

# FY2014 THIRD QUARTER HIGHLIGHTS

## Ridership and Revenue

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### Metrorail

**March rail ridership was 16.8 million: 2.4 million below budget and 1.1 million below March last year.**

- The FY2014 budget assumed six months of revenue service for the Silver Line to Wiehle Avenue beginning in January 2014, with net additional ridership of 0.7 million trips per month. Due to the delay of the Silver Line, this negative ridership variance will continue during the second half of the year until the Silver Line opens.
- Severe winter weather also affected ridership on a number of weekdays in March. Federal government offices were closed on March 3<sup>rd</sup> and 17<sup>th</sup>, and offices opened two hours late on March 4<sup>th</sup> with the option for unscheduled leave and telework. Many local governments, school districts, and private sector employers were also closed on some or all of these days.

### Metrobus

**March bus ridership was 10.7 million: 0.6 million below budget and 0.4 million below March last year.**

- Bus ridership was down compared to its normal weekday average on the same weather days indicated above for rail, including a complete suspension of Metrobus service on March 3<sup>rd</sup> and service limited to major arteries on March 17<sup>th</sup>.

### MetroAccess

**March MetroAccess ridership was 171,000: 1,000 below budget and 1,000 below March last year.**

- Ridership was below budget in March, as it was in January, largely as a result of the weather; however, in all other months of FY2014, MetroAccess ridership has exceeded budget.

## Operating Revenue

**Total operating revenue in March was \$69.6 million: \$8.6 million below budget, or -11.0 percent.**

- Passenger fares and parking fees were \$8.3 million below budget in March as a result of lower rail and parking revenues due to the weather and the delayed Silver Line opening. Non-transit sources were also \$0.3 million below budget during the month as a result of small negative variances in joint development and miscellaneous revenues.
- For the year-to-date, operating revenues are \$21.0 million below budget:
  - Passenger fares and parking fees are below budget by \$25.1 million, primarily as a result of the October government shutdown, winter weather, and the delay of Silver Line service.
  - Non-transit revenues are \$4.1 million above budget through March. In addition to positive performances in fiber optic and advertising revenues, Metro received a one-time insurance payment in the second quarter that boosted non-transit revenues.

## Operating Expenses

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**March year-to-date operating expenses are favorable to budget by \$14.7 million or 1.2 percent.**

### Salaries and Wages

- Salaries and Wages are favorable year-to-date by \$5.4 million or 1.0 percent, primarily due to Authority-wide vacancy levels. The vacancy rate at the end of March was 5.6 percent. The favorability was partially offset by higher personnel expenses associated with the new Collective Bargaining Agreements.
- Year-to-date overtime through March is \$1.3 million lower than the same period last year. Year-to-date overtime is \$14.7 million over budget primarily due to Car Maintenance (CMNT) 2000-, 3000-, and 5000-series work, vacancy coverage, leave coverage, and special events.
- Fringe benefits are \$6.6 million over budget year-to-date. The overage is partially due to higher than expected D.C. workers' compensation assessment costs of \$1.8 million. Due to the unpredictability of the D.C. workers' compensation assessment billing, it is difficult to predict payments. Higher allocation for fringe benefits related to overages in operating labor of \$3.6 million and higher than projected defined contribution pension cost due to

the Local 2 settlement of \$1.2 million also contributed to the negative variance.

## Materials and Supplies

- Materials and Supplies are \$9.8 million unfavorable year-to-date mainly due to a \$9.0 million negative variance associated with the maintenance on the 2000-, 3000-, and 5000-series railcars, and Bus overruns of \$5.8 million for repairs necessary due to accidents and vandalism. The overruns are partially offset by favorability in Financial Services (CFO), Communications (CSCM) and Safety (SAFE).

## Services

- Services expenses are \$20.0 million favorable year-to-date due in part to lower than anticipated expenses related to a contract closeout in the Safety Department (SAFE), which is favorable by \$5.9 million. Other contributors to favorability include timing of a Treasury contract settlement of \$4.2 million; timing of Transit Infrastructure and Engineering Services (TIES) contracts of \$4.2 million, which includes Plant (PLNT), System Maintenance (SMNT) and Car Maintenance (CMNT). Timing of contract services procurements for DGMO of \$1.9 million, timing in Bus Services (BUS) of \$1.1 million; and in CSCM of \$1.0 million. Access Services (ACCS) is unfavorable by \$0.1 million due to contract claims accrued by contract providers for garage services rendered in FY2014 of \$1.8 million, offset by timing of consulting and IT services of \$1.7 million.

## Fuel, Propulsion, and Utilities

- Fuel, Propulsion, and Utilities are favorable to budget by \$17.8 million year-to-date due to lower than projected power consumption, favorable diesel rates in Metro's hedges, the CNG tax credit that was in place for the first half of the fiscal year, and the delay in the Silver Line service. Of the variance, approximately \$4.5 million is due to price favorability, \$11.9 million is due to lower volume, \$0.6 million due to other lubricants and \$0.8 million due to the CNG credit. The Silver Line service favorability of \$2.2 million is included in the rate and volume variance described above. The CNG tax credit incentive program was not extended by the U.S. Congress after December 2013 therefore; the monthly accrual of \$0.3 million will not be included for the remainder of the fiscal year.

## Capital Program

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**Metro has invested \$502 million of the \$996 million FY2014 Capital Improvement Program (CIP) budget through March, which is \$31 million less than was invested in the same period last year. This decline is the result of the new bus contract, which provides for full payment upon acceptance of buses instead of periodic milestone/progress payments. All figures below are fiscal year-to-date.**

### Grant Closure

- As of the end of March, Metro has closed 17 Federal Transit Administration (FTA) grants in FY2014.

### Bus Acquisition

- A multi-year contract is in place for the acquisition of new buses. The FY2014 order includes 85 forty-foot hybrid/electric buses that will replace buses at the end of their useful life. As of the end of the third quarter, six buses have been received. Metrobus also purchased 35 acres of land at Andrews Federal Campus in District Heights to build a replacement facility for Southern Avenue bus garage.

### Access Vehicle Replacement

- A contract is in place for the acquisition of 120 paratransit vans. The first article inspection is complete and delivery is expected to begin in April 2014.

### Escalator and Elevator Rehabilitation and Replacement

- Seventeen escalator rehabilitations are complete and seven are in progress. Three escalator replacements at Pentagon Station are complete and in service. Two of the seven additional escalator replacements planned for completion during FY2014 are complete at Van Ness-UDC (2) and five are in progress at Georgia Ave-Petworth, Mt Vernon Sq., Bethesda, Friendship Heights, and Glenmont.
- Ten elevator rehabilitations are complete and two are in progress.

### Station Rehabilitation and Lighting Improvements

- Seven of the 12 planned full station enhancement projects are complete and three are in progress. Eight of the 12 planned mini station enhancements are complete and one is in progress.
- Metro awarded a multi-year contract for the replacement of over 13,000 parking garage light fixtures in 25 parking facilities.

- Metro began installing new, brighter mezzanine lighting at underground stations. Lighting upgrades have been completed at 16 stations. The remaining 31 stations are expected to be completed by 2015.

## Track Rehabilitation

- Metro welded 544 open weld joints, rehabilitated 4,453 linear feet of grout pads, tamped 23.86 miles of track, repaired 2,336 leaks, and replaced 8.83 miles of running rail, 3.25 miles of third rail, 9,024 cross ties, 25,244 fasteners, 4,651 insulators, 25 yard turnouts, 5 mainline turnouts, and 919 safety signs.

## Benefits to Customers

- *Testing of new 7000-Series railcars:* The new railcars are equipped with state-of-the-art safety technology and numerous features designed with extensive customer input.
- *Replacing Metro's existing fare collection system:* The new state-of-the-art system will enable customers to continue to use their SmarTrip cards while expanding fare payment to chip-enabled credit cards, identification cards, and mobile phones using near field communications.
- *Railcar carpet replacement:* Metro is replacing the carpet in the existing railcar fleet with new resilient, slip resistant flooring. The new flooring also reflects interior and exterior light, creating a brighter, more open feel inside the car.

## Capital Reprogramming Actions

- Metro's reprogramming policy authorizes the GM/CEO to reprogram up to five percent of the Capital Improvement Program (CIP) budget each year. Based on the \$996.0 million FY2014 budget, the GM/CEO is authorized to reprogram \$49.8 million between projects in FY2014. So far in FY2014, the GM/CEO has reprogrammed \$24.7 million (50 percent of available authority) between projects, as summarized below:

### Budget Authority to be Reprogrammed from:

Project ID	Name	Reprogramming
CIP0110	Orange Blue Line Rehab Stage One	-\$10,260,000
CIP0116	Rail Yard One	-6,555,000
CIP0025	Track Maintenance Equipment	-2,000,000
CIP0198	Platform to Mezz. Stairs-Bethesda Station	-1,300,000
CIP0131	Credit Facility	-1,250,000
CIP0017	Station Platform Safety Improvements	-1,085,000
CIP0047	Enterprise Geographic Information System	-749,000
CIP0015	Metro Access Fleet Replacement	-565,000
CIP0046	Document Management System	-544,000
CIP0060	4000 Series Railcar Replacement	-405,000
<b>Total</b>		<b>-\$24,713,000</b>

### Budget Authority to be Reprogrammed to:

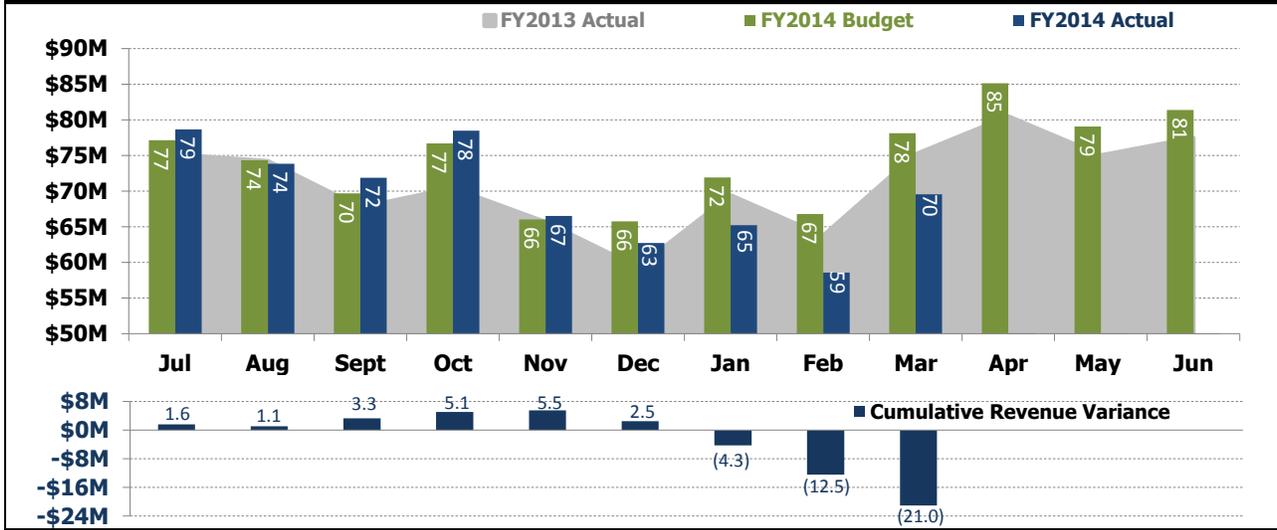
Project ID	Name	Reprogramming
CIP0151	Station Cooling Program	\$5,410,000
CIP0024	Track Rehabilitation	4,416,000
CIP0072	Elevator Rehabilitation	3,078,000
CIP0093	Integrating Regional NEXTFARE System	2,740,000
CIP0073	Escalator Rehabilitation	2,112,000
CIP0080	Building Infrastructure & Systems Renewal	1,675,000
CIP0106	Special Operations Division Facility	1,300,000
CIP0044	IT Capital Program Process Reengineering	1,293,000
CIP0023	Third Rail Rehabilitation	1,184,000
CIP0108	Red Line Phase Two	1,000,000
CIP0027	Switch Machine Rehabilitation	240,000
CIP0045	Data Centers and Infrastructure	115,000
CIP0128	Data Governance and Business Intelligence	100,000
CIP0052	Network and Communications	50,000
<b>Total</b>		<b>\$24,713,000</b>



# REVENUE AND RIDERSHIP

3rd Quarter FY2014

## REVENUE (in Millions)



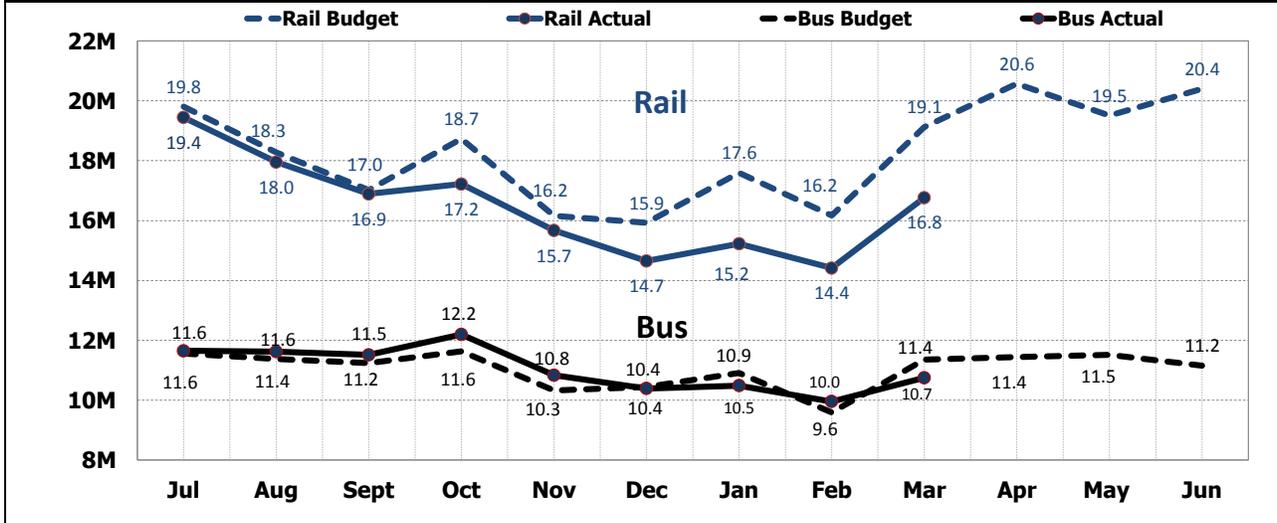
## RIDERSHIP (trips in Thousands)

QTD	Q3-FY2013	Q3-FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
<b>Metrorail</b>	50,899	46,402	52,897	-8.8%	-12.3%
<b>Metrobus</b>	32,017	31,195	31,863	-2.6%	-2.1%
<b>MetroAccess</b>	503	489	481	-2.7%	1.5%
<b>System Total</b>	<b>83,419</b>	<b>78,086</b>	<b>85,243</b>	<b>-6.4%</b>	<b>-8.4%</b>

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
<b>Metrorail</b>	152,811	148,238	158,820	-3.0%	-6.7%
<b>Metrobus</b>	97,498	99,406	98,445	2.0%	1.0%
<b>MetroAccess</b>	1,499	1,555	1,488	3.7%	4.6%
<b>System Total</b>	<b>251,808</b>	<b>249,199</b>	<b>258,753</b>	<b>-1.0%</b>	<b>-3.7%</b>

## MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

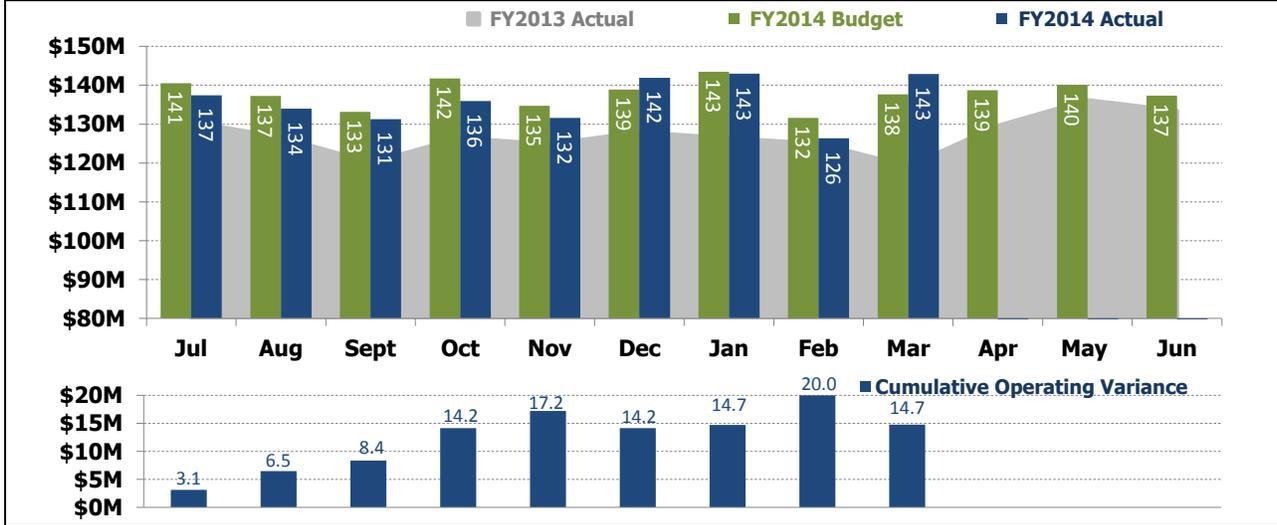




# OPERATING BUDGET

3rd Quarter FY2014

## OPERATING EXPENDITURES (\$ in Millions)



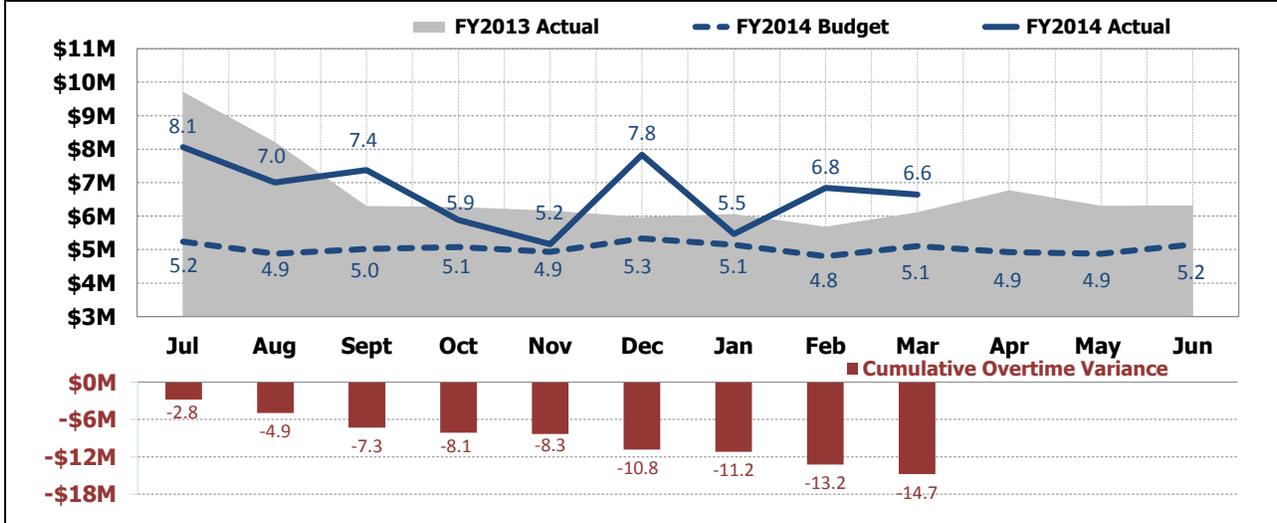
## OPERATING BUDGET (\$ in Millions)

QTD	Q3-FY2013		Q3-FY2014		Variance FY14	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 208.3		\$ 193.3	\$ 216.8	\$ (23.5)	-10.8%
Expense	\$ 370.3		\$ 412.2	\$ 412.8	\$ 0.6	0.1%
Subsidy	\$ 162.0		\$ 218.9	\$ 195.9	\$ (22.9)	-11.7%
Cost Recovery	56.3%		46.9%	52.5%		

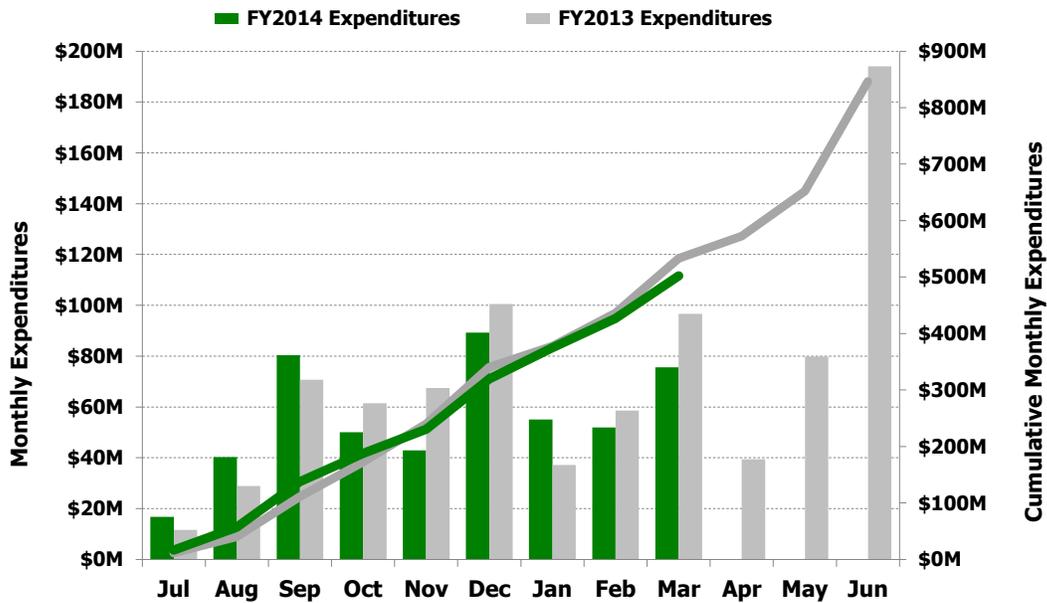
YTD	FY2013		FY2014		Variance FY14	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 620.7		\$ 625.4	\$ 646.5	\$ (21.0)	-3.3%
Expense	\$ 1,126.5		\$ 1,224.3	\$ 1,239.1	\$ 14.7	1.2%
Subsidy	\$ 505.8		\$ 598.9	\$ 592.6	\$ (6.3)	-1.1%
Cost Recovery	55.1%		51.1%	52.2%		

## YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)





### CIP EXPENDITURES (\$ in Millions)



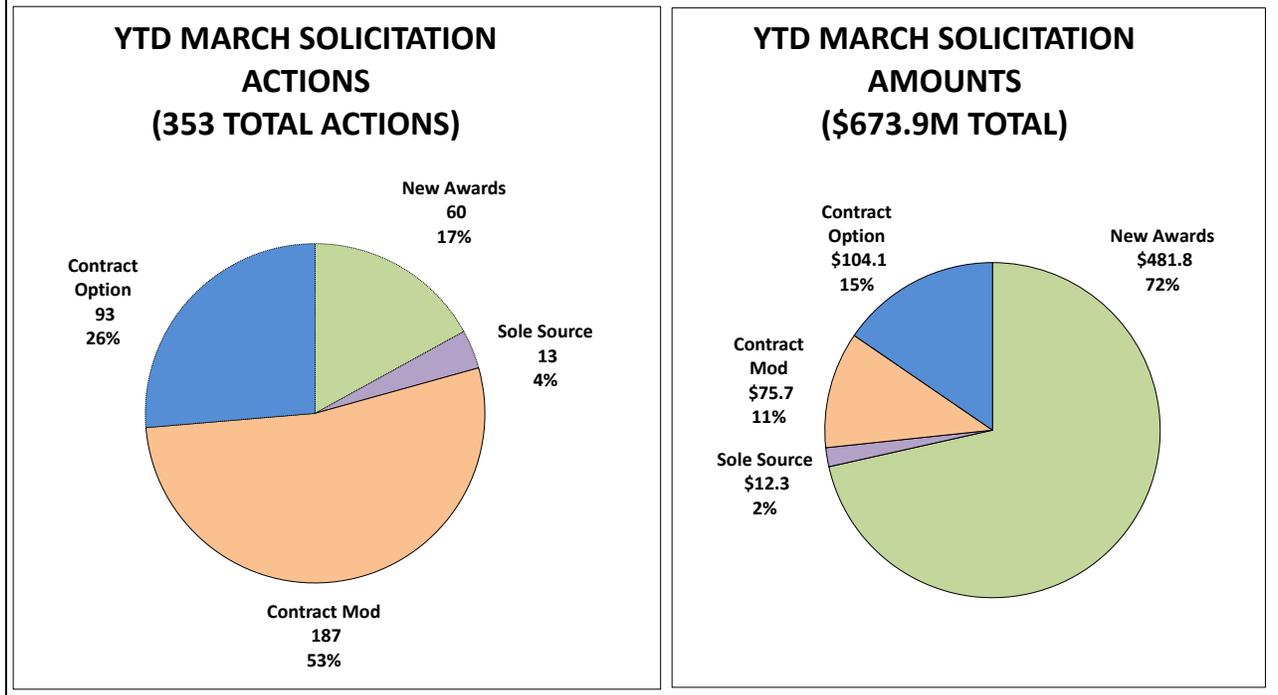
### FY2014 USES OF FUNDS (\$ in Millions)

	Budget	Forecast	Expended	% Exp.
<b>FY2014 CIP</b>	\$ 996	\$ 845	\$ 502	50%
<b>Safety &amp; Security</b>	10	10	1	5%
<b>ARRA</b>	4	4	4	89%
<b>Reimbursable</b>	69	69	37	54%
<b>Total</b>	<b>\$ 1,079</b>	<b>\$ 928</b>	<b>\$ 544</b>	<b>50%</b>

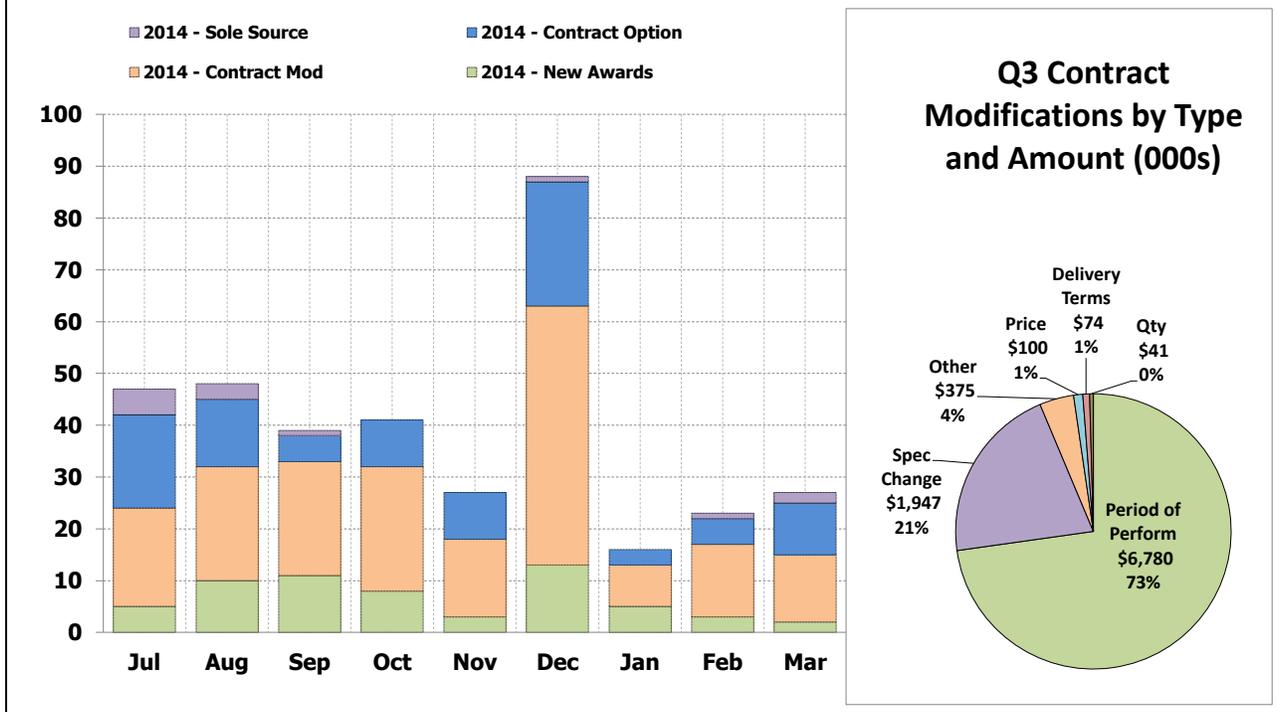
### FY2014 PLANNED SOURCES OF FUNDS (\$ in Millions)

	CIP	Planned	Received
<b>Federal Reimbursement</b>		\$ 476	\$ 26
<b>State and Local</b>		345	302
<b>Other Sources/Rollover</b>		24	24
<b>Subtotal</b>		<b>\$ 845</b>	<b>\$ 353</b>
<b>Safety &amp; Security</b>		\$ 10	\$ 3
<b>ARRA</b>		4	3
<b>Reimbursable</b>		69	11
<b>Subtotal</b>		<b>\$ 83</b>	<b>\$ 17</b>
<b>Total</b>		<b>\$ 928</b>	<b>\$ 370</b>

### SOLICITATION ACTIONS



### HISTORICAL SOLICITATIONS



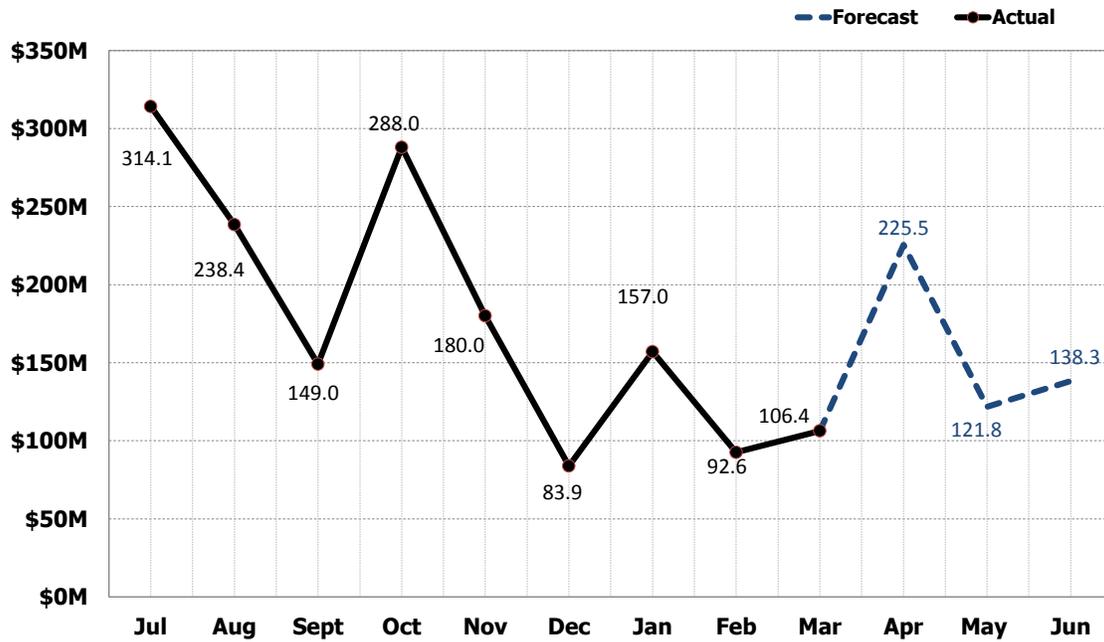
*Note: 'Contract Mod' includes any written alteration in the specifications, delivery point, frequency of delivery, period of performance, price, quantity, or other provisions of the contract.*



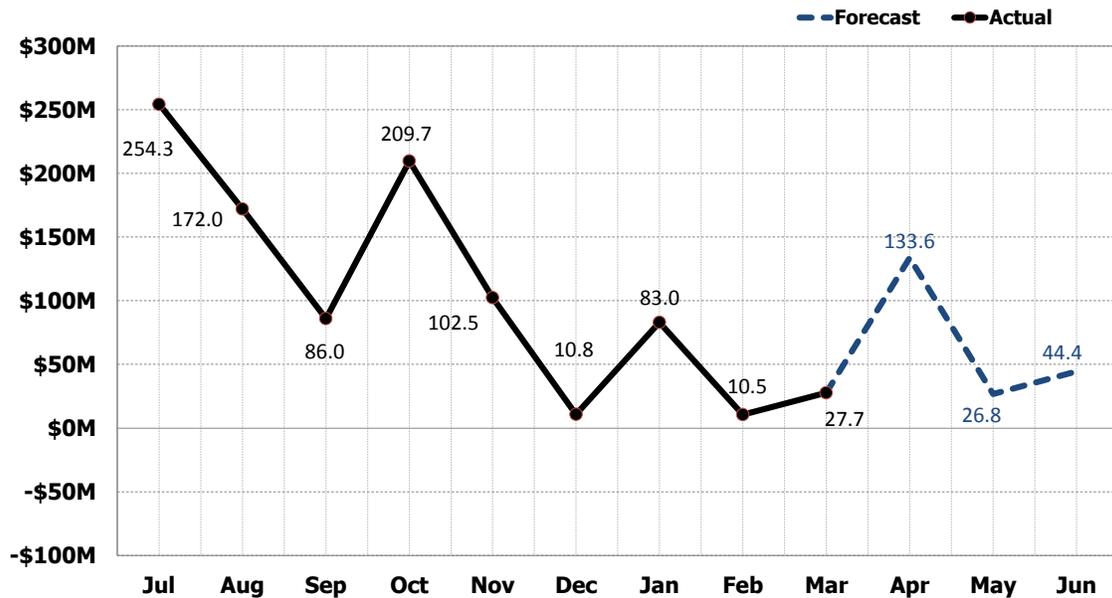
# FUND BALANCE

3rd Quarter FY2014

## TOTAL CASH (RESTRICTED and UNRESTRICTED)



## UNRESTRICTED CASH



**NOTE:** Unrestricted Cash Balance included a \$45 million draw on WMATA's Line of Credit in December (repaid in January), a \$55 million draw in February and an additional \$40 million in March. Metro anticipates further draws of \$20 million in May and \$135 million in June, with a maximum outstanding LOC balance of \$250 million.





**Washington Metropolitan Area Transit Authority**  
**Fiscal Year 2014 Financials**

**Fiscal Year 2014**  
**Quarterly Financial Report**  
**3<sup>rd</sup> Quarter**  
**January – March 2014**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
Q3 - FY2014  
January – March 2014**

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**REPORT SECTIONS**

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- **Expense**

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**Safety and Security expenditures**

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**Grant activity**

**Contract activity**



**Washington Metropolitan Area Transit Authority  
Quarterly Financial Report – FY2014 Q3**

**OPERATING BUDGET SUMMARY**

Through the third quarter of FY2014, Metro has a negative net operating position of \$6.3 million. Total year-to-date operating expenses are \$1.224 billion, \$14.7 million below budget. Total year-to-date operating revenues are \$625.4 million, \$21.0 million below budget.

Passenger revenues are below budget through the third quarter, primarily in Metrorail fares and parking fees as a result of the federal government shutdown in October, severe winter weather, and the delayed opening of the Silver Line. This has been offset by growth in non-passenger revenues, including a one-time insurance payment. The majority of the lower than anticipated expense is in Services costs as well as Fuel, Propulsion, and Utilities.

Table 1

<b>OPERATING BUDGET (\$ in Millions)</b>					
<b>QTD</b>	<b>Q3-FY2013</b>	<b>Q3-FY2014</b>		<b>Variance FY14</b>	
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>\$</b>	<b>Percent</b>
<b>Revenue</b>	\$ 208.3	\$ 193.3	\$ 216.8	\$ (23.5)	-10.8%
<b>Expense</b>	\$ 370.3	\$ 412.2	\$ 412.8	\$ 0.6	0.1%
<b>Subsidy</b>	\$ 162.0	\$ 218.9	\$ 195.9	\$ (22.9)	-11.7%
<b>Cost Recovery</b>	56.3%	46.9%	52.5%		
<b>YTD</b>	<b>FY2013</b>	<b>FY2014</b>		<b>Variance FY14</b>	
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>\$</b>	<b>Percent</b>
<b>Revenue</b>	\$ 620.7	\$ 625.4	\$ 646.5	\$ (21.0)	-3.3%
<b>Expense</b>	\$ 1,126.5	\$ 1,224.3	\$ 1,239.1	\$ 14.7	1.2%
<b>Subsidy</b>	\$ 505.8	\$ 598.9	\$ 592.6	\$ (6.3)	-1.1%
<b>Cost Recovery</b>	55.1%	51.1%	52.2%		

**Revenue and Ridership**

Total combined rail and bus ridership in the first quarter of FY2014 was on budget, and total operating revenue was above budget by \$3 million over the same period. Ridership and revenue from rail and parking were negatively impacted in the second quarter by the federal government shutdown in October and by weather closures in December, but bus ridership continued to be relatively strong, and total operating revenue remained slightly above budget due to positive variances in non-transit sources.

However, the months of January through March were consistently negative against budget for both ridership and revenue. In addition to persistent severe winter weather, the delay in the opening of the Silver Line has caused an additional negative variance to budget in each month of approximately \$2.8 million. As a result,



**Washington Metropolitan Area Transit Authority  
Quarterly Financial Report – FY2014 Q3**

the cumulative revenue variance has moved from positive \$2.5 million at the end of December to negative \$21.0 million as of the end of March.

The severe winter weather of 2013-2014 caused the Office of Personnel Management to declare five full closures of federal government offices, along with another eight days where offices were opened late and/or employees were offered the option of unscheduled leave or telework.

Date	Federal Offices:	
	Closed	Open Late and/or with OULT*
11/26/13		X
12/09/13		X
12/10/13	X	
01/03/14		X
01/21/14	X	
01/22/14		X
02/05/14		X
02/13/14	X	
02/14/14		X
02/26/14		X
03/03/14	X	
03/04/14		X
03/17/14	X	

\* *Option for Unscheduled Leave or Telework*

Fare revenue losses on the days of full government closure ranged from \$1.3 million to \$2.2 million, with the greatest losses occurring on days such as February 13 and March 3 when the entire Metrobus system was closed. (Revenue on a typical weekday is approximately \$2.8 million.) Revenue losses on the other impacted days ranged from as little as \$0.1 million to as much as \$0.8 million, depending on the particular nature of the weather. The estimated total revenue impact of the winter weather (including other days in January not shown above that were impacted by snow and severe cold) is \$12 million.

Thus, the estimated combined revenue impact through March of the winter weather (\$12 million), the Silver Line delay (\$8.4 million), and the October government shutdown (\$5.7 million) is a negative variance of approximately \$26 million compared to budget.



### **Operating Expenses**

Third quarter FY2014 operating expenditures totaled \$412.2 million, which was \$0.6 million or 0.1 percent less than the third quarter budget. Third quarter FY2014 expenditures were 11.3 percent higher than FY2013 operating expenditures. Through March, year-to-date operating expenses are favorable to budget by \$14.7 million or 1.2 percent. Actual year-to-date expenses are \$1.2 billion, \$97.8 million or 0.09 percent higher than the same period last year.

### ***Labor***

Third quarter personnel expenses of \$303.7 million were above budget by \$10.3 million or 3.5 percent. For the year-to-date, personnel expenses are over budget by \$16.0 million or 1.8 percent as a result of the recently negotiated Collective Bargaining Agreement, salaries and wages for Local 2 union employees have increased by 1.5 percent. The agreement included retroactive payments, and a \$4.1 million total payout was made in December. This salary and wage increase was not included in the FY2014 budget. Metro's recruitment efforts continued in the third quarter, and Metro's overall vacancy rate year-to-date is 5.6 percent.

Year-to-date overtime expenses of \$60.3 million are 0.2 million less than the same period last year. Third quarter overtime costs in the operating budget were \$1.1 million higher than the prior year overtime costs. In FY2013 and FY2014, Metro has actively increased investment in railcar maintenance in order to improve reliability and prepare for the introduction of service on the Silver Line. Metro's overtime costs are above budget in part to advance this increased investment in railcar and other maintenance. In addition to the increase in railcar maintenance, other key drivers of third quarter overtime included vacancy coverage, leave coverage, incident response, and special events:

- The primary contributors to overtime were in Rail, Bus Services and Transit Infrastructure and Engineering Services (TIES). Overtime expenses in Rail are mainly related to vacancy coverage, training coverage, vacation leave, equipment maintenance and special events at the Verizon center, FedEx Field, and Nationals Park and inclement weather coverage.
- The TIES department's main overtime cost driver is directly related to inclement weather in January and to Metro's increased investment in railcar maintenance to prepare for the introduction of revenue service on the Silver Line and. In FY2013, Metro operated approximately 878 railcars to meet its daily peak revenue service requirement; in FY2014 this number increased to 920. When Metro begins operating revenue service on the Silver Line in 2014, a total of 954 railcars will be required.
- Bus Services department overtime variance is mainly as a result of coverage for vacancies, absenteeism and leave. As staffing ramps up for the Silver Line, Bus vacancies have been backfilled to cover employee movements from Bus to Rail. Overtime in Q3 is \$3.9 million over budget compared to \$3.5 million over budget in Q2. Year-to-date overtime is 14.7 million over budget.



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2014 Q3

Third quarter fringe benefits are \$5.0 million over budget mainly due to higher than projected Workers Compensation Assessment costs and effects of the Collective Bargaining Agreement (CBA) agreements in December. Year-to-date fringe benefits are \$6.6 million over budget due to higher than projected Workers Compensation Assessment costs and the effects of the L689 and L2 CBA agreements. Due to the unpredictability of DC's workers compensation assessment billing, it is difficult to forecast payments in this area.

### ***Non-Labor***

Third quarter non-personnel expenses of \$108.6 million were under budget by \$10.8 million. Fuel, Power and Utilities were under budget by \$7.0 million mainly due to hedging practices and lower than projected rate and volume consumption. March year-to-date non-personnel expenses are 30.7 million under budget.

Metro uses hedging practices to mitigate market volatility by locking in on favorable pricing conditions for future fuel usage. Third quarter fuel, propulsion and utilities were under budget by \$7.0 million. March year-to-date was \$17.8 million under budget mainly due to \$4.5 million in savings from lower than budgeted rates for diesel, propulsion and utilities resulting from favorable hedges and fixed price contracts, \$11.9 million related to lower than budgeted consumption in mainly propulsion, electricity and natural gas, a CNG tax credit, and savings on lubricants and other items. The year-to-date rate, volume mix analysis below reflects volume favorability for propulsion, electricity, diesel, Bus CNG and gasoline and rate favorability for natural gas. Utility favorability is mainly attributable to savings in electricity volume generation. This energy is supplied by Reliant Energy in DC and MD and by Dominion Energy in VA.

Year-to-date Safety services were favorable by \$5.9 million mainly due to a an environmental services contract settlement with Dupont. SmarTrip<sup>®</sup> expenses were less than expected by \$4.2 million due to a favorable settlement of a vendor contract dispute. TIES services are also favorable by \$4.2 million due to timing of various JOC contracts. MetroAccess services are unfavorable to budget by \$0.1 million due to accruals for garage management services rendered through the year. This unfavorability is offset by timing of consulting and computer services.

Services were favorable to budget by \$7.0 million in the quarter, and year-to-date Services are favorable to budget by \$20.0 million. Highlights in this area include:

- Safety closed out the Dupont environmental services contract favorably with a \$4.3 million reversal of accrued expenses. The department is favorable by \$5.9 million through the third quarter.
- TIES is \$4.2 million favorable to budget in services through the third quarter. PLNT anticipates increases in Services activity in forthcoming months due to increases in repair and maintenance activity.



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2014 Q3

- Financial services is \$4.2 million favorable; actual SmarTrip® expenses in TRES are less than the accruals due to a favorable settlement of the Cubic contract dispute from previous fiscal years
- DGMO continues its labor relations consulting services and will ramp up on expenditures for the Close Call program before year end. The department is favorable by \$1.9 million through the third quarter.
- Bus Services is favorable due to timing of various contracts including the Orion Management bus cameras and the Hand-On bus cleaning contracts. This favorability is expected to be spent by year end. Bus Services is favorable to budget by \$1.1 million in services.
- Delays in Silver Line opening and timing of Bus timetables printing has caused year-to-date favorability in CSCM. The department is favorable by \$1.0 million.

Third quarter Materials and Supplies expenses of \$22.1 million exceeded budget by \$4.0 million due to higher than expected expenses in CMNT for 2K, 3K and 5K railcar maintenance and Bus parts and material usage. Year-to-date Materials and Supplies are over budget by \$9.8 million. Most of the overrun in CMNT is related to maintenance activities to prepare for increased railcar demand in FY2014. Bus parts and material usage was impacted by accidents and vandalism as well as more expensive spares for the advanced technology buses. A summary of non-personnel budget results is included in Table 2.



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Table 2

<b>Non-Labor Category</b>	<b>FY2014 YTD Budget</b>	<b>FY2014 YTD Actuals</b>	<b>FY2014 YTD Variance</b>	<b>Summary</b>
<b>Services</b>	\$154.2M	\$134.3M	\$20.0M	<ul style="list-style-type: none"> <li>• \$5.9M Safety reversal of Dupont accrual of \$4.3M</li> <li>• \$4.2M timing of various TIES services contracts</li> <li>• \$4.2M Treasury favorable contract settlement</li> <li>• \$1.9M DGMO timing of labor negotiation services and Close Call contract</li> <li>• \$1.1M Bus timing of Orion Management camera contract and Hand-On bus cleaning</li> <li>• \$1.1M CSCM timing of Silver Line and Bus and Rail schedule printing</li> <li>• (\$94K) Paratransit garage service payments offset by favorability in consulting and computer services.</li> </ul>
<b>Fuel, Propulsion and Utilities</b>	\$115.6M	\$97.8M	\$17.8M	<ul style="list-style-type: none"> <li>• \$4.0M Propulsion mainly volume favorability</li> <li>• \$2.2M Electricity both rate and volume favorability</li> <li>• \$1.7M Natural Gas both rate and volume favorability</li> <li>• (\$20K) Water &amp; Sewer rate unfavorability</li> <li>• \$4.8M Diesel both rate and volume favorability</li> <li>• \$1.5M Bus CNG mainly volume favorability</li> <li>• \$800K CNG tax credit</li> <li>• \$3.0M Gasoline &amp; Other Lubricants</li> </ul>
<b>Insurance and Other</b>	\$27.8M	\$25.1M	\$2.7M	<ul style="list-style-type: none"> <li>• \$1.2M CFO favorable C&amp;L premium expenses</li> <li>• \$486K CSCM timing of promotional advertising expenses</li> <li>• \$307K CFO favorable reimbursable payments for SmarTrip</li> <li>• \$280K Bus accident reimbursements receipts</li> </ul>
<b>Materials and Supplies</b>	\$55.7M	\$65.5M	(\$9.8M)	<ul style="list-style-type: none"> <li>• (\$9.7M) TIES 2K, 3K and 5K railcar repair and maintenance</li> <li>• (\$5.8M) Bus accidents, vandalism and more expensive advanced technology bus spares</li> <li>• This is offset by under-runs in timing of CSCM advertising campaigns, reduction in the use of paper-fare media, Safety materials and Bus and Rail schedule materials</li> </ul>

**CAPITAL PROGRAM**

***Sources of Funds***

Metro’s FY2014 Capital Program is supported by Federal funds, State and Local contributions, and other sources, which include real estate and insurance proceeds. Federal funds include Passenger Rail Investment and Improvement Act of 2008 (PRIIA), 5307/5340 Urbanized Area Formula Program, 5337 State of Good Repair Formula Program, and 5339 Bus and Bus Facilities Formula Program.

For FY2014, the total planned sources of funds is \$928 million, which includes \$845 million for the Capital Improvement Program (CIP), \$10 million for the Security program, \$69 million for the Reimbursable program, and \$4 million for the American Recovery and Reinvestment Act (ARRA) program. At the end of the third quarter, Metro received \$26 million from Federal reimbursement, \$302 million from State and



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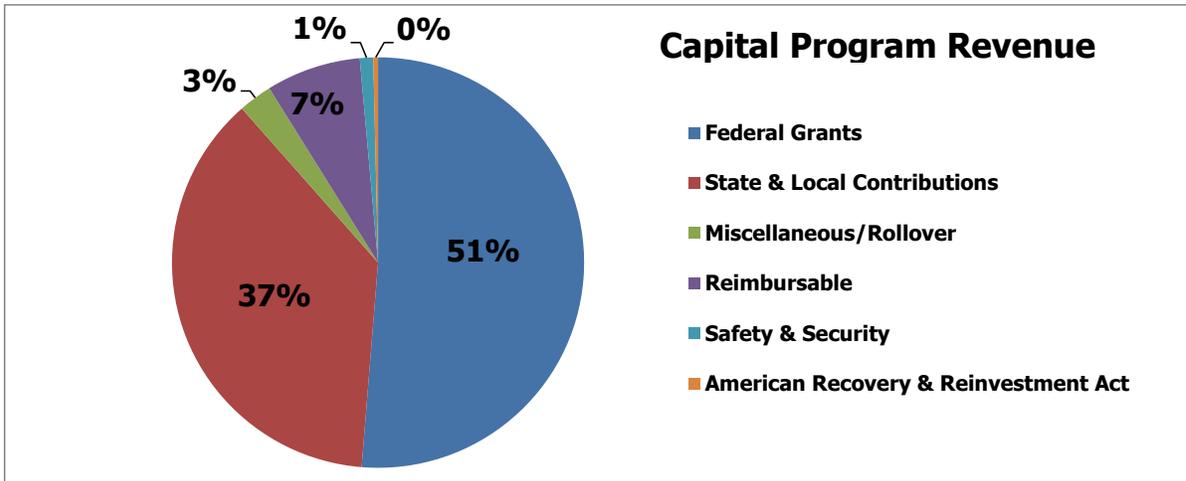
Local contributions, and \$24 million from Other sources for the CIP. Additionally, Metro received \$17 million from the Security, Reimbursable, and ARRA programs.

Metro ended the third quarter with a total of 17 prior-year FTA grants closed. Management’s focus on closing prior year grants will continue through FY2014.

Table 3

<b>Capital Program Revenue</b>		<b>FY2014 Year-to-Date</b>		
(dollars in millions)				
	<b>Year End Forecast</b>	<b>Received Through 3/31/14</b>		<b>Remaining</b>
Capital Improvement Program (CIP)				
CIP - Federal Reimbursement	\$ 476	\$ 26	\$ 449	
CIP - State & Local Contributions	345	302	43	
CIP - Other Sources	24	24	-	
Subtotal	\$ 845	\$ 353	\$ 492	
Security - Federal Grants	\$ 10	\$ 3	\$ 7	
Reimbursable - State & Local Grants	69	11	58	
ARRA - Federal Grants	4	3	1	
Subtotal	\$ 83	\$ 17	\$ 65	
<b>Total</b>	<b>\$ 928</b>	<b>\$ 370</b>	<b>\$ 558</b>	

Table 4





**Washington Metropolitan Area Transit Authority  
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Table 5

<b>State &amp; Local Contributions Capital Improvement Program</b>		<b>FY2014 Year-to-Date</b>		
(dollars in millions)				
<b>Formula Match and System Performance</b>	<b>Year End Forecast</b>	<b>Billed Through 3/31/14</b>	<b>Received</b>	
District of Columbia	\$ 64	\$ 65	\$	65
Montgomery County	\$ 29	\$ 30	\$	30
Prince George's County	31	33		33
Subtotal State of Maryland	\$ 60	\$ 63	\$	63
City of Alexandria	\$ 8	\$ 7	\$	7
Arlington County	14	14		14
City of Fairfax	0	0		0
Fairfax County	25	24		24
City of Falls Church	1	0		0
Subtotal Common Wealth of Virginia	\$ 48	\$ 46	\$	46
Subtotal Formula Match and System Performance	\$ 172	\$ 174	\$	174
<b>State and Local PRIIA</b>				
	<b>Year End Forecast</b>	<b>Billed Through 3/31/14</b>	<b>Received</b>	
District of Columbia	\$ 57	\$ 43	\$	43
State of Maryland	57	43		43
Common Wealth of Virginia	57	43		43
Subtotal State and Local PRIIA	\$ 171	\$ 128	\$	128
<b>*Total</b>	<b>\$ 344</b>	<b>\$ 302</b>	<b>\$</b>	<b>302</b>

\* Year End Forecast Total does not include \$1.9 million in CMAQ funds from VA.

**Uses of Funds**

For FY2014, the total forecasted investment is \$928 million, including \$845 million for the CIP, \$10 million for the Security program, \$69 million for the Reimbursable program, and \$4 million for the ARRA program. As of the end of the third quarter, Metro has expended \$502 million in the CIP, \$37 million in the Reimbursable program, and \$4 million in the now completed ARRA program. The appendix includes budget, expenditure, and obligation data for each capital project.



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Table 6

<b>Capital Program Spending</b> (dollars in millions)	<b>FY2014 Year-to-Date Through March 31, 2014</b>			
<b>Capital Improvement Program</b>	<b>Planned</b>	<b>Forecast</b>	<b>Expended</b>	<b>Unexpended</b>
Vehicles/Vehicles Parts	\$ 210	\$ 199	\$ 89	\$ 121
Rail System Infrastructure Rehab	110	101	78	33
Maintenance Facilities	207	151	93	113
Systems and Technology	117	91	50	67
Track and Structures	63	63	51	11
Passenger Facilities	138	117	78	60
Maintenance Equipment	106	89	47	59
Other Facilities	44	33	15	29
Project Management and Support	1	1	0	1
Subtotal	\$ 996	\$ 845	\$ 502	\$ 494
<b>Security Program</b>	\$ 10	\$ 10	\$ 1	\$ 9
<b>Reimbursable Program</b>	\$ 69	\$ 69	\$ 37	\$ 32
<b>ARRA Program</b>				
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0	\$ 0
Maintenance Facilities	0	0	0	0
Passenger Facilities	2	2	2	0
Safety and Security	0	0	0	0
Maintenance and Repair Equipment	2	2	2	0
Operations System	0	0	0	0
Information Technology	0	0	0	0
Miscellaneous	0	0	-	0
Subtotal	\$ 4	\$ 4	\$ 4	\$ 0
<b>Total</b>	<b>\$ 1,079</b>	<b>\$ 928</b>	<b>\$ 544</b>	<b>\$ 535</b>

Through the end of March, \$502 million of the CIP has been invested in FY2014, 50.4 percent of the total FY2014 budget and 59.4 percent of the current FY2014 forecast.

**Capital Project Highlights**

***Vehicles***

Metro currently has a fleet of approximately 1,500 buses, each with a 12-year useful life. In order to insure a modern operating fleet that operates within its useful life, Metro combines an effective rehabilitation program that extends the average useful life by three years and an aggressive replacement program replacing approximately 100 buses each year. The FY2014 plan consists of the rehabilitation of approximately 100 buses, 80 engines, and 300 transmissions and the replacement of 85 buses. A multi-year contract is in place for the acquisition of new buses. As of the end of the third quarter, six buses have been received. The remaining buses are



**Washington Metropolitan Area Transit Authority  
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expected to be delivered by the end of the fourth quarter, but will not be fully accepted and in service until the beginning of the first quarter of FY2015.

MetroAccess currently has a fleet of approximately 600 paratransit vehicles. Metro strives to maintain an average MetroAccess fleet age of four years, which requires the replacement of approximately 150 vehicles per year. The procurement of 120 Para transit vans is scheduled for FY2014. A contract is in place for the FY2014 acquisition of 120 paratransit vans and the vehicle specifications are finalized. The first article inspection is complete, production has begun, and delivery of the vans is scheduled to begin in April 2014.

***Passenger Facilities***

Metro currently has 289 elevators and 586 escalators in its system, each with a 25-30 year useful life. Metro has an aggressive rehabilitation, modernization, and replacement program that includes code and safety upgrades and energy saving devices. For FY2014, the plan includes the rehabilitation of 33 escalators and the replacement of 10 escalators. As of the end of the third quarter, 17 escalators have been rehabilitated, modernized, and returned to service, and seven are in progress. Three planned escalator replacements at Pentagon station, which were advanced through CIP0073, are completed and in service. Two of the seven planned escalator replacements are complete at Van Ness (2) and five are in progress at Georgia Avenue, Mt. Vernon Square, Bethesda, Friendship Heights, and Glenmont. Ten of the planned 19 elevators have been rehabilitated, modernized, and returned to service and two are in progress.

Table 7

<b>Project</b>	<b>Planned</b>	<b>Completed</b>	<b>In Progress</b>	<b>Comments</b>
CIP0072 – Elevator Rehabilitation	19	10	2	Landover Bus Garage advanced through CIP0119
CIP0073 – Escalator Rehabilitation	33	17	7	
CIP0073 – Escalator Rehabilitation	3	3	0	Replacements at Pentagon
CIP0185 – Escalator Replacement	7	2	5	

Metro currently has 86 stations in Virginia, Maryland, and the District of Columbia. The Station Rehabilitation Program rehabilitates 24 stations (12 full rehabs and 12 mini rehabs) each year. Under this program, each station receives a full rehabilitation every seven years and a minor rehabilitation every third or fourth year after a major rehab; restoring the appearance to its original character, preserving the asset, and helping to extend its useful life.



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

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

The FY2014 station rehabilitation plan includes 12 mini stations and 12 full stations. As of the end of March, seven full stations and eight mini stations have been completed and three full stations and one mini station are in progress.

### ***Track and Structures Maintenance***

#### ***Red Line***

- Wooden rail tie replacement, third-rail insulator renewal, platform reconstruction, track substructure improvements, and communication equipment installation between Silver Spring and NoMa-Gallaudet
- Ceiling tile rehabilitation and communication equipment installation between Shady Grove and Glenmont
- Third-rail rehabilitation, joint elimination, drain repairs and cleaning, leak mitigation, and removal of standing water between Van Ness-UDC and Friendship Heights
- Third-rail improvements, tunnel leak mitigation, rail joint elimination, leak mitigation, and catwalk repairs between Dupont Circle and Van Ness-UDC and between Metro Center and Woodley Park
- Emergency Trip Station cable installation, third-rail infrastructure improvements, concrete repairs, and platform reconstruction between Rhode Island Ave and Forest Glen
- Wooden tie replacement, third-rail infrastructure renewal, concrete structure rehabilitation, and winter weather preparations between Rhode Island Ave and Judiciary Square
- Track insulator, tie and rail fastener renewal, and tunnel leak mitigation between Glenmont and Takoma
- Third-rail infrastructure upgrades, tie and rail fastener replacement, rail welding, structural repairs, and security camera work between Dupont Circle and NoMa-Gallaudet



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- Third-rail improvements, tie and rail fastener renewal, and insulator and cover board installation between Twinbrook and Grosvenor-Strathmore
- Third-rail upgrades, rail welding, and joint elimination between Silver Spring and Fort Totten
- Track circuit replacement and installation of new ties, insulators, and cover boards between Shady Grove and Twinbrook
- Track infrastructure improvements, including rail joint elimination and fastener replacement between Friendship Heights and Medical Center and between Farragut North and Van Ness-UDC
- Fence replacement and light pole installation between NoMa-Gallaudet and Rhode Island Ave.
- Switch replacement work at Dupont Circle
- Third-rail replacement between Farragut North and Van Ness
- Silver Line signage installation and lighting upgrades at Metro Center

### Blue and Orange Lines

- Platform reconstruction between Stadium-Armory and Benning Road and between Stadium-Armory and Cheverly
- Track maintenance, fastener renewal, structural repairs, tunnel leak mitigation, and ceiling tile replacement between McPherson Sq and Smithsonian
- Platform deterioration rebuilding, tie, insulator, and fastener renewal and replacement, tamping, ballast regulating, joint elimination, and structural improvements between Minnesota Ave and Deanwood
- Track maintenance, fastener replacement and renewal, grout pad rehabilitation, and third-rail insulator renewal between Vienna and Stadium-Armory and Stadium-Armory and Cheverly
- Switch and signal testing associated with Silver Line, tamping, ballast work, tie and insulator renewal, third-rail maintenance, and rail de-stressing between Vienna and Ballston-MU
- Third-rail renewal, ballast tamping, fastener replacement, and joint elimination between Franconia-Springfield and King St-Old Town
- Tract circuit module replacement between Foggy Bottom-GWU and Smithsonian
- Wooden tie replacement, third-rail components renewal, and track improvements to smoothen ride between Ballston-MU and East Falls Church
- Junction box replacement, structural/grout pad rehabilitation, track maintenance, and cover board renewal on Blue and Yellow Lines
- Rail tie installation, joint elimination, track maintenance, and third-rail upgrades near Braddock Road and between Stadium-Armory and Federal Center SW
- Tunnel repairs, station dome repairs, track infrastructure improvement, fastener replacement, joint elimination, drain cleaning, and signage installation between Federal Triangle and Eastern Market



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- Silver Line sign installation between East Falls Church and West Falls Church
- Bridge repair work at Stadium-Armory
- Track infrastructure improvements, including rail joint elimination, and rail and fastener renewal between Pentagon City and Ronald Reagan Washington National Airport and Pentagon City and L'Enfant Plaza
- Infrastructure improvements, including rail and fastener renewal, joint elimination, and leak mitigation between Foggy Bottom-GWU and Clarendon
- Security fence and lighting installation between Braddock Road and Van Dorn Street
- Fiber optic cable installation and track infrastructure work between Stadium-Armory and Eastern Market
- Rail joint elimination and fastener renewal between Foggy Bottom-GWU and Arlington Cemetery

### Green and Yellow Lines

- Track improvements, tie and insulator renewal, ballast tamping, structural leak repairs, and communication cable replacement between Fort Totten and Prince George's Plaza
- Construction associated with new test track for 7000-series railcars between College Park and Greenbelt
- Annual inspection of Yellow Line Potomac River bridge
- Station repairs, track infrastructure improvements, fastener replacement, joint elimination, drain cleaning, and signage installation between L'Enfant Plaza and Branch Ave
- Infrastructure improvements including rail and fastener renewal, replacement of track switch components, joint elimination, and leak mitigation between Fort Totten and U Street
- Rail and fastener renewal between Navy Yard and Anacostia



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Table 8

<b>Project</b>	<b>FY2014 Plan</b>	<b>Status</b>
CIP0018 – Track Welding Program	1,000 open weld joints	Welded 544 open joints
CIP0019 – Track Floating Slab Rehabilitation	750 In ft of floating slabs	Retrofitted 0 In ft of floating slabs
CIP0020 – Rail Track Signage Replacement	1,500 roadway safety signs	Replaced 919 roadway safety signs
CIP0021 – Track Pad/Shock Absorber Rehabilitation	8,000 In ft of grout pads	Rehabilitated 4,453 In ft of grout pads
CIP0023 – Third Rail Rehabilitation	5 miles of rail	Replaced 3.25 miles of third rail
CIP0024 –Track Rehabilitation	40 miles of track	Tamped 23.86 miles of track
	15,000 cross ties	Replaced 9,024 cross ties
	27,000 fasteners	Replaced 25,244 fasteners
	7,000 insulators	Replaced 4,651 insulators
	12.5 miles of running rail	Replaced 8.83 miles of running rail
	14 Mainline turnouts	Replaced 5 turnouts
CIP0026 – Station Tunnel Leak Mitigation	32 Yard turnouts	Replaced 25 turnouts
	2,150 leaks	Repaired 2,336 leaks

**OUTSTANDING DEBT AND CASH MANAGEMENT**

Metro’s outstanding debt as of March 31, 2014 is \$372.3 million, as shown in Table 9 below.

Metro accessed \$40 million from its line of credit for the month of March, bringing the total amount drawn currently to \$95 million. Metro anticipates further draws on the line of credit of \$20 million in May and \$135 million in June, yielding a maximum outstanding line of credit balance of \$250 million. This borrowing is done in accordance with the procedures put in place to provide Metro flexibility in managing its short-term operating and capital cash flows. Metro anticipates that its Federal Fiscal Year 2013 formula and PRIIA grants will be awarded and expenditures incurred to-date will be drawn during the fourth quarter of FY2014.



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Table 9

<b>March 31, 2014</b>			
<b>Debt Type</b> (dollars in millions)	<b>Outstanding Principal</b>	<b>Annual Debt Service</b>	<b>Maturity Date</b>
<b>Bond Series 2003</b>	<b>\$ 5.7</b>	<b>\$ 11.8</b>	<b>FY2015</b>
<b>Bond Series 2009A</b>	<b>\$ 216.7</b>	<b>\$ 18.7</b>	<b>FY2033</b>
<b>Bond Series 2009B</b>	<b>\$ 55.0</b>	<b>\$ 2.5</b>	<b>FY2035</b>
<b>Subtotal</b>	<b>\$ 277.3</b>	<b>\$ 32.9</b>	
<b>Wells Fargo LOC</b>	<b>\$ 95.0</b>	<b>Varies</b>	<b>Jun-14</b>
<b>Bank of America LOC</b>	<b>\$ 0.0</b>	<b>Varies</b>	<b>Jun-14</b>
<b>US Bank LOC</b>	<b>\$ 0.0</b>	<b>Varies</b>	<b>Jun-14</b>
<b>Subtotal</b>	<b>\$ 95.0</b>		
<b>Grand Total</b>	<b>\$ 372.3</b>		

*Note: Annual debt service based on 1/1/2014 and 7/1/2014 payments due.*

# Operating Financials

March-14  
FISCAL YEAR 2014

Dollars in Millions

## QUARTER-TO-DATE RESULTS:

## YEAR-TO-DATE RESULTS:

QUARTER-TO-DATE RESULTS:					YEAR-TO-DATE RESULTS:					
Prior Year Actual	Current Year				Prior Year Actual	Current Year				
	Actual	Budget	Variance		Actual	Budget	Variance			
<b>REVENUES:</b>										
<b>Passenger Revenue</b>										
\$148.1	\$134.9	\$155.5	(\$20.6)	-13%	Metrail	\$442.0	\$432.3	\$460.4	(\$28.1)	-6%
34.2	33.5	33.7	(0.1)	0%	Metrobus	102.1	104.6	103.2	1.5	1%
2.2	1.6	1.9	(0.3)	-17%	MetroAccess	6.1	5.6	5.8	(0.2)	-4%
11.3	10.8	11.7	(0.9)	-8%	Parking	33.5	33.8	35.2	(1.4)	-4%
\$2.1	\$2.4	\$1.9	\$0.5	26%	D.C. Schools	\$5.6	\$8.8	\$5.7	\$3.1	55%
\$198.1	\$183.2	\$204.7	(\$21.5)	-10%	<b>subtotal</b>	\$589.3	\$585.2	\$610.3	(\$25.1)	-4%
<b>Non-Passenger Revenue</b>										
3.6	4.3	4.8	(0.5)	-11%	Advertising	12.0	14.7	14.3	0.4	3%
1.6	1.4	1.9	(0.5)	-25%	Joint Dev/Property Rent	4.3	5.3	5.4	(0.2)	-3%
4.3	3.8	3.6	0.2	6%	Fiber Optic	11.6	11.6	10.9	0.7	7%
0.7	0.6	1.8	(1.2)	-67%	Other	3.5	8.8	5.3	3.5	66%
0.0	(0.0)	0.1	(0.1)	-107%	Interest	0.0	(0.2)	0.2	(0.4)	-163%
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	
\$10.2	\$10.1	\$12.1	(\$2.0)	-17%	<b>subtotal</b>	\$31.4	\$40.2	\$36.1	\$4.1	11%
<b>\$208.3</b>	<b>\$193.3</b>	<b>\$216.8</b>	<b>(\$23.5)</b>	<b>-11%</b>	<b>TOTAL REVENUE</b>	<b>\$620.7</b>	<b>\$625.4</b>	<b>\$646.5</b>	<b>(\$21.0)</b>	<b>-3%</b>
<b>EXPENSES:</b>										
\$167.8	\$182.4	\$181.1	(\$1.3)	-1%	Salary/Wages	\$503.0	\$548.3	\$553.7	\$5.4	1%
\$17.9	\$19.0	\$15.0	(\$3.9)	-26%	Overtime	\$60.5	\$60.3	\$45.5	(\$14.7)	-32%
82.2	102.3	97.3	(5.0)	-5%	Fringe Benefits	252.4	293.0	286.5	(6.6)	-2%
48.0	44.3	51.3	7.0	14%	Services	138.7	134.3	154.2	20.0	13%
20.5	22.1	18.2	(4.0)	-22%	Supplies	57.0	65.5	55.7	(9.8)	-18%
16.8	23.7	28.6	4.9	17%	Power/Diesel/CNG	60.5	70.2	84.0	13.8	16%
7.7	9.8	11.9	2.1	18%	Utilities	24.8	27.6	31.6	4.0	13%
9.5	8.6	9.3	0.7	8%	Insurance/Other	29.5	25.1	27.8	2.7	10%
<b>\$370.3</b>	<b>\$412.2</b>	<b>\$412.8</b>	<b>\$0.6</b>	<b>0%</b>	<b>TOTAL EXPENSE</b>	<b>\$1,126.5</b>	<b>\$1,224.3</b>	<b>\$1,239.1</b>	<b>\$14.7</b>	<b>1%</b>
<b>\$162.0</b>	<b>\$218.9</b>	<b>\$195.9</b>	<b>(\$22.9)</b>	<b>-12%</b>	<b>SUBSIDY</b>	<b>\$505.8</b>	<b>\$598.9</b>	<b>\$592.6</b>	<b>(\$6.3)</b>	<b>-1%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**56.3%**   **46.9%**   **52.5%**

**COST RECOVERY RATIO**

**55.1%**   **51.1%**   **52.2%**

**RAIL**  
**Operating Financials**  
**March-14**  
**FISCAL YEAR 2014**

Dollars in Millions

**QUARTER-TO-DATE RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$148.1	\$134.9	\$155.5	(\$20.6)	-13%	Passenger Fares	\$442.0	\$432.3	\$460.4	(\$28.1)	-6%	
1.2	0.7	1.3	(0.6)	-47%	D.C. Schools	3.2	2.8	3.8	(1.0)	-27%	
11.3	10.8	11.7	(0.9)	-8%	Parking	33.5	33.8	35.2	(1.4)	-4%	
1.2	1.4	1.6	(0.2)	-11%	Advertising	4.0	4.8	4.7	0.1	3%	
1.6	1.4	1.9	(0.5)	-25%	Joint Dev/Property Rent	4.3	5.3	5.4	(0.2)	-3%	
4.3	3.8	3.6	0.2	6%	Fiber Optic	11.6	11.6	10.9	0.7	7%	
0.6	0.7	1.2	(0.5)	-41%	Other	2.4	7.3	3.6	3.8	106%	
0.0	(0.0)	0.0	(0.0)	-158%	Interest	0.1	(0.2)	0.0	(0.2)	-877%	
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0		
<b>\$168.4</b>	<b>\$153.8</b>	<b>\$176.8</b>	<b>(\$23.0)</b>	<b>-13%</b>	<b>TOTAL REVENUE</b>	<b>\$501.0</b>	<b>\$497.8</b>	<b>\$524.1</b>	<b>(\$26.3)</b>	<b>-5%</b>	
<b>EXPENSES:</b>											
\$101.4	\$113.5	\$112.5	(\$1.0)	-1%	Salary/Wages	\$303.7	\$341.2	\$344.1	\$3.0	1%	
\$10.3	\$9.3	\$7.5	(\$1.9)	-25%	Overtime	\$36.6	\$31.1	\$22.7	(\$8.4)	-37%	
49.7	62.2	59.1	(3.1)	-5%	Fringe Benefits	152.6	178.5	174.4	(4.1)	-2%	
26.5	14.5	19.3	4.9	25%	Services	49.3	46.9	58.3	11.4	20%	
14.4	14.7	12.2	(2.5)	-20%	Supplies	38.3	44.9	37.5	(7.4)	-20%	
12.7	13.1	15.2	2.1	14%	Power/Diesel/CNG	38.6	38.7	43.5	4.8	11%	
6.0	7.6	8.8	1.2	14%	Utilities	19.8	21.4	24.3	2.9	12%	
5.7	5.1	5.0	(0.1)	-2%	Insurance/Other	16.4	15.4	14.8	(0.6)	-4%	
<b>\$226.6</b>	<b>\$240.1</b>	<b>\$239.7</b>	<b>(\$0.4)</b>	<b>0%</b>	<b>TOTAL EXPENSE</b>	<b>\$655.3</b>	<b>\$718.2</b>	<b>\$719.7</b>	<b>\$1.5</b>	<b>0%</b>	
<b>\$58.3</b>	<b>\$86.3</b>	<b>\$62.9</b>	<b>(\$23.3)</b>	<b>-37%</b>	<b>SUBSIDY</b>	<b>\$154.3</b>	<b>\$220.4</b>	<b>\$195.6</b>	<b>(\$24.7)</b>	<b>-13%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**74.3%**    **64.1%**    **73.8%**

**COST RECOVERY RATIO**

**76.5%**    **69.3%**    **72.8%**

**METROBUS**  
**Operating Financials**  
**March-14**  
**FISCAL YEAR 2014**  
Dollars in Millions

**QUARTER-TO-DATE RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		
	Actual	Budget	Variance

Prior Year Actual	Current Year		
	Actual	Budget	Variance

**REVENUES:**

\$34.2	\$33.5	\$33.7	(\$0.1)	0%	Passenger Fares	\$102.1	\$104.6	\$103.2	\$1.5	1%
0.9	1.7	0.6	1.1	169%	D.C. Schools	2.4	6.1	1.9	4.2	217%
2.4	2.8	3.2	(0.3)	-11%	Advertising	8.0	9.8	9.5	0.3	3%
0.4	(0.1)	0.6	(0.7)	-121%	Other	1.0	1.5	1.7	(0.3)	-15%
0.0	(0.0)	0.1	(0.1)	-102%	Interest	(0.0)	0.0	0.2	(0.2)	-92%
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	
<b>\$37.9</b>	<b>\$38.0</b>	<b>\$38.1</b>	<b>(\$0.2)</b>	<b>0%</b>	<b>TOTAL REVENUE</b>	<b>\$113.4</b>	<b>\$122.0</b>	<b>\$116.6</b>	<b>\$5.4</b>	<b>5%</b>

**EXPENSES:**

\$65.3	\$67.6	\$67.1	(\$0.4)	-1%	Salary/Wages	\$196.1	\$203.0	\$205.1	\$2.0	1%
\$7.5	\$9.6	\$7.6	(\$2.1)	-27%	Overtime	\$23.8	\$29.1	\$22.8	(\$6.4)	-28%
31.9	39.3	37.4	(1.9)	-5%	Fringe Benefits	98.2	112.4	109.8	(2.7)	-2%
8.3	5.2	9.2	4.0	43%	Services	22.2	19.5	27.8	8.3	30%
6.1	7.4	5.8	(1.5)	-26%	Supplies	18.5	20.4	17.9	(2.6)	-14%
4.2	8.7	10.9	2.2	20%	Power/Diesel/CNG	21.9	25.4	33.1	7.7	23%
1.7	2.2	3.1	0.9	29%	Utilities	5.0	6.1	7.2	1.1	15%
3.5	3.2	3.6	0.4	11%	Insurance/Other	12.3	8.7	10.7	2.0	18%
<b>\$128.5</b>	<b>\$143.2</b>	<b>\$144.7</b>	<b>\$1.5</b>	<b>1%</b>	<b>TOTAL EXPENSE</b>	<b>\$398.1</b>	<b>\$424.8</b>	<b>\$434.3</b>	<b>\$9.5</b>	<b>2%</b>

<b>\$90.6</b>	<b>\$105.2</b>	<b>\$106.6</b>	<b>\$1.3</b>	<b>1%</b>	<b>SUBSIDY</b>	<b>\$284.7</b>	<b>\$302.8</b>	<b>\$317.7</b>	<b>\$14.9</b>	<b>5%</b>
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

**29.5%**   **26.5%**   **26.4%**

**COST RECOVERY RATIO**

**28.5%**   **28.7%**   **26.8%**

**REGIONAL BUS**  
**Operating Financials**  
**March-14**  
**FISCAL YEAR 2014**  
Dollars in Millions

**QUARTER-TO-DATE RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
\$28.7	\$27.5	\$27.7	(\$0.1)	0%	Passenger Fares	\$85.6	\$86.0	\$84.8	\$1.2	1%
0.9	1.7	0.6	1.1	169%	D.C. Schools	2.4	6.1	1.9	4.2	217%
2.4	2.8	3.2	(0.3)	-11%	Advertising	8.0	9.8	9.5	0.3	3%
0.4	(0.1)	0.6	(0.7)	-121%	Other	1.0	1.5	1.7	(0.3)	-15%
0.0	(0.0)	0.1	(0.1)	-102%	Interest	(0.0)	0.0	0.2	(0.2)	-92%
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	
<b>\$32.4</b>	<b>\$32.0</b>	<b>\$32.1</b>	<b>(\$0.2)</b>	<b>0%</b>	<b>TOTAL REVENUE</b>	<b>\$97.0</b>	<b>\$103.4</b>	<b>\$98.2</b>	<b>\$5.2</b>	<b>5%</b>
<b>EXPENSES:</b>										
\$54.2	\$55.7	\$55.4	(\$0.4)	-1%	Salary/Wages	\$162.7	\$167.6	\$169.3	\$1.7	1%
\$6.3	\$7.9	\$6.2	(\$1.7)	-27%	Overtime	\$19.8	\$24.0	\$18.8	(\$5.2)	-28%
26.5	32.5	30.9	(1.6)	-5%	Fringe Benefits	81.5	92.8	90.6	(2.2)	-2%
6.9	4.3	7.6	3.3	43%	Services	18.4	16.1	23.0	6.9	30%
5.0	6.1	4.8	(1.3)	-26%	Supplies	15.3	16.9	14.7	(2.1)	-14%
3.5	7.2	9.0	1.8	20%	Power/Diesel/CNG	18.2	21.0	27.3	6.3	23%
1.4	1.8	2.5	0.7	29%	Utilities	4.2	5.1	5.9	0.9	15%
2.9	2.6	2.9	0.3	11%	Insurance/Other	10.2	7.2	8.8	1.6	18%
<b>\$106.6</b>	<b>\$118.2</b>	<b>\$119.4</b>	<b>\$1.3</b>	<b>1%</b>	<b>TOTAL EXPENSE</b>	<b>\$330.3</b>	<b>\$350.6</b>	<b>\$358.4</b>	<b>\$7.8</b>	<b>2%</b>
<b>\$74.2</b>	<b>\$86.2</b>	<b>\$87.3</b>	<b>\$1.1</b>	<b>1%</b>	<b>SUBSIDY</b>	<b>\$233.3</b>	<b>\$247.2</b>	<b>\$260.2</b>	<b>\$13.0</b>	<b>5%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**30.4%**    **27.1%**    **26.9%**

**COST RECOVERY RATIO**

**29.4%**    **29.5%**    **27.4%**

# NON-REGIONAL BUS

## Operating Financials

March-14

FISCAL YEAR 2014

Dollars in Millions

### QUARTER-TO-DATE RESULTS:

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$5.5	\$6.0	\$6.0	(\$0.0)	0%	Passenger Fares	\$16.5	\$18.7	\$18.4	\$0.3	1%	
.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0		
<b>\$5.5</b>	<b>\$6.0</b>	<b>\$6.0</b>	<b>(\$0.0)</b>	<b>0%</b>	<b>TOTAL REVENUE</b>	<b>\$16.5</b>	<b>\$18.7</b>	<b>\$18.4</b>	<b>\$0.3</b>	<b>1%</b>	
<b>EXPENSES:</b>											
\$11.1	\$11.8	\$11.7	(\$0.1)	-1%	Salary/Wages	\$33.4	\$35.5	\$35.8	\$0.4	1%	
\$1.3	\$1.7	\$1.3	(\$0.4)	-27%	Overtime	\$4.1	\$5.1	\$4.0	(\$1.1)	-28%	
5.4	6.9	6.5	(0.3)	-5%	Fringe Benefits	16.7	19.6	19.2	(0.5)	-2%	
1.4	0.9	1.6	0.7	43%	Services	3.8	3.4	4.9	1.5	30%	
1.0	1.3	1.0	(0.3)	-26%	Supplies	3.2	3.6	3.1	(0.5)	-14%	
0.7	1.5	1.9	0.4	20%	Power/Diesel/CNG	3.7	4.4	5.8	1.3	23%	
0.3	0.4	0.5	0.2	29%	Utilities	0.9	1.1	1.3	0.2	15%	
.6	.6	.6	.1	11%	Insurance/Other	2.1	1.5	1.9	.3	18%	
<b>\$21.9</b>	<b>\$25.0</b>	<b>\$25.3</b>	<b>\$0.3</b>	<b>1%</b>	<b>TOTAL EXPENSE</b>	<b>\$67.9</b>	<b>\$74.2</b>	<b>\$75.9</b>	<b>\$1.7</b>	<b>2%</b>	
<b>\$16.4</b>	<b>\$19.0</b>	<b>\$19.3</b>	<b>\$0.2</b>	<b>1%</b>	<b>SUBSIDY</b>	<b>\$51.4</b>	<b>\$55.6</b>	<b>\$57.5</b>	<b>\$1.9</b>	<b>3%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

25.2% 23.9% 23.7%

**COST RECOVERY RATIO**

24.3% 25.1% 24.2%

**METROACCESS**  
**Operating Financials**  
**March-14**  
**FISCAL YEAR 2014**  
Dollars in Millions

**QUARTER-TO-DATE RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$2.2	\$1.6	\$1.9	(\$0.3)	-17%	Passenger Fares	\$6.1	\$5.6	\$5.8	(\$0.2)	-4%	
(.2)	.0	.0	.0		Other	.1	(.0)	.0	(.0)		
<b>\$2.0</b>	<b>\$1.6</b>	<b>\$1.9</b>	<b>(\$0.3)</b>	<b>-17%</b>	<b>TOTAL REVENUE</b>	<b>\$6.2</b>	<b>\$5.6</b>	<b>\$5.8</b>	<b>(\$0.2)</b>	<b>-4%</b>	
<b>EXPENSES:</b>											
\$1.1	\$1.3	\$1.5	\$0.1	8%	Salary/Wages	\$3.2	\$4.1	\$4.5	\$0.4	8%	
\$0.0	\$0.0	\$0.0	\$0.0	60%	Overtime	\$0.0	\$0.0	\$0.0	\$0.0	55%	
0.5	0.7	0.8	0.0	4%	Fringe Benefits	1.6	2.1	2.3	0.2	9%	
13.2	24.6	22.7	(1.9)	-8%	Services	67.2	67.9	68.1	0.2	0%	
0.1	0.1	0.1	0.0	39%	Supplies	0.2	0.1	0.3	0.2	55%	
0.0	0.0	0.0	0.0	36%	Utilities	0.1	0.1	0.1	0.0	40%	
.3	.3	.8	.5	60%	Insurance/Other	.8	1.0	2.3	1.4	59%	
<b>\$15.2</b>	<b>\$28.9</b>	<b>\$28.3</b>	<b>(\$0.6)</b>	<b>-2%</b>	<b>TOTAL EXPENSE</b>	<b>\$73.1</b>	<b>\$81.3</b>	<b>\$85.1</b>	<b>\$3.7</b>	<b>4%</b>	
<b>\$13.1</b>	<b>\$27.4</b>	<b>\$26.4</b>	<b>(\$0.9)</b>	<b>-3%</b>	<b>SUBSIDY</b>	<b>\$66.9</b>	<b>\$75.8</b>	<b>\$79.3</b>	<b>\$3.5</b>	<b>4%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**13.4%**    **5.4%**    **6.7%**

**COST RECOVERY RATIO**

**8.5%**    **6.9%**    **6.8%**

**WMATA PARKING FACILITY USAGE  
March-2014**

STATION/LOT REGION	LOT CAPACITY	Paid Utilization (% of Capacity)			
		March-2014	Y-T-D FY14	March-2013	Y-T-D FY13
<b><u>MONTGOMERY COUNTY</u></b>					
Grosvenor	1,894	93%	96%	95%	98%
White Flint	1,270	54%	52%	51%	47%
Twinbrook	1,097	61%	58%	57%	57%
Rockville	524	98%	102%	100%	102%
Shady Grove	5,745	84%	84%	87%	88%
Glenmont	2,998	76%	71%	75%	73%
Wheaton	977	32%	31%	33%	32%
Forest Glen	596	92%	93%	104%	100%
<b>Montgomery County Total</b>	<b>15,101</b>	<b>77%</b>	<b>76%</b>	<b>78%</b>	<b>78%</b>
<b><u>PRINCE GEORGE'S COUNTY</u></b>					
New Carrollton	3,519	82%	82%	85%	82%
Landover	1,866	39%	39%	43%	43%
Cheverly	500	83%	82%	86%	84%
Addison Road	1,268	45%	47%	49%	50%
Capitol Heights	372	75%	77%	83%	77%
Greenbelt	3,399	70%	72%	77%	78%
College Park	1,820	56%	55%	57%	58%
P.G. Plaza	1,068	43%	43%	43%	43%
West Hyattsville	453	87%	82%	88%	84%
Southern Avenue	1,980	53%	57%	66%	66%
Naylor Road	368	95%	98%	99%	99%
Suitland Garage	1,890	59%	59%	64%	68%
Branch Avenue	3,072	91%	92%	93%	95%
Morgan Blvd.	608	78%	83%	109%	94%
Largo	2,200	80%	81%	84%	85%
<b>Prince George's County Total</b>	<b>24,383</b>	<b>68%</b>	<b>69%</b>	<b>73%</b>	<b>73%</b>
<b>Maryland Total</b>	<b>39,484</b>	<b>71%</b>	<b>72%</b>	<b>75%</b>	<b>75%</b>
<b><u>DISTRICT OF COLUMBIA</u></b>					
Deanwood	194	48%	48%	48%	47%
Minnesota Ave.	333	108%	102%	65%	79%
Rhode Island Ave.	221	98%	100%	101%	102%
Fort Totten	408	101%	96%	95%	104%
Anacostia Garage	808	49%	44%	40%	49%
<b>District of Columbia Total</b>	<b>1,964</b>	<b>75%</b>	<b>71%</b>	<b>63%</b>	<b>71%</b>
<b><u>Northern Virginia</u></b>					
Huntington	3,617	70%	71%	73%	77%
West Falls Church	2,009	92%	92%	93%	100%
Dunn Loring	1,326	93%	88%	92%	93%
Vienna	5,169	93%	95%	96%	98%
Franconia	5,069	69%	70%	73%	75%
Van Dorn	361	102%	105%	106%	108%
East Falls Church	422	112%	118%	119%	118%
<b>Northern Virginia Total</b>	<b>17,973</b>	<b>82%</b>	<b>83%</b>	<b>85%</b>	<b>88%</b>
<b>System Total</b>	<b>59,421</b>	<b>75%</b>	<b>76%</b>	<b>78%</b>	<b>79%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

<b>Capital Improvement Program</b>	<b>Budget</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Expend %</b>
<b>A. Vehicles/ Vehicle Parts</b>						
<b>Replacement of Rail Cars</b>						
CIP0057 1000 Series Rail Car Replacement	\$1,106.1	\$1,106.1	\$1,085.0	\$722.3	\$383.8	65.3%
Subtotal	\$1,105.7	\$1,106.1	\$1,084.6	\$722.3	\$383.4	65.3%
<b>Replacement of Buses</b>						
CIP0006 Bus Replacement	\$61,371.8	\$61,371.8	\$57,568.3	\$882.6	\$60,489.2	1.4%
Subtotal	\$61,371.8	\$61,371.8	\$57,568.3	\$882.6	\$60,489.2	1.4%
<b>Rehabilitation of Rail Cars</b>						
CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation	\$1,077.1	\$800.1	\$1,041.2	\$533.7	\$543.3	49.6%
CIP0063 Railcar Rehabilitation Program	17,257.3	17,257.3	16,662.0	14,750.5	2,506.8	85.5%
CIP0064 1000 Series Rail Car HVAC Rehabilitation	143.6	0.0	0.0	0.0	143.6	0.0%
CIP0067 Rail Car Safety & Reliability Enhancements	5,728.0	3,844.6	4,528.0	3,127.8	2,600.3	54.6%
CIP0142 Rail Lifecycle Overhaul	20,262.0	20,262.0	16,937.0	14,910.8	5,351.2	73.6%
CIP0148 Repair of Damaged Railcars	2,110.2	844.0	681.1	150.9	1,959.3	7.1%
Subtotal	\$46,578.1	\$43,007.9	\$39,849.3	\$33,473.7	\$13,104.5	71.9%
<b>Rehabilitation of Buses</b>						
(a) CIP0005 Bus Rehabilitation Program	\$32,779.1	\$38,279.1	\$31,535.3	\$26,876.2	\$5,902.9	82.0%
CIP0008 Bus Repairables	14,920.3	8,920.3	8,786.8	4,842.4	10,077.9	32.5%
CIP0143 Bus Lifecycle Overhaul	10,438.0	10,438.0	7,826.6	7,826.6	2,611.4	75.0%
Subtotal	\$58,137.4	\$57,637.4	\$48,148.7	\$39,545.2	\$18,592.2	68.0%
<b>Replacement of MetroAccess Vehicles</b>						
CIP0015 MetroAccess Fleet Replacement	\$8,534.3	\$7,834.0	\$7,419.7	\$1,006.2	\$7,528.1	11.8%
Subtotal	\$8,534.3	\$7,834.0	\$7,419.7	\$1,006.2	\$7,528.1	11.8%
<b>Replacement of Service Vehicles</b>						
CIP0009 Service Vehicle Replacement	\$8,489.2	\$8,489.2	\$7,382.0	\$2,932.1	\$5,557.1	34.5%
Subtotal	\$8,489.2	\$8,489.2	\$7,382.0	\$2,932.1	\$5,557.1	34.5%
<b>Rail Car Fleet Expansion</b>						
CIP0062 6000 Series Rail Car Procurement	\$1,375.3	\$795.3	\$776.0	\$289.8	\$1,085.5	21.1%
Subtotal	\$1,375.3	\$795.3	\$776.0	\$289.8	\$1,085.5	21.1%
<b>Bus Enhancements</b>						
CIP0002 Automatic Vehicle Location Equipment Replacement	\$21,107.5	\$18,635.4	\$14,337.7	\$10,454.0	\$10,653.5	49.5%
CIP0007 Bus Camera Installation & Replacement	3,530.2	530.9	415.7	0.0	3,530.2	0.0%
Subtotal	\$24,637.7	\$19,166.4	\$14,753.4	\$10,454.0	\$14,183.7	42.4%
<b>Total: Vehicles/ Vehicle Parts</b>	<b>\$210,229.6</b>	<b>\$199,408.1</b>	<b>\$176,982.0</b>	<b>\$89,305.9</b>	<b>\$120,923.7</b>	<b>42.5%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

<b>Capital Improvement Program</b>	<b>Budget</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Expend %</b>
<b><i>B. Rail System Infrastructure Rehabilitation</i></b>						
<b><i>Rail Line Segment Rehabilitation</i></b>						
(a) CIP0107 Red Line Rehabilitation Stage One	\$30,896.3	\$42,896.3	\$30,896.3	\$35,572.2	(\$4,675.9)	115.1%
CIP0108 Red Line Rehabilitation Stage Two	2,593.1	2,593.1	2,402.6	1,043.7	1,549.4	40.2%
CIP0110 Orange/Blue Line Rehabilitation Stage One	76,839.4	55,332.1	70,330.5	41,185.4	35,654.0	53.6%
Subtotal	\$110,328.8	\$100,821.4	\$103,629.3	\$77,801.3	\$32,527.5	70.5%
<b>Total: Rail System Infrastructure Rehabilitation</b>	<b>\$110,328.8</b>	<b>\$100,821.4</b>	<b>\$103,629.3</b>	<b>\$77,801.3</b>	<b>\$32,527.5</b>	<b>70.5%</b>
<b><i>C. Maintenance Facilities</i></b>						
<b><i>Rehabilitation and Replacement of Bus Garages</i></b>						
CIP0084 Southern Avenue Bus Garage Replacement	\$34,304.9	\$20,297.7	\$22,974.3	\$18,617.1	\$15,687.8	54.3%
CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)	12,767.1	8,477.2	1,452.9	483.4	12,283.7	3.8%
Subtotal	\$47,072.0	\$28,774.9	\$24,427.2	\$19,166.6	\$27,905.4	40.7%
<b><i>Maintenance of Bus Garages</i></b>						
CIP0119 Bus Garage Facility Repairs	\$33,491.0	\$24,000.0	\$29,033.2	\$16,889.4	\$16,601.6	50.4%
Subtotal	\$33,491.0	\$24,000.0	\$29,033.2	\$16,889.4	\$16,601.6	50.4%
<b><i>Maintenance of Rail Yards</i></b>						
CIP0116 Rail Yard Facility Repairs	\$35,952.1	\$24,500.0	\$30,958.1	\$13,805.9	\$22,146.2	38.4%
Subtotal	\$35,952.1	\$24,500.0	\$30,958.1	\$13,805.9	\$22,146.2	38.4%
<b><i>Rail Maintenance Facilities</i></b>						
CIP0071 Test Track & Railcar Commissioning Facility	\$48,516.7	\$40,814.7	\$48,516.7	\$28,932.8	\$19,583.9	59.6%
CIP0201 8-Car Train Maintenance and Storage Facilities	1,061.6	1,061.6	896.6	96.3	965.3	9.1%
CIP0204 7000 Series Rail Car HVAC Maintenance Facility	3,000.0	450.0	1,509.8	1.0	2,999.0	0.0%
Subtotal	\$52,578.2	\$42,326.2	\$50,923.1	\$29,030.0	\$23,548.2	55.2%
<b><i>Environmental Compliance Projects</i></b>						
CIP0010 Environmental Compliance Project	\$3,340.0	\$2,635.8	\$3,340.0	\$1,079.4	\$2,260.6	32.3%
CIP0011 Underground Storage Tank Replacement	2,368.1	2,368.1	2,045.7	704.6	1,663.5	29.8%
CIP0210 Pollution Prevention for Track Fueling Areas	1,200.0	400.0	530.0	0.0	1,200.0	0.0%
CIP0211 Storm Water Facility Assessment	800.0	160.0	0.0	0.0	800.0	0.0%
CIP0212 Sustainability Investments - Pilot Program	1,000.0	1,000.0	0.0	0.0	1,000.0	0.0%
Subtotal	\$8,708.1	\$6,563.9	\$5,915.8	\$1,784.0	\$6,924.1	20.5%
<b><i>Maintenance Bus and Rail Facilities</i></b>						
CIP0126 Financial Planning, Project Administration, & Infrastructure Upgrades	\$1,662.8	\$1,662.8	\$1,595.9	\$977.0	\$685.8	58.8%
CIP0127 Support Equipment - MTPD	1,341.1	1,341.1	831.5	638.2	702.9	47.6%
(a) CIP0145 Rail Yard Hardening and Bus Security	12,767.0	16,767.0	12,258.0	9,191.1	3,575.9	72.0%
CIP0155 Rehabilitation of Backlick Road Facility	381.5	117.5	67.4	29.4	352.1	7.7%
CIP0213 8-Car Train Maintenance and Storage Facilities	2,000.0	2,000.0	1,570.2	8.0	1,992.0	0.4%
Subtotal	\$18,152.5	\$21,888.5	\$16,323.0	\$10,843.7	\$7,308.8	59.7%
<b><i>Expansion of Bus Garages</i></b>						
CIP0038 Future Bus Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
CIP0078 Bladensburg Bus Facility Rehabilitation & Reconfiguration	10,774.7	3,000.0	3,863.3	1,885.3	8,889.4	17.5%
Subtotal	\$10,774.7	\$3,000.0	\$3,863.3	\$1,885.3	\$8,889.4	17.5%
<b>Total: Maintenance Facilities</b>	<b>\$206,728.5</b>	<b>\$151,053.5</b>	<b>\$161,443.6</b>	<b>\$93,404.8</b>	<b>\$113,323.7</b>	<b>45.2%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

<b>Capital Improvement Program</b>	<b>Budget</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Expend %</b>
<b><i>D. Systems and Technology</i></b>						
<b><i>Power System Upgrades - Rail</i></b>						
CIP0076 100% 8-Car Train - Power Upgrade	\$7,570.5	\$5,770.6	\$7,066.3	\$3,322.9	\$4,247.6	43.9%
Subtotal	\$7,570.5	\$5,770.6	\$7,066.3	\$3,322.9	\$4,247.6	43.9%
<b><i>Operations Support Software</i></b>						
CIP0042 Bus & Rail Asset Management Software	\$4,120.4	\$4,102.4	\$3,922.0	\$2,488.0	\$1,632.4	60.4%
CIP0043 Bus Operations Support Software	3,067.3	2,292.5	2,470.7	2,021.5	1,045.8	65.9%
CIP0044 IT Capital Program Business Process Reengineering & Program Support	4,091.2	4,091.2	4,091.2	3,006.9	1,084.3	73.5%
CIP0045 Data Centers and Infrastructures	6,104.2	6,104.2	4,509.5	2,850.8	3,253.5	46.7%
CIP0047 Enterprise Geographic Information System	3,074.9	2,238.9	2,333.6	1,386.9	1,688.0	45.1%
CIP0051 Police Dispatch and Records Management	4,967.4	3,737.2	4,463.7	1,384.4	3,583.0	27.9%
CIP0052 Network and Communications	3,832.2	3,832.2	3,630.4	1,924.3	1,907.9	50.2%
CIP0053 Metro Enterprise Monitoring Center (MEMC)	1,383.7	1,383.7	1,073.1	497.4	886.3	35.9%
CIP0056 Rail Operations Support Software	4,741.5	4,636.7	3,757.6	2,213.8	2,527.7	46.7%
CIP0128 Data Governance and Business Intelligence	1,931.1	1,517.4	1,594.4	989.9	941.3	51.3%
CIP0140 Rail Mileage Based Asset Management	1,618.1	1,554.8	1,520.1	1,487.1	131.1	91.9%
CIP0149 Transit Asset Management System	2,500.8	2,500.8	2,028.4	902.7	1,598.1	36.1%
CIP0215 Rail Scheduling System Upgrade	3,173.9	1,000.0	504.1	53.3	3,120.6	1.7%
Subtotal	\$44,606.8	\$38,991.9	\$35,898.7	\$21,206.9	\$23,399.8	47.5%
<b><i>Business Support Software &amp; Equipment</i></b>						
CIP0030 Currency Processing Machines	\$414.6	\$414.6	\$57.4	\$6.2	\$408.4	1.5%
CIP0046 Document Management System	3,231.2	3,231.2	3,231.2	1,929.4	1,301.8	59.7%
CIP0048 Sensitive Data Protection Technology	4,612.1	3,253.6	4,026.7	2,265.9	2,346.2	49.1%
CIP0049 Management Support Software	20,846.3	16,631.8	18,370.1	9,680.1	11,166.1	46.4%
CIP0050 Metro IT One Stop and Office Automation	1,003.4	1,003.4	982.8	798.7	204.7	79.6%
CIP0054 Customer Electronic Communications & Outreach	2,170.9	2,056.1	1,796.4	1,184.0	987.0	54.5%
CIP0103 Police Portable Radio Replacement	78.8	78.8	35.6	35.6	43.2	45.2%
CIP0195 Radio Project - Additional Coverage	4,014.7	2,355.7	3,300.1	1,069.4	2,945.3	26.6%
CIP0196 Safety Measurement System	2,989.4	2,849.1	2,872.0	1,954.1	1,035.3	65.4%
CIP0202 Non-Revenue Vehicle Management System	1,000.0	1,000.0	0.0	0.0	1,000.0	0.0%
Subtotal	\$40,361.3	\$32,874.1	\$34,672.3	\$18,923.4	\$21,437.9	46.9%
<b><i>Rail Fare Equipment</i></b>						
CIP0031 Debit/Credit Processing Requirements	\$381.0	\$68.0	\$136.9	\$16.1	\$364.8	4.2%
CIP0092 Ethernet Wiring for Rail Fare Machines	485.6	485.6	485.6	130.1	355.5	26.8%
CIP0093 Integrating regional NEXTFARE System	5,779.2	5,779.2	5,722.0	4,428.7	1,350.4	76.6%
CIP0094 Coin Collection Machines Improvements	1,540.5	1,540.5	1,320.3	571.2	969.3	37.1%
CIP0097 New Electronic Payments Program	16,339.2	5,774.3	9,181.3	1,775.1	14,564.1	10.9%
Subtotal	\$24,525.5	\$13,647.5	\$16,846.1	\$6,921.4	\$17,604.1	28.2%
<b>Total: Systems and Technology</b>	<b>\$117,064.1</b>	<b>\$91,284.0</b>	<b>\$94,483.5</b>	<b>\$50,374.6</b>	<b>\$66,689.5</b>	<b>43.0%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

<b>Capital Improvement Program</b>	<b>Budget</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Expend %</b>
<b><i>E. Track and Structures</i></b>						
<b><i>Track Rehabilitation</i></b>						
CIP0018 Track Welding Program	\$2,498.4	\$2,498.4	\$2,285.1	\$1,260.4	\$1,238.0	50.4%
CIP0019 Track Floating Slab Rehabilitation	1,217.0	1,217.0	1,180.2	516.8	700.1	42.5%
CIP0021 Track Pad/Shock Absorber Rehabilitation	1,972.6	1,972.6	1,876.6	1,649.3	323.3	83.6%
(b) CIP0022 Track Structural Rehabilitation	1,493.0	1,493.0	1,493.0	1,603.1	(110.1)	107.4%
CIP0023 Third Rail Rehabilitation	4,910.6	4,910.6	4,160.6	4,107.2	803.4	83.6%
CIP0024 Track Rehabilitation	48,445.4	48,445.4	47,534.1	39,605.2	8,840.2	81.8%
Subtotal	\$60,537.1	\$60,537.1	\$58,529.3	\$48,741.7	\$11,795.4	80.5%
<b><i>Station/Tunnel Rehabilitation</i></b>						
(b) CIP0026 Station/Tunnel Leak Mitigation	\$2,217.8	\$2,217.8	\$2,217.8	\$2,569.8	(\$352.0)	115.9%
Subtotal	\$2,217.8	\$2,217.8	\$2,217.8	\$2,569.8	(\$352.0)	115.9%
<b>Total: Track and Structures</b>	<b>\$62,754.9</b>	<b>\$62,754.9</b>	<b>\$60,747.1</b>	<b>\$51,311.5</b>	<b>\$11,443.4</b>	<b>81.8%</b>
<b><i>F. Passenger Facilities</i></b>						
<b><i>Elevator/Escalator Facilities</i></b>						
CIP0072 Elevator Rehabilitation	\$4,456.8	\$4,456.8	\$1,987.1	\$1,960.9	\$2,495.9	44.0%
CIP0073 Escalator Rehabilitation	14,617.7	14,582.8	13,400.0	13,336.9	1,280.8	91.2%
CIP0132 Elevator/Escalator Repairables	5,915.5	5,915.5	5,915.5	4,981.8	933.7	84.2%
CIP0185 Escalator Replacement	11,583.5	14,583.5	11,583.5	10,646.9	936.6	91.9%
Subtotal	\$36,573.4	\$39,538.6	\$32,886.1	\$30,926.4	\$5,647.1	84.6%
<b><i>Maintenance of Rail Station Facilities</i></b>						
CIP0087 Station Rehabilitation Program	\$7,109.9	\$7,109.9	\$6,622.9	\$6,574.8	\$535.1	92.5%
CIP0138 System-wide Infrastructure Rehabilitation	32,389.3	27,000.0	29,586.5	18,097.7	14,291.5	55.9%
CIP0150 Fire Systems	13,081.1	8,255.7	8,827.8	2,450.0	10,631.1	18.7%
CIP0151 Station Cooling Program	10,109.3	10,109.3	9,039.1	4,518.1	5,591.2	44.7%
CIP0152 Parking Garage Rehabilitation	7,835.1	4,000.0	7,835.1	3,678.6	4,156.5	47.0%
CIP0153 Accessible Station Signage	291.7	75.0	54.2	24.1	267.6	8.3%
CIP0198 Platform to Mezzanine Stairs – Bethesda Station	329.9	329.9	233.5	90.3	239.7	27.4%
CIP0199 Station & Right-of-Way Improvements	2,343.6	2,343.6	2,333.7	2,313.2	30.3	98.7%
CIP0216 Farragut North Beam Rehabilitation	2,000.0	400.0	258.3	0.0	2,000.0	0.0%
Subtotal	\$75,490.0	\$59,623.4	\$64,791.2	\$37,746.9	\$37,743.1	50.0%
<b><i>Bicycle &amp; Pedestrian Facilities</i></b>						
CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$2,658.7	\$1,458.7	\$1,349.2	\$691.4	\$1,967.3	26.0%
Subtotal	\$2,658.7	\$1,458.7	\$1,349.2	\$691.4	\$1,967.3	26.0%

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

<b>Capital Improvement Program</b>	<b>Budget</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Expend %</b>
<b><i>Rail Station: Capacity/Enhancements</i></b>						
CIP0017 Station Platform Safety Improvement (Truncated Domes)	\$3,915.0	\$3,200.0	\$2,100.3	\$602.0	\$3,313.0	15.4%
CIP0039 Core & System Capacity Project Development	2,166.5	1,800.0	1,996.7	981.6	1,185.0	45.3%
CIP0074 Installation of Parking Lot Credit Card Readers - Parking Automation	42.1	0.0	31.5	7.8	34.3	18.5%
CIP0088 Station Entrance Canopies	1,000.0	1,000.0	979.2	342.8	657.2	34.3%
CIP0218 Station Upgrades	4,814.0	550.4	1,069.4	358.0	4,456.0	7.4%
CIP0219 Station Lighting Improvements	4,000.0	4,000.0	4,000.0	2,927.6	1,072.4	73.2%
Subtotal	\$15,937.7	\$10,550.4	\$10,177.1	\$5,219.7	\$10,717.9	32.8%
<b><i>Bus Priority Corridor Improvements</i></b>						
CIP0037 Bus Priority Corridor & Network	\$6,875.2	\$5,786.0	\$5,562.8	\$3,125.8	\$3,749.5	45.5%
Subtotal	\$6,875.2	\$5,786.0	\$5,562.8	\$3,125.8	\$3,749.5	45.5%
<b><i>Rail Station Equipment</i></b>						
CIP0099 Police Emergency Management Equipment	\$198.8	\$198.8	\$136.7	\$106.0	\$92.8	53.3%
Subtotal	\$198.8	\$198.8	\$136.7	\$106.0	\$92.8	53.3%
<b>Total: Passenger Facilities</b>	<b>\$137,733.9</b>	<b>\$117,156.0</b>	<b>\$114,903.1</b>	<b>\$77,816.1</b>	<b>\$59,917.8</b>	<b>56.5%</b>
<b><i>G. Maintenance Equipment</i></b>						
<b><i>Rail Maintenance Equipment</i></b>						
CIP0020 Replacement of Rail Track Signage	\$867.8	\$867.8	\$562.5	\$259.0	\$608.8	29.8%
CIP0025 Track Maintenance Equipment	15,659.1	15,659.1	13,710.3	2,613.6	13,045.4	16.7%
CIP0027 Switch Machine Rehabilitation Project	1,790.4	1,790.4	1,589.7	622.1	1,168.3	34.7%
CIP0065 Geometry Vehicle	2,144.6	2,044.1	2,087.1	1,304.2	840.5	60.8%
CIP0066 Rail Shop Repair Equipment	17,571.5	13,500.0	15,951.0	7,593.5	9,977.9	43.2%
CIP0133 Wayside Work Equipment	3,493.0	1,096.0	1,953.8	790.9	2,702.1	22.6%
CIP0135 Train Control Signal and Traction Power System Interface	1,959.3	800.0	1,959.3	657.0	1,302.3	33.5%
CIP0136 Radio Infrastructure Replacement - T-Band Relocation	5,168.3	1,768.3	1,274.5	312.5	4,855.9	6.0%
CIP0139 National Transportation Safety Board Recommendations	52,157.0	45,698.2	46,509.0	30,592.3	21,564.7	58.7%
Subtotal	\$100,811.1	\$83,223.9	\$85,597.3	\$44,745.1	\$56,066.0	44.4%
<b><i>Bus Repair Equipment</i></b>						
CIP0004 Bus Repair Equipment	\$3,158.7	\$3,158.7	\$2,082.8	\$1,279.3	\$1,879.4	40.5%
Subtotal	\$3,158.7	\$3,158.7	\$2,082.8	\$1,279.3	\$1,879.4	40.5%
<b><i>Business Facilities Equipment</i></b>						
CIP0028 Materials Handling Equipment	\$134.4	\$134.4	\$70.3	\$1.0	\$133.4	0.8%
CIP0029 Warehouse Vertical Storage Unit	2,054.1	2,054.1	1,281.7	1,061.8	992.3	51.7%
Subtotal	\$2,188.5	\$2,188.5	\$1,351.9	\$1,062.8	\$1,125.7	48.6%
<b>Total: Maintenance Equipment</b>	<b>\$106,158.3</b>	<b>\$88,571.1</b>	<b>\$89,032.0</b>	<b>\$47,087.2</b>	<b>\$59,071.1</b>	<b>44.4%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

<b>Capital Improvement Program</b>	<b>Budget</b>	<b>Forecast</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Expend %</b>
<b><i>H. Other Facilities</i></b>						
<b><i>Business Support Facilities</i></b>						
CIP0033 Revenue Facility Equipment	\$949.6	\$319.8	\$784.1	\$323.1	\$626.5	34.0%
CIP0034 Revenue Collection Facility	1,391.7	1,065.9	386.0	124.1	1,267.6	8.9%
CIP0080 Building Infrastructure & Systems Renewal	4,011.6	1,980.0	2,882.6	724.4	3,287.2	18.1%
CIP0170 Roof Rehabilitation and Replacement	1,000.0	600.0	371.9	237.6	762.4	23.8%
CIP0197 Rehabilitation of Non-Revenue Facilities	903.8	861.8	417.3	149.9	753.9	16.6%
CIP0206 Carmen Turner Facility Electrical Distribution Upgrade	1,500.0	400.0	195.3	70.9	1,429.1	4.7%
Subtotal	\$9,756.6	\$5,227.5	\$5,037.2	\$1,629.9	\$8,126.7	16.7%
<b><i>MTPD Support Facilities</i></b>						
CIP0101 Police Substation- New District 2/Training Facility	\$19,456.6	\$15,417.0	\$19,456.6	\$8,455.7	\$11,000.9	43.5%
CIP0106 Special Operations Division Facility	14,523.5	12,323.5	13,936.9	4,977.4	9,546.1	34.3%
Subtotal	\$33,980.1	\$27,740.5	\$33,393.5	\$13,433.1	\$20,547.0	39.5%
<b>Total: Other Facilities</b>	<b>\$43,736.7</b>	<b>\$32,968.0</b>	<b>\$38,430.7</b>	<b>\$15,063.0</b>	<b>\$28,673.7</b>	<b>34.4%</b>
<b><i>I. Project Management and Support</i></b>						
<b><i>Credit Facility</i></b>						
CIP0131 Credit Facility	\$1,250.0	\$1,250.0	\$259.5	\$259.5	\$990.5	20.8%
Subtotal	\$1,250.0	\$1,250.0	\$259.5	\$259.5	\$990.5	20.8%
<b>Total: Project Management and Support</b>	<b>\$1,250.0</b>	<b>\$1,250.0</b>	<b>\$259.5</b>	<b>\$259.5</b>	<b>\$990.5</b>	<b>20.8%</b>
<b>Grand Total: Capital Improvement Program</b>	<b>\$995,984.8</b>	<b>\$845,267.1</b>	<b>\$839,910.8</b>	<b>\$502,424.0</b>	<b>\$493,560.8</b>	<b>50.4%</b>

*(a) Pending reprogramming actions will align FY2014 budgets and forecasts for the indicated projects during the fourth quarter*

*(b) Journal entries to correct the indicated projects are in progress*

**Definitions**

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

**Forecast:** The current fiscal year's updated total planned cash payout (updated on a quarterly basis).

**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 2014 - March 2014**  
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un-Expended	Obligation %	Expend %
<b><i>District of Columbia</i></b>								
CRB0001	\$17,960.8	\$17,837.1	\$16,808.5	\$274.8	\$17,083.3	\$877.4	99.3%	95.1%
CRB0002	21,450.0	17,643.7	17,643.7		17,643.7	3,806.3	82.3%	82.3%
CRB0003	109,950.0	109,622.9	109,622.9		109,622.9	327.1	99.7%	99.7%
CRB0004	67,530.8	57,292.5	51,216.9	257.2	51,216.9	16,313.8	84.8%	75.8%
CRB0005	14,080.8	10,752.8	9,651.3	1,052.0	9,651.3	4,429.5	76.4%	68.5%
CRB0027	2,390.3	2,369.5	2,369.5		2,369.5	20.8	99.1%	99.1%
CRB0031	29,951.9	29,951.9	29,822.1		29,822.1	129.9	100.0%	99.6%
CRB0036	19,585.4	19,504.9	19,499.1		19,499.1	86.3	99.6%	99.6%
CRB0045	190.0	51.3	51.3		51.3	138.7	27.0%	27.0%
CRB0047	390.0	390.0	13.4		13.4	376.6	100.0%	3.4%
CRB0049	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CRB0052	500.0	500.0	500.0		500.0	0.0	100.0%	100.0%
CRB0056	1,500.0	914.1	609.1		609.1	890.9	60.9%	40.6%
CRB0073	112.0	111.7	111.7		111.7	0.3	99.7%	99.7%
CRB0078	50.0	50.0	20.4		20.4	29.6	100.0%	40.8%
CRB0096	219.3	219.3	218.6		218.6	0.7	100.0%	99.7%
CRB0100	1,455.0	1,454.9	1,411.9		1,411.9	43.1	100.0%	97.0%
CRB0107	18,384.4	18,384.4	18,096.4		18,096.4	288.1	100.0%	98.4%
CRB0119	130.8	123.9	94.0		94.0	36.7	94.7%	71.9%
CRB0121	30.0	30.0				30.0	100.0%	
CRB0122	2,550.0					2,550.0		
	448.6					448.6		
<b>District of Columbia Total</b>	<b>\$310,360.1</b>	<b>\$288,213.6</b>	<b>\$278,769.5</b>	<b>\$1,584.0</b>	<b>\$279,044.3</b>	<b>\$31,315.8</b>	<b>92.9%</b>	<b>89.9%</b>
<b><i>Maryland</i></b>								
<b>Montgomery County</b>								
CRB0006	\$30,121.0	\$28,266.9	\$27,159.7	\$1,264.9	\$27,159.7	\$2,961.3	93.8%	90.2%
CRB0007	6,700.0	1,339.5	1,339.5		1,339.5	5,360.5	20.0%	20.0%
CRB0043	2,247.9	2,225.5	2,225.3		2,225.3	22.6	99.0%	99.0%
CRB0046	400.0	269.8	261.3		261.3	138.7	67.4%	65.3%
CRB0055	17,390.0	17,382.8	17,373.2		17,373.2	16.8	100.0%	99.9%
CRB0062	1,000.0	525.6	525.6		525.6	474.4	52.6%	52.6%
CRB0106	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CRB0116	60.0					60.0		
Subtotal	\$57,968.9	\$50,060.1	\$48,905.7	\$1,264.9	\$48,905.7	\$9,063.2	86.4%	84.4%

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un-Expended	Obligation %	Expend %
<b>Prince George's County</b>								
CRB0008 New Carrollton Rail Yard Expansion	\$70,375.0	\$69,451.3	\$69,449.8	\$0.8	\$69,449.8	\$925.2	98.7%	98.7%
CRB0034 Greenbelt Rail Yard Expansion	1,828.8	1,776.1	1,776.1		1,776.1	52.7	97.1%	97.1%
CRB0037 New Carrollton Parking Garage	23,115.0	22,417.1	22,417.1		22,417.1	697.9	97.0%	97.0%
Subtotal	<u>\$95,318.8</u>	<u>\$93,644.5</u>	<u>\$93,643.0</u>	<u>\$0.8</u>	<u>\$93,643.0</u>	<u>\$1,675.8</u>	<u>98.2%</u>	<u>98.2%</u>
<b>Maryland-wide</b>								
CRB0009 Project Development	\$12,613.6	9,444.1	\$7,813.5	\$446.6	\$7,813.5	\$4,800.1	74.9%	61.9%
CRB0010 Largo Blue Line Extension	469,590.8	467,005.9	466,980.4	0.2	466,980.4	2,610.4	99.4%	99.4%
CRB0092 Bike Lockers	399.5	379.6	379.6		379.6	19.9	95.0%	95.0%
CRB0105 Largo Blue Line Extension - Prelim Engr	10,397.3	10,397.3	10,198.0		10,198.0	199.2	100.0%	98.1%
CRB0108 Maryland Station Name Change	514.4	305.0	305.0		305.0	209.4	59.3%	59.3%
Subtotal	<u>\$493,515.5</u>	<u>\$487,531.9</u>	<u>\$485,676.5</u>	<u>\$446.9</u>	<u>\$485,676.5</u>	<u>\$7,839.0</u>	<u>98.8%</u>	<u>98.4%</u>
<b>Maryland Total</b>	<u><u>\$646,803.2</u></u>	<u><u>\$631,236.5</u></u>	<u><u>\$628,225.2</u></u>	<u><u>\$1,712.6</u></u>	<u><u>\$628,225.2</u></u>	<u><u>\$18,578.0</u></u>	<u><u>97.6%</u></u>	<u><u>97.1%</u></u>
<b><u>Virginia</u></b>								
<b>Alexandria</b>								
CRB0011 Eisenhower Station Entrance	\$1,800.0	\$276.4	\$232.4		\$232.4	\$1,567.6	15.4%	12.9%
CRB0012 King Street Station Bus Loop Reconfiguration	4,200.0	725.3	686.9	164.3	686.9	3,513.1	17.3%	16.4%
CRB0013 Potomac Yard Alt. Analysis	4,600.0	4,271.3	3,835.4	142.0	3,835.4	764.6	92.9%	83.4%
CRB0023 Alexandria Rail Yard - EA	200.0	138.6	94.1		94.1	105.9	69.3%	47.0%
CRB0032 Crystal City - Potomac (Alex)	300.0	70.0	49.4		49.4	250.6	23.3%	16.5%
CRB0075 King Street Station Improvements	16,600.0	16,363.7	16,349.0		16,349.0	251.0	98.6%	98.5%
CRB0113 Potomac Yards	228.1	228.1	187.1		187.1	41.0	100.0%	82.0%
CRB0126 Crystal City-Potomac Yard Transitway	4,000.0	4,000.0	3,671.5		3,671.5	328.5	100.0%	91.8%
Subtotal	<u>\$31,928.1</u>	<u>\$26,073.4</u>	<u>\$25,105.8</u>	<u>\$306.3</u>	<u>\$25,105.8</u>	<u>\$6,822.3</u>	<u>81.7%</u>	<u>78.6%</u>
<b>Arlington County</b>								
CRB0015 Columbia Pike - NEPA and PE	\$4,060.0	\$3,914.8	\$3,903.6		\$3,903.6	\$156.4	96.4%	96.1%
CRB0016 Columbia Pike Super Stops	2,000.0	1,076.7	964.3		964.3	1,035.7	53.8%	48.2%
CRB0025 Ballston Station Improvements	14,763.4	14,660.9	14,660.9	14.4	14,660.9	102.5	99.3%	99.3%
CRB0042 Rosslyn Station New Entrance	5,089.0	4,484.0	4,445.5	67.5	4,445.5	643.5	88.1%	87.4%
CRB0044 Shirlington Bus Station	5,096.2	5,096.2	5,074.3		5,074.3	21.9	100.0%	99.6%
CRB0064 Arlington County Project Mgmt.	900.0	900.0	780.3		780.3	119.7	100.0%	86.7%
CRB0111 National Airport	4,960.7	4,960.7	4,510.3		4,510.3	450.5	100.0%	90.9%
CRB0117 Shirlington Garage Design Study	7.0	6.8	6.8		6.8	0.2	97.1%	97.1%
CRB0125 Twinbrook Commons JDA	200.0	200.0	37.5		37.5	162.5	100.0%	18.8%
Subtotal	<u>\$37,076.4</u>	<u>\$35,300.2</u>	<u>\$34,383.6</u>	<u>\$81.9</u>	<u>\$34,383.6</u>	<u>\$2,692.8</u>	<u>95.2%</u>	<u>92.7%</u>

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un- Expended	Obligation %	Expend %	
<b>City of Fairfax</b>									
None									
<b>Fairfax County</b>									
CRB0017	Vienna Station Mezzanine Stair	\$2,000.0	\$1,849.7	\$1,840.4		\$1,840.4	\$159.6	92.5%	92.0%
CRB0026	Bus Stop Signs 600 in Fairfax	96.0	55.6	\$35.2		35.2	60.8	57.9%	36.6%
CRB0035	Huntington Parking Structure	32,732.8	32,701.5	\$32,698.9		32,698.9	33.8	99.9%	99.9%
CRB0050	Vienna/Fairfax-GMU Parking Structure	1,000.0	866.3	\$733.5		733.5	266.5	86.6%	73.3%
CRB0051	Vienna Parking Structure	27,100.0	26,164.8	\$26,163.5		26,163.5	936.5	96.5%	96.5%
CRB0053	Vienna Station Improve - Pulte Home	350.0	350.0	\$48.5		48.5	301.5	100.0%	13.9%
CRB0054	West Falls Church Parking Structure	17,029.9	16,867.8	\$16,843.0		16,843.0	186.9	99.0%	98.9%
CRB0124	Dunn Lorrying Joint Development	300.0	216.3	\$198.2	\$93.3	198.2	101.8	72.1%	66.1%
CRB0084	West Fall Church Bus Bays	2,750.0	2,655.0	2,617.1		2,617.1	132.9	96.5%	95.2%
	Subtotal	<u>\$83,358.7</u>	<u>\$81,727.1</u>	<u>\$81,178.2</u>	<u>\$93.3</u>	<u>\$81,178.2</u>	<u>\$2,180.4</u>	<u>98.0%</u>	<u>97.4%</u>
<b>Falls Church</b>									
None									
<b>Virginia-wide</b>									
CRB0018	Project Development	\$10,422.6	\$8,015.0	\$7,354.9	\$370.3	\$7,354.9	\$3,067.7	76.9%	70.6%
CRB0019	Dulles Extension Design/Build	478,784.6	391,473.1	155,622.0	31,843.9	155,622.0	323,162.6	81.8%	32.5%
CRB0020	Dulles Phase 2 (PE)	102,956.5	3,058.6	2,164.6	1,140.3	2,164.6	100,791.9	3.0%	2.1%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,361.3	1,299.5		1,299.5	206.2	90.4%	86.3%
CRB0059	Dulles Preliminary Engineering/NEPA	58,041.8	58,034.6	57,968.9		57,968.9	72.9	100.0%	99.9%
	Subtotal	<u>\$651,711.2</u>	<u>\$461,942.7</u>	<u>\$224,410.0</u>	<u>\$33,354.5</u>	<u>\$224,410.0</u>	<u>\$427,301.3</u>	<u>70.9%</u>	<u>34.4%</u>
	<b>Virginia Total</b>	<u><u>\$804,074.4</u></u>	<u><u>\$605,043.4</u></u>	<u><u>\$365,077.6</u></u>	<u><u>\$33,836.0</u></u>	<u><u>\$365,077.6</u></u>	<u><u>\$438,996.8</u></u>	<u><u>75.2%</u></u>	<u><u>45.4%</u></u>

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY14 Expended	Total Expended	Un-Expended	Obligation %	Expend %	
<b><i>Regional</i></b>									
CRB0021	6000 Rail Car Purchase - Base	\$120,000.0	\$119,722.6	\$119,722.6		\$119,722.6	\$277.4	99.8%	99.8%
CRB0022	Regional Travel Training ACCS	1,234.5	1,124.0	\$1,103.3	\$162.7	1,103.3	131.2	91.1%	89.4%
CRB0038	Precision Stopping	992.1	917.6	\$867.0		867.0	125.1	92.5%	87.4%
CRB0040	Bus Bike Racks	1,645.0	1,429.8	\$1,429.8		1,429.8	215.2	86.9%	86.9%
CRB0041	IT Communication Enhancement	1,562.5	1,562.5	\$1,562.5		1,562.5		100.0%	100.0%
CRB0060	Regional Fare Int. (MTA)	7,607.6	6,262.3	\$6,139.0		6,139.0	1,468.6	82.3%	80.7%
CRB0065	Precision Stopping Pilot Prog.	\$3,000.0	2,605.0	\$2,605.0		2,605.0	395.0	86.8%	86.8%
CRB0097	Dynamic Display System	10,261.4	10,226.7	\$10,226.7		10,226.7	34.7	99.7%	99.7%
MSC0005	Tax Advantage Lease Program	8,419.9	7,204.9	7,201.8	17.8	7,201.8	1,218.1	85.6%	85.5%
<b>Regional Total</b>		<b>\$154,722.9</b>	<b>\$151,055.4</b>	<b>\$150,857.8</b>	<b>\$180.5</b>	<b>\$150,857.8</b>	<b>\$3,865.2</b>	<b>97.6%</b>	<b>97.5%</b>
<b>Total: Reimbursable Projects</b>		<b>\$1,915,960.7</b>	<b>\$1,675,548.9</b>	<b>\$1,422,930.1</b>	<b>\$37,313.1</b>	<b>\$1,423,204.9</b>	<b>\$492,755.8</b>	<b>87.5%</b>	<b>74.3%</b>
<b>Fully Expended Projects</b>									
CRB0014	Royal Street Bus Garage Replacement	\$4,263.1	\$4,263.1	\$4,263.1		\$4,263.1		100.0%	100.0%
CRB0030	College Park Parking Structure	17,310.0	17,310.0	17,307.0		17,307.0	3.0	100.0%	100.0%
CRB0033	Franconia/Springfield Garage	16,609.0	16,609.0	16,608.5		16,608.5	0.5	100.0%	100.0%
CRB0039	Fiber Optic Cable Installation	2,500.0	2,500.0	2,500.0		2,500.0	0.0	100.0%	100.0%
CRB0057	DC Alternative Analysis	7,008.5	7,008.5	7,008.5		7,008.5		100.0%	100.0%
CRB0058	DC Starter Line	1,234.3	1,234.3	1,234.3		1,234.3	0.0	100.0%	100.0%
CRB0068	Clarendon Station Improvements	372.5	372.5	360.8		360.8	11.8	100.0%	96.8%
CRB0070	Crystal City Canopy	347.4	347.4	347.4		347.4		100.0%	100.0%
CRB0080	Rosslyn Access Improvements	130.0	130.0	129.9		129.9	0.1	100.0%	99.9%
CRB0082	TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	100.0%
CRB0085	FDA Transit Center @ White Oak	71.0	71.0	71.0		71.0		100.0%	100.0%
CRB0120	VA Station Name Changes	779.9	779.9	779.9		779.9		100.0%	100.0%
<b>Fully Expended Total</b>		<b>\$51,123.7</b>	<b>\$51,123.7</b>	<b>\$51,108.3</b>		<b>\$51,108.3</b>	<b>\$15.4</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Total: Reimbursable Projects</b>		<b>\$1,967,084.5</b>	<b>\$1,726,672.6</b>	<b>\$1,474,038.4</b>	<b>\$37,313.1</b>	<b>\$1,474,313.2</b>	<b>\$492,771.2</b>	<b>87.8%</b>	<b>74.9%</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**  
**Capital Project Financials**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

<b>American Recovery &amp; Reinvestment Act (ARRA)</b>		<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY14 Expended</b>	<b>Total Expended</b>	<b>Un-Expended</b>	<b>Obligation %</b>	<b>Expend %</b>
<b><i>Vehicles &amp; Vehicle Parts</i></b>									
ARA0021	Bus Replacement Components (ST26)	\$2,490.0	\$2,490.0	\$2,490.0		\$2,490.0		100.0%	100.0%
ARA0022	Preventative Maintenance	11,366.2	11,366.2	11,361.2	5.0	11,366.2		100.0%	100.0%
ARA0027	Replacement of Oldest Buses (ST02)	27,025.2	27,025.2	27,025.2		27,025.2		100.0%	100.0%
ARA0028	Service Vehicle Replacement (ST14)	5,992.7	5,992.7	5,992.7		5,992.7		100.0%	100.0%
ARA0030	MetroAccess Fleet Expansion and Replacement (ST10)	4,149.5	4,149.5	4,149.5		4,149.5		100.0%	100.0%
	Subtotal	\$51,023.7	\$51,023.7	\$51,018.7	\$5.0	\$51,023.7		100.0%	100.0%
<b><i>Maintenance Facilities</i></b>									
ARA0001	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,400.0	\$20,965.8	\$434.2	\$21,400.0		100.0%	100.0%
ARA0002	Replacement of Southeastern Bus Garage (ST05)	29,996.7	29,996.7	29,996.7		29,996.7		100.0%	100.0%
ARA0003	Bus Garage Facility Repairs (ST11)	7,589.4	7,589.4	7,589.4		7,589.4		100.0%	100.0%
	Subtotal	\$58,986.2	\$58,986.2	\$58,551.9	\$434.2	\$58,986.2		100.0%	100.0%
<b><i>Passenger Facilities</i></b>									
ARA0004	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$16,000.0	\$15,214.8	\$785.2	\$16,000.0		100.0%	100.0%
ARA0005	Update Platform Real-Time Signs (ST28)	2,592.7	2,592.7	1,716.1	876.5	2,592.7		100.0%	100.0%
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.3	1,200.3	599.1	601.3	1,200.3		100.0%	100.0%
	Subtotal	\$19,793.0	\$19,793.0	\$17,529.9	\$2,263.0	\$19,793.0		100.0%	100.0%
<b><i>Safety &amp; Security</i></b>									
ARA0008	Additional Station Alarm/Chemical Sensors (ST48)	\$3,991.2	\$3,991.2	\$3,991.2		\$3,991.2		100.0%	100.0%
ARA0007	Bus Garage Security Update (ST23)	3,000.6	3,000.6	3,000.6		3,000.6		100.0%	100.0%
ARA0017	Communications Equipment for Operations Control Center (ST24)	2,999.5	2,999.5	2,999.5		2,999.5		100.0%	100.0%
ARA0025	Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	836.3		836.3		100.0%	100.0%
ARA0031	Underground Communications Radios (ST40)	868.7	868.7	868.7		868.7		100.0%	100.0%
	Subtotal	\$11,696.3	\$11,696.3	\$11,696.3		\$11,696.3		100.0%	100.0%
<b><i>Maintenance &amp; Repair Equipment</i></b>									
ARA0009	Heavy Duty Locomotives for Maintenance (ST12)	\$4,998.9	\$4,998.9	\$4,998.9		\$4,998.9		100.0%	100.0%
ARA0010	60-Ton Crane for Track Work (ST17)	3,808.9	3,808.9	3,071.1	737.8	3,808.9		100.0%	100.0%
ARA0011	Heavy Duty Track Equipment (ST07)	10,508.1	10,508.1	10,508.1		10,508.1		100.0%	100.0%
ARA0012	Track Welding Program to Repair Defects (ST18)	3,838.5	3,838.5	3,838.5		3,838.5		100.0%	100.0%
ARA0020	Power Tool Equipment Replacement (ST31)	1,647.9	1,647.9	1,647.9		1,647.9		100.0%	100.0%
ARA0029	Track Pad/Shock Absorber Rehabilitation (ST37)	1,029.7	1,029.7	1,029.7		1,029.7		100.0%	100.0%
	Subtotal	\$25,831.9	\$25,831.9	\$25,094.1	\$737.8	\$25,831.9		100.0%	100.0%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

<b>American Recovery &amp; Reinvestment Act (ARRA)</b>	<b>Budget</b>	<b>Obligated</b>	<b>Prior Year Expended</b>	<b>FY14 Expended</b>	<b>Total Expended</b>	<b>Un- Expended</b>	<b>Obligation %</b>	<b>Expend %</b>
<b>Operations Systems</b>								
ARA0013 Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$17,900.0		\$17,900.0		100.0%	100.0%
ARA0014 Bus Real-Time, Route, and Scheduling Systems (ST21)	2,980.9	2,980.9	2,980.9		2,980.9		100.0%	100.0%
ARA0018 Kiosk and Train Control Computers (ST41)	329.8	329.8	329.8		329.8		100.0%	100.0%
ARA0019 Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	1,500.0		1,500.0		100.0%	100.0%
ARA0026 Additional SmarTrip Fare Machines (ST19)	2,220.8	2,220.8	2,220.8		2,220.8		100.0%	100.0%
Subtotal	\$24,931.5	\$24,931.5	\$24,931.5		\$24,931.5		100.0%	100.0%
<b>Information Technology</b>								
ARA0015 Sensitive Data Protection Technology (ST16)	\$3,529.3	\$3,529.3	\$3,406.7	\$122.5	\$3,529.3		100.0%	100.0%
ARA0016 Financial System Integration (ST63)	5,000.0	5,000.0	5,000.0		5,000.0		100.0%	100.0%
ARA0024 Document Management System (ST32)	749.2	749.2	749.2		749.2		100.0%	100.0%
Subtotal	\$9,278.4	\$9,278.4	\$9,155.9	\$122.5	\$9,278.4		100.0%	100.0%
<b>TOTAL ARRA PROJECTS</b>	<b>\$201,541.1</b>	<b>\$201,541.1</b>	<b>\$197,978.5</b>	<b>\$3,562.5</b>	<b>\$201,541.1</b>		<b>100.0%</b>	<b>100.0%</b>
<b>Miscellaneous Other</b>								
ARA0023 Program Management	\$292.1	\$292.1	\$292.1		\$292.1		100.0%	100.0%
Subtotal	\$292.1	\$292.1	\$292.1		\$292.1		100.0%	100.0%
<b>TOTAL ARRA PROGRAM</b>	<b>\$201,833.2</b>	<b>\$201,833.2</b>	<b>\$198,270.7</b>	<b>\$3,562.5</b>	<b>\$201,833.2</b>		<b>100.0%</b>	<b>100.0%</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 Year 2014 - March 2014**  
Dollars in Thousands

<b>Safety &amp; Security Program</b>		<b>Original Award</b>	<b>Final Award</b>	<b>Status</b>	<b>Obligated</b>	<b>Total Expended</b>	<b>Available Balance</b>	<b>Obligation %</b>	<b>Expend %</b>
<b><i>Security Program</i></b>									
SEC0001	Bus Garage Security	5,836.5	5,810.6	Closed		\$5,810.6	\$0.0	0.0%	100.0%
SEC0002	Cameras on Buses	5,400.4	5,366.1	Closed		\$5,366.1	\$0.0	0.0%	100.0%
SEC0003	Cameras on Rail Cars	2,000.0	1,196.3	Closed		\$1,196.3	\$0.0	0.0%	100.0%
SEC0003_01	Cameras on Rail Cars	5,139.7	5,139.7	Active	4,523.2	\$429.5	\$187.0	88.0%	8.4%
SEC0004	CCV and Access Control	11,675.8	11,675.8	Active	150.7	\$11,204.0	\$321.1	1.3%	96.0%
SEC0005_01	Chemical Detection	1,300.0	1,229.6	Closed		\$1,229.6	\$0.0	0.0%	100.0%
SEC0006	Metrorail Station Camera	2,774.0	2,741.7	Closed		\$2,741.7	\$0.0	0.0%	100.0%
SEC0007	Montgomery Garage	23.1	23.1	Closed		\$23.1	\$0.0	0.0%	100.0%
SEC0008	PG Radio Upgrade	500.0	389.3	Closed		\$389.3	\$0.0	0.0%	100.0%
SEC0009	Platform Security	6,517.8	6,517.8	Active	530.2	\$2,913.2	\$3,074.4	8.1%	44.7%
SEC0010	PROTECT Systems	606.0	605.5	Closed		\$605.5	\$0.0	0.0%	100.0%
SEC0011	Radio Redundancy AOCC	2,274.2	2,185.4	Closed		\$2,185.4	\$0.0	0.0%	100.0%
SEC0011_01	Security Operations Control Center (SOCC) Design	290.0	290.0	Closed		\$290.0	\$0.0	0.0%	100.0%
SEC0011_02	Bus Camera Installation	2,195.7	2,195.7	Closed		\$2,195.7	\$0.0	0.0%	100.0%
SEC0011_03	MTPD Equipment	1,340.1	1,340.1	Closed		\$1,340.1	\$0.0	0.0%	100.0%
SEC0012	Vent Intrusion Detection	3,714.9	2,547.8	Closed		\$2,547.8	\$0.0	0.0%	100.0%
SEC0013	Chemical Sensor Prg.			Closed		\$0.0	\$0.0		
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	130.1	Closed		\$130.1	\$0.0	0.0%	100.0%
<b>Total: Security Program</b>		<b>\$51,763.3</b>	<b>\$49,384.7</b>	<b>\$0.0</b>	<b>\$5,204.2</b>	<b>\$40,598.0</b>	<b>\$3,582.5</b>	<b>10.5%</b>	<b>82.2%</b>

Notes:

Obligated Amount represents encumbrances for the period ending on 3/31/14

Available Balance is defined as Available Balance = (Final Award - Expenses - Obligations)

No information available for project SEC0013 Chemical Sensor Program

**Washington Metropolitan Area Transit Authority**  
**Transit Infrastructure Investment Fund (TIIF)**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Total Received for TIIF</b>	\$142,806.1				
<u>Unallocated Funds:</u>					
Huntington Parking			\$12,900.0	\$12,802.3	\$97.7
White Flint Parking			4,421.7	4,404.9	16.8
FY05/06/07/08/09/10 Operating			12,000.0	12,000.0	0.0
FY11 Operating (continues thru FY12)			4,000.0	2,000.0	2,000.0
FY07/08/09/10 Safe, Clean Reliable			26,850.0	26,850.0	0.0
*SmarTrip Program			9,600.0	0.0	9,600.0
*CNG Buses Procurement			11,800.0	0.0	11,800.0
*Precision Stopping			3,000.0	0.0	3,000.0
TSSM from Twinbrook to Shady Grove			1,000.0	525.6	474.4
Gallery Place Remediation			18.4	18.4	0.0
			<u>\$85,590.1</u>	<u>\$58,601.2</u>	<u>\$26,988.8</u>
* Expecting reductions to Approved Uses					
<b><u>Unallocated Funds Remaining:</u></b>		<u>(\$2,784.0)</u>			
Total allocated to the Jurisdictions		\$60,000.0			
<b><u>District of Columbia 36%</u></b>					
		\$21,600.0			
<u>Use of Funds:</u>					
Tivoli			\$2,500.0	\$2,500.0	\$0.0
Anacostia Light Rail Program/Demonstration			10,000.0	9,009.3	990.7
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			500.0	457.5	42.5
Union Row /U Street			1,500.0	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,452.0	4,452.0	0.0
View 14 /U Street & 14Th			500.0	500.0	0.0
			<u>\$21,102.0</u>	<u>\$18,686.5</u>	<u>\$2,415.5</u>
<b>Balance of DC Unallocated Funds:</b>		<b>\$498.0</b>			

**Washington Metropolitan Area Transit Authority**  
**Transit Infrastructure Investment Fund (TIIF)**  
**Fiscal Year 2014 - March 2014**  
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b><u>Maryland 37%</u></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	1,339.5	5,404.8
			\$22,189.3	\$16,780.4	\$5,408.9
<b>Balance of Maryland Unallocated Funds:</b>		<b>\$10.7</b>			
<b><u>Virginia 27%</u></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	930.2	101.9
Rosslyn Station Access Improve			798.1	771.6	26.5
Shirlington			1,978.0	1,961.4	16.6
Crystal City Potomac Yard Bus Way			522.0	315.9	206.1
**Potomac Yard Station			1,500.0	1,500.0	0.0
			\$16,013.1	\$15,661.9	\$351.1
<b>Balance of Virginia Unallocated Funds:</b>		<b>\$186.9</b>			
<b>Grand Total:</b>	<b>\$142,806.1</b>	<b>\$142,806.1</b>	<b>\$144,894.4</b>	<b>\$109,730.1</b>	<b>\$35,164.4</b>

\*\* Total project cost is \$3.9 million. Per Resolution 2012-22, City of Alexandria will fund project up to \$4.6 million using other City funding sources.

**JURISDICTIONAL BALANCES ON ACCOUNT  
AS OF 3rd QUARTER FISCAL YEAR 2014 - MARCH 31, 2014  
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions  
\$ in millions**

JURISDICTION	OPERATING	CAPITAL	TOTAL	NOTES <sup>1</sup>
<b>DISTRICT OF COLUMBIA</b>				
DC Dept of Transportation	(0.003)	(0.004)	(0.006)	Operating credits represent unused audit adjustment credits.
DC Dept of Transportation - DC School Subsidy	2.151	0.000	2.151	
DC Uncommitted Funds	0.000	(0.001)	(0.001)	Station enhancements & Navy Yard improvement, excludes TIFF
DC Dept of Transportation	0.000	0.879	0.879	7th Street Bridge
DC Dept of Public Works	0.182	0.000	0.182	Joint and Adjacent Escort Services JOB #213104 - Benning Road Bridge
DC Dept of Public Works	0.150	0.000	0.150	Joint and Adjacent Escort Services JOB #213138 - Benning Rd Bridge @ Anacostia River
<b>Credits to be Applied to Billing:</b>				
Interest Earnings on CIP & PRIIA Contributions	0.000	(0.004)	(0.004)	
<b>DC TOTAL</b>	<u>\$2.480</u>	<u>\$0.870</u>	<u>\$3.350</u>	
<b>MARYLAND</b>				
Montgomery County	(0.198)	1.869	1.670	Pending receipt of operating & capital/CMAQ
Prince George's County	(0.155)	1.693	1.538	Pending receipt of operating & capital/CMAQ
<b>Credits to be Applied to Billing:</b>				
Interest Earnings on PRIIA Contributions	0.000	(0.001)	(0.001)	
<b>MD TOTAL</b>	<u>(\$0.353)</u>	<u>\$3.561</u>	<u>\$3.207</u>	
<b>VIRGINIA</b>				
Alexandria	(0.101)	(0.182)	(0.282)	Operating credits represent unused audit adjustment credits.
Arlington	0.000	(0.001)	(0.001)	Capital credits represent interest earnings on capital payments.
City of Fairfax	0.037	(0.000)	0.037	
Fairfax County	(0.447)	(2.021)	(2.468)	
Falls Church	(0.000)	(0.000)	(0.000)	
Northern VA Transportation Comm.	(0.285)	(1.503)	(1.788)	Bus Capital one tenth adjustment
Virginia Department of Rail and Public Transportation	0.000	(0.001)	(0.001)	
<b>Credits to be Applied to Billing:</b>				
Interest Earnings on CIP and PRIIA Contributions	0.000	0.003	0.003	
<b>VA TOTAL</b>	<u>(\$0.796)</u>	<u>(\$3.705)</u>	<u>(\$4.501)</u>	
<b>GRAND TOTAL.....</b>	<u><b>\$1.331</b></u>	<u><b>\$0.726</b></u>	<u><b>\$2.057</b></u>	

<sup>1</sup> Operating credits represent unused audit adjustment credits  
Capital credits represent interest earnings on capital payments

**WMATA Grant Management Status Report**  
**As of March 31, 2014**

(dollars in millions)

<b>Active Federal Transit Administration Grants</b>					
<b>Grant No.</b>	<b>Grant Description</b>	<b>Award Date</b>	<b>Federal Award</b>	<b>Drawn</b>	<b>Balance</b>
DC-05-0009	FFY 2007 5309 Fixed Guideway	9/24/2007	\$81.8	\$81.2	\$0.5
DC-95-X004	VA CMAQ Bus Purchase/ VA Projects	9/3/2008	\$4.1	\$4.0	\$0.2
DC-26-7209	Energy Storage Demo for Rail	6/22/2009	\$0.3	\$0.1	\$0.2
DC-05-0011	FFY09 Fixed Guideway Rail Modernization	5/4/2010	\$100.5	\$88.1	\$12.4
DC-90-X083	FFY09 5307/5304 Formula Grant	5/4/2010	\$138.6	\$138.4	\$0.1
DC-03-0039	Largo Extension Additional Funds	6/18/2010	\$364.3	\$358.2	\$6.1
DC-75-0001	FFY10 PRIIA Appropriation	12/31/2010	\$150.0	\$144.2	\$5.8
DC-90-X085	FFY10 5307/5304 Formula Grant	2/24/2011	\$139.4	\$114.2	\$25.1
DC-04-0007	FY10 SGR Asset Management	5/20/2011	\$2.4	\$2.1	\$0.3
DC-05-0012	FFY10 5309 Fixed Guideway	6/1/2011	\$101.3	\$99.0	\$2.2
DC-90-X086	FFY2011 5307/5340 Formula Grant	8/29/2011	\$128.6	\$108.1	\$20.5
DC-57-X007	New Freedom Bus Stop Improvements	2/13/2012	\$1.0	\$0.1	\$0.9
DC-05-0013	FFY2011 Fixed Guideway Rail Modernization	3/5/2012	\$93.2	\$77.1	\$16.1
DC-75-0002	FFY2011 PRIIA Appropriation	6/28/2012	\$149.7	\$110.9	\$38.8
DC-95-X012	VA FFY09 CMAQ Bus Purchase	9/11/2012	\$3.9	\$3.8	\$0.1
DC-75-0003	FFY2012 PRIIA Appropriation	3/26/2013	\$150.0	\$123.9	\$26.1
DC-05-0014	FFY2012 Fixed Guideway Rail Modernization	3/29/2013	\$97.3	\$80.1	\$17.2
DC-90-X087	FFY2012 5307/5340 Formula Grant	4/2/2013	\$140.7	\$124.1	\$16.6
<b>Total</b>			<b>\$1,847.0</b>	<b>\$1,657.6</b>	<b>\$189.4</b>

<b>Pending Federal Transit Administration Grant Applications</b>		
<b>Grant Description</b>	<b>Anticipated Award Date</b>	<b>Federal Award</b>
FFY10 Asset Management (Amendment)	6/20/2014	\$1.5
FFY12 Bus Livability - Bus Stop Improvements	6/20/2014	\$1.5
Transit Works	5/1/2014	\$0.8
FFY11 5307 Formula Grant (Amendment)	6/20/2014	\$13.2
FFY11 5309 Formula Grant (Amendment)	6/20/2014	\$8.0
FFY13 PRIIA Appropriation	6/4/2014	\$142.2
FFY13 5337 State of Good Repair Formula	6/30/2014	\$137.9
FFY13 5339 Bus & Bus Facilities Formula	6/30/2014	\$9.7
FFY13 5307 Formula Grant	6/30/2014	\$144.6
<b>Total</b>		<b>\$459.5</b>

**WMATA Grant Management Status Report (Cont.)**  
**As of March 31, 2014**

(dollars in millions)

<b>Federal Transit Administration Grants Closed During FY2014</b>				
<b>Grant No.</b>	<b>Grant Description</b>	<b>Award Date</b>	<b>Federal Award</b>	<b>Closed Date</b>
DC-57-X004	New Freedom: Travel Training	9/14/2009	\$0.3	9/9/2013
DC-37-X004	Job Access & Reverse Commute	9/24/2008	\$8.9	9/20/2013
DC-05-0010	FFY08 Fixed Guideway	9/15/2008	\$91.1	9/24/2013
DC-90-X076	FFY05 Section 5307	4/27/2006	\$111.0	9/24/2013
DC-90-X079	FFY06 Section 5307	9/24/2007	\$113.5	9/24/2013
DC-90-X081	FFY07 Section 5307	2/5/2008	\$120.6	9/24/2013
DC-90-X082	FFY08 Section 5307	9/22/2008	\$129.2	9/24/2013
DC-56-0001	ARRA Fixed Guideway Modernization	6/10/2009	\$17.7	11/13/2013
DC-95-X007	FY07 VA CMAQ Bus Purchase	7/14/2010	\$4.3	11/20/2013
DC-95-X008	FY08 VA CMAQ Bus Purchase	7/14/2010	\$1.8	11/20/2013
DC-26-7107	WMATA Regional ITS Projects	2/13/2000	\$1.3	12/3/2013
DC-04-0004	FY08/09 WMATA Bus Safety Initiative	8/25/2010	\$0.7	12/9/2013
DC-04-0005	FY08 Bus & Bus Facilities	9/14/2010	\$1.1	12/31/2013
DC-95-X013	VA FFY09 CMAQ Bus Engineering	9/11/2012	\$0.4	1/15/2014
DC-96-X001	ARRA Transit Capital Assistance	7/31/2009	\$184.1	1/28/2014
DC-95-X009	FY09 & FY10 MD CMAQ Bus Purchase	7/14/2010	\$32.8	3/4/2014
DC-37-X022	JARC - Travel Training	9/18/2009	\$0.7	3/28/2014
<b>Total</b>			<b>\$819.4</b>	

**OFFICE OF PROCUREMENT AND MATERIALS  
NEW AWARDS - FY2014, QUARTER 3**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	RFP / IFB	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	DBE (SUB)	AMOUNT
CQ13076	Environmental Sampling & Analyses Services	IT/Support Services	C. Fox	Operating	RFP	\$ 126,506	01/17/14	ARC Environment	N/A	N/A	
CQ14034	Transit Advertising	IT/Support Services	D. Murray	Revenue Generating	RFP	\$ 102,000,000	01/15/14	CBS Outdoor	N/A	N/A	
CQ14033	WMATA Job Analysis and Competency Architecture	IT/Support Services	K. Aleem	Operating	RFP	\$ 918,890	01/10/14	American Institutes for Research (AIR)	N/A	N/A	
FQ14003	Chiller Replacement	Oper/Const	M. Magnussen	Capital	IFB	\$ 1,374,000	01/17/14	Edw. Kocharian Company, Inc	32%	Acorn Supply & Distributing	\$ 751,000
FQ12204	Track Circuits	Oper/Const	D. Simpkins	Capital	RFP	\$ 25,000,000	01/31/14	Ansaldo	12%	ICS Nett	\$ 7,592,528
RFQ2014.001	On-line Engineering Standards Library	Oper/Const.	C. Myers	Operating	RFQ	\$ 117,000	02/26/14	HIS	N/A	N/A	N/A
CQ14015	Exterior Rail Car Restoration Services	RAIL	A. Johnson	Operating	RFP	\$ 1,217,463	02/04/14	BPT Manufacturing Co. Inc	N/A	N/A	N/A
CQ14059	WMATA Inventory Recovery - IDIQ	RAIL	D. Fisher	Revenue Generating	IFB	\$ 100,000	02/19/14	KW Reese Tompkind/Mid-American Joint Venture	N/A	N/A	N/A
FQ14021	Elevator Rehabilitation 100 Units	RAIL	C. Watson	Capital	RFP	\$ 23,231,676	03/21/14	American Joint Venture	22%	Barbee Curran	\$ 9,128,000
FQ14099	Construct Catwalk at CTF	RAIL	I. Jones	Capital	IFB	\$ 92,169	03/26/14	MICON Construction Inc.	N/A	N/A	N/A

**\$ 154,177,704**

**DBE Update**

Our overall DBE goal is 25%. The DBE goal achieved through March 31, 2014 is 31.97%. Note that this result covers the period since the beginning of the Federal Fiscal Year, October 1, 2013.

The DBE Liaison is preparing a separate communication to the Board addressing the details of the DBE program, including the components of the methodology used to determine the overall annual goal for WMATA, the process for DBE goal setting on a per contract basis, and the attainment and compliance monitoring of DBE goals, both overall and on a contract basis.

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
NEW SOLE SOURCE AWARDS - FY2014, QUARTER 3**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	RFP / IFB	SOLE SOURCE TYPE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR
FQ13080	Bus Transit Network Data Management Software	IT	E. Wells	Capital	RFP	Only One Responsible Source [a]	\$ 792,166	02/11/14	GeoManagement A/S
FQ14038	IBM p750 Ourchase Installation - Maximo Project	IT/Support Services	S. Jehangir	Capital	RFP	Limited Competition [b]	\$ 340,555	03/11/14	Sirius Computer Solutions
YR12109	NABI	INV	T. Parks	Operating	RFP	Public Interest [c]	\$ 542,063	03/10/14	NABI

**TOTAL \$ 1,674,783**

**NOTES**

[a] The goods, services or constructions needed by the Authority are available from only one responsible source and no other type of goods, services or construction will satisfy the needs of the Authority.

[b] The Authority's need for the goods, services or construction is of such an unusual and compelling urgency that the Authority would be seriously injured unless it limits the number of sources from which bids or proposals are solicited.

[c] For procurements *not funded with FTA grant funds*, the Authority may use non-competitive procedures where an AGM, AGM equivalent, or above determines, by written justification, that it is necessary in the public interest to use procedures other than competitive procedures in the particular procurement (Compact Section 73 (c) (3)). The Board of Directors and General Manager/CEO will be notified of the intent to justify a non-competitive procurement based on public interest in the reporting submitted quarterly.

**OFFICE OF PROCUREMENT AND MATERIALS  
CONTRACT MODIFICATIONS - FY2014, QUARTER 3**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	RATIONALE
CQ11210	Scrap Metal Recycling Services, MOD005, Revenue Generating Contract	BUS	R. Bitar	Operating	\$ -	02/19/14	Montgomery Scrap	N/A	4 - SCES
CQ11210	Scrap Metal Recycling Services, MOD004, separate & dispose of radioactive material	BUS	R. Bitar	Operating		02/20/14	Montgomery Scrap	N/A	7 - SCES
CQ11250	Removal and Disposal of Waste Oil Services, MOD 004 - Revenue Generating	BUS	R. Bitar	Operating	\$ -	02/19/14	Mid States Oil	N/A	4 - SCES
CQ11332-07	Janitorial MOD 001 increase \$\$ value - 4 lines. To carry contract through until May	INV	M. Banks	Operating	\$ 30,000	01/16/14	Certified Labs	N/A	6 - PRMT
CQ11335-05	Janitorial MOD 001 increase \$\$ value - 1 line. To carry contract through until May 2014 Option	INV	M. Banks	Operating	\$ 10,660	01/27/14	Precision Chemical	N/A	6 - PRMT
CQ12015	Bus Industrial Parts - Vending Machine	RAIL	G. Verno	Operating	\$ 500,000	08/22/11	Fastenal Company	N/A	4 - BMNT
CQ12172A	Xerox MFD requirements	IT	T. Hall	Operating	\$ 35,157	02/21/14	Xerox	N/A	3 - APPS
CQ12172A	Xerox MFD requirements	IT	T. Hall	Operating	\$ 38,892	02/06/14	Xerox	N/A	3 - APPS
CQ12192	Enhanced Bus Interior Cleaning	BUS	D. Best	Operating	\$ -	01/14/14	HandsOn	N/A	7 - PRMT
CQ12258	Rail Car Wheels	RAIL	W. Bolander	Operating	\$ 423,184	02/03/14	Standard Steel	N/A	1 - CMNT
CQ13028	Bus Seat and Upholstery Repair (Mod 2)	BUS	D. Best	Operating	\$ -	03/21/14	The Needles Eye	N/A	4 - PRMT
CQ13028	Bus Seat and Upholstery Repair (Mod 4)	BUS	D. Best	Operating	\$ -	03/21/14	The Needles Eye	N/A	4 - PRMT
CQ13028	Bus Seat Repair - MOD001	BUS	D. Best	Operating	\$ -	02/26/14	The Needles Eye	N/A	6 - BMNT
CQ13062	Functional Assessment	BUS	S. Collings	Operating	\$ 100,000	01/02/14	NovaCare	N/A	5 - ACCS
CQ13067	MOD001 - Trapeze (to sign missing Amendment to Software Maintenance Agreement)	BUS	R. Alfred	Operating	\$ -	02/03/14	Trapeze	N/A	7 - BMNT
CQ13067	MOD002 - Trapeze (to add OPS Custom Vehicle Assignment Interface Software	BUS	R. Alfred	Operating	\$ 205,775	02/03/14	Trapeze	N/A	7 - BMNT
FQ11006	No cost Mod - extended period of performance 1008 cds Mod # 3	OPER/CONST	H Patel	Capital	\$ -	01/17/14	CG Automation, Solutions		4 - CENI
FQ11202	Rental of Heavy Equipment (30 performance extension)	RAIL	M. Thomas	Capital	\$ 3,250,000	03/25/11	Crane Masters	N/A	4 - TRST
FQ11204	CoABE & FeS	BUS	J. Walker	Capital	\$ -	01/07/14	Clever Devices	16%	4 - BMNT
FQ11204	CoABE & FeS, MOD016	BUS	J. Walker	Capital	\$ -	02/28/14	Clever Devices	16%	4 - BMNT
FQ11204	CoABE & FeS, MOD 017, extend performance period to 04/30/2014	BUS	J. Walker	Capital	\$ -	03/28/14	Clever Devices	16%	4 - BMNT
FQ11272	Rental of Heavy Equipment (30 performance extension)	RAIL	M. Thomas	Capital	\$ 2,600,000	03/25/11	Crane Services	N/A	4 - TRST
FQ11311	Electrician Labor Services Mod# 5	OPER/CONST	Reahl	Capital	\$ 400,000	03/31/14	Truland Facchina	26%	1 - CENI
FQ11323-007	Provide 600 cash boxes and assemblies	OPER/CONST	A. Noyes	Capital	\$ 429,637	02/05/14	Construction	5%	4 - CENI

**OFFICE OF PROCUREMENT AND MATERIALS  
CONTRACT MODIFICATIONS - FY2014, QUARTER 3**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	RATIONALE
FQ12127	Enterprise Process Scheduler	IT/Support Services	Z. Chaudhry	Operating	\$ 49,493	01/17/14	Allen Systems Group	N/A	7 - Annual Maint.
FQ12165	Pennsy Drive Building Rehab Mod #4	OPER/CONST	Thomas	Capital	\$ 245,000	03/18/14	Haris Design	29%	1 - CENI
FQ12165	Pennsy Drive Building Rehab Mod # 3	OPER/CONST	Thomas	Capital	\$ 36,554	03/10/14	Haris Design	29%	1 - CENI
FQ13031	HVAC Reliability Demonstration Project 5K Railcars	RAIL	T. Bach	Capital	\$ 40,000	03/24/14	Merak	11%	1 - CENV
FQ8143	RedLine Project - Mod # 133	OPER/CONST	Spain	Capital	\$ 174,018	03/26/14	Mass Electric	21%	1 - CENI
FQ8143	RedLine Project - Mod # 134	OPER/CONST	Spain	Capital	\$ 152,921	03/27/14	Mass Electric	21%	1 - CENI
FQ8143	RedLine Project - Mod # 135	OPER/CONST	Spain	Capital	\$ 171,903	03/28/14	Mass Electric	21%	1 - CENI
FQ8143	RedLine Project - Mod # 136	OPER/CONST	Spain	Capital	\$ 137,401	03/29/14	Mass Electric	21%	1 - CENI
FQ8143	RedLine Project - Mod # 137	OPER/CONST	Spain	Capital	\$ 166,398	03/30/14	Mass Electric	21%	1 - CENI
FQ8143	Mod # 113	OPER/CONST	K Spain	Capital	\$ 119,397	01/04/14	Mass Electric	21%	7 - CENI
YR12126	New Flyer Parts Contract-Mod # 4	INV	T. Parks	Operating	\$ -	03/31/14	New Flyer	N/A	1 - PRMT
<b>TOTAL</b>					<b>\$ 9,316,390</b>				

**Contract Modification Rationale:**

1. Alteration in the specifications
2. Delivery point
3. Frequency of delivery
4. Period of performance (Is it because of us or the contractor)
5. Price
6. Quantity
7. Other

**OFFICE OF PROCUREMENT AND MATERIALS  
CONTRACT OPTIONS - FY2014, QUARTER 3**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	COTR OR PM	FUNDING SOURCE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR
CQ12037	Brake Drum Relining - Option Year Two	BUS	D. Best	Operating	\$ 1,592,085	01/17/14	MCI
CQ12110	Paper Contract 2nd Option Year	IT/Support Services	T. McGowan	OPER	\$ 692,585	01/02/14	Unisource
ES10083	Upgrade to PIDS System	IT/Support Services	A. Fehrens	Capital	\$ -	12/31/13	Signature Technologies DBA Com-Net Software
CQ12121	Wage garnishment option exercise	IT/Support Services	C. Tiddbit	Operating	\$ 157,000	02/27/14	ADP
CQ10074	HR Benefits option exercise	IT/Support Services	J. Davis	Operating	\$ 307,000	02/26/14	AON
CQ10080	Overhead Doors Repair	RAIL	P. Bowman	Operating	\$ 137,000	02/12/14	Overhead Door Co.
CQ11203	Operation and Maintenance Services at the Bladensburg and Four Mile Run Compressed Natural Gas Bus Fueling Facilities	RAIL	P. Bowman	Operating	\$ 742,800	02/11/14	Trillium USA, LLC
CQ12256	Coolant 50/50	BUS	B. Goldman	Operating	\$ 325,311	03/28/14	PetroChoice
CQ12082	Cummins Parts	BUS	G. Verno	Operating	\$ 1,130,440	03/28/14	Cummins
FQ13063	Portable Bus Lifts	BUS	D. Welt	Capital	\$ 466,905	03/21/14	Stertil-Koni Clean Harbors Environmental Services Inc
CQ12253R	Removal and Disposal of Hazardous Waste	IT/Support Services	C. Fox	Operating	\$ 365,206	03/24/14	K & J Consulting Services, Inc.
CQ11242	Professional Engineering Services (SAFE)	IT/Support Services	C. Krudowski	Operating	\$ 1,993,934	03/28/14	Unifirst Corporation Bremskerl Noth America Inc
CQ12067	Uniform laundering 689 / 922	IT/Support Services	S. Eley	Operating	\$ 511,392	03/28/14	International Process Solutions Inc
YS11267A	6K Series Split Brake Pads	RAIL	M. Moses	Operating	\$ 332,695	03/11/14	
YR12022	Collector Shoes	RAIL	M. Moses	Operating	\$ 303,096	03/13/14	
<b>TOTAL</b>					<b>\$ 9,057,448</b>		

**WMATA Procurement Activity by Vendor Location  
 < \$100,000 Federal and < \$150,000 Non-Federal Funded  
 FY2014-Q3**

<b>JURISDICTION</b>	<b>CATEGORY</b>			<b>Grand Total</b>
	<b>OTHER</b>	<b>PARTS</b>	<b>SERVICES</b>	
<b>DC</b>	\$ 1,556,900.62	\$ 1,075,373.89	\$ 394,575.43	\$ 3,026,849.94
<b>MD</b>	4,708,431.13	4,728,284.19	488,921.88	9,925,637.20
<b>VA</b>	1,212,464.72	646,628.25	350,179.34	2,209,272.31
<b>Grand Total</b>	\$ 7,477,796.47	\$ 6,450,286.33	\$ 1,233,676.65	\$ 15,161,759.45

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