processing Requirements	\$1,907.0	\$279.6	\$17.1	\$1,890.0	14.7%	0.9%
CIP092 Ethernet Wiring for Rail Fare Machines	1,340.1	267.3	12.0	1,328.1	19.9%	0.9%
CIP094 Improvements to Coin Collection Machines	2,276.1	112.9	40.4	2,235.7	5.0%	1.8%
CIP093 Integrating regional NEXTFARE System	6,624.8	4,748.8	1,498.9	5,125.9	71.7%	22.6%
CIP097 Open Bankcard and Automatic Fare Collection Systems	1,546.2	1,046.2	13.8	1,532.4	67.7%	0.9%
Subtotal	\$13,694.2	\$6,454.8	\$1,582.1	\$12,112.1	47.1%	11.6%
<b>Total: Systems and Technology</b>	<b>\$85,243.2</b>	<b>\$47,456.6</b>	<b>\$10,282.9</b>	<b>\$74,960.3</b>	<b>55.7%</b>	<b>12.1%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
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Dollars in Thousands

Capital Improvement Program - Fiscal Year 2011	Budget	Obligated	Expended	Un-Expended	Obligation Rate	Expend Rate
<b><i>E. Track and Structures</i></b>						
<b><i>Track Rehabilitation</i></b>						
CIP089 Track Fasteners	\$2,061.7	\$2,040.2	\$18.4	\$2,043.2	99.0%	0.9%
CIP019 Track Floating Slab Rehabilitation	1,780.8	1,249.4	389.0	1,391.9	70.2%	21.8%
CIP021 Track Pad/Shock Absorber Rehabilitation	4,510.4	2,042.3	1,048.4	3,462.0	45.3%	23.2%
CIP024 Track Rehabilitation	53,067.2	34,723.2	11,770.4	41,296.8	65.4%	22.2%
CIP022 Track Structural Rehabilitation	2,910.6	1,988.8	1,021.2	1,889.4	68.3%	35.1%
CIP141 Cheverly Abutment	7,407.4	4,309.6	964.8	6,442.6	58.2%	13.0%
CIP018 Track Welding Program	1,466.9	1,235.7	85.2	1,381.6	84.2%	5.8%
Subtotal	\$73,204.9	\$47,589.1	\$15,297.4	\$57,907.5	65.0%	20.9%
<b><i>Station/Tunnel Rehabilitation</i></b>						
CIP026 Station/Tunnel Leak Mitigation	\$3,215.5	\$3,106.0	\$823.1	\$2,392.4	96.6%	25.6%
Subtotal	\$3,215.5	\$3,106.0	\$823.1	\$2,392.4	96.6%	25.6%
<b>Total: Track and Structures</b>	<b>\$76,420.4</b>	<b>\$50,695.1</b>	<b>\$16,120.5</b>	<b>\$60,299.9</b>	<b>66.3%</b>	<b>21.1%</b>
<b><i>F. Passenger Facilities</i></b>						
<b><i>Elevator/Escalator Facilities</i></b>						
CIP072 Elevator Rehabilitation	\$2,426.4	\$505.5	\$155.1	\$2,271.3	20.8%	6.4%
CIP132 Elevator/Escalator Repairables	4,329.5	129.5	38.7	4,290.8	3.0%	0.9%
CIP073 Escalator Rehabilitation	6,515.9	2,713.6	1,763.3	4,752.5	41.6%	27.1%
Subtotal	\$13,271.7	\$3,348.6	\$1,957.1	\$11,314.6	25.2%	14.7%
<b><i>Maintenance of Rail Station Facilities</i></b>						
CIP138 System-wide Infrastructure Rehabilitation	\$73,031.2	\$62,523.8	\$11,039.3	\$61,992.0	85.6%	15.1%
CIP087 Station Rehabilitation Program	7,759.1	7,759.1	3,033.2	4,725.9	100.0%	39.1%
Subtotal	\$80,790.3	\$70,282.8	\$14,072.4	\$66,717.8	87.0%	17.4%
<b><i>Bicycle &amp; Pedestrian Facilities</i></b>						
CIP035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$976.2	\$29.2	\$8.7	\$967.5	3.0%	0.9%
CIP036 Replacement of Bicycle Racks & Lockers	456.7	13.7	4.1	452.6	3.0%	0.9%
Subtotal	\$1,432.9	\$42.9	\$12.8	\$1,420.0	3.0%	0.9%
<b><i>Rail Station: Capacity/Enhancements</i></b>						
CIP039 Core & System Capacity Project Development	\$515.4	\$15.4	\$4.6	\$510.8	3.0%	0.9%
Subtotal	\$515.4	\$15.4	\$4.6	\$510.8	3.0%	0.9%
<b><i>Bus Priority Corridor Improvements</i></b>						
CIP037 Bus Priority Corridor Network Enhancements	\$6,132.8	\$4,006.0	\$182.6	\$5,950.2	65.3%	3.0%
Subtotal	\$6,132.8	\$4,006.0	\$182.6	\$5,950.2	65.3%	3.0%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
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Dollars in Thousands

Capital Improvement Program - Fiscal Year 2011	Budget	Obligated	Expended	Un-Expended	Obligation Rate	Expend Rate
<b><i>Rail Station Equipment</i></b>						
CIP099 Police Emergency Management Equipment	\$914.3	\$27.3	\$8.2	\$906.2	3.0%	0.9%
Subtotal	\$914.3	\$27.3	\$8.2	\$906.2	3.0%	0.9%
<b>Total: Passenger Facilities</b>						
	<b>\$103,057.5</b>	<b>\$77,723.1</b>	<b>\$16,237.8</b>	<b>\$86,819.6</b>	<b>75.4%</b>	<b>15.8%</b>
<b><i>G. Maintenance Equipment</i></b>						
<b><i>Rail Maintenance Equipment</i></b>						
CIP136 FCC Radio Frequency Communication Changes	\$176.3	\$26.0	\$1.6	\$174.7	14.7%	0.9%
CIP065 Geometry Vehicle	2,905.2	2,383.2	122.1	2,783.1	82.0%	4.2%
CIP139 NTSB Recommendations	10,308.3	397.4	92.2	10,216.1	3.9%	0.9%
CIP066 Rail Shop Repair Equipment	2,164.7	297.9	59.4	2,105.4	13.8%	2.7%
CIP020 Replacement of Rail Track Signage	1,083.9	909.3	460.7	623.2	83.9%	42.5%
CIP027 Switch Machine Rehabilitation Project	908.2	516.6	19.3	888.9	56.9%	2.1%
CIP025 Track Maintenance Equipment	17,981.9	1,206.9	376.6	17,605.3	6.7%	2.1%
CIP135 Train Control Signal	1,030.8	30.8	9.2	1,021.6	3.0%	0.9%
CIP133 Wayside Work Equipment	4,123.3	589.7	198.6	3,924.8	14.3%	4.8%
Subtotal	\$40,682.6	\$6,357.8	\$1,339.7	\$39,343.0	15.6%	3.3%
<b><i>Bus Repair Equipment</i></b>						
CIP004 Bus Repair Equipment	\$2,973.7	\$809.2	\$177.8	\$2,795.9	27.2%	6.0%
Subtotal	\$2,973.7	\$809.2	\$177.8	\$2,795.9	27.2%	6.0%
<b><i>Business Facilities Equipment</i></b>						
CIP028 Materials Handling Equipment	\$157.7	\$20.6	\$4.8	\$152.9	13.1%	3.1%
CIP029 Warehouse Vertical Storage Units/Shelving	675.2	103.7	11.7	663.5	15.4%	1.7%
Subtotal	\$832.9	\$124.3	\$16.5	\$816.4	14.9%	2.0%
<b>Total: Maintenance Equipment</b>						
	<b>\$44,489.2</b>	<b>\$7,291.4</b>	<b>\$1,533.9</b>	<b>\$42,955.3</b>	<b>16.4%</b>	<b>3.4%</b>
<b><i>H. Other Facilities</i></b>						
<b><i>Business Support Facilities</i></b>						
CIP144 Bus Operations Control Center	\$1,604.0	\$1,604.0	\$565.8	\$1,038.2	100.0%	35.3%
CIP080 Jackson Graham Building Renovation	7,398.9	3,898.9	259.3	7,139.6	52.7%	3.5%
CIP033 Replacement of Revenue Facility Equipment	694.8	20.8	6.2	688.6	3.0%	0.9%
Subtotal	\$9,697.7	\$5,523.7	\$831.3	\$8,866.4	57.0%	8.6%
<b><i>MTPD Support Facilities</i></b>						
CIP101 Police Substation- New District 2/Special Operations Division Facility	\$1,295.8	\$63.8	\$12.2	\$1,283.5	4.9%	0.9%
CIP106 Special Operations Division Facility	830.8	24.8	7.4	823.4	3.0%	0.9%
Subtotal	\$2,126.6	\$88.6	\$19.6	\$2,107.0	4.2%	0.9%
<b>Total: Other Facilities</b>						
	<b>\$11,824.3</b>	<b>\$5,612.3</b>	<b>\$851.0</b>	<b>\$10,973.3</b>	<b>47.5%</b>	<b>7.2%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
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Capital Improvement Program - Fiscal Year 2011	Budget	Obligated	Expended	Un- Expended	Obligation Rate	Expend Rate
<b><i>I. Project Management and Support</i></b>						
<b><i>Credit Facility</i></b>						
CIP131 Credit Facility	\$5,000.0	\$932.7	\$932.7	\$4,067.3	18.7%	18.7%
Subtotal	\$5,000.0	\$932.7	\$932.7	\$4,067.3	18.7%	18.7%
<b>Total: Project Management and Support</b>	<b>\$5,000.0</b>	<b>\$932.7</b>	<b>\$932.7</b>	<b>\$4,067.3</b>	<b>18.7%</b>	<b>18.7%</b>
<b>Grand Total: Capital Improvement Program</b>	<b>\$844,125.7</b>	<b>\$468,917.9</b>	<b>\$96,829.0</b>	<b>\$747,296.6</b>	<b>55.6%</b>	<b>11.5%</b>

**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 2011 - October 2010**  
Dollars in Thousands

<b>FY2010 Safety &amp; Security Program</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><i>Security Program</i></b>						
Bus Garage Security	\$5,836.5	\$2,423.4	\$1,209.1	\$4,627.4	41.5%	20.7%
Cameras on Buses	6,410.0	33.3	0.0	6,410.0	0.5%	0.0%
Cameras on Rail Cars	7,139.7	146.7	0.0	7,139.7	2.1%	0.0%
CCV and Access Control	11,675.8	339.8	0.0	11,675.8	2.9%	0.0%
Chemical Detection	1,906.0	0.0	0.0	1,906.0	0.0%	0.0%
Metrorail Station Camera	2,774.0	0.0	0.0	2,774.0	0.0%	0.0%
Montgomery Garage	23.1	0.0	0.0	23.1	0.0%	0.0%
PG Radio Upgrade	500.0	389.5	321.3	178.7	77.9%	64.3%
Platform Security	6,517.8	189.8	0.0	6,517.8	2.9%	0.0%
PROTECT Systems	606.0	605.5	0.0	606.0	99.9%	0.0%
Radio Redundancy AOCC	5,900.0	1,564.6	105.7	5,794.3	26.5%	1.8%
Vent Intrusion Detection	11,500.0	0.0	0.0	11,500.0	0.0%	0.0%
<b>Total: Security Program</b>	<b>\$60,789.0</b>	<b>\$5,692.7</b>	<b>\$1,636.1</b>	<b>\$59,152.9</b>	<b>9.4%</b>	<b>2.7%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2011 - October 2010**  
Dollars in Thousands

<b>ARRA - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><i>Vehicles &amp; Vehicle Parts</i></b>						
CL_HYBR Replacement of Oldest Buses (ST02)	\$27,026.1	\$27,025.2	\$27,025.2	\$0.8	100.0%	100.0%
CL_ACCS MetroAccess Fleet Expansion and Replacement (ST10)	3,764.2	3,760.3	3,760.3	4.0	99.9%	99.9%
CL_RSVH Service Vehicle Replacement (ST14)	5,992.7	5,992.7	5,992.7		100.0%	100.0%
CL_RPBL Bus Replacement Components (ST26)	2,673.1	2,493.0	2,490.0	183.0	93.3%	93.2%
CL_PVMN Preventative Maintenance	11,092.1	11,087.1	11,087.1	5.0	100.0%	100.0%
Subtotal	\$50,548.2	\$50,358.3	\$50,355.3	\$187.9	99.6%	99.6%
<b><i>Maintenance Facilities</i></b>						
CL_BODY New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,106.9	\$7,335.6	\$14,064.4	98.6%	34.3%
CL_SEGR Replacement of Southeastern Bus Garage (ST05)	30,000.0	28,888.0	2,210.8	27,789.2	96.3%	7.4%
CL_RTRM Bus Garage Facility Repairs (ST11)	7,600.0	6,654.8	5,028.4	2,571.6	87.6%	66.2%
Subtotal	\$59,000.0	\$56,649.7	\$14,574.8	\$44,425.2	96.0%	24.7%
<b><i>Passenger Facilities</i></b>						
CL_PTFM Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$16,000.0	\$13,250.5	\$2,749.5	100.0%	82.8%
CL_PIDS Update Platform Real-Time Signs (ST28)	2,500.0	2,400.0		2,500.0	96.0%	
CL_MCSC Metro Center Sales Office Replacement (ST38)	1,200.0	1,139.7	77.2	1,122.8	95.0%	6.4%
Subtotal	\$19,700.0	\$19,539.7	\$13,327.7	\$6,372.3	99.2%	67.7%
<b><i>Safety &amp; Security</i></b>						
CL_BGSU Bus Garage Security Update (ST23)	\$3,000.0	\$2,286.4	\$2,036.9	\$963.1	76.2%	67.9%
CL_POCC Communications Equipment for Operations Control Center (ST24)	3,000.0	2,562.6	2,339.9	660.1	85.4%	78.0%
CL_CART Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	827.5	8.7	100.0%	99.0%
CL_RADIO Underground Communications Radios (ST40)	868.7	868.7	868.7	0.0	100.0%	100.0%
CL_ALARM Additional Station Alarm/Chemical Sensors (ST48)	3,991.2	3,991.2	2,757.0	1,234.3	100.0%	69.1%
Subtotal	\$11,696.2	\$10,545.1	\$8,829.9	\$2,866.2	90.2%	75.5%
<b><i>Maintenance &amp; Repair Equipment</i></b>						
CL_LOCO Heavy Duty Locomotives for Maintenance (ST12)	\$4,998.9	\$4,998.9		\$4,998.9	100.0%	
CL_PWTL Power Tool Equipment Replacement (ST31)	1,660.5	1,647.9	1,647.9	12.7	99.2%	99.2%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2011 - October 2010**  
Dollars in Thousands

<b>ARRA - Fiscal Year 2010</b>		<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
CL_CRNE	60-Ton Crane for Track Work (ST17)	4,000.0	3,838.9		4,000.0	96.0%	
CL_HDTE	Heavy Duty Track Equipment (ST07)	10,510.6	10,508.1	1,225.8	9,284.8	100.0%	11.7%
CL_WELD	Track Welding Program to Repair Defects (ST18)	3,900.0	2,783.7	991.4	2,908.6	71.4%	25.4%
CL_TPAD	Track Pad/Shock Absorber Rehabilitation (ST37)	1,030.0	1,030.0	1,029.6	0.4	100.0%	100.0%
Subtotal		\$26,100.0	\$24,807.5	\$4,894.8	\$21,205.2	95.0%	18.8%
<b>Operations Systems</b>							
CL_INRB	Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$910.1	\$16,989.9	100.0%	5.1%
CL_FARE	Additional SmarTrip Fare Machines (ST19)	2,220.8	2,220.8	2,209.3	11.5	100.0%	99.5%
CL_BSRT	Bus Real-Time, Route, and Scheduling Systems (ST21)	3,000.0	2,421.0	608.5	2,391.5	80.7%	20.3%
CL_BSEF	Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	733.4	766.6	100.0%	48.9%
CL_KTCC	Kiosk and Train Control Computers (ST41)	356.8	356.8	316.9	40.0	100.0%	88.8%
Subtotal		\$24,977.7	\$24,398.6	\$4,778.2	\$20,199.5	97.7%	19.1%
<b>Information Technology</b>							
CL_DATA	Sensitive Data Protection Technology (ST16)	\$3,511.2	\$3,511.1	\$1,860.1	\$1,651.1	100.0%	53.0%
CL_DOCU	Document Management System (ST32)	750.0	749.2	694.4	55.6	99.9%	92.6%
CL_FNSY	Financial System Integration (ST63)	5,000.0	5,000.0	1,071.8	3,928.2	100.0%	21.4%
Subtotal		\$9,261.2	\$9,260.3	\$3,626.3	\$5,634.9	100.0%	39.2%
<b>TOTAL ARRA PROJECTS</b>		<b>\$201,283.2</b>	<b>\$195,559.3</b>	<b>\$100,387.0</b>	<b>\$100,891.2</b>	<b>97.2%</b>	<b>49.9%</b>
<b>Miscellaneous Other</b>							
CL_PMGT	Program Management	\$550.0	\$209.8		\$550.0	38.1%	
Subtotal		\$550.0	\$209.8		\$550.0	38.1%	
<b>TOTAL ARRA PROGRAM</b>		<b>\$201,833.2</b>	<b>\$195,769.1</b>	<b>\$100,387.0</b>	<b>\$101,441.2</b>	<b>97.0%</b>	<b>49.7%</b>

**Definitions**

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

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

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

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

**Washington Metropolitan Area Transit Authority  
Transit Infrastructure Investment Fund (TIIF)**

**Fiscal 2010 - October 2010**

Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Total Received for TIIF</b>	\$125,609.4				
<u>Restricted Funds:</u>					
Huntington Parking			\$12,900.0	\$12,802.3	\$97.7
White Flint Parking			4,421.7	4,404.9	16.8
FY05/06/07/08 Operating			8,000.0	8,000.0	0.0
FY09 Operating			2,000.0	2,000.0	0.0
FY10 Operating			2,000.0	2,000.0	0.0
FY11 Operating (continues thru FY12)			2,000.0	0.0	2,000.0
FY07 Safe, Clean Reliable			5,850.0	5,850.0	0.0
FY08 Safe, Clean Reliable			7,000.0	7,000.0	0.0
FY09 Safe, Clean Reliable			7,000.0	7,000.0	0.0
FY10 Safe, Clean Reliable (end)			7,000.0	7,000.0	0.0
TSSM from Twinbrook to Shady Grove			1,000.0	525.6	474.4
Gallery Place Remediation			18.4	18.4	0.0
			59,190.1	56,601.3	2,588.8
<b><u>Unrestricted Funds Available for Use:</u></b>		<b>\$6,419.3</b>			
Total allocated to the Jurisdictions		\$60,000.0			
<b><u>District of Columbia 36%</u></b>		<b>\$21,600.0</b>			
<u>Use of Funds:</u>					
Tivoli			\$2,500.0	\$2,500.0	\$0.0
Anacostia Light Rail Program/Demonstration			10,447.6	9,009.3	1,438.3
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			497.4	497.4	0.0
Union Row /U Street			1,500.0	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,452.4	4,412.2	40.2
View 14 /U Street & 14Th			500.0	480.7	19.3
			21,547.4	18,667.2	2,880.2
<b>Balance of DC Funds Available for Use:</b>		<b>\$52.6</b>			

**Washington Metropolitan Area Transit Authority  
Transit Infrastructure Investment Fund (TIIF)**

**Fiscal 2010 - October 2010**

Dollars in Thousands

	<b>Funds Received</b>	<b>Jurisdictional Allocation</b>	<b>Approved Uses</b>	<b>Expenses</b>	<b>Unexpended Approved Uses</b>
<b>Maryland 37%</b>		\$22,200.0			
<u>Use of Funds:</u>					
New Carrollton Parking			\$497.6	\$496.0	\$1.6
College Park Parking			9,514.7	9,512.2	2.5
Largo Parking			2,432.7	2,432.7	0.0
Largo Day Care Center			3,000.0	3,000.0	0.0
Takoma-Langley			6,744.3	820.8	5,923.6
			<u>22,189.3</u>	<u>16,261.7</u>	<u>5,927.6</u>
<b>Balance of Maryland Funds Available for Use:</b>		<b>\$10.7</b>			
<b>Virginia 27%</b>		\$16,200.0			
<u>Use of Funds:</u>					
Huntington			\$8,082.8	\$8,082.8	\$0.0
West Falls Church			2,000.0	2,000.0	0.0
Royal Street Bus Garage			100.0	100.0	0.0
Ballston (Multi-modal improvements)			1,032.2	834.7	197.5
Rosslyn Station Access Improve			798.1	716.4	81.8
Shirlington			1,977.9	1,961.4	16.5
Crystal City Potomac Yard Bus Way			522.0	149.5	372.5
Potomac Yard Station			1,500.0	226.7	1,273.3
			<u>16,012.9</u>	<u>14,071.5</u>	<u>1,941.5</u>
<b>Balance of Virginia Funds Available for Use:</b>		<b>\$187.1</b>			
<b>Grand Total:</b>	<b>\$125,609.4</b>	<b>\$125,609.4</b>	<b>\$118,939.7</b>	<b>\$105,601.6</b>	<b>\$13,338.1</b>

**JURISDICTIONAL BALANCES ON ACCOUNT**  
**As of October 31, 2010**  
**(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions**  
**\$ in millions**

**JURISDICTION**

**OPERATING NOTES <sup>1</sup>**

**DISTRICT OF COLUMBIA**

DC Dept of Transportation	(\$0.000)
DC Dept of Transportation	(\$0.163) D.C. Sch Sub.- Estimates for July-Oct. 2010
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
<b>Credits to be Applied to 3rd Quarter FY2011 Billing:</b>	
Interest Earnings on CIP & PRIIA Contributions	\$0.000
<b>DC TOTAL</b>	<u><u>\$0.168</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
<b>Credits to be Applied to 3rd Quarter FY2011 Billing:</b>	
Interest Earnings on PRIIA Contributions	\$0.000
<b>MD TOTAL</b>	<u><u>(\$0.070)</u></u>

**VIRGINIA**

Alexandria	(\$0.100)
Arlington	(\$0.659)
City of Fairfax	(\$0.031)
Fairfax County	(\$0.446)
Fairfax County Dept. of Family Service	\$0.093 Access to Jobs
Falls Church	(\$0.056)
Northern VA Transportation Comm.	(\$0.285)
Virginia Department of Rail and Public Transportation	\$0.000
<b>Credits to be Applied to 3rd Quarter FY2011 Billing:</b>	
Interest Earnings on CIP and PRIIA Contributions	\$0.000
<b>VA TOTAL</b>	<u><u>(\$1.484)</u></u>

**GRAND TOTAL.....** (\$1.386)

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

**Grant Activity for the Month ending October 31, 2010**

<u>Grant Program</u>		<u>Activity</u>
<b>ARRA</b>	<b>FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement</b>	<p>\$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). Project budgets will continue to be reviewed for cost savings that may be transferred to PM.</p> <p>To meet heightened reporting requirements:</p> <ul style="list-style-type: none"> <li>• The previous quarter's project progress and significant payments were reported as required by Section 1512 for public accountability of federal funds posted on <a href="http://www.recovery.gov">www.recovery.gov</a>.</li> <li>• Monthly reporting to the House Committee on Transportation and Infrastructure has been completed according to the requests of Chairman Oberstar.</li> </ul>
	<b>Department of Homeland Security Transit Security Grant</b>	Responded to recent threat to WMATA. Anti-Terrorism Teams conducted Targeted Train Inspections, rolling train inspections, bus division checks, station checks, and area saturation patrols.
<b>FTA</b>	<b>Annual Formula Grants for Sections 5309 and 5307</b>	FFY2010 Sections 5307 and 5309 grant applications for a total of \$240.6 million continue to be reviewed by FTA.
	<b>Passenger Rail Investment and Improvement Act (PRIIA)</b>	The PRIIA grant application for \$150.0 million is under review by the Department of Labor.
	<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>	The FY2011 bus procurement is proceeding on schedule.
	<b>Federal Earmarks</b>	<ul style="list-style-type: none"> <li>• The Royal Street Bus Garage Relocation grant amendment was awarded by FTA in order to add \$1.8 million of FFY2008 and FFY2009 earmarks for the acquisition of land on Cinder Bed Road for the relocation of the Royal Street Bus Garage.</li> <li>• A grant application for a WMATA Bus Safety Initiative earmark for \$0.7 million was awarded by FTA. The funds will be used to purchase and install camera systems on buses.</li> <li>• A Bus and Bus Facilities earmark for \$1.1 million was awarded by FTA. The funds will be used to purchase replacement buses.</li> <li>• Current federal legislation does not contain language to permit reprogramming of \$0.7 million of a prior year bus earmark as WMATA has been pursuing. The grant is expected to be de-obligated upon consultation with stakeholders.</li> </ul>
<b>Safety &amp; Security</b>	<b>Transit Security Grant Program (TSGP)</b>	Completed procurement documents for Security Risk Assessment in anticipation of award. The cost proposal from the recommended vendor for bus cameras is under review for allocating costs within the FFY2008 TSGP award budget.
	<b>Urban Areas Security Initiative (UASI)</b>	Received notification from FBI of selection for ECM equipment under FFY2010 UASI grant. Installation of bi-directional amplifiers continued for the upgrade of first responder underground radio communication in Prince George's County through FFY2009 UASI grant.