Finance & Administration Committee

Fiscal Year 2012

Financial Summary
and
Quarterly Financial Report

Quarter 1
September 2011
Operating Budget Report 1st Quarter FY2012

Operating Budget ($ in Millions)

<table>
<thead>
<tr>
<th>Month</th>
<th>FY2011 Actual</th>
<th>Q1 - FY2012 Actual</th>
<th>FY2012 Budget</th>
<th>Variance Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>$204.6</td>
<td>$206.2</td>
<td>$207.3</td>
<td>-1%</td>
</tr>
<tr>
<td>Expense</td>
<td>$358.7</td>
<td>$364.6</td>
<td>$365.6</td>
<td>0%</td>
</tr>
<tr>
<td>Subsidy</td>
<td>$154.1</td>
<td>$158.4</td>
<td>$158.3</td>
<td>0%</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>57%</td>
<td>57%</td>
<td>57%</td>
<td>0%</td>
</tr>
</tbody>
</table>

YTD FY2011 Actual: $204.6  FY2012 Actual: $206.2  FY2012 Budget: $207.3  Variance Percent: -1%

Ridership (trips in thousands)

<table>
<thead>
<tr>
<th>Month</th>
<th>FY2011 Actual</th>
<th>Q1 - FY2012 Actual</th>
<th>FY2012 Budget</th>
<th>Variance Prior Year</th>
<th>Variance Budget</th>
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<tbody>
<tr>
<td>MetroRail</td>
<td>56,527</td>
<td>55,901</td>
<td>56,963</td>
<td>-1%</td>
<td>-2%</td>
</tr>
<tr>
<td>Metrobus</td>
<td>31,662</td>
<td>33,462</td>
<td>31,621</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>612</td>
<td>516</td>
<td>634</td>
<td>-16%</td>
<td>-19%</td>
</tr>
<tr>
<td>System Total</td>
<td>88,801</td>
<td>89,879</td>
<td>89,218</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Operating Program Highlights

As of the end of the first quarter, Metro is over budget by $94,000, or 0.1%

Year-to-date expenditures are $1 M favorable to budget:

Unfavorable items include:

- Personnel expenses ($11.5 M over budget), overtime of ($8.0 M) and operating fringe benefits of ($5.9 M). The variance in fringe was primarily due to expense transfers to capital that will be processed during the next quarter.
- Supplies ($5.4 M over budget) due to costs for maintenance parts that will be transferred to capital. Correcting transfer will be completed during second quarter.

Favorable items include:

- Services $10.2 M, Propulsion/Diesel $4.1 M, and Utilities/Insurance/Other $3.6 M
- Services are favorable due to lower than budgeted paratransit expenses and a delay in initiating some Transit Infrastructure and Engineering Services contracts. Contract obligations are expected to impact the services budget during the second quarter.

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

- ($1.9 M) shortfall in passenger fare and parking revenue was unfavorable to budget
- Metro received $2.0 M in payments for insurance claims in July
- Advertising was ($1.2 M) unfavorable to budget due to the structure of the contract. With the year-end reconciliation of advertising sales in June, we expect to be on budget.

Rail Ridership - Average Weekday Ridership (in 1,000's)

Bus Ridership - Average Weekday Ridership (in 1,000's)

Operating Budget Reprogramming Status

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

1st Quarter FY2012

Sources of Funds ($ in Millions)

<table>
<thead>
<tr>
<th>FY2011 CIP</th>
<th>FY2012 CIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget</td>
<td>$844</td>
</tr>
<tr>
<td>Awarded</td>
<td>n/a</td>
</tr>
<tr>
<td>Received</td>
<td>$213</td>
</tr>
<tr>
<td>To be Rec.</td>
<td>$631</td>
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</table>

<table>
<thead>
<tr>
<th>Expenditure-Based Year to Date Sources of Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety &amp; Security</td>
</tr>
<tr>
<td>Budget</td>
</tr>
<tr>
<td>Awarded</td>
</tr>
<tr>
<td>Received</td>
</tr>
<tr>
<td>To be Rec.</td>
</tr>
<tr>
<td>ARRA</td>
</tr>
<tr>
<td>Budget</td>
</tr>
<tr>
<td>Awarded</td>
</tr>
<tr>
<td>Received</td>
</tr>
<tr>
<td>To be Rec.</td>
</tr>
<tr>
<td>Reimbursable</td>
</tr>
<tr>
<td>Budget</td>
</tr>
<tr>
<td>Awarded</td>
</tr>
<tr>
<td>Received</td>
</tr>
<tr>
<td>To be Rec.</td>
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<tr>
<td>Total</td>
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<tr>
<td>$213</td>
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<tr>
<td>$32</td>
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<tr>
<td>$181</td>
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Uses of Funds ($ in Millions)

<table>
<thead>
<tr>
<th>FY2011 CIP</th>
<th>FY2012 CIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget</td>
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<tr>
<td>Obligated</td>
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<tr>
<td>Expended</td>
<td>$77</td>
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<tr>
<td>Obl. Rate</td>
<td>41%</td>
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<tr>
<td>Exp. Rate</td>
<td>9%</td>
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</table>

<table>
<thead>
<tr>
<th>Obligation-Based Year to Date Uses of Funds</th>
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</thead>
<tbody>
<tr>
<td>Safety &amp; Security</td>
</tr>
<tr>
<td>Budget</td>
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<tr>
<td>Obligated</td>
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<td>Expended</td>
</tr>
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<tr>
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</tr>
<tr>
<td>ARRA</td>
</tr>
<tr>
<td>Budget</td>
</tr>
<tr>
<td>Obligated</td>
</tr>
<tr>
<td>Expended</td>
</tr>
<tr>
<td>Obl. Rate</td>
</tr>
<tr>
<td>Exp. Rate</td>
</tr>
<tr>
<td>Reimbursable</td>
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<td>Expended</td>
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<tr>
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<tr>
<td>Total</td>
</tr>
<tr>
<td>$155</td>
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<td>$42</td>
</tr>
<tr>
<td>73%</td>
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<tr>
<td>20%</td>
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Capital Program Highlights

- We have expended $53 million more this year compared to the same period in FY2011.
- The FY2012 Capital Improvement Program had a thirty-four percent increase in obligation rate and a sixty-seven percent increase in expenditure rate when compared to the first quarter of FY2011.
- All 52 of the FY2011 Buses have been received. In addition, 28 of the 100 replacement buses scheduled for FY2012 have been received.
- Major repairs were completed on escalators at the Dupont Circle (2), Federal Triangle, Fort Totten, McPherson Square (2), College Park-U of MD, Huntington, and Metro Center Metrorail stations.
- In addition, rehabilitations were completed on escalators at the Dupont Circle, Judiciary Square, Farragut North, Franconia-Springfield, Gallery Pl-Chinatown, Foggy Bottom-GWU, Metro Center (2), and Wheaton Metrorail stations.
- Continued red line rehabilitation between Dupont Circle and Silver Spring stations.
- Approximately $17 million in capital expenses were incorrectly coded to the operating budget in August and July. These expenses will be transferred to capital program during second quarter.

CIP Expenditures ($ in Millions)

No reprogramming occurred during the first quarter of fiscal year 2012.
### Operating Contracts

<table>
<thead>
<tr>
<th></th>
<th>Not Started</th>
<th>Document Development</th>
<th>Solicitation</th>
<th>Award</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Value ($)</td>
<td>Number</td>
<td>Value ($)</td>
<td>Number</td>
</tr>
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<td>All Contracts</td>
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<td>Contracts on FY2011 Plan</td>
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<td></td>
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<tr>
<td>Contracts on FY2012 Plan</td>
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</tr>
<tr>
<td>Sole Source</td>
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<tr>
<td>Contracts on FY2011 Plan</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Contracts on FY2012 Plan</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Modifications</td>
<td></td>
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<td>Total</td>
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<td></td>
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</tr>
</tbody>
</table>

### Capital Contracts

<table>
<thead>
<tr>
<th></th>
<th>Not Started</th>
<th>Document Development</th>
<th>Solicitation</th>
<th>Award</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Value ($)</td>
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<td>Contracts on FY2011 Plan</td>
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<tr>
<td>Contracts on FY2012 Plan</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Sole Source</td>
<td></td>
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<td></td>
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<tr>
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<tr>
<td>Contracts on FY2012 Plan</td>
<td></td>
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<td>Modifications</td>
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</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Procurement Highlights

- [Sample Text]

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**Procurement Report**

1st Quarter FY2012

**Operating Contracts**

- Not Started
- Document Development
- Solicitation
- Award
- Total

**Capital Contracts**

- Not Started
- Document Development
- Solicitation
- Award
- Total

**Procurement Highlights**

- Sample Text
### Operating Vacancies

<table>
<thead>
<tr>
<th>Total Operating Positions</th>
<th>Budget Approved Positions</th>
<th>Total Number Vacant</th>
<th>Vacancy Rate</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10226</td>
<td>596</td>
<td>6%</td>
<td></td>
</tr>
</tbody>
</table>

**Departments with a large number of vacancies:**

- **Transit Infra. & Engineering Services**
  - Budget Approved Positions: 3115
  - Total Number Vacant: 183
  - Vacancy Rate: 6%

- **Bus Services**
  - Budget Approved Positions: 3796
  - Total Number Vacant: 158
  - Vacancy Rate: 4%

- **Rail Transportation**
  - Budget Approved Positions: 1499
  - Total Number Vacant: 94
  - Vacancy Rate: 6%

- **Information Technology**
  - Budget Approved Positions: 251
  - Total Number Vacant: 54
  - Vacancy Rate: 22%

- **Metro Police Department**
  - Budget Approved Positions: 635
  - Total Number Vacant: 18
  - Vacancy Rate: 3%

### Capital Vacancies

<table>
<thead>
<tr>
<th>Total Capital Positions</th>
<th>Budget Approved Positions</th>
<th>Total Number Vacant</th>
<th>Vacancy Rate</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1019</td>
<td>188</td>
<td>18%</td>
<td></td>
</tr>
</tbody>
</table>

**Departments with a large number of vacancies:**

- **Transit Infra. & Engineering Services**
  - Budget Approved Positions: 767
  - Total Number Vacant: 127
  - Vacancy Rate: 17%

- **Information Technology**
  - Budget Approved Positions: 37
  - Total Number Vacant: 25
  - Vacancy Rate: 68%

- **Procurement Capital Support**
  - Budget Approved Positions: 24
  - Total Number Vacant: 24
  - Vacancy Rate: 100%

- **Bus Heavy Overhaul Maintenance**
  - Budget Approved Positions: 158
  - Total Number Vacant: 26
  - Vacancy Rate: 16%

### Operating Vacancy Trend

![Operating Vacancy Trend Graph]

### Capital Vacancy Trend

![Capital Vacancy Trend Graph]
Quarterly Financial Report

Quarter 1

July – September 2011
REPORT SECTIONS

Operating Budget
- Revenue
- Ridership
- Expense

Capital Finances
- Revenues
- Costs
- Projects

Outstanding Debt

Appendix

Operating Financials

Ridership and utilization analysis

Capital expenditures and Reimbursable projects

American Recovery & Reinvestment Act (ARRA)

Safety and Security expenditures

Passenger Rail Investment and Improvement Act (PRIIA)

Jurisdictional balances on account

Grant activity

Sole source awards
OPERATING BUDGET

Year-to-date (YTD), through the end of September, total expenses less revenue were $158.4 million, which was slightly over budget by $0.1 million, or less than one percent. Expenditures year-to-date were $364.6 million, $1 million below budget; while revenue totaled $206.2 million, $1.1 million less than anticipated.

Rail revenues have been below target for each of the first three months of FY2012. September’s negative variance of $0.5 million was significantly less than July ($1.3 million) and August’s ($1.8 million) underperformance in this key measure. We will continue to track performance closely.

Bus revenues have outperformed projections consistently for the first three months. Total bus revenues were six percent or $1.8 million over forecast, year-to-date. September’s positive revenue variance marks the eighth consecutive month that bus revenue actuals outperformed plan.

Total expenditures were $1 million or 0.3 percent under budget YTD. Early overruns in July and August related to incorrect coding were eliminated in September as accounting corrections were performed. During the second quarter, accounting will be making additional adjustments primarily in personnel costs. Labor costs for capital projects were incorrectly charged to operations, staff is researching and the journal entries were to be processed in October and November. YTD, overtime budgets have a negative variance of $3.1 million due to a large number of vacancies, special events such as Hurricane Irene, and the movement to labor expenses to capital that will occur during Q2. The overruns associated with personnel costs were offset by favorable variances in services, propulsion/diesel, and utilities.

Table 1

<table>
<thead>
<tr>
<th>($ Millions)</th>
<th>Q1-FY11 Actual</th>
<th>Q1-FY2012 Actual</th>
<th>Q1-FY2012 Budget</th>
<th>Budget Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>$204.6</td>
<td>$206.2</td>
<td>$207.3</td>
<td>($1.1) -1%</td>
</tr>
<tr>
<td>Expense</td>
<td>$358.7</td>
<td>$364.6</td>
<td>$365.6</td>
<td>$1.0 0%</td>
</tr>
<tr>
<td>Subsidy</td>
<td>$154.1</td>
<td>$158.4</td>
<td>$158.3</td>
<td>($0.1) 0%</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>57%</td>
<td>57%</td>
<td>57%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year to Date Budget Variance</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>$204.6</td>
</tr>
<tr>
<td>Expense</td>
<td>$358.7</td>
</tr>
<tr>
<td>Subsidy</td>
<td>$154.1</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>57.0%</td>
</tr>
</tbody>
</table>
Ridership

Rail ridership year-to-date was 56 million trips, 0.6 million fewer trips than the same period last fiscal year, a decrease of one percent. Compared with the ridership budget for FY2012 of 57 million trips, ridership year-to-date was one million trips or two percent below budget.

Bus ridership was 33.5 million trips, 1.8 million trips above the same period last year, which is an increase of 5.7 percent, and above budget projections by 1.8 million trips or 5.8 percent.

MetroAccess transported 515,900 passengers year-to-date, which is 16 percent lower than the same period last year.

Table 2

<table>
<thead>
<tr>
<th>Trips</th>
<th>YTD-FY11 Actual</th>
<th>YTD-FY2012 Actual</th>
<th>YTD-FY2012 Budget</th>
<th>Above/(Below) Prior Year</th>
<th>Above/(Below) Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail</td>
<td>749,006</td>
<td>748,549</td>
<td>759,128</td>
<td>(0%)</td>
<td>(1%)</td>
</tr>
<tr>
<td>Metrobus</td>
<td>419,590</td>
<td>443,382</td>
<td>421,154</td>
<td>6%</td>
<td>5%</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>8,061</td>
<td>6,836</td>
<td>8,488</td>
<td>(15%)</td>
<td>(19%)</td>
</tr>
<tr>
<td>System Total</td>
<td>1,176,658</td>
<td>1,198,768</td>
<td>1,188,770</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trips (Thousands)</th>
<th>Fiscal Year to Date Ridership</th>
<th>Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail</td>
<td>56,527</td>
<td>(1%)</td>
</tr>
<tr>
<td>Metrobus</td>
<td>31,662</td>
<td>6%</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>612</td>
<td>(16%)</td>
</tr>
<tr>
<td>System Total</td>
<td>88,801</td>
<td>1%</td>
</tr>
</tbody>
</table>

Rail

Rail ridership the first quarter of the fiscal year was 56 million trips, approximately 626,000 trips, or one percent, less than the total for both the prior year. See Ridership and Revenue Analysis in the appendix for quarterly ridership data. Average weekday rail ridership was 748,500 trips, a 0.1 percent decrease from prior year. Weekday ridership during the AM peak period increased during each of the three months of the quarter compared to the prior year, though ridership in the PM peak and evening period decreased slightly. Average Saturday ridership decreased 7.6 percent over FY2011, while average Sunday ridership decreased 3.6% over the prior year.

The decrease in ridership was due to various issues. In July, ridership during the July 4th holiday, which was on a Monday this year, was lower than it had been the prior three years, when the holiday fell over the weekend. In August, Metrorail is estimated to have lost approximately 589,000 trips due to the earthquake on Tuesday August 23rd and, to a greater degree, Hurricane Irene on August 27th and August 28th. September experienced favorable Saturday ridership due to increased attendance of weekend events. Overall, employment in the District of Columbia, a major influence on rail ridership, has been flat during the first quarter of the year.
**Bus**

Total bus ridership for the first quarter of the fiscal year was 1.8 million, or six percent, greater than the first quarter of FY2011. See Ridership and Revenue Analysis in the appendix. September was made the eighth consecutive month in which ridership was trending in a positive direction compared to the prior year. Average weekday ridership growth was similar, increasing an average of 24,000 trips each weekday, or six percent. Average weekend ridership realized a four percent increase from the prior year. Changes in weather temperature have a greater influence on bus ridership than on rail ridership. The favorable weather in August and September had a positive impact on bus riders for the month, increasing the number of discretionary trips. In addition, factors, such as the completion of several road improvement construction contracts, have had a positive influence on ridership as it improves overall bus service and on-time performance.

Bus, similar to rail, was impacted by the earthquake and hurricane in August, but due to the growing ridership it was less apparent. Average Saturday ridership, though, was down compared to last year. During the weekend of Hurricane Irene, ridership loss was estimated at 100,000 trips, a loss of one-third of average ridership for a weekend.

**MetroAccess**

MetroAccess transported 515,900 passengers during the first quarter of FY2012. This represents a decrease in ridership of 16 percent (96,317 passengers) as compared with Q1 FY2011. In addition, ridership was 19 percent (117,825 passengers) below forecast. See Ridership and Revenue Analysis in the appendix. Average weekday ridership year-to-date was 6,836 which equates to a 15 percent reduction as compared with FY2011. Average Saturday ridership was 2,681 which equates to a 15 percent reduction from FY2011, and average Sunday ridership was 2,270 which is a decrease of 12 percent from prior year. Ridership growth continues to decline due to the success of recent Board policy, eligibility and travel training initiatives, and their collective impact on demand management.

**Operating Revenue**

For the first quarter of FY2012, total revenues of $206.2 million were one percent below budget as a result of less than forecasted passenger revenue. See table 1.

**Rail**

Rail passenger revenue for the quarter was $146.4 million, which was $3.7 million or two percent less than budget. The decrease in revenue concurs with the decrease in ridership. Year-to-date average fare realization is $2.62, which is less than the forecast of $2.63, but comparable to prior year average of $2.62. For additional information on average fares, see Ridership and Revenue Analysis in the appendix.

**Bus**

Total Metrobus passenger revenue for the quarter of $33.6 million was $1.8 million or six percent above budget. Average fare realization for bus is $1.00 per trip. Starting in FY2011, Metro began reimbursing the Regional bus partners for their portion of revenue earned from bus passes, such as the 7-day pass. This amount has averaged $160,000 per month and is reduced from Metrobus revenue.
MetroAccess
For Q1 FY2012, MetroAccess passenger revenue totaled $1,946,044, which is significantly higher than revenue recorded for the same reporting period in FY2011. The FY2012 quarterly passenger revenue reflects the fare increase implemented on February 27, 2011. In addition, although revenue collected through the EZ-Pay system was appropriately recorded in a deferred revenue account in FY2011, the process for FY2012 has been revised to recognize this revenue in the profit and loss statement based on passenger usage reports.

Parking
Parking revenue year-to-date of $11.3 million was less than budget but greater than prior year by $0.8 million, or seven percent. System-wide parking utilization of 82 percent was up by two percentage points over utilization during the first quarter of last fiscal year.

Other Revenue Sources
Total non-passenger revenue was above budget by $0.8 million the first quarter. See Operating Financials in appendix. Of non-passenger revenue, advertising revenue was $1.2 million below budget. Because of the way in which the CBS contract is structured, advertising revenue will appear below budget each quarter until the year-end reconciliation of total advertising sales, which we expect to be on budget or slightly ahead of the annual $15 million budget. The category of Other Revenue includes used equipment sales, subrogation (receipt of insurance funds) and purchase card rebates. In July, subrogation collections of almost $2.0 million for insurance claims were recognized; accordingly, year-to-date Other Revenue is above budget.

Expenses
Metro was $1 million, or 0.3 percent, below budget in expenditure through the end of the first quarter. See table 1.

Labor
Total personnel expenses were over budget by $11.5 million for the quarter; however, second quarter adjustments to move labor expenses to capital will reduce this overrun. Salary and wage expenses were under budget by $2.4 million primarily due to vacancies in Bus Services, Rail Transportation and Transit Infrastructure and Engineering Services (TIES). Overtime was over budget by $8.1 million mainly in the departments of TIES, Rail and Bus. The primary contributor to overtime has been the large number of vacancies which has resulted in the need for bus and rail operator overtime, as well as overtime to complete necessary maintenance and repairs. Fringe benefits were 5.9 million over budget year-to-date. The variance in fringe benefits is partially due to expenses incorrectly applied to operating that are to be transferred to capital during the second quarter.

Non-Labor
Year-to-date non-personnel expenses were under budget by $12.5 million. Services were under budget by $10.2 million mainly due to lower than projected utilization of paratransit and delays in initiating service contracts. The MetroAccess service contract was $3.1 million favorable to budget for Q1. Fuel & Propulsion and Utilities were under budget by $7.5 million mainly due to lower than budget propulsion and utility rates. Part of this favorable
performance was offset by Materials and Supplies, which was over budget by $5.4 million due to a lag in capitalization of car maintenance parts.

**CAPITAL FINANCES**

**Sources of Funds**

Year-to-date sources of funds total for FY2012 is $1,001 million. As of September 30th, the amount awarded to Metro, including federal grants, totals $389 million. Revenue received year-to-date is $199 million, and represents available cash on hand. Total miscellaneous revenue consists of $68 million from Metro Matters rollover, land sales, West Falls Church insurance settlement and other Jurisdictional proceeds.

<table>
<thead>
<tr>
<th>Capital Revenues</th>
<th>FY2012 Year to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CIP Budget</td>
</tr>
<tr>
<td>Federal Grants</td>
<td>$442</td>
</tr>
<tr>
<td>State &amp; Local Contributions</td>
<td>378</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>68</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>889</strong></td>
</tr>
<tr>
<td>Security - Federal Grants</td>
<td>$57</td>
</tr>
<tr>
<td>ARRA - Federal Grants</td>
<td>56</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>113</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,001</strong></td>
</tr>
</tbody>
</table>

As of September 30, 2011, $178 million of the Capital Improvement Program (CIP) revenue in FY2012 has been received as compared to $213 million received at this time in FY2011.
Expenditures
The capital budget for FY2012 is $1,001 million. As of September 30, 2011, capital spending was as follows: $550 million, or 55 percent, had been obligated and $157 million, or 16 percent, had been expended. The appendix includes budget and spending data for each capital project.

<table>
<thead>
<tr>
<th>Capital Revenues</th>
<th>Year to Date Budget Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>(dollars in millions)</td>
<td>Budget</td>
</tr>
<tr>
<td>September FY2011 $844</td>
<td>$   -</td>
</tr>
<tr>
<td>September FY2012 $889</td>
<td>$277</td>
</tr>
</tbody>
</table>

Expenditure-Based programs include Metro Matters (ending in FY10) and the CIP (starting in FY11)

*NOTE: The financial data in this report includes expenditures from the unexpended FY2011 budget (“rollover”) that has not yet been allocated by fiscal year. This report only currently shows the FY2012 Board Approved budget. The second quarter report will include the rollover allocated to FY2012 as part of the FY2011 year-end reconciliation.

The FY2012 Capital Improvement Program had a 34 percent increase in obligation rate and a 67 percent increase in expenditure rate when compared to September FY2011.
CAPITAL PROJECT HIGHLIGHTS

Vehicle/Vehicle Parts
Metro currently has a fleet of approximately 1,500 buses, each with a fifteen-year useful life. As of September 30th, 2011, 28 of the 100 FY2012 replacement buses have been received. Full delivery of the 100 replacement buses is scheduled to be completed by December 2011, while the delivery of the 51 thirty (30) foot BRT buses (26 clean diesel and 25 hybrid/electric) will commence in March 2012, and be completed by May 2012.

MetroAccess currently has a fleet of approximately 600 paratransit vehicles. Metro strives to maintain an average MetroAccess fleet age of four years which requires the replacement of approximately 200 vehicles per year. The procurement of 221 vehicles is scheduled for this fiscal year. As of September 30th, all contracts have been awarded and project is on schedule with no outstanding issues.

<table>
<thead>
<tr>
<th>Item</th>
<th>Planned</th>
<th>Received</th>
<th>In Service</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2011 Bus Procurement</td>
<td>32</td>
<td>32</td>
<td>32</td>
<td>Completed</td>
</tr>
<tr>
<td>FY2012 Bus Procurement</td>
<td>100</td>
<td>28</td>
<td>0</td>
<td>Delivery for all 100 buses scheduled by December 2011</td>
</tr>
<tr>
<td>FY2012 30-foot BRT Buses</td>
<td>51</td>
<td>0</td>
<td>0</td>
<td>Delivery commence in March 2012 and completed by May 2012</td>
</tr>
<tr>
<td>FY2012 MetroAccess Procurement</td>
<td>221</td>
<td>0</td>
<td>0</td>
<td>Pilot vehicle expected in November 2011; remaining in by June 2012</td>
</tr>
<tr>
<td>Total Vehicle Procurement</td>
<td>404</td>
<td>60</td>
<td>32</td>
<td></td>
</tr>
</tbody>
</table>

Passenger Facilities

Elevator & Escalator Report
Major repairs were started on elevators at the Congress Heights Metrorail station.
Major repairs were started on escalators at the McPherson Square, Dupont Circle, Metro Center, College Park-U of MD, Huntington, Minnesota Ave, and Potomac Ave Metrorail stations. Major repairs were completed on escalators at Dupont Circle, Federal Triangle, Fort Totten, McPherson Square, College Park-U of MD, Huntington, and Metro Center Metrorail stations.

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

Station Enhancement Report
Station enhancements were started at the Arlington Cemetery, Greenbelt, New York Ave-Florida Ave-Gallaudet U, Grosvenor-Strathmore, Eastern Market (mini), Stadium-Armory (mini), and Columbia Heights (mini) Metrorail stations. Station enhancements were completed at the Minnesota Avenue, Suitland (mini), Naylor Road (mini), Branch Ave (mini), Deanwood, Southern Avenue (mini), Farragut North, Dupont Circle, Tenleytown-AU, Congress Heights, Minnesota Ave, Rhode Island Ave-Brentwood, Arlington Cemetery, Silver Spring (mini), and Takoma (mini) Metrorail stations.

Track and Structures Maintenance

Red Line
- Track upgrades and rail fastener replacements between Van Ness-UDC and Friendship Heights
- Bridge rehabilitation and rail and tie renewal between New York Ave-Florida Ave-Gallaudet U and Rhode Island Ave-Brentwood
- Rail surface smoothing between New York Ave-Florida Ave-Gallaudet U and Fort Totten
- Train control rooms upgrades, cable installation, tie renewal, and emergency phone installations between Takoma and Forest Glen stations
- Rail fastener replacement, emergency phone and communication cables installations between Dupont Circle and Judiciary Square
- New rail installations, tunnel leak repairs, tie and fastener replacements, communication cable installations to enhance cell phone coverage, and preventative maintenance on 23 elevators and 10 escalators between Rockville and Bethesda
- New rail installations, tie and fastener replacements, communication cable installations to enhance cell phone coverage, and preventative maintenance on 12 elevators and 7 escalators between Fort Totten and Glenmont
- Platform rehabilitation work and repairs between Grosvenor-Strathmore and White Flint
- Emergency phone repairs between Fort Totten and Silver Spring
- Utility work, ceiling repairs, replacement of rail fasteners, and installation of new emergency phones and communication cables at Farragut North
• Rail renewal and tunnel leak repairs between Friendship Heights and Grosvenor-Strathmore
• Rail and infrastructure renewal work between Shady Grove and Twinbrook

Blue and Orange Lines
• Installation of new rail and related infrastructure and replacement of rail fasteners between Eastern Market and Stadium-Armory
• Replacement of cross ties and insulators between Vienna/Fairfax-GMU and West Falls Church-VT/UVA

Blue Line
• Floating slab repairs and replacements between Addison Road-Seat Pleasant and Stadium-Armory
• New rail installation and track work between Braddock Road and Van Dorn Street
• Bridge replacement work and installation of new rail between Van Dorn Street and Franconia-Springfield
• Rail infrastructure upgrades and renewal work conducted between Arlington Cemetery and Pentagon City

Green Line
• Track rehabilitation work between Navy Yard and Anacostia
• Installation of new rail and related infrastructure between Greenbelt and College Park-U of MD
• Rail renewal between Naylor Road and Branch Ave
• Prep work for switch replacement between Mt Vernon Sq 7th St-Convention Center and Georgia Ave-Petworth
• Replace rail fasteners between Southern Avenue and Naylor Road

Orange Line
• Rail and tie renewal between Vienna/Fairfax-GMU and West Falls Church-VT/UVA
• New rail line construction between East Falls Church and West Falls Church-VT/UVA
• Cross tie and insulator replacements between Vienna/Fairfax-GMU and West Falls Church-VT/UVA
• Rail renewal between Cheverly and New Carrollton

Yellow Lines
• Track work between Braddock Road and Huntington
• Rail and tie renewal between Pentagon and L'Enfant Plaza
• Special inspection of the Yellow Line Bridge between Huntington and Stadium Armory
<table>
<thead>
<tr>
<th>Project</th>
<th>FY2012 Plan</th>
<th>Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP018 - Track Welding Program</td>
<td>1,000 open weld joints</td>
<td>Welded 404 open weld joints</td>
</tr>
<tr>
<td>CIP019 - Track Floating Slab Rehabilitation</td>
<td>2,700 ln ft of floating slabs</td>
<td>Retrofitted 1,175 ln ft of floating slabs</td>
</tr>
<tr>
<td>CIP020 - Rail Track Signage Replacement</td>
<td>1,500 &quot;High Voltage&quot; roadway safety signs</td>
<td>Replaced 340 &quot;High Voltage&quot; roadway safety signs</td>
</tr>
<tr>
<td>CIP021 - Track Pad/Shock Absorber Rehabilitation</td>
<td>7,000 ln ft of grout pads</td>
<td>Rehabilitated 4,372 ln ft of grout pads</td>
</tr>
<tr>
<td>CIP 024 - Track Rehabilitation</td>
<td>40 miles of track</td>
<td>Tamped 18 miles of track</td>
</tr>
<tr>
<td></td>
<td>13,000 cross ties</td>
<td>Replaced 5,434 cross ties</td>
</tr>
<tr>
<td></td>
<td>15,000 fasteners</td>
<td>Replaced 390 fasteners</td>
</tr>
<tr>
<td></td>
<td>5,000 insulators</td>
<td>Replaced 3,316 insulators</td>
</tr>
<tr>
<td></td>
<td>12.5 miles of running rail</td>
<td>Replaced 3.5 miles ft of running rail</td>
</tr>
<tr>
<td></td>
<td>32 turnouts</td>
<td>Replaced 8 of the turnouts</td>
</tr>
<tr>
<td>CIP 026 - Station Tunnel Leak Mitigation</td>
<td>2,150 leaks</td>
<td>Repaired 393 leaks</td>
</tr>
<tr>
<td>CIP 089 - Track Fasteners</td>
<td>6,260 direct fixation fasteners</td>
<td>Replaced total of 5,498 direct fixation fasteners</td>
</tr>
</tbody>
</table>
OUTSTANDING DEBT

Metro’s outstanding debt year-to-date, as of September 30, 2011, is $337.4 million, as shown in the table below.

The Series 2003 bonds were issued to fund the Rail Construction program and are being repaid by semi-annual debt service payments from the jurisdictions. This annual debt service expense is reported as part of the operating budget and is always included on subsidy allocation tables.

The Series 2009A and 2009B bonds were issued to (i) pay off a portion of the $314.5 million in outstanding principal and interest due for Commercial Paper, and (ii) finance the capital cost components of the Metro Matters Program. The annual debt service expense will be paid by the jurisdictions that opted into the bond issuance. The $21.2 million annual debt service expense is reported as part of the capital budget and will be included on the subsidy allocation tables.

The Commercial Paper Program was retired during June 2009 with proceeds of the Series 2009A bond issuance and a portion of the jurisdiction opt-out receipts. There are three lines of credit available to fund operating and capital cash flow needs. As of July 2011 availability on the lines of credit was reduced from $300 million to $200 million. Wachovia and Bank of America’s lines of credit were each reduced from $125 million to $85 million and U.S. Bank was reduced from $50 million to $30 million. As of September 2011, the multi-year $300 million credit facility, in support of the Series 7000 rail car procurement, was terminated.

<table>
<thead>
<tr>
<th>Debt Type</th>
<th>Outstanding Principal (dollars in millions)</th>
<th>Annual Debt Service</th>
<th>Maturity Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bond Series 2003</td>
<td>$51.7</td>
<td>$27.5</td>
<td>FY2015</td>
</tr>
<tr>
<td>Bond Series 2009A</td>
<td>$230.7</td>
<td>$18.7</td>
<td>FY2033</td>
</tr>
<tr>
<td>Bond Series 2009B</td>
<td>$55.0</td>
<td>$2.5</td>
<td>FY2035</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$337.4</strong></td>
<td><strong>$48.7</strong></td>
<td></td>
</tr>
<tr>
<td>Wachovia LOC</td>
<td>$0.0</td>
<td>Varies</td>
<td>Jun-12</td>
</tr>
<tr>
<td>Bank of America LOC</td>
<td>$0.0</td>
<td>Varies</td>
<td>Jun-12</td>
</tr>
<tr>
<td>US Bank LOC</td>
<td>$0.0</td>
<td>Varies</td>
<td>Jun-12</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$0.0</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>$337.4</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Annual debt service based on 1/1/2012 and 7/1/2012 payments due.
APPENDIX

- Operating Financials (budget variance report, by mode)
- Ridership and utilization analysis
- MetroAccess ridership by jurisdiction and Parking facility usage
- Capital expenditures and Reimbursable Projects
- American Recovery & Reinvestment Act (ARRA)
- Safety and Security Expenditures
- Passenger Rail Investment and Improvement Act (PRIIA)
- Jurisdictional Balances on Account
- Grant Activity
- Sole Source Awards
## Operating Financials

**1ST QUARTER - July through September 2011**

**FISCAL YEAR 2012**

Dollars in Millions

### QUARTERLY RESULTS

<table>
<thead>
<tr>
<th>Prior Q1 Actual</th>
<th>Quarter-End</th>
<th>预算</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$147.9</td>
<td>$146.4</td>
<td>$150.1</td>
<td>$(3.7)</td>
</tr>
<tr>
<td>34.2</td>
<td>33.6</td>
<td>31.8</td>
<td>1.8</td>
</tr>
<tr>
<td>1.3</td>
<td>2.3</td>
<td>1.6</td>
<td>0.7</td>
</tr>
<tr>
<td>10.5</td>
<td>11.3</td>
<td>12.0</td>
<td>(0.7)</td>
</tr>
</tbody>
</table>

### YEAR-TO-DATE RESULTS

<table>
<thead>
<tr>
<th>Prior Year Actual</th>
<th>Current Fiscal Year</th>
<th>预算</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$157.3</td>
<td>$161.5</td>
<td>$163.9</td>
<td>$2.4</td>
</tr>
<tr>
<td>$22.7</td>
<td>$22.6</td>
<td>$14.5</td>
<td>(8.1)</td>
</tr>
<tr>
<td>73.8</td>
<td>80.9</td>
<td>75.1</td>
<td>(5.9)</td>
</tr>
<tr>
<td>43.9</td>
<td>41.1</td>
<td>51.3</td>
<td>10.2</td>
</tr>
<tr>
<td>19.8</td>
<td>18.2</td>
<td>12.8</td>
<td>(5.4)</td>
</tr>
<tr>
<td>22.7</td>
<td>23.8</td>
<td>27.9</td>
<td>4.1</td>
</tr>
<tr>
<td>8.3</td>
<td>8.1</td>
<td>11.5</td>
<td>3.4</td>
</tr>
<tr>
<td>10.3</td>
<td>8.4</td>
<td>8.6</td>
<td>0.2</td>
</tr>
</tbody>
</table>

### REVENUES

#### Passenger Revenue

- **Metrorail**: $147.9 | $146.4 | $150.1 | $(3.7) | -2%
- **Metrobus**: 34.2 | 33.6 | 31.8 | 1.8 | 6%
- **MetroAccess**: 1.3 | 2.3 | 1.6 | 0.7 | 44%
- **Parking**: 10.5 | 11.3 | 12.0 | (0.7) | -6%

### Non-Passenger Revenue

- **D.C. Schools**: $0.9 | $1.3 | $0.9 | $0.4 | 49%
- **Advertising**: 2.2 | 2.4 | 3.6 | (1.2) | -32%
- **Joint Dev/Property Rent**: 1.6 | 1.5 | 1.6 | (0.1) | -6%
- **Fiber Optics**: 3.4 | 3.8 | 3.7 | 0.1 | 3%
- **Interest**: 0.1 | 0.0 | 0.1 | (0.1) | -90%

### TOTAL REVENUE

$204.6 | $206.2 | $207.3 | $(1.1) | -1%

### EXPENSES

- **Salary/Wages**: $157.3 | $161.5 | $163.9 | $2.4 | 1%
- **Overtime**: $22.7 | $22.6 | $14.5 | (8.1) | -56%
- **Fringe Benefits**: 73.8 | 80.9 | 75.1 | (5.9) | -8%
- **Services**: 43.9 | 41.1 | 51.3 | 10.2 | 20%
- **Supplies**: 19.8 | 18.2 | 12.8 | (5.4) | -42%
- **Propulsion/Diesel/CNG**: 22.7 | 23.8 | 27.9 | 4.1 | 15%
- **Utilities**: 8.3 | 8.0 | 11.5 | 3.4 | 29%
- **Insurance/Other**: 10.3 | 8.4 | 8.6 | 0.2 | 3%

### TOTAL EXPENSE

$358.7 | $364.6 | $365.6 | $1.0 | 0%

### SUBSIDY

$154.1 | $158.4 | $158.3 | $(0.1) | 0%

**Favorable/(Unfavorable)**

### COST RECOVERY RATIO

56% | 58% | 56%

Favorable/(Unfavorable)

11/8/2011
### RAIL Operating Financials
**1ST QUARTER - July through September 2011**
**FISCAL YEAR 2012**
Dollars in Millions

#### QUARTERLY RESULTS

<table>
<thead>
<tr>
<th>Prior Q1 Actual</th>
<th>Quarter-End Actual</th>
<th>Quarter-End Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$147.9</td>
<td>$146.4</td>
<td>$150.1</td>
<td>($3.7)</td>
</tr>
<tr>
<td>0.5</td>
<td>0.9</td>
<td>0.3</td>
<td>0.6</td>
</tr>
<tr>
<td>10.5</td>
<td>11.3</td>
<td>12.0</td>
<td>(0.7)</td>
</tr>
<tr>
<td>1.5</td>
<td>0.8</td>
<td>1.2</td>
<td>(0.4)</td>
</tr>
<tr>
<td>1.6</td>
<td>1.5</td>
<td>1.6</td>
<td>(0.1)</td>
</tr>
<tr>
<td>3.4</td>
<td>3.8</td>
<td>3.7</td>
<td>0.1</td>
</tr>
<tr>
<td>(0.0)</td>
<td>(0.0)</td>
<td>0.1</td>
<td>(0.1)</td>
</tr>
<tr>
<td>1.6</td>
<td>2.9</td>
<td>1.4</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$167.0</strong></td>
<td><strong>$167.6</strong></td>
<td><strong>$170.3</strong></td>
</tr>
</tbody>
</table>

#### EXPENSES

<table>
<thead>
<tr>
<th>Prior Year Actual</th>
<th>Year-to-Date Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$92.3</td>
<td>$95.7</td>
<td>$98.0</td>
</tr>
<tr>
<td>$14.4</td>
<td>$14.2</td>
<td>$7.0</td>
</tr>
<tr>
<td>43.4</td>
<td>48.3</td>
<td>44.0</td>
</tr>
<tr>
<td>11.6</td>
<td>11.3</td>
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<tr>
<td>12.0</td>
<td>12.7</td>
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<td>14.0</td>
<td>13.3</td>
<td>16.9</td>
</tr>
<tr>
<td>6.7</td>
<td>6.7</td>
<td>9.5</td>
</tr>
<tr>
<td>6.2</td>
<td>5.0</td>
<td>4.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Expense</strong></td>
<td><strong>$200.7</strong></td>
<td><strong>$207.2</strong></td>
</tr>
</tbody>
</table>

#### Subsidy

<table>
<thead>
<tr>
<th>Current Fiscal Year Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>$33.6</strong></td>
<td><strong>$36.9</strong></td>
</tr>
</tbody>
</table>

Favorable/(Unfavorable) 83% 79% 80%

**COST RECOVERY RATIO**

<table>
<thead>
<tr>
<th></th>
<th>83%</th>
<th>81%</th>
<th>84%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Favorable/(Unfavorable)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## METROBUS

### Operating Financials

**1ST QUARTER - July through September 2011**

**FISCAL YEAR 2012**

Dollars in Millions

### QUARTERLY RESULTS

<table>
<thead>
<tr>
<th>Prior Q1 Actual</th>
<th>Quarter-End Actual</th>
<th>Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34.2</td>
<td>$33.6</td>
<td>$31.8</td>
<td>$1.8</td>
</tr>
<tr>
<td>0.4</td>
<td>0.5</td>
<td>0.6</td>
<td>(0.2)</td>
</tr>
<tr>
<td>0.7</td>
<td>1.6</td>
<td>2.4</td>
<td>(0.8)</td>
</tr>
<tr>
<td>0.1</td>
<td>0.0</td>
<td>0.0</td>
<td>(0.0)</td>
</tr>
<tr>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>(0.0)</td>
</tr>
</tbody>
</table>

**REVENUES**

<table>
<thead>
<tr>
<th>Prior Year Actual</th>
<th>Current Fiscal Year Actual</th>
<th>Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34.2</td>
<td>$33.6</td>
<td>$31.8</td>
<td>$1.8</td>
</tr>
<tr>
<td>0.4</td>
<td>0.5</td>
<td>0.6</td>
<td>(0.2)</td>
</tr>
<tr>
<td>0.7</td>
<td>1.6</td>
<td>2.4</td>
<td>(0.8)</td>
</tr>
<tr>
<td>0.1</td>
<td>0.0</td>
<td>0.0</td>
<td>(0.0)</td>
</tr>
<tr>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>(0.0)</td>
</tr>
</tbody>
</table>

**TOTAL REVENUE**  

$35.8 $36.2 $35.4 $0.8 2%

### EXPENSES

<table>
<thead>
<tr>
<th>Prior Year Actual</th>
<th>Current Fiscal Year Actual</th>
<th>Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$64.1</td>
<td>$64.8</td>
<td>$64.8</td>
<td>(0.1)</td>
</tr>
<tr>
<td>$8.2</td>
<td>$8.4</td>
<td>$7.5</td>
<td>(0.8)</td>
</tr>
<tr>
<td>30.0</td>
<td>32.2</td>
<td>30.6</td>
<td>(1.6)</td>
</tr>
<tr>
<td>5.8</td>
<td>5.4</td>
<td>8.2</td>
<td>2.9</td>
</tr>
<tr>
<td>7.7</td>
<td>5.5</td>
<td>4.5</td>
<td>(0.9)</td>
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<tr>
<td>8.7</td>
<td>10.5</td>
<td>11.0</td>
<td>0.4</td>
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<tr>
<td>1.6</td>
<td>1.3</td>
<td>1.9</td>
<td>0.6</td>
</tr>
<tr>
<td>3.9</td>
<td>3.2</td>
<td>4.0</td>
<td>0.8</td>
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</table>

**TOTAL EXPENSE**  

$130.0 $131.3 $132.5 $1.3 1%

### SUBSIDY

<table>
<thead>
<tr>
<th>Prior Year Actual</th>
<th>Current Fiscal Year Actual</th>
<th>Budget</th>
<th>Variance</th>
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</thead>
<tbody>
<tr>
<td>$94.1</td>
<td>$95.1</td>
<td>$97.2</td>
<td>$2.1</td>
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</table>

**Favorable/(Unfavorable)**

27% 31% 28%

### COST RECOVERY RATIO

28% 28% 27%
### Regional Bus Operating Financials

#### 1ST QUARTER - July through September 2011

**Fiscal Year 2012**

**Dollars in Millions**

<table>
<thead>
<tr>
<th>Prior Q1</th>
<th>Quarter-End</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Budget</td>
<td></td>
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</tbody>
</table>

#### Quarterly Results

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>EXPENSES</th>
<th>Subsidy</th>
<th>Cost Recovery Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>$28.7</td>
<td>$53.2</td>
<td>$77.5</td>
<td>28%</td>
</tr>
<tr>
<td>$27.6</td>
<td>$53.5</td>
<td>$78.1</td>
<td>28%</td>
</tr>
<tr>
<td>$26.2</td>
<td>$53.4</td>
<td>$79.7</td>
<td>28%</td>
</tr>
<tr>
<td>$1.5</td>
<td>$(0.0)</td>
<td>$1.5</td>
<td>2%</td>
</tr>
<tr>
<td>6%</td>
<td>0%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>Salary/Wages</td>
<td>Favorable/(Unfavorable)</td>
<td>Favorable/(Unfavorable)</td>
</tr>
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</table>

#### Year-to-Date Results

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>EXPENSES</th>
<th>Subsidy</th>
<th>Cost Recovery Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>$30.3</td>
<td>$107.8</td>
<td>$77.5</td>
<td>28%</td>
</tr>
<tr>
<td>$30.2</td>
<td>$108.3</td>
<td>$78.1</td>
<td>28%</td>
</tr>
<tr>
<td>$29.7</td>
<td>$109.4</td>
<td>$79.7</td>
<td>28%</td>
</tr>
<tr>
<td>$0.5</td>
<td>$1.0</td>
<td>$1.5</td>
<td>2%</td>
</tr>
<tr>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>2%</td>
</tr>
</tbody>
</table>

**Favorable/(Unfavorable)**

27% 32% 29%
## NON-REGIONAL BUS
### Operating Financials
#### 1ST QUARTER - July through September 2011
##### FISCAL YEAR 2012
Dollars in Millions

### QUARTERLY RESULTS

<table>
<thead>
<tr>
<th>Prior Q1</th>
<th>Quarter-End</th>
<th>Actual</th>
<th>Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$5.5</td>
<td>$6.0</td>
<td>$5.7</td>
<td>$0.3</td>
<td>6%</td>
</tr>
<tr>
<td>.0</td>
<td>.0</td>
<td>.0</td>
<td>.0</td>
<td>0%</td>
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</tbody>
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### YEAR-TO-DATE RESULTS

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Fiscal Year</th>
<th>Actual</th>
<th>Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Budget</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$5.5</td>
<td>$6.0</td>
<td>$5.7</td>
<td>$0.3</td>
<td>6%</td>
</tr>
<tr>
<td>.0</td>
<td>.0</td>
<td>.0</td>
<td>.0</td>
<td>0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>REVENUES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.5</td>
<td>$6.0</td>
</tr>
<tr>
<td>.0</td>
<td>.0</td>
</tr>
<tr>
<td><strong>TOTAL REVENUE</strong></td>
<td><strong>$5.5</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>$10.9</td>
<td>$11.3</td>
</tr>
<tr>
<td>$1.4</td>
<td>$1.5</td>
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<td>5.1</td>
<td>5.6</td>
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<td>1.0</td>
<td>1.4</td>
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<tr>
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<tr>
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<td>1.8</td>
</tr>
<tr>
<td>0.3</td>
<td>0.2</td>
</tr>
<tr>
<td>.7</td>
<td>.6</td>
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</table>

| TOTAL EXPENSE | **$22.2** | **$22.9** | **$23.2** | **$.2** | **1%** |

<table>
<thead>
<tr>
<th>SUBSIDY</th>
<th></th>
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<th></th>
<th></th>
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<tbody>
<tr>
<td>$16.6</td>
<td>$16.9</td>
<td>$17.5</td>
<td>$0.5</td>
<td>3%</td>
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</table>

Favorable/(Unfavorable)

<table>
<thead>
<tr>
<th>COST RECOVERY RATIO</th>
<th>25%</th>
<th>26%</th>
<th>25%</th>
</tr>
</thead>
</table>

24% 29% 25%
## METROACCESS

### Operating Financials

**1ST QUARTER - July through September 2011**

**FISCAL YEAR 2012**

Dollars in Millions

<table>
<thead>
<tr>
<th>QUARTERLY RESULTS</th>
<th>YEAR-TO-DATE RESULTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior Q1 Actual</td>
<td>Quarter-End</td>
</tr>
<tr>
<td></td>
<td>Actual</td>
</tr>
<tr>
<td>REVENUES</td>
<td></td>
</tr>
<tr>
<td>$1.3</td>
<td>$2.3</td>
</tr>
<tr>
<td>$0.4</td>
<td>$1.1</td>
</tr>
<tr>
<td>$1.7</td>
<td>$2.4</td>
</tr>
<tr>
<td>TOTAL REVENUE</td>
<td>$1.7</td>
</tr>
<tr>
<td>EXPENSES</td>
<td></td>
</tr>
<tr>
<td>$0.8</td>
<td>$0.9</td>
</tr>
<tr>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>$0.4</td>
<td>$0.5</td>
</tr>
<tr>
<td>$2.6</td>
<td>$2.4</td>
</tr>
<tr>
<td>$0.0</td>
<td>$0.1</td>
</tr>
<tr>
<td>$0.0</td>
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<tr>
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<td>$0.2</td>
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<tr>
<td>$28.0</td>
<td>$26.1</td>
</tr>
<tr>
<td>TOTAL EXPENSE</td>
<td>$28.0</td>
</tr>
<tr>
<td>SUBSIDY</td>
<td>$26.3</td>
</tr>
<tr>
<td>COST RECOVERY RATIO</td>
<td>6%</td>
</tr>
</tbody>
</table>

**Favorable/(Unfavorable)**

7% 12% 5%
## Ridership and Revenue Analysis: Year-to-Date
### Q1 FY2012 - September 2011

### YTD Account Analysis

<table>
<thead>
<tr>
<th></th>
<th>Last Year Actual</th>
<th>This Year Budget</th>
<th>This Year Actual</th>
<th>Budget Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a. Passenger Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metrorail</td>
<td>$147,866</td>
<td>$150,056</td>
<td>$146,365</td>
<td>($3,691)</td>
</tr>
<tr>
<td>Metrobus</td>
<td>$34,227</td>
<td>$31,840</td>
<td>$33,626</td>
<td>$1,786</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>$1,270</td>
<td>$1,610</td>
<td>$2,323</td>
<td>$713</td>
</tr>
<tr>
<td><strong>Monthly Total</strong></td>
<td>$183,363</td>
<td>$183,506</td>
<td>$182,314</td>
<td>($1,192)</td>
</tr>
<tr>
<td><strong>b. Ridership</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metrorail</td>
<td>56,527</td>
<td>56,963</td>
<td>55,901</td>
<td>(1,062)</td>
</tr>
<tr>
<td>Metrobus</td>
<td>31,662</td>
<td>31,621</td>
<td>33,462</td>
<td>1,842</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>612</td>
<td>634</td>
<td>516</td>
<td>(118)</td>
</tr>
<tr>
<td><strong>Monthly Total</strong></td>
<td>88,801</td>
<td>89,217</td>
<td>89,879</td>
<td>662</td>
</tr>
<tr>
<td><strong>c. Average Fare</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metrorail</td>
<td>$2.62</td>
<td>$2.63</td>
<td>$2.62</td>
<td>($0.02)</td>
</tr>
<tr>
<td>Metrobus</td>
<td>$1.08</td>
<td>$1.01</td>
<td>$1.00</td>
<td>($0.00)</td>
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<td><strong>Monthly Total</strong></td>
<td>$2.06</td>
<td>$2.06</td>
<td>$2.03</td>
<td>($0.03)</td>
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</table>

### Modal Analysis

<table>
<thead>
<tr>
<th></th>
<th>Actual vs Budget</th>
<th>This Year Actual vs. Last Year Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>d. Metrorail</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ridership</td>
<td>($2,797)</td>
<td>(2%)</td>
</tr>
<tr>
<td>Average Fare</td>
<td>($894)</td>
<td>(1%)</td>
</tr>
<tr>
<td>Budget Variance</td>
<td>($3,691)</td>
<td>(2%)</td>
</tr>
<tr>
<td><strong>e. Metrobus</strong></td>
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<td></td>
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<tr>
<td>Ridership</td>
<td>$1,854</td>
<td>6%</td>
</tr>
<tr>
<td>Average Fare</td>
<td>($69)</td>
<td>(0%)</td>
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<tr>
<td>Budget Variance</td>
<td>$1,786</td>
<td>6%</td>
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<tr>
<td><strong>f. MetroAccess</strong></td>
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<td></td>
</tr>
<tr>
<td>Ridership</td>
<td>($299)</td>
<td>(19%)</td>
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<tr>
<td>Average Fare</td>
<td>$1,012</td>
<td>77%</td>
</tr>
<tr>
<td>Budget Variance</td>
<td>$713</td>
<td>44%</td>
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</table>

*Modal Analysis defines what portion of the budget variance is due to ridership being below plan and the portion due to revenue actuals being below forecast.*
<table>
<thead>
<tr>
<th>STATION/LOT</th>
<th>REGION</th>
<th>CAP</th>
<th>LOT</th>
<th>FY 12 QUARTER 1</th>
<th>FY 12 Y-T-D</th>
<th>FY 11 QUARTER 1</th>
<th>FY 11 Y-T-D</th>
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<tr>
<td></td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>MONTGOMERY COUNTY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grosvenor</td>
<td></td>
<td>1,894</td>
<td>93%</td>
<td>93%</td>
<td>97%</td>
<td>97%</td>
<td>97%</td>
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<tr>
<td>White Flint</td>
<td></td>
<td>1,270</td>
<td>47%</td>
<td>47%</td>
<td>44%</td>
<td>44%</td>
<td>44%</td>
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<tr>
<td>Twinbrook</td>
<td></td>
<td>1,097</td>
<td>58%</td>
<td>58%</td>
<td>69%</td>
<td>69%</td>
<td>69%</td>
</tr>
<tr>
<td>Rockville</td>
<td></td>
<td>524</td>
<td>101%</td>
<td>101%</td>
<td>78%</td>
<td>78%</td>
<td>78%</td>
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<tr>
<td>Shady Grove</td>
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<td>5,745</td>
<td>86%</td>
<td>86%</td>
<td>85%</td>
<td>85%</td>
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<tr>
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<td>1,781</td>
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<td>98%</td>
<td>89%</td>
<td>89%</td>
<td>89%</td>
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<tr>
<td>Wheaton</td>
<td></td>
<td>977</td>
<td>48%</td>
<td>48%</td>
<td>46%</td>
<td>46%</td>
<td>46%</td>
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<td>Forest Glen</td>
<td></td>
<td>596</td>
<td>95%</td>
<td>95%</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
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<tr>
<td></td>
<td>Montgomery County Total</td>
<td></td>
<td>13,884</td>
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<td>81%</td>
<td>80%</td>
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<td>PRINCE GEORGE'S COUNTY</td>
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<td></td>
</tr>
<tr>
<td>New Carrollton</td>
<td></td>
<td>3,519</td>
<td>87%</td>
<td>87%</td>
<td>87%</td>
<td>87%</td>
<td>87%</td>
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<tr>
<td>Landover</td>
<td></td>
<td>1,866</td>
<td>49%</td>
<td>49%</td>
<td>25%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Cheverly</td>
<td></td>
<td>500</td>
<td>87%</td>
<td>87%</td>
<td>96%</td>
<td>96%</td>
<td>96%</td>
</tr>
<tr>
<td>Addison Road</td>
<td></td>
<td>1,268</td>
<td>67%</td>
<td>67%</td>
<td>60%</td>
<td>60%</td>
<td>60%</td>
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<tr>
<td>Capitol Heights</td>
<td></td>
<td>372</td>
<td>84%</td>
<td>84%</td>
<td>81%</td>
<td>81%</td>
<td>81%</td>
</tr>
<tr>
<td>Greenbelt</td>
<td></td>
<td>3,399</td>
<td>80%</td>
<td>80%</td>
<td>81%</td>
<td>81%</td>
<td>81%</td>
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<tr>
<td>College Park</td>
<td></td>
<td>1,820</td>
<td>62%</td>
<td>62%</td>
<td>69%</td>
<td>69%</td>
<td>69%</td>
</tr>
<tr>
<td>P.G. Plaza</td>
<td></td>
<td>1,068</td>
<td>49%</td>
<td>49%</td>
<td>38%</td>
<td>38%</td>
<td>38%</td>
</tr>
<tr>
<td>West Hyattsville</td>
<td></td>
<td>453</td>
<td>94%</td>
<td>94%</td>
<td>98%</td>
<td>98%</td>
<td>98%</td>
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<tr>
<td>Southern Avenue</td>
<td></td>
<td>1,980</td>
<td>70%</td>
<td>70%</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>Naylor Road</td>
<td></td>
<td>368</td>
<td>99%</td>
<td>99%</td>
<td>70%</td>
<td>70%</td>
<td>70%</td>
</tr>
<tr>
<td>Suitland Garage</td>
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<td>1,890</td>
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<tr>
<td>Branch Avenue</td>
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<td>95%</td>
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<tr>
<td>Morgan Blvd.</td>
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<td>608</td>
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<td>Largo</td>
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<td>Prince George's County Total</td>
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<tr>
<td></td>
<td>Maryland Total</td>
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<td>38,267</td>
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<td>DISTRICT OF COLUMBIA</td>
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<tr>
<td>Deanwood</td>
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<td>194</td>
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<td>Minnesota Ave.</td>
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<tr>
<td>Rhode Island Ave.</td>
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<tr>
<td>Fort Totten</td>
<td></td>
<td>408</td>
<td>81%</td>
<td>81%</td>
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<td>87%</td>
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<tr>
<td>Anacostia Garage</td>
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<td>65%</td>
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<td></td>
<td>District of Columbia Total</td>
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<td></td>
<td>Northern Virginia</td>
<td></td>
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<tr>
<td>Huntington</td>
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<td>3,617</td>
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<tr>
<td>West Falls Church</td>
<td></td>
<td>2,609</td>
<td>96%</td>
<td>96%</td>
<td>94%</td>
<td>94%</td>
<td>94%</td>
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<tr>
<td>Dunn Loring</td>
<td></td>
<td>1,326</td>
<td>99%</td>
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<td>105%</td>
<td>105%</td>
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<td>97%</td>
<td>93%</td>
<td>93%</td>
<td>93%</td>
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<tr>
<td>Franconia</td>
<td></td>
<td>5,069</td>
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<td>88%</td>
<td>88%</td>
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<tr>
<td>Van Dorn</td>
<td></td>
<td>361</td>
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<td>102%</td>
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<tr>
<td>East Falls Church</td>
<td></td>
<td>422</td>
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<td>119%</td>
<td>119%</td>
<td>119%</td>
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<td></td>
<td>Northern Virginia Total</td>
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<td>17,973</td>
<td>92%</td>
<td>92%</td>
<td>91%</td>
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<tr>
<td></td>
<td>System Total</td>
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<td>58,323</td>
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<td>82%</td>
<td>80%</td>
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## Capital Improvement Program*

### A. Vehicles/ Vehicle Parts

#### Replacement of Rail Cars

<table>
<thead>
<tr>
<th>CIP Code</th>
<th>Project Description</th>
<th>Budget</th>
<th>Obligated</th>
<th>Expended</th>
<th>Un-Ob</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP057</td>
<td>1000 Series Rail Car Replacement</td>
<td>$8,000.0</td>
<td>$8,000.0</td>
<td>$0.0</td>
<td>$8,000.0</td>
<td>100.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td>$8,000.0</td>
<td>$8,000.0</td>
<td>$0.0</td>
<td>$8,000.0</td>
<td>100.0%</td>
<td>0.0%</td>
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</tbody>
</table>

#### Replacement of Buses

<table>
<thead>
<tr>
<th>CIP Code</th>
<th>Project Description</th>
<th>Budget</th>
<th>Obligated</th>
<th>Expended</th>
<th>Un-Ob</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP006</td>
<td>Bus Replacement</td>
<td>$97,410.3</td>
<td>$71,424.5</td>
<td>$31,934.3</td>
<td>$65,476.0</td>
<td>73.3%</td>
<td>32.8%</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td>$97,410.3</td>
<td>$71,424.5</td>
<td>$31,934.3</td>
<td>$65,476.0</td>
<td>73.3%</td>
<td>32.8%</td>
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</table>

#### Rehabilitation of Rail Cars

<table>
<thead>
<tr>
<th>CIP Code</th>
<th>Project Description</th>
<th>Budget</th>
<th>Obligated</th>
<th>Expended</th>
<th>Un-Ob</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP064</td>
<td>1000 Series Rail Car HVAC Rehabilitation</td>
<td>$2,152.0</td>
<td>$1,423.5</td>
<td>($58.2)</td>
<td>$2,210.2</td>
<td>66.1%</td>
<td>-2.7%</td>
</tr>
<tr>
<td>CIP058</td>
<td>2000/3000 Series Rail Car Mid-Life Rehabilitation</td>
<td>3,030.7</td>
<td>1,810.2</td>
<td>(81.2)</td>
<td>3,111.9</td>
<td>59.7%</td>
<td>-2.7%</td>
</tr>
<tr>
<td>CIP148</td>
<td>Repair of Damaged Railcars</td>
<td>0.0</td>
<td>0.0</td>
<td>(40.6)</td>
<td>40.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIP067</td>
<td>Rail Car Safety &amp; Reliability Enhancements</td>
<td>8,737.0</td>
<td>8,737.0</td>
<td>1,291.0</td>
<td>7,446.0</td>
<td>100.0%</td>
<td>14.8%</td>
</tr>
<tr>
<td>CIP063</td>
<td>Rail Rehabilitation Program</td>
<td>21,522.0</td>
<td>13,343.9</td>
<td>2,041.0</td>
<td>19,481.0</td>
<td>62.0%</td>
<td>9.5%</td>
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<tr>
<td>CIP142</td>
<td>Rail Lifecycle Overhaul</td>
<td>20,800.0</td>
<td>5,200.0</td>
<td>5,200.0</td>
<td>15,600.0</td>
<td>25.0%</td>
<td>25.0%</td>
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<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td>$56,241.7</td>
<td>$30,514.5</td>
<td>$8,352.0</td>
<td>$47,889.7</td>
<td>54.3%</td>
<td>14.9%</td>
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</table>

#### Rehabilitation of Buses

<table>
<thead>
<tr>
<th>CIP Code</th>
<th>Project Description</th>
<th>Budget</th>
<th>Obligated</th>
<th>Expended</th>
<th>Un-Ob</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
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</thead>
<tbody>
<tr>
<td>CIP005</td>
<td>Bus Rehabilitation Program</td>
<td>$30,081.4</td>
<td>$20,703.2</td>
<td>$3,820.2</td>
<td>$26,261.2</td>
<td>68.8%</td>
<td>12.7%</td>
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<tr>
<td>CIP008</td>
<td>Bus Repairables</td>
<td>7,703.0</td>
<td>2,641.7</td>
<td>754.3</td>
<td>6,948.7</td>
<td>34.3%</td>
<td>9.8%</td>
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<tr>
<td>CIP143</td>
<td>Bus Lifecycle Overhaul</td>
<td>10,715.0</td>
<td>2,678.8</td>
<td>2,678.8</td>
<td>8,036.2</td>
<td>25.0%</td>
<td>25.0%</td>
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<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td>$48,499.4</td>
<td>$26,023.6</td>
<td>$7,253.2</td>
<td>$41,246.2</td>
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<td>15.0%</td>
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#### Replacement of MetroAccess Vehicles

<table>
<thead>
<tr>
<th>CIP Code</th>
<th>Project Description</th>
<th>Budget</th>
<th>Obligated</th>
<th>Expended</th>
<th>Un-Ob</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP015</td>
<td>MetroAccess Fleet Replacement</td>
<td>$11,558.6</td>
<td>$46.5</td>
<td>$20.0</td>
<td>$11,538.6</td>
<td>0.4%</td>
<td>0.2%</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td>$11,558.6</td>
<td>$46.5</td>
<td>$20.0</td>
<td>$11,538.6</td>
<td>0.4%</td>
<td>0.2%</td>
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</table>

#### Replacement of Service Vehicles

<table>
<thead>
<tr>
<th>CIP Code</th>
<th>Project Description</th>
<th>Budget</th>
<th>Obligated</th>
<th>Expended</th>
<th>Un-Ob</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP009</td>
<td>Service Vehicle Replacement</td>
<td>$5,528.5</td>
<td>$621.2</td>
<td>$0.0</td>
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<td>11.2%</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td>$5,528.5</td>
<td>$621.2</td>
<td>$0.0</td>
<td>$5,528.5</td>
<td>11.2%</td>
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#### Rail Car Fleet Expansion

<table>
<thead>
<tr>
<th>CIP Code</th>
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<th>Obligated</th>
<th>Expended</th>
<th>Un-Ob</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP062</td>
<td>6000 Series Rail Car Procurement</td>
<td>$2,761.4</td>
<td>$2,761.4</td>
<td>($47.7)</td>
<td>$2,809.1</td>
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<td></td>
<td><strong>Subtotal</strong></td>
<td>$2,761.4</td>
<td>$2,761.4</td>
<td>($47.7)</td>
<td>$2,809.1</td>
<td>100.0%</td>
<td>-1.7%</td>
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#### Bus Enhancements

<table>
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<tr>
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<th>Project Description</th>
<th>Budget</th>
<th>Obligated</th>
<th>Expended</th>
<th>Un-Ob</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP002</td>
<td>Automatic Vehicle Location Equipment Replacement</td>
<td>$4,330.4</td>
<td>$4,330.4</td>
<td>$1,347.1</td>
<td>$2,983.3</td>
<td>100.0%</td>
<td>31.1%</td>
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<tr>
<td>CIP007</td>
<td>Bus Camera Installation</td>
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<td>0.0</td>
<td>223.5</td>
<td>223.5</td>
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<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td>$4,330.4</td>
<td>$4,330.4</td>
<td>$1,570.6</td>
<td>$2,759.8</td>
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<td>36.3%</td>
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**Total: Vehicles/ Vehicle Parts**

<table>
<thead>
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<th>Budget</th>
<th>Obligated</th>
<th>Expended</th>
<th>Un-Ob</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
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<tbody>
<tr>
<td>$234,330.3</td>
<td>$143,722.1</td>
<td>$49,082.4</td>
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<td>Capital Improvement Program*</td>
<td>Budget*</td>
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<td>Expended*</td>
<td>Un-Expended</td>
<td>Obligation Rate</td>
</tr>
<tr>
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<td>---------</td>
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<td>----------------</td>
</tr>
<tr>
<td><strong>B. Rail System Infrastructure Rehabilitation</strong></td>
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<tr>
<td><strong>Rail Line Segment Rehabilitation</strong></td>
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<td>CIP107 Rail Rehabilitation Tier 1: Dupont to Silver Spring</td>
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<td>$26,350.0</td>
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<td><strong>Total: Rail System Infrastructure Rehabilitation</strong></td>
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<td>$70,979.0</td>
<td>93.9%</td>
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<tr>
<td><strong>C. Maintenance Facilities</strong></td>
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<tr>
<td><strong>Rehabilitation and Replacement of Bus Garages</strong></td>
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<tr>
<td>CIP085 Royal Street Bus Garage Replacement (Cinder Bed Road)</td>
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<td>$31,708.4</td>
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<td>CIP086 Shepherd Parkway Bus Facility</td>
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<td>CIP084 Southern Avenue Bus Garage Replacement</td>
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<td>28,870.2</td>
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<td><strong>Maintenance of Bus Garages</strong></td>
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<tr>
<td>CIP119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover</td>
<td>$25,947.2</td>
<td>$25,947.2</td>
<td>$5,603.0</td>
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<tr>
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<td>$25,947.2</td>
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<td>$20,344.2</td>
<td>100.0%</td>
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<tr>
<td><strong>Maintenance of Rail Yards</strong></td>
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<tr>
<td>CIP116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton</td>
<td>$15,499.4</td>
<td>$5,519.3</td>
<td>$262.8</td>
<td>$15,236.6</td>
<td>35.6%</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$15,499.4</td>
<td>$5,519.3</td>
<td>$262.8</td>
<td>$15,236.6</td>
<td>35.6%</td>
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<tr>
<td><strong>Rail Maintenance Facilities</strong></td>
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<tr>
<td>CIP071 Test Track &amp; Commissioning Facility</td>
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<td>$1,535.2</td>
<td>$458.3</td>
<td>$2,541.7</td>
<td>51.2%</td>
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<td>CIP010 Environmental Compliance Projects</td>
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<td>$57.4</td>
<td>$597.5</td>
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<td>CIP011 Underground Storage Tank Replacement</td>
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<td>4,609.5</td>
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<tr>
<td>Subtotal</td>
<td>$5,131.0</td>
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<td>$(160.7)</td>
<td>$5,207.0</td>
<td>14.8%</td>
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<tr>
<td><strong>Maintenance Bus and Rail Facilities</strong></td>
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</tr>
<tr>
<td>CIP127 Support Equipment - MTPD</td>
<td>$1,029.8</td>
<td>$223.7</td>
<td>$222.7</td>
<td>$807.1</td>
<td>21.7%</td>
</tr>
<tr>
<td>CIP145 Rail Yard Hardening and Bus Security</td>
<td>10,378.7</td>
<td>2,188.3</td>
<td>20.6</td>
<td>10,358.1</td>
<td>21.1%</td>
</tr>
<tr>
<td>CIP147 Electronic Countermeasures</td>
<td>0.0</td>
<td>0.0</td>
<td>20.2</td>
<td>(20.2)</td>
<td>0.0%</td>
</tr>
<tr>
<td>CIP126 Financial Planning, Project Administration, and System Wide Infrastructure Upgrades</td>
<td>1,066.8</td>
<td>818.7</td>
<td>197.6</td>
<td>869.2</td>
<td>76.7%</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$12,475.2</td>
<td>$3,230.7</td>
<td>$461.1</td>
<td>$12,014.1</td>
<td>25.9%</td>
</tr>
<tr>
<td><strong>Expansion of Bus Garages</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIP078 Bladensburg Shop Reconfiguration</td>
<td>$6,548.8</td>
<td>$2,441.6</td>
<td>$263.6</td>
<td>$6,285.2</td>
<td>37.3%</td>
</tr>
<tr>
<td>CIP038 Bus Garage Capacity Enhancements</td>
<td>2,205.5</td>
<td>1,192.1</td>
<td>0.0</td>
<td>2,205.5</td>
<td>54.1%</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$8,754.3</td>
<td>$3,633.7</td>
<td>$263.6</td>
<td>$8,490.7</td>
<td>41.5%</td>
</tr>
<tr>
<td><strong>Total: Maintenance Facilities</strong></td>
<td>$162,540.3</td>
<td>$48,674.1</td>
<td>$7,408.2</td>
<td>$155,132.1</td>
<td>29.9%</td>
</tr>
<tr>
<td>Capital Improvement Program*</td>
<td>Budget*</td>
<td>Obligated</td>
<td>Expended*</td>
<td>Un-Expended</td>
<td>Obligation Rate</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------</td>
<td>-----------</td>
<td>-----------</td>
<td>-------------</td>
<td>----------------</td>
</tr>
<tr>
<td><strong>D. Systems and Technology</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Power System Upgrades - Rail</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIP077 8-Car Train Power Upgrades</td>
<td>$0.0</td>
<td>$0.0</td>
<td>($157.0)</td>
<td>$157.0</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$0.0</td>
<td>$0.0</td>
<td>($157.0)</td>
<td>$157.0</td>
<td></td>
</tr>
<tr>
<td><strong>Operations Support Software</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIP042 Bus &amp; Rail Asset Management Software</td>
<td>$4,184.5</td>
<td>$3,839.9</td>
<td>$614.9</td>
<td>$3,569.6</td>
<td>91.8%</td>
</tr>
<tr>
<td>CIP043 Bus Operations Support Software</td>
<td>1,991.6</td>
<td>1,991.6</td>
<td>790.3</td>
<td>1,201.3</td>
<td>100.0%</td>
</tr>
<tr>
<td>CIP044 Customer &amp; Regional Integration</td>
<td>6,201.2</td>
<td>6,201.2</td>
<td>1,075.0</td>
<td>5,126.3</td>
<td>100.0%</td>
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<tr>
<td>CIP045 Data Centers and Infrastructures</td>
<td>4,242.4</td>
<td>3,514.8</td>
<td>1,337.8</td>
<td>2,904.6</td>
<td>82.8%</td>
</tr>
<tr>
<td>CIP047 Enterprise Geographic Information System</td>
<td>2,949.1</td>
<td>1,925.8</td>
<td>281.6</td>
<td>2,667.6</td>
<td>65.3%</td>
</tr>
<tr>
<td>CIP052 Network and Communications</td>
<td>5,003.3</td>
<td>2,824.4</td>
<td>678.0</td>
<td>4,325.3</td>
<td>56.5%</td>
</tr>
<tr>
<td>CIP053 Network Operations Center (NOC)</td>
<td>492.7</td>
<td>148.0</td>
<td>68.8</td>
<td>423.9</td>
<td>30.0%</td>
</tr>
<tr>
<td>CIP054 Rail Mileage Based Asset Management</td>
<td>1,559.3</td>
<td>0.0</td>
<td>0.0</td>
<td>1,559.3</td>
<td>0.0%</td>
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<tr>
<td>CIP140 Rail Mileage Based Asset Management</td>
<td>2,176.0</td>
<td>321.6</td>
<td>42.9</td>
<td>2,133.1</td>
<td>14.8%</td>
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<td><strong>Subtotal</strong></td>
<td>$32,071.3</td>
<td>$21,931.0</td>
<td>$4,993.3</td>
<td>$27,078.0</td>
<td>68.4%</td>
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<tr>
<td><strong>Business Support Software &amp; Equipment</strong></td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>CIP030 Currency Processing Machines</td>
<td>$1,456.1</td>
<td>$1,456.1</td>
<td>$764.3</td>
<td>$691.8</td>
<td>100.0%</td>
</tr>
<tr>
<td>CIP054 Customer Electronic Communications &amp; Outreach</td>
<td>3,114.1</td>
<td>2,632.6</td>
<td>266.1</td>
<td>2,848.0</td>
<td>84.5%</td>
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<tr>
<td>CIP046 Document Management System</td>
<td>1,465.0</td>
<td>685.4</td>
<td>250.9</td>
<td>1,214.1</td>
<td>46.8%</td>
</tr>
<tr>
<td>CIP049 Management Support Software</td>
<td>19,839.1</td>
<td>12,240.8</td>
<td>4,534.1</td>
<td>15,305.0</td>
<td>61.7%</td>
</tr>
<tr>
<td>CIP050 Metro IT OneStop and Office Automation</td>
<td>1,833.7</td>
<td>1,833.7</td>
<td>1,554.1</td>
<td>279.6</td>
<td>100.0%</td>
</tr>
<tr>
<td>CIP103 Police Portable Radio Replacement</td>
<td>667.0</td>
<td>71.7</td>
<td>7.0</td>
<td>660.0</td>
<td>10.7%</td>
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<tr>
<td>CIP048 Sensitive Data Protection Technology</td>
<td>3,616.2</td>
<td>3,616.2</td>
<td>1,043.0</td>
<td>2,573.2</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$31,991.2</td>
<td>$22,536.4</td>
<td>$8,419.6</td>
<td>$23,571.6</td>
<td>70.4%</td>
</tr>
<tr>
<td><strong>Rail Fare Equipment</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIP091 Automatic Fare Collection Machines</td>
<td>$1,074.8</td>
<td>$320.0</td>
<td>$0.0</td>
<td>$1,074.8</td>
<td>29.8%</td>
</tr>
<tr>
<td>CIP031 Debit/Credit Processing Requirements</td>
<td>506.6</td>
<td>506.6</td>
<td>201.2</td>
<td>305.4</td>
<td>100.0%</td>
</tr>
<tr>
<td>CIP092 Ethernet Wiring for Rail Fare Machines</td>
<td>0.0</td>
<td>0.0</td>
<td>84.9</td>
<td>(84.9)</td>
<td></td>
</tr>
<tr>
<td>CIP032 Fare Media Encoders</td>
<td>579.0</td>
<td>579.0</td>
<td>0.0</td>
<td>579.0</td>
<td>100.0%</td>
</tr>
<tr>
<td>CIP094 Improvements to Coin Collection Machines</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td></td>
</tr>
<tr>
<td>CIP093 Integrating regional NEXTFARE System</td>
<td>955.0</td>
<td>955.0</td>
<td>1,378.4</td>
<td>(423.4)</td>
<td>100.0%</td>
</tr>
<tr>
<td>CIP097 Open Bankcard and Automatic Fare Collection Systems</td>
<td>2,250.0</td>
<td>2,161.2</td>
<td>608.3</td>
<td>1,641.7</td>
<td>96.1%</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>$5,365.4</td>
<td>$4,521.7</td>
<td>$2,272.8</td>
<td>$3,092.6</td>
<td>84.3%</td>
</tr>
<tr>
<td><strong>Total: Systems and Technology</strong></td>
<td>$69,427.9</td>
<td>$48,989.2</td>
<td>$15,528.7</td>
<td>$53,899.2</td>
<td>70.6%</td>
</tr>
</tbody>
</table>
## Capital Improvement Program - Obligated and Expended

### Track and Structures

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP023 Third Rail Rehabilitation</td>
<td>$5,517.4</td>
<td>$476.9</td>
<td>$328.1</td>
<td>$5,189.3</td>
<td>8.6%</td>
<td>5.9%</td>
</tr>
<tr>
<td>CIP089 Track Fasteners</td>
<td>$2,053.2</td>
<td>1,984.8</td>
<td>1,184.8</td>
<td>884.4</td>
<td>96.7%</td>
<td>57.7%</td>
</tr>
<tr>
<td>CIP019 Track Floating Slab Rehabilitation</td>
<td>1,409.6</td>
<td>1,076.3</td>
<td>192.9</td>
<td>1,216.7</td>
<td>76.4%</td>
<td>13.7%</td>
</tr>
<tr>
<td>CIP021 Track Pad/Shock Absorber Rehabilitation</td>
<td>4,097.0</td>
<td>2,269.1</td>
<td>538.7</td>
<td>3,558.3</td>
<td>55.4%</td>
<td>13.1%</td>
</tr>
<tr>
<td>CIP024 Track Rehabilitation</td>
<td>40,518.7</td>
<td>38,915.0</td>
<td>10,126.5</td>
<td>30,392.2</td>
<td>96.0%</td>
<td>25.0%</td>
</tr>
<tr>
<td>CIP022 Track Structural Rehabilitation</td>
<td>4,036.9</td>
<td>2,440.8</td>
<td>435.1</td>
<td>3,601.8</td>
<td>60.5%</td>
<td>10.8%</td>
</tr>
<tr>
<td>CIP141 Cheverly Abutment</td>
<td>0.0</td>
<td>0.0</td>
<td>4.8</td>
<td>(4.8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIP146 Mainline #8 Switch Replacement Program</td>
<td>5,331.0</td>
<td>5,331.0</td>
<td>252.0</td>
<td>5,079.0</td>
<td>100.0%</td>
<td>4.7%</td>
</tr>
<tr>
<td>CIP018 Track Welding Program</td>
<td>2,655.7</td>
<td>388.7</td>
<td>360.7</td>
<td>2,295.0</td>
<td>14.6%</td>
<td>13.6%</td>
</tr>
</tbody>
</table>

Subtotal | $65,619.5 | $52,882.7 | $13,423.6 | $52,195.9 | 80.6% | 20.5% |

### Station/Tunnel Rehabilitation

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP026 Station/Tunnel Leak Mitigation</td>
<td>$3,298.3</td>
<td>$3,033.7</td>
<td>$753.0</td>
<td>$2,545.3</td>
<td>92.0%</td>
<td>22.8%</td>
</tr>
</tbody>
</table>

Subtotal | $3,298.3 | $3,033.7 | $753.0 | $2,545.3 | 92.0% | 22.8% |

### Total: Track and Structures

<table>
<thead>
<tr>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>$68,917.8</td>
<td>$55,916.4</td>
<td>$14,176.7</td>
<td>$54,741.1</td>
<td>81.1%</td>
<td>20.6%</td>
</tr>
</tbody>
</table>

### F. Passenger Facilities

#### Elevator/Escalator Facilities

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP072 Elevator Rehabilitation</td>
<td>$3,990.3</td>
<td>$3,990.3</td>
<td>$87.7</td>
<td>$3,902.6</td>
<td>100.0%</td>
<td>2.2%</td>
</tr>
<tr>
<td>CIP132 Elevator/Escalator Repairables</td>
<td>4,825.3</td>
<td>697.6</td>
<td>651.1</td>
<td>4,174.2</td>
<td>14.5%</td>
<td>13.5%</td>
</tr>
<tr>
<td>CIP073 Escalator Rehabilitation</td>
<td>14,465.0</td>
<td>9,681.5</td>
<td>797.2</td>
<td>13,667.8</td>
<td>66.9%</td>
<td>5.5%</td>
</tr>
</tbody>
</table>

Subtotal | $23,280.6 | $14,369.4 | $1,536.0 | $21,744.6 | 61.7% | 6.6% |

### Maintenance of Rail Station Facilities

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP138 System-wide Infrastructure Rehabilitation</td>
<td>$55,212.8</td>
<td>$30,470.6</td>
<td>$6,179.5</td>
<td>$49,033.3</td>
<td>55.2%</td>
<td>11.2%</td>
</tr>
<tr>
<td>CIP087 Station Rehabilitation Program</td>
<td>7,832.4</td>
<td>1,926.8</td>
<td>1,926.8</td>
<td>5,905.6</td>
<td>24.6%</td>
<td>24.6%</td>
</tr>
<tr>
<td>CIP150 Fire Systems</td>
<td>2,160.0</td>
<td>418.2</td>
<td>10.1</td>
<td>2,149.9</td>
<td>19.4%</td>
<td>0.5%</td>
</tr>
<tr>
<td>CIP151 Station Cooling Program</td>
<td>3,255.0</td>
<td>788.4</td>
<td>176.4</td>
<td>3,078.6</td>
<td>24.2%</td>
<td>5.4%</td>
</tr>
<tr>
<td>CIP152 Parking Garage Rehabilitation</td>
<td>1,000.0</td>
<td>300.0</td>
<td>0.0</td>
<td>1,000.0</td>
<td>30.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

Subtotal | $5,776.6 | $1,116.0 | 0.0 | $5,660.6 | 19.3% | 4.0% |

### Bicycle & Pedestrian Facilities

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP035 Bicycle &amp; Pedestrian Facilities: Capacity Improvements</td>
<td>$1,019.3</td>
<td>$1,019.3</td>
<td>$40.6</td>
<td>$978.7</td>
<td>100.0%</td>
<td>4.0%</td>
</tr>
<tr>
<td>CIP036 Replacement of Bicycle Racks &amp; Lockers</td>
<td>419.0</td>
<td>179.3</td>
<td>17.3</td>
<td>401.7</td>
<td>42.8%</td>
<td>4.1%</td>
</tr>
</tbody>
</table>

Subtotal | $1,438.3 | $1,198.6 | $57.9 | $1,380.4 | 83.3% | 4.0% |

### Rail Station: Capacity/Enhancements

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP039 Core &amp; System Capacity Project Development</td>
<td>$3,026.5</td>
<td>$1,116.0</td>
<td>$127.0</td>
<td>$2,899.6</td>
<td>36.9%</td>
<td>4.2%</td>
</tr>
<tr>
<td>CIP074 Installation of Parking Lot Credit Card Readers</td>
<td>2,750.1</td>
<td>0.0</td>
<td>0.0</td>
<td>2,750.1</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

Subtotal | $5,776.6 | $1,116.0 | $127.0 | $5,649.6 | 19.3% | 2.2% |
## Washington Metropolitan Area Transit Authority
### Capital Project Financials
#### Fiscal Year 2012 - September 2011
Dollars in Thousands

### Capital Improvement Program*

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expedned</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus Priority Corridor Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Priority Corridor Network Enhancements</td>
<td>$3,553.0</td>
<td>$3,553.0</td>
<td>$257.9</td>
<td>$3,295.1</td>
<td>100.0%</td>
<td>7.3%</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$3,553.0</td>
<td>$3,553.0</td>
<td>$257.9</td>
<td>$3,295.1</td>
<td>100.0%</td>
<td>7.3%</td>
</tr>
<tr>
<td><strong>Rail Station Equipment</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Emergency Management Equipment</td>
<td>$197.0</td>
<td>$197.0</td>
<td>$198.8</td>
<td>($1.8)</td>
<td>100.0%</td>
<td>100.9%</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$197.0</td>
<td>$197.0</td>
<td>$198.8</td>
<td>($1.8)</td>
<td>100.0%</td>
<td>100.9%</td>
</tr>
<tr>
<td><strong>Total: Passenger Facilities</strong></td>
<td>$103,705.7</td>
<td>$54,338.2</td>
<td>$10,470.2</td>
<td>$93,235.5</td>
<td>52.4%</td>
<td>10.1%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expedned</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>G. Maintenance Equipment</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rail Maintenance Equipment</strong></td>
<td></td>
<td></td>
<td></td>
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<td>($99.8)</td>
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<td>-1.4%</td>
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<td>Materials Handling Equipment</td>
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<tr>
<th>Project Description</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expedned</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
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<td><strong>H. Other Facilities</strong></td>
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<td><strong>Business Support Facilities</strong></td>
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<td>Bus Operations Control Center</td>
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<td>($3.7)</td>
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<td>Police Substation- New District 2/Training Facility</td>
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<td>91.6%</td>
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</table>
## Capital Project Financials
### Fiscal Year 2012 - September 2011
**Washington Metropolitan Area Transit Authority**

Dollars in Thousands

<table>
<thead>
<tr>
<th>Capital Improvement Program*</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
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<tbody>
<tr>
<td>Total: Other Facilities</td>
<td>$6,415.8</td>
<td>$6,067.6</td>
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### I. Project Management and Support

#### Credit Facility

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<th>CIP131 Credit Facility</th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>$5,390.0</td>
<td>$556.9</td>
<td>$537.4</td>
<td>$4,852.7</td>
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<td>10.0%</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$5,390.0</td>
<td>$556.9</td>
<td>$537.4</td>
<td>$4,852.7</td>
<td>10.3%</td>
<td>10.0%</td>
</tr>
<tr>
<td>Total: Project Management and Support</td>
<td>$5,390.0</td>
<td>$556.9</td>
<td>$537.4</td>
<td>$4,852.7</td>
<td>10.3%</td>
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</table>

### Grand Total: Capital Improvement Program

<table>
<thead>
<tr>
<th></th>
<th>Budget*</th>
<th>Obligated</th>
<th>Expended*</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
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<td>Grand Total</td>
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<td>$758,768.6</td>
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</table>

*NOTE: The financial data in this report includes expenditures from the unexpended FY2011 budget ("rollover") that has not yet been allocated by fiscal year. This report currently shows the FY2012 Board Approved budget. The second quarter report will include the rollover allocated to FY2012 as part of the FY2011 year-end reconciliation.

### Definitions

- **Budget**: The current fiscal year's total planned cash payout.
- **Obligated**: The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.
- **Expended**: The actual cash payout that has occurred to date in the current fiscal year.
- **Unexpended**: The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.
<table>
<thead>
<tr>
<th>Reimbursable Projects</th>
<th>Budget</th>
<th>Obligated</th>
<th>Prior Year Expended</th>
<th>FY12 Expended</th>
<th>FY12 Total Expended</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>District of Columbia</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>CRB0001 Anacostia Light Rail Demonstration</td>
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<td>96.5%</td>
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<td>Reimbursable Projects</td>
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Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - September 2011
Dollars in Thousands
### Washington Metropolitan Area Transit Authority
### Reimbursable Projects
### Fiscal Year 2012 - September 2011
### Dollars in Thousands

<table>
<thead>
<tr>
<th>Reimbursable Projects</th>
<th>Budget</th>
<th>Obligated</th>
<th>Prior Year Expended</th>
<th>FY12 Expended</th>
<th>Total Expended</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
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<th>Total Expended</th>
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**Fully Expended Total**

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**Total: Reimbursable Projects**

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**Definitions**

- **Budget**: The current fiscal year's total planned cash payout.
- **Obligated**: The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.
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- **Unexpended**: The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.
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<tr>
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### American Recovery & Reinvestment Act (ARRA)

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### Miscellaneous Other

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</tbody>
</table>

### Definitions

- **Budget**: The current fiscal year's total planned cash payout.
- **Obligated**: The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.
- **Expended**: The actual cash payout that has occurred to date in the current fiscal year.
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<table>
<thead>
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## Washington Metropolitan Area Transit Authority
### Capital Project Financials
#### Fiscal Year 2012 - September 2011
Dollars in Thousands

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<th>FY2012 Expended</th>
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<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expended Rate</th>
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<td>$55,231.1</td>
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<td>$55,231.1</td>
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<td>$55,231.1</td>
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### E. Track and Structures

#### Track Rehabilitation

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<th>Total Expended</th>
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<th>Expend Rate</th>
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#### Station/Tunnel Rehabilitation

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#### Total: Track and Structures

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### F. Passenger Facilities

#### Elevator/Escalator Facilities

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<th>Total Expended</th>
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#### Maintenance of Rail Station Facilities

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#### Rail Station Equipment

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<th>Total Expended</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
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#### Total: Passenger Facilities

<table>
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<th>Total Expended</th>
<th>Un-Expended</th>
<th>Obligation Rate</th>
<th>Expend Rate</th>
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## G. Maintenance Equipment

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<th>FY2012 Expended</th>
<th>Total Expended</th>
<th>Unexpended</th>
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<th>Expended Rate</th>
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<td>1,695.2</td>
<td>11,359.5</td>
<td>63,620.2</td>
<td>18.0%</td>
<td>15.2%</td>
</tr>
<tr>
<td>CIP066</td>
<td>Rail Shop Repair Equipment</td>
<td>8,736.0</td>
<td>1,913.3</td>
<td>1,411.0</td>
<td>0.0</td>
<td>1,411.0</td>
<td>7,325.1</td>
<td>21.9%</td>
<td>16.2%</td>
</tr>
<tr>
<td>CIP020</td>
<td>Replacement of Rail Track Signage</td>
<td>1,975.0</td>
<td>1,180.8</td>
<td>1,014.3</td>
<td>95.6</td>
<td>1,109.9</td>
<td>865.0</td>
<td>59.8%</td>
<td>56.2%</td>
</tr>
<tr>
<td>CIP027</td>
<td>Switch Machine Rehabilitation Project</td>
<td>6,377.8</td>
<td>398.4</td>
<td>311.7</td>
<td>17.7</td>
<td>329.3</td>
<td>6,048.5</td>
<td>6.2%</td>
<td>5.2%</td>
</tr>
<tr>
<td>CIP135</td>
<td>Rail Shop Repair Equipment</td>
<td>7,109.3</td>
<td>2,748.4</td>
<td>1,085.0</td>
<td>281.4</td>
<td>1,366.4</td>
<td>5,743.0</td>
<td>38.7%</td>
<td>19.2%</td>
</tr>
<tr>
<td></td>
<td>Total Maintenance Equipment</td>
<td>$164,935.0</td>
<td>$22,850.0</td>
<td>$14,812.4</td>
<td>$2,250.7</td>
<td>$17,063.1</td>
<td>$147,871.9</td>
<td>13.9%</td>
<td>10.3%</td>
</tr>
</tbody>
</table>

## H. Other Facilities

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Description</th>
<th>Obligated</th>
<th>Expended</th>
<th>Prior Year Expended</th>
<th>FY2012 Expended</th>
<th>Total Expended</th>
<th>Unexpended</th>
<th>Obligation Rate</th>
<th>Expended Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIP101</td>
<td>Police Substation- New District 2/Training Facility</td>
<td>$3,819.9</td>
<td>$1,306.7</td>
<td>$466.1</td>
<td>$3.8</td>
<td>$469.9</td>
<td>$3,349.8</td>
<td>34.2%</td>
<td>12.3%</td>
</tr>
<tr>
<td>CIP106</td>
<td>Special Operations Division Facility</td>
<td>830.8</td>
<td>830.8</td>
<td>830.8</td>
<td>0.0</td>
<td>830.8</td>
<td>0.0</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td></td>
<td>Total Other Facilities</td>
<td>$4,650.6</td>
<td>$2,137.6</td>
<td>$1,296.9</td>
<td>$3.8</td>
<td>$1,300.8</td>
<td>$3,349.8</td>
<td>46.0%</td>
<td>28.0%</td>
</tr>
</tbody>
</table>

## Grand Total: Capital Improvement Program PRIIA

<table>
<thead>
<tr>
<th>Description</th>
<th>Obligated</th>
<th>Expended</th>
<th>Prior Year Expended</th>
<th>FY2012 Expended</th>
<th>Total Expended</th>
<th>Unexpended</th>
<th>Obligation Rate</th>
<th>Expended Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand Total</td>
<td>$599,380.7</td>
<td>$352,797.9</td>
<td>$238,558.2</td>
<td>$27,763.9</td>
<td>$266,259.0</td>
<td>$329,349.4</td>
<td>58.9%</td>
<td>44.4%</td>
</tr>
</tbody>
</table>

**Definitions**

- **Budget:** The current fiscal year's total planned cash payout.
- **Obligated:** The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.
- **Expended:** The actual cash payout that has occurred to date in the current fiscal year.
- **Unexpended:** The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.
## Jurisdictional Balances on Account

**As of First Quarter Fiscal Year 2012 - September 30, 2011**

($ 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><strong>District of Columbia</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DC Dept of Transportation</td>
<td>(0.003)</td>
<td>(0.022)</td>
<td>(0.025)</td>
<td></td>
</tr>
<tr>
<td>DC Dept of Transportation</td>
<td>0.398</td>
<td>0.000</td>
<td>0.398</td>
<td></td>
</tr>
<tr>
<td>DC</td>
<td>0.000</td>
<td>(0.671)</td>
<td>(0.671)</td>
<td>7th Street Bridge</td>
</tr>
<tr>
<td>DC Dept of Public Works</td>
<td>0.000</td>
<td>0.879</td>
<td>0.879</td>
<td></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</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</td>
</tr>
<tr>
<td><strong>Credits to be Applied to 2nd Quarter FY2012 Billing:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest Earnings on CIP &amp; PRIA Contributions</td>
<td>0.000</td>
<td>0.022</td>
<td>0.022</td>
<td></td>
</tr>
<tr>
<td><strong>DC Total</strong></td>
<td>$0.727</td>
<td>$0.207</td>
<td>$0.934</td>
<td></td>
</tr>
<tr>
<td><strong>Maryland</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montgomery County</td>
<td>0.085</td>
<td>1.886</td>
<td>1.971</td>
<td>Pending receipt of operating &amp; capital/CMAQ</td>
</tr>
<tr>
<td>Prince George's County</td>
<td>(0.155)</td>
<td>1.721</td>
<td>1.566</td>
<td>Pending receipt of operating &amp; capital/CMAQ</td>
</tr>
<tr>
<td><strong>Credits to be Applied to 2nd Quarter FY2012 Billing:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest Earnings on PRIA Contributions</td>
<td>0.000</td>
<td>0.007</td>
<td>0.007</td>
<td></td>
</tr>
<tr>
<td><strong>MD Total</strong></td>
<td>($0.070)</td>
<td>$3.614</td>
<td>$3.544</td>
<td></td>
</tr>
<tr>
<td><strong>Virginia</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alexandria</td>
<td>(0.101)</td>
<td>(0.183)</td>
<td>(0.283)</td>
<td></td>
</tr>
<tr>
<td>Arlington</td>
<td>(0.660)</td>
<td>(0.003)</td>
<td>(0.664)</td>
<td></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>(0.447)</td>
<td>(2.007)</td>
<td>(2.454)</td>
<td></td>
</tr>
<tr>
<td>Fairfax County Dept. of Family Service</td>
<td>0.093</td>
<td>0.000</td>
<td>0.093</td>
<td>Access to Jobs</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>(1.489)</td>
<td>(1.774)</td>
<td></td>
</tr>
<tr>
<td>Virginia Department of Rail and Public Transportation</td>
<td>0.000</td>
<td>(0.007)</td>
<td>(0.007)</td>
<td></td>
</tr>
<tr>
<td><strong>Credits to be Applied to 2nd Quarter FY2012 Billing:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest Earnings on CIP and PRIA Contributions</td>
<td>0.000</td>
<td>0.018</td>
<td>0.018</td>
<td></td>
</tr>
<tr>
<td><strong>VA Total</strong></td>
<td>($1.430)</td>
<td>($3.672)</td>
<td>($5.102)</td>
<td></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>($0.773)</td>
<td>$0.149</td>
<td>($0.624)</td>
<td></td>
</tr>
</tbody>
</table>

1. Operating credits represent unused audit adjustment credits
   Capital credits represent interest earnings on capital payments
Grant Activity for the Quarter Ending September, 2011

<table>
<thead>
<tr>
<th>Grant Program</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ARRA</strong></td>
<td><strong>$201.8 million awarded, which includes $11.1 million for Preventive Maintenance (PM).</strong> Due to cost savings on other ARRA projects, Metro will purchase additional Metro Access vans to replace vans that have exceeded the recommended life span. Fourteen projects have been completed with a total value of $63.0 million.</td>
</tr>
<tr>
<td><strong>Department of Homeland Security Transit Security Grant</strong></td>
<td>Anti-Terrorism Teams conducted Targeted Train Inspections, rolling train inspections, bus division checks, station checks, area saturation patrols, and Security Inspection Points. Remaining explosives trace detector units were received. The teams also conducted various high visibility and targeted inspection activities and conducted filming for IACP video.</td>
</tr>
</tbody>
</table>
| **FTA**       | **To meet heightened reporting expectations:**  
|               | • The previous quarter’s project progress and significant payments were posted on www.recovery.gov for public accountability of federal funds as required by Section 1512. |
| **Annual Formula Grants for Sections 5309 and 5307** | Metro FY2011  
|               | • FFY2010 Section 5307 grant for $139.4 million was awarded.  
|               | • FFY2010 Section 5309 grant for $101.3 million was awarded.  
|               | Metro FY2012  
|               | • FFY2011 Section 5307 grant for $128.6 million was submitted and awarded.  
|               | • FFY2011 Section 5309 grant application for $101.2 million is under review with Department of Labor for certification. |
| **Passenger Rail Investment and Improvement Act (PRIIA)** | • From the FFY2010 $150.0 million PRIIA grant, FTA has disbursed $111.6 million to reimburse Metro for payments for the rail car procurement milestone and other projects in Metro’s FY2011 CIP.  
|               | • Metro submitted a draft application for $149.7 million of FFY2011 PRIIA funds to support the Metro FY2012 CIP. |
| **Congestion Mitigation & Air Quality (CMAQ)** | • FFY2009, FFY2010, FFY2011 CMAQ Funds for Bus Replacement - Metro continues to use CMAQ funds to closeout New Flyer contracts for the purchase of replacement buses, spare parts, training and miscellaneous cost associated with the contracts.  
|               | • $4.9 million in CMAQ Funding was allocated by the Virginia Department of Rail and Public Transportation for the purchase of replacement buses. |
| **Federal Earmarks** | • FFY2010 Largo Extension Appropriation - The grant is expected to close in 2013 when right of way claims have been resolved. 96% of the projects have been completed. |
| **Competitive Programs** | • FFY2010 Section 5309 State of Good Repair - $2.4 million grant application for Metro to develop an Asset Management Plan was awarded in July 2011.  
|               | • FFY2011 - Metro won 5317 New Freedom award in the amount of $1.0 million for Bus Stop improvements. The grant application is under review with FTA.  
|               | • FFY2011 Section 5309 State of Good Repair - $1.5 million was won for Metro to continue its Asset Management Plan project. |
| **Transit Security Grant Program (TSGP)** | • FFY2006 – Chemical Detection project completed.  
|               | • FFY2007 – Intelligence Analyst has begun work. Front line employee training continued.  
|               | • FFY2008 – Continued site visits for risk assessment. Bids received for CCTV on rail cars and initial review by PRMT begun.  
|               | • FFY2009 – K9 Opack Vehicles upfit completed and put in service. Release of funds for final project received. All Environmental and Historic Preservation approvals completed.  
|               | • FFY2010 – Physical security design task begun.  
|               | • FFY2011 – Won $12.7 million in TSGP funding and was awarded in September. |
|               | • FFY2009 – Completed Radio Upgrade project for Prince George’s County.  
|               | • FFY2010 – Requested additional funding due to FBI changes in equipment requirements. |
Office of Procurement and Materials  
Sole Source Awards = / > $100,000  
July - September 2011

<table>
<thead>
<tr>
<th>No.</th>
<th>Contractor</th>
<th>Contract No.</th>
<th>Description</th>
<th>Award Amount</th>
<th>Date of Award</th>
<th>Type of Funds</th>
<th>Program Office</th>
<th>Point of Contact</th>
<th>CA</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TYCO Electronics</td>
<td>FQ11140</td>
<td>Crimper Units</td>
<td>$201,768.00</td>
<td>07/18/11</td>
<td>Federal</td>
<td>CENV</td>
<td>Dave Hughson</td>
<td>G. Fletcher</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Ansaldo (Union Swtch &amp; Signal)</td>
<td>FQ11118</td>
<td>Replacement of 1,750 Audio Frequency Track Circuits</td>
<td>$12,390,569.00</td>
<td>07/30/11</td>
<td>Federal</td>
<td>IRPG</td>
<td>Douglas Simkins</td>
<td>L. Bryan</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Smiths Detection</td>
<td>FQ11301</td>
<td>Protect System-Foggy Bottom &amp; Federal Triangle</td>
<td>$880,587.00</td>
<td>08/18/11</td>
<td>Federal</td>
<td>IRPG</td>
<td>Nicolas Dimitracopoulos</td>
<td>L. Bryan</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Sepsa</td>
<td>FQ11307</td>
<td>Rail Car Safety and Reliability Enhancements</td>
<td>$957,271.00</td>
<td>08/29/11</td>
<td>Federal</td>
<td>CENV</td>
<td>Dave Hughson</td>
<td>F. Voellin</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>IHS Global</td>
<td>FQ11134</td>
<td>Data Cleansing/Software Upgrade</td>
<td>$369,085.00</td>
<td>07/01/11</td>
<td>Federal</td>
<td>ITRP</td>
<td>Deven Sha</td>
<td>E. King</td>
<td></td>
</tr>
</tbody>
</table>