



**Washington Metropolitan Area Transit Authority  
Fiscal Year 2016 Financials**

**Quarterly Financial Report  
FY2016 – Third Quarter  
January – March 2016**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
FY2016 – Q3  
January – March 2016**

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
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**Key Financial Performance Indicators**



# OPERATING FINANCIALS

3rd Quarter FY2016

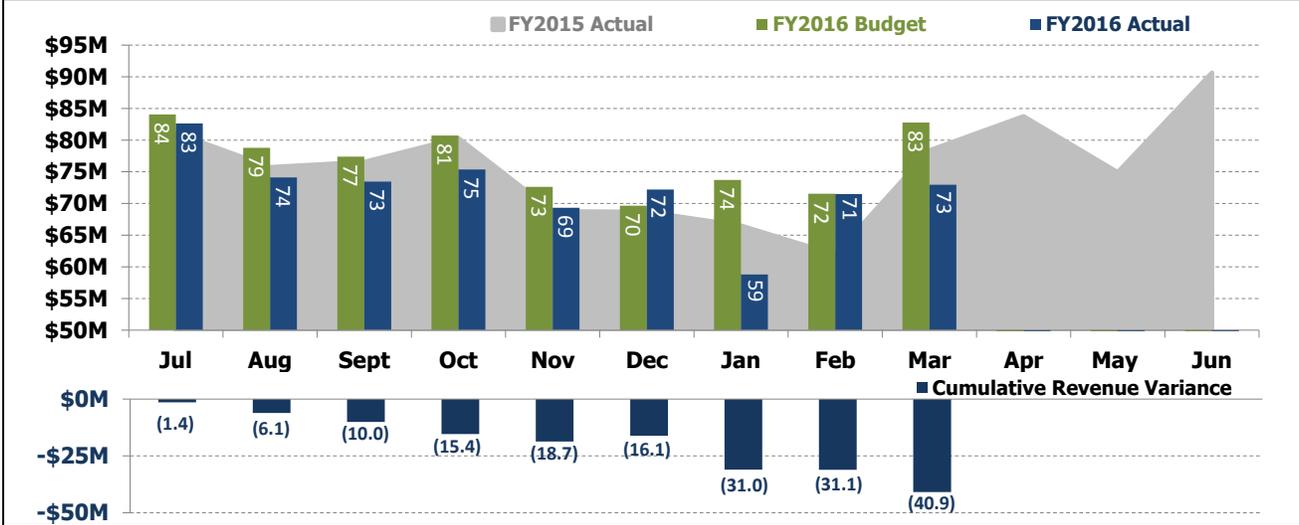
| QUARTER-TO-DATE RESULTS      |                |                |                 | YEAR-TO-DATE RESULTS |                  |                  |                  |                 |              |
|------------------------------|----------------|----------------|-----------------|----------------------|------------------|------------------|------------------|-----------------|--------------|
| Prior Year Actual            | Current Year   |                |                 | Prior Year Actual    | Current Year     |                  |                  |                 |              |
|                              | Actual         | Budget         | Variance        |                      | Actual           | Budget           | Variance         |                 |              |
| <b>FISCAL YEAR 2016</b>      |                |                |                 |                      |                  |                  |                  |                 |              |
| Dollars in Millions          |                |                |                 |                      |                  |                  |                  |                 |              |
| <b>Passenger Revenue</b>     |                |                |                 |                      |                  |                  |                  |                 |              |
| \$141.2                      | \$133.7        | \$152.6        | (\$18.9)        | -12.4%               | \$458.5          | \$429.4          | \$463.7          | (\$34.3)        | -7.4%        |
| 33.4                         | 32.3           | 38.2           | (5.9)           | -15.4%               | 108.8            | 106.2            | 116.8            | (10.6)          | -9.1%        |
| 2.2                          | 2.2            | 2.1            | 0.1             | 6.3%                 | 6.8              | 6.8              | 6.3              | 0.5             | 7.6%         |
| 11.1                         | 10.9           | 11.8           | (1.0)           | -8.0%                | 34.5             | 33.7             | 35.9             | (2.2)           | -6.2%        |
| \$3.6                        | \$4.1          | \$3.6          | 0.5             | 13.5%                | \$8.9            | \$12.5           | \$9.2            | 3.4             | 36.7%        |
| \$191.5                      | \$183.2        | \$208.3        | (\$25.1)        | -12.1%               | \$617.4          | \$588.7          | \$632.0          | (\$43.3)        | -6.9%        |
| <b>Non-Passenger Revenue</b> |                |                |                 |                      |                  |                  |                  |                 |              |
| 5.1                          | 5.9            | 5.1            | \$0.8           | 14.7%                | 15.5             | 17.2             | 15.4             | \$1.8           | 11.7%        |
| 1.2                          | 3.5            | 2.0            | 1.5             | 73.3%                | 3.8              | 6.5              | 6.0              | 0.5             | 8.4%         |
| 3.9                          | 3.9            | 4.1            | (0.2)           | -5.3%                | 11.6             | 11.7             | 12.4             | (0.7)           | -5.6%        |
| 5.2                          | 6.5            | 8.5            | (2.0)           | -23.2%               | 9.6              | 26.0             | 25.5             | 0.5             | 2.0%         |
| <b>\$15.3</b>                | <b>\$19.8</b>  | <b>\$19.7</b>  | <b>\$0.0</b>    | <b>0.2%</b>          | <b>\$40.4</b>    | <b>\$61.4</b>    | <b>\$59.2</b>    | <b>\$2.1</b>    | <b>3.6%</b>  |
| <b>\$206.8</b>               | <b>\$203.0</b> | <b>\$228.0</b> | <b>(\$25.1)</b> | <b>-11.0%</b>        | <b>\$657.9</b>   | <b>\$650.1</b>   | <b>\$691.2</b>   | <b>(\$41.2)</b> | <b>-6.0%</b> |
| \$181.0                      | \$192.8        | \$204.1        | \$11.3          | 5.5%                 | \$574.3          | \$582.0          | \$618.0          | \$36.0          | 5.8%         |
| 17.3                         | 21.7           | 20.1           | (1.7)           | -8.4%                | 56.3             | 61.2             | 59.0             | (2.2)           | -3.7%        |
| 101.0                        | 96.9           | 107.5          | 10.6            | 9.9%                 | 311.6            | 301.1            | 323.8            | 22.7            | 7.0%         |
| 44.6                         | 48.6           | 54.8           | 6.2             | 11.3%                | 138.4            | 144.3            | 163.9            | 19.5            | 11.9%        |
| 27.5                         | 24.6           | 23.2           | (1.4)           | -6.2%                | 80.5             | 75.8             | 69.8             | (6.0)           | -8.6%        |
| 10.6                         | 6.6            | 9.8            | 3.2             | 33.0%                | 30.4             | 21.5             | 30.0             | 8.5             | 28.2%        |
| 23.7                         | 21.8           | 23.2           | 1.4             | 6.1%                 | 67.4             | 61.9             | 72.8             | 11.0            | 15.0%        |
| 9.2                          | 5.6            | 8.7            | 3.1             | 36.0%                | 27.6             | 19.3             | 25.7             | 6.3             | 24.6%        |
| <b>\$414.9</b>               | <b>\$418.7</b> | <b>\$451.4</b> | <b>\$32.7</b>   | <b>7.3%</b>          | <b>\$1,286.7</b> | <b>\$1,267.2</b> | <b>\$1,362.9</b> | <b>\$95.8</b>   | <b>7.0%</b>  |
| -                            | -              | (7.7)          | (7.7)           |                      | -                | -                | (23.0)           | (23.0)          |              |
| <b>\$208.1</b>               | <b>\$215.7</b> | <b>\$215.7</b> | <b>(\$0.0)</b>  | <b>0.0%</b>          | <b>\$628.8</b>   | <b>\$617.1</b>   | <b>\$648.6</b>   | <b>\$31.5</b>   | <b>4.9%</b>  |
| <b>SUBSIDY</b>               |                |                |                 |                      |                  |                  |                  |                 |              |



# REVENUE AND RIDERSHIP

3rd Quarter FY2016

## REVENUE (in Millions)



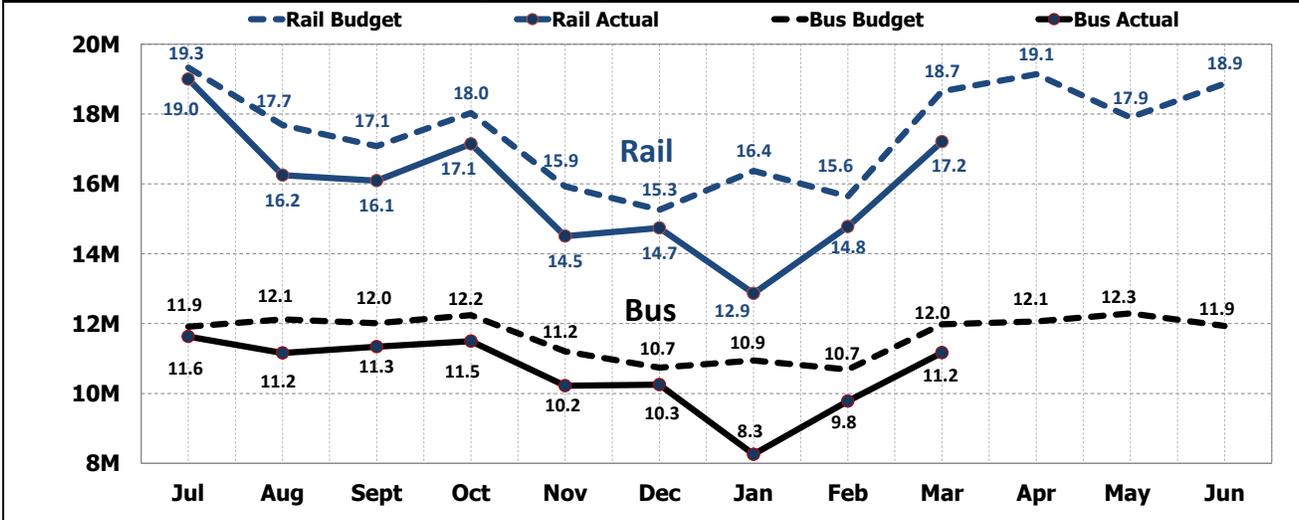
## RIDERSHIP (trips in Thousands)

| QTD                 | Q3-FY2015     | Q3-FY2016     |               | Variance FY16 |               |
|---------------------|---------------|---------------|---------------|---------------|---------------|
|                     | Actual        | Actual        | Budget        | Prior Year    | Budget        |
| <b>Metrorail</b>    | 46,645        | 44,850        | 50,670        | -3.8%         | -11.5%        |
| <b>Metrobus</b>     | 30,483        | 29,202        | 33,607        | -4.2%         | -13.1%        |
| <b>MetroAccess</b>  | 518           | 540           | 563           | 4.2%          | -4.1%         |
| <b>System Total</b> | <b>77,646</b> | <b>74,592</b> | <b>84,840</b> | <b>-3.9%</b>  | <b>-12.1%</b> |

| YTD                 | FY2015         | FY2016         |                | Variance FY16 |              |
|---------------------|----------------|----------------|----------------|---------------|--------------|
|                     | Actual         | Actual         | Budget         | Prior Year    | Budget       |
| <b>Metrorail</b>    | 151,302        | 142,580        | 153,982        | -5.8%         | -7.4%        |
| <b>Metrobus</b>     | 98,639         | 95,290         | 103,833        | -3.4%         | -8.2%        |
| <b>MetroAccess</b>  | 1,651          | 1,686          | 1,738          | 2.1%          | -3.0%        |
| <b>System Total</b> | <b>251,592</b> | <b>239,556</b> | <b>259,553</b> | <b>-4.8%</b>  | <b>-7.7%</b> |

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

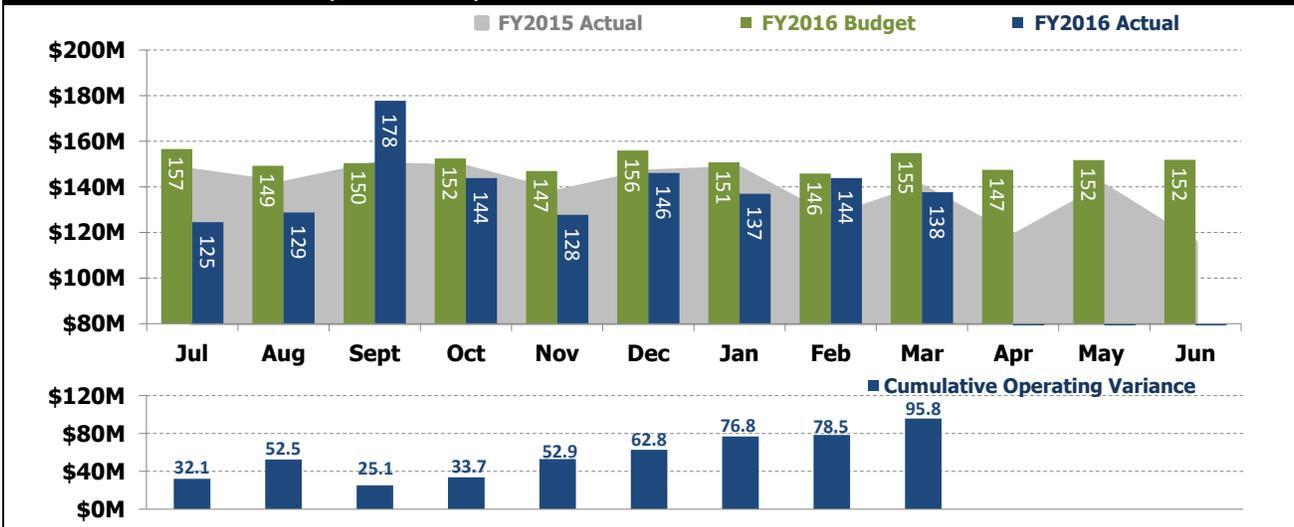




# OPERATING BUDGET

3rd Quarter FY2016

## OPERATING EXPENDITURES (\$ in Millions)



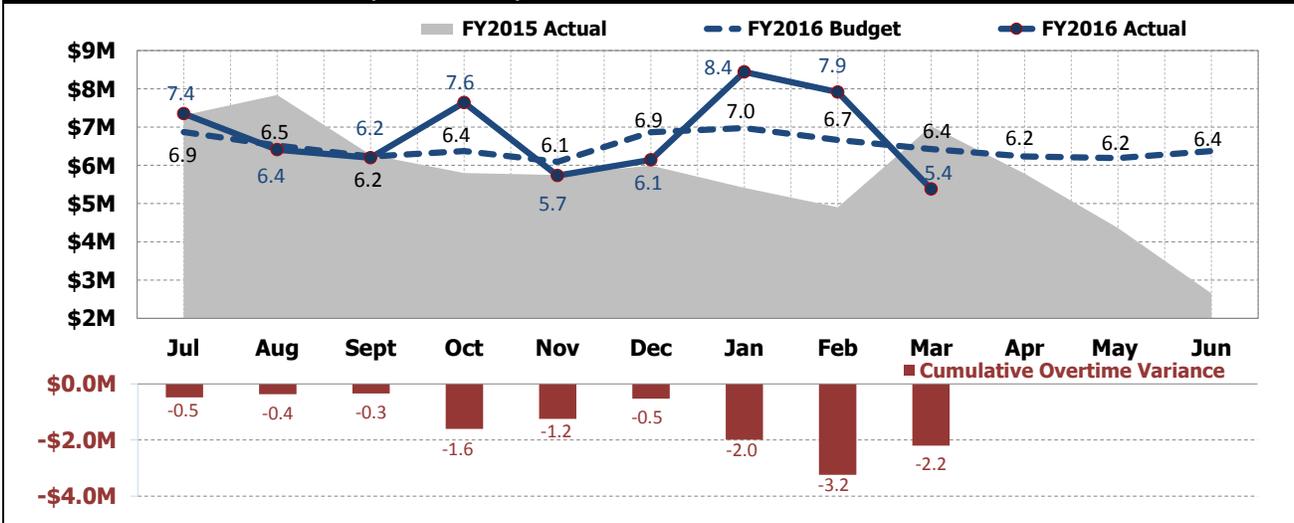
## OPERATING BUDGET (\$ in Millions)

| QTD                    | Q3-FY2015 | Q3-FY2016 |          | Variance FY16 |         |
|------------------------|-----------|-----------|----------|---------------|---------|
|                        | Actual    | Actual    | Budget   | \$            | Percent |
| Revenue                | \$ 206.8  | \$ 203.0  | \$ 228.0 | \$ (25.1)     | -11.0%  |
| Expense                | \$ 414.9  | \$ 418.7  | \$ 451.4 | \$ 32.7       | 7.3%    |
| Gross Subsidy          | \$ 208.1  | \$ 215.7  | \$ 223.4 | \$ 7.7        | 3.4%    |
| Preventive Maintenance |           |           | \$ (7.7) | \$ (7.7)      |         |
| Net Subsidy            | \$ 208.1  | \$ 215.7  | \$ 215.7 | \$ (0.0)      | 0.0%    |
| Cost Recovery          | 49.8%     | 48.5%     | 50.5%    |               |         |

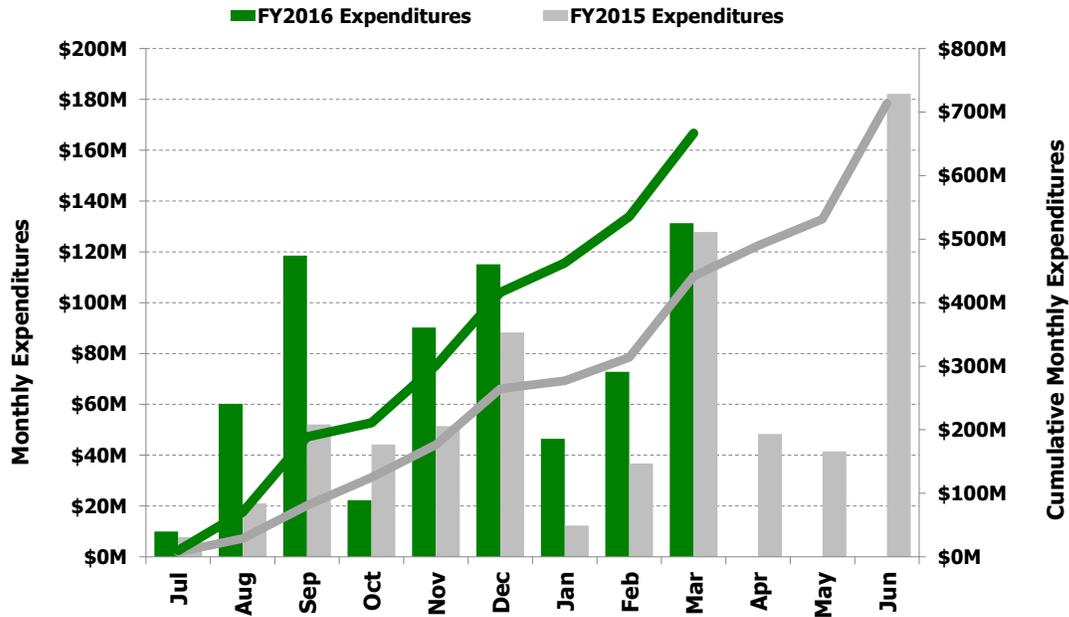
  

| YTD                    | FY2015     | FY2016     |            | Variance FY16 |         |
|------------------------|------------|------------|------------|---------------|---------|
|                        | Actual     | Actual     | Budget     | \$            | Percent |
| Revenue                | \$ 657.9   | \$ 650.1   | \$ 691.2   | \$ (41.2)     | -6.0%   |
| Expense                | \$ 1,286.7 | \$ 1,267.2 | \$ 1,362.9 | \$ 95.8       | 7.0%    |
| Gross Subsidy          | \$ 628.8   | \$ 617.1   | \$ 671.7   | \$ 54.6       | 8.1%    |
| Preventive Maintenance |            |            | \$ (23.0)  | \$ (23.0)     |         |
| Net Subsidy            | \$ 628.8   | \$ 617.1   | \$ 648.6   | \$ 31.5       | 4.9%    |
| Cost Recovery          | 51.1%      | 51.3%      | 50.7%      |               |         |

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

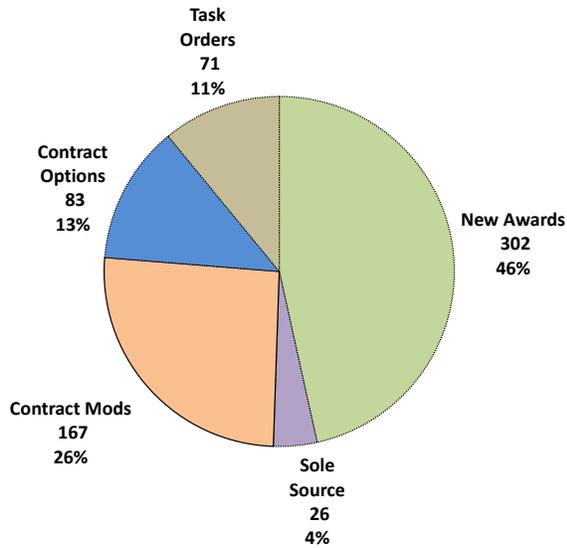


### CIP EXPENDITURES (\$ in Millions)

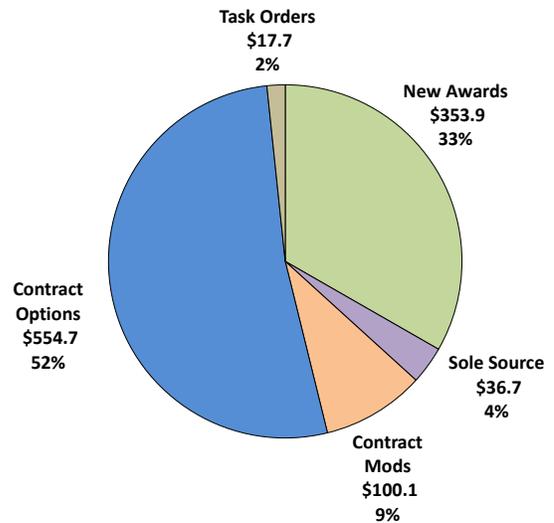


### SOLICITATION ACTIONS

**YTD SOLICITATION ACTIONS THROUGH MARCH (649 TOTAL ACTIONS)**



**YTD SOLICITATION AMOUNTS THROUGH MARCH (\$1,063.0M TOTAL)**



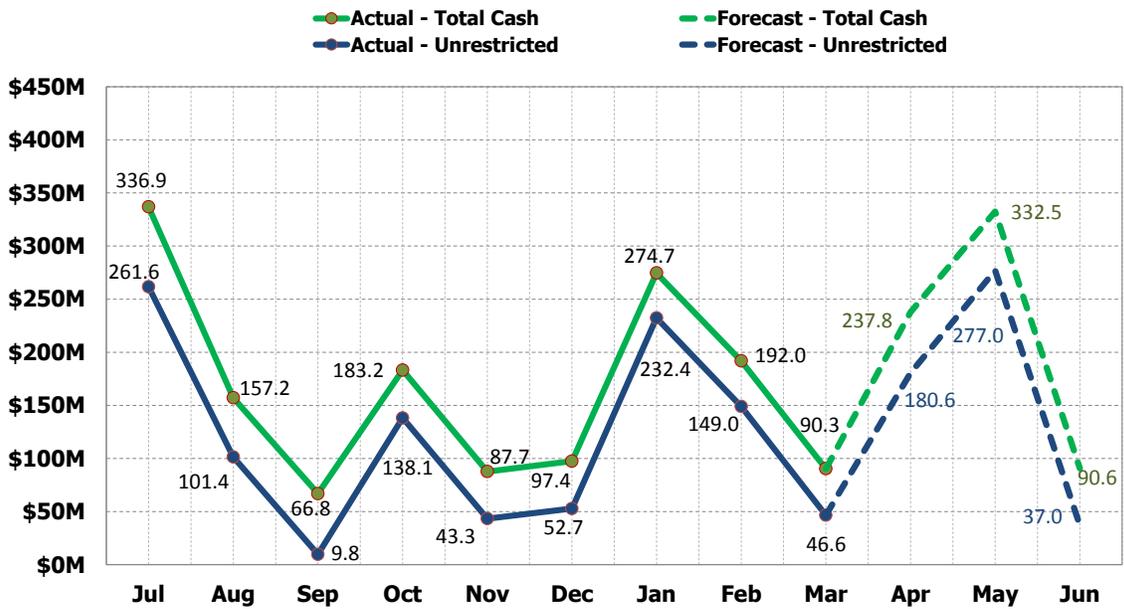
**Note:** 'Contract Mods' (Modifications) include any written alteration in the specifications, delivery point, frequency of delivery, period of performance, price, quantity, or other provisions of the contract.



# FUND BALANCE

3rd Quarter FY2016

## TOTAL CASH (RESTRICTED and UNRESTRICTED)



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**Operating and Capital Budget Summaries**



## **OPERATING BUDGET SUMMARY**

Through the third quarter of FY2016, Metro has achieved a positive net operating position of \$31.5 million (a gross operating position of \$54.6 million less \$23 million of planned preventive maintenance expenses transferred to the capital budget). Operating expenses for the first three quarters of FY2016 were \$1,267.2 million, or \$95.8 million below budget, while operating revenues were \$650.1 million, or \$41.2 million below budget.

The year-to-date favorability in operating expense is the result of savings in Salary/Wages, Services, and Fuel & Utilities. Lower operating expenses are the result of stricter control of non-essential expenses, as well as favorable fuel rates and decreased electricity utilization. Non-safety sensitive vacant positions are frozen and will be evaluated for elimination. Year-to-date, \$29.8 million of eligible wage expenses for preventive maintenance (PM) activities have been transferred from the operating budget to the capital budget to be funded with FTA grants. This is ahead of the (straight-line) PM budget amount of \$23 million for the same period, resulting in a temporary additional positive variance of \$6.8 million.

Operating revenues are unfavorable to budget primarily due to decreased ridership and fare revenue on rail and bus. Metro is focused on improving system safety and increasing service reliability, in order to rebuild rider trust and encourage ridership.

There were two significant events during the third quarter that impacted Metro's operating budget:

- The first event was the 'Jonas' blizzard in January, which resulted in full closure of Metrorail, Metrobus and MetroAccess for two days, very limited rail service on a third day, and modified operating schedules in the following days. The negative financial impact from the storm is estimated at \$14.0 million, consisting of an estimated revenue loss of \$6.9 million in passenger fares and parking fees, as well as additional operating expenses of \$7.1 million. These expenses included overtime for snow clearing and maintenance, snow removal services, supplies of salt and de-icer, and boarding of essential staff. Metro is working with the appropriate administrations to request support for disaster relief from FEMA.
- The second event was the March cable fire incident at McPherson Square station. In response to this event, the GM/CEO ordered a complete one-day closure of the Metrorail system on March 16 while emergency safety inspections were completed. Passenger revenue loss from the closure is estimated at approximately \$2 million, while operating costs for overtime were approximately \$500,000.



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| <b>OPERATING BUDGET (\$ in Millions)</b> |            |            |            |               |         |
|--|------------|------------|------------|---------------|---------|
| QTD                                      | Q3-FY2015  | Q3-FY2016  |            | Variance FY16 |         |
|  | Actual     | Actual     | Budget     | \$            | Percent |
| Revenue                                  | \$ 206.8   | \$ 203.0   | \$ 228.0   | \$ (25.1)     | -11.0%  |
| Expense                                  | \$ 414.9   | \$ 418.7   | \$ 451.4   | \$ 32.7       | 7.3%    |
| Gross Subsidy                            | \$ 208.1   | \$ 215.7   | \$ 223.4   | \$ 7.7        | 3.4%    |
| Preventive Maintenance                   |            |            | \$ (7.7)   | \$ (7.7)      |         |
| Net Subsidy                              | \$ 208.1   | \$ 215.7   | \$ 215.7   | \$ (0.0)      | 0.0%    |
| Cost Recovery                            | 49.8%      | 48.5%      | 50.5%      |               |         |
| YTD                                      | FY2015     | FY2016     |            | Variance FY16 |         |
|  | Actual     | Actual     | Budget     | \$            | Percent |
| Revenue                                  | \$ 657.9   | \$ 650.1   | \$ 691.2   | \$ (41.2)     | -6.0%   |
| Expense                                  | \$ 1,286.7 | \$ 1,267.2 | \$ 1,362.9 | \$ 95.8       | 7.0%    |
| Gross Subsidy                            | \$ 628.8   | \$ 617.1   | \$ 671.7   | \$ 54.6       | 8.1%    |
| Preventive Maintenance                   |            |            | \$ (23.0)  | \$ (23.0)     |         |
| Net Subsidy                              | \$ 628.8   | \$ 617.1   | \$ 648.6   | \$ 31.5       | 4.9%    |
| Cost Recovery                            | 51.1%      | 51.3%      | 50.7%      |               |         |

All figures in this report are preliminary and unaudited financial results as of March 2016.

**Ridership and Revenue**

Ridership and revenue performance compared to budget through the third quarter of FY2016 are summarized in the table below.

| <b>FY2016 Ridership and Revenue Through Q3</b> |           |               |               |          |
|--|-----------|---------------|---------------|----------|
| Mode   | Measure   | Budget        | Actual        | Variance |
| Rail   | Ridership | 154 million   | 143 million   |          |
|  | Revenue   | \$464 million | \$429 million |          |
| Bus  | Ridership | 104 million   | 95 million    |          |
|  | Revenue   | \$117 million | \$106 million |          |
| Access   | Ridership | 1.74 million  | 1.69 million  |          |
|  | Revenue   | \$6.3 million | \$6.8 million |          |
| Parking  | Revenue   | \$36 million  | \$34 million  |          |
| Non-Passenger *                                | Revenue   | \$59 million  | \$61 million  |          |

\* includes advertising, fiber optics, leases, etc.



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2016 Q3

Total transit ridership through the third quarter on all modes was 240 million trips, a decrease of 12 million or 4.8 percent compared to last year. Ridership is below budgeted trips more sharply, by 20 million or 7.7 percent. Ridership and revenue remained below budget each month from August through March.

As a result, total revenue (including both fare and non-fare sources) has been below budget each month of FY2016 except December, when one-time items led to an above-budget performance. Consequently, revenue is six percent below budget through the end of the third quarter and continues to trail FY2015 revenue by approximately one percent. The cumulative negative revenue variance through March is \$41 million.

### ***Metrorail***

For the third quarter in a row, ridership remained at levels not seen in over ten years. On a year-to-date basis, average weekday ridership was down four percent compared to FY2015, a pervasive drop not caused by specific events or weather.

Average weekend ridership was down nine percent versus last year (an improvement of three percentage points over the second quarter); weekend service levels were impacted by track rehabilitation more than last year.

Performance by month for Metrorail for the third quarter included the following:

- *January:* Due to the snowstorm, Metrorail service was suspended for two days and heavily impacted for two more. Overall ridership was down 2.4 million trips (16 percent) versus the previous January and was 21 percent under budget. Excluding the snowstorm, average weekday ridership was down less than one percent versus prior year.
- *February:* Due to an extra weekday on this year's calendar, ridership was up slightly versus FY2015, though average weekday and weekend ridership remained below budget.
- *March:* On March 16, rail service was completely suspended in order to perform emergency inspections and repairs on third rail power cables. This one-day loss was mitigated, however, by early arrival of the cherry blossoms, which boosted ridership at the end of the month such that the total for March was only marginally below last year (down 0.5 percent).

Parking utilization continued to rebound with year-over-year utilization improving each month from October through February, excluding blizzard-impacted January. The four-day storm disruption reduced utilization seven percentage points in January versus FY2015 and resulted in revenue 21 percent below budget. However, parking utilization was up again in February (by five percentage points versus FY2015), and up three percentage points in March. Through the third quarter, overall parking utilization reflects a decline of one percentage point (74 percent versus 75 percent) compared to FY2015. In Virginia, customers have continued to migrate to the Silver



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2016 Q3

Line from stations at the western end of the Orange Line. The final three Orange Line stations (West Falls Church, Dunn Loring, Vienna) have experienced significant parking utilization declines in the first nine months of the fiscal year, while Wiehle and East Falls Church have shown sharp increases.

### ***Metrobus***

Bus ridership declined in the first nine months of FY2016 by three percent compared to last year.

Specific performance by month for Metrobus for the third quarter included the following:

- *January:* Ridership fell 19 percent versus the prior year due to the blizzard, or one percent excluding the days of the storm. Bus was impacted proportionately more than rail due to service restrictions from icy road conditions, therefore bus ridership never fully recovered after the storm over the last week of the month.
- *February:* While ridership was five percent higher than in FY2015, last year's total was unusually low due to cold weather, and February 2016 also had an extra weekday. Ridership continued to run under budget, however, by eight percent for the month. Weekday ridership averaged approximately 450,000 in February of FY2012-2014, but was only 415,000 this year. Saturdays in February continued a 17-month streak of ridership decline, while Sunday ridership showed a four percent improvement in the month versus last year. Ridership on Maryland's bus corridors was down across the board, while Virginia's grew and DC's were mixed.
- *March:* Thanks to the early appearance of the Cherry Blossoms and an additional weekday, total ridership was up two percent versus last year, while average weekday ridership was down three percent and average weekend ridership was down five percent. Metroway ridership continued to show impressive gains, following 28 percent growth in February with over 16 percent in March. Bus ridership on March 16, the day of the rail system shutdown, was 22,000 higher (five percent) than the average of the other Wednesdays in March.

### ***MetroAccess***

Ridership on MetroAccess continues to trend lower than forecast. Total ridership of 1.48 million through March reflects marginal growth over FY2015, but is below projected growth by four percent. This reflects in part the implementation of the TransportDC taxi alternative program, which is now carrying upwards of 10,000 District resident trips per month.

### **Operating Expenses**

FY2016 year-to-date operating expenses are favorable to budget by \$95.8 million or 7.0 percent, and expenses were \$19.5 million less than the same period in FY2015.



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2016 Q3

### ***Labor***

FY2016 year-to-date personnel expenses (including Salary/Wages, Overtime, and Fringe) of \$944.3 million are favorable to budget by \$56.5 million or 5.6 percent. Compared to the prior year, labor expenses are \$2.0 million higher, primarily due to overtime costs for snow.

Salary/Wage expenses of \$582.0 million were favorable to budget by \$36.0 million or 5.8 percent. Metro's vacancy rate is currently 6.6 percent, with active recruitment underway for key positions in multiple departments, including Transit Police, Track and Structures, and System Maintenance. As noted above, certain wage and fringe expenses related to eligible preventive maintenance (PM) activities totaling \$29.8 million have been transferred to the capital budget (\$9.3 million for bus and \$20.5 million for rail).

Year-to-date overtime expenses of \$61.2 million are over budget by \$2.2 million or 3.7 percent. This is primarily due to the overtime expenses incurred in response to the January blizzard, which totaled \$4.9 million including fringe benefits. In addition, \$0.5 million of overtime and fringe was necessary to support the emergency inspections and repairs during the rail shutdown on March 16. Adjusting for these two events, overtime costs have continued to decrease each month.

Fringe benefit expenses through the third quarter were \$22.7 million below budget, and this trend is expected to continue during the end of the fiscal year. There are no expenditures for Other Post-Employment Benefits (OPEB) through March (versus a \$6.8 million year-to-date budget) because the establishment of the OPEB Trust was not approved by the Board of Directors. In addition, WMATA met its obligation to hold a 20 percent expense contingency for the Claims Liability Fund as of December FY2016. The actual reserve obligation is less than was budgeted, resulting in a \$6.7 million favorability through March. Finally, fringe benefits are favorable due to lower pension contribution requirements and reduced spending for the 689 Health Trust. FICA and other fringe expenses are below budget by \$3.7 million due to vacancies.

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

Through third quarter of FY2016, non-personnel expenses of \$322.9 million were below budget by \$39.3 million or 10.8 percent.

Services are favorable to budget by \$19.5 million year-to-date. Budget favorability is primarily due to timing of expenses and delays in initiating contracts, not actual expense reductions, although Metro has reduced its use of third-party professional services in various departments. In January, Metro incurred \$1.2 million in snow removal expenses. Paratransit service expenses for MetroAccess are \$4.2 million unfavorable to budget through March due to settlements paid to service providers, as well as late-trip credits given to passengers.

FY2016 Materials & Supplies expenses of \$75.8 million have exceeded budget by \$6.0 million. Car Maintenance is unfavorable to budget by \$11 million due to railcar



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2016 Q3

rehabilitation parts. These railcar parts are being supported by the operating budget; the rehabilitation work is required in order to fulfill the 954 railcar minimum daily service requirement. Costs from the blizzard were approximately \$0.6 million for salt, de-icer and other supplies. Supplies for Bus maintenance is favorable to budget by \$1.6 million as a result of management efficiencies.

Fuel & Propulsion were under budget by \$19.5 million primarily due to lower-than-projected fuel rates and decreased propulsion consumption. The diesel fuel rate year-to-date is \$1.94 per gallon compared to a budgeted rate of \$2.60 per gallon, resulting in net savings. Gasoline rates have been similarly favorable at \$1.55 per gallon compared to a budget of \$3.33. Propulsion and electricity expenses were favorable due to below budget consumption. Volume favorability in propulsion was primarily a result of lower-than-scheduled railcar miles. Electricity utilization is 20 percent below budget volume as a result of new facilities that have not come on-line as originally projected, such as Cinder Bed Road bus garage and Silver Spring Transit Center.

### **CAPITAL PROGRAM**

#### ***Sources of Funds***

For FY2016, planned sources of capital funding total \$1.281 billion, which includes \$1.207 billion for the Capital Improvement Program (CIP) and \$73.7 million for the Reimbursable program.

Metro's FY2016 Capital Program is supported by Federal funds, State and Local contributions, and other sources, which include real estate and insurance proceeds. Federal funds include, but are not limited to, 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.

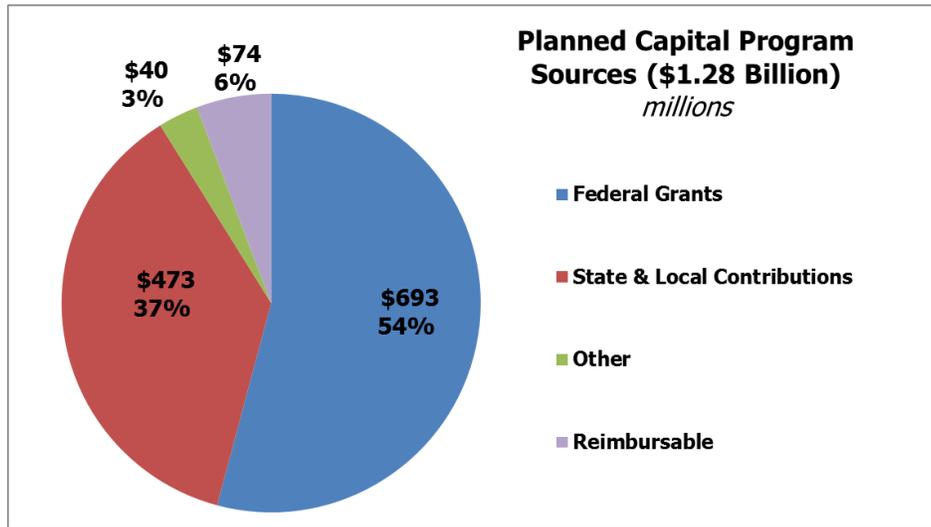
Through the end of the third quarter, Metro received \$471 million of Federal reimbursements<sup>1</sup> and \$248 million of State and Local contributions. The \$471 million in year-to-date FTA grants receipts were obtained through FTA's restricted drawdown process. Metro submitted applications for and was awarded funding in the amount of \$421 million from FFY 2015 Federal Formula, SOGR, and PRIIA grants during the first quarter of 2016, and for funding of \$28 million from the Virginia CMAQ/RSTP grant for replacement buses in the second quarter. As of March 31, Metro has two grant amendments/applications pending submission to FTA that total \$20.5 million. Metro continues to work with FTA to obtain reimbursements of the federal share of capital expenses incurred to date.

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<sup>1</sup> FY2016 FTA grants reimbursements total includes reimbursements for both current and prior year expenses.



# Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2016 Q3



| <b>State &amp; Local Contributions</b>            |           | <b>FY2016 Year-to-Date</b> |                           |                  |              |
|---|-----------|----------------------------|---------------------------|------------------|--------------|
| (dollars in millions)                             |           | <b>Year End Forecast</b>   | <b>Received 3/31/2016</b> | <b>Remaining</b> |              |
| <b>Formula Match and System Performance</b>       |           |                            |                           |                  |              |
| District of Columbia                              | \$        | 68.0                       | \$ 51.0                   | \$               | 17.0         |
| Montgomery County                                 | \$        | 31.2                       | \$ 23.4                   | \$               | 7.8          |
| Prince George's County                            | \$        | 32.4                       | \$ 24.3                   | \$               | 8.1          |
| Subtotal State of Maryland                        | \$        | 63.6                       | \$ 47.7                   | \$               | 15.9         |
| City of Alexandria                                | \$        | 8.2                        | \$ 6.2                    | \$               | 2.1          |
| Arlington County                                  | \$        | 15.3                       | \$ 11.4                   | \$               | 3.8          |
| City of Fairfax                                   | \$        | 0.5                        | \$ 0.4                    | \$               | 0.1          |
| Fairfax County                                    | \$        | 26.8                       | \$ 20.1                   | \$               | 6.7          |
| City of Falls Church                              | \$        | 0.6                        | \$ 0.4                    | \$               | 0.1          |
| Subtotal Commonwealth of Virginia                 | \$        | 51.3                       | \$ 38.5                   | \$               | 12.8         |
| <b>Total Formula Match and System Performance</b> | <b>\$</b> | <b>182.9</b>               | <b>\$ 137.2</b>           | <b>\$</b>        | <b>45.7</b>  |
| <b>State and Local PRIIA</b>                      |           |                            |                           |                  |              |
| District of Columbia                              | \$        | 49.5                       | \$ 33.2                   | \$               | 16.3         |
| State of Maryland                                 | \$        | 49.5                       | \$ 33.2                   | \$               | 16.3         |
| Commonwealth of Virginia                          | \$        | 49.5                       | \$ 33.2                   | \$               | 16.3         |
| <b>Total State and Local PRIIA</b>                | <b>\$</b> | <b>148.5</b>               | <b>\$ 99.5</b>            | <b>\$</b>        | <b>49.0</b>  |
| <b>CMAQ Match</b>                                 |           |                            |                           |                  |              |
| Commonwealth of Virginia                          | \$        | 6.0                        | \$ 2.7                    | \$               | 3.3          |
| <b>Total CMAQ Match</b>                           | <b>\$</b> | <b>6.0</b>                 | <b>\$ 2.7</b>             | <b>\$</b>        | <b>3.3</b>   |
| <b>Rail Power System Upgrades</b>                 |           |                            |                           |                  |              |
| District of Columbia                              | \$        | 6.6                        | \$ 4.7                    | \$               | 1.9          |
| State of Maryland                                 | \$        | 6.2                        | \$ 4.4                    | \$               | 1.8          |
| Commonwealth of Virginia                          | \$        | 5.0                        | \$ -                      | \$               | 5.0          |
| <b>Total Rail Power System Upgrades</b>           | <b>\$</b> | <b>17.7</b>                | <b>\$ 9.1</b>             | <b>\$</b>        | <b>8.7</b>   |
| <b>Total</b>                                      | <b>\$</b> | <b>355.2</b>               | <b>\$ 248.4</b>           | <b>\$</b>        | <b>106.7</b> |



**Washington Metropolitan Area Transit Authority  
Quarterly Financial Report – FY2016 Q3**

***Uses of Funds***

For FY2016, the total budgeted investment is \$1.281 billion, including \$1.207 billion for the Capital Improvement Program (CIP) and \$73.7 million for the Reimbursable program. Through the end of the third quarter, Metro expended \$667 million in the CIP. The appendix includes budget, expenditure, and obligation data for each capital project.

| <b>Capital Program Spending</b><br>(dollars in millions) | <b>FY2016 Year-to-Date</b><br>Through March 31, 2015 |                 |                   |
|--|--|-----------------|-------------------|
| <b>Capital Improvement Program</b>                       | <b>Budget</b>  | <b>Expended</b> | <b>Unexpended</b> |
| Vehicle / Vehicle Parts                                  | \$ 458   | \$ 304          | \$ 154            |
| Rail System Infrastructure Rehab                         | 107  | 55              | 52                |
| Maintenance Facilities                                   | 188  | 57              | 131               |
| Systems and Technology                                   | 183  | 90              | 93                |
| Track and Structures                                     | 81   | 48              | 33                |
| Passenger Facilities                                     | 129  | 76              | 54                |
| Maintenance Equipment                                    | 25   | 10              | 14                |
| Other Facilities   | 17   | 9               | 8                 |
| Project Management and Support                           | 19   | 18              | 1                 |
| Subtotal   | \$ 1,207   | \$ 667          | \$ 540            |
| <b>Reimbursable Program</b>                              | <b>\$ 74</b>   | <b>\$ 47</b>    | <b>\$ 26</b>      |
| <b>Total</b>   | <b>\$ 1,281</b>                                      | <b>\$ 714</b>   | <b>\$ 567</b>     |

**Capital Project Highlights**

Metro delivered \$667 million of CIP investment through the first three quarters of FY2016, or 55 percent of the total annual CIP budget. This is a significant improvement compared to FY2015 when only 40 percent of the capital budget was expended through third quarters.

During FY2016, Metro will focus on the delivery of key CIP investments that will improve the safety and reliability of the system. Projects are grouped into eight broad categories: Vehicles/Vehicle Parts; Rail System Infrastructure Rehabilitation; Maintenance Facilities; Systems and Technology; Track and Structures; Passenger Facilities; Maintenance Equipment; and Other Facilities and Project Management and Support.

***Vehicles***

In FY2016 Metro has planned to invest over \$458 million in Vehicles and Vehicle Parts. This is the largest single category of capital improvements planned in FY2016 and includes significant replacement and rehabilitation of railcars and buses. Through the end of the third quarter Metro has invested over \$304 million in this category, or 66



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2016 Q3

percent of its budget. Spending through the third quarter is at a significantly higher rate than the 34 percent spent through nine months last year. Major projects in this category include:

- MetroAccess Fleet Acquisition – In FY2016 WMATA plans to purchase 207 MetroAccess vans and install safety enhancements on 240 existing vehicles. In the second quarter the vehicle specifications were updated and award of the contract for the active safety package is pending as of the end of the third quarter. Staff expects a new vehicle contract to be issued in the late spring with delivery of vans beginning in late FY2016.
- Bus Replacement – WMATA plans to replace 189 buses in FY2016, and through the third quarter 125 buses have been replaced.
- 1000 Series Railcar Replacement – Through March 31, WMATA has received a total of 114 new 7000-series railcars, of which:
  - 64 were for Silver Line Phase I and are all in service;
  - 36 were conditionally accepted and entered service as 1000-series replacements; and
  - 14 more replacements were received and were in the commissioning process as of the end of the quarter.

### ***Systems and Technology***

WMATA has planned to invest \$183 million in improvements to Systems and Technology in FY2016. Through the third quarter, \$90 million or 49 percent has been invested, an increase over the 35 percent expended in the first three quarters of FY2015. Major projects in this category include:

- Traction Power State of Good Operations – This project supports three main activities in FY2016: cable replacement, repair of the Stadium-Armory Traction Power Substation, and the NTSB recommendation to replace “orange boots and sleeves.” Through the third quarter, an investment of \$4 million or 24 percent of the project budget was made to advance these three main activities. The project budget was increased from \$5 million to \$16 million through a November budget amendment to fund the necessary improvements to the Stadium-Armory Traction Power Substation and to support the “orange boot” replacement project. WMATA moved a team off the jumper cable project to expedite the “orange boots” project, an activity originally scheduled for completion in September 2017 but now scheduled for August 2016. The below-ground portion of this project is slated for completion by May 20. In the second quarter, the Stadium-Armory traction power substation operation was partially restored, and all travel restrictions for trains in that area were lifted. This



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2016 Q3

interim solution will remain in place until a permanent solution is completed in FY2018.

- **Management and Support Software** – Staff forecasts that the new contract lifecycle management (CLM) procurement module in the PeopleSoft Financial system will go into production during the fourth quarter. The contract for a timekeeping solution was awarded in the third quarter. Phase I of the funds management automation project, which will improve federal grant financial management processes, rolled out in March as scheduled. A contract for the customer relationship management replacement project was finalized in the second quarter, and a kickoff meeting was held in January. Development is currently underway.
- **New Electronic Payments Program** – The FY2016 plan for this project included completing and evaluating the pilot program. In the third quarter WMATA completed the Parking garage pilot and on April 14 the GM advised the Board of Directors that this is not the right time to proceed with a large-scale fare technology change.
- **Traction Power and Tie Breaker Improvements** – At the beginning of FY2016 WMATA was planning to upgrade seven traction power substations (TPSS) in the current fiscal year. This plan has been updated to upgrade two TPSS in FY2016, with the remaining five, including the four K-Line TPSS, now expected to be completed in FY2017. WMATA also plans to upgrade eight tie breakers by the end of the fiscal year. Through the third quarter seven tie breakers were upgraded and one traction power substation was completed.

### ***Maintenance Facilities***

WMATA has planned to invest \$188 million in improvements to Maintenance Facilities in FY2016. Through the first three quarters, \$57 million or 30 percent has been invested, the same rate as last year. Major projects in this category include:

- **Rail Yard Facility Repairs** – Through the third quarter, \$23 million or 51 percent has been expended. A change in scope for the Brentwood Service & Inspection (S&I) facility is pending. Some work at Brentwood is delayed due to this change, which may cause some activities planned for FY2016 to be delayed into FY2017. During the third quarter work continued at the New Carrollton, Alexandria, and Brentwood yards.
- **Royal Street Bus Garage Replacement (Cinder Bed Road)** – Through the third quarter \$9 million or 28 percent of the budget has been expended. Staff is forecasting that approximately \$18 million or 57 percent of the budget will not be spent in FY2016 due to delays caused by contaminated soil and a contractor



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2016 Q3

leaving the project. The FY2017-2022 project plan has been updated to reflect the revised schedule. During the third quarter, contractors finalized site and slab work for the main garage building and will begin erecting structural steel in the fourth quarter.

- Relocation of Maintenance Departments – In FY2016 this project funds the purchase of property, which is planned for the second half of the year. Settlement on the Good Luck Road property is currently in process.
- Southern Avenue Bus Garage Replacement (Andrews Federal Center) – Through the third quarter \$7 million or 24 percent of the budget was invested and staff is projecting that \$15 million or 50 percent of the budget will not be spent in the current fiscal year. The project plan has been updated to reflect the revised schedule. Work on the foundation and utilities for the main warehouse building continued in the third quarter.

### ***Passenger Facilities***

WMATA has planned to invest \$129 million in improvements to Passenger Facilities in FY2016. Through the third quarter \$76 million or 59 percent has been invested, a higher rate than the 41 percent expended in the same period of FY2015. Major projects in this category include:

- Elevator Rehabilitation – In FY2016 expenses of \$8 million are planned to rehabilitate 19 elevators. Through the third quarter 15 of the 19 elevators were rehabilitated and \$7 million or 87 percent of the budget was expended.
- Escalator Rehabilitation – In FY2016 WMATA plans to invest \$10 million to rehabilitate 18 escalators throughout the system. Through the third quarter 15 of the 18 escalators were rehabilitated and \$9 million or 88 percent of the budget was expended.
- Escalator Replacement – WMATA continues to invest in replacing the system's aging escalator infrastructure. In FY2016 WMATA anticipates spending \$27 million to replace 17 escalators. Through the third quarter 14 of 17 escalators have been replaced and \$23 million or 85 percent was invested.
- Bus Priority Corridor & Network – During the third quarter, the Bus Fleet Management Plan and Bus Facility Study were nearing completion. The TIGER construction projects at Pentagon and Franconia-Springfield Stations were advancing towards their projected completion date of May 2016. Work in support of DDOT's Traffic Signal Priority project proceeded with support by BMNT and IT to integrate communications.



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

WMATA has planned to invest \$81 million in improvements to Track and Structures in FY2016. In the first nine months, \$48 million or 59 percent was invested, comparable to the 57 percent expended through three quarters in FY2015.

- Track Rehabilitation – The largest investment in this category is to rehabilitate the tracks and components of the rail system. Through the third quarter, over \$36 million, 67 percent, of the total annual budget was invested on improvements including: 27 of the 40 total miles of track in the annual plan were tamped, 7 of 12 miles of running rail replaced, 39,648 versus the planned 27,000 fasteners replaced, and 6,729 of 15,000 cross ties replaced.

### ***Rail System Infrastructure***

In FY2016 WMATA has planned to invest over \$107 million to rehabilitate the Rail System Infrastructure, mainly through rail line rehabilitation projects. Through the third quarter there has been an investment of \$55 million, or 52 percent of the total budget. Spending through March is slower than the FY2015 rate of 72 percent. The major FY2016 projects in this category include:

- Red Line Rehab Stage 2 – In FY2016 WMATA is scheduled to continue planning, design and engineering work, and procurement activities. However, despite reviewing technical bids in the second quarter, WMATA elected to not award a contract at this time in order to review the project scope and implementation plan.
- NTSB Recommendations – In FY2016 WMATA is continuing to replace GRS track circuits and the implementation of a program to monitor onboard event recorders. At the end of the third quarter 79 percent of the total planned track and circuit work was completed. A contract for Vehicle Monitoring System (VMS) upgrades was awarded during the second quarter, and in the third quarter WMATA performed software and hardware upgrades on 93 VMS kits. WMATA also received 50 VMS spare kits.
- Orange/Blue Line Rehabilitation Stage 1 – The Orange/Blue line project continues with an investment of \$35 million of the \$67 million budget made in the first three quarters of FY2016. This project experienced delays in the planned replacement of equipment in the AC rooms due to coordination of access with PEPCO – thus WMATA removed four AC rooms from the plan for FY2016. Work in other areas was completed during the third quarter, including: a TPSS at Arlington Cemetery, a Monitor Control System (MCC) at Foggy Bottom, kiosks at Federal Triangle, McPherson Square and Foggy Bottom, and AC Rooms at New Carrollton, Cheverly, Smithsonian and Pentagon City.



### ***Other Facilities and Program Management & Support***

WMATA has planned to invest \$36 million in FY2016 in projects that improve Other Facilities and Program Management and Support. Through the third quarter, \$27 million or 75 percent was invested, more than the 52 percent expended through the third quarter of FY2015. Major projects in this category include:

- Credit Facility – This project funds the lines of credit and interim financing necessary to support the capital program’s cash flow needs. Through the third quarter \$2.4 million or 57 percent of the total annual budget was expended for these activities. The long-term debt originally planned for issue during the first quarter is now forecasted to be issued in the fourth quarter.
- Financial Planning, Project Administration, and System Wide Infrastructure – In FY2016 contractor support for general engineering, staff augmentation and program management support is funded by for this project.

### ***Maintenance Equipment***

WMATA has planned to invest \$25 million in improvements to Maintenance Equipment in FY2016. In the first three quarters, \$10 million or 42 percent has been invested. This is less than the 58 percent expended in the comparable period of FY2015. Major projects in this category include:

- Rail Shop Repair Equipment – During the first quarter the replacement of the Shady Grove tool shop air compressor was completed. All work under the contract was completed and contract closeout efforts continue.
- Bus Repair Equipment – By the end of the second quarter the bus operator quiet rooms were completed and work began on several equipment upgrades and replacements. Construction on bus training rooms is scheduled to begin at the start of FY2017. The Fleetwatch software update is in progress and will be completed in the fourth quarter.
- Radio Infrastructure Replacement, T-Band Relocation – WMATA plans to replace the Comprehensive Radio Communications System (CRCS) with a new system operating in the 700 MHz band. In the second quarter engineering task orders were issued to perform a 3D survey of the tunnels to determine the precise lengths of cables needed in the below ground system. The pilot area between Glenmont and Silver Spring for the 3D survey was successfully completed.



**OUTSTANDING DEBT AND CASH MANAGEMENT**

Metro’s outstanding debt as of March 31, 2016 is \$474.95 million, as shown in the table below. This includes amounts borrowed in accordance with the mechanisms put in place to provide Metro flexibility in managing its short-term operating and capital cash flows.

During FY2014 the availability on the lines of credit was increased from \$150.0 million to \$302.5 million. As of September 30, 2014, the lines of credit (LOC) were fully drawn to support the cash flow needs of Metro’s capital program. In June 2015 the balances on the Wells Fargo (1) and U.S. Bank lines of credit were reduced by \$63.75 million and \$20 million, respectively, bringing the total outstanding balance down to \$218.75 million. As of March 31, 2016 outstanding balance on the lines of credit remains at the June 2015 level of \$218.75 million. In February 2016, the Board of Directors approved the renewal of the LOC program and reduced the total availability of credit under the LOC program to \$250 million beginning July 1, 2016.

A one year Grant Anticipation Note (GAN) in the amount of \$200 million was issued in October 2014 to meet the near-term cash flow needs of the capital program as a result of delays related to Federal Transit Administration (FTA) grant reimbursements. WMATA began making prepayments on the GAN in May 2015 under the optional principal prepayment feature which became effective in April. As of September 2015, the GAN was fully repaid.

| <b>Outstanding Debt<br/>As of March 31, 2016<br/>(\$ millions)</b> |  |                                  |                                |                          |
|--|--|----------------------------------|--------------------------------|--------------------------|
| <b>Debt Type</b>   | <b>Issuance<br/>Amount/<br/>Capacity</b> | <b>Outstanding<br/>Principal</b> | <b>Annual Debt<br/>Service</b> | <b>Maturity<br/>Date</b> |
| <b>Long-term Debt</b>  |  |                                  |                                |                          |
| Bond Series 2009A  | 242.68                                   | 201.20                           | 18.70                          | Jul-32                   |
| Bond Series 2009B *  | 55.00                                    | 55.00                            | 2.50                           | Jul-34                   |
| Subtotal   | <u>297.68</u>                            | <u>256.20</u>                    | <u>21.20</u>                   |                          |
| <b>Short-term Debt</b>   |  |                                  |                                |                          |
| Wells Fargo (1) LOC  | 75.00                                    | 75.00                            | Varies                         | Apr-16                   |
| Wells Fargo (2) LOC  | 63.75                                    | 0.00                             | Varies                         | Apr-16                   |
| Bank of America LOC  | 88.75                                    | 88.75                            | Varies                         | Jun-16                   |
| U.S. Bank LOC  | 75.00                                    | 55.00                            | Varies                         | May-16                   |
| Subtotal   | <u>302.50</u>                            | <u>218.75</u>                    |                                |                          |
| Grand Total  | <u>600.18</u>                            | <u>474.95</u>                    |                                |                          |

Note: Annual debt service is based on January 2015 and July 2015 payment dates.

\* net of Build America Bond credit

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
FY2016 – Q3  
January – March 2016

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**Operating Financials by Mode**

# METRORAIL

## Operating Financials

**March-16**  
**FISCAL YEAR 2016**

Dollars in Millions

### QUARTER-TO-DATE RESULTS

### YEAR-TO-DATE RESULTS

| Prior Year<br>Actual | Current Year   |                |                 |             |                         | Prior Year<br>Actual | Current Year   |                |                 |            |
|----------------------|----------------|----------------|-----------------|-------------|-------------------------|----------------------|----------------|----------------|-----------------|------------|
|                      | Actual         | Budget         | Variance        |             |                         |                      | Actual         | Budget         | Variance        |            |
| <b>REVENUES:</b>     |                |                |                 |             |                         |                      |                |                |                 |            |
| \$141.2              | \$133.7        | \$152.6        | (\$18.9)        | -12%        | Passenger Fares         | \$458.5              | \$429.4        | \$463.7        | (\$34.3)        | -7%        |
| 1.1                  | 1.4            | 1.1            | 0.3             | 29%         | D.C. Schools            | 2.9                  | 6.0            | 2.8            | 3.2             | 115%       |
| 11.1                 | 11.0           | 11.8           | (0.8)           | -7%         | Parking                 | 34.1                 | 33.7           | 35.9           | (2.2)           | -6%        |
| 1.7                  | 1.9            | 1.7            | 0.2             | 14%         | Advertising             | 5.1                  | 5.7            | 5.1            | 0.6             | 11%        |
| 1.2                  | 3.5            | 2.0            | 1.5             | 73%         | Joint Dev/Property Rent | 3.8                  | 6.5            | 6.0            | 0.5             | 8%         |
| 3.9                  | 3.9            | 4.1            | (0.2)           | -5%         | Fiber Optic             | 11.6                 | 11.7           | 12.4           | (0.7)           | -6%        |
| 1.0                  | 6.4            | 8.0            | (1.5)           | -19%        | Other                   | 4.7                  | 25.3           | 23.9           | 1.4             | 6%         |
| 0.0                  | 0.0            | 0.0            | 0.0             |             | Interest                | 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>\$161.2</b>       | <b>\$161.9</b> | <b>\$181.3</b> | <b>(\$19.4)</b> | <b>-11%</b> | <b>TOTAL REVENUE</b>    | <b>\$520.6</b>       | <b>\$518.3</b> | <b>\$549.9</b> | <b>(\$31.6)</b> | <b>-6%</b> |
| <b>EXPENSES:</b>     |                |                |                 |             |                         |                      |                |                |                 |            |
| \$115.3              | \$117.7        | \$126.3        | \$8.6           | 7%          | Salary/Wages            | \$359.3              | \$353.4        | \$382.3        | \$28.9          | 8%         |
| 10.6                 | 15.0           | 11.2           | (3.8)           | -34%        | Overtime                | 33.2                 | 37.6           | 33.0           | (4.6)           | -14%       |
| 65.2                 | 59.9           | 65.1           | 5.2             | 8%          | Fringe Benefits         | 194.9                | 182.6          | 196.2          | 13.6            | 7%         |
| 13.7                 | 16.6           | 21.1           | 4.4             | 21%         | Services                | 46.0                 | 45.2           | 61.4           | 16.2            | 26%        |
| 18.5                 | 17.6           | 14.4           | (3.1)           | -22%        | Supplies                | 56.1                 | 54.8           | 43.6           | (11.2)          | -26%       |
| 0.4                  | 0.2            | (0.1)          | (0.4)           | 281%        | Fuel (Gas, Diesel, CNG) | 1.3                  | 0.9            | (0.4)          | (1.3)           | 322%       |
| 21.2                 | 19.8           | 20.7           | 0.9             | 4%          | Utilities & Propulsion  | 60.7                 | 57.1           | 66.0           | 8.9             | 13%        |
| 5.8                  | 3.3            | 4.7            | 1.5             | 31%         | Insurance/Other         | 17.1                 | 11.7           | 13.9           | 2.2             | 16%        |
| <b>\$250.7</b>       | <b>\$250.1</b> | <b>\$263.4</b> | <b>\$13.3</b>   | <b>5%</b>   | <b>TOTAL EXPENSE</b>    | <b>\$768.6</b>       | <b>\$743.3</b> | <b>\$796.0</b> | <b>\$52.7</b>   | <b>7%</b>  |
| -                    | -              | (5.1)          | (5.1)           |             | Preventive Maintenance  | -                    | -              | (15.2)         | (15.2)          |            |
| <b>\$89.5</b>        | <b>\$88.2</b>  | <b>\$77.0</b>  | <b>(\$11.2)</b> | <b>-15%</b> | <b>SUBSIDY</b>          | <b>\$248.0</b>       | <b>\$225.0</b> | <b>\$230.9</b> | <b>\$6.0</b>    | <b>3%</b>  |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**64%      65%      69%**

**COST RECOVERY RATIO**

**68%      70%      69%**

**METROBUS**  
**Operating Financials**  
**March-16**  
**FISCAL YEAR 2016**  
Dollars in Millions

**QUARTER-TO-DATE RESULTS**

**YEAR-TO-DATE RESULTS**

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

**REVENUES:**

|               |               |               |                |             |                      |                |                |                |                 |            |
|---------------|---------------|---------------|----------------|-------------|----------------------|----------------|----------------|----------------|-----------------|------------|
| \$33.4        | \$32.3        | \$38.2        | (\$5.9)        | -15%        | Passenger Fares      | \$108.8        | \$106.2        | \$116.8        | (\$10.6)        | -9%        |
| 2.4           | 2.7           | 2.5           | 0.2            | 7%          | D.C. Schools         | 6.0            | 6.5            | 6.4            | 0.2             | 3%         |
| 3.4           | 3.9           | 3.4           | 0.5            | 15%         | Advertising          | 10.4           | 11.5           | 10.3           | 1.2             | 12%        |
| 4.2           | 0.1           | 0.5           | (0.4)          | -84%        | Other                | 4.9            | 0.6            | 1.6            | (0.9)           | -58%       |
| 0.0           | 0.0           | 0.0           | 0.0            |             | Interest             | 0.0            | 0.0            | 0.0            | 0.0             |            |
| 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>\$43.4</b> | <b>\$38.8</b> | <b>\$44.6</b> | <b>(\$5.8)</b> | <b>-13%</b> | <b>TOTAL REVENUE</b> | <b>\$130.5</b> | <b>\$124.9</b> | <b>\$135.0</b> | <b>(\$10.1)</b> | <b>-7%</b> |

**EXPENSES:**

|                |                |                |               |            |                         |                |                |                |               |           |
|----------------|----------------|----------------|---------------|------------|-------------------------|----------------|----------------|----------------|---------------|-----------|
| \$64.3         | \$73.6         | \$76.2         | \$2.5         | 3%         | Salary/Wages            | \$210.7        | \$224.1        | \$230.7        | \$6.6         | 3%        |
| 6.7            | 6.7            | 8.8            | 2.1           | 24%        | Overtime                | 23.1           | 23.6           | 25.9           | 2.3           | 9%        |
| 35.1           | 36.4           | 41.7           | 5.3           | 13%        | Fringe Benefits         | 114.6          | 116.5          | 125.3          | 8.8           | 7%        |
| 8.2            | 6.9            | 9.4            | 2.5           | 26%        | Services                | 21.2           | 23.0           | 28.4           | 5.4           | 19%       |
| 9.0            | 7.0            | 8.6            | 1.6           | 18%        | Supplies                | 24.3           | 20.9           | 25.9           | 5.0           | 19%       |
| 9.2            | 5.4            | 7.8            | 2.4           | 31%        | Fuel (Gas, Diesel, CNG) | 24.0           | 17.1           | 23.5           | 6.5           | 27%       |
| 2.6            | 2.0            | 2.5            | 0.5           | 21%        | Utilities & Propulsion  | 6.7            | 4.8            | 6.8            | 2.0           | 30%       |
| 3.0            | 2.0            | 3.6            | 1.6           | 44%        | Insurance/Other         | 9.5            | 6.7            | 10.7           | 4.0           | 37%       |
| <b>\$138.1</b> | <b>\$140.1</b> | <b>\$158.6</b> | <b>\$18.5</b> | <b>12%</b> | <b>TOTAL EXPENSE</b>    | <b>\$434.2</b> | <b>\$436.7</b> | <b>\$477.1</b> | <b>\$40.4</b> | <b>8%</b> |

|               |                |                |               |           |                        |                |                |                |               |           |
|---------------|----------------|----------------|---------------|-----------|------------------------|----------------|----------------|----------------|---------------|-----------|
| -             | -              | (2.6)          | (2.6)         |           | Preventive Maintenance | -              | -              | (7.8)          | (7.8)         |           |
| <b>\$94.6</b> | <b>\$101.2</b> | <b>\$111.3</b> | <b>\$10.1</b> | <b>9%</b> | <b>SUBSIDY</b>         | <b>\$303.7</b> | <b>\$311.7</b> | <b>\$334.2</b> | <b>\$22.5</b> | <b>7%</b> |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

|            |            |            |                            |            |            |            |
|------------|------------|------------|----------------------------|------------|------------|------------|
| <b>31%</b> | <b>28%</b> | <b>28%</b> | <b>COST RECOVERY RATIO</b> | <b>30%</b> | <b>29%</b> | <b>28%</b> |
|------------|------------|------------|----------------------------|------------|------------|------------|

**METROACCESS**  
**Operating Financials**  
**March-16**  
**FISCAL YEAR 2016**  
Dollars in Millions

**QUARTER-TO-DATE RESULTS**

**YEAR-TO-DATE RESULTS**

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

| Prior Year<br>Actual | Current Year |        |          |
|----------------------|--------------|--------|----------|
|                      | Actual       | Budget | Variance |

**REVENUES:**

|              |              |              |              |           |                      |              |              |              |              |           |
|--------------|--------------|--------------|--------------|-----------|----------------------|--------------|--------------|--------------|--------------|-----------|
| \$2.2        | \$2.2        | \$2.1        | \$0.1        | 6%        | Passenger Fares      | \$6.8        | \$6.8        | \$6.3        | \$0.5        | 8%        |
| .0           | .0           | .0           | .0           |           | Other                | .0           | .0           | .0           | .0           |           |
| <b>\$2.2</b> | <b>\$2.2</b> | <b>\$2.1</b> | <b>\$0.1</b> | <b>6%</b> | <b>TOTAL REVENUE</b> | <b>\$6.8</b> | <b>\$6.8</b> | <b>\$6.3</b> | <b>\$0.5</b> | <b>8%</b> |

**EXPENSES:**

|               |               |               |              |           |                         |               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|-------------------------|---------------|---------------|---------------|--------------|-----------|
| \$1.4         | \$1.5         | \$1.6         | \$0.2        | 11%       | Salary/Wages            | \$4.3         | \$4.5         | \$5.0         | \$0.5        | 10%       |
| \$0.0         | 0.0           | 0.0           | 0.0          | 91%       | Overtime                | 0.0           | 0.0           | 0.1           | 0.1          | 86%       |
| 0.7           | 0.7           | 0.8           | 0.1          | 11%       | Fringe Benefits         | 2.1           | 2.0           | 2.3           | 0.3          | 12%       |
| 22.7          | 25.0          | 24.3          | (0.8)        | -3%       | Services                | 71.2          | 76.1          | 74.1          | (2.0)        | -3%       |
| 0.0           | 0.0           | 0.1           | 0.1          | 81%       | Supplies                | 0.1           | 0.1           | 0.4           | 0.3          | 73%       |
| 1.0           | 1.0           | 2.2           | 1.2          | 56%       | Fuel (Gas, Diesel, CNG) | 5.1           | 3.5           | 6.8           | 3.3          | 48%       |
| 0.0           | 0.0           | 0.0           | 0.0          | 85%       | Utilities & Propulsion  | 0.1           | 0.1           | 0.1           | 0.0          | 18%       |
| .3            | .3            | .4            | .1           | 18%       | Insurance/Other         | 1.0           | .9            | 1.1           | .2           | 18%       |
| <b>\$26.2</b> | <b>\$28.5</b> | <b>\$29.4</b> | <b>\$0.9</b> | <b>3%</b> | <b>TOTAL EXPENSE</b>    | <b>\$83.9</b> | <b>\$87.2</b> | <b>\$89.8</b> | <b>\$2.6</b> | <b>3%</b> |

|               |               |               |              |           |                |               |               |               |              |           |
|---------------|---------------|---------------|--------------|-----------|----------------|---------------|---------------|---------------|--------------|-----------|
| <b>\$24.0</b> | <b>\$26.3</b> | <b>\$27.4</b> | <b>\$1.1</b> | <b>4%</b> | <b>SUBSIDY</b> | <b>\$77.1</b> | <b>\$80.4</b> | <b>\$83.5</b> | <b>\$3.1</b> | <b>4%</b> |
|---------------|---------------|---------------|--------------|-----------|----------------|---------------|---------------|---------------|--------------|-----------|

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**8%**      **8%**      **7%**

**COST RECOVERY RATIO**

**8%**      **8%**      **7%**

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
FY2016 – Q3  
January – March 2016

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**Parking Facility Usage**

**WMATA PARKING FACILITY USAGE**  
**March-2016**

| STATION/LOT<br>REGION                | Lot Capacity  |               | Paid Utilization (% of Capacity) |               |            |               |
|--------------------------------------|---------------|---------------|----------------------------------|---------------|------------|---------------|
|                                      | Mar-16        | Mar-15        | March-2016                       | Y-T-D<br>FY16 | March-2015 | Y-T-D<br>FY15 |
| <b><u>MONTGOMERY COUNTY</u></b>      |               |               |                                  |               |            |               |
| Grosvenor                            | 1,894         | 1,894         | 99%                              | 96%           | 98%        | 96%           |
| White Flint                          | 1,270         | 1,270         | 67%                              | 66%           | 67%        | 62%           |
| Twinbrook                            | 1,097         | 1,097         | 63%                              | 59%           | 57%        | 59%           |
| Rockville                            | 524           | 524           | 105%                             | 100%          | 99%        | 101%          |
| Shady Grove                          | 5,745         | 5,745         | 87%                              | 81%           | 85%        | 84%           |
| Glenmont                             | 2,998         | 2,998         | 85%                              | 81%           | 82%        | 79%           |
| Wheaton                              | 977           | 977           | 28%                              | 25%           | 30%        | 29%           |
| Forest Glen                          | 596           | 596           | 97%                              | 94%           | 93%        | 95%           |
| <b>Montgomery County Total</b>       | <b>15,101</b> | <b>15,101</b> | <b>82%</b>                       | <b>78%</b>    | <b>80%</b> | <b>78%</b>    |
| <b><u>PRINCE GEORGE'S COUNTY</u></b> |               |               |                                  |               |            |               |
| New Carrollton                       | 3,519         | 3,519         | 78%                              | 75%           | 77%        | 80%           |
| Landover                             | 1,866         | 1,866         | 35%                              | 34%           | 37%        | 38%           |
| Cheverly                             | 500           | 500           | 74%                              | 73%           | 64%        | 79%           |
| Addison Road                         | 1,268         | 1,268         | 47%                              | 46%           | 50%        | 50%           |
| Capitol Heights                      | 372           | 372           | 84%                              | 79%           | 82%        | 79%           |
| Greenbelt                            | 3,399         | 3,399         | 78%                              | 72%           | 70%        | 71%           |
| College Park                         | 1,820         | 1,820         | 58%                              | 56%           | 45%        | 53%           |
| P.G. Plaza                           | 1,068         | 1,068         | 49%                              | 46%           | 43%        | 45%           |
| West Hyattsville                     | 453           | 453           | 90%                              | 84%           | 81%        | 83%           |
| Southern Avenue                      | 1,980         | 1,980         | 51%                              | 50%           | 49%        | 52%           |
| Naylor Road                          | 368           | 368           | 95%                              | 93%           | 89%        | 96%           |
| Suitland Garage                      | 1,890         | 1,890         | 64%                              | 60%           | 59%        | 60%           |
| Branch Avenue                        | 3,072         | 3,072         | 95%                              | 91%           | 90%        | 93%           |
| Morgan Blvd.                         | 608           | 608           | 86%                              | 90%           | 84%        | 87%           |
| Largo                                | 2,200         | 2,200         | 85%                              | 82%           | 83%        | 83%           |
| <b>Prince George's County Total</b>  | <b>24,383</b> | <b>24,383</b> | <b>71%</b>                       | <b>67%</b>    | <b>67%</b> | <b>69%</b>    |
| <b>Maryland Total</b>                | <b>39,484</b> | <b>39,484</b> | <b>75%</b>                       | <b>71%</b>    | <b>72%</b> | <b>73%</b>    |
| <b><u>DISTRICT OF COLUMBIA</u></b>   |               |               |                                  |               |            |               |
| Deanwood                             | 194           | 194           | 49%                              | 45%           | 48%        | 49%           |
| Minnesota Ave.                       | 333           | 333           | 123%                             | 115%          | 111%       | 103%          |
| Rhode Island Ave.                    | 221           | 221           | 108%                             | 103%          | 99%        | 100%          |
| Fort Totten                          | 408           | 408           | 118%                             | 113%          | 107%       | 109%          |
| Anacostia Garage                     | 808           | 808           | 39%                              | 40%           | 44%        | 45%           |
| <b>District of Columbia Total</b>    | <b>1,964</b>  | <b>1,964</b>  | <b>79%</b>                       | <b>75%</b>    | <b>75%</b> | <b>75%</b>    |
| <b><u>Northern Virginia</u></b>      |               |               |                                  |               |            |               |
| Huntington                           | 3,175         | 3,617         | 81%                              | 71%           | 70%        | 70%           |
| West Falls Church                    | 2,009         | 2,009         | 58%                              | 55%           | 63%        | 66%           |
| Dunn Loring                          | 1,326         | 1,326         | 82%                              | 77%           | 84%        | 85%           |
| Vienna                               | 5,169         | 5,169         | 84%                              | 79%           | 85%        | 88%           |
| Franconia                            | 5,069         | 5,069         | 72%                              | 68%           | 70%        | 70%           |
| Van Dorn                             | 361           | 361           | 111%                             | 107%          | 103%       | 107%          |
| East Falls Church                    | 422           | 422           | 122%                             | 115%          | 114%       | 116%          |
| Wiehle-Reston East                   | 2,300         | 2,300         | 94%                              | 88%           | 86%        | 76%           |
| <b>Northern Virginia Total</b>       | <b>19,831</b> | <b>20,273</b> | <b>80%</b>                       | <b>75%</b>    | <b>77%</b> | <b>78%</b>    |
| <b>System Total</b>                  | <b>61,279</b> | <b>61,721</b> | <b>77%</b>                       | <b>73%</b>    | <b>74%</b> | <b>74%</b>    |

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
FY2016 – Q3  
January – March 2016

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**Capital Expenditures**

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2016 - March 2016**  
Dollars in Thousands

| <b>Capital Improvement Program</b>                        | <b>Budget</b>          | <b>Obligated</b>   | <b>Expended</b>      | <b>Un-<br/>Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|---|------------------------|--------------------|----------------------|-------------------------|---------------------|-----------------|
| <b>Vehicles/ Vehicle Parts</b>                            |                        |                    |                      |                         |                     |                 |
| <b>Replacement of Rail Cars</b>                           |                        |                    |                      |                         |                     |                 |
| CIP0057 1000 Series Rail Car Replacement                  | \$126,890.8            | \$148,807.3        | \$59,305.6           | \$67,585.2              | 117.3%              | 46.7%           |
| CIP0059 2000/3000 Series Rail Car Replacement             | \$300.0                | \$100.0            | \$48.2               | \$251.8                 | 33.3%               | 16.1%           |
| CIP0060 4000 Series Rail Car Replacement                  | \$0.0                  | \$0.0              | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0068 Rail Car Acquisition (220 Railcars)               | \$53,033.0             | \$739.1            | \$50,642.4           | \$2,390.6               | 1.4%                | 95.5%           |
| Subtotal  | <b>\$180,223.8</b>     | <b>\$149,646.5</b> | <b>\$109,996.3</b>   | <b>\$70,227.5</b>       | <b>83.0%</b>        | <b>61.0%</b>    |
| <b>Replacement of Buses</b>                               |                        |                    |                      |                         |                     |                 |
| CIP0006 Bus Replacement                                   | \$125,370.2            | \$27,055.6         | \$95,804.2           | \$29,566.0              | 21.6%               | 76.4%           |
| Subtotal  | <b>\$125,370.2</b>     | <b>\$27,055.6</b>  | <b>\$95,804.2</b>    | <b>\$29,566.0</b>       | <b>21.6%</b>        | <b>76.4%</b>    |
| <b>Rehabilitation of Rail Cars</b>                        |                        |                    |                      |                         |                     |                 |
| CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation | \$393.8                | \$327.1            | (\$0.8) <sup>2</sup> | \$394.7                 | 83.0%               | -0.2%           |
| CIP0061 5000 Series Rail Car Mid-Life Rehabilitation      | \$0.0                  | \$0.0              | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0063 Railcar Rehabilitation Program                    | \$30,811.4             | \$101.2            | \$26,840.3           | \$3,971.1               | 0.3%                | 87.1%           |
| CIP0064 1000 Series Rail Car HVAC Rehabilitation          | \$0.0                  | \$0.0              | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0067 Rail Car Safety & Reliability Enhancements        | \$6,275.9              | \$4,695.1          | \$1,522.8            | \$4,753.2               | 74.8%               | 24.3%           |
| CIP0125 Rail Preventive Maintenance                       | \$0.0                  | \$0.0              | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0142 Rail Lifecycle Overhaul                           | \$20,549.9             | \$0.0              | \$20,549.9           | (\$0.0)                 | 0.0%                | 100.0%          |
| CIP0148 Repair of Damaged Railcars                        | \$3,704.4              | \$982.6            | \$376.9              | \$3,327.5               | 26.5%               | 10.2%           |
| Subtotal  | <b>\$61,735.4</b>      | <b>\$6,106.0</b>   | <b>\$49,289.0</b>    | <b>\$12,446.4</b>       | <b>9.9%</b>         | <b>79.8%</b>    |
| <b>Rehabilitation of Buses</b>                            |                        |                    |                      |                         |                     |                 |
| CIP0005 Bus Rehabilitation Program                        | \$40,291.4             | \$6,761.5          | \$28,414.9           | \$11,876.5              | 16.8%               | 70.5%           |
| CIP0008 Bus Repairables                                   | \$13,847.2             | \$2,042.3          | \$4,361.3            | \$9,485.9               | 14.7%               | 31.5%           |
| CIP0137 Bus Preventative Maintenance                      | \$0.0                  | \$0.0              | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0143 Bus Lifecycle Overhaul                            | \$9,492.5              | \$0.0              | \$9,492.4            | \$0.1                   | 0.0%                | 100.0%          |
| Subtotal  | <b>\$63,631.2</b>      | <b>\$8,803.8</b>   | <b>\$42,268.6</b>    | <b>\$21,362.6</b>       | <b>13.8%</b>        | <b>66.4%</b>    |
| <b>Replacement of MetroAccess Vehicles</b>                |                        |                    |                      |                         |                     |                 |
| CIP0015 MetroAccess Fleet Acquisition                     | \$14,449.5             | \$12,877.2         | \$1,360.8            | \$13,088.7              | 89.1%               | 9.4%            |
| Subtotal  | <b>\$14,449.5</b>      | <b>\$12,877.2</b>  | <b>\$1,360.8</b>     | <b>\$13,088.7</b>       | <b>89.1%</b>        | <b>9.4%</b>     |
| <b>Replacement of Service Vehicles</b>                    |                        |                    |                      |                         |                     |                 |
| CIP0009 Service Vehicle Replacement & Leasing             | \$8,510.6              | \$3,029.5          | \$5,106.8            | \$3,403.9               | 35.6%               | 60.0%           |
| Subtotal  | <b>\$8,510.6</b>       | <b>\$3,029.5</b>   | <b>\$5,106.8</b>     | <b>\$3,403.9</b>        | <b>35.6%</b>        | <b>60.0%</b>    |
| <b>Rail Car Fleet Expansion</b>                           |                        |                    |                      |                         |                     |                 |
| CIP0062 6000 Series Rail Car Procurement                  | (\$286.8) <sup>1</sup> | \$19.0             | \$73.9               | (\$360.7)               | -6.6%               | -25.8%          |
| Subtotal  | <b>(\$286.8)</b>       | <b>\$19.0</b>      | <b>\$73.9</b>        | <b>(\$360.7)</b>        | <b>-6.6%</b>        | <b>-25.8%</b>   |
| <b>Bus Fleet Expansion</b>                                |                        |                    |                      |                         |                     |                 |
| CIP0003 Bus Fleet Expansion                               | \$418.9                | \$0.0              | \$33.6               | \$385.3                 | 0.0%                | 8.0%            |
| Subtotal  | <b>\$418.9</b>         | <b>\$0.0</b>       | <b>\$33.6</b>        | <b>\$385.3</b>          | <b>0.0%</b>         | <b>8.0%</b>     |
| <b>Bus Enhancements</b>                                   |                        |                    |                      |                         |                     |                 |
| CIP0002 Automatic Vehicle Location Equipment Replacement  | \$1,959.8              | \$2,176.2          | \$205.2              | \$1,754.6               | 111.0%              | 10.5%           |
| CIP0007 Bus Camera Installation & Replacement             | \$2,420.2              | \$209.9            | \$83.8               | \$2,336.3               | 8.7%                | 3.5%            |
| Subtotal  | <b>\$4,380.0</b>       | <b>\$2,386.1</b>   | <b>\$289.1</b>       | <b>\$4,090.9</b>        | <b>54.5%</b>        | <b>6.6%</b>     |
| <b>Total Vehicles/ Vehicle Parts</b>                      | <b>\$458,432.9</b>     | <b>\$209,923.7</b> | <b>\$304,222.2</b>   | <b>\$154,210.7</b>      | <b>45.8%</b>        | <b>66.4%</b>    |

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2016 - March 2016**  
Dollars in Thousands

| <b>Capital Improvement Program</b>                                | <b>Budget</b>      | <b>Obligated</b>  | <b>Expended</b>   | <b>Un-<br/>Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|---|--------------------|-------------------|-------------------|-------------------------|---------------------|-----------------|
| <b>Rail System Infrastructure Rehabilitation</b>                  |                    |                   |                   |                         |                     |                 |
| Rail Line Segment Rehabilitation                                  |                    |                   |                   |                         |                     |                 |
| CIP0107 Red Line Rehabilitation Stage One                         | \$1,870.7          | \$873.9           | \$198.2           | \$1,672.5               | 46.7%               | 10.6%           |
| CIP0108 Red Line Rehabilitation Stage Two                         | \$3,255.3          | \$832.9           | \$1,428.5         | \$1,826.7               | 25.6%               | 43.9%           |
| CIP0110 Orange/Blue Line Rehabilitation Stage One                 | \$66,603.7         | \$24,065.5        | \$35,429.3        | \$31,174.4              | 36.1%               | 53.2%           |
| Subtotal  | <b>\$71,729.7</b>  | <b>\$25,772.2</b> | <b>\$37,056.0</b> | <b>\$34,673.7</b>       | <b>35.9%</b>        | <b>51.7%</b>    |
| <b>Rail System Safety Rehabilitation</b>                          |                    |                   |                   |                         |                     |                 |
| CIP0139 National Transportation Safety Board Recommendations      | \$35,602.2         | \$8,127.6         | \$18,281.3        | \$17,320.8              | 22.8%               | 51.3%           |
| Subtotal  | <b>\$35,602.2</b>  | <b>\$8,127.6</b>  | <b>\$18,281.3</b> | <b>\$17,320.8</b>       | <b>22.8%</b>        | <b>51.3%</b>    |
| <b>Total Rail System Infrastructure Rehabilitation</b>            | <b>\$107,331.8</b> | <b>\$33,899.8</b> | <b>\$55,337.3</b> | <b>\$51,994.5</b>       | <b>31.6%</b>        | <b>51.6%</b>    |
| <b>Maintenance Facilities</b>                                     |                    |                   |                   |                         |                     |                 |
| Rehabilitation and Replacement of Bus Garages                     |                    |                   |                   |                         |                     |                 |
| CIP0084 Southern Avenue Bus Garage Replacement                    | \$30,246.2         | \$20,089.1        | \$7,224.1         | \$23,022.1              | 66.4%               | 23.9%           |
| CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)     | \$30,826.3         | \$18,918.1        | \$8,682.7         | \$22,143.6              | 61.4%               | 28.2%           |
| CIP0086 Shepherd Parkway Bus Facility                             | \$740.0            | \$0.0             | \$0.0             | \$740.0                 | 0.0%                | 0.0%            |
| CIP0240 Bladensburg Garage  | \$0.0              | \$0.0             | \$0.0             | \$0.0                   | 0.0%                | 0.0%            |
| Subtotal  | <b>\$61,812.5</b>  | <b>\$39,007.2</b> | <b>\$15,906.8</b> | <b>\$45,905.7</b>       | <b>63.1%</b>        | <b>25.7%</b>    |
| <b>Maintenance of Bus Garages</b>                                 |                    |                   |                   |                         |                     |                 |
| CIP0119 Bus Garage Facility Repairs                               | \$12,561.3         | \$5,644.7         | \$4,790.9         | \$7,770.4               | 44.9%               | 38.1%           |
| Subtotal  | <b>\$12,561.3</b>  | <b>\$5,644.7</b>  | <b>\$4,790.9</b>  | <b>\$7,770.4</b>        | <b>44.9%</b>        | <b>38.1%</b>    |
| <b>Maintenance of Rail Yards</b>                                  |                    |                   |                   |                         |                     |                 |
| CIP0116 Rail Yard Facility Repairs                                | \$44,050.6         | \$19,658.8        | \$22,518.9        | \$21,531.7              | 44.6%               | 51.1%           |
| Subtotal  | <b>\$44,050.6</b>  | <b>\$19,658.8</b> | <b>\$22,518.9</b> | <b>\$21,531.7</b>       | <b>44.6%</b>        | <b>51.1%</b>    |
| <b>Rail Maintenance Facilities</b>                                |                    |                   |                   |                         |                     |                 |
| CIP0071 Test Track & Railcar Commissioning Facility               | \$10,540.4         | \$4,500.8         | \$6,056.7         | \$4,483.7               | 42.7%               | 57.5%           |
| CIP0201 8-car Train Facility Design                               | (\$111.5)          | \$25.8            | (\$1.3)           | (\$110.2)               | -23.1%              | 1.2%            |
| CIP0204 7000 Series Rail Car HVAC Maintenance Facility            | \$1,724.6          | \$1,478.0         | \$8.7             | \$1,715.9               | 85.7%               | 0.5%            |
| CIP0224 New Carrollton Yard Capacity Improvements                 | \$1,031.8          | \$264.8           | \$788.9           | \$242.8                 | 25.7%               | 76.5%           |
| CIP0225 Railcar Heavy Repair and Overhaul Facility                | \$391.5            | \$26.2            | \$307.4           | \$84.2                  | 6.7%                | 78.5%           |
| CIP0231 Relocation of Maintenance Departments from Rail Yards     | \$34,998.6         | \$69.9            | \$62.1            | \$34,936.4              | 0.2%                | 0.2%            |
| Subtotal  | <b>\$48,575.3</b>  | <b>\$6,365.5</b>  | <b>\$7,222.5</b>  | <b>\$41,352.8</b>       | <b>13.1%</b>        | <b>14.9%</b>    |
| <b>Environmental Compliance Projects</b>                          |                    |                   |                   |                         |                     |                 |
| CIP0010 Environmental Compliance Project                          | \$2,063.8          | \$525.8           | \$788.2           | \$1,275.6               | 25.5%               | 38.2%           |
| CIP0011 Underground Storage Tank Replacement                      | \$2,133.6          | \$947.4           | \$384.8           | \$1,748.8               | 44.4%               | 18.0%           |
| CIP0210 Pollution Prevention for Track Fueling Areas              | \$660.1            | \$268.4           | \$140.4           | \$519.8                 | 40.7%               | 21.3%           |
| CIP0211 Storm Water Facility Assessment                           | \$1,133.8          | \$50.1            | \$0.0             | \$1,133.8               | 4.4%                | 0.0%            |
| CIP0212 Sustainability Investments - Pilot Program                | \$1,290.6          | \$622.2           | \$644.5           | \$646.0                 | 48.2%               | 49.9%           |
| Subtotal  | <b>\$7,281.9</b>   | <b>\$2,414.0</b>  | <b>\$1,957.9</b>  | <b>\$5,324.0</b>        | <b>33.2%</b>        | <b>26.9%</b>    |
| <b>Maintenance Bus and Rail Facilities</b>                        |                    |                   |                   |                         |                     |                 |
| CIP0127 Support Equipment - MTPD                                  | \$1,695.1          | \$653.8           | \$823.7           | \$871.5                 | 38.6%               | 48.6%           |
| CIP0145 Rail Yard Hardening and Bus Security                      | \$4,020.6          | \$893.3           | \$1,824.4         | \$2,196.3               | 22.2%               | 45.4%           |
| CIP0155 Rehabilitation of Backlick Road Facility                  | \$2,313.0          | \$1,926.8         | \$144.4           | \$2,168.6               | 83.3%               | 6.2%            |
| CIP0213 8-Car Train Maintenance and Storage Facilities            | (\$381.8)          | \$205.3           | \$1.5             | (\$383.4)               | -53.8%              | -0.4%           |
| CIP0221 Bus Customer Facility Improvements                        | \$491.3            | \$349.9           | \$691.6           | (\$200.3)               | 71.2%               | 140.8%          |
| Subtotal  | <b>\$8,138.2</b>   | <b>\$4,029.1</b>  | <b>\$3,485.6</b>  | <b>\$4,652.7</b>        | <b>49.5%</b>        | <b>42.8%</b>    |
| <b>Expansion of Bus Garages</b>                                   |                    |                   |                   |                         |                     |                 |
| CIP0038 Future Bus Facilities                                     | (\$0.1)            | \$4.9             | \$0.0             | (\$0.1)                 | -4296.4%            | 0.0%            |
| CIP0078 Bladensburg Bus Facility Rehabilitation & Reconfiguration | \$5,244.4          | \$1,350.9         | \$1,246.8         | \$3,997.6               | 25.8%               | 23.8%           |
| Subtotal  | <b>\$5,244.3</b>   | <b>\$1,355.8</b>  | <b>\$1,246.8</b>  | <b>\$3,997.5</b>        | <b>25.9%</b>        | <b>23.8%</b>    |
| <b>Total Maintenance Facilities</b>                               | <b>\$187,664.1</b> | <b>\$78,475.0</b> | <b>\$57,129.3</b> | <b>\$130,534.8</b>      | <b>41.8%</b>        | <b>30.4%</b>    |

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| Capital Improvement Program   | Budget                 | Obligated         | Expended          | Un-Expended          | Obligation % | Expend %     |
|---|------------------------|-------------------|-------------------|----------------------|--------------|--------------|
| <b>Systems and Technology</b>   |                        |                   |                   |                      |              |              |
| <b>Power System Replacement/Upgrades - Rail</b>                         |                        |                   |                   |                      |              |              |
| CIP0076 Rail Power System Upgrades                                      | \$42,051.5             | \$20,162.6        | \$14,421.4        | \$27,630.1           | 47.9%        | 34.3%        |
| CIP0077 8-Car Train Power Upgrades                                      | \$0.0                  | \$0.0             | \$0.0             | \$0.0                | 0.0%         | 0.0%         |
| CIP0223 8-Car Train Power Cable Upgrades                                | \$7,463.0              | \$3,015.5         | \$3,358.1         | \$4,104.9            | 40.4%        | 45.0%        |
| CIP0232 Automatic Train Control System Upgrades                         | \$463.0                | \$254.0           | \$394.0           | \$69.0               | 54.9%        | 85.1%        |
| CIP0251 Automatic Train Control State of Good Repair                    | \$9,377.0              | \$1,089.6         | \$5,330.6         | \$4,046.4            | 11.6%        | 56.8%        |
| CIP0252 AC Power Systems State of Good Repair                           | \$0.0                  | \$0.0             | \$0.0             | \$0.0                | 0.0%         | 0.0%         |
| CIP0253 Traction Power State of Good Operations                         | \$16,235.0             | \$2,292.4         | \$3,811.6         | \$12,423.4           | 14.1%        | 23.5%        |
| <b>Subtotal</b>   | <b>\$75,589.5</b>      | <b>\$26,814.1</b> | <b>\$27,315.8</b> | <b>\$48,273.7</b>    | <b>35.5%</b> | <b>36.1%</b> |
| <b>Operations Support Software</b>                                      |                        |                   |                   |                      |              |              |
| CIP0042 Bus & Rail Asset Management Software                            | \$3,619.7              | \$1,507.7         | \$1,772.4         | \$1,847.3            | 41.7%        | 49.0%        |
| CIP0043 Bus Operations Support Software                                 | \$1,013.3              | \$265.7           | \$625.7           | \$387.6              | 26.2%        | 61.8%        |
| CIP0044 IT Capital Program Business Process Reeng'g and Program Support | \$6,728.5              | \$2,917.8         | \$3,736.7         | \$2,991.8            | 43.4%        | 55.5%        |
| CIP0045 Data Centers and Infrastructures                                | \$5,382.1              | \$3,430.4         | \$1,731.0         | \$3,651.1            | 63.7%        | 32.2%        |
| CIP0047 Enterprise Geographic Information System                        | \$800.0                | \$226.0           | \$596.1           | \$203.9              | 28.3%        | 74.5%        |
| CIP0051 Police Dispatch and Records Management                          | \$2,630.4              | \$922.3           | \$1,560.1         | \$1,070.3            | 35.1%        | 59.3%        |
| CIP0052 Network and Communications                                      | \$3,101.4              | \$1,793.7         | \$1,188.4         | \$1,912.9            | 57.8%        | 38.3%        |
| CIP0053 Metro Enterprise Monitoring Center (MEMC)                       | (\$415.8) <sup>1</sup> | \$502.7           | \$389.2           | (\$805.0)            | -120.9%      | -93.6%       |
| CIP0056 Rail Operations Support Software                                | \$1,732.6              | \$609.5           | \$1,147.2         | \$585.4              | 35.2%        | 66.2%        |
| CIP0128 Data Governance and Business Intelligence                       | \$1,226.5              | \$105.2           | \$746.3           | \$480.2              | 8.6%         | 60.8%        |
| CIP0140 Rail Mileage Based Asset Management                             | \$295.8                | \$70.1            | \$173.8           | \$121.9 <sup>1</sup> | 23.7%        | 58.8%        |
| CIP0144 Bus Operations Control Center                                   | \$0.0                  | \$0.0             | \$0.0             | \$0.0                | 0.0%         | 0.0%         |
| CIP0149 Transit Asset Management System                                 | \$3,127.9 <sup>1</sup> | \$786.9           | \$2.2             | \$3,125.7            | 25.2%        | 0.1%         |
| CIP0215 Rail Scheduling System Upgrade                                  | \$2,294.2              | \$1,380.4         | \$665.0           | \$1,629.2            | 60.2%        | 29.0%        |
| <b>Subtotal</b>   | <b>\$31,536.5</b>      | <b>\$14,518.4</b> | <b>\$14,334.3</b> | <b>\$17,202.2</b>    | <b>46.0%</b> | <b>45.5%</b> |
| <b>Business Support Software &amp; Equipment</b>                        |                        |                   |                   |                      |              |              |
| CIP0030 Currency Processing Machines                                    | \$680.0                | \$0.0             | \$468.4           | \$211.6              | 0.0%         | 68.9%        |
| CIP0046 Document Management System                                      | \$1,739.7              | \$461.3           | \$1,394.9         | \$344.8              | 26.5%        | 80.2%        |
| CIP0048 Sensitive Data Protection Technology                            | \$2,287.9              | \$209.9           | \$667.8           | \$1,620.1            | 9.2%         | 29.2%        |
| CIP0049 Management Support Software                                     | \$21,812.1             | \$10,595.9        | \$10,235.0        | \$11,577.1           | 48.6%        | 46.9%        |
| CIP0050 Metro IT One Stop and Office Automation                         | \$493.3                | \$109.7           | \$305.4           | \$187.9              | 22.2%        | 61.9%        |
| CIP0054 Customer Electronic Communications & Outreach                   | \$1,238.2              | \$433.7           | \$867.7           | \$370.5              | 35.0%        | 70.1%        |
| CIP0103 Police Portable Radio Replacement                               | \$833.7                | \$734.8           | \$47.4            | \$786.4              | 88.1%        | 5.7%         |
| CIP0147 FBI National Electronic Countermeasures Program                 | \$0.0                  | \$0.0             | \$0.0             | \$0.0                | 0.0%         | 0.0%         |
| CIP0195 Radio Project - Additional Coverage                             | \$507.5                | \$144.0           | \$208.9           | \$298.6              | 28.4%        | 41.2%        |
| CIP0196 Safety Measurement System                                       | \$3,007.8              | \$1,783.3         | \$1,245.9         | \$1,761.9            | 59.3%        | 41.4%        |
| CIP0202 Non-Revenue Vehicle Management System                           | \$687.1                | \$341.2           | \$335.1           | \$352.0              | 49.7%        | 48.8%        |
| CIP0230 Wireless Communication Infrastructure                           | \$2,404.8              | \$585.4           | \$1,591.2         | \$813.6              | 24.3%        | 66.2%        |
| <b>Subtotal</b>   | <b>\$35,692.1</b>      | <b>\$15,399.2</b> | <b>\$17,367.6</b> | <b>\$18,324.5</b>    | <b>43.1%</b> | <b>48.7%</b> |
| <b>Rail Fare Equipment</b>  |                        |                   |                   |                      |              |              |
| CIP0031 Debit/Credit Processing Requirements                            | \$390.7                | \$9.8             | \$0.4             | \$390.3              | 2.5%         | 0.1%         |
| CIP0092 Ethernet Wiring for Rail Fare Machines                          | (\$63.3) <sup>1</sup>  | (\$0.0)           | \$0.0             | (\$63.3)             | 0.0%         | 0.0%         |
| CIP0093 Integrating regional NEXTFARE System                            | \$1,113.4              | \$49.6            | \$373.5           | \$739.9              | 4.5%         | 33.5%        |
| CIP0094 Coin Collection Machines Improvements                           | \$14.1                 | (\$0.0)           | \$0.0             | \$14.1               | 0.0%         | 0.0%         |
| CIP0097 New Electronic Payments Program                                 | \$38,945.7             | \$4,308.4         | \$30,483.1        | \$8,462.6            | 11.1%        | 78.3%        |
| <b>Subtotal</b>   | <b>\$40,400.6</b>      | <b>\$4,367.9</b>  | <b>\$30,857.0</b> | <b>\$9,543.6</b>     | <b>10.8%</b> | <b>76.4%</b> |
| <b>Total Systems and Technology</b>                                     | <b>\$183,218.6</b>     | <b>\$61,099.6</b> | <b>\$89,874.7</b> | <b>\$93,344.0</b>    | <b>33.3%</b> | <b>49.1%</b> |

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| <b>Capital Improvement Program</b>   | <b>Budget</b>         | <b>Obligated</b>  | <b>Expended</b>      | <b>Un-<br/>Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|--|-----------------------|-------------------|----------------------|-------------------------|---------------------|-----------------|
| <b>Track and Structures</b>  |                       |                   |                      |                         |                     |                 |
| <b>Track Rehabilitation</b>  |                       |                   |                      |                         |                     |                 |
| CIP0018 Track Welding Program  | \$6,905.6             | \$2,715.7         | \$2,348.6            | \$4,557.0               | 39.3%               | 34.0%           |
| CIP0019 Track Floating Slab Rehabilitation                                     | (\$28.9) <sup>1</sup> | \$0.0             | \$33.4               | (\$62.3)                | 0.0%                | -115.9%         |
| CIP0021 Track Grout Pad Rehabilitation   | \$3,370.2             | \$29.4            | \$2,358.2            | \$1,012.0               | 0.9%                | 70.0%           |
| CIP0022 Track Structural Rehabilitation  | \$2,274.9             | \$79.3            | \$1,634.2            | \$640.7                 | 3.5%                | 71.8%           |
| CIP0023 Third Rail Rehabilitation and Replacement                              | \$6,635.1             | \$1,662.6         | \$1,697.6            | \$4,937.4               | 25.1%               | 25.6%           |
| CIP0024 Track Rehabilitation   | \$53,734.5            | \$12,083.7        | \$35,885.6           | \$17,849.0              | 22.5%               | 66.8%           |
| CIP0089 Track Fasteners  | \$0.0                 | \$0.0             | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0141 Cheverly Abutment  | \$0.0                 | \$40.2            | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0146 Switch Replacement Program   | \$0.0                 | \$0.0             | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0205 Bush Hill Aerial Structure Rehabilitation                              | \$1,602.0             | \$135.2           | \$173.1              | \$1,428.9               | 8.4%                | 10.8%           |
| Subtotal   | <b>\$74,493.4</b>     | <b>\$16,746.2</b> | <b>\$44,130.7</b>    | <b>\$30,362.7</b>       | <b>22.5%</b>        | <b>59.2%</b>    |
| <b>Station/Tunnel Rehabilitation</b>   |                       |                   |                      |                         |                     |                 |
| CIP0026 Station/Tunnel Leak Mitigation   | \$6,416.0             | \$15.2            | \$3,372.1            | \$3,043.9               | 0.2%                | 52.6%           |
| Subtotal   | <b>\$6,416.0</b>      | <b>\$15.2</b>     | <b>\$3,372.1</b>     | <b>\$3,043.9</b>        | <b>0.2%</b>         | <b>52.6%</b>    |
| <b>Total Track and Structures</b>  | <b>\$80,909.4</b>     | <b>\$16,761.3</b> | <b>\$47,502.8</b>    | <b>\$33,406.6</b>       | <b>20.7%</b>        | <b>58.7%</b>    |
| <b>Passenger Facilities</b>  |                       |                   |                      |                         |                     |                 |
| <b>Elevator/Escalator Facilities</b>   |                       |                   |                      |                         |                     |                 |
| CIP0072 Elevator Rehabilitation  | \$8,091.5             | \$878.0           | \$7,064.0            | \$1,027.5               | 10.9%               | 87.3%           |
| CIP0073 Escalator Rehabilitation   | \$9,761.0             | \$901.3           | \$8,607.3            | \$1,153.7               | 9.2%                | 88.2%           |
| CIP0132 Elevator/Escalator Repairables   | \$7,955.1             | \$3,034.0         | \$2,077.8            | \$5,877.3               | 38.1%               | 26.1%           |
| CIP0185 Escalator Replacement  | \$27,266.4            | \$3,608.6         | \$23,117.2           | \$4,149.2               | 13.2%               | 84.8%           |
| Subtotal   | <b>\$53,074.0</b>     | <b>\$8,421.9</b>  | <b>\$40,866.4</b>    | <b>\$12,207.6</b>       | <b>15.9%</b>        | <b>77.0%</b>    |
| <b>Maintenance of Rail Station Facilities</b>                                  |                       |                   |                      |                         |                     |                 |
| CIP0087 Station Rehabilitation Program   | \$11,980.3            | \$0.1             | \$7,001.4            | \$4,979.0               | 0.0%                | 58.4%           |
| CIP0138 System-wide Infrastructure Rehabilitation                              | \$7,899.8             | \$5,024.1         | \$2,740.3            | \$5,159.6               | 63.6%               | 34.7%           |
| CIP0150 Fire Systems   | \$7,146.5             | \$2,026.7         | \$4,563.8            | \$2,582.7               | 28.4%               | 63.9%           |
| CIP0151 Station Cooling Program  | \$6,735.1             | \$1,224.3         | \$4,483.0            | \$2,252.1               | 18.2%               | 66.6%           |
| CIP0152 Parking Garage Rehabilitation  | \$5,051.0             | \$1,877.2         | \$3,059.6            | \$1,991.4               | 37.2%               | 60.6%           |
| CIP0153 Accessible Station Signage   | \$192.5               | \$0.0             | \$7.9                | \$184.6                 | 0.0%                | 4.1%            |
| CIP0199 Station & Right-of-Way Improvements                                    | \$69.3                | \$20.3            | \$0.5                | \$68.8                  | 29.3%               | 0.7%            |
| CIP0216 Farragut North Beam Rehabilitation                                     | \$1,812.9             | \$291.5           | \$219.5              | \$1,593.4               | 16.1%               | 12.1%           |
| CIP0241 Raising Vent Shafts Vicinity Federal Triangle & Protecting System Core | \$3,446.4             | \$558.1           | \$626.5              | \$2,819.9               | 16.2%               | 18.2%           |
| CIP0242 Improving Drainage   | \$2,000.0             | \$1,029.5         | \$28.9               | \$1,971.1               | 51.5%               | 1.4%            |
| Subtotal   | <b>\$46,333.9</b>     | <b>\$12,063.7</b> | <b>\$22,731.4</b>    | <b>\$23,602.5</b>       | <b>26.0%</b>        | <b>49.1%</b>    |
| <b>Bicycle &amp; Pedestrian Facilities</b>                                     |                       |                   |                      |                         |                     |                 |
| CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements                 | \$1,736.3             | \$1,174.0         | \$392.9 <sup>2</sup> | \$1,343.4               | 67.6%               | 22.6%           |
| Subtotal   | <b>\$1,736.3</b>      | <b>\$1,174.0</b>  | <b>\$392.9</b>       | <b>\$1,343.4</b>        | <b>67.6%</b>        | <b>22.6%</b>    |
| <b>Rail Station: Capacity/Enhancements</b>                                     |                       |                   |                      |                         |                     |                 |
| CIP0017 Station Platform Safety Improvement (Truncated Domes)                  | \$1,191.6             | \$98.6            | \$229.8              | \$961.8                 | 8.3%                | 19.3%           |
| CIP0039 Core & System Capacity Project Development                             | \$1,938.4             | \$810.8           | \$1,084.6            | \$853.8                 | 41.8%               | 56.0%           |
| CIP0074 Installation of Parking Lot Credit Card Readers - Parking Automation   | \$0.0                 | \$0.0             | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0088 Station Entrance Canopies  | \$5,553.0             | \$2,886.5         | \$723.2              | \$4,829.8               | 52.0%               | 13.0%           |
| CIP0178 Union Station Access & Capacity Improvements                           | \$0.0                 | \$0.0             | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0179 Gallery Place Access & Capacity Improvements                           | \$0.0                 | \$0.0             | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0218 Station Upgrades   | \$5.4                 | (\$0.0)           | \$8.1                | (\$2.7) <sup>1</sup>    | 0.0%                | 150.0%          |
| CIP0219 Station Lighting Improvements  | \$3,156.4             | \$1,311.4         | \$650.6              | \$2,505.8               | 41.5%               | 20.6%           |
| Subtotal   | <b>\$11,844.8</b>     | <b>\$5,107.4</b>  | <b>\$2,696.4</b>     | <b>\$9,148.4</b>        | <b>43.1%</b>        | <b>22.8%</b>    |

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| <b>Capital Improvement Program</b>                               | <b>Budget</b>          | <b>Obligated</b>  | <b>Expended</b>      | <b>Un-<br/>Expended</b> | <b>Obligation %</b> | <b>Expend %</b> |
|--|------------------------|-------------------|----------------------|-------------------------|---------------------|-----------------|
| <b>Bus Priority Corridor Improvements</b>                        |                        |                   |                      |                         |                     |                 |
| CIP0037 Bus Priority Corridor & Network                          | \$16,081.7             | \$5,933.2         | \$8,766.9            | \$7,314.8               | 36.9%               | 54.5%           |
| Subtotal   | <b>\$16,081.7</b>      | <b>\$5,933.2</b>  | <b>\$8,766.9</b>     | <b>\$7,314.8</b>        | <b>36.9%</b>        | <b>54.5%</b>    |
| <b>Rail Station Equipment</b>                                    |                        |                   |                      |                         |                     |                 |
| CIP0099 Police Emergency Management Equipment                    | \$286.3                | \$0.0             | \$267.9              | \$18.4                  | 0.0%                | 93.6%           |
| Subtotal   | <b>\$286.3</b>         | <b>\$0.0</b>      | <b>\$267.9</b>       | <b>\$18.4</b>           | <b>0.0%</b>         | <b>93.6%</b>    |
| <b>Total Passenger Facilities</b>                                | <b>\$129,357.0</b>     | <b>\$32,700.1</b> | <b>\$75,721.8</b>    | <b>\$53,635.2</b>       | <b>25.3%</b>        | <b>58.5%</b>    |
| <b>Maintenance Equipment</b>                                     |                        |                   |                      |                         |                     |                 |
| <b>Rail Maintenance Equipment</b>                                |                        |                   |                      |                         |                     |                 |
| CIP0020 Replacement of Rail Track Signage                        | \$1,497.7              | \$2.1             | \$423.1              | \$1,074.6               | 0.1%                | 28.2%           |
| CIP0025 Track Maintenance Equipment                              | \$1,946.2              | \$1,220.2         | \$411.8              | \$1,534.4               | 62.7%               | 21.2%           |
| CIP0027 Switch Machine Rehabilitation Project                    | (\$31.0) <sup>1</sup>  | \$42.1            | \$105.9              | (\$136.9)               | -135.9%             | -341.3%         |
| CIP0065 Geometry Vehicle   | \$48.4                 | \$65.9            | (\$0.4) <sup>2</sup> | \$48.8                  | 136.3%              | -0.8%           |
| CIP0066 Rail Shop Repair Equipment                               | \$2,636.0              | \$1,068.5         | \$542.4              | \$2,093.6               | 40.5%               | 20.6%           |
| CIP0133 Wayside Work Equipment                                   | \$1,620.7              | \$383.6           | \$886.1              | \$734.6                 | 23.7%               | 54.7%           |
| CIP0135 Train Control Signal and Traction Power System Interface | \$979.4                | \$345.4           | \$4.2                | \$975.2                 | 35.3%               | 0.4%            |
| CIP0136 Radio Infrastructure Replacement - T-Band Relocation     | \$10,069.5             | \$5,081.0         | \$4,475.3            | \$5,594.2               | 50.5%               | 44.4%           |
| CIP0222 Rail Operations Upgrade                                  | (\$197.0) <sup>1</sup> | \$229.0           | \$434.2              | (\$631.2)               | -116.2%             | -220.4%         |
| Subtotal   | <b>\$18,569.9</b>      | <b>\$8,437.8</b>  | <b>\$7,282.6</b>     | <b>\$11,287.4</b>       | <b>45.4%</b>        | <b>39.2%</b>    |
| <b>Bus Repair Equipment</b>                                      |                        |                   |                      |                         |                     |                 |
| CIP0004 Bus Repair Equipment                                     | \$6,197.5              | \$2,398.2         | \$3,120.5            | \$3,077.0               | 38.7%               | 50.4%           |
| Subtotal   | <b>\$6,197.5</b>       | <b>\$2,398.2</b>  | <b>\$3,120.5</b>     | <b>\$3,077.0</b>        | <b>38.7%</b>        | <b>50.4%</b>    |
| <b>Business Facilities Equipment</b>                             |                        |                   |                      |                         |                     |                 |
| CIP0028 Materials Handling Equipment                             | \$193.2                | \$169.6           | \$2.5                | \$190.7                 | 87.8%               | 1.3%            |
| CIP0029 Warehouse Vertical Storage Unit                          | (\$420.6) <sup>1</sup> | (\$0.0)           | \$0.0                | (\$420.6)               | 0.0%                | 0.0%            |
| Subtotal   | <b>(\$227.4)</b>       | <b>\$169.6</b>    | <b>\$2.5</b>         | <b>(\$229.9)</b>        | <b>-74.6%</b>       | <b>-1.1%</b>    |
| <b>Total Maintenance Equipment</b>                               | <b>\$24,540.0</b>      | <b>\$11,005.5</b> | <b>\$10,405.5</b>    | <b>\$14,134.4</b>       | <b>44.8%</b>        | <b>42.4%</b>    |
| <b>Other Facilities</b>  |                        |                   |                      |                         |                     |                 |
| <b>Business Support Facilities</b>                               |                        |                   |                      |                         |                     |                 |
| CIP0033 Revenue Facility Equipment                               | \$1,700.2              | \$269.4           | \$1,333.1            | \$367.2                 | 15.8%               | 78.4%           |
| CIP0034 Revenue Collection Facility                              | \$837.1                | \$51.5            | \$39.2               | \$797.9                 | 6.1%                | 4.7%            |
| CIP0080 Building Infrastructure & Systems Renewal                | \$2,710.8              | \$973.4           | \$1,558.1            | \$1,152.8               | 35.9%               | 57.5%           |
| CIP0170 Roof Rehabilitation and Replacement                      | \$606.7                | \$8.4             | \$664.0              | (\$57.3) <sup>1</sup>   | 1.4%                | 109.4%          |
| CIP0197 Rehabilitation of Non-Revenue Facilities                 | \$1,461.2              | \$309.6           | \$341.3              | \$1,119.9               | 21.2%               | 23.4%           |
| CIP0206 Carmen Turner Facility Electrical Distribution Upgrade   | \$3,478.6              | \$227.8           | \$2,978.3            | \$500.3                 | 6.5%                | 85.6%           |
| Subtotal   | <b>\$10,794.7</b>      | <b>\$1,840.1</b>  | <b>\$6,913.9</b>     | <b>\$3,880.7</b>        | <b>17.0%</b>        | <b>64.0%</b>    |
| <b>MTPD Support Facilities</b>                                   |                        |                   |                      |                         |                     |                 |
| CIP0101 Police Substation- New District 2/Training Facility      | \$2,678.0              | \$858.2           | \$668.0              | \$2,010.0               | 32.0%               | 24.9%           |
| CIP0102 Police Substation (Northern Virginia)                    | \$0.0                  | \$0.0             | \$0.0                | \$0.0                   | 0.0%                | 0.0%            |
| CIP0106 Special Operations Division Facility                     | \$1,928.2              | \$707.6           | \$1,073.0            | \$855.2                 | 36.7%               | 55.6%           |
| Subtotal   | <b>\$4,606.2</b>       | <b>\$1,565.8</b>  | <b>\$1,741.0</b>     | <b>\$2,865.2</b>        | <b>34.0%</b>        | <b>37.8%</b>    |
| <b>Other</b>   |                        |                   |                      |                         |                     |                 |
| CIP0247 Emergency Construction                                   | \$1,200.0              | \$0.0             | \$16.1               | \$1,183.9               | 0.0%                | 1.3%            |
| Subtotal   | <b>\$1,200.0</b>       | <b>\$0.0</b>      | <b>\$16.1</b>        | <b>\$1,183.9</b>        | <b>0.0%</b>         | <b>1.3%</b>     |
| <b>Total Other Facilities</b>                                    | <b>\$16,600.9</b>      | <b>\$3,405.9</b>  | <b>\$8,671.1</b>     | <b>\$7,929.9</b>        | <b>20.5%</b>        | <b>52.2%</b>    |
| <b>Project Management and Support</b>                            |                        |                   |                      |                         |                     |                 |
| <b>Credit Facility</b>   |                        |                   |                      |                         |                     |                 |
| CIP0131 Credit Facility  | \$4,116.4              | \$0.0             | \$2,357.1            | \$1,759.3               | 0.0%                | 57.3%           |
| Subtotal   | <b>\$4,116.4</b>       | <b>\$0.0</b>      | <b>\$2,357.1</b>     | <b>\$1,759.3</b>        | <b>0.0%</b>         | <b>57.3%</b>    |

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal Year 2016 - March 2016**  
Dollars in Thousands

| <b>Capital Improvement Program</b>  | <b>Budget</b>        | <b>Obligated</b>   | <b>Expended</b>    | <b>Un-<br/>Expended</b>  | <b>Obligation %</b> | <b>Expend %</b> |
|---|----------------------|--------------------|--------------------|--------------------------|---------------------|-----------------|
| <b>Planning</b>   |                      |                    |                    |                          |                     |                 |
| CIP0220 Bus Planning  | \$666.2              | \$381.5            | \$199.0            | \$467.3                  | 57.3%               | 29.9%           |
| Subtotal  | <b>\$666.2</b>       | <b>\$381.5</b>     | <b>\$199.0</b>     | <b>\$467.3</b>           | <b>57.3%</b>        | <b>29.9%</b>    |
| <b>Project Management and Other</b>                                       |                      |                    |                    |                          |                     |                 |
| CIP0126 Financial Planning, Project Admin., & System Wide Infra. Upgrades | \$12,570.2           | \$3,862.2          | \$15,069.8         | (\$2,499.7) <sup>1</sup> | 30.7%               | 119.9%          |
| CIP0246 General Engineering   | \$1,550.0            | \$1,150.2          | \$232.0            | \$1,318.0                | 74.2%               | 15.0%           |
| Subtotal  | <b>\$14,120.2</b>    | <b>\$5,012.4</b>   | <b>\$15,301.8</b>  | <b>(\$1,181.7)</b>       | <b>35.5%</b>        | <b>108.4%</b>   |
| <b>Total Project Management and Support</b>                               | <b>\$18,902.8</b>    | <b>\$5,393.9</b>   | <b>\$17,857.9</b>  | <b>\$1,044.9</b>         | <b>28.5%</b>        | <b>94.5%</b>    |
| <b>Grand Total - Capital Improvement Program</b>                          | <b>\$1,206,957.5</b> | <b>\$452,664.9</b> | <b>\$666,722.7</b> | <b>\$540,234.8</b>       | <b>37.5%</b>        | <b>55.2%</b>    |

Notes

1) Budget reprogramming adjustments pending

2) Negative Expended amounts are due to accruals made in FY2015 that reversed in FY2016, resulting in a credit balance in projects where insufficient invoices were processed to date to offset the credit.

Definitions

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

**Obligated:** The portion of the current fiscal year's budget committed for payment against awarded contracts.

**Expended:** The actual expenses paid or accrued to date in the current fiscal year.

**Unexpended:** The difference between Budgeted and Expended amounts to date in the current fiscal year.

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

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2016<sup>1</sup> - March 2016**  
Dollars in Thousands

| <b>Reimbursable Projects</b>       |  | <b>Budget</b>    | <b>Prior Year Expended</b> | <b>FY16 Expended</b> | <b>Total Expended</b> | <b>Un-Expended</b> | <b>Expend %</b> |
|------------------------------------|--|------------------|----------------------------|----------------------|-----------------------|--------------------|-----------------|
| <b><u>District of Columbia</u></b> |  |                  |                            |                      |                       |                    |                 |
| CRB0002                            | DC Downtown Circulator Buses                 | \$36,513         | \$30,099                   | \$37                 | \$30,136              | \$6,377            | 82.5%           |
| CRB0004                            | Southeast Bus Garage Replacement             | 67,531           | 21,214                     | 39                   | 21,252                | 46,278             | 31.5%           |
| CRB0005                            | Project Development                          | 16,281           | 11,318                     | 1,023                | 12,341                | 3,939              | 75.8%           |
| CRB0129                            | Congress Heights Station Reconfiguration     | 303              |                            | 207                  | 207                   | 96                 | 68.2%           |
|                                    | 17 Inactive/Completed Projects               | \$189,338        | \$183,430                  |                      | \$183,430             | \$5,908            | 96.9%           |
|                                    | <b>District of Columbia Total</b>            | <b>\$327,926</b> | <b>\$263,524</b>           | <b>\$1,491</b>       | <b>\$265,015</b>      | <b>\$62,910</b>    | <b>80.8%</b>    |
| <b><u>Maryland</u></b>             |  |                  |                            |                      |                       |                    |                 |
| <b>Montgomery County</b>           |  |                  |                            |                      |                       |                    |                 |
|                                    | 8 Inactive/Completed Projects                | \$57,969         | \$50,177                   | \$11                 | \$50,189              | \$7,780            | 86.6%           |
|                                    | Subtotal                                     | \$57,969         | \$50,177                   | \$11                 | \$50,189              | \$7,780            | 86.6%           |
| <b>Prince George's County</b>      |  |                  |                            |                      |                       |                    |                 |
|                                    | 3 Inactive/Completed Projects                | \$95,319         | \$93,617                   |                      | \$93,617              | \$1,702            | 98.2%           |
|                                    | Subtotal                                     | \$95,319         | \$93,617                   |                      | \$93,617              | \$1,702            | 98.2%           |
| <b>Maryland-wide</b>               |  |                  |                            |                      |                       |                    |                 |
| CRB0009                            | Project Development                          | \$14,773         | \$9,596                    | \$599                | \$10,195              | \$4,577            | 69.0%           |
| CRB0127                            | Purple Line                                  | 4,772            |                            | 472                  | 472                   | 4,300              | 9.9%            |
|                                    | 4 Inactive/Completed Projects                | \$480,902        | \$477,863                  |                      | \$477,863             | \$3,039            | 99.4%           |
|                                    | Subtotal                                     | \$500,446        | \$487,460                  | \$1,071              | \$488,530             | \$11,916           | 97.6%           |
|                                    | <b>Maryland Total</b>                        | <b>\$653,734</b> | <b>\$631,253</b>           | <b>\$1,082</b>       | <b>\$632,336</b>      | <b>\$21,398</b>    | <b>96.7%</b>    |
| <b><u>Virginia</u></b>             |  |                  |                            |                      |                       |                    |                 |
| <b>Alexandria</b>                  |  |                  |                            |                      |                       |                    |                 |
| CRB0012                            | King Street Station Bus Loop Reconfiguration | \$4,200          | \$1,024                    | \$194                | \$1,218               | \$2,982            | 29.0%           |
| CRB0013                            | Potomac Yard Alt. Analysis                   | 11,000           | 3,257                      | 386                  | 3,643                 | 7,357              | 33.1%           |
|                                    | 6 Inactive/Completed Projects                | \$23,128         | \$20,330                   |                      | \$20,330              | \$2,798            | 87.9%           |
|                                    | Subtotal                                     | \$38,328         | \$24,611                   | \$581                | \$25,191              | \$13,137           | 65.7%           |
| <b>Arlington County</b>            |  |                  |                            |                      |                       |                    |                 |
| CRB0025                            | Ballston Station Improvements                | \$14,763         | \$14,722                   | \$32                 | \$14,753              | \$10               | 99.9%           |
|                                    | 8 Inactive/Completed Projects                | \$22,313         | \$17,321                   | \$0                  | \$17,322              | \$4,991            | 77.6%           |
|                                    | Subtotal                                     | \$37,076         | \$32,043                   | \$32                 | \$32,075              | \$5,001            | 86.5%           |

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**Fiscal Year 2016<sup>1</sup> - March 2016**  
Dollars in Thousands

| Reimbursable Projects                           | Budget             | Prior Year<br>Expended | FY16<br>Expended | Total<br>Expended  | Un-<br>Expended    | Expend<br>%  |
|---|--------------------|------------------------|------------------|--------------------|--------------------|--------------|
| <b>City of Fairfax</b>                          |                    |                        |                  |                    |                    |              |
| None  |                    |                        |                  |                    |                    |              |
| <b>Fairfax County</b>                           |                    |                        |                  |                    |                    |              |
| 9 Inactive/Completed Projects                   | \$83,359           | \$79,738               |                  | \$79,738           | \$3,621            | 95.7%        |
| Subtotal  | \$83,359           | \$79,738               |                  | \$79,738           | \$3,621            | 95.7%        |
| <b>Falls Church</b>                             |                    |                        |                  |                    |                    |              |
| None  |                    |                        |                  |                    |                    |              |
| <b>Virginia-wide</b>                            |                    |                        |                  |                    |                    |              |
| CRB0018 Project Development                     | \$12,066           | \$8,183                | \$454            | \$8,637            | \$3,429            | 71.6%        |
| CRB0019 Dulles Extension Design/Build           | 293,901            | 204,792                | 34,380           | 239,172            | 54,729             | 81.4%        |
| CRB0020 Dulles Phase 2 (PE)                     | 308,825            | 10,839                 | 5,809            | 16,648             | 292,177            | 5.4%         |
| 2 Inactive/Completed Projects                   | \$59,548           | \$59,247               |                  | \$59,247           | \$300              | 99.5%        |
| Subtotal  | \$674,339          | \$283,061              | \$40,643         | \$323,704          | \$350,635          | 48.0%        |
| <b>Virginia Total</b>                           | \$833,103          | \$419,453              | \$41,256         | \$460,709          | \$372,394          | 55.3%        |
| <b>Regional</b>                                 |                    |                        |                  |                    |                    |              |
| CRB0130 SmarTrip Express Rechargers             | \$8,700            | \$4,729                | \$3,604          | \$8,332            | \$368              | 95.8%        |
| MSC0005 Tax Advantage Lease Program             | 8,420              | 7,362                  | 0                | 7,362              | 1,057              | 87.4%        |
| CRB0021 6000 Rail Car Purchase - Base           | 120,000            | 120,451                | 10               | 120,461            | (461) <sup>2</sup> | 100.4%       |
| 7 Inactive/Completed Projects                   | 24,834             | 23,657                 |                  | 23,657             | 1,178              | 95.3%        |
| <b>Regional Total</b>                           | \$161,954          | \$156,198              | \$3,614          | \$159,812          | \$2,142            | 98.7%        |
| <b>Total: Reimbursable Projects<sup>1</sup></b> | <b>\$1,976,717</b> | <b>\$1,470,429</b>     | <b>\$47,444</b>  | <b>\$1,517,872</b> | <b>\$458,844</b>   | <b>76.8%</b> |

Notes:

- 1) All totals are multi-year, life-to-date program amounts
- 2) Budget reprogramming adjustments pending

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| <p><b>Definitions</b></p> <p><b>Budget:</b> The current fiscal year's total planned expenses.</p> <p><b>Expended:</b> The actual expenses paid or accrued to date in the current fiscal year.</p> <p><b>Unexpended:</b> The difference between Budgeted and Expended amounts to date in the current fiscal year.</p> |
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**Jurisdictional Balances on Account**

**JURISDICTIONAL BALANCES ON ACCOUNT**  
**As of the 3rd QUARTER FISCAL YEAR 2016 @ March 31, 2016**  
**(\$ 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)               | (\$0.017)               | (\$0.020)               | Operating credits represent unused audit adjustment credits.                         |
| DC Dept of Transportation - DC School Subsidy         | (3.149)                 | 0.000                   | (3.149)                 |  |
| 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                   | (0.008)                 | (0.008)                 |  |
| <b>DC TOTAL</b>                                       | <b><u>(\$2.820)</u></b> | <b><u>\$0.852</u></b>   | <b><u>(\$1.968)</u></b> |  |
| <b>MARYLAND</b>                                       |                         |                         |                         |  |
| Montgomery County                                     | (\$0.198)               | \$1.897                 | \$1.698                 | Pending receipt of operating & capital/CMAQ  |
| Prince George's County                                | (0.155)                 | 1.645                   | 1.490                   | Pending receipt of operating & capital/CMAQ  |
| <b>Credits to be Applied to Billing:</b>              |                         |                         |                         |  |
| Interest Earnings on PRIIA Contributions              | 0.000                   | (0.002)                 | (0.002)                 |  |
| <b>MD TOTAL</b>                                       | <b><u>(\$0.353)</u></b> | <b><u>\$3.540</u></b>   | <b><u>\$3.187</u></b>   |  |
| <b>VIRGINIA</b>                                       |                         |                         |                         |  |
| Alexandria  | (\$0.101)               | (\$0.183)               | (\$0.283)               | Operating credits represent unused audit adjustment credits.                         |
| Arlington   | 0.000                   | (0.015)                 | (0.015)                 | Capital credits represent interest earnings on capital payments.                     |
| City of Fairfax                                       | (0.031)                 | (0.000)                 | (0.031)                 |  |
| Fairfax County  | (0.447)                 | (2.031)                 | (2.478)                 |  |
| Fairfax County Dept. of Family Service                | 0.000                   | 0.000                   | 0.000                   | Access to Jobs   |
| Falls Church  | 0.000                   | (0.000)                 | (0.000)                 |  |
| Northern VA Transportation Comm.                      | (0.285)                 | (1.509)                 | (1.794)                 | Bus Capital one tenth adjustment   |
| Virginia Department of Rail and Public Transportation | 0.000                   | (0.009)                 | (0.009)                 |  |
| <b>Credits to be Applied to Billing:</b>              |                         |                         |                         |  |
| Interest Earnings on CIP and PRIIA Contributions      | 0.000                   | (0.016)                 | (0.016)                 |  |
| <b>VA TOTAL</b>                                       | <b><u>(\$0.863)</u></b> | <b><u>(\$3.763)</u></b> | <b><u>(\$4.626)</u></b> |  |
| <b>GRAND TOTAL.....</b>                               | <b><u>(\$4.037)</u></b> | <b><u>\$0.629</u></b>   | <b><u>(\$3.408)</u></b> |  |

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

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**Grants Activity**



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**Contract Activity**

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
NEW COMPETITIVE AWARDS - FY2016, QUARTER 3**

| CONTRACT NUMBER | CONTRACT DESCRIPTION   | PRMT GROUP  | FUNDING SOURCE | RFP / IFB | AWARD AMOUNT  | AWARD DATE | AWARDED VENDOR                          | PERIOD OF PERFORMANCE | DBE GOAL % * | DBE (SUB) *   | AMOUNT       |
|-----------------|--|-------------|----------------|-----------|---------------|------------|---|-----------------------|--------------|---|--------------|
| CQ15216         | Mats Leasing and Cleaning Services                                 | RAIL        | Operating      | IFB       | \$ 157,469    | 01/22/16   | UniFirst                                | 01/22/16 - 01/21/18   | N/A          | N/A   | \$ -         |
| CQ16068         | Strategic Advisor  | ADMIN       | Operating      | RFP       | \$ 1,736,625  | 01/22/16   | Jones Day                               | 01/22/16 - 07/22/16   | N/A          | N/A   | \$ -         |
| CQ16075         | CA Tools Maintenance FY16  | IT          | Operating      | IFB       | \$ 199,336    | 02/29/16   | immix Technology                        | 02/29/16 - 02/28/17   | N/A          | N/A   | \$ -         |
| CQ16051         | MTPD Psych Evals   | ADMIN       | Operating      | RFP       | \$ 139,750    | 02/26/16   | Greenside Psychological Associates Inc. | 02/26/16 - 02/25/17   | N/A          | N/A   | \$ -         |
| CQ15216         | Mats Leasing and Cleaning Services                                 | RAIL        | Operating      | IFB       | \$ 157,469    | 01/22/16   | UniFirst                                | 01/22/16 - 01/21/18   | N/A          | N/A   | \$ -         |
| CQ16097         | Radios   | ADMIN       | Operating      | RFP       | \$ 256,104    | 03/17/16   | Motorola                                | 03/17/16 - 03/16/17   | N/A          | N/A   | \$ -         |
| CQ16105         | Lamps and Ballasts   | ADMIN       | Operating      | RFP       | \$ 277,011    | 03/29/16   | CNR Lighting                            | 03/28/16 - 04/30/16   | N/A          | N/A   | \$ -         |
| CQ16030         | Professional Services to Perform MetroAccess Operations IT Support | ACCS        | Operating      | IFB       | \$ 123,248    | 03/29/16   | Palo Consulting Group, LLC              | 03/29/16 - 03/28/17   | N/A          | N/A   | \$ -         |
| FQ14114 T 1     | Mechanical Construction Services (MATOC)                           | Oper/Const. | Capital        | RFP       | \$ 430,200    | 03/09/16   | Paramount Mechanical Corp.              | 03/09/16 - 04/08/17   | 25%          | TBD   | TBD          |
| FQ14114 T2      | Mechanical Construction Services (MATOC)CENI                       | Oper/Const. | Capital        | RFP       | \$ 496,500    | 03/07/16   | Paramount Mechanical Corp.              | 03/07/16 - 04/06/17   | 25%          | TBD   | TBD          |
| FQ15104         | Escalator Canopies   | Oper/Const. | Capital        | RFP       | \$ 28,117,000 | 03/04/16   | FH Paschen                              | 03/04/16 - 03/03/20   | 26%          | American Custom Manufacturing, Kim Engineering, Dulles Geotechnical & Materials Testing Services, Inc., Iron Shore, Milhouse Engineering & Construction, E-Tek, | \$ 7,322,373 |
| FQ15206/KKB     | Construct Rail Cars Access Platforms                               | Oper/Const. | Capital        | IFB       | \$ 2,343,395  | 03/21/16   | Potomac Construction Co Inc             | 03/21/16 - 01/20/18   | 15%          | M&M Welding, Signature Renovations, CV, Inc.  | \$ 688,500   |

**TOTAL COMPETITIVE AWARDS \$ 34,434,107**

**DBE Update**

**WMATA's overall DBE goal is 25%. The cumulative DBE goal achieved through the third quarter of FY2016 is 15.45% (based on contract awards).**

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
NEW NON-COMPETITIVE AWARDS - FY2016, QUARTER 3**

| CONTRACT NUMBER                 | CONTRACT DESCRIPTION                      | PRMT GROUP | FUNDING SOURCE | RFP / IFB | SOLE SOURCE TYPE  | AWARD AMOUNT         | AWARD DATE | AWARDED VENDOR                           | PERIOD OF PERFORMANCE |
|---------------------------------|---|------------|----------------|-----------|-------------------|----------------------|------------|--|-----------------------|
| FQ16088                         | San Storage Augmentation                  | IT         | Capital        | IFB       | Logical Follow On | \$ 10,977,129        | 02/10/16   | Dimension Data                           | 02/10/16 - 02/09/21   |
| FQ15231RE-BB-01                 | Continued Casework Banneker Lawsuit       | ADMIN      | Operating      | RFP       | Single Source     | \$ 112,875           | 02/22/16   | Bregman, Berbert, Schwartz & Gilday, LLC | 02/22/16 - 07/01/16   |
| CQ16098                         | Rail Consultant Continuation              | ADMIN      | Operating      | RFP       | Single Source     | \$ 437,340           | 03/25/16   | Bianco Associates, LLC                   | 03/01/16 - 08/31/16   |
| CQ16062                         | GV-01 Maintenance                         | ADMIN      | Operating      | RFP       | Single Source     | \$ 787,771           | 03/09/16   | ENDCO                                    | 03/09/16 - 03/08/21   |
| CQ14197                         | Maintenance & Tech Support-Kardex Remstar | ADMIN      | Operating      | RFP       | Single Source     | \$ 437,361           | 03/31/16   | AHT, LLC                                 | 04/01/16-03/31/17     |
| FQ16082                         | Automated Time Management System          | IT         | Capital        | RFQ       | Logical Follow on | \$ 2,901,154         | 03/11/16   | immixTechnology                          | 03/11/16 - 03/10/17   |
| <b>TOTAL SOLE SOURCE AWARDS</b> |   |            |                |           |                   | <b>\$ 15,653,630</b> |            |  |                       |

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT MODIFICATIONS - FY2016, QUARTER 3**

| CONTRACT NUMBER | CONTRACT DESCRIPTION  | PRMT GROUP  | FUNDING SOURCE | MODIFICATION AMOUNT | AWARD DATE | AWARDED VENDOR                     | DBE GOAL % | RATIONALE  | COMMENTS   |
|-----------------|---|-------------|----------------|---------------------|------------|------------------------------------|------------|------------|--|
| FQ15143         | Rail Station WiFi Conduit Install. Project  | IT          | Capital        | \$ 388,939          | 01/13/16   | Intelect Corp.                     | 0%         | 6 - NCS    |  |
| CQ15217         | Mod 001-Pick-up and Dispose 1k & 4K Series Railcar                                  | RAIL        | Capital        | \$ -                | 01/13/16   | United Iron & Metal                | 0%         | 7 - CENV   | Administrative modification to recapitulate Price Schedule and clarify payment to Contractor                                       |
| RE6063          | Powell Electric Traction Power Substation - Project Close Out                       | Oper/Const. | Capital        | \$ -                | 09/24/12   | Powell Electric                    | 0%         | 7 - CENV   | Project Closeout   |
| FQ12179         | Cable Program Material Supply (IDIQ)  | Oper/Const. | Capital        | \$ 295,937          | 01/19/16   | MAC Products                       | 0%         | 7 - IRPM   | Increase contract funds to purchase electrical material for the 8 car train power cable upgrades and traction power SOGR programs. |
| FQ14008         | Railcar Lift Rehabilitation and Renovation  | ADMIN       | Capital        | \$ -                | 01/15/16   | Permadur Industries                | 24%        | 4 - IRCM   |  |
| CQ12174         | Safety and Environmental Training   | ADMIN       | Operating      | \$ 150,000          | 01/02/2016 | Aerosol                            | N/A        | 5 - SAFE   |  |
| CQ15092         | Temporary Staffing (HR)   | ADMIN       | Operating      | \$ 145,000          | 02/22/16   | MB Staffing                        | N/A        | 5 - HROS   |  |
| CQ13017         | Tank System Inspection and Testing  | ADMIN       | Operating      | -                   | 02/29/16   | Total Environmental Concepts, Inc. | N/A        | 6 - SAFE   |  |
| CQ15077         | Diesel Exhaust Fuel   | ADMIN       | Operating      | \$ 1,000            | 02/09/16   | PetroChoice                        | N/A        | 2 - BMNT   |  |
| CQ14040         | Pre-Employment Medical Testing  | ADMIN       | Operating      | \$ 76,821           | 02/29/16   | Concentra                          | N/A        | 5 - HRCB   |  |
| CQ12233         | Management of CCTV System   | BUS         | Operating      | \$ 1,200,000        | 02/29/16   | Orion                              | N/A        | 4 - BMNT   |  |
| FQ15155         | Bus Bay, Safety and Access Improvements at Franconia Springfield Metro Rail Station | Oper/Const. | *Tiger Grant   | \$ 29,771           | 02/12/16   | Potomac Construction               | 18%        | 1 - IRCM   |  |
| FQ15155         | Bus Bay, Safety and Access Improvements at Franconia Springfield Metro Rail Station | Oper/Const. | *Tiger Grant   | \$ 116,500          | 02/19/16   | Potomac Construction               | 18%        | 1 - IRCM   |  |
| FQ9205          | OB1   | Oper/Const. | Capital        | \$ 240,052          | 02/09/16   | Clark Construction                 | 24%        | 1 - IRCM   |  |
| FQ9194          | Yard 1  | Oper/Const. | Capital        | \$ 282,763          | 02/11/16   | Potomac Construction               | 27%        | 1 - IRCM   |  |
| FQ12220         | Escalator Replacement/Rehabilitation  | RAIL        | Capital        | \$ 217,000          | 02/24/16   | Kone                               | 23%        | 7 - ELES   | Historical Society request to hide electronics.  |
| FQ14021         | Elevators Rehabilitation  | RAIL        | Capital        | \$ -                | 02/18/16   | TMA                                | 0%         | 7 - ELES   | Modification to change controller locations  |
| FQ12220         | Escalator Replacement/Rehabilitation  | RAIL        | Capital        | \$ -                | 02/19/16   | Kone                               | 0%         | 7 - RTRA   | Administrative modification to delete references to Option Years and extend the period of performance                              |
| CQ15101         | Metro Rail Station Manager Shirts & Accessories                                     | RAIL        | Operating      | \$ -                | 02/01/16   | Margan T/A Jimmie Mustatello's     | N/A        | 6 - RTRA   | Administrative modification for quantity in the sizes needed   |
| CQ13034         | Temporary Laborers  | RAIL        | Operating      | \$ 390,000          | 02/26/16   | Community Bridge                   | N/A        | 5/6 - PLNT | Added money and labor for the snowstorm cleanup  |

OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
 CONTRACT MODIFICATIONS - FY2016, QUARTER 3

| CONTRACT NUMBER | CONTRACT DESCRIPTION                              | PRMT GROUP | FUNDING SOURCE     | MODIFICATION AMOUNT | AWARD DATE | AWARDED VENDOR                           | DBE GOAL % | RATIONALE | COMMENTS   |
|-----------------|---|------------|--------------------|---------------------|------------|--|------------|-----------|--|
| CQ12089         | MiFare Cards                                      | ADMIN      | Operating          | \$ 4,052,920        | 03/22/16   | Giesecke & Devrient                      | N/A        | 6 - TRES  |  |
| CQ14075         | Lead Remediation                                  | ADMIN      | Operating          | \$ -                | 03/22/16   | Military Environmental & Construction Co | N/A        | 4 - MTPD  |  |
| CQ10074         | Benefit Consulting                                | ADMIN      | Operating          | \$ 315,000          | 03/25/16   | AON Consulting                           | N/A        | 4 - HRCB  |  |
| CQ14040         | Preemployment Medical testing                     | ADMIN      | Operating          | \$ -                | 03/07/16   | Concentra                                | N/A        | 7 - HRCB  | Adding of line items   |
| FQ10064         | On Call AFC Engineering Services                  | ADMIN      | Operating          | \$ 98,999           | 03/30/16   | LTK                                      | N/A        | 4 - CENI  |  |
| CQ15071         | Professional Engineering services                 | ADMIN      | Operating          | \$ 2,292,570        | 03/30/16   | K&J                                      | N/A        | 7 - SAFE  | Adding of funds for base year 2  |
| CQ12018         | First Choice Background Screening                 | ADMIN      | Operating          | \$ 348,840          | 03/24/16   | First Choice                             | N/A        | 6 - CHRO  |  |
| CQ14071         | Elevator Escalator                                | ADMIN      | Operating          | \$ 7,030,617        | 03/14/16   | Adams                                    | N/A        | 6 - ELES  | Quantity / Increased Estimated Ceiling Value   |
| CQ14071         | Elevator Escalator                                | ADMIN      | Operating          | \$ 453,657          | 03/14/16   | Glebe Electronics                        | N/A        | 6 - ELES  | Quantity / Increased Estimated Ceiling Value   |
| CQ14071         | Elevator Escalator                                | ADMIN      | Operating          | \$ 984,475          | 03/14/16   | Kone                                     | N/A        | 6 - ELES  | Quantity / Increased Estimated Ceiling Value   |
| CQ14071         | Elevator Escalator                                | ADMIN      | Operating          | \$ 163,579          | 03/14/16   | Thermal Devices                          | N/A        | 6 - ELES  | Quantity / Increased Estimated Ceiling Value   |
| FQ15136         | Radios  | ADMIN      | Capital            | \$ 734,804          | 03/04/16   | Motorola                                 | 0%         | 6 - MTPD  |  |
| CQ15052         | AIM Train Control System                          | IT         | Operating          | \$ 300,000          | 03/14/16   | ARINC                                    | N/A        | 7 - APPS  | Program Request  |
| FQ13085         | Dulles Phase II                                   | IT         | Capital            | \$ 175,546          | 03/22/16   | LATA Test, Engineering                   | 0%         | 7 - NCS   | Consulting Services  |
| CQ12169E        | Transdev Facility Claim for Equitable Adjustment  | ACCS       | Operating          | \$ 735,425          | 03/31/16   | Transdev                                 | N/A        | 7 - ACCS  | WMATA allowed the contractor to run service from dual locations, and received benefit. |
| CQ15110         | Recycle Scrap Metal Services - Revenue Generating | RAIL       | Revenue Generating | \$ -                | 03/31/16   | Montgomery Scrap Metal                   | N/A        | 4 - SCES  | Extend POP for re-evaluation of metal market conditions                                |
| CQ12097         | Snow and Ice Removal Services                     | RAIL       | Operating          | \$ 55,000           | 03/17/16   | CT Stanely                               | N/A        | 7 - PLNT  | Additional funding to cover expenses incurred from January 24th snowstorm.             |
| CQ12042         | Snow and Ice Removal Services                     | RAIL       | Operating          | \$ 150,000          | 03/17/16   | WDC                                      | N/A        | 7 - PLNT  | Additional funding to cover expenses incurred from January 24th snowstorm.             |

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT MODIFICATIONS - FY2016, QUARTER 3**

| CONTRACT NUMBER | CONTRACT DESCRIPTION     | PRMT GROUP | FUNDING SOURCE | MODIFICATION AMOUNT | AWARD DATE | AWARDED VENDOR   | DBE GOAL % | RATIONALE | COMMENTS   |
|-----------------|--------------------------|------------|----------------|---------------------|------------|------------------|------------|-----------|--|
| FQ14021         | Elevators Rehabilitation | RAIL       | Capital        | \$ -                | 03/22/16   | TMA              | 0%         | 7 - ELES  | This contract was originally awarded with a 5 year base and 5 one-year 'options'. The word 'options' was used erroneously in the contract. The contract is actually a 10 year base contract with zero options as reflected in Mod M006 dated 3/22/16. The first 5 years of the base from 5/21/2014 – 5/20/2019 were funded upon contract award in the amount of \$23,231,676.48. No funding has been added to date for any of the subsequent base years. |
| CQ12082         | Cummins OEM Parts        | BUS        | Operating      | \$ 726,310          | 03/18/16   | Cummis           | N/A        | 7 - BMNT  | Adding FY'16 funds because budget is available   |
| CQ12233         | CCTV Cameras, MOD 007    | BUS        | Operating      | \$ 1,200,000        | 03/01/2016 | Orion Management | N/A        | 4 - BMNT  |  |
| CQ12233         | CCTV Cameras, MOD 008    | BUS        | Operating      | \$ 471,071          | 03/23/16   | Orion Management | N/A        | 7 - BMNT  | Pay outstanding invoices   |

**TOTAL CONTRACT MODIFICATIONS \$ 23,822,596**

**Contract Modification Rationale:**

1. Alteration in the specifications
2. Delivery point
3. Frequency of delivery
4. Period of performance
5. Price
6. Quantity
7. Other

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT OPTIONS - FY2016, QUARTER 3**

| CONTRACT NUMBER | CONTRACT DESCRIPTION  | PRMT GROUP | FUNDING SOURCE | OPTION AMOUNT | AWARD DATE | AWARDED VENDOR  | DBE GOAL % * |
|-----------------|---|------------|----------------|---------------|------------|---|--------------|
| CQ12172A        | Xerox Network Devices   | IT         | Operating      | \$ 1,089,184  | 01/21/16   | Xerox   | N/A          |
| CQ13076         | Environmental Sampling and Analysis                               | ADMIN      | Operating      | \$ 128,794    | 1/26/2016  | Arc Environmental   | N/A          |
| FQ15058         | NEPP Upgrade Credit Software                                      | ADMIN      | Operating      | \$ 153,000    | 01/02/16   | Whitaker Brothers Business Machines Inc   | N/A          |
| CQ12257         | Bus Assessment Tool   | ADMIN      | Operating      | \$ 89,057     | 02/24/16   | Select Advantage  | N/A          |
| CQ14075         | Lead Remediation  | ADMIN      | Operating      | \$ -          | 02/29/16   | Military Environmental & Construction Co  | N/A          |
| CQ12243         | Occupational Health Services                                      | ADMIN      | Operating      | \$ 259,925    | 02/29/16   | Dr. Carl Johnson  | N/A          |
| CQ14121         | P & M of Bus mounted Fire Extinguisher                            | BUS        | Operating      | \$ 500,000    | 02/15/16   | Fireline Corporation  | N/A          |
| CQ12214         | Rail Grinding Services  | RAIL       | Operating      | \$ 2,934,199  | 02/15/16   | Lorman Maintenance of Way   | N/A          |
| CQ12089         | MiFare Cards  | ADMIN      | Operating      | \$ 1,170,000  | 03/21/16   | Giesecke & Devrient   | N/A          |
| CQ12243         | Occupational Health and Medicine                                  | ADMIN      | Operating      | \$ 259,925    | 03/24/16   | Dr. Carl Johnson  | N/A          |
| CQ12253         | Hazardous Waste Removal   | ADMIN      | Operating      | \$ 378,001    | 03/09/16   | Clean Harbors   | N/A          |
| CQ15092         | Temporary Employment Services                                     | ADMIN      | Operating      | \$ 1,195,000  | 03/31/16   | MB Staffing; Midtown Group; Temporary Solutions; Sparks Personnel Services; Premier Staffing Source | N/A          |
| CQ13026PHX      | Rail Parts  | ADMIN      | Operating      | \$ 153,934    | 03/07/16   | Phoenix   | N/A          |
| CQ13026PENN     | Rail Parts  | ADMIN      | Operating      | \$ 296,414    | 03/07/16   | Penn Machine  | N/A          |
| CQ13026DLR      | Rail Parts  | ADMIN      | Operating      | \$ 386,600    | 03/07/16   | DLR   | N/A          |
| CQ15077         | Diesel Exhaust Fluid (DEF) - Partial Option                       | ADMIN      | Operating      | \$ 200,100    | 03/31/16   | PetroChoice   | N/A          |
| CQ15086         | Diesel Cleaning - Soot Filters - Partial Option                   | ADMIN      | Operating      | \$ 33,957     | 03/31/16   | DPF Regeneration LLC  | N/A          |
| CQ12087         | Travel Training for People w/Disabilities in DC, Ex. Opt. Yr. One | ACCS       | Operating      | \$ 194,360    | 03/02/16   | MTM   | N/A          |
| CQ12136         | Travel Training for People w/Disabilities in MD, Ex. Opt. Yr. One | ACCS       | Operating      | \$ 185,906    | 03/02/16   | Independence Now, Inc   | N/A          |

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT OPTIONS - FY2016, QUARTER 3**

| CONTRACT NUMBER | CONTRACT DESCRIPTION  | PRMT GROUP | FUNDING SOURCE | OPTION AMOUNT | AWARD DATE | AWARDED VENDOR                  | DBE GOAL % * |
|-----------------|---|------------|----------------|---------------|------------|---------------------------------|--------------|
| CQ12137         | Travel Training for People w/Disabilities in VA, Ex. Opt. Yr. One | ACCS       | Operating      | \$ 211,380    | 03/02/16   | Endepence Center of Northern VA | N/A          |
| CQ12141         | Diesel fuel   | RAIL       | Operating      | \$ 30,000,000 | 03/16/16   | Manfield Oil                    | N/A          |
| FQ12235         | Rail Fasteners  | RAIL       | Capital        | \$ 1,105,050  | 03/31/16   | LB Foster                       | 3%           |
| FQ12220         | Escalator Replacement/Rehabilitation                              | RAIL       | Capital        | \$ 175,000    | 03/22/16   | Kone                            | 23%          |
| CQ12256         | 50/50 Virgin Anti Coolant   | BUS        | Operating      | \$ 81,328     | 03/28/16   | PetroChoice                     | N/A          |

**TOTAL CONTRACT OPTIONS \$ 41,181,113**

\* FTA establishes goals for Vehicle Manufacturers

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT TASK ORDERS - FY2016, QUARTER 3**

| CONTRACT NUMBER | TASK ORDER NO.          | TASK ORDER DESCRIPTION                                   | PRMT GROUP  | FUNDING SOURCE | TASK AMOUNT  | AWARD DATE | AWARDED VENDOR | DBE GOAL % |
|-----------------|-------------------------|--|-------------|----------------|--------------|------------|----------------|------------|
| FQ10065         | 15-FQ10065-BPLN-35 MOD1 | Metrobus Facilities Plan Study                           | Oper/Const. | Capital        | \$ 90,000    | 1/29/2016  | AECOM          | 0%         |
| FQ10060         | 16-FQ10060_CENI-41      | Saff Augmentation Serior Track Specialist                | Oper/Const. | Operating      | \$ 75,000    | 1/28/2016  | GFP            | N/A        |
| FQ10060         | 16-FQ10060_CENI-39      | Staff Augmentation Systems Engineering Support           | Oper/Const. | Capital        | \$ 147,291   | 1/19/2016  | GFP            | 0%         |
| FQ10065         | 16-FQ10065-LAND-36      | W. Hyattsville Site 100 Year Floodplain Study            | Oper/Const. | Capital        | \$ 30,000    | 1/19/2016  | AECOM          | 0%         |
| FQ10060         | 16-FQ10060-DCMP-24      | Dulles Phase 1 Escalator Machine Room Design             | Oper/Const. | Capital        | \$ 137,798   | 1/14/2016  | GFP            | 0%         |
| FQ10065         | 15-FQ10065-TSFA-05      | Metro Historic Architedtural Survery Report              | Oper/Const. | Capital        | \$ 199,720   | 1/15/2016  | AECOM          | 0%         |
| FQ15194         | 1                       | New Bus Procurement Inspection Service                   | BUS         | Capital        | \$ 1,509,860 | 2/24/2016  | CH2M           | 9%         |
| FQ15194         | 2                       | Brake Study  | BUS         | Capital        | \$ 37,600    | 2/25/2016  | CH2M           | 9%         |
| CQ9205          | 44                      | Door Overhaul Support                                    | Oper/Const. | Capital        | \$ 75,000    | 2/12/2016  | LTK            | 25%        |
| CQ9205          | 12                      | Communications Control Panel Support                     | Oper/Const. | Capital        | \$ 12,237    | 2/11/2016  | LTK            | 25%        |
| CQ9205          | 11                      | Emergency Door Release                                   | Oper/Const. | Capital        | \$ 49,471    | 2/26/2016  | LTK            | 25%        |
| CQ9205          | 12                      | Communications Control Panel Support                     | Oper/Const. | Capital        | \$ 53,640    | 2/26/2016  | LTK            | 25%        |
| FQ10218         | 3                       | MTPD Support   | Oper/Const. | Capital        | \$ 70,708    | 2/26/2016  | PB             | 25%        |
| 6C3053          | 6C3053                  | Work Authorization                                       | Oper/Const. | Capital        | \$ 19,827    | 2/8/2016   | PEPCO          | 0%         |
| 6D3133          | 6D3133                  | Work Authorization                                       | Oper/Const. | Capital        | \$ 31,461    | 2/19/2016  | PEPCO          | 0%         |
| 6D3123          | 6D3123                  | Work Authorization                                       | Oper/Const. | Capital        | \$ 58,434    | 2/23/2016  | PEPCO          | 0%         |
| FQ10060         | 15-FQ10060-IRPG-106     | Modification 1 to Task Order 15-FQ10060-IRPG-106         | Oper/Const. | Capital        | \$ 94,512    | 2/18/2016  | GFP            | 0%         |
| FQ10060         | 16-FQ10060-IRPG-112     | OB1 Design Change Support G-B1 and MB5                   | Oper/Const. | Capital        | \$ 49,992    | 2/11/2016  | GFP            | 0%         |
| FQ11287-16      | FQ11287-16-JOC-005      | Metro Access Bus Stop ADA accessibility Improvements (7) | Oper/Const. | Capital        | \$ 29,446    | 3/8/2016   | Haris Design   | 23%        |

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT TASK ORDERS - FY2016, QUARTER 3**

| CONTRACT NUMBER     | TASK ORDER NO.          | TASK ORDER DESCRIPTION                                      | PRMT GROUP  | FUNDING SOURCE | TASK AMOUNT | AWARD DATE | AWARDED VENDOR | DBE GOAL % |
|---------------------|-------------------------|---|-------------|----------------|-------------|------------|----------------|------------|
| FQ11287-16          | FQ1287-16-JOVC_006      | Station Mezzanine Lighting Phase 5                          | Oper/Const. | Capital        | \$ 513,332  | 3/18/2016  | Haris Design   | 17%        |
| FQ11289             | FQ11289                 | MTPD K9 Facility ESS Upgrades                               | Oper/Const. | Capital        | \$ 88,075   | 3/18/2016  | Potomac        | 23%        |
| IFB16-34603-JOC-014 | 16-34603-JOC-014        | CTF Lobby Security Upgrades                                 | Oper/Const. | Operating      | \$ 155,600  | 3/15/2016  | Paschen        | N/A        |
| FQ89160060          | FQ89160060              | Faragut North Condenser pipe epoxy lining                   | Oper/Const. | Capital        | \$ 905,578  | 3/11/2016  | Potomac        | 87%        |
| FQ10060             | 14-FQ10060-IRPG-87 MOD1 | Site Survey, Assessment and Platform Slab Rehabilitation AI | Oper/Const. | Capital        | \$ 19,951   | 3/17/2016  | GFP            | 29%        |
| FQ10060             | 14-FQ10060-IRPG-87 MOD2 | Site Survey, Assessment and Platform Slab Rehabilitation AI | Oper/Const. | Capital        | \$ 40,495   | 3/17/2016  | GFP            | 11%        |
| FQ10060             | 14-FQ10060-CENI-27 MOD2 | Bus Operations Control Center Relocation                    | Oper/Const. | Capital        | \$ 162,559  | 3/3/2016   | GFP            | 22%        |
| FQ11288             | FQ11288-15-005 MOD1     | JGB Board and Meeting Room Renoation                        | Oper/Const. | Capital        | \$ 70,976   | 3/15/2016  | FH Paschen     | 23%        |

**TOTAL TASK ORDERS**      **\$ 4,728,563**

**FFY2014 DBE Payments To Date**

| Contract Number | DBE Participation Goal % | Name of Prime Contractor                        | Fiscal Year | Award Date | # of DBE Subs | Total Contract Award Amount | Total Amount Paid to PRIME | DBE Participation Goal in Dollars | Total Amount Paid to DBE Subcontractors to Date | Actual DBE Participation Percentage to Date *** |
|-----------------|--------------------------|---|-------------|------------|---------------|-----------------------------|----------------------------|-----------------------------------|---|---|
| FQ14085         | 3%                       | URS Corporation                                 | FFY2014     | 07/15/14   | 2             | \$ 5,227,184                | \$ 490,761                 | \$ 165,179                        | \$ 63,720                                       | 39%   |
| FQ13077         | 2%                       | Giro, Inc.                                      | FFY2014     | 08/07/14   | 1             | 4,610,038                   | 691,506                    | 92,000                            | 14,336  | 16%   |
| FQ14024         | 3%                       | Motorola Solutions, Inc.                        | FFY2014     | 08/13/14   | 1             | 5,177,500                   | 4,659,750                  | 165,000                           | -   | 0%  |
| FQ11248         | 6%                       | Accenture LLP                                   | FFY2014     | 02/01/14   | 3             | 184,137,498                 | 22,779,250                 | 11,048,250                        | 315,389   | 3%  |
| FQ13065         | 1%                       | Ideal Electrical Supply                         | FFY2014     | 10/03/13   | 1             | 4,893,541                   | 4,893,541                  | 48,935                            | 36,350  | 74%   |
| FQ13074         | 20%                      | Highstreet It Solutions                         | FFY2014     | 11/04/13   | 1             | 880,000                     | 750,936                    | 176,000                           | 45,454  | 26%   |
| FQ13087         | 30%                      | Hensel Phelps                                   | FFY2014     | 09/15/14   | 37            | 132,321,000                 | 17,449,282                 | 39,696,300                        | 196,224   | 0.49%   |
| FQ13093         | 3%                       | Mid Atlantic Chemical Corp ** (Contract Closed) | FFY2014     | 01/15/14   | 1             | 258,129                     | 258,129                    | 7,797                             | 7,800   | 100%  |
| FQ14003         | 32%                      | Kocharian Co. **                                | FFY2014     | 01/17/14   | 1             | 1,407,796                   | 1,407,796                  | 450,495                           | 748,023   | 166%  |
| FQ14089         | 16%                      | DataBank  | FFY2014     | 06/30/14   | 1             | 366,849                     | 218,769                    | 58,696                            | 35,241  | 60%   |
| FQ12220         | 23%                      | KONE  | FFY2014     | 01/24/14   | 1             | 151,732,475                 | 48,885,727                 | 37,000,000                        | 10,589,746                                      | 29%   |
| FQ14001         | 33%                      | M & M Welding & Fabricators *                   | FFY2014     | 04/17/14   | 1             | 5,768,000                   | 4,689,792                  | 5,768,000                         | 4,689,792                                       | 81%   |
| FQ14021         | 22%                      | Mid America Elevator (TMA)                      | FFY2014     | 03/21/14   | 1             | 23,474,176                  | 10,012,591                 | 5,164,319                         | 1,261,822                                       | 24%   |
| FQ14080         | 2%                       | ORX Rail  | FFY2014     | 07/24/14   | 1             | 792,000                     | 664,227                    | 15,840                            | 8,100   | 51%   |
| FQ14006         | 31%                      | Dean Technologies ** (Contract Closed)          | FFY2014     | 11/25/13   | 1             | 4,987,000                   | 4,961,410                  | 1,545,970                         | 1,554,101                                       | 101%  |
| FQ12252         | 33%                      | Nicholas Contracting                            | FFY2014     | 10/18/13   | 1             | 529,613                     | 862,195                    | 15,375                            | 9,769   | 64%   |
| FQ14055         | 2%                       | Agile Access Controls                           | FFY2014     | 07/03/14   | 1             | 1,460,338                   | 932,760                    | 23,000                            | -   | 0%  |
| FQ12204         | 12%                      | Ansaldo STS USA, Inc.                           | FFY2014     | 01/31/14   | 1             | 25,892,631                  | 16,408,559                 | 6,793,928                         | 3,385,969                                       | 50%   |
| FQ12146         | 11%                      | Luminator Holding**                             | FFY2014     | 12/03/13   | 1             | 2,927,981                   | 2,983,396                  | 423,471                           | 432,624   | 102%  |
| FQ14079         | 25%                      | I-CUBE  | FFY2014     | 09/15/14   | 1             | 9,422,480                   | 1,627,482                  | 2,355,620                         | 285,065   | 12%   |
| FQ13032         | 21%                      | Orion Mgmt                                      | FFY2014     | 10/11/13   | 2             | 4,884,436                   | 3,529,869                  | 1,025,732                         | 356,694   | 35%   |
| CO9050          | 25%                      | Turner Construction                             | FFY2014     | 10/28/13   | 14            | 56,163,720                  | 21,291,627                 | 14,050,800                        | 232,795   | 2%  |
| FQ13024         | 21%                      | Intelect Corporation*                           | FFY2014     | 10/25/13   | 1             | 2,824,672                   | 2,454,117                  | 2,824,672                         | 2,454,117                                       | 87%   |
| FQ14010         | 5%                       | Fig Leaf Software, Inc.                         | FFY2014     | 09/18/14   | 1             | 285,479                     | 204,307                    | 29,439                            | 29,439  | 100%  |
|                 |                          |   |             |            |               | <b>\$ 630,424,535</b>       | <b>\$ 173,107,778</b>      | <b>\$ 128,944,818</b>             | <b>\$ 26,752,571</b>                            | <b>21%</b>                                      |

\* DBE Prime

\*\* Contract Complete

\*\*\* Based on payments received

**FFY2015 DBE Payments To Date**

| <b>Contract Number</b> | <b>DBE Participation Goal %</b> | <b>Name of Prime Contractor</b>           | <b>Fiscal Year</b> | <b>Award Date</b> | <b># of DBE Subs</b> | <b>Total Contract Award Amount</b> | <b>Total Amount Paid to PRIME</b> | <b>DBE Participation Goal in Dollars</b> | <b>Total Amount Paid to DBE Subcontractors to Date</b> | <b>Actual DBE Participation Percentage to Date ***</b> |
|------------------------|---------------------------------|---|--------------------|-------------------|----------------------|------------------------------------|-----------------------------------|--|--|--|
| FQ14005                | 16%                             | R. M. Thornton Mechanical                 | FFY2015            | 09/01/15          | 1                    | \$ 3,687,301                       | \$ 3,468,421                      | \$ 589,968                               | \$ 152,755   | 26%  |
| FQ14008                | 24%                             | Permadur Industries/Sissco                | FFY2015            | 12/02/14          | 2                    | 5,870,588                          | 5,870,588                         | 1,613,961                                | 1,099,708  | 68%  |
| FQ14103                | 30%                             | G.W. Peoples Contracting Co., Inc.*       | FFY2015            | 01/09/15          | 1                    | 7,165,277                          | 6,085,503                         | 7,165,277                                | 6,085,503  | 85%  |
| FQ14096                | 25%                             | Infosys Public Services                   | FFY2015            | 12/22/14          | 1                    | 3,335,880                          | 2,067,351                         | 833,970                                  | 594,670  | 71%  |
| FQ15050                | 1%                              | Powell Electrical                         | FFY2015            | 11/17/14          | 1                    | 1,303,495                          | 1,155,154                         | 13,035                                   | 16,491   | 127%   |
| FQ15074                | 34%                             | SB Construction Group                     | FFY2015            | 12/22/14          | 1                    | 1,443,481                          | 1,363,443                         | 490,783                                  | 237,648  | 48%  |
| FQ15023                | 1%                              | Thermo King Chesapeake**                  | FFY2015            | 01/13/15          | 1                    | 265,760                            | 248,042                           | 2,670                                    | 7,950  | 298%   |
| FQ15031                | 1%                              | UKM                                       | FFY2015            | 02/10/15          | 2                    | 1,547,709                          | 1,278,320                         | 22,203                                   | 20,239   | 91%  |
| FQ15076                | 1%                              | Transit Parts Holding DBA NABI Parts, LLC | FFY2015            | 02/06/15          | 1                    | 101,443                            | -                                 | 575                                      | 470  | 82%  |
| FQ15083                | 2%                              | Unitrac Railroad Materials                | FFY2015            | 02/10/15          | 1                    | 3,231,564                          | 1,279,387                         | 126,250                                  | -  | 0%   |
| FQ15155                | 18%                             | Potomac Construction                      | FFY2015            | 06/03/15          | 3                    | 4,958,756                          | 3,179,671                         | 892,576                                  | 248,986  | 28%  |
| FQ15182                | 5%                              | Engineered Machined Products (EMP)        | FFY2015            | 06/30/15          | 1                    | 4,643,380                          | 996,961                           | 232,169                                  | 37,892   | 16%  |
| FQ15143                | 20%                             | Intelect Corporation*                     | FFY2015            | 06/01/15          | 1                    | 753,920                            | 350,504                           | 753,920                                  | 350,504  | 46%  |
|                        |                                 |   |                    |                   |                      | <b>\$ 38,308,553</b>               | <b>\$ 27,343,346</b>              | <b>\$ 12,737,358</b>                     | <b>\$ 8,852,815</b>                                    | <b>70%</b>   |

\* DBE Prime

\*\* Contract Complete

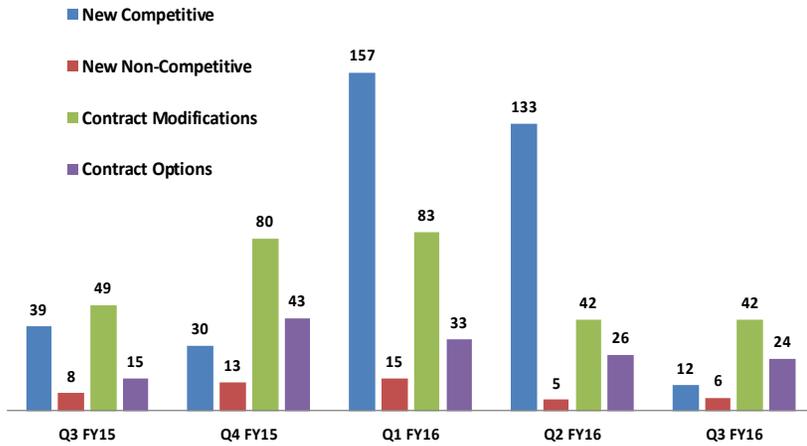
\*\*\* Based on payments received

**OFFICE OF PROCUREMENT AND MATERIALS**  
**Small Business and Local Preference Program (SBLPP)**  
**Quarterly Awards Report**  
**Q3 FY2016**

| <b>METRICS</b>                       | <b>JANUARY 2016</b> | <b>FEBRUARY 2016</b> | <b>MARCH 2016</b> |
|--------------------------------------|---------------------|----------------------|-------------------|
| Number of new DC registrants         | 3                   | 3                    | 2                 |
| Number of new MD registrants         | 7                   | 5                    | 10                |
| Number of new VA registrants         | 2                   | 2                    | 3                 |
| Dollars awarded for DC               | \$ 22,848           | \$ 425,858           | \$ 359,285        |
| Dollars awarded for MD               | \$ 150,394          | \$ 133,343           | \$ 76,325         |
| Dollars awarded for VA               | \$ 299,508          | \$ 276,563           | \$ 304,694        |
| Total SBLPP Dollars                  | \$ 472,751          | \$ 835,763           | \$ 740,304        |
| Total Simplified Acquisition Dollars | \$ 6,846,869        | \$ 8,710,868         | \$ 7,820,485      |
| Percent of Total Dollars to SBLPP    | 6.9%                | 9.6%                 | 9.5%              |

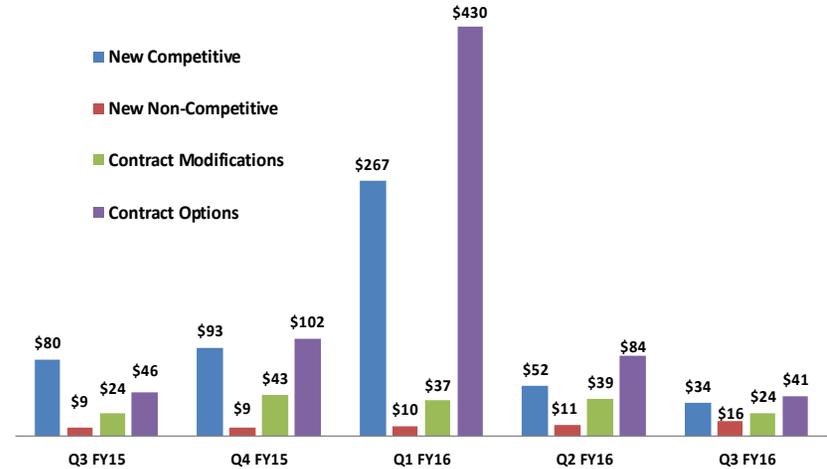
# WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY QUARTERLY FINANCIAL REPORT FY2016 – Q3 January – March 2016

**Quarterly PRMT Actions - Count  
 Q3 FY2015 - Q3 FY2016**



| ACTION                 | Q3 FY15    | Q4 FY15    | Q1 FY16    | Q2 FY16    | Q3 FY16   |
|------------------------|------------|------------|------------|------------|-----------|
| New Competitive        | 39         | 30         | 157        | 133        | 12        |
| New Non-Competitive    | 8          | 13         | 15         | 5          | 6         |
| Contract Modifications | 49         | 80         | 83         | 42         | 42        |
| Contract Options       | 15         | 43         | 33         | 26         | 24        |
| <b>TOTAL</b>           | <b>111</b> | <b>166</b> | <b>288</b> | <b>206</b> | <b>84</b> |

**Quarterly PRMT Actions - Amounts  
 Q3 FY2015 - Q3 FY2016**



(\$ millions)

| ACTION                 | Q3 FY15      | Q4 FY15      | Q1 FY16      | Q2 FY16      | Q3 FY16      |
|------------------------|--------------|--------------|--------------|--------------|--------------|
| New Competitive        | \$80         | \$93         | \$267        | \$52         | \$34         |
| New Non-Competitive    | \$9          | \$9          | \$10         | \$11         | \$16         |
| Contract Modifications | \$24         | \$43         | \$37         | \$39         | \$24         |
| Contract Options       | \$46         | \$102        | \$430        | \$84         | \$41         |
| <b>TOTAL</b>           | <b>\$159</b> | <b>\$247</b> | <b>\$745</b> | <b>\$186</b> | <b>\$115</b> |