Quarterly Financial Report
FY2017 – Fourth Quarter
April – June 2017
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</tr>
</tbody>
</table>
Key Financial Performance Indicators
### Operating Financials

**4th Quarter FY2017**

#### Fiscal Year 2017

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>$144.9</td>
<td>$138.8</td>
<td>$164.0</td>
</tr>
<tr>
<td>34.8</td>
<td>33.2</td>
<td>39.4</td>
</tr>
<tr>
<td>2.3</td>
<td>2.3</td>
<td>2.6 (0.2)</td>
</tr>
<tr>
<td>11.3</td>
<td>10.7</td>
<td>12.6 (1.9)</td>
</tr>
<tr>
<td>$6.9</td>
<td>$5.9</td>
<td>$4.6</td>
</tr>
</tbody>
</table>

#### Fourth Quarter Results

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>$200.3</td>
<td>$190.9</td>
<td>$223.2</td>
</tr>
<tr>
<td>$20.8</td>
<td>$18.0</td>
<td>$15.2</td>
</tr>
</tbody>
</table>

#### Subtotal

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>$221.1</td>
<td>$209.0</td>
<td>$238.4</td>
</tr>
</tbody>
</table>

#### Non-Passenger Revenue

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>$199.6</td>
<td>$189.0</td>
<td>$203.8</td>
</tr>
<tr>
<td>19.1</td>
<td>18.2</td>
<td>17.3 (0.9)</td>
</tr>
<tr>
<td>96.6</td>
<td>87.5</td>
<td>104.6</td>
</tr>
<tr>
<td>58.2</td>
<td>68.0</td>
<td>54.9 (13.2)</td>
</tr>
<tr>
<td>30.1</td>
<td>18.6</td>
<td>24.1</td>
</tr>
<tr>
<td>4.4</td>
<td>7.8</td>
<td>9.2</td>
</tr>
<tr>
<td>11.6</td>
<td>12.7</td>
<td>12.7</td>
</tr>
<tr>
<td>8.4</td>
<td>8.6</td>
<td>10.1</td>
</tr>
<tr>
<td>6.2</td>
<td>11.0</td>
<td>11.7</td>
</tr>
<tr>
<td>0.0</td>
<td>(9.3)</td>
<td>(10.8)</td>
</tr>
</tbody>
</table>

#### Subtotal

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>$434.0</td>
<td>$412.1</td>
<td>$437.6</td>
</tr>
</tbody>
</table>

#### Total Expense

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
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<tr>
<td>$1,715.9</td>
<td>$1,644.4</td>
<td>$1,745.3</td>
</tr>
<tr>
<td>$212.9</td>
<td>$203.1</td>
<td>$199.2</td>
</tr>
</tbody>
</table>

#### Subsidy

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$844.8</td>
<td>$860.6</td>
<td>$845.3</td>
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</table>

#### Total Revenue

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$871.2</td>
<td>$783.8</td>
<td>$900.0</td>
</tr>
</tbody>
</table>

#### Favorable/(Unfavorable)

- 50.9% 50.7% 54.5%

#### Cost Recovery Ratio

- 50.8% 47.7% 51.6%
### REVENUE AND RIDERSHIP

#### 4th Quarter FY2017

**REVENUE (in Millions)**

<table>
<thead>
<tr>
<th>Month</th>
<th>FY2016 Actual</th>
<th>FY2017 Budget</th>
<th>FY2017 Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>$63,768</td>
<td>$75,468</td>
<td>$79,468</td>
</tr>
<tr>
<td>Aug</td>
<td>$66,727</td>
<td>$76,466</td>
<td>$81,466</td>
</tr>
<tr>
<td>Sept</td>
<td>$66,256</td>
<td>$76,466</td>
<td>$78,466</td>
</tr>
<tr>
<td>Oct</td>
<td>$69,267</td>
<td>$78,466</td>
<td>$78,466</td>
</tr>
<tr>
<td>Nov</td>
<td>$69,267</td>
<td>$78,466</td>
<td>$78,466</td>
</tr>
<tr>
<td>Dec</td>
<td>$70,267</td>
<td>$78,466</td>
<td>$78,466</td>
</tr>
<tr>
<td>Jan</td>
<td>$69,267</td>
<td>$78,466</td>
<td>$78,466</td>
</tr>
<tr>
<td>Feb</td>
<td>$69,267</td>
<td>$78,466</td>
<td>$78,466</td>
</tr>
<tr>
<td>Mar</td>
<td>$69,267</td>
<td>$78,466</td>
<td>$78,466</td>
</tr>
<tr>
<td>Apr</td>
<td>$69,267</td>
<td>$78,466</td>
<td>$78,466</td>
</tr>
<tr>
<td>May</td>
<td>$69,267</td>
<td>$78,466</td>
<td>$78,466</td>
</tr>
<tr>
<td>Jun</td>
<td>$69,267</td>
<td>$78,466</td>
<td>$78,466</td>
</tr>
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</table>

**Ridership (trips in Thousands)**

<table>
<thead>
<tr>
<th>Q4</th>
<th>Q4-FY2016</th>
<th>Q4-FY2017</th>
<th>Variance FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail</td>
<td>48,768</td>
<td>47,336</td>
<td>-3% -13%</td>
</tr>
<tr>
<td>Metrobus</td>
<td>32,142</td>
<td>30,514</td>
<td>-5% -13%</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>595</td>
<td>607</td>
<td>2% -2%</td>
</tr>
<tr>
<td>System Total</td>
<td>81,504</td>
<td>78,457</td>
<td>-4% -13%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>YTD</th>
<th>FY2016</th>
<th>FY2017</th>
<th>Variance FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail</td>
<td>191,348</td>
<td>176,972</td>
<td>-8% -13%</td>
</tr>
<tr>
<td>Metrobus</td>
<td>127,432</td>
<td>121,732</td>
<td>-4% -10%</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>2,281</td>
<td>2,368</td>
<td>4% -2%</td>
</tr>
<tr>
<td>System Total</td>
<td>321,060</td>
<td>301,072</td>
<td>-6% -12%</td>
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</tbody>
</table>

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

#### Rail

<table>
<thead>
<tr>
<th>Month</th>
<th>Rail PY</th>
<th>Bus PY</th>
<th>Rail Budget</th>
<th>Rail Actual</th>
<th>Bus Budget</th>
<th>Bus Actual</th>
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<tbody>
<tr>
<td>Jul</td>
<td>18.8</td>
<td>16.8</td>
<td>15.5</td>
<td>14.9</td>
<td>14.6</td>
<td>13.2</td>
</tr>
<tr>
<td>Aug</td>
<td>15.1</td>
<td>14.8</td>
<td>15.0</td>
<td>14.9</td>
<td>14.6</td>
<td>13.2</td>
</tr>
<tr>
<td>Sept</td>
<td>11.5</td>
<td>11.6</td>
<td>11.8</td>
<td>13.3</td>
<td>14.6</td>
<td>15.5</td>
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<tr>
<td>Oct</td>
<td>10.7</td>
<td>10.8</td>
<td>10.4</td>
<td>10.6</td>
<td>10.3</td>
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<tr>
<td>Nov</td>
<td>10.1</td>
<td>10.7</td>
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<tr>
<td>Dec</td>
<td>9.4</td>
<td>9.4</td>
<td>9.4</td>
<td>9.3</td>
<td>9.8</td>
<td>10.5</td>
</tr>
<tr>
<td>Jan</td>
<td>10.3</td>
<td>10.3</td>
<td>10.3</td>
<td>10.3</td>
<td>10.5</td>
<td>10.5</td>
</tr>
<tr>
<td>Feb</td>
<td>9.4</td>
<td>9.4</td>
<td>9.4</td>
<td>9.3</td>
<td>9.8</td>
<td>10.5</td>
</tr>
<tr>
<td>Mar</td>
<td>10.5</td>
<td>10.5</td>
<td>10.5</td>
<td>10.5</td>
<td>10.5</td>
<td>10.5</td>
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<tr>
<td>Apr</td>
<td>11.9</td>
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<td>11.9</td>
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<tr>
<td>May</td>
<td>11.5</td>
<td>11.5</td>
<td>11.5</td>
<td>11.5</td>
<td>11.5</td>
<td>11.5</td>
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<tr>
<td>Jun</td>
<td>10.1</td>
<td>10.1</td>
<td>10.1</td>
<td>10.1</td>
<td>10.1</td>
<td>10.1</td>
</tr>
</tbody>
</table>
### Operating Budget

#### Operating Expenditures ($ in Millions)

- **Q4-FY2016**: $209M
- **Q4-FY2017 Budget**: $238M
- **Q4-FY2017 Actual**: $221M

#### Operating Budget ($ in Millions)

- **FY2016 Actual**: $146M
- **FY2017 Budget**: $145M
- **FY2017 Actual**: $146M

#### Overtime Budget vs Actual ($ in Millions)

- **Q4-FY2016**: $150M
- **Q4-FY2017 Budget**: $140M
- **Q4-FY2017 Actual**: $147M

#### Capital Program

- **CIP Expenditures ($ in Millions)**
- **FY2016 Actual**: $130M
- **FY2017 Budget**: $149M
- **FY2017 Actual**: $146M

### Operating Budget (in Millions)

#### Q4

<table>
<thead>
<tr>
<th></th>
<th>Q4-FY2016</th>
<th>Q4-FY2017</th>
<th>Variance FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td>$221.1</td>
<td>$209.0</td>
<td>$238.4</td>
</tr>
<tr>
<td><strong>Expense</strong></td>
<td>$437.0</td>
<td>$412.1</td>
<td>$25.5</td>
</tr>
<tr>
<td><strong>Subsidy</strong></td>
<td>$212.9</td>
<td>$203.1</td>
<td>$199.2</td>
</tr>
<tr>
<td><strong>Cost Recovery</strong></td>
<td>50.9%</td>
<td>50.7%</td>
<td>54.5%</td>
</tr>
</tbody>
</table>

#### YTD

<table>
<thead>
<tr>
<th></th>
<th>FY2016</th>
<th>FY2017</th>
<th>Variance FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td>$871.2</td>
<td>$783.8</td>
<td>$900.0</td>
</tr>
<tr>
<td><strong>Expense</strong></td>
<td>$1,715.9</td>
<td>$1,644.4</td>
<td>$1,745.3</td>
</tr>
<tr>
<td><strong>Subsidy</strong></td>
<td>$844.8</td>
<td>$860.6</td>
<td>$845.3</td>
</tr>
<tr>
<td><strong>Cost Recovery</strong></td>
<td>50.8%</td>
<td>47.7%</td>
<td>51.6%</td>
</tr>
</tbody>
</table>

### Overtime Budget vs Actual ($ in Millions)

- **Cumulative Overtime Variance**
- **FY2016 Actual**: $80M
- **FY2017 Budget**: $100M
- **FY2017 Actual**: $120M

- **Cumulative Operating Variance**
- **FY2016 Actual**: $0M
- **FY2017 Budget**: $50M
- **FY2017 Actual**: $70M
CAPITAL PROGRAM
4th Quarter FY2017

CIP EXPENDITURES ($ in Millions)

- Actual - Total Cash
- Forecast - Total Cash
- Actual - Unrestricted
- Forecast - Unrestricted

Actual vs. Forecast Expenditures
Operating and Capital Budget Summaries
OPERATING BUDGET SUMMARY

The $1.745 million FY2017 operating budget was approved by the Board of Directors in March 2016. The operating budget provides for the personnel, materials and supplies, fuel, propulsion power and utilities, services contracts, and other expenses necessary for day-to-day operation of Metrobus, Metrorail, and MetroAccess.

The $1.745 billion FY2017 budget assumed $900 million of revenue from passenger fares and business activities (i.e. advertising, etc.) and $845 million of operating subsidies allocated among Metro’s funding jurisdictions based on legacy formulas previously established by the Board. There was no increase in total jurisdictional subsidy contributions from FY2016 to FY2017 (operating subsidy remained at $845 million).

Metro’s FY2017 operating budget was formulated and approved before the creation and implementation of the SafeTrack program. Service disruptions resulting from the SafeTrack program significantly impacted the ridership and passenger revenue assumptions of the FY2017 budget. Early in FY2017 Metro forecasted the revenue impact of SafeTrack and took aggressive management actions to contain and reduce expenses to mitigate the revenue loss. The savings from those actions paid for all but $15.3 million of the revenue impact, a variance of less than two percent. Specifically, operating revenues were $783.8 million, or $116.3 million below budget but operating expenses $1.64 billion, or $101.0 million below budget.

The $101.0 million reduction in operating expenses was primarily driven by lower costs for salaries and wages and associated benefits that were the product of management mitigation actions, including changes to reduce healthcare costs, the elimination of 700 positions, and a hiring freeze. Other favorability resulted from favorable fuel prices and decreased propulsion utilization as a result of SafeTrack service outages.

The operating revenue unfavorability to budget is primarily attributable to service interruptions from the SafeTrack program, but ridership continues to face other challenges stemming from service reliability, growth in alternative transportation options, low gasoline prices, and telecommuting.
Ridership and Revenue

Ridership and revenue performance compared to budget through the fourth quarter of FY2017 are summarized in the table below.

<table>
<thead>
<tr>
<th>Mode</th>
<th>Measure</th>
<th>Budget</th>
<th>Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail</td>
<td>Ridership</td>
<td>204 million</td>
<td>177 million</td>
<td>↓</td>
</tr>
<tr>
<td></td>
<td>Revenue</td>
<td>$613 million</td>
<td>$522 million</td>
<td>↓</td>
</tr>
<tr>
<td>Bus</td>
<td>Ridership</td>
<td>136 million</td>
<td>122 million</td>
<td>↓</td>
</tr>
<tr>
<td></td>
<td>Revenue</td>
<td>$152 million</td>
<td>$129 million</td>
<td>↓</td>
</tr>
<tr>
<td>Access</td>
<td>Ridership</td>
<td>2.4 million</td>
<td>2.4 million</td>
<td>↔</td>
</tr>
<tr>
<td></td>
<td>Revenue</td>
<td>$10.0 million</td>
<td>$9.7 million</td>
<td>↔</td>
</tr>
<tr>
<td>Parking</td>
<td>Revenue</td>
<td>$47 million</td>
<td>$41 million</td>
<td>↓</td>
</tr>
<tr>
<td>Non-Passenger</td>
<td>Revenue</td>
<td>$61 million</td>
<td>$64 million</td>
<td>↑</td>
</tr>
<tr>
<td>Total Ridership</td>
<td>342 million</td>
<td>301 Million</td>
<td>↓</td>
<td></td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$900 million</td>
<td>$784 Million</td>
<td>↓</td>
<td></td>
</tr>
</tbody>
</table>
Total WMATA revenue was $784 million in FY2017, below budget by $116 million or 13 percent. Metrorail passenger revenue of $522 million was $91 million or 15 percent below budget, driven by SafeTrack disruptions and service reliability. MetroBus passenger revenue of $129 million was $23 million below budget for the year, which is also 15 percent. MetroAccess revenue was three percent below budget.

Total transit ridership on all modes through the fourth quarter was 301 million trips, a decrease of 20 million trips or six percent compared to prior year. Ridership in FY2017 was expected to grow slightly, from 321 million trips to 342 million. However actual ridership through the fourth quarter finished below budgeted trips by 40 million or 12 percent.

**Metrorail**

Total rail ridership for FY2017 was 177 million trips, a decline of eight percent or 14 million trips compared to FY2016. Ridership was down broadly across all time periods, days of the week, and at specific stations. Consequently, rail revenue was down nine percent versus prior year and was 15 percent under budget through the fourth quarter. Parking revenue declined eight percent from prior year and was below budget by 12 percent. Though rail ridership finished the year below prior year, the FY2017 YTD ridership decline from FY2016 improved throughout the year, from a 12 percent decline through the second quarter to an eight percent decline through the fourth. Rail revenue also improved from 14 percent below prior year through the second quarter to nine percent below through the fourth. Parking revenue improved from an eleven percent decline through two quarters to an eight percent decline at year end.

**SafeTrack**

SafeTrack work continued in the fourth quarter with Surge 13 completed on April 12, and Surges 14 through 16 completed prior to the end of the fiscal year in late June. In total, Rail revenue losses directly attributable to SafeTrack exceeded $42 million for all 16 Surges (over $38 million estimated in FY2017). Additional decreases in rail revenue versus last year, or “background” losses attributed to other causes, exceeded $14 million (of which $11 million occurred in FY2017). Rail revenue losses from all sources during the whole of the SafeTrack program exceeded $56 million, of which $49 million occurred in FY2017. Rail ridership losses during the SafeTrack Surges themselves totaled nearly 15 million trips (13 million in FY2017). Of those totals, 10 million lost trips were attributed directly to SafeTrack (9 million in FY2017) and 5 million were due to other “background” factors (4 million in FY2017).
Bus and Parking revenues were also impacted significantly during the SafeTrack program. Total Parking revenue losses during the periods of SafeTrack work totaled $3.5 million ($3.2 million in FY2017); the portion of that directly attributable to SafeTrack was $2.5 million ($2.4 million in FY2017). Bus revenue losses during the periods of SafeTrack work totaled $11 million ($10 million in FY2017), of which $3.6 million was directly attributed to SafeTrack ($3.5 million in FY2017).

In April, Surge 13 ended and Surge 14 (a Green/Yellow Line shutdown at College Park and Greenbelt) began. For the first two weeks of the Surge, Prince George’s Plaza became the terminus of the Green Line, and ridership spiked there due to the bus bridge serving the two closed stations. Total ridership in April was down versus last year by nine percent: six percent on weekdays and twelve percent on Sundays. Saturdays were up two percent, benefitting from favorable weather and special events such as the March for Science, the People’s Climate March and the Cherry Blossom Parade.

Rail ridership began to stabilize in May and was down only one percent versus prior year; weekdays were down four percent, Saturdays seven percent, but Sundays were up six percent. Midday ridership was relatively strong. More riders diverted to other stations during Surges 14 and 15 in Prince George’s County than in previous surges, helping to maintain ridership.

Ridership in June increased versus prior year for only the second month in FY2017, increasing one percent versus June 2016. June was the only month that was compared to a full month of SafeTrack work in FY2016. Weekday ridership was flat but weekends were up six to nine percent over last June. The most significant impact to rail this month was SafeTrack Surge 15, which closed five Orange Line stations east of Stadium-Armory, cut Silver Line service by 50%, and caused a spike in ridership at nearby stations. Surge 16 lasted just one week, but eliminated ridership at Shady Grove and Rockville for five weekdays, although there was a significant diversion of passengers via shuttles to other stations.

**Metrobus**

Total bus ridership through the end of FY2017 was 122 million trips, a decline of 6 million trips or four percent compared to the same period last year.

Bus ridership was down in April across all geographic subsectors and type of service (weekday, Saturday, Sunday). Weekday ridership was down six percent in April versus prior year while weekends were flat. Ridership trailed plan by 13-16 percent in each service type. The new G9 service on Rhode Island Avenue posted its first month of ridership at just over 400 boardings per day; some of these are riders switching from the local G8 service (down 15%, or 550 boardings per day). Metroway and the 11Y continue to grow quickly, assisted by the impacts of SafeTrack. Metroway ridership
was up 38%, and 11Y was up 34%. The NH1 and NH2 were both up to a combined 2,250 boardings per day, up significantly over ridership last year of 1,400. Weekend ridership on these routes was almost as high as weekday ridership.

Total bus ridership was down one percent in May, up on Sundays and down Weekdays and Saturdays. Many feeder bus lines to stations closed by Surges 14 and 15 saw significant losses in ridership, and some substitutes (like the U7) were down significantly. Similar to rail, bus ridership was down less on Saturdays, and up slightly on Sundays. Residual gains on bus from SafeTrack continued: Metroway again posted gains (up 24%) and the 21A/21D posted gains of 74 percent, partially in response to the added service there to reduce crowding.

After improvement in May, Metrobus ridership fell again in June across nearly all geographic subsectors and all days of the week. The gain in ridership due to SafeTrack Surges 1 and 2 in June 2016 were not repeated in Surges 15 and 16 in June 2017. Overall, bus ridership in June was down seven percent, uniformly among the District, Maryland and Virginia.

**MetroAccess**
Total ridership on MetroAccess through the fourth quarter was 2.4 million trips, reflecting growth of four percent over FY2016, but below projections by two percent. MetroAccess revenue was up six percent compared to prior year and was three percent below budget through June.

**Parking**
Parking revenue finished the fiscal year down eight percent versus prior year and was twelve percent below budget. The shortfall was the result of a year-over-year decline of over one million parking transactions (nine percent). Parking transaction declines reflect the decline in Metrorail ridership.

**Operating Expenses**
FY2017 year-end operating expenses were favorable to budget by $101.0 million or six percent, and represented a $71.5 million reduction versus FY2016. The favorability is primarily a result of reduced personnel expenses.

**Personnel Expenses**
FY2017 personnel expenses (including salaries/wages, overtime, and fringe) of $1.2 billion were favorable to budget by $88.5 million or 6.8 percent. This favorability is mostly attributable to the GM/CEO’s actions to reduce positions and freeze hiring for non-critical positions which resulted in a 6.8 percent vacancy rate (as of June 30, 2017). Metro transferred $95 million of eligible preventive maintenance (PM) operating expenses to the capital budget in FY2017 ($35 million for buses and $60 million for railcars).
Salaries and Wages
FY2017 salary and wage expenses of $750.7 million were under budget by $64.0 million or 7.9 percent. This variance is mainly driven by position reductions and lower than planned staffing levels in Rail and Bus departments.

Positions and Staffing
As of the end of the fiscal year, Metro had eliminated 700 vacant and filled positions no longer critical to Metro’s core business requirements. Of the 12,332 positions at year-end, Metro’s vacancy rate at the end of June was 6.8 percent or 851 positions.

Overtime
Overtime expenses of $82.2 million in FY2017 were over budget by $5.2 million or 6.7 percent. This unfavorable variance was primarily due to track repair, inspection work and other track maintenance activities (Track and Structures); installing heat tape on the third rail, lighting repairs and emergency trip station repair projects (Traction Power); and Fire Life Safety, signal testing of the public safety radio system and comprehensive radio communications system, programming of radios and FIA testing (Systems Maintenance). Additionally, overtime was utilized to provide custodial support for special events, completing emergency work orders, vacancy/leave coverage, and manpower deployments to cover areas subject to flooding during inclement weather events (Plant Maintenance).

Fringe Benefits
Fringe benefit expenses were $29.6 million below budget in FY2017, resulting from favorability in workers compensation, FICA, pension, healthcare and other fringes (uniform & clothing), primarily due to the favorability in labor and the associated position reductions as well as credits and adjustments for health care plans that took place in June 2017.

Non-Personnel Expenses
Non-personnel expenses of $424.1 million in FY2017 were below budget by $12.5 million or 2.9 percent. Expense savings in Fuel (Gas, Diesel & CNG), Propulsion, Utilities & Electricity were offset by increased expenses in services, supplies and leases.

Services
Services were $6.7 million over budget in FY2017, due largely to increases in third-party professional services and contract maintenance; MetroAccess service expenses were unfavorable to budget by $10.0 million because of the delay in the implementation of the Abilities Ride program, slightly higher contract rates for one of the service providers, and late-trip credits to passengers. This unfavorability was partially offset by lower spending in multiple service contracts for promotional events,
debit/credit card processing, SmartTrip assistance, Automatic Fare Collection, and other services across CFO, MTPD, COUN, OBPP & RAIL.

Materials & Supplies
Materials & Supplies expenses exceeded budget by $21.6 million in FY2017 mainly due to additional parts purchases to support continued railcar rehabilitation activities.

Energy (Fuel, Propulsion, Electricity & Utilities)
Fuel, Propulsion, Electricity and Utilities in FY2017 were lower than budget by $24.1 million or 18.9 percent, mainly due to favorable rate and volume mix utilization.

Fuel expenses totaled $20.2 million, which was 45.0 percent, below budget. The average diesel fuel rate for FY2017 was $1.44 per gallon compared to a budgeted rate of $2.17 per gallon, resulting in a net savings. Gasoline rates were similarly favorable at $1.50 compared to a budget of $3.29 per gallon.

Propulsion expenses in FY2017 were $48.0 million, or 5.6 percent below budget. This favorable volume utilization is mainly driven by service reductions associated with track rehabilitation and maintenance activities. Propulsion volume was 5.1 percent below budget due to lower-than-scheduled railcar miles and less than maximum railcars during peak service. Electricity and utilities expenses were $35.3 million or 12 percent below budget. This favorability was due to below budget consumption. Electricity utilization by facilities was 8.8 percent below budgeted volume and 9.6 percent below budget cost.

Capital Overhead Allocation
The capital overhead allocation represents the reimbursement of indirect costs applied to capital projects, which is a credit to the operating budget. A new allocation method was implemented in FY2017 with approval from the Federal Transit Administration (FTA). In FY2017 the capital indirect allocation credit totaled $48.4 million, $5.4 million favorable to the operating budget. This is due primarily to increased capital labor expenses in support of on-going track rehabilitation activities.
CAPITAL PROGRAM

The original FY2017 capital budget of $950 million was approved by the Board in April 2016. The capital budget is the first year of a six-year Capital Improvement Program (CIP) and provided the funding necessary for the activities planned for the fiscal year to repair, rehabilitate, and replace of Metro's capital assets, including vehicles, stations, track and structures, power, yards and garages, business support, and other program areas. Metro’s capital investments are focused on activities that improve the safety and reliability of the system.

The capital budget for FY2017 was amended and increased in November 2016, with $150 million of additional budget authority added to the original $950 million CIP budget. This increased funding supports intensified efforts to address deferred maintenance – primarily through the SafeTrack initiative – as well as an increased delivery and acceptance rate for new 7000 series railcars and the retirement of the 1000 and 4000 series railcars. An additional budget increase of $75 million was approved in April 2017, bringing the final approved budget to $1.175 billion.

Sources of Funds
For FY2017, planned sources of capital funding total $1.227 billion, including $1.175 billion for the Capital Improvement Program (CIP) and $51.9 million for the Reimbursable program. Metro’s capital program is supported by Federal funds, State and Local contributions, and other sources including real estate and insurance proceeds.

Federal Grants
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 (SOGR) Formula Program, and 5339 Bus and Bus Facilities Formula Program. Through the end of the fourth quarter, Metro received reimbursements of $719 million from the Federal Transit Administration (FTA).

State and Local Contributions
Through June, Metro received $338.0 million of the budgeted $338.1 million in contributions from its State and Local partners, as detailed in the table below. The outstanding item is for CMAQ expenses that are reimbursed after the fact.
**FY2017 Year-End Capital Program Highlights**

Based on preliminary results, Metro delivered $1.163 billion of CIP investment through the fourth quarter of FY2017. This represents 122 percent of the original budget of $950 million and 99 percent of the amended budget of $1.175 billion. Capital program performance through the fourth quarter of FY2017 is summarized by Category in the analysis below.
Railcar Investments
In FY2017, WMATA invested $487.8 million in the Railcar Investments category, which includes the Railcar Acquisition, Railcar Maintenance & Overhaul, and Railcar Maintenance Facilities programs.

7000 Series Railcar Deliveries

As of early July, ALL 1000/4000 series railcars were removed from service.
Railcar Acquisition
$335 million was invested in Railcar Acquisition. The fourth quarter of FY2017 marked a number of significant milestones in railcar acquisition. A total of 364 new 7000 series vehicles were delivered as of June 30th and all of the 1000-series and 4000-series railcars have now been removed from service.

Railcar Maintenance & Overhaul
Through the fourth quarter, Metro invested $114 million in Railcar Maintenance and Overhaul to maintain the reliability and safe operating condition of railcars and achieve their maximum useful life.

Additionally, Metro's "mean distance between delays" (MDBD) metric improved 37 percent year-over-year, from 82,537 miles between delays in the fourth quarter last year to 113,144 this quarter. Metro’s average miles between delays exceeded the goal of 110,000 each month of the fourth quarter.

Railcar Maintenance Facilities
Through the fourth quarter, Metro invested $38 million in improvements to Railcar Maintenance Facilities. By the end of June construction on the Alexandria Track and Structures maintenance building was 80 percent complete and the service and inspection shop was 100 percent complete. Construction of the Brentwood service and inspection shop was 40 percent complete, and the yard exterior 90 percent complete.

Rail Systems Investments
Metro invested $73 million in Rail Systems through the fourth quarter of FY2017 in the Propulsion and Signals & Communications programs.

Propulsion
Through June Metro invested $30 million in the Propulsion program. Four traction power substation upgrades were delivered in FY2017, including the most recent at
Gallows Road. Also in the fourth quarter, a procurement package for alternating and direct current Multi-Processor Relays was awarded, with delivery planned for FY2018.

Signals & Communications
WMATA invested $43 million through the fourth quarter in this program, which implements National Transportation Safety Board (NTSB) recommended safety improvements, supports the repair and improvement of the Automatic Train Control (ATC) system; and replaces the Radio Communications System with a new Federal Communications Commission (FCC) mandated, 700 MHz band.

In FY2017, ATC state of good repair (SOGR) efforts have included the repair or replacement of 35,600 linear feet of cable and the rehabilitation of 17 switch machines.

Progress also continued on the replacement of the radio communications system and wiring for cellular service. In addition to the segment between Stadium Armory and Potomac Avenue, which went live earlier in the fiscal year, wiring is now complete on the Eastern leg of the Red line through Silver Spring.

Track & Structures Rehabilitation
The most significant accomplishment in FY2017 Track & Structures Investments was the completion of the SafeTrack initiative in which more than 50,000 defective wood ties were replaced throughout the system; more than 42,000 linear feet of grout pads were renewed; more than 61,000 linear feet of rail were renewed, along with 45,000 fasteners, and 22,000 insulators. Metro invested $165 million in FY2017 in this program.

Fixed Rail
Metro expended $158 million in the rehabilitation, repair or replacement of track components through the fourth quarter. SafeTrack Surges 13 through 16 were completed, closing out the initiative.

Structures
WMATA invested $7 million in the Structures program through the fourth quarter. The majority of these funds have gone toward the restoration of the structural integrity of tunnel liners, leak prevention, drainage repairs and maintenance, eliminating stray currents and reducing corrosion of wayside equipment and track components. Through the fourth quarter 2,624 leaks and 22,653 linear feet of drains were repaired.

Stations & Passenger Facilities
Metro invested $149 million in the Stations & Passenger Facilities category through June. Highlights include:
 Platforms & Structures
In the Platforms & Structures category, Metro invested $81 million in FY2017. The largest share – $64 million – was primarily focused on the rehabilitation of segments of the Orange and Blue Lines.

In the fourth quarter two traction power substations were completed at Benning Road and Dunn Loring. Emergency trip stations were also completed at 14 locations along with ceiling tiles at one location, and the last exhaust fan.

Construction on new station entrance canopies continued in the fourth quarter: new vertical granite was installed on the portal entryways at Shady Grove and Brookland, while electrical conduit was installed at Smithsonian North.

Vertical Transportation
WMATA continues to invest in replacing the system’s aging escalator and elevator infrastructure and in components required for their safe and reliable operation. Metro invested $47 million in rehabilitation of replacement of vertical transportation assets in FY2017.

- Elevator Rehabilitation – In the fourth quarter Metro returned five elevators to service at Medical Center, Franconia-Springfield, Branch Avenue Yard, Navy Yard, and Pentagon; Metro returned to service a total of 17 elevators in FY2017.

- Escalator Replacement – In the fourth quarter, Metro returned to service eight escalators at the following stations: Capitol Heights, Eastern Market, Smithsonian, Minnesota Avenue, two at Shaw, and two at Woodley Park. Metro invested a total of $34 million in FY2017 and replaced 33 escalators through June.

- Elevator/Escalator Repairables – $2.7 million was invested through the fourth quarter and the procurement process continued for the acquisition of new brake boarding reducers, step mold, and stamping contracts. Extensive well way cleaning and construction of the step mold also continued.
Station Systems
In FY2017 Metro invested $15 million in the Station Systems program. Metro expended $4 million through the fourth quarter on upgrades to fire alarm systems.

An additional $2 million was expended in FY2017 on the Federal Resiliency Grant-funded effort to elevate vent shafts and protect stations from flood water. In FY2018, construction will be underway at Cleveland Park, McPherson Square, and Waterfront locations. Metro will also be presenting designs and plans to finalize regulatory clearance for all remaining sites.

Parking Facilities
Through the fourth quarter Metro invested $4 million on parking facilities. Work continued on the rehabilitation of parking garages at Franconia-Springfield East and Shady Grove North. Full design was underway at Largo, New Carrollton, and Vienna parking garages.

Bus & Paratransit Vehicles
Bus Acquisition
Metro invested $57 million in this program in FY2017. 106 replacement buses were delivered in FY2017.

Bus Maintenance & Overhaul
Metro’s bus maintenance and overhaul investments are focused on maintaining reliability and the safe operating condition of the equipment and to achieve the maximum useful life of the asset. Metro invested $84 million in the Bus Maintenance & Overhaul program through the fourth quarter, $41 million of which was invested in the comprehensive mechanical, electrical, and structural rehabilitation that takes place at 7.5 years of life for each bus. Metro completed the mid-life rehabilitation of 100 buses during FY2017.
Bus Maintenance Facilities
During FY2017 Metro invested $77 million in Bus Maintenance Facilities. This includes $36 million expended on construction of the new Andrews Federal Center bus facility and $30 million on the construction of the new Cinder Bed Road bus facility.

Bus Passenger Facilities & Systems
Through the fourth quarter of FY2017, Metro invested $4 million in the Bus Passenger & Facilities program. By early in the first quarter of FY2018, Real Time Passenger Information (RTPI) software upgrades are expected to be complete and the procurement of 44 more RTPI signs will begin. Through June, ADA accessibility improvements have been completed at nine locations.

Paratransit
Through the fourth quarter Metro invested $14 million in the Paratransit program, primarily for the delivery of new paratransit vehicles.

Business Support
Metro invested $53 million through the fourth quarter of FY2017 in the Business Support Investment program.

Information Technology
Investments include $15 million toward the development and deployment (beginning in August 2017) of Metro’s new standardized time management solution.

Metro Transit Police Department
A total of $4 million was invested in the Metro Transit Police Department (MTPD) capital program in FY2017. The bulk of this investment went toward the procurement of replacement police vehicles, non-lethal weapons, and various security upgrades.

Support Equipment & Services
Metro expended $10 million in Support Equipment & Services through the fourth quarter. Of this funding, $0.8 million was invested in the upgrade of equipment and facilities in order to maintain compliance with applicable environmental regulations.

Reprogramming
In addition to the budget amendments approved by the Board, management has transferred budget authority between program areas to ensure that a) critical safety and reliability projects continue uninterrupted and b) the funding provided by Metro's local and federal partners does not go unused. A summary of the budget amendments and reprogramming actions by program is included in this report.
Status of FTA Grant Applications and Reimbursements

In December 2016, the Federal Transit Administration (FTA) restored Metro’s ECHO privileges for grants awarded after July 1, 2015.

As of March 2017, Metro had $281 million of unreimbursed costs on FTA Formula and PRIIA grants. Under this plan, Metro revised the Formula and PRIIA grants, applying the old grants to new projects such as new railcar acquisition, SafeTrack, and safety focused maintenance costs. These grants were awarded on May 12, 2017; enabling Metro to recover $189 million of the old grant reimbursements as of June 2017. The remaining unreimbursed costs will be recovered during FY2018. During FY2017 Metro also closed 19 prior year FTA grants.

Metro's Federal Fiscal Year 2017 grants were transmitted to FTA for review in March 2017, in accordance with Metro’s Grants Management Policy (within four weeks of the adoption of the capital budget). The PRIIA, State of Good Repair, and Bus partial apportionment grants were awarded in April and May 2017. The Urbanized Area Formula Grant and amendments to increase the value of the previously awarded grants to the full year apportionment values are expected to be awarded in September 2017.
OUTSTANDING DEBT AND CASH MANAGEMENT

Metro’s outstanding debt as of June 30, 2017 is $617.9 million, as shown in the table below. This total includes both long-term debt to support capital projects and short-term debt for cash flow requirements.

A three year bond (Series 2016A) was issued in June 2016 to support capital program expenses and to reduce Metro’s reliance on lines of credit. Federal Transit Administration (FTA) grant receipts will serve as the primary source of principal repayment.

On March 27, 2017 the LOC total increased by $100 million to $350 million. As of June 30, 2017 the lines were drawn as shown below to support the cash flow needs of the capital program. After the end of the fourth quarter, a subsequent payment in July paid the outstanding LOC balances in full.

<table>
<thead>
<tr>
<th>Debt Type</th>
<th>Issuance Amount/Capacity</th>
<th>Outstanding Principal</th>
<th>FY2017 Debt Service</th>
<th>Maturity Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Long-term Debt</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bond Series 2009A</td>
<td>242.68</td>
<td>192.90</td>
<td>18.70</td>
<td>Jul-32</td>
</tr>
<tr>
<td>Bond Series 2009B 2</td>
<td>55.00</td>
<td>55.00</td>
<td>2.50</td>
<td>Jul-34</td>
</tr>
<tr>
<td>Bond Series 2016A 3</td>
<td>220.00</td>
<td>220.00</td>
<td>-</td>
<td>Jul-19</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>517.68</td>
<td>467.90</td>
<td>21.20</td>
<td></td>
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<tr>
<td><strong>Short-term Debt</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wells Fargo LOC</td>
<td>175.00</td>
<td>-</td>
<td>Varies</td>
<td>Mar-18</td>
</tr>
<tr>
<td>Bank of America LOC</td>
<td>175.00</td>
<td>150.00</td>
<td>Varies</td>
<td>Mar-18</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>350.00</td>
<td>150.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>867.68</td>
<td>617.90</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. Annual debt service for long-term debt is based on January 2017 and July 2017 payment dates.
2. Annual debt service net of Build America Bond credit
3. The first interest payment on the 2016A series bonds was due January 1, 2017; the first principal payment was due July 1, 2017.
Operating Financials by Mode
# METRORAIL
## Operating Financials
### June-17
#### FISCAL YEAR 2017

**Dollars in Millions**

<table>
<thead>
<tr>
<th>Prior Year Actual</th>
<th>Current Year Actual</th>
<th>Current Year Budget</th>
<th>Variance</th>
<th>Prior Year Actual</th>
<th>Current Year Actual</th>
<th>Current Year Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>REVENUES:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>$144.9</td>
<td>$138.8</td>
<td>$164.0</td>
<td>$(25.3)</td>
<td>$574.4</td>
<td>$521.8</td>
<td>$(91.0)</td>
</tr>
<tr>
<td>D.C. Schools</td>
<td>4.4</td>
<td>3.1</td>
<td>2.2</td>
<td>0.9</td>
<td>10.4</td>
<td>9.6</td>
<td>8.2</td>
</tr>
<tr>
<td>Parking</td>
<td>11.3</td>
<td>10.7</td>
<td>12.6</td>
<td>(1.9)</td>
<td>45.0</td>
<td>41.4</td>
<td>47.1</td>
</tr>
<tr>
<td>Advertising</td>
<td>1.9</td>
<td>1.8</td>
<td>2.0</td>
<td>(0.1)</td>
<td>7.5</td>
<td>7.2</td>
<td>7.8</td>
</tr>
<tr>
<td>Joint Dev/Property Rent</td>
<td>4.6</td>
<td>2.0</td>
<td>1.8</td>
<td>0.3</td>
<td>15%</td>
<td>11.1</td>
<td>9.9</td>
</tr>
<tr>
<td>Fiber Optic</td>
<td>3.9</td>
<td>3.9</td>
<td>4.1</td>
<td>(0.2)</td>
<td>15.6</td>
<td>15.7</td>
<td>16.5</td>
</tr>
<tr>
<td>Other</td>
<td>6.6</td>
<td>(2.8)</td>
<td>2.7</td>
<td>(5.5)</td>
<td>31.9</td>
<td>5.6</td>
<td>10.9</td>
</tr>
<tr>
<td><strong>TOTAL REVENUE</strong></td>
<td>$177.6</td>
<td>$157.6</td>
<td>$189.4</td>
<td>$(31.8)</td>
<td>$696.0</td>
<td>$611.3</td>
<td>$710.3</td>
</tr>
<tr>
<td>EXPENSES:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salary/Wages</td>
<td>$122.5</td>
<td>$107.3</td>
<td>$120.4</td>
<td>$13.2</td>
<td>$475.9</td>
<td>$438.7</td>
<td>$481.8</td>
</tr>
<tr>
<td>Overtime</td>
<td>11.3</td>
<td>8.2</td>
<td>8.5</td>
<td>0.2</td>
<td>48.9</td>
<td>45.9</td>
<td>41.4</td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>58.0</td>
<td>51.7</td>
<td>61.1</td>
<td>9.3</td>
<td>248.0</td>
<td>221.2</td>
<td>244.5</td>
</tr>
<tr>
<td>Services</td>
<td>21.8</td>
<td>24.7</td>
<td>19.2</td>
<td>(5.4)</td>
<td>67.8</td>
<td>73.8</td>
<td>76.9</td>
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<tr>
<td>Supplies</td>
<td>22.9</td>
<td>7.5</td>
<td>13.6</td>
<td>6.0</td>
<td>77.8</td>
<td>68.9</td>
<td>47.7</td>
</tr>
<tr>
<td>Fuel (Gas, Diesel, CNG)</td>
<td>0.6</td>
<td>0.3</td>
<td>0.9</td>
<td>0.6</td>
<td>65%</td>
<td>1.5</td>
<td>1.9</td>
</tr>
<tr>
<td>Propulsion Power</td>
<td>11.6</td>
<td>12.7</td>
<td>12.7</td>
<td>0.0</td>
<td>49.4</td>
<td>48.0</td>
<td>50.9</td>
</tr>
<tr>
<td>Utilities</td>
<td>7.4</td>
<td>6.6</td>
<td>6.1</td>
<td>(0.5)</td>
<td>27.7</td>
<td>27.3</td>
<td>23.9</td>
</tr>
<tr>
<td>Insurance/Other</td>
<td>4.3</td>
<td>6.7</td>
<td>6.9</td>
<td>0.2</td>
<td>16.1</td>
<td>21.8</td>
<td>27.6</td>
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<tr>
<td>Capital Indirect Allocation</td>
<td>0.0</td>
<td>(5.3)</td>
<td>(6.4)</td>
<td>(1.1)</td>
<td>17%</td>
<td>0.0</td>
<td>(28.2)</td>
</tr>
<tr>
<td><strong>TOTAL EXPENSE</strong></td>
<td>$260.3</td>
<td>$220.4</td>
<td>$242.9</td>
<td>$22.6</td>
<td>$1013.0</td>
<td>$919.3</td>
<td>$972.4</td>
</tr>
<tr>
<td>SUBSIDY</td>
<td>$82.6</td>
<td>$62.8</td>
<td>$53.5</td>
<td>$(9.2)</td>
<td>$317.1</td>
<td>$308.0</td>
<td>$262.0</td>
</tr>
</tbody>
</table>

**Favorable/(Unfavorable)**

- 68% Favorable
- 72% Favorable
- 78% Favorable

**COST RECOVERY RATIO**

- 69%
- 66%
- 73%

**Variance**

- QUARTER RESULTS
- YEAR-TO-DATE RESULTS
# METROBUS
## Operating Financials
### June-17
#### FISCAL YEAR 2017
Dollars in Millions

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td></td>
<td>Actual</td>
<td>Budget</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Revenues</th>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual</td>
<td>Budget</td>
<td>Actual</td>
</tr>
<tr>
<td></td>
<td>Actual</td>
<td>Budget</td>
<td>Actual</td>
</tr>
</tbody>
</table>

**Revenues:**
- Passenger Fares: $141.1 | $129.0 | $152.1 | ($23.1) | -15%
- D.C. Schools: 9.0 | 8.2 | 8.8 | (0.6) | -7%
- Advertising: 15.3 | 14.7 | 15.7 | (1.0) | -6%
- Other: 0.7 | 10.8 | 3.1 | 7.7 | 251%

**Total Revenue:**
- Prior Year: $166.1
- Current Year: $162.8
- Budget: $179.7
- Variance: ($16.9) | -9%

<table>
<thead>
<tr>
<th>Expenses</th>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
</table>
| Salary/Wages: $299.7 | $305.6 | $325.0 | $19.4 | 6%
| Overtime: 31.5 | 36.2 | 35.5 | (0.7) | -2%
| Fringe Benefits: 158.0 | 163.1 | 168.5 | 5.4 | 3%
| Services: 34.0 | 45.4 | 46.0 | 0.6 | 1%
| Supplies: 28.1 | 36.9 | 36.6 | (0.3) | -1%
| Fuel (Gas, Diesel, CNG): 19.7 | 13.2 | 25.8 | 12.6 | 49%
| Utilities: 5.7 | 7.4 | 15.3 | 7.9 | 52%
| Insurance/Other: 8.4 | 12.1 | 17.4 | 5.3 | 31%
| Capital Indirect Allocation: 0.0 | (19.4) | (16.7) | 2.8 | -17%

**Total Expense:**
- Prior Year: $585.0
- Current Year: $600.5
- Budget: $653.4
- Variance: $52.9 | 8%

**Subsidy:**
- Prior Year: $418.9
- Current Year: $437.7
- Budget: $473.7
- Variance: $36.0 | 8%

**Favorable/(Unfavorable):**
- 29%
- 31%
- 28%

**Cost Recovery Ratio:**
- Prior Year: 28%
- Current Year: 27%
- Budget: 28%

**Favorable/(Unfavorable):**
- 29%
- 31%
- 28%
# Operating Financials

**June-17**  
**FISCAL YEAR 2017**  

### Dollars in Millions

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>$2.3</td>
<td>$2.3</td>
<td>$2.6</td>
</tr>
</tbody>
</table>

### REVENUES:

**Passenger Fares**

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$9.2</td>
<td>$9.7</td>
<td>$10.0</td>
</tr>
</tbody>
</table>

**TOTAL REVENUE**

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$9.2</td>
<td>$9.7</td>
<td>$10.0</td>
</tr>
</tbody>
</table>

### EXPENSES:

- **Salary/Wages**
  - Prior Year: $6.0  
  - Current Year: $6.5  
  - Budget: $8.0  
  - Variance: $1.5  
  - Percentage: 19%

- **Overtime**
  - Prior Year: 0.0  
  - Current Year: 0.0  
  - Budget: 0.1  
  - Variance: 0.1  
  - Percentage: 73%

- **Fringe Benefits**
  - Prior Year: 3.1  
  - Current Year: 3.1  
  - Budget: 4.0  
  - Variance: 0.9  
  - Percentage: 23%

- **Services**
  - Prior Year: 102.4  
  - Current Year: 108.4  
  - Budget: 98.1  
  - Variance: (10.4)  
  - Percentage: -11%

- **Supplies**
  - Prior Year: 0.2  
  - Current Year: 0.4  
  - Budget: 0.3  
  - Variance: 0.1  
  - Percentage: 34%

- **Fuel (Gas, Diesel, CNG)**
  - Prior Year: 0.0  
  - Current Year: 0.1  
  - Budget: 0.2  
  - Variance: 0.1  
  - Percentage: 50%

- **Utilities**
  - Prior Year: 1.2  
  - Current Year: 1.9  
  - Budget: 1.9  
  - Variance: 0.0  
  - Percentage: 15%

- **Insurance/Other**
  - Prior Year: 0.4  
  - Current Year: 0.5  
  - Budget: 0.5  
  - Variance: 0.1  
  - Percentage: 9%

- **Capital Indirect Allocation**
  - Prior Year: 0.0  
  - Current Year: (0.2)  
  - Budget: (0.7)  
  - Variance: 0.0  
  - Percentage: 9%

**TOTAL EXPENSE**

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$29.8</td>
<td>$36.1</td>
<td>$29.0</td>
</tr>
</tbody>
</table>

**TOTAL EXPENSE**

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$117.9</td>
<td>$124.5</td>
<td>$119.6</td>
</tr>
</tbody>
</table>

### SUBSIDY

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27.4</td>
<td>$33.7</td>
<td>$26.4</td>
</tr>
</tbody>
</table>

**Favorable/(Unfavorable)**

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$108.8</td>
<td>$114.9</td>
<td>$109.6</td>
</tr>
</tbody>
</table>

**COST RECOVERY RATIO**

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>8%</td>
<td>6%</td>
<td>9%</td>
</tr>
</tbody>
</table>

8% 8% 8%
Parking Facility Usage
<table>
<thead>
<tr>
<th>STATION/LOT</th>
<th>Lot Capacity</th>
<th>Paid Utilization (% of Capacity)</th>
</tr>
</thead>
<tbody>
<tr>
<td>REGION</td>
<td>Jun-17</td>
<td>Jun-16</td>
</tr>
<tr>
<td>Forest Glen</td>
<td>596</td>
<td>977</td>
</tr>
<tr>
<td>Forest Glen</td>
<td>596</td>
<td>977</td>
</tr>
<tr>
<td>Wheaton</td>
<td>977</td>
<td>977</td>
</tr>
<tr>
<td>Twinbrook</td>
<td>1,097</td>
<td>1,097</td>
</tr>
<tr>
<td>Twinbrook</td>
<td>1,097</td>
<td>1,097</td>
</tr>
<tr>
<td>White Flint</td>
<td>1,270</td>
<td>1,270</td>
</tr>
<tr>
<td>White Flint</td>
<td>1,270</td>
<td>1,270</td>
</tr>
<tr>
<td>Rockville</td>
<td>524</td>
<td>524</td>
</tr>
<tr>
<td>Rockville</td>
<td>524</td>
<td>524</td>
</tr>
<tr>
<td>Shady Grove</td>
<td>5,745</td>
<td>5,745</td>
</tr>
<tr>
<td>Shady Grove</td>
<td>5,745</td>
<td>5,745</td>
</tr>
<tr>
<td>Glenmont</td>
<td>2,998</td>
<td>2,998</td>
</tr>
<tr>
<td>Glenmont</td>
<td>2,998</td>
<td>2,998</td>
</tr>
<tr>
<td>Grosvenor</td>
<td>1,894</td>
<td>1,894</td>
</tr>
<tr>
<td>Grosvenor</td>
<td>1,894</td>
<td>1,894</td>
</tr>
<tr>
<td>Montgomery County</td>
<td>15,101</td>
<td>15,101</td>
</tr>
<tr>
<td>Montgomery County</td>
<td>15,101</td>
<td>15,101</td>
</tr>
<tr>
<td>Prince George's County</td>
<td>23,793</td>
<td>24,383</td>
</tr>
<tr>
<td>Prince George's County</td>
<td>23,793</td>
<td>24,383</td>
</tr>
<tr>
<td>Maryland Total</td>
<td>38,894</td>
<td>39,484</td>
</tr>
<tr>
<td>Maryland Total</td>
<td>38,894</td>
<td>39,484</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>1,964</td>
<td>1,964</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>1,964</td>
<td>1,964</td>
</tr>
<tr>
<td>Virginia Total</td>
<td>19,831</td>
<td>19,831</td>
</tr>
<tr>
<td>Virginia Total</td>
<td>19,831</td>
<td>19,831</td>
</tr>
<tr>
<td>System Total</td>
<td>60,689</td>
<td>61,279</td>
</tr>
<tr>
<td>System Total</td>
<td>60,689</td>
<td>61,279</td>
</tr>
</tbody>
</table>
Capital Expenditures
## Washington Metropolitan Area Transit Authority
### Capital Improvement Program - Amendment and Reprogramming Actions
#### Fiscal Year 2017 - June 2017

<table>
<thead>
<tr>
<th>Investment by Program</th>
<th>FY2017 Approved Budget</th>
<th>Amendments</th>
<th>Reprogramming Actions</th>
<th>FY2017 Final Budget</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Railcar Acquisitions</strong></td>
<td>203,820.2</td>
<td>131,000.0</td>
<td>(700.0)</td>
<td>335,918.7</td>
<td>Amendment to accommodate accelerated 7000-series railcar deliveries (now 60 per quarter); original budget assumed 56 per quarter; some spare parts purchases were delayed until FY2018</td>
</tr>
<tr>
<td><strong>Railcar Maintenance/Overhaul</strong></td>
<td>114,975.9</td>
<td>6,000.0</td>
<td>(3,000.0)</td>
<td>$114,256.1</td>
<td>May amendment supports Railcar Rehab.; parts charged to capital were less than planned, and $3 million was reprogrammed to support Andrews Federal Center bus garage, where prior delays have been resolved</td>
</tr>
<tr>
<td><strong>Railcar Maintenance Facilities</strong></td>
<td>34,832.5</td>
<td>900.0</td>
<td>337.6</td>
<td>$39,692.2</td>
<td>Accelerated funding needed for 7000-Series HVAC Maintenance Facility, which is ahead of schedule; project to install CCTV cameras on rail platforms was delayed relative to plan</td>
</tr>
<tr>
<td><strong>Railcar Investments</strong></td>
<td>353,628.6</td>
<td>137,900.0</td>
<td>(3,362.4)</td>
<td>$489,867.0</td>
<td>Traction Power SOGR projects delayed into FY2018 at Stadium-Armory and Gallery Place; initial procurement process delays in Rail Power System Upgrades have been resolved and project is now proceeding; contracting and other delays in several projects freed up funds for other projects</td>
</tr>
<tr>
<td><strong>Propulsion</strong></td>
<td>39,794.4</td>
<td>(7,000.0)</td>
<td>(3,100.0)</td>
<td>$30,651.9</td>
<td>Initial delays in radio and wireless project (now underway); cost savings in GRS track circuit project</td>
</tr>
<tr>
<td><strong>Signals &amp; Communications</strong></td>
<td>64,502.2</td>
<td>(6,000.0)</td>
<td>(12,500.0)</td>
<td>$43,697.2</td>
<td>Budget moved from Bush Hill Aerial Structure project, delayed due to negotiation of CSX and adjacent property access agreements (since completed); budget moved from Tunnel Leak Mitigation as that work was completed under SafeTrack program</td>
</tr>
<tr>
<td><strong>Rail Systems Investments</strong></td>
<td>104,296.6</td>
<td>(13,000.0)</td>
<td>(15,600.0)</td>
<td>$74,349.1</td>
<td>Amendments support the SafeTrack program</td>
</tr>
<tr>
<td><strong>Fixed Rail</strong></td>
<td>78,882.9</td>
<td>80,000.0</td>
<td>(5,219.0)</td>
<td>$158,508.1</td>
<td>Budget moved from Bush Hill Aerial Structure project, delayed due to negotiation of CSX and adjacent property access agreements (since completed); budget moved from Tunnel Leak Mitigation as that work was completed under SafeTrack program</td>
</tr>
<tr>
<td><strong>Structures</strong></td>
<td>10,438.4</td>
<td>-</td>
<td>(3,375.0)</td>
<td>$7,217.2</td>
<td>Budget moved from Bush Hill Aerial Structure project, delayed due to negotiation of CSX and adjacent property access agreements (since completed); budget moved from Tunnel Leak Mitigation as that work was completed under SafeTrack program</td>
</tr>
<tr>
<td><strong>Track Maintenance Equip</strong></td>
<td>-</td>
<td>-</td>
<td>224.0</td>
<td>$133.6</td>
<td>Schedule change in fire map update; Design of shop upgrades at Carmen Turner and Branch Ave delayed; permitting and other delays in Raising Vent Shafts and Improving Drainage projects</td>
</tr>
<tr>
<td><strong>Track and Structures Rehabilitation Investments</strong></td>
<td>89,321.3</td>
<td>80,000.0</td>
<td>(8,370.0)</td>
<td>$165,859.0</td>
<td>Amendments and $20 million in Reprogramming actions support Orange/Blue Line Rehabilitation project</td>
</tr>
<tr>
<td><strong>Platforms &amp; Structures</strong></td>
<td>46,376.3</td>
<td>13,000.0</td>
<td>21,420.0</td>
<td>$83,327.9</td>
<td>Initial procurement process delays in Escalator Rehabilitation</td>
</tr>
<tr>
<td><strong>Vertical Transportation</strong></td>
<td>47,486.2</td>
<td>-</td>
<td>(463.0)</td>
<td>$46,991.4</td>
<td>Fare Collection Modernization deferred (now underway)</td>
</tr>
<tr>
<td><strong>Fare Collection</strong></td>
<td>10,270.0</td>
<td>-</td>
<td>(4,493.6)</td>
<td>$3,558.5</td>
<td>Fare Collection Modernization deferred (now underway)</td>
</tr>
<tr>
<td><strong>Station Systems</strong></td>
<td>24,408.0</td>
<td>-</td>
<td>(7,200.0)</td>
<td>$15,629.8</td>
<td>Schedule change in fire map update; Design of shop upgrades at Carmen Turner and Branch Ave delayed; permitting and other delays in Raising Vent Shafts and Improving Drainage projects</td>
</tr>
<tr>
<td><strong>Parking Facilities</strong></td>
<td>4,423.0</td>
<td>-</td>
<td>(1,000.0)</td>
<td>$3,910.7</td>
<td>Budget moved from Huntington parking garage (pending evaluation and rehab/replace decision)</td>
</tr>
<tr>
<td><strong>Stations and Passenger Facilities Investments</strong></td>
<td>132,963.5</td>
<td>13,000.0</td>
<td>8,263.4</td>
<td>$153,418.2</td>
<td>Spares parts ordered later than originally planned, delaying delivery of some parts into mid-FY2018; more buses were delivered in FY2016 than anticipated, allowing FY2017 reduction</td>
</tr>
<tr>
<td><strong>Bus Acquisition</strong></td>
<td>66,564.6</td>
<td>-</td>
<td>(9,350.0)</td>
<td>$56,906.5</td>
<td>Bus Rehab budget increased to cover higher-priced parts kits for the specific buses being rehabbed; additional capital parts purchased</td>
</tr>
<tr>
<td><strong>Bus Maintenance/Overhaul</strong></td>
<td>81,017.9</td>
<td>-</td>
<td>3,650.0</td>
<td>$85,213.7</td>
<td>Additional budget supports Cinder Bed Road Garage (which is ahead of previous forecast), Andrews Federal Center Garage (progressing after earlier delays), as well as crosstown in the Bus Garage Facility Repairs project at Landover</td>
</tr>
<tr>
<td><strong>Bus Maintenance Facilities</strong></td>
<td>55,042.6</td>
<td>8,000.0</td>
<td>15,245.2</td>
<td>$77,833.2</td>
<td>Additional budget supports Cinder Bed Road Garage (which is ahead of previous forecast), Andrews Federal Center Garage (progressing after earlier delays), as well as crosstown in the Bus Garage Facility Repairs project at Landover</td>
</tr>
</tbody>
</table>
### Washington Metropolitan Area Transit Authority

**Capital Improvement Program - Amendment and Reprogramming Actions**  
**Fiscal Year 2017 - June 2017**

#### Dollars in Thousands

<table>
<thead>
<tr>
<th>Investment by Program</th>
<th>FY2017 Approved Budget</th>
<th>Amendments</th>
<th>Reprogramming Actions</th>
<th>FY2017 Final Budget</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Passenger Facilities/Systems</td>
<td>6,723.0</td>
<td>-</td>
<td>(2,295.0)</td>
<td>$4,712.0</td>
<td>Coordination with jurisdictions has delayed Traffic Signal Prioritization project.</td>
</tr>
<tr>
<td>Paratransit</td>
<td>8,800.0</td>
<td>-</td>
<td>6,000.0</td>
<td>$14,800.0</td>
<td>Vehicle delivery delays in FY2016 resulted in a larger than planned delivery (207 vs. 125) in FY2017.</td>
</tr>
<tr>
<td><strong>Bus and Paratransit Investments</strong></td>
<td><strong>218,148.0</strong></td>
<td><strong>8,000.0</strong></td>
<td><strong>13,250.2</strong></td>
<td><strong>$239,465.4</strong></td>
<td></td>
</tr>
<tr>
<td>IT</td>
<td>40,756.4</td>
<td>-</td>
<td>815.9</td>
<td>$39,164.3</td>
<td>Additional funds for public wi-fi expansion.</td>
</tr>
<tr>
<td>MTPD</td>
<td>1,045.2</td>
<td>-</td>
<td>3,903.0</td>
<td>$3,806.6</td>
<td>Additional budget required to close out District 2 Police Substation (only punch list items remain) and Special Ops Division Facility projects (complete except for HVAC activities).</td>
</tr>
<tr>
<td>Support Equipment/Services</td>
<td>9,840.6</td>
<td>-</td>
<td>1,100.0</td>
<td>$9,970.4</td>
<td>Additional budget in Service Vehicle Replacement and Leasing to cover vehicles originally planned for delivery in FY2016.</td>
</tr>
<tr>
<td><strong>Business Support Investments</strong></td>
<td><strong>51,642.1</strong></td>
<td>-</td>
<td><strong>5,818.9</strong></td>
<td><strong>$52,961.0</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total Capital Programs</strong></td>
<td><strong>$950,000.0</strong></td>
<td><strong>$225,900.0</strong></td>
<td>-</td>
<td><strong>$1,175,900.0</strong></td>
<td></td>
</tr>
<tr>
<td>Investment by Program</td>
<td>FY2017 Final Budget</td>
<td>FY2017 Actuals</td>
<td>Remaining Budget</td>
<td>Expend %</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------------------</td>
<td>---------------------</td>
<td>----------------</td>
<td>------------------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>1000 Series Rail Car Replacement</td>
<td>333,951,325</td>
<td>333,323,235</td>
<td>628,090</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>2000/3000 Series Rail Car Replacement</td>
<td>200,484</td>
<td>200,484</td>
<td>-</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Test Track &amp; Commissioning Facility</td>
<td>1,766,881</td>
<td>1,758,453</td>
<td>8,429</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td><strong>Railcar Acquisition</strong></td>
<td>335,918,690</td>
<td>335,282,172</td>
<td>636,519</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>2000/3000 Series Rail Car Mid-Life Rehabilitation</td>
<td>5,222</td>
<td>5,222</td>
<td>-</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Railcar Rehabilitation Program</td>
<td>49,383,256</td>
<td>49,383,256</td>
<td>-</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Rail Car Safety &amp; Reliability Enhancements</td>
<td>4,346,277</td>
<td>4,346,277</td>
<td>-</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Rail Car Preventive Maintenance</td>
<td>60,000,000</td>
<td>59,997,157</td>
<td>2,843</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Repair of Damaged Railcars</td>
<td>521,351</td>
<td>521,351</td>
<td>-</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td><strong>Railcar Maintenance/Overhaul</strong></td>
<td>114,256,107</td>
<td>114,253,264</td>
<td>2,843</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Rail Shop Repair Equipment</td>
<td>54,943</td>
<td>54,846</td>
<td>97</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Rail Yard Facility Repairs</td>
<td>31,930,000</td>
<td>31,690,694</td>
<td>239,306</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>Station and Yard Security Upgrades</td>
<td>2,315,829</td>
<td>2,273,096</td>
<td>42,733</td>
<td>98%</td>
<td></td>
</tr>
<tr>
<td>8-car Train Facility Design</td>
<td>25,082</td>
<td>25,082</td>
<td>-</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>7000 Series HVAC Facility</td>
<td>3,351,905</td>
<td>3,341,037</td>
<td>10,868</td>
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<tr>
<td>Stormwater Facility Assessment</td>
<td>230,505</td>
<td>150,799</td>
<td>79,706</td>
<td>65%</td>
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</tr>
<tr>
<td>New Carrollton Yard Improvements</td>
<td>-</td>
<td>(108,614)</td>
<td>108,614</td>
<td>0%</td>
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<tr>
<td>New Carrollton Yard Capacity Improvements</td>
<td>206,740</td>
<td>206,740</td>
<td>-</td>
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<tr>
<td>Relocation of Maintenance Departments from Rail Yards</td>
<td>1,577,216</td>
<td>636,215</td>
<td>941,001</td>
<td>40%</td>
<td></td>
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<tr>
<td><strong>Railcar Maintenance Facilities</strong></td>
<td>39,692,218</td>
<td>38,269,893</td>
<td>1,422,326</td>
<td>96%</td>
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<tr>
<td>Railcar Investments</td>
<td>489,867,015</td>
<td>487,805,328</td>
<td>2,061,687</td>
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<tr>
<td>100% 8-Car Train - Power Upgrade</td>
<td>12,835,000</td>
<td>12,703,059</td>
<td>131,941</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>8-Car Train Power Cable Upgrades</td>
<td>315,814</td>
<td>315,814</td>
<td>-</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>AC Power Systems State of Good Repair</td>
<td>2,246,630</td>
<td>2,164,843</td>
<td>81,787</td>
<td>96%</td>
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<tr>
<td>Traction Power State of Good Repair</td>
<td>15,254,459</td>
<td>15,126,643</td>
<td>127,817</td>
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<tr>
<td><strong>Propulsion</strong></td>
<td>30,651,902</td>
<td>30,310,358</td>
<td>341,545</td>
<td>99%</td>
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<tr>
<td>Radio System Upgrade</td>
<td>20,780,814</td>
<td>20,780,814</td>
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<td>100%</td>
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<tr>
<td>NTSB General Activities</td>
<td>11,332,242</td>
<td>10,565,631</td>
<td>766,611</td>
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<tr>
<td>Radio Project - Additional Coverage</td>
<td>28,676</td>
<td>28,676</td>
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<tr>
<td>ATC System Upgrades</td>
<td>17,777</td>
<td>17,777</td>
<td>-</td>
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<td>Automatic Train Control State of Good Repair</td>
<td>11,535,981</td>
<td>11,202,986</td>
<td>332,995</td>
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<td>Track Inspector Location</td>
<td>1,700</td>
<td>1,700</td>
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<tr>
<td><strong>Signals &amp; Communications</strong></td>
<td>43,697,191</td>
<td>42,595,884</td>
<td>1,101,307</td>
<td>97%</td>
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<tr>
<td>Rail Systems Investments</td>
<td>74,349,093</td>
<td>72,906,241</td>
<td>1,442,852</td>
<td>98%</td>
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<tr>
<td>Investment by Program</td>
<td>FY2017 Final Budget</td>
<td>FY2017 Actuals</td>
<td>Remaining Budget</td>
<td>Expend %</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>---------------------</td>
<td>----------------</td>
<td>------------------</td>
<td>---------</td>
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<tr>
<td>Track Welding Program</td>
<td>1,707,223</td>
<td>1,671,452</td>
<td>35,771</td>
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<tr>
<td>Rail Track Signage Replacement</td>
<td>291,011</td>
<td>211,649</td>
<td>79,361</td>
<td>73%</td>
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<tr>
<td>Track Pad/Shock Absorber Rehabilitation</td>
<td>2,597,830</td>
<td>2,416,968</td>
<td>180,861</td>
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<tr>
<td>Track Structural Rehabilitation</td>
<td>2,558,423</td>
<td>2,501,046</td>
<td>57,378</td>
<td>98%</td>
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<tr>
<td>Third Rail Rehabilitation</td>
<td>927,015</td>
<td>865,198</td>
<td>61,817</td>
<td>93%</td>
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<tr>
<td>Track Rehabilitation</td>
<td>144,196,346</td>
<td>144,196,346</td>
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<tr>
<td>Financial Plan/Systemwide Upgrade</td>
<td>934,801</td>
<td>934,801</td>
<td>-</td>
<td>100%</td>
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<tr>
<td>Wayside Warning Train Wash</td>
<td>459,844</td>
<td>171,372</td>
<td>288,472</td>
<td>37%</td>
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<tr>
<td>System-wide Infrastructure Rehabilitation</td>
<td>29,679</td>
<td>29,679</td>
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<tr>
<td>Transit Asset Management System</td>
<td>3,838,501</td>
<td>3,838,500</td>
<td>1</td>
<td>100%</td>
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<tr>
<td>General Engineering</td>
<td>675,614</td>
<td>668,726</td>
<td>6,888</td>
<td>99%</td>
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<tr>
<td>Emergency Construction</td>
<td>291,812</td>
<td>255,875</td>
<td>35,936</td>
<td>88%</td>
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<tr>
<td>Fixed Rail</td>
<td>158,508,099</td>
<td>157,761,612</td>
<td>746,487</td>
<td>100%</td>
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<tr>
<td>Station/Tunnel Leak Mitigation</td>
<td>5,445,219</td>
<td>5,118,880</td>
<td>326,338</td>
<td>94%</td>
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<tr>
<td>Bush Hill Aerial Structure</td>
<td>324,067</td>
<td>317,082</td>
<td>6,985</td>
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<tr>
<td>Farragut North Beam Rehabilitation</td>
<td>1,447,958</td>
<td>1,445,093</td>
<td>2,865</td>
<td>100%</td>
<td></td>
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<tr>
<td>Structures</td>
<td>7,217,244</td>
<td>6,881,056</td>
<td>336,188</td>
<td>95%</td>
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</tr>
<tr>
<td>Track Maintenance Equipment</td>
<td>133,613</td>
<td>133,613</td>
<td>-</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Track Maintenance Equip</td>
<td>133,613</td>
<td>133,613</td>
<td>-</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Track and Structures Rehabilitation Investments</td>
<td>165,858,956</td>
<td>164,776,281</td>
<td>1,082,675</td>
<td>99%</td>
<td></td>
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<tr>
<td>Platform Truncated Domes</td>
<td>10,865</td>
<td>10,022</td>
<td>843</td>
<td>0%</td>
<td></td>
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<tr>
<td>Bicycle &amp; Pedestrian Facility</td>
<td>1,471,574</td>
<td>(14,918)</td>
<td>1,486,492</td>
<td>-1%</td>
<td></td>
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<tr>
<td>Station Rehabilitation Program</td>
<td>10,888,127</td>
<td>10,535,330</td>
<td>352,797</td>
<td>97%</td>
<td></td>
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<tr>
<td>Station Entrance Canopies</td>
<td>4,519,978</td>
<td>4,441,370</td>
<td>78,607</td>
<td>98%</td>
<td></td>
</tr>
<tr>
<td>Rail Rehab: Dupont to Silver Spring</td>
<td>139,071</td>
<td>135,626</td>
<td>3,445</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Rhode Island Platform Rehabilitation</td>
<td>2,133,574</td>
<td>2,133,574</td>
<td>0</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Orange Blue Line Rehabilitation</td>
<td>64,158,955</td>
<td>63,521,489</td>
<td>637,466</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>Accessible Station Signage</td>
<td>5,723</td>
<td>5,723</td>
<td>-</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Platforms &amp; Structures</td>
<td>83,327,866</td>
<td>80,768,216</td>
<td>2,559,650</td>
<td>97%</td>
<td></td>
</tr>
<tr>
<td>Elevator Rehabilitation</td>
<td>9,266,267</td>
<td>9,204,720</td>
<td>61,547</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>Escalator Rehabilitation</td>
<td>696,707</td>
<td>689,474</td>
<td>7,232</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>Elevator/Escalator Repairables</td>
<td>2,772,838</td>
<td>2,772,838</td>
<td>-</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Escalator Replacement</td>
<td>34,255,561</td>
<td>34,057,673</td>
<td>197,889</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>Vertical Transportation</td>
<td>46,991,394</td>
<td>46,724,726</td>
<td>266,668</td>
<td>99%</td>
<td></td>
</tr>
</tbody>
</table>
# Capital Project Financials by Investment Category

## Fiscal Year 2017

### Investment by Program

<table>
<thead>
<tr>
<th>Investment by Program</th>
<th>FY2017 Final Budget</th>
<th>FY2017 Actuals</th>
<th>Remaining Budget</th>
<th>Expend %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional NEXTFARE System</td>
<td>229,177</td>
<td>229,177</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Open Bankcard &amp; AFC System</td>
<td>2,029,433</td>
<td>2,029,433</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Fare Collection Modernization</td>
<td>1,299,917</td>
<td>968,462</td>
<td>331,455</td>
<td>75%</td>
</tr>
<tr>
<td><strong>Fare Collection</strong></td>
<td><strong>3,558,527</strong></td>
<td><strong>2,227,072</strong></td>
<td><strong>331,455</strong></td>
<td><strong>91%</strong></td>
</tr>
<tr>
<td>Fire Systems</td>
<td>3,932,272</td>
<td>3,916,775</td>
<td>15,497</td>
<td>100%</td>
</tr>
<tr>
<td>Station Cooling Program</td>
<td>4,449,648</td>
<td>4,379,673</td>
<td>69,975</td>
<td>98%</td>
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<tr>
<td>Station Lighting Improvements</td>
<td>2,247,832</td>
<td>2,247,832</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Raising Vent Shafts Vicinity</td>
<td>2,600,000</td>
<td>2,063,877</td>
<td>536,123</td>
<td>79%</td>
</tr>
<tr>
<td>Improving Drainage</td>
<td>2,000,000</td>
<td>1,933,041</td>
<td>66,959</td>
<td>97%</td>
</tr>
<tr>
<td>Fire Alarm System Upgrades</td>
<td>400,000</td>
<td>298,324</td>
<td>101,676</td>
<td>75%</td>
</tr>
<tr>
<td><strong>Station Systems</strong></td>
<td><strong>15,629,753</strong></td>
<td><strong>14,839,523</strong></td>
<td><strong>790,230</strong></td>
<td><strong>95%</strong></td>
</tr>
<tr>
<td>Parking Garage Rehabilitation</td>
<td>3,910,686</td>
<td>3,896,537</td>
<td>14,149</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Parking Facilities</strong></td>
<td><strong>3,910,705</strong></td>
<td><strong>3,896,556</strong></td>
<td><strong>14,149</strong></td>
<td><strong>100%</strong></td>
</tr>
<tr>
<td>Stations and Passenger Facilities Investments</td>
<td><strong>153,418,244</strong></td>
<td><strong>149,456,093</strong></td>
<td><strong>3,962,152</strong></td>
<td><strong>97%</strong></td>
</tr>
</tbody>
</table>

### Bus Replacement

<table>
<thead>
<tr>
<th>Bus Replacement</th>
<th>FY2017 Final Budget</th>
<th>FY2017 Actuals</th>
<th>Remaining Budget</th>
<th>Expend %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus Replacement</strong></td>
<td>56,906,515</td>
<td>56,902,313</td>
<td>4,202</td>
<td>100%</td>
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</tbody>
</table>

### Bus Acquisition

<table>
<thead>
<tr>
<th>Bus Acquisition</th>
<th>FY2017 Final Budget</th>
<th>FY2017 Actuals</th>
<th>Remaining Budget</th>
<th>Expend %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus Acquisition</strong></td>
<td>56,906,515</td>
<td>56,902,313</td>
<td>4,202</td>
<td>100%</td>
</tr>
<tr>
<td>Automatic Vehicle Location Eqt</td>
<td>776,365</td>
<td>776,365</td>
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<td>100%</td>
</tr>
<tr>
<td>Bus Repair Equipment</td>
<td>1,875,145</td>
<td>1,870,963</td>
<td>4,182</td>
<td>100%</td>
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<tr>
<td>Bus Rehabilitation Program</td>
<td>40,986,641</td>
<td>40,239,940</td>
<td>746,702</td>
<td>98%</td>
</tr>
<tr>
<td>Bus Camera Installation</td>
<td>1,486,003</td>
<td>1,486,003</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Bus Repairables</td>
<td>5,089,502</td>
<td>5,089,502</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Bus Lifecycle Overhaul</td>
<td>35,000,000</td>
<td>35,000,000</td>
<td>0</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Bus Maintenance/Overhaul</strong></td>
<td><strong>85,213,656</strong></td>
<td><strong>84,462,771</strong></td>
<td><strong>750,884</strong></td>
<td><strong>99%</strong></td>
</tr>
<tr>
<td>Underground Storage Tank Replacement</td>
<td>780,845</td>
<td>770,213</td>
<td>10,633</td>
<td>99%</td>
</tr>
<tr>
<td>Bladensburg Shop Reconfigure</td>
<td>335,327</td>
<td>329,847</td>
<td>5,480</td>
<td>98%</td>
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<tr>
<td>Southern Avenue Bus Garage</td>
<td>35,700,000</td>
<td>35,565,415</td>
<td>134,585</td>
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<tr>
<td>Royal Bus Garage/Cinder Bed</td>
<td>30,600,000</td>
<td>30,083,299</td>
<td>516,701</td>
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<tr>
<td>Bus Garage Facility Repairs</td>
<td>7,092,695</td>
<td>6,720,091</td>
<td>372,604</td>
<td>95%</td>
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<tr>
<td>Rehabilitation of Backlick Road Facility</td>
<td>2,500,000</td>
<td>2,445,613</td>
<td>54,387</td>
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<tr>
<td>CTF Electrical Upgrade</td>
<td>741,606</td>
<td>738,525</td>
<td>3,081</td>
<td>100%</td>
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<td>Pollution Prevention - Track</td>
<td>82,745</td>
<td>76,114</td>
<td>6,631</td>
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<tr>
<td><strong>Bus Maintenance Facilities</strong></td>
<td><strong>77,833,218</strong></td>
<td><strong>76,729,116</strong></td>
<td><strong>1,104,102</strong></td>
<td><strong>99%</strong></td>
</tr>
</tbody>
</table>
## Washington Metropolitan Area Transit Authority
### Capital Project Financials by Investment Category
#### Fiscal Year 2017

<table>
<thead>
<tr>
<th>Investment by Program</th>
<th>FY2017 Final Budget</th>
<th>FY2017 Actuals</th>
<th>Remaining Budget</th>
<th>Expend %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Priority Corridor Network</td>
<td>3,842,740</td>
<td>2,853,575</td>
<td>989,165</td>
<td>74%</td>
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<tr>
<td>Bus Planning</td>
<td>112,000</td>
<td>18,703</td>
<td>93,297</td>
<td>17%</td>
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<tr>
<td>Bus Customer Facility Improvements</td>
<td>352,899</td>
<td>256,606</td>
<td>96,293</td>
<td>73%</td>
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<tr>
<td>Traffic Signal Prioritization</td>
<td>404,345</td>
<td>404,345</td>
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<tr>
<td><strong>Bus Passenger Facilities/Systems</strong></td>
<td>4,711,984</td>
<td>3,533,228</td>
<td>1,178,756</td>
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<tr>
<td>Metro/Access Fleet Replacement</td>
<td>14,800,000</td>
<td>14,404,689</td>
<td>395,311</td>
<td>97%</td>
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<tr>
<td><strong>Paratransit</strong></td>
<td>14,800,000</td>
<td>14,404,689</td>
<td>395,311</td>
<td>97%</td>
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<tr>
<td><strong>Bus and Paratransit Investments</strong></td>
<td>239,465,373</td>
<td>236,032,118</td>
<td>3,433,255</td>
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<tr>
<td>Bus &amp; Rail Asset Management Software</td>
<td>1,565,787</td>
<td>1,560,493</td>
<td>5,294</td>
<td>100%</td>
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<tr>
<td>Bus Operations Support Software</td>
<td>586,080</td>
<td>586,080</td>
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<td>100%</td>
</tr>
<tr>
<td>Customer &amp; Regional Integration</td>
<td>3,326,954</td>
<td>3,326,954</td>
<td>-</td>
<td>100%</td>
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<tr>
<td>Data Centers &amp; Infrastructures</td>
<td>1,302,935</td>
<td>1,302,575</td>
<td>360</td>
<td>100%</td>
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<tr>
<td>Document Management System</td>
<td>732,446</td>
<td>728,569</td>
<td>3,877</td>
<td>99%</td>
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<td>Geographic Information System</td>
<td>340,286</td>
<td>340,286</td>
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<td>100%</td>
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<tr>
<td>Sensitive Data Protection Technology</td>
<td>468,341</td>
<td>468,341</td>
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<td>100%</td>
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<tr>
<td>Management Support Software</td>
<td>14,832,072</td>
<td>14,778,188</td>
<td>53,884</td>
<td>100%</td>
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<tr>
<td>Metro IT One Stop and Office Automation</td>
<td>457,924</td>
<td>452,500</td>
<td>5,424</td>
<td>99%</td>
</tr>
<tr>
<td>Police Dispatch &amp; Records Management</td>
<td>1,772,244</td>
<td>1,768,633</td>
<td>3,611</td>
<td>100%</td>
</tr>
<tr>
<td>Network and Communications</td>
<td>3,577,108</td>
<td>3,553,617</td>
<td>23,491</td>
<td>99%</td>
</tr>
<tr>
<td>Customer Electronic Communications &amp; Outreach</td>
<td>1,402,064</td>
<td>1,402,064</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Rail Operations Support Software</td>
<td>1,848,325</td>
<td>1,848,325</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Data Governance &amp; Business Intelligence</td>
<td>637,419</td>
<td>623,462</td>
<td>13,956</td>
<td>98%</td>
</tr>
<tr>
<td>Rail Mileage Based Asset Management</td>
<td>19,256</td>
<td>19,256</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Safety Measurement System</td>
<td>2,444,904</td>
<td>2,162,125</td>
<td>282,779</td>
<td>88%</td>
</tr>
<tr>
<td>Rail Scheduling System Upgrade</td>
<td>1,369,732</td>
<td>1,369,732</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Wireless Communication Infrastructure</td>
<td>2,480,375</td>
<td>2,472,575</td>
<td>7,800</td>
<td>100%</td>
</tr>
<tr>
<td><strong>IT</strong></td>
<td>39,164,250</td>
<td>38,763,774</td>
<td>400,476</td>
<td>99%</td>
</tr>
<tr>
<td>Police Emergency Management Equipment</td>
<td>47,221</td>
<td>47,221</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Police Portable Radio Replacement</td>
<td>30,293</td>
<td>-</td>
<td>30,293</td>
<td>0%</td>
</tr>
<tr>
<td>Support Equipment - MTPD</td>
<td>865,171</td>
<td>863,193</td>
<td>1,978</td>
<td>100%</td>
</tr>
<tr>
<td>Police Substation District 2</td>
<td>2,040,716</td>
<td>2,040,716</td>
<td>0</td>
<td>100%</td>
</tr>
<tr>
<td>Special Operations Division Facility</td>
<td>823,226</td>
<td>823,226</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td><strong>MTPD</strong></td>
<td>3,806,627</td>
<td>3,774,356</td>
<td>32,271</td>
<td>99%</td>
</tr>
</tbody>
</table>
### Investment by Program

<table>
<thead>
<tr>
<th>Investment by Program</th>
<th>FY2017 Final Budget</th>
<th>FY2017 Actuals</th>
<th>Remaining Budget</th>
<th>Expend %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Vehicle Replacement</td>
<td>3,571,895</td>
<td>3,571,895</td>
<td>0</td>
<td>100%</td>
</tr>
<tr>
<td>Materials Handling Equipment</td>
<td>133,884</td>
<td>133,754</td>
<td>129</td>
<td>100%</td>
</tr>
<tr>
<td>Warehouse Vertical Storage Unit</td>
<td>308</td>
<td>308</td>
<td>-</td>
<td>0%</td>
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<tr>
<td>Currency Processing Machines</td>
<td>34,740</td>
<td>34,740</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>Environmental Compliance Project</td>
<td>814,825</td>
<td>814,825</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Revenue Collection Facility</td>
<td>91,718</td>
<td>91,718</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Core &amp; System Capacity Project Development</td>
<td>446,678</td>
<td>446,678</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Network Operations Center (NOC)</td>
<td>28,111</td>
<td>28,111</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>Jackson Graham Building Renovation</td>
<td>387,625</td>
<td>386,594</td>
<td>1,031</td>
<td>100%</td>
</tr>
<tr>
<td>Credit Facility</td>
<td>3,098,483</td>
<td>3,098,483</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Roof Rehabilitation and Replacement</td>
<td>752,466</td>
<td>752,466</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Rehabilitation of Non-Revenue Facilities</td>
<td>251,066</td>
<td>246,393</td>
<td>4,673</td>
<td>98%</td>
</tr>
<tr>
<td>Sustainability Investments - Pilot Program</td>
<td>358,642</td>
<td>358,642</td>
<td>-</td>
<td>100%</td>
</tr>
<tr>
<td>Support Equipment/Services</td>
<td>9,970,441</td>
<td>9,964,607</td>
<td>5,833</td>
<td>100%</td>
</tr>
<tr>
<td>Business Support Investments</td>
<td>52,941,318</td>
<td>52,502,737</td>
<td>438,581</td>
<td>99%</td>
</tr>
<tr>
<td><strong>Total Capital Improvement Program</strong></td>
<td>1,175,900,000</td>
<td>1,163,478,798</td>
<td>12,421,202</td>
<td>99%</td>
</tr>
</tbody>
</table>
## Investment by Program

<table>
<thead>
<tr>
<th>Capital Reimbursable Program</th>
<th>FY2017 Forecast (a)</th>
<th>FY2017 Actuals</th>
<th>Unspent</th>
<th>Expend %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dulles Phase 2 PE (VA)</td>
<td>25,800,000</td>
<td>7,105,789</td>
<td>18,694,211</td>
<td>27.5%</td>
</tr>
<tr>
<td>Dulles Extension Design/Build (VA)</td>
<td>11,300,000</td>
<td>4,827,615</td>
<td>6,472,385</td>
<td>42.7%</td>
</tr>
<tr>
<td>Purple Line (MD)</td>
<td>10,000,000</td>
<td>748,215</td>
<td>9,251,785</td>
<td>7.5%</td>
</tr>
<tr>
<td>Project Development (DC)</td>
<td>1,100,000</td>
<td>489,186</td>
<td>610,814</td>
<td>44.5%</td>
</tr>
<tr>
<td>Project Development (MD)</td>
<td>1,100,000</td>
<td>719,984</td>
<td>380,016</td>
<td>65.5%</td>
</tr>
<tr>
<td>Project Development (VA)</td>
<td>800,000</td>
<td>619,452</td>
<td>180,548</td>
<td>77.4%</td>
</tr>
<tr>
<td>Minnesota Avenue Parking Garage Repairs (DC)</td>
<td>700,000</td>
<td>-</td>
<td>700,000</td>
<td>0.0%</td>
</tr>
<tr>
<td>Potomac Yard Alt. Analysis (VA)</td>
<td>600,000</td>
<td>3,044,820</td>
<td>(2,444,820)</td>
<td>507.5%</td>
</tr>
<tr>
<td>Neutral Host (carrier consortium)</td>
<td>500,000</td>
<td>511,960</td>
<td>(11,960)</td>
<td>102.4%</td>
</tr>
<tr>
<td>Anacostia Light Rail Demonstration (DC)</td>
<td>-</td>
<td>24,770</td>
<td>(24,770)</td>
<td></td>
</tr>
<tr>
<td>DC Village/Southeast Bus Garage (DC)</td>
<td>-</td>
<td>3,050</td>
<td>(3,050)</td>
<td></td>
</tr>
<tr>
<td>King Street Station Bus Loop Reconfiguration (VA)</td>
<td>-</td>
<td>305,277</td>
<td>(305,277)</td>
<td></td>
</tr>
<tr>
<td>SmarTrip Express Rechargers</td>
<td>-</td>
<td>385,549</td>
<td>(385,549)</td>
<td></td>
</tr>
<tr>
<td>Chevy Chase Bus Station (DC)</td>
<td>-</td>
<td>69,054</td>
<td>(69,054)</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal, Capital Reimbursable Program</strong></td>
<td><strong>$ 51,900,000</strong></td>
<td><strong>$ 18,854,720</strong></td>
<td><strong>$ 33,045,280</strong></td>
<td><strong>36.3%</strong></td>
</tr>
</tbody>
</table>

(a) Reimbursable projects are budgeted on a multi-year obligation basis
Jurisdictional Balances on Account
## JURISDICTIONAL BALANCES ON ACCOUNT
As of the 4th QUARTER FISCAL YEAR 2017 @ June 30, 2017
($ Refund to Jurisdictions) / $ Due from Jurisdictions
$ in millions

<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>OPERATING</th>
<th>CAPITAL</th>
<th>TOTAL</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>DISTRICT OF COLUMBIA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DC Dept of Transportation</td>
<td>($0.003)</td>
<td>($0.010)</td>
<td>($0.012)</td>
<td>Operating credits represent unused audit adjustment credits.</td>
</tr>
<tr>
<td>DC Dept of Transportation - DC School Subsidy</td>
<td>(0.256)</td>
<td>0.000</td>
<td>(0.256)</td>
<td></td>
</tr>
<tr>
<td>DC Uncommitted Funds</td>
<td>0.000</td>
<td>(0.001)</td>
<td>(0.001)</td>
<td>Station enhancements &amp; Navy Yard improvement, excludes TIFF</td>
</tr>
<tr>
<td>DC Dept of Transportation</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>7th Street Bridge</td>
</tr>
<tr>
<td>DC Dept of Public Works</td>
<td>0.182</td>
<td>0.000</td>
<td>0.182</td>
<td>Joint and Adjacent Escort Services JOB #213104 - Benning Road Bridge</td>
</tr>
<tr>
<td>DC Dept of Public Works</td>
<td>0.150</td>
<td>0.000</td>
<td>0.150</td>
<td>Joint and Adjacent Escort Services JOB #213138 - Benning Rd Bridge @ Anacostia River</td>
</tr>
<tr>
<td><strong>Credits to be Applied to Billing:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest Earnings on CIP &amp; PRIIA Contributions</td>
<td>0.000</td>
<td>(0.010)</td>
<td>(0.010)</td>
<td></td>
</tr>
<tr>
<td><strong>DC TOTAL</strong></td>
<td><strong>$0.073</strong></td>
<td><strong>$0.858</strong></td>
<td><strong>$0.931</strong></td>
<td></td>
</tr>
<tr>
<td>MARYLAND</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montgomery County</td>
<td>($0.198)</td>
<td>1.798</td>
<td>1.600</td>
<td>Pending receipt of operating &amp; capital/CMAQ</td>
</tr>
<tr>
<td>Prince George's County</td>
<td>(0.155)</td>
<td>1.622</td>
<td>1.467</td>
<td>Pending receipt of operating &amp; capital/CMAQ</td>
</tr>
<tr>
<td><strong>Credits to be Applied to Billing:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest Earnings on PRIIA Contributions</td>
<td>0.000</td>
<td>(0.004)</td>
<td>(0.004)</td>
<td></td>
</tr>
<tr>
<td><strong>MD TOTAL</strong></td>
<td><strong>($0.353)</strong></td>
<td><strong>$3.416</strong></td>
<td><strong>$3.063</strong></td>
<td></td>
</tr>
<tr>
<td>VIRGINIA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alexandria</td>
<td>($0.101)</td>
<td>(0.183)</td>
<td>(0.284)</td>
<td>Operating credits represent unused audit adjustment credits.</td>
</tr>
<tr>
<td>Arlington</td>
<td>0.000</td>
<td>(0.002)</td>
<td>(0.002)</td>
<td>Capital credits represent interest earnings on capital payments.</td>
</tr>
<tr>
<td>City of Fairfax</td>
<td>(0.031)</td>
<td>(0.000)</td>
<td>(0.031)</td>
<td></td>
</tr>
<tr>
<td>Fairfax County</td>
<td>(0.030)</td>
<td>(0.988)</td>
<td>(1.017)</td>
<td></td>
</tr>
<tr>
<td>Falls Church</td>
<td>0.000</td>
<td>(0.000)</td>
<td>(0.000)</td>
<td></td>
</tr>
<tr>
<td>Northern VA Transportation Comm.</td>
<td>(0.285)</td>
<td>1.511</td>
<td>1.796</td>
<td>Bus Capital one tenth adjustment</td>
</tr>
<tr>
<td>Virginia Department of Rail and Public Transportation</td>
<td>0.000</td>
<td>(0.009)</td>
<td>(0.009)</td>
<td></td>
</tr>
<tr>
<td><strong>Credits to be Applied to Billing:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest Earnings on CIP and PRIIA Contributions</td>
<td>0.000</td>
<td>(0.046)</td>
<td>(0.046)</td>
<td></td>
</tr>
<tr>
<td><strong>VA TOTAL</strong></td>
<td><strong>($0.446)</strong></td>
<td><strong>($2.739)</strong></td>
<td><strong>($3.186)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>GRAND TOTAL..........................</strong></td>
<td><strong>($0.727)</strong></td>
<td><strong>$1.535</strong></td>
<td><strong>$0.808</strong></td>
<td></td>
</tr>
</tbody>
</table>

1 Operating credits represent unused audit adjustment credits
Capital credits represent interest earnings on capital payments
Grants Activity
### Active Federal Transit Administration Grants as of 6/30/2017

<table>
<thead>
<tr>
<th>Grant No.</th>
<th>Grant Description</th>
<th>Award Date</th>
<th>Federal Award</th>
<th>Drawn Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>DC-95-X004-01</td>
<td>VA CMAQ Bus Purchase/ VA Projects</td>
<td>9/3/2008</td>
<td>$4.1</td>
<td>$0.1</td>
</tr>
<tr>
<td>DC-04-0007-01</td>
<td>FFY2010 SGR Asset Management</td>
<td>7/11/2011</td>
<td>$3.9</td>
<td>$3.8</td>
</tr>
<tr>
<td>DC-57-X007-00</td>
<td>New Freedom Bus Stop Improvements</td>
<td>2/13/2012</td>
<td>$1.0</td>
<td>$0.9</td>
</tr>
<tr>
<td>DC-26-7636-00</td>
<td>Transit Works; 2012 Workforce Grant</td>
<td>4/30/2014</td>
<td>$0.8</td>
<td>$0.5</td>
</tr>
<tr>
<td>DC-75-0004-00</td>
<td>FFY2013 PRIIA Appropriation</td>
<td>6/5/2014</td>
<td>$142.2</td>
<td>$8.7</td>
</tr>
<tr>
<td>DC-04-0008-00</td>
<td>Bus Livability - Bus Stop Improvements</td>
<td>9/11/2014</td>
<td>$1.5</td>
<td>$1.5</td>
</tr>
<tr>
<td>DC-90-X088-01</td>
<td>FFY2013 and '14 5307/5340 Formula Grant</td>
<td>1/16/2015</td>
<td>$240.9</td>
<td>$4.7</td>
</tr>
<tr>
<td>DC-75-0005-00</td>
<td>FFY2014 PRIIA Appropriation</td>
<td>4/8/2015</td>
<td>$148.5</td>
<td>$10.8</td>
</tr>
<tr>
<td>DC-44-X001-01</td>
<td>FFY2014 Hurricane Sandy Resilience</td>
<td>4/10/2015</td>
<td>$16.0</td>
<td>$15.5</td>
</tr>
<tr>
<td>DC-90-X089-01</td>
<td>FFY2015 5307/5340 Formula Grant</td>
<td>9/11/2014</td>
<td>$1.5</td>
<td>$0.0</td>
</tr>
<tr>
<td>DC-54-0002-01</td>
<td>FFY2015 SOGR</td>
<td>9/17/2015</td>
<td>$131.5</td>
<td>$25.3</td>
</tr>
<tr>
<td>DC-75-0006-01</td>
<td>FFY2015 PRIIA Appropriation</td>
<td>9/23/2015</td>
<td>$148.5</td>
<td>$14.4</td>
</tr>
<tr>
<td>DC-2016-008-00</td>
<td>FFY2016 5307/5340 Formula Funding</td>
<td>7/29/2016</td>
<td>$147.0</td>
<td>$54.3</td>
</tr>
<tr>
<td>DC-2016-009-00</td>
<td>FFY2016 5339 Bus Program</td>
<td>8/11/2016</td>
<td>$147.2</td>
<td>$50.4</td>
</tr>
<tr>
<td>DC-2016-010-00</td>
<td>FFY2016 PRIIA Appropriation</td>
<td>8/19/2016</td>
<td>$148.5</td>
<td>$33.4</td>
</tr>
<tr>
<td>DC-2017-004-00</td>
<td>FFY2017 5339 Bus Program</td>
<td>4/25/2017</td>
<td>$4.7</td>
<td>$0.5</td>
</tr>
<tr>
<td>DC-2017-005-00</td>
<td>WMATA Safety Preventative Maintenance</td>
<td>5/12/2017</td>
<td>$163.3</td>
<td>$66.8</td>
</tr>
<tr>
<td>DC-2017-006-00</td>
<td>FFY2017 5337 State of Good Repair (Amendment)</td>
<td>5/23/2017</td>
<td>$82.1</td>
<td>$0.0</td>
</tr>
<tr>
<td>DC-2017-007-00</td>
<td>FFY2017 5337 State of Good Repair</td>
<td>5/23/2017</td>
<td>$82.1</td>
<td>$0.0</td>
</tr>
<tr>
<td>DC-2017-009-00</td>
<td>VA RSTP Replacement Buses</td>
<td>6/5/2017</td>
<td>$0.6</td>
<td>$0.6</td>
</tr>
<tr>
<td>DC-2017-010-00</td>
<td>Section 5310 - Metro Access Fleet Replacement</td>
<td>6/9/2017</td>
<td>$0.5</td>
<td>$0.5</td>
</tr>
</tbody>
</table>

**Total:** $1,764.7 $1,261.6 $503.1

### Pending Federal Transit Administration Grant Applications as of 6/30/2017

<table>
<thead>
<tr>
<th>Grant Description</th>
<th>June 30, 2017 Status</th>
<th>Federal Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>FFY2014 Hurricane Sandy Resilience - Remaining Funds</td>
<td>FTA submitted to DOL</td>
<td>$5.0</td>
</tr>
<tr>
<td>Track Inspector Location Awareness With Enhanced Transit Worker Protection</td>
<td>FTA submitted to DOL</td>
<td>$1.9</td>
</tr>
<tr>
<td>FFY2017 5307/5340 Formula Funding</td>
<td>Under FTA Review</td>
<td>$151.0</td>
</tr>
<tr>
<td>FFY2017/5339 Bus Program (Amendment)</td>
<td>Under FTA Review</td>
<td>$3.2</td>
</tr>
<tr>
<td>FFY2017 PRIIA Appropriation (Amendment)</td>
<td>Under FTA Review</td>
<td>$63.3</td>
</tr>
<tr>
<td>FFY2017 5337 State of Good Repair (Amendment)</td>
<td>Under FTA Review</td>
<td>$63.4</td>
</tr>
</tbody>
</table>

**Total:** $288.3

### Federal Transit Administration Grants Closed During FY2015 thru FY2017 as of 6/30/2017

<table>
<thead>
<tr>
<th>Grant No.</th>
<th>Grant Description</th>
<th>Award Date</th>
<th>Federal Award</th>
<th>Closed Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>DC-03-0039</td>
<td>Largo Extension FFGA</td>
<td>12/15/2000</td>
<td>$358.2</td>
<td>7/7/2017</td>
</tr>
<tr>
<td>DC-05-0011</td>
<td>FFY2009 Fixed Guideway Rail Modernization</td>
<td>5/4/2010</td>
<td>$100.5</td>
<td>6/14/2017</td>
</tr>
<tr>
<td>DC-05-0014</td>
<td>FFY2012 Fixed Guideway Rail Modernization</td>
<td>3/28/2013</td>
<td>$97.3</td>
<td>5/18/2017</td>
</tr>
<tr>
<td>DC-2016-007</td>
<td>FFY2016 5339 Bus Program</td>
<td>7/29/2016</td>
<td>$8.4</td>
<td>6/14/2017</td>
</tr>
<tr>
<td>DC-26-7209</td>
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<td>DC-34-0002</td>
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<td>DC-54-0001</td>
<td>FFY2015/FFY2014 5337 SOGR</td>
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<td>DC-90-X085</td>
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<td>DC-95-X012</td>
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<td>VA CMAQ/RSTP Replacement Buses</td>
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Contract Activity
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<th>RFP / IFB</th>
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<th>AWARD DATE</th>
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<td>CQ17093</td>
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<td>Mansfield Oil</td>
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<td>FQ16083</td>
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<td>Continuously Welded Armor Fiber Cable - IDIQ</td>
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<td>$ 903,000</td>
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<td>JM Fiber Optics</td>
<td>04/13/17 - 04/12/18</td>
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<td>Copper River Information Technology</td>
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<td>CQ17076</td>
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<td>JM Fiber Optics</td>
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<td>CQ17078C</td>
<td>Truck System Inventory Parts (IDIQ)</td>
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<td>$</td>
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<td>05/19/17 - 05/18/19</td>
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<td>Truck System Inventory Parts (IDIQ)</td>
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<td>CQ17114</td>
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<td>Concentra</td>
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<td>CQ17099</td>
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<td>HNTB Corporation</td>
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### OFFICE OF PROCUREMENT AND MATERIALS (PRMT)
#### NEW COMPETITIVE AWARDS - FY2017, QUARTER 4

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<tr>
<th>CONTRACT NUMBER</th>
<th>CONTRACT DESCRIPTION</th>
<th>PRMT GROUP</th>
<th>FUNDING SOURCE</th>
<th>RFP / IFB</th>
<th>AWARD AMOUNT</th>
<th>AWARD DATE</th>
<th>AWARDED VENDOR</th>
<th>PERIOD OF PERFORMANCE</th>
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<tbody>
<tr>
<td>FQ17060</td>
<td>Supervisory Control Data Acquisition Software &amp; Maintenance</td>
<td>IT &amp; EXEC SERVICES</td>
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<td>IFB</td>
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<td>Avista Realtime Systems</td>
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<td>FQ17095</td>
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<tr>
<td>CQ17090-A</td>
<td>Rail Car Brake System Inventory Parts (IDIQ)</td>
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<td>IFB</td>
<td>$</td>
<td>06/08/17</td>
<td>American Rail</td>
<td>06/06/17 - 06/05/19</td>
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<tr>
<td>CQ17090-C</td>
<td>Rail Car Brake System Inventory Parts (IDIQ)</td>
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<td>Operating</td>
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<td>06/06/17 - 06/05/19</td>
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<td>CQ17096A</td>
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<td>Various Filters for use in the maintenence of WMATA's Rail Car Fleet (IDIQ)</td>
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<td>Operating</td>
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<td>06/05/17 - 06/04/19</td>
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<td>06/06/17 - 06/05/19</td>
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<td>CQ17079G</td>
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**TOTAL COMPETITIVE AWARDS $70,163,601**
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<td>Continued coverage for Tracking GPS Communications</td>
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<td>Agile Access Control</td>
<td>04/18/17 - 04/17/18</td>
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<td>CQ17053</td>
<td>ENSCO Inventory Parts - IDIQ</td>
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<td>ENSCO Rail</td>
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<tr>
<td>CQ17065</td>
<td>Luminator Inventory Parts - IDIQ</td>
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<td>Luminator</td>
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<td>Teknoware</td>
<td>04/21/17 - 04/20/19</td>
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<td>Motorola PremierOne CAD/RMS Licensing and Maintenance Support for period from 12/1/16 - 8/30/17, or until new contract is fully executed. System inventory provided in SOW</td>
<td>IT &amp; EXEC SERVICES</td>
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<td>Motorola Solutions Inc.</td>
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<td>Ratification for Health Compliance Services (ratification was processed to continue services until a new contract is negotiated and finalized)</td>
<td>IT &amp; EXEC SERVICES</td>
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<td>ADP, Inc.</td>
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<td>Oracle Software Licenses (Piggyback)</td>
<td>IT &amp; EXEC SERVICES</td>
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<td>FFP</td>
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<td>05/24/17 - 05/23/18</td>
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<td>IT &amp; EXEC SERVICES</td>
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<td>Bridge</td>
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<td>Alstom Signaling Inc</td>
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TOTAL NON-COMPETITIVE AWARDS $ 3,559,325
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<td>CQ11324_02</td>
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<td>FQ14103</td>
<td>Systemwide Fasteners, Crossties &amp; Insulators Installations -IDIQ / New PO -</td>
<td>IT &amp; EXEC SERVICES</td>
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<td>Included overtime rates for on-call labor categories (Base Plus three (3) option years)</td>
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<td>Advanced Computer Concepts</td>
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<td>FQ16024</td>
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<td>Pandrol USA</td>
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<td>Lewis Bolt &amp; Nut Co.</td>
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<td>Trapeze Software Group</td>
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<td>Rail Inventory Parts (Add parts) (IDIQ)</td>
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<td>Krauthamer &amp; Associates</td>
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<td>CQ12172B</td>
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<td>CoABE (MOD 032 added TSP)</td>
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<td>Capital</td>
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<td>05/10/17</td>
<td>Clever Devices</td>
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<td>CQ12087</td>
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<td>Drivecam, Inc.</td>
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<td>FQ16082</td>
<td>Kronos Hardware/Software</td>
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<td>Maximo Subscription Software Renewal</td>
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<td>FQ15143</td>
<td>Conduit installation services under the Public WIFI project &quot;Interactive Customer Information Program&quot;</td>
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<td>Capital</td>
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<td>FQ9206</td>
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<td>CENI/MCAP</td>
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<td>FQ12220</td>
<td>Escalator Replacement / Rehabilitation Project (PCO 022)</td>
<td>CENI/MCAP</td>
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<td>$20,200</td>
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<td>FQ9206</td>
<td>Orange/Blue Line Rehabilitation from Stadium Armory to National Airport Stations</td>
<td>CENI/MCAP</td>
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<td>FQ10218</td>
<td>Program Management Services</td>
<td>CENI/MCAP</td>
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<td>On-Call Planning Support Consulting Services</td>
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<td>FQ11311</td>
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<td>CENI/MCAP</td>
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<td>C3M Power Systems, LLC</td>
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<td>FQ12001</td>
<td>Greenbelt Test Track &amp; Commissions Facility</td>
<td>CENI/MCAP</td>
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<td>Skanska USA Civil Southeast, Inc.</td>
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<td>Andrews Federal Center Bus Garage</td>
<td>CENI/MCAP</td>
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<td>Hensel Phelps Construction Co</td>
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<td>CENI/MCAP</td>
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<td>Andrews Federal Center Bus Garage (MOD 014 PCO009)</td>
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<td>FQ16058</td>
<td>BUS- I &amp; II Improvement</td>
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<td>System Crossties, Fasteners, Insulators, Labor</td>
<td>PLNT/SMNT/TIES</td>
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<td>G.W.Peoples</td>
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<td>CQ17002</td>
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<td>PLNT/SMNT/TIES</td>
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**TOTAL CONTRACT MODIFICATIONS** $26,562,872
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<td>FQ16020</td>
<td>Metro Access Next Generation Vans</td>
<td>BUS/ACCS</td>
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<td>Sonny Merryman</td>
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<td>CQ15110</td>
<td>Scrap Metal - Revenue Generating</td>
<td>PLNT/SMNT/TIES</td>
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<td>Montgomery Scrap</td>
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<td>FQ16128</td>
<td>8'6&quot; and 10' Wood Crossties</td>
<td>PLNT/SMNT/TIES</td>
<td>Capital</td>
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<td>Stella-Jones Corp.</td>
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<td>CQ12243</td>
<td>Exercising Option Year 3 for Dr. Carl Johnson, OHAW Medical Examiner</td>
<td>IT &amp; EXEC SERVICES</td>
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<td>Carl Johnson</td>
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<td>Sparks Personnel Service, Inc.</td>
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<td>IT &amp; EXEC SERVICES</td>
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<td>Mb Staffing Services LLC</td>
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<td>Midtown Personnel, Inc.</td>
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<td>Motorola Solutions Inc.</td>
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<td>Total Environmental Concepts, Inc.</td>
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<td>Abt SRBI Inc.</td>
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<td>OPTION AMOUNT</td>
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<td>FQ16020</td>
<td>MetroAccess Vehicles</td>
<td>BUS &amp; ACCS</td>
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<td>$ 14,802,975</td>
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<td>FQ13049</td>
<td>Trapeze MDTs &amp; Telematics</td>
<td>BUS &amp; ACCS</td>
<td>Capital</td>
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<td>Trapeze Software Group</td>
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<td>CQ13052</td>
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<td>CQ16050</td>
<td>EMC Documentum</td>
<td>IT &amp; EXEC SERVICES</td>
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<td>CQ15144</td>
<td>Cyber Security Program Support Services</td>
<td>IT &amp; EXEC SERVICES</td>
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<td>$ 1,212,673</td>
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<td>Emagine IT</td>
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<td>CQ16007</td>
<td>Option 2 - Storage Area Network (SAN) annual maintenance. Period from 7/1/17-6/30/18.</td>
<td>IT &amp; EXEC SERVICES</td>
<td>Operating</td>
<td>$ 178,819</td>
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<td>ViON Corporaton</td>
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<td>FQ13085</td>
<td>Option 4 - Metronet Technical Services, engineering activities, infrastructure design, network config/deployment in support of data network and communications systems Edge Replacement Project and WiFi Projects.</td>
<td>IT &amp; EXEC SERVICES</td>
<td>Capital</td>
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<td>LATA Test, Engineering, Advisory &amp;</td>
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<td>FQ17094</td>
<td>Roof Replacement WMATA Facilities Seven Locations</td>
<td>CENI/MCAP</td>
<td>Capital</td>
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<td>DJB Contracting</td>
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<td>FQ14103</td>
<td>System Crossties, Fasteners, Insulators, Labor</td>
<td>PLNT/SMNT/TIES</td>
<td>Capital</td>
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<td>G.W.Peoples</td>
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<td>CQ14087</td>
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<td>$ 195,510</td>
<td>06/30/17</td>
<td>Delta Composite</td>
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**TOTAL CONTRACT OPTIONS** $ 74,748,685
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<th>CONTRACT NUMBER</th>
<th>TASK ORDER NO.</th>
<th>TASK ORDER DESCRIPTION</th>
<th>PRMT GROUP</th>
<th>FUNDING SOURCE</th>
<th>TASK AMOUNT</th>
<th>AWARD DATE</th>
<th>AWARDED VENDOR</th>
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<tr>
<td>FQ15191</td>
<td>MCAP-003</td>
<td>A/E Services for Relocation of maintenance departments from rail yards to 10201 good luck rd. 2 of 2</td>
<td>CENI/MCAP</td>
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<td>FQ15191</td>
<td>STUC-004</td>
<td>Water Infiltration for Underground Tunnels &amp; Stations</td>
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<td>Capital</td>
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<td>FQ15191</td>
<td>FXFC-001</td>
<td>Design for Rehab of 6 Parking Garages</td>
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<td>$896,950</td>
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<td>Gannett Fleming-Parsons Joint Venture</td>
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<td>Bush Hill Viaduct Rehabilitation Design-Build Documents Development</td>
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<td>Gannett Fleming-Parsons Joint Venture</td>
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<td>FQ15191</td>
<td>DCMP-003</td>
<td>Staff Augmentation Structural and Start-Up Team Support Services for the Dulles Corridor Metrorail Project, Phase 2</td>
<td>CENI/MCAP</td>
<td>Capital</td>
<td>$1,427,680</td>
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<td>FQ15191</td>
<td>TSFA-006</td>
<td>Design for Rehabilitation of Existing Break Rooms in Rail Stations</td>
<td>CENI/MCAP</td>
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<td>$185,808</td>
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<td>FQ15191</td>
<td>TSFA-004</td>
<td>Design for New Employee Break Rooms in Rail Stations</td>
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<td>FQ11288</td>
<td>16-005</td>
<td>TIGER-Funded Pentagon Transit Center Improvements</td>
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<td>06/20/16</td>
<td>F.H. Paschen, S.N. Nielsen &amp; Assoc., LLC</td>
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<td>FQ11289</td>
<td>17-006</td>
<td>TPSS &amp; AC Switchgear Replacement - Gallery Place Station [B01]</td>
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<td>Capital</td>
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<td>FQ10065</td>
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<td>FQ10065</td>
<td>CPLAN17005</td>
<td>Update to Capital Needs Early Warning System.</td>
<td>CENI/MCAP</td>
<td>Capital</td>
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<td>FQ10065</td>
<td>FQ65LAND43</td>
<td>Engineering feasibility study for a 2nd street elevator at Court House Station</td>
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<td>FQ10065</td>
<td>CRB0009_79</td>
<td>FY17 Real Estate Advisory Services</td>
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<td>FQ10065</td>
<td>PLAN 63</td>
<td>Rail Fare Mileage Calculations</td>
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<td>Capital</td>
<td>$13,627</td>
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<td>MCAP-12</td>
<td>Additional scope: Noise Mitigation &amp; Early Design Workshop support</td>
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<td>$302,995</td>
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<td>CQ17013E</td>
<td>0000115933</td>
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<td>IT &amp; EXEC SERVICES</td>
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<td>$619,510</td>
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<td>IBS Management &amp; Consultancy Service LLC</td>
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<td>FQ14085</td>
<td>0000116348</td>
<td>MOD07: Task 17-11 (New Hampshire Ave Chiller Plant) - Not to exceed amount of 200,000.</td>
<td>IT &amp; EXEC SERVICES</td>
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<td>FQ15205</td>
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<td>TASK 002 Safe Track Public Outreach SURGE 15 Orange Line Minnesota Ave to New Carrollton</td>
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<td>FQ15124</td>
<td>0000116048</td>
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<td>JGB - Lobby Security</td>
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<td>FQ10065-FY17</td>
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<td>17-FQ10065-PLAN : Washington Hospital Center Metrobus Turnaround Improvement Study</td>
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<td>Capital</td>
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<td>IT &amp; EXEC SERVICES</td>
<td>Capital</td>
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<td>FQ15124</td>
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<td>FQ15124</td>
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<td>Quality Assurance Analyst - Mid Level per IT Staff Aug Contract Task Order Group 2. 2,272 hours.</td>
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<td>CH2M HILL, Inc.</td>
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<td>Maximo Maintenance and Materials Management (3Ms) Developer - Level 3 per IT Staff Aug Contract Task Order Group 2. 2000 hours.</td>
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<td>0000117344</td>
<td>Trainer Senior Level per IT Staff Aug Contract Task Order Group 1. 1,343 hours.</td>
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<td>06/21/17</td>
<td>4consulting, Inc.</td>
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<td>0000117345</td>
<td>Database Administrator Senior Level per IT Staff Aug Contract Task Order Group 1. 1,935 hours.</td>
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<td>Capital</td>
<td>$183,825</td>
<td>06/21/17</td>
<td>TechnoGen, Inc.</td>
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<td>Limbic Systems Inc</td>
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<td>FQ15124</td>
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<td>Capital</td>
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<td>SyApps LLC</td>
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<td>FQ15124</td>
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<td>Capital</td>
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<td>06/12/17</td>
<td>Johnson, Mirmiran &amp; Thompson Inc.</td>
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<td>TASK ORDER NO.</td>
<td>TASK ORDER DESCRIPTION</td>
<td>PRMT GROUP</td>
<td>FUNDING SOURCE</td>
<td>TASK AMOUNT</td>
<td>AWARD DATE</td>
<td>AWARDED VENDOR</td>
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<td>06/13/17</td>
<td>SFA</td>
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<td>0000117286</td>
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<td>Capital</td>
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<td>FQ15124</td>
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<td>PeopleSoft Functional Analyst - Expert Level per IT Staff Aug Contract Task Order Group 3. 1,638 hours.</td>
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<td>SFA</td>
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<td>EastBanc Technologies, LLC</td>
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<td>IT &amp; EXEC SERVICES</td>
<td>Capital</td>
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<td>CH2M HILL, Inc.</td>
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<td>QA Analyst Senior Level per IT Staff Aug Contract Task Order Group 1. 2,000 hours.</td>
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<td>CW Professional Services LLC</td>
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<td>IT &amp; EXEC SERVICES</td>
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<td>06/30/17</td>
<td>Networking for Future, Inc. (NFF, Inc.)</td>
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<td>0000117520</td>
<td>Senior Network Engineer per IT Staff Aug Task Order Group 4. 1,920 hours</td>
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<td>SFA</td>
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<td>FQ15124</td>
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<td>Project Manager Level 2 per IT Staff Aug Contract Task Order Group 1. 1,920 hours.</td>
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<td>SFA</td>
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<td>SFA</td>
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<td>Trigyn Technologies, Inc.</td>
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<td>Capital</td>
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<td>CH2M HILL, Inc.</td>
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<td>CQ9205</td>
<td>CENV-44</td>
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<td>LTK Engineering Services</td>
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<td>FQ15191</td>
<td>EMIH-001</td>
<td>Stormwater Facility Assessment</td>
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<td>Capital</td>
<td>$ 301,598</td>
<td>06/05/17</td>
<td>Gannett Fleming-Parsons Joint Venture II</td>
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<tr>
<td>FQ15191</td>
<td>FXFC-001</td>
<td>4 Parking Garages.</td>
<td>CENI/MCAP</td>
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<td>06/05/17</td>
<td>Gannett Fleming-Parsons Joint Venture II</td>
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<td>FXFC-005</td>
<td>On Call Engineering Support for Contract FQ16058</td>
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<td>06/02/17</td>
<td>Gannett Fleming-Parsons Joint Venture II</td>
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<tr>
<td>CONTRACT NUMBER</td>
<td>TASK ORDER NO.</td>
<td>TASK ORDER DESCRIPTION</td>
<td>PRMT GROUP</td>
<td>FUNDING SOURCE</td>
<td>TASK AMOUNT</td>
<td>AWARD DATE</td>
<td>AWARDED VENDOR</td>
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<td>FQ15191</td>
<td>STUC-003</td>
<td>Bridge Underwater Inspections</td>
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<td>06/02/17</td>
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<td>FQ15191</td>
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<td>06/26/17</td>
<td>Gannett Fleming-Parsons Joint Venture II</td>
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<td>FQ15191</td>
<td>TSFA-001</td>
<td>WMATA Headquarters Project: Phase I</td>
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<td>Gannett Fleming-Parsons Joint Venture II</td>
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<td>FQ10065</td>
<td>PLAN-060</td>
<td>O&amp;M Cost Model Enhancements</td>
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<td>Capital</td>
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<td>06/19/17</td>
<td>AECOM, USA, INC.</td>
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<td>FQ11289</td>
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<td>Bladensburg Bus Garage Relocate Fence - Offsite Employee Parking Lot</td>
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<td>Capital</td>
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<td>06/16/17</td>
<td>Potomac Construction Co Inc</td>
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<td>FQ11289</td>
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<td>Greenbelt Yard: Parking Garage - Storage Facility Contract: FQ1129-17-011</td>
<td>CENI/MCAP</td>
<td>Capital</td>
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<td>06/16/17</td>
<td>Potomac Construction Co Inc</td>
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<td>FQ15191</td>
<td>MCAP-001</td>
<td>3421 Pennsy Dr HVAC Upgrades IFB document</td>
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<td>06/15/17</td>
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<td>FQ15191</td>
<td>MCAP-006</td>
<td>Staff Augmentation</td>
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<td>Gannett Fleming-Parsons Joint Venture II</td>
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<td>FQ15191</td>
<td>MCAP-002</td>
<td>Commissioning Agent for the Cinder Bed Road project</td>
<td>CENI/MCAP</td>
<td>Capital</td>
<td>$265,574</td>
<td>06/05/17</td>
<td>Gannett Fleming-Parsons Joint Venture II</td>
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<td>FQ15191</td>
<td>MCAP-003</td>
<td>A/E Services for Relocation of maintenance departments from rail yards to 10201 good luck rd. 1 of 2</td>
<td>CENI/MCAP</td>
<td>Capital</td>
<td>$662,188</td>
<td>06/05/17</td>
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<td>FQ15191</td>
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<td>Site Lighting Update for King St Station Bus Loop</td>
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<td>Capital</td>
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<td>06/02/17</td>
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<td>FQ15191</td>
<td>POWR-001</td>
<td>Traction Power Cable Program Inspection and Replacement Support</td>
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<td>06/19/17</td>
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<td>FQ15191</td>
<td>RADO-001</td>
<td>700 MHz Radio Project Support</td>
<td>CENI/MCAP</td>
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<td>$2,151,096</td>
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<td>Gannett Fleming-Parsons Joint Venture II</td>
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<td>RADO-002</td>
<td>On Call Survey Services Mobile LiDAR for 700 MHz Radio Project</td>
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<td>FQ15191</td>
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<td>Noise and vibration Engineering Services</td>
<td>CENI/MCAP</td>
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<td>06/05/17</td>
<td>Gannett Fleming-Parsons Joint Venture II</td>
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<td>FQ15192</td>
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<td>CENI/MCAP</td>
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<td>06/27/17</td>
<td>Mott MacDonald I&amp;E, LLC</td>
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<td>0000078676</td>
<td>BPA Purchase</td>
<td>Provide labor, material disposal services to de-grease, clean &amp; deodorize escalator well-ways. Pump escalator pits on an as needed basis.</td>
<td>CENI/MCAP</td>
<td>Operating</td>
<td>$40,000</td>
<td>06/02/17</td>
<td>Clean Venture Inc</td>
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### OFFICE OF PROCUREMENT AND MATERIALS (PRMT)
#### CONTRACT TASK ORDERS - FY2017, QUARTER 4

<table>
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<tr>
<th>CONTRACT NUMBER</th>
<th>TASK ORDER NO.</th>
<th>TASK ORDER DESCRIPTION</th>
<th>PRMT GROUP</th>
<th>FUNDING SOURCE</th>
<th>TASK AMOUNT</th>
<th>AWARD DATE</th>
<th>AWARDED VENDOR</th>
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<td>0000102358</td>
<td>BPA Purchase</td>
<td>Provide Power Washing/Cleaning for Escalator Steps and various Escalator cleaning/environmental services as required on an as needed basis.</td>
<td>CENI/MCAP</td>
<td>Operating</td>
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<td>06/02/17</td>
<td>Brannan &amp; Brannan Services LLC</td>
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<td>0000102359</td>
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<td>Operating</td>
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<td>Clean Venture Inc</td>
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<td>0000117035</td>
<td>BPA Purchase</td>
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<td>Operating</td>
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<td>06/05/17</td>
<td>Nichols Contracting Inc</td>
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**TOTAL TASK ORDERS $ 34,506,822**