



governmentattic.org

"Rummaging in the government's attic"

Description of document: Washington Metropolitan Area Transit Authority (WMATA) memoranda from the Deputy General Manager of Administration and Chief Financial Officer (DGMA/CFO) to the General Manager and Chief Executive Officer (GM/CEO), January 1, 2012 - March 31, 2012

Released date: 23-May-2014

Posted date: 23-June-2014

Source of document: Office of General Counsel
PARP Administrator
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001

The governmentattic.org web site ("the site") is noncommercial and free to the public. The site and materials made available on the site, such as this file, are for reference only. The governmentattic.org web site and its principals have made every effort to make this information as complete and as accurate as possible, however, there may be mistakes and omissions, both typographical and in content. The governmentattic.org web site and its principals shall have neither liability nor responsibility to any person or entity with respect to any loss or damage caused, or alleged to have been caused, directly or indirectly, by the information provided on the governmentattic.org web site or in this file. The public records published on the site were obtained from government agencies using proper legal channels. Each document is identified as to the source. Any concerns about the contents of the site should be directed to the agency originating the document in question. GovernmentAttic.org is not responsible for the contents of documents published on the website.



May 23, 2014

Re: PARP Request No. 12-0163

This is in response to your request for a copy of each Memorandum from the Deputy General Manager of Administration and Chief Financial Officer (DGMA/CFO) to the General Manager and Chief Executive Officer (GM/CEO) during January 1, 2012 - March 31, 2012. On June 27, 2012, you revised your request to only those records that can be provided within two hours of search time. Your request was processed pursuant to the Public Access to Records Policy (PARP), which can be viewed on our website at http://www.wmata.com/about_metro/public_rr.cfm.

We apologize for the delay in responding to your request. Enclosed is a CD that contains Memoranda from the DGMA/CFO to the GM/CEO for the requested time-frame (1. Declaration of Emergency, dated March 15, 2012; 2. Declaration of Emergency, dated January 6, 2012; 3. RCF Changes and Enhancements, dated March 5, 2012; 4. Financial Data Conversion, dated March 21, 2012; 5. December Monthly and 2nd Quarter Financial Reports, dated February 3, 2012; 6. Capital Reprogramming, dated March 22, 2012; 7. Capital Reprogramming, dated January 11, 2012; 8. Fare Policy Issues, dated January 24, 2012; and 8. February Monthly Financial Reports, dated March 16, 2012). Pursuant to PARP Exemptions 6.1.6 (personal privacy), we have redacted names below the Executive Leadership Team, all employee signatures, and job titles that reveal the identity of employees. Pursuant to PARP Exemptions 6.1.1 (safety and security) and 6.1.2 (internal personnel rules and procedures), we have redacted information from the RCF Changes Memorandum that could be used to circumvent procedures and harm the security of the Metrorail and Metrobus systems.

If you wish to appeal WMATA's decision, in accordance with WMATA's PARP § 9.1, you may file a written appeal of the action with the Chief of Staff within 30 business days of the date of this denial letter. Further details about our appeals process can be found on our website.

Future correspondence regarding your request should be directed to my attention and should reference the PARP request number above. If you have any legal questions please contact Mark Pohl, Chief Counsel, Finance and Administration at 202-962-2541 or mpohl@wmata.com. You

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

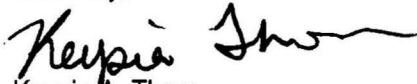
By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

A District of Columbia,
Maryland and Virginia
Transit Partnership

May 23, 2014
Page 2

may also contact me at 202-962-2058 or kthom@wmata.com, if you require clarification on any administrative matters.

Sincerely,

A handwritten signature in black ink, appearing to read "Keysia Thom", with a stylized flourish at the end.

Keysia A. Thom
PARP/Privacy Policy Administrator

Enclosure

M E M O R A N D U M



SUBJECT: Capital Reprogramming

DATE: 03/22/2012

FROM: DGMA/CFO - Carol Dillon Kissal

TO: GMGR/CEO- Richard Sarles

This past June, the Board of Directors granted the General Manager and Chief Executive Officer (GM/CEO) the authority to reprogram up to five percent of the Capital Improvement Program (CIP) budget in any given year. The approved FY2012 CIP budget is \$888.9 million, which results in GM/CEO reprogramming authority of \$44.445 million. To date, \$34.792 million of that authority has been reprogrammed leaving a balance of \$9.653 million of available reprogramming authority.

The reprogramming request, summarized below, will use the entirety of the remaining \$9.653 million of available authority. This request is to accommodate an opportunity to accelerate project work and does not represent an increase in the scope or budget of the project. All of these funds will be expended during the current fiscal year.

Funds Being Reprogrammed From:

CIP0110 Rail Rehabilitation Tier I: National Airport to Stadium Armory

Change in FY12 Budget-\$9.653 million

Initial negotiations with the Contractor delayed start of the project. The negotiations dealt with applying "lessons learned" from the Red Line contract such as phasing of work, track allocation, and construction practices. As a result CIP0110 will not expend its FY12 budget. The funds being made available for this reprogramming action do not represent a reduction to the overall project budget and will be required in future years to complete the scope of work associated with this project. The revisions to this project's spending plan will be incorporated in the updated Annual Work Plan.

Funds Being Reprogrammed To:

CIP0107 Rail Rehabilitation Tier I: DuPont to Silver Spring

Change in FY12 Budget: \$8.903 million

The increased use of track-outages, rather than single-tracking, along the Red Line has created an opportunity for the project team to accelerate work originally scheduled to be done during FY13. The work that is being accelerated includes platform rehabilitation, ETS installation and cut-overs. This request represents an

acceleration of work and will not increase the overall project budget. All of the funds being requested will be expended during this fiscal year. The accelerated spending plan for this project will be incorporated into the updated Annual Work Plan.

CIP0106 Special Operations Division Facility

Change in FY12 Budget: \$0.75 million

Renovation to the first of the four buildings included in this project was completed ahead of schedule. Additional funds are being requested to advance design work on the remaining three buildings that was originally planned to be done in FY13. The reprogramming of these funds will allow the project manager to issue a full-NTP for design to the contractor. All of the requested funds will be expended in this fiscal year.

Approved



3/28/2012

M E M O R A N D U M



SUBJECT: Declaration of Emergency

DATE: March 15, 2012

FROM: DGMA/CFO – Carol Dillon Kissam [REDACTED]

TO: GM/CEO – Richard Sarles

I am requesting authorization to initiate an emergency sole source procurement to acquire forensic accounting and advisory services from Deloitte Financial Advisory Services LLP (Deloitte FAS) to assess the internal controls, procedures and weaknesses in Metro's revenue collection process. The scope of Deloitte FAS' services for Phase I increased from earlier estimates due to their efforts to meet the requirements of the ongoing criminal investigation that includes but is not limited to theft and misappropriation of funds at Revenue Collection Facility, and information requested by the OIG.

The contract will be structured in two phases:

- Phase I is estimated to be \$225,000 and will consist of a four to six week assessment that will summarize the initial key findings and will provide information requested by the OIG in support of the ongoing criminal investigation. It will also establish the broader effort going forward.
- Phase II is expected to have duration of two to six months, and the expenses will be capped at \$500,000. It will consist of assisting Metro in developing certain critical policies, controls and management reports to address and rectify the areas of vulnerability in Metro's revenue collection process.

M E M O R A N D U M



SUBJECT: RCF Changes and
Enhancements

DATE: March 5, 2012

FROM: DGMA/CFO – Carol Dillon Kissal [REDACTED]

TO: GMGR/CEO – Richard Sarles

Revenue Collection and Processing

In response to the recent fraudulent and criminal activities in its revenue collection and processing operations, the Authority retained the services of Deloitte Financial Advisory Services LLP (Deloitte) to perform an assessment of the existing internal controls, policies and procedures of WMATA's revenue collection and processing operations. While Deloitte's initial assessment will not be complete until March 9, 2012, the following actions have already been implemented or are in the process of being implemented to enhance internal controls and improve the processes to prevent the risk associated with fraud and reduce potential areas of vulnerability.

Personnel Changes

- [REDACTED] was relieved of his responsibilities and subsequently retired on March 1, 2012. The Manager, Revenue Processing is serving as [REDACTED]
- The Manager, Revenue Collection position, which was vacant since January 2, 2012 due to retirement, has been filled by a candidate with 20+ years of operations and cash control experience working with FedEx and Loomis Armored. The new Manager will be starting on March 5, 2012.
- [REDACTED] will be retiring effective April 1, 2012. The position is being upgraded to a Manager, Treasury Reconciliation and Reporting reflecting responsibilities that have been expanded to cover a wider range of audit responsibilities and will report to Treasury management at the Jackson Graham Building to enhance accountability.

Policy and Procedures

- Revenue collection teams are now not notified of their daily assignments until they arrive to work. In addition, emergency teams are rotated on a daily basis.

Impact: Reduces the probability of collusion and prevent the possibility of fraud due to having advance knowledge of assignments and tours.

Implementation Timeline: Effective February 22, 2012.

- Threshold for generating exception reports has been reduced from \$50 to \$20.

Impact: Reduces incidents of fraud/theft

Implementation Timeline: Effective February 22, 2012

- Current policy and procedures are being reviewed, modified, and finalized:

Impact: The new policy and procedures are being updated to reflect the current workflow and Deloitte's initial recommendations and suggestions. These updates will provide a uniform method of processing and provide clear instructions on how tasks are to be performed within the Revenue Collection Facility (RCF).

Implementation Timeline: March 15, 2012.

The policies may be further revised upon Deloitte's completion of Phase 2 to incorporate any additional recommendations.

- With assistance and input from Deloitte, the current daily reconciliation and exception reports are being reviewed and validated against the raw data to ensure the exception reports reflect accurate information that may be used by Treasury management. The daily exceptions will be logged and tracked to ensure appropriate handling and closure.

Impact: This will support the process of reviewing the exception reports and developing an action plan for submitting reports to Metro Transit Police Department (MTPD) for investigation, which will include MTPD providing a report of actions taken to address the exceptions.

Implementation Timeline: Effective April 30, 2012.

- The policies will be presented and communicated to all RCF personnel

Impact: The RCF staff has operated based on "word of mouth". Written policies which are communicated will provide personnel with a clear understanding of workflow processes and established controls.

Implementation Timeline: March 15, 2012

- Comprehensive review of the current IT structure and a feasibility study of needed upgrades will be conducted. Identify and document necessary AS400 reprogramming needs in an effort to convert manual processes to automation.

Impact: To streamline and reduce manual processes and errors. In addition, we expect to replace antiquated processors with more advanced technology which will enhance productivity.

Implementation Timeline: June 30, 2012

- Automation of coin count data processing for rail and bus (converted from a manual process)

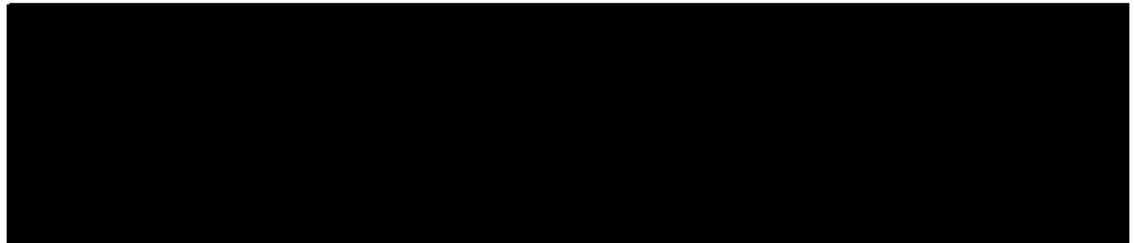
Impact: This process is currently manual and as a result it is time consuming and error prone. Networking the rail and bus processes will allow coin revenue data to be transferred into the database in an automated manner.

Implementation Timeline: April 30, 2012

- RCF will pilot test a new analysis to monitor and audit coins dispensed in the coin hoppers.

Impact: This process will allow the newly created auditing group to analyze coin hopper activity in the system to prevent potential revenue loss due.

Implementation Timeline: Effective February 24, 2012.



Implementation Timeline: June 30, 2012.

- All vehicles are tracked and monitored by GPS when in usage. Tracking includes travel routes, location stops, and speed.

Impact: The benefit of this enhancement will provide real time data to the supervisors in an effort to know the locality and travel habits of technicians in the field.

Implementation Timeline: Effective date February 27, 2012.

Key Management and Control

- The RCF staff is in the process [REDACTED]

Impact: Due to the lack of [REDACTED] control, [REDACTED] will minimize loss in the event there was an additional breach in the inventory and [REDACTED] are unaccounted for. The [REDACTED] controls the entrance into the stacker where currency is housed.

Implementation Timeline: About 30% of the stackers have been [REDACTED] all the stackers will be [REDACTED] by March 15, 2012

- Partner with MTPD to establish master key control ownership and procedures

[REDACTED]

Implementation Timeline: March 30, 2012.

cc: MTPD - Chief Michael Taborn
TRES - [REDACTED]

M E M O R A N D U M



SUBJECT: Declaration of Emergency

DATE: January 6, 2012

FROM: DGMA/CFO - Carol Dillon Kissal [REDACTED]

TO: GM/CEO – Richard Sarles

Due to the sensitive, ongoing nature of the criminal investigation regarding Metro revenue collections, I am requesting authorization to initiate an emergency sole source procurement to acquire forensic accounting and advisory services from Deloitte Financial Advisory Services LLP (Deloitte FAS), in order to conduct an assessment of internal controls, procedures and weaknesses in Metro's revenue collection process.

The contract will be structured in two phases:

- Phase I is estimated to be \$25,000 – \$50,000, and will consist of a two to three week assessment that will summarize the initial key findings and establish the broader effort going forward
- Phase II is estimated to cap at \$500,000 with a duration of two to six months [REDACTED]

Washington
Metropolitan Area
Transit Authority

M E M O R A N D U M



SUBJECT: Financial Data Conversion [REDACTED] DATE: March 21, 2012

FROM: DGMA/CFO – Carol Kissal [REDACTED]

TO: GM/CEO – Richard Sarles [REDACTED]

As Metro approaches the start of preparations for its FY2012 audited financial statements, I wanted to provide you with assurance as to the reliability of data in our financial system of record, in light of the most recent upgrade of our enterprise financial system, PeopleSoft. I also wanted to bring to your attention one control-related issue that has surfaced and been resolved.

Metro upgraded its PeopleSoft Financial system in FY2011, a process that provided updated and enhanced capability, while establishing better integration with other mission critical systems. The upgrade was completed and launched at the start of FY2012. Throughout the conversion process, the fundamental priority was that financial data stayed intact, which was ensured by multiple checkpoints and verifications along the way. The following describes the methodology, as well as the actual work that was done to ensure correctness and completeness of the accounting data used to state Metro's financial position. A description of how various data elements were handled and confirmed for this migration is attached.

Data conversion was merely one aspect of the rigorous methodology used for the re architecture of Metro's enterprise financial system. The project governance framework included direct leadership from the DGMA/CFO, DGMO, AGM Bus, and CIO through an Executive Steering Committee (ESC), which ensured communication, as well as timely escalation and resolution of issues. The Board directed the OIG to monitor the project. Consequently, the OIG or her designee was invited to attend all ESC meetings, from August 2010 until the week prior to go live in June 2011. The OIG or her designee attended most of these meetings, so all major decisions and discussions on project status had the benefit of her counsel. As work progressed and milestones were reached, the ESC provided approval to go live on July 10, 2011, after staff representing Operations, Procurement, Accounting, and Budget confirmed that the data in the system was correct and that the system was ready for use.

Since the go live in July 2011, one control-related issue has surfaced related to inventory usage, with an impact of \$4.5 million in inventory balances and material costs. Part of this upgrade was the implementation of a new PeopleSoft Inventory module at Metro's main warehouse and storeroom. Satellite storerooms continued to use Maximo -- a different but integrated inventory system -- for transactions. Although these transactions continued to be captured in Maximo,

we have identified an issue between PeopleSoft Inventory and Maximo, where transactions generated outside of Maximo were not being processed properly to be sent to PeopleSoft. The issue was highlighted during the ongoing integrated testing and has since been resolved.

Attachment

PeopleSoft Financial Upgrade Control Procedures

General Ledger (GL)

Balances were carried forward and mapped to the new chart of accounts design and then verified. The GL manager reviewed the ending balances for 2011 and verified the beginning balances for 2012 during the cutover period.

Commitment Control

The budget ledgers were redesigned and the beginning balances were established through a combination of previous balance and business logic, using standard methods provided by the software. The step-by-step crosswalk from the previous balance to the new balance was verified by the appropriate Budget department manager.

Billing

All open Billing documents were closed or converted to Accounts Receivable (AR) Items prior to fiscal year-end. Installment bills were manually reconfigured or reestablished with the new chart of accounts design. This was verified by the GL manager.

Accounts Receivable

All open AR Items were converted to the new chart of accounts design and Commitment Control structure. The AR conversion took in to account revenue from project revenue budgets and was coordinated with GL and Projects conversion activities. These activities were tested prior to the actual conversion in June and verified by the GL manager.

Accounts Payable (AP)

All payable activity was closed or completed by the end of FY2011, so no conversion was needed. This was confirmed by the AP manager.

Cash Balances

No conversion was necessary; balances were brought forward and verified by the GL manager.

Projects

All open projects, including those that have both (1) a start date in fiscal year 2011 or prior and (2) an end date in fiscal year 2012 or beyond, were renumbered to support a clean conversion as well as maintenance of historical project data. The renumbering was communicated to the affected parties prior to the cutover.

Grants

There was no conversion necessary, as the Grants module is brand new and had no prior data in the system. Grants are created by the Grants team in OMBS through manual entry or through an automated upload to the system and verified by the Grants team.

Contracts

All open grants, including those that have both (1) a start date in fiscal year 2011 or prior and (2) an end date in fiscal year 2012 or beyond were entered in the system. Conversion included mapping Fund and Funding Line Item and their historical balances from the GL used for FTA reporting to Customer Contract and Contract Lines. Contract Limits were gained from Commitment Control and established for each Contract Line. Contract Limits were validated by the Grants manager.

Purchasing

Conversion was required to support use of Purchasing Contracts, new chart of accounts design, and new Commitment Control design. All un-sourced requisitions were cancelled and any remaining requisitions at FY2011 year-end were either closed or cancelled. These were executed at the direction of the Chief Procurement Officer and communicated broadly between March and June of 2011.

Purchase Orders

Over 40,000 Purchase Orders were closed prior to year-end FY2011 to enhance the quality of data. For conversion purposes, all open Purchase Orders that did not have obvious data corruption issues were converted with the new chart of accounts design and Commitment Control structure, along with associated open receipts. All Purchase Orders that had obvious data corruption issues were replaced with newly created Purchase Orders that had the new chart of accounts design and new Commitment Control structure. Where data corruption issues were identified, the new Purchase Orders were established using their FY2011 ending balance. Where new Purchase Orders were created, the Purchasing managers reviewed and approved the crosswalk, and communicated any Purchase Order number changes to the vendors.

Assets

There was limited conversion for Assets; balances were brought forward and verified by the Asset management manager.

M E M O R A N D U M



SUBJECT: December Monthly and 2nd Quarter
Financial Reports

DATE: 02/03/2012

FROM: DGMA/CFO – Carol Dillon Kissel

TO: GM/CEO – Richard Sarles

I am enclosing for your review the monthly financial report and the quarterly financial report for the period ending December 31, 2011.

Per the Capital Funding Agreement (CFA), I will be transmitting to the Jurisdictions the Quarterly Capital Program report by February 15, 2012. A summary of this report on the Capital Program will be presented as part of the March Finance and Administration Committee materials (FA Committee).

Through the end of the second fiscal quarter Metro has a positive net position of \$16.6 million; a positive expenditure variance of \$20.1 million was partially offset by a \$3.5 million negative revenue variance.

Year-to-date ridership of 108 million was lower than forecast on Metrorail by one percent, or 1.4 million trips but ridership was virtually identical to the same period last year. Metrobus ridership continues to exceed budget for the eleventh consecutive month. Metrobus ridership year-to-date of 66 million trips was seven percent higher than the same period last year and eight percent higher than forecast (4.3 million and 5.0 million riders, respectively) through the second quarter of FY2012. MetroAccess passenger trips are 15% lower than experienced during the same period last year with one million total passenger trips. This decrease can be attributed to the implementation of demand management initiatives.

Year-to-date operating revenues of \$397 million were one percent or \$3.5 million below budget due to lower than forecasted Metrorail ridership. Year to-date Metrorail passenger fare revenue was \$6.5 million lower than forecast, parking revenue was \$0.8 million lower than forecast, Metrobus passenger fares exceeded forecast by \$4.5 million and MetroAccess revenue exceeded forecast by \$0.7 million.

Operating expenditures through the end of December were \$20.1 million dollars or 2.7 percent under budget on a total operating budget of \$730.8 million. The overruns associated with personnel costs were offset by favorable variances in services, propulsion/diesel, and utilities.

Washington
Metropolitan Area
Transit Authority

Year-to-date expenditures for the capital program, including the ARRA, Safety & Security, and Reimbursable capital programs, are \$383 million with \$848 million in obligations. The Capital Improvement Program (CIP) has expended \$307 million with \$699 million in obligations through the end of December. The CIP has expended \$51 million, or 20 percent, more than during the same period last year and has obligated \$124 million, or 22 percent more.

Activity on major projects include:

- 94 of the 100 scheduled FY2012 replacement buses have been received. 48 of those buses are in service. Full delivery of these replacement buses will be completed in January of 2012.
- Major escalator repairs were completed at six rail stations, and additional projects are underway at six stations. Rehabilitation/modernization projects are underway at several stations throughout the system. Seven rehabilitation/modernization projects were completed in the second quarter
- Significant track and structure work is either underway or planned on all lines reflecting the prioritization of state of good repair projects.
- Station enhancements are ongoing at five Metrorail stations. Station rehabilitations were completed at two stations.

The attached capital financial reports and quarterly capital program progress report include project level detail, project summaries, and performance data related to project and program delivery. Operating budget details in the financial reports include ridership, revenue, expenditure, vacancy rates, and other operating information.

Attachments



Finance & Administration Committee

Fiscal Year 2012

**Financial Summary
and
Quarterly Financial Report**

**2nd Quarter FY2012
December 2011**



Operating Budget Report

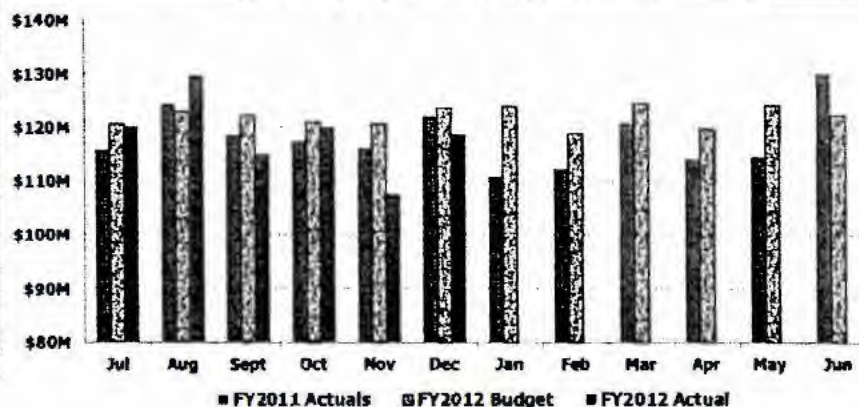
2nd Quarter FY2012

Operating Budget (\$ in Millions)

Q2	Q2-FY11		Q2-FY12		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 191		\$ 191	\$ 193	\$ (3)	-1%
Expense	\$ 356		\$ 346	\$ 365	\$ 19	-5%
Subsidy	\$ 165		\$ 155	\$ 172	\$ 17	-10%
Cost Recovery	54%		55%	53%		

YTD	FY2011		FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 395		\$ 397	\$ 401	\$ (4)	-1%
Expense	\$ 714		\$ 711	\$ 731	\$ 20	-3%
Subsidy	\$ 319		\$ 314	\$ 330	\$ 17	-5%
Cost Recovery	55%		56%	55%		1%

Operating Expenditures (\$ in Millions)



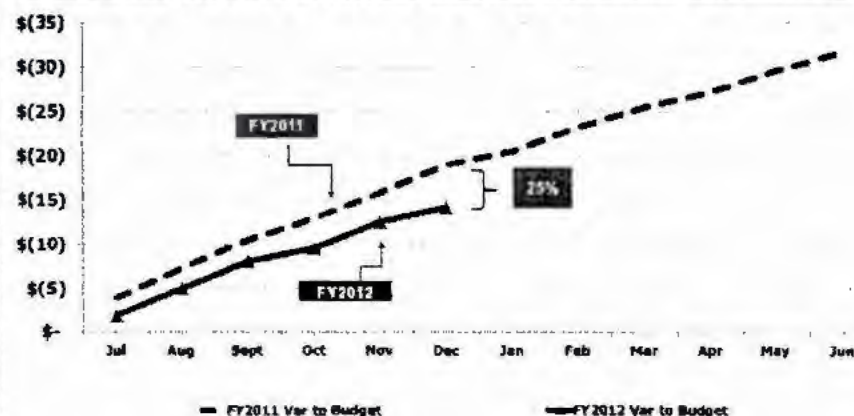
Operating Program Highlights

As of December YTD, Metro is **favorable to budget** by \$17M, or 5%

Year-to-date expenditures - \$20.1 M or 2.7% favorable to budget

- Salary & wages below budget by \$8.6 M due to vacancies and YTD capitalization of labor
- Overtime (\$14.1 M) and fringe benefits (\$1.8 M) over budget due to vacancies and leave coverage in TIES, RAIL and Bus
- Materials and Supply expenses (\$3.9 M) over budget due to expenses associated with the South East garage closure, and a lag in capitalization of brake and elevator parts
- Service of \$15.4 M were favorable due to savings in paratransit expenses, and timing delays in TIES contract utilization and processing awards for BUS
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$8.9 M and \$7.0 M respectively

YTD Overtime Variance to Budget (Cumulative, in \$ Millions)



Operating Budget Reprogramming Status

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees or Treasury.



Revenue and Ridership Report

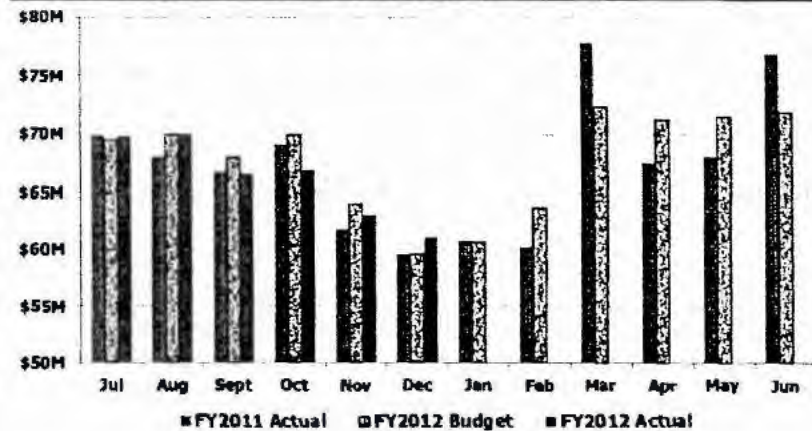
2nd Quarter FY2012

Ridership (trips in thousands)

Q2	Q2-FY2011		Q2-FY2012		Variance	
	Actual		Actual	Budget	Prior Year	Budget
Metro-rail	51,182		51,788	52,136	1%	-1%
Metrobus	29,778		32,252	29,152	8%	11%
MetroAccess	598		514	613	14%	-16%
System Total	81,558		84,554	81,901	4%	3%

YTD	FY2011		FY2012		Variance	
	Actual		Actual	Budget	Prior Year	Budget
Metro-rail	107,709		107,689	109,099	0%	-1%
Metrobus	61,440		65,729	60,773	7%	8%
MetroAccess	1,211		1,030	1,247	-15%	-17%
System Total	170,360		174,447	171,119	2%	2%

Revenue



Revenue and Ridership Highlights

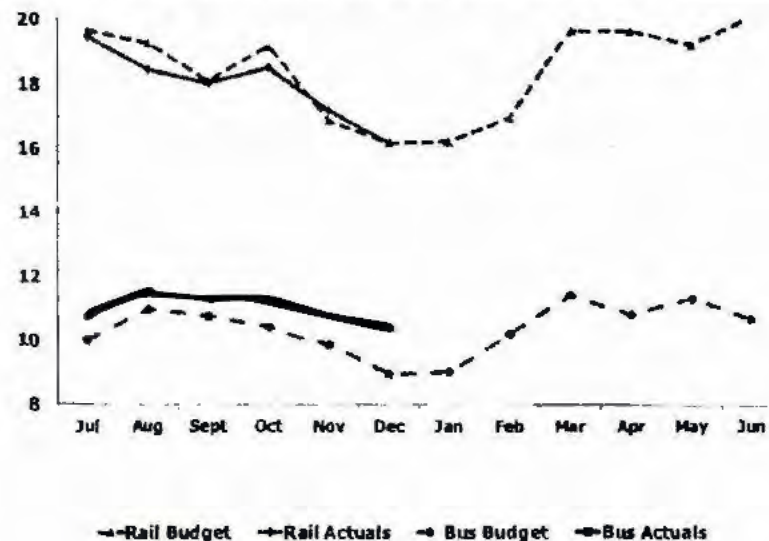
Year-to-date Revenue

- Year to date, Metro is (\$3.5 M) unfavorable to budget in revenue
- Rail passenger fares are (\$6.5 M) below budget. Revenue in December was favorable to budget due to high ridership, resulting in an average fare of \$2.65 for the month, \$2.61 year to date.
- Bus passenger revenue is \$4.5 M favorable, December was highly favorable due to strong ridership. Average fare year-to-date is \$1.00
- Total other revenue is (\$1.5 M) below budget

Year-to-date Ridership

- Rail ridership in December continued to show signs of improvement, exceeding projection by 500,000. Similar to November, passenger trips were up during all periods over the prior year; the largest increase occurring during the evening period. YTD ridership is 1.3% below projection.
- Bus ridership YTD is 5 M or 8.2% above budget, and 4.3 M or 7% above prior year. Average weekday ridership has been strong at 441,000 trips per day.
- Both Rail and Bus ridership were strong in December due to favorable weather. Compared to the prior two years, the warm temperatures and no snow encouraged people to utilize public transit.
- In addition, the holidays fell on the weekends, resulting in only one federal holiday in December. As a result, there was an increase in commuter trips over the prior year.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

2nd Quarter FY2012

Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$844	\$754	\$150	\$290	\$554
FY2012 CIP	\$1,042	\$917	\$515	\$510	\$533

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	34	22
Reimbursable	100	100	26	75
Total	\$213	\$213	\$60	\$153

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds				
	Budget	Forecast	Obligated	Expended	Obl. Rate
FY2011 CIP	\$844	\$754	\$575	\$256	76%
FY2012 CIP	\$1,042	\$917	\$699	\$307	76%

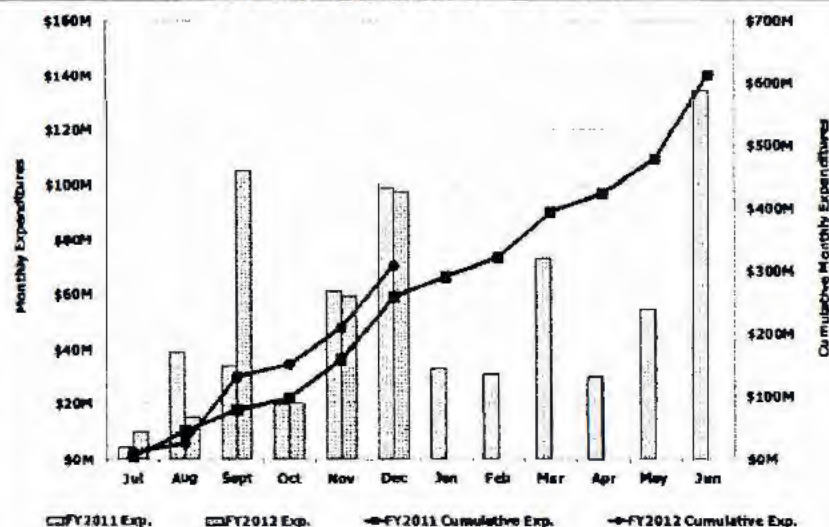
	Obligation-Based to Date Uses of Funds			
	Budget	Obligated	Expended	Exp. Rate
Safety & Security	\$57	\$9	\$1	16%
ARRA	56	55	35	98%
Reimbursable	100	85	41	84%
Total	\$213	\$149	\$76	70%

Capital Program Highlights

As of December 31st:

- The Capital Improvement Program (CIP) has expended \$307 million in FY2012. This is \$51 million, or 20 percent, more than the same period in FY2011.
- The current forecast is projecting expenditures of \$917 million for the fiscal year.
- 94 of the 100 FY2012 replacement buses have been received of which 48 have been placed into service.
- Major repairs were completed on escalators at the Largo Town Center and Minnesota Ave Metrorail stations.
- Rehabilitation/modernizations were completed on escalators at the Arlington Cemetery and Metro Center Metrorail stations.
- Station rehabilitations were completed at the Greenbelt Metrorail station.
- Track rehabilitation work completed YTD include the following: welded 523 open joints; retrofitted 1,375 in ft of floating slabs; replaced 542 "High Voltage" roadway safety signs; rehabilitated 6,696 in ft of grout pads; tamped 26 miles of track; repaired 597 leaks; and replaced 11,307 cross ties, 1,1680 fasteners, 4,729 insulators, 6.5 miles ft of running rail, 8,455 direct fixation fasteners, 16 turnouts

CIP Expenditures (\$ in Millions)



Capital Budget Reprogramming Status

Through the end of the second quarter, \$30.5 million, or 3.4%, of an approved budget of \$888.9 million has been authorized for reprogramming by the General Manager. This leaves \$13.9 million available for reprogramming before the 5% cap set by the Board is reached.



HR Vacancy Report

2nd Quarter FY2012

Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Operating Positions	10,226	558	5%	Vacancies were flat quarter over quarter but down from 685 in July

Departments with a large number of vacancies:

Transit Infra. & Engineering Services	3,115	159	5%	TIES Recruitment Specialist recently hired
Bus Services	3,796	122	3%	
Rail Transportation	1,499	112	7%	Rail hiring process is dependent on progress in Bus filling positions
Information Technology	251	49	20%	IT Recruitment Specialist recently hired
Metro Police Department	635	23	4%	
Rail Transportation				

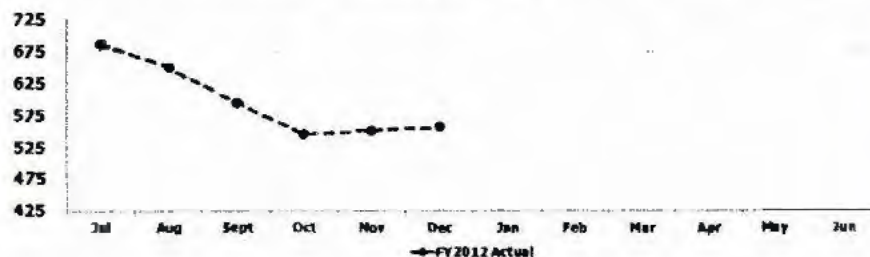
Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Capital Positions	1,019	179	18%	Vacancies have fallen steadily throughout the year from 23% to 18%

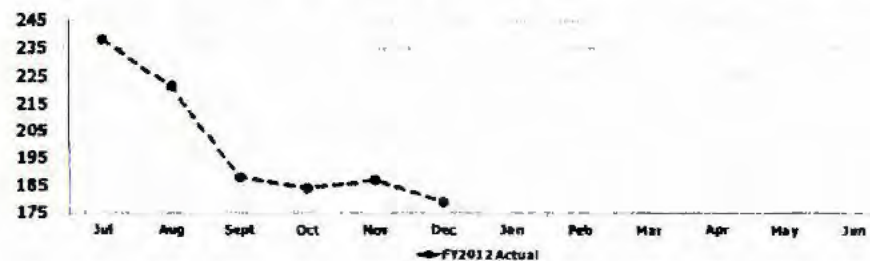
Departments with a large number of vacancies:

Transit Infra. & Engineering Services	767	114	15%	TIES Recruitment Specialist recently hired
Information Technology	37	25	68%	IT Recruitment Specialist recently hired
Procurement Capital Support	24	24	100%	Recruitment process has been initiated

Operating Vacancy Trend



Capital Vacancy Trend





Washington Metropolitan Area Transit Authority
Fiscal Year 2012 Financials

Quarterly Financial Report

2nd Quarter

October – December 2011

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
QUARTERLY FINANCIAL REPORT
Q2 - FY2012
October - December 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



Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q2 - FY2012

OPERATING BUDGET

Year-to-date (YTD), through the end of December, total expense less revenue was \$313.6 million, which was under budget by \$16.6 million, or five percent. Expenditures year-to-date were \$710.7 million, \$20.1 million below budget; while revenues totaled \$397.1 million, \$3.5 million less than anticipated.

Rail revenues were below target for each of the first five months of FY2012, while in December rail passenger revenue had a slight budget surplus. December's favorable variance of \$0.2 million is in contrast to October's deficit of \$3.0M.

Bus revenues have outperformed projections consistently for the first six months. Total bus revenues were four percent or \$4.5 million over budget, year-to-date. December's positive revenue variance marks the eleventh consecutive month that bus revenue actuals outperformed budget.

Total expenditures were \$20.1 million or 3 percent under budget YTD. During the second quarter, Accounting completed adjustments to labor costs for capital projects that were incorrectly charged to operations during the first quarter. YTD, overtime budgets have a negative variance of \$14.1 million due to a large number of vacancies and operating support of major maintenance activities. The overruns associated with personnel costs were offset by favorable variances in services, propulsion/diesel, and utilities.

Table I

(\$ Millions)	Q2-FY11 <i>Actual</i>	Q2-FY2012		<i>Budget</i>		<i>Budget Variance</i>
		<i>Actual</i>	<i>Budget</i>			
	Quarterly Budget Variance					
Revenue	\$190.5	\$190.9	\$193.4	(\$2.4)	-1%	
Expense	\$355.7	\$346.2	\$365.2	\$19.0	5%	
Subsidy	\$165.2	\$155.2	\$171.8	\$16.6	10%	
Cost Recovery	5 %	55%	53%			
	Year-to-Date Budget Variance					
Revenue	\$395.1	\$397.1	\$400.6	(\$3.5)	-1%	
Expense	\$714.3	\$710.7	\$730.8	\$20.1	3%	
Subsidy	\$319.2	\$313.6	\$330.2	\$16.6	5%	
Cost Recovery	55.3%	55.9%	5 .8%			



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

Ridership

Rail ridership year-to-date was 108 million trips, only 20 thousand fewer trips than the same period last fiscal year, a decrease of less than one percent. Compared with the ridership projection for FY2012 of 109 million trips, ridership year-to-date was 1.4 million trips or one percent below budget.

Bus ridership was 65.7 million trips, 4.3 million trips above the same period last year, which is an increase of 7.0 percent and above FY2012 budget projections by 5.0 million trips, or 8.2 percent.

MetroAccess transported 1.0 million passengers year-to-date, which is 15 percent lower than the same period last year.

Table 2

	YTD-FY11 Actual	YTD - FY2012 Actual Budget		Above/(Below) Prior Year Budget	
Trips	YTD Average Weekly Ridership			Growth Rate	
Metrorail	723,401	732,991	733,179	1%	(0%)
Metrobus	413,134	441,227	410,245	7%	8%
MetroAccess	7,965	6,822	8,439	(14%)	(19%)
System Total	1,144,500	1,181,039	1,151,863	3%	3%
Trips (Thousands)	Fiscal Year-to-Date Ridership			Growth Rate	
Metrorail	107,709	107,689	109,099	(0%)	(1%)
Metrobus	61,440	65,729	60,773	7%	8%
MetroAccess	1,211	1,030	1,247	(15%)	(17%)
System Total	170,360	174,447	171,119	2%	2%

Rail

Total Metrorail ridership through December was 107.7 million trips, a decrease of 20,000 trips or less than one percent compared to the first six-months of FY2011. Year-to-date ridership is 1.3 percent or 1.4 million trips below projection. For the second quarter of FY2012, Metrorail ridership experienced a slight increase in ridership compared to the prior year.

Table 3

Q2 Rail Ridership				
(in '000s)	FY2011	FY2012	Variance	
October	18,900	18,484	-416	-2%
November	16,626	17,156	530	3%
December	15,656	16,148	492	3%
Total	51,182	51,788	606	1%



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

The weather for the Washington DC metropolitan area was unusually warm during the second quarter. There were twenty days in November and eight days in December where the daily high was above sixty degrees Fahrenheit. In comparison, temperatures for the prior two years were seasonal and both received snow in December. The warm temperatures had a favorable impact on passengers, encouraging people to utilize public transit.

In November, Metrorail lost an estimated 11,000 trips due to the cancellation of the two NBA games resulting from the lockout dispute. This loss was countered by other large events held in the District of Columbia during the month.

This year Christmas Eve, Christmas Day, New Year's Eve and New Year's Day fell on the weekend. The federal holidays for Christmas and New Year's Day both fell on Monday after the holiday. This had two effects on ridership. First, there was an overall increase in commuters compared to prior year because there was less incentive to take the eve of the holiday off of work. Second, there was one less federal holiday in the month of December. An additional 500,000 trips were taken during the last week in December FY2012 compared to FY2011.

For second quarter, average weekday ridership was 717,400 trips, a three percent increase over the same period last fiscal year. The average weekday ridership for the quarter was up during all time periods of the day. Year-to-date average weekday ridership of 733,000 is above prior year by 1.3 percent and only slightly less than projections with a variance of less than one percent.

Total weekend ridership was strong in November, but below prior year in October and December due to low Saturday ridership. For the quarter, average Saturday ridership was 329,700 trips, a decline in average Saturday ridership of 10.0 percent from the previous year. Saturday ridership during the prior October FY2011 was uncommonly high due to the Rally to Restore Sanity held on October 31st, resulting in the year over year decline to be greater than it would have been. Average Sunday ridership for the second quarter was 203,000 trips, one percent above the average for the previous year.

Bus

Total Metrobus ridership for the second quarter of the fiscal year increased from 30 million trips in FY2011 to 32.3 million trips in FY2012, an increase of 2.5 million trips or 8.3 percent. When compared to budget, ridership was 3.1 million trips above projection. Year-to-date bus ridership is 65.7 million, an increase of seven percent over prior year and 8.2 percent over projection.

Metrobus monthly ridership continues to be higher than the same period from the prior year. One of the variables correlated to Metrobus ridership is Washington DC population growth and demographics. While population growth is starting to slow, there has been a very slight demographic shift in residents who are inclined to utilize the bus for commuting purposes.

"The District's population figures cap a decade of success in maneuvering a turnaround in the city's fortunes, and its image. Barely 15 years ago, the District had a widespread reputation for having streets that wouldn't get plowed after a winter storm and that were



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

crime-ridden in any season. Now, the District routinely shows up on lists of cool cities where young people gravitate, and it is drawing as many young adults as ultra-hip Austin and Portland. Three in four newcomers in recent years have been between the ages of 18 and 34. They have zero interest in the suburbs." Washington Post, Dec 21 2011

The warm weather during the past two months, as explained above, had a very strong positive influence on bus ridership. The warm temperatures made it possible for the buses to increase their on-time-performance and encourage a greater number of riders. In addition, the December holiday schedule resulted in approximately 300,000 additional trips.

Average Metrobus weekday ridership through December was 441,200 trips, almost 28,000 daily trips more than the same period last year, an increase of 6.8 percent. The weekday average is 7.6 percent above budget projections.

Average Saturday ridership for year-to-date was 219,800 trips, an increase of 5.4 percent when compared with the same period of last year. Average Sunday ridership was 144,000 trips, a growth of 7.3 percent when compared with the same quarter last year.

MetroAccess

MetroAccess transported a total of 1,026,563 passengers during the first half of FY2012, 17 percent below forecast. This represents a decrease of 15 percent (180,574 passengers) compared with the same period in FY2011. Ridership continues to diminish due to the success of revised Board policy, eligibility and travel training initiatives and their collective impact on demand management. Average weekday passengers transported during the first half of FY2012 was 6,822. This represents a 14.3 percent decrease as compared to the same period in FY 2011, and was 19.1 percent below forecast. Saturday ridership during the first half of FY2012 was 2,724 passengers, a decrease of 17 percent compared with the first half of FY 2011. Sunday ridership during the first half of FY2012 was 2,391 passengers, representing a decrease of 16.5 percent over the same period in FY2011.

Operating Revenue

For the second quarter of FY2012, total revenues of \$190.9 million were two percent below budget as a result of less than forecasted passenger revenue. For the year-to-date, revenues are \$3.5 million or one percent below budget, as shown in table 1.

Rail

Rail passenger revenue for the quarter was \$134.6 million, which was \$2.9 million or two percent less than budget. The decrease in revenue coincides with the decrease in ridership. Year-to-date average fare realization is \$2.61, which is less than the forecast of \$2.64, and slightly less than the 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 second quarter of \$32 million was \$2.7 million or nine percent above budget. Average fare realization for bus is \$1.00 per trip year-to-date,



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

which is less than the forecast of \$1.01 and the prior year average of \$1.07. The reimbursement to the Regional bus partners for bus passes averages \$160,000 per month. This amount is reduced from Metrobus revenue, decreasing the average fare.

MetroAccess

MetroAccess passenger revenue for the second quarter of FY2012 is \$1.6 million. Year-to-date MetroAccess passenger revenue for FY2012 is \$3.9 million which is significantly higher than revenue for the same reporting period in FY2011. The FY2012 monthly passenger revenue reflects the implementation of the fare increase on February 27, 2011. Additionally, in FY2011, although revenue collected through the EZ-Pay system was appropriately recorded in a deferred revenue account, it was not recorded as earned revenue upon usage. In FY2012, the process has been revised to record revenue monthly based on usage.

Parking

Parking revenue year-to-date of \$22.6 million was less than budget by \$0.8 million or three percent. System-wide parking utilization of 83 percent was up by three percentage points as compared to the first six-months of the prior year. December parking revenue includes an annual payment of \$300,000 from Prince George's County for garage spaces.

Other Revenue Sources

Total non-passenger revenue was below budget by \$1.4 million the first half of the fiscal year. See Operating Financials in appendix. Of non-passenger revenue, advertising revenue was \$2.2 million below budget. Because of the way in which the CBS Broadcasting Inc. 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.

Expenses

Metro was \$20 million, or 2.7 percent, below budget in expenditure through the end of the second quarter, as shown in table 1.

Labor

Total personnel expenses were over budget by \$7.3 million for the first six months. Overtime was over budget by \$14.1 million mainly in the departments of Transit Infrastructure and Engineering Services (TIES), Rail Transportation (Rail) and Bus Services (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. Salary and wage expenses were under budget by \$8.6 million primarily due to vacancies in Bus, Rail and TIES. Fringe benefits were 1.7 million over budget year-to-date. The variance in fringe benefits is partially due to the overrun in overtime.

Non-Labor

Year-to-date non-personnel expenses were under budget by \$27.4 million. Services were under budget by \$15.4 million mainly due to lower than projected utilization of paratransit



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

and delays in initiating service contracts. The MetroAccess service contract was \$6.4 million favorable to budget through the second quarter. Fuel & Propulsion and Utilities were under budget by \$15.9 million mainly due to lower than budgeted propulsion and utility rates. Both of these situations will continue through the rest of the fiscal year. Part of this favorable performance was offset by Materials and Supplies, which was over budget by \$3.9 million due to a lag in capitalization of car maintenance parts.

CAPITAL FINANCES

Sources of Funds

The total available budget authority for FY2012 is \$1.15 billion. In October, per the Capital Funding Agreement (CFA), Metro provided the Contributing Jurisdictions (Jurisdictions) with a reconciliation of actual FY2011 expenditures and a revised forecast of expenditures for FY2012 (FY2012 Forecast). The FY2012 Forecast formed the basis for the revised scheduled Allocation Contribution of each of the Jurisdictions and the Annual Work Plan (AWP) delivered to the Jurisdictions on December 22, 2011. The FY2012 Forecast projects expenditures of \$1.03 billion.

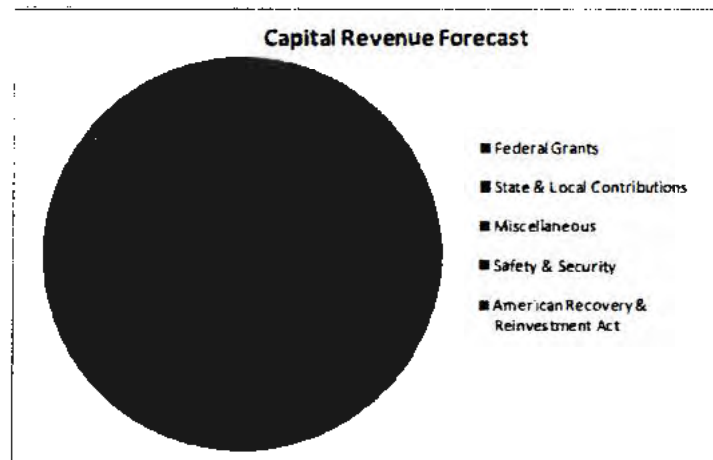
Year-to-date sources of funds per the FY2012 Forecast total \$1.03 billion. As of December 31, 2011 the amount awarded to Metro, including federal grants, totals \$475 million. Revenue received year-to-date is \$392 million, and represents available cash on hand. Total miscellaneous revenue consists of \$69 million from Metro Matters rollover, land sales, West Falls Church insurance settlement and other Jurisdictional proceeds.

Capital Revenues		FY2012 Year to Date			
(dollars in millions)				Received	To be
	CIP Budget*	Forecast		to Date	Received
Federal Grants	\$ 530	\$ 494		\$ 123	\$ 371
State & Local Contributions	422	354		165	189
Miscellaneous	91	69		69	-
Subtotal	1,042	917		357	560
Security - Federal Grants	\$ 57	\$ 57		\$ -	\$ 57
ARRA - Federal Grants	56	56		34	22
Subtotal	113	113		34	78
Total	\$ 1,155	\$ 1,030		\$ 392	\$ 638

*CIP Budget includes unexpended FY2011 Rollover of \$153 million plus Board Approved FY2012 Budget of \$849 million.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012



As of December 31, 2011, \$357 million of the Capital Improvement Program revenue in FY2012 has been received as compared to \$290 million received at this time in FY2011.

Capital Revenues (dollars in millions)	FY 2012 Forecast and Actuals			
	Budget*	Forecast	Received to Date	To be Received
December FY2011	\$ 844	\$ 754	\$ 290	\$ 464
December FY2012	\$ 1,042	\$ 917	\$ 357	\$ 560

*CIP Budget includes unexpended FY2011 Rollover of \$153 million plus Board Approved FY2012 Budget of \$889 million

Uses of Funds

The FY2012 Forecast is \$1.03 billion. As of December 31, 2011, capital spending was as follows: \$763 million, or 74 percent, had been obligated and \$342 million, or 33 percent, had been expended. The appendix includes budget and spending data for each capital project.



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

Capital Spending (dollars in millions)		FY2012 Year to Date					
Capital Improvement Program	Budget*	Forecast	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate
Vehicles/Vehicle Parts	\$ 278	\$ 269	\$ 225	\$ 118	\$ 160	84%	44%
Rail System Infrastructure Rehab	102	100	102	48	54	102%	49%
Maintenance Facilities	163	126	61	19	144	49%	15%
Systems and Technology	108	91	72	32	75	79%	36%
Track and Structure	83	81	72	34	48	89%	42%
Passenger Facilities	121	116	82	27	93	71%	24%
Maintenance Equipment	156	105	65	16	140	62%	16%
Other Facilities	26	25	20	11	15	77%	42%
Project Management and Support	5	5	1	1	5	14%	14%
Subtotal	\$ 1,042	\$ 917	\$ 699	\$ 307	\$ 736	76%	33%
Security Program	\$ 57	\$ 57	\$ 9	\$ 1	\$ 56	16%	1%
ARRA Program							
Vehicles and Vehicle Parts	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	97%	8%
Maintenance Facilities	19	19	18	17	1	99%	94%
Passenger Facilities	6	6	6	0	6	92%	5%
Safety and Security	1	1	1	1	0	98%	82%
Maintenance and Repair Equipment	12	12	12	9	3	100%	74%
Operations System	16	16	16	6	10	100%	40%
Information Technology	1	1	1	1	0	100%	59%
Miscellaneous	0	0	0	0	0	65%	27%
Subtotal	\$ 56	\$ 56	\$ 55	\$ 35	\$ 21	98%	62%
Total	\$ 1,155	\$ 1,030	\$ 763	\$ 342	\$ 813	74%	33%

*CIP Budget includes unexpended FY2011 Rollover of \$153 million plus Board Approved FY2012 Budget of \$889 million.

The FY2012 Capital Improvement Program had relatively flat changes in both obligation and expenditure rates when compared to December FY2011. However, the Program actually expended \$51 million or 20 percent more and obligated \$124 million or 22 percent more than during the same period last year.

Capital Spending (dollars in millions)		Expenditure-Based Year to Date Budget Status					
	Budget*	Forecast	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate
Capital Improvement Program FY2011	\$ 844	\$ 754	\$ 575	\$ 256	\$ 588	76%	34%
Capital Improvement Program FY2012	\$ 1,042	\$ 917	\$ 699	\$ 307	\$ 736	76%	33%

		Obligation-Based Budget Status					
	Budget	Forecast	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate
American Recovery & Reinvestment Act	\$ 202	\$ 56	\$ 201	\$ 181	\$ 21	100%	90%
Reimbursable Projects	1,851	100	1,561	1,337	514	84%	72%
Safety & Security Projects	61	57	13	5	56	22%	8%
Total	\$ 2,114	\$ 213	\$ 1,775	\$ 1,522	\$ 592	84%	72%

Obligation-Based projects do not have annual budgets

*CIP Budget includes unexpended FY2011 Rollover of \$153 million plus Board Approved FY2012 Budget of \$889 million.

CAPITAL PROJECT HIGHLIGHTS

Vehicle/Vehicle Parts

Metro currently has a fleet of approximately 1,500 buses, each with a fifteen-year useful life. In order to insure a modern operating fleet that operates within its useful life, Metro



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

combines an aggressive and effective maintenance program and a bus replacement program that sets a target of 100 buses for replacement each year. As of December 31st, 94 of the 100 FY2012 replacement buses have been received with 48 of those buses in service. Full delivery of the remaining replacement buses will be completed in January 2012. The delivery of the 51 thirty (30) foot BRT buses (26 clean diesel and 25 hybrid/electric) is scheduled to commence in March 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 December 31st, thirty four (34) vans had entered the production line with approximately twenty nearing completion. Production of the 16 MV-1 Accessible Sedans will commence January 23 with deliveries scheduled for mid February. The project continues to be on schedule with no issues.

Passenger Facilities

Elevator Report

Major repairs were completed on elevators at the Congress Heights Metrorail station.

Rehabilitation/modernizations were started on elevators at the Metro Center and Congress Heights Metrorail stations.

Tasks	FY2012 Plan	Completed
Elevator Rehabilitations	5	-

Escalator Report

Major repairs were started on escalators at the Huntington, College Park-U of MD, Potomac Ave, Largo Town Center, Minnesota Ave, Addison Road-Seat Pleasant, Columbia Heights, Eastern Market, Federal Triangle, Grosvenor-Strathmore, Metro Center and Stadium-Armory Metrorail stations. Major repairs were completed on escalators at the Huntington, Minnesota Ave, Potomac Ave, College Park-U of MD, Largo Town Center and Minnesota Ave Metrorail stations.

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

Tasks	FY2012 Plan	Completed
Escalator Rehabilitations	42	17
Escalator Replacements	3	3

Station Rehabilitation Report



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

Station enhancements were started at the Federal Center SW, Capitol South, Crystal City, Pentagon City and Clarendon (mini) Metrorail stations. Station rehabilitations were completed at the New York Ave-Florida Ave-Gallaudet U and Greenbelt Metrorail stations.

Track and Structures Maintenance

Red Line

- Cable installations, station and signal upgrades, fiber optic cable installation and platform rehabilitation between Takoma and Forest Glen
- Rail and infrastructure renewal between Shady Grove and Twinbrook
- Rail renewal and tunnel leak repairs between Friendship Heights and Grosvenor-Strathmore
- Rail and ties renewal work between New York Ave-Florida Ave-Gallaudet U and Fort Totten
- Platform repairs between Shady Grove and Grosvenor-Strathmore
- Municipal water main and sewer line stabilization within Farragut North Station
- Track rebuilds, tie and insulator installations, communication cable replacements and station platform renovations between Glenmont and Fort Totten
- Municipal water main and sewer line stabilization as well as new emergency phone installations at Farragut North
- Track circuit replacements between Dupont Circle and Medical Center
- Signal system repairs between Shady Grove and Rockville
- Rail renewal work between Farragut North and Judiciary Square
- New rail, fastener, and communication cable installations for improved cell service between Brookland-CUA and Glenmont
- Automatic train control upgrades at the Silver Spring
- Rail and fastener renewal between Van Ness-UDC and Friendship Heights
- Rail and tie renewal work between Rhode Island Ave-Brentwood and Fort Totten
- Rail upgrades between Dupont Circle and Van Ness-UDC
- Rail fastener renewal between Friendship Heights and Medical Center
- Track circuit replacement between Van Ness-UDC and Medical Center

Blue and Orange Lines

- Rail fastener replacements and tunnel repairs between Eastern Market and Stadium-Armory
- Rail renewal work between Foggy Bottom-GWU and McPherson Square
- Track maintenance between Foggy Bottom-GWU and Arlington Cemetery/Clarendon
- Switch replacement preparation between Smithsonian and Eastern Market

Green and Yellow Lines

- New track switch installations at U Street/African-Amer Civil War Memorial/Cardozo
- Rail maintenance and renewal work between U Street/African-Amer Civil War Memorial/Cardozo and Georgia Ave-Petworth

Blue and Yellow Lines



Washington Metropolitan Area Transit Authority Quarterly Financial Report -- Q2 - FY2012

- New rail tie, insulator, and communication cable installations as well as upgrades to the surfaces underneath the rails between King Street and Pentagon City
- Rail and tie renewal work between Ronald Reagan Washington National Airport and Braddock Road

Green Line

- Rail fastener replacements between Southern Avenue and Naylor Road
- Prep work for switch replacement between Mt Vernon Sq 7th St-Convention Center and Georgia Ave-Petworth
- Rail renew work and cable installations between Fort Totten and Prince George's Plaza
- Prep work and guarded #8 track switch installations between L'Enfant Plaza and Southern Avenue
- Guarded #8 switch installations and prep work outside Navy Yard and Anacostia
- Rail and tie renewal work between Greenbelt and College Park-U of MD

Blue Line

- Rail and insulator renewal work between Braddock Road and Van Dorn Street
- Floating slab (underneath the rails) repairs for a smoother ride between Addison Road-Seat Pleasant to Stadium-Armory
- New rail installations between Franconia-Springfield and Van Dorn Street

Orange Line

- Dulles rail extension associated construction between East Falls Church and West Falls Church-VT/UVA
- Cross tie and insulator replacements and rail renewal work between Vienna/Fairfax-GMU and West Falls Church-VT/UVA
- New rail and related infrastructure installations between New Carrollton and Cheverly
- Rail renewal work between New Carrollton and Stadium-Armory
- New track installation between Ballston-MU and East Falls Church
- Insulator repairs and fiber optic cable installation between East Falls Church and West Falls Church-VT/UVA
- Structural repairs to the elevated portion of the line and track rehabilitation between Deanwood and Cheverly
- Bridge repairs between Stadium-Armory and Cheverly
- Rail, joint, and fastener renewal between Foggy Bottom-GWU and Clarendon
- Rail and tie renewal between Cheverly and New Carrollton



Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q2 - FY2012

OUTSTANDING DEBT

Metro's outstanding debt as of December 31, 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.

December 31, 2011			
Debt Type (dollars in millions)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 2003	\$51.7	\$27.5	FY2015
Bond Series 2009A	\$230.7	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	\$337.4	\$48.7	
Wachovia LOC	\$0.0	Varies	Jun-12
Bank of America LOC	\$0.0	Varies	Jun-12
US Bank LOC	\$0.0	Varies	Jun-12
Subtotal	\$0.0		
Grand Total	\$337.4		

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



**Washington Metropolitan Area Transit Authority
Quarterly Financial Report -- Q2 - FY2012**

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

December-11
FISCAL YEAR 2012
Dollars in Millions

QUARTER-TO-DATE RESULTS:

Prior Year Actual	Actual	Budget	Variance
----------------------	--------	--------	----------

\$134.7	\$134.6	\$137.4	(\$2.9)
31.7	32.0	29.4	2.7
0.8	1.6	1.6	(0.0)
10.2	11.3	11.4	(0.1)
\$177.4	\$179.5	\$179.8	(\$0.3)
\$2.2	\$2.0	\$2.1	(\$0.1)
3.8	3.2	4.2	(1.0)
1.2	1.7	1.6	0.1
3.6	3.3	3.7	(0.4)
2.1	1.2	1.8	(0.6)
0.1	0.0	0.1	(0.1)
0.0	0.0	0.0	0.0
0.2	0.0	0.0	0.0
\$13.1	\$11.4	\$13.6	(\$2.2)

REVENUES:

Passenger Revenue

Metrorail	2%
Metrobus	9%
MetroAccess	0%
Parking	1%
subtotal	0%

Non-Passenger Revenue

D.C. Schools	-5%
Advertising	-24%
Joint Dev/Property Rent	6%
Fiber Optic	10%
Other	-35%
Interest	-98%
SE Closure	
SCR Funding	
subtotal	-16%

YEAR-TO-DATE RESULTS:

Prior Year Actual	Actual	Budget	Variance
----------------------	--------	--------	----------

\$282.6	\$281.0	\$287.5	(\$6.5)
66.0	65.7	61.2	4.5
2.1	3.9	3.2	0.7
20.8	22.6	23.4	(0.8)
\$371.4	\$373.1	\$375.3	(\$2.1)
\$3.1	\$3.3	\$3.0	\$0.3
5.9	5.6	7.8	(2.2)
2.8	3.2	3.2	(0.0)
7.0	7.2	7.4	(0.3)
4.3	4.6	3.7	1.0
0.1	0.0	0.3	(0.2)
0.0	0.0	0.0	0.0
0.4	0.0	0.0	0.0
\$23.7	\$24.0	\$25.4	(\$1.4)

\$190.6	\$190.9	\$193.4	(\$2.4)	-1%	TOTAL REVENUE	\$395.1	\$397.1	\$400.6	(\$3.5)	-1%
---------	---------	---------	---------	-----	---------------	---------	---------	---------	---------	-----

EXPENSES:

\$155.9	\$157.5	\$163.4	\$5.9	4%	Salary/Wages	\$313.2	\$318.8	\$327.3	\$8.6	3%
\$20.7	\$20.5	\$14.4	(\$6.1)	-42%	Overtime	\$43.4	\$43.0	\$28.9	(\$14.1)	-49%
76.4	73.5	77.8	4.3	6%	Fringe Benefits	150.1	154.7	152.9	(1.8)	1%
45.4	45.1	50.3	5.2	10%	Services	89.3	86.2	101.6	15.4	15%
17.5	11.5	13.0	1.5	11%	Supplies	37.2	29.7	25.8	(3.9)	-15%
20.7	21.5	26.2	4.7	18%	Power/Diesel/CNG	43.5	45.2	54.1	8.9	16%
8.3	7.8	11.3	3.5	31%	Utilities	16.5	15.8	22.8	7.0	31%
10.8	8.8	8.6	(0.1)	-2%	Insurance/Other	21.1	17.3	17.3	0.0	0%

\$355.7	\$346.2	\$365.2	\$19.0	5%	TOTAL EXPENSE	\$714.3	\$710.7	\$730.8	\$20.1	3%
---------	---------	---------	--------	----	---------------	---------	---------	---------	--------	----

\$165.2	\$155.2	\$171.8	\$16.6	10%	SUBSIDY	\$319.2	\$313.6	\$330.2	\$16.6	5%
---------	---------	---------	--------	-----	---------	---------	---------	---------	--------	----

Favorable/(Unfavorable)

Favorable/(Unfavorable)

54%

55%

53%

COST RECOVERY RATIO

55%

56%

55%

RAIL
Operating Financials
December-11
FISCAL YEAR 2011
Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
REVENUES:											
\$134.7	\$134.6	\$137.4	(\$2.9)	-2%	Passenger Fares	\$282.6	\$281.0	\$287.5	(\$6.5)	2%	
0.7	(0.1)	0.6	(0.7)	-115%	D.C. Schools	1.2	0.8	0.9	(0.1)	-13%	
10.2	11.3	11.4	(0.1)	-1%	Parking	20.8	22.6	23.4	(0.8)	-3%	
2.5	1.1	1.4	(0.3)	-24%	Advertising	4.0	1.9	2.6	(0.7)	-28%	
1.2	1.7	1.6	0.1	6%	Joint Dev/Property Rent	2.8	3.2	3.2	(0.0)	0%	
3.6	3.3	3.7	(0.4)	-10%	Fiber Optic	7.0	7.2	7.4	(0.3)	-4%	
1.7	0.6	1.4	(0.7)	-53%	Other	3.0	3.6	2.7	0.8	29%	
0.0	0.0	0.1	(0.1)	-97%	Interest	0.0	0.0	0.2	(0.2)	-99%	
0.2	0.0	0.0	0.0		SCR Funding	0.4	0.0	0.0	0.0		
\$154.7	\$152.5	\$157.6	(\$5.1)	-3%	TOTAL REVENUE	\$321.8	\$320.1	\$327.9	(\$7.8)	-2%	
EXPENSES:											
\$93.8	\$94.1	\$97.7	\$3.7	4%	Salary/Wages	\$186.1	\$189.8	\$195.7	\$5.9	3%	
\$13.1	\$12.6	\$6.9	(\$5.7)	-83%	Overtime	\$27.5	\$26.8	\$13.8	(\$12.9)	-94%	
45.5	43.9	45.8	1.9	4%	Fringe Benefits	88.9	92.2	89.8	(2.4)	-3%	
13.3	14.1	15.1	1.0	6%	Services	24.9	25.4	30.6	5.2	17%	
11.8	5.1	8.3	3.2	39%	Supplies	23.8	17.8	16.4	(1.3)	-8%	
13.7	13.0	15.3	2.3	15%	Power/Diesel/CNG	27.7	26.3	32.3	6.0	18%	
6.4	6.3	9.1	2.7	30%	Utilities	13.1	13.1	18.6	5.5	30%	
6.7	5.2	4.3	(0.9)	-20%	Insurance/Other	13.0	10.2	8.7	(1.5)	-18%	
\$204.4	\$194.4	\$202.5	\$8.2	4%	TOTAL EXPENSE	\$405.1	\$401.6	\$405.9	\$4.5	1%	
\$49.7	\$41.8	\$44.9	\$3.0	7%	SUBSIDY	\$83.3	\$81.4	\$78.0	(\$3.4)	-4%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

76% 78% 78% **COST RECOVERY RATIO** 79% 80% 81%

METROBUS
Operating Financials
December-11
FISCAL YEAR 2011
Dollars in Millions

QUARTER-TO-DATE RESULTS:

Prior Year	Current Year		
Actual	Actual	Budget	Variance

REVENUES:				
\$31.7	\$32.0	\$29.4	\$2.7	9%
1.5	2.1	1.5	0.6	42%
1.3	2.1	2.8	(0.7)	-24%
0.3	0.4	0.5	(0.1)	-13%
0.1	(0.0)	0.0	(0.0)	-101%
0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	

\$24.9	\$36.7	\$34.2	\$2.5	7%
--------	--------	--------	-------	----

TOTAL REVENUE

EXPENSES:				
\$61.3	\$62.5	\$64.5	\$2.0	3%
\$7.5	\$7.9	\$7.5	(\$0.4)	-5%
30.5	29.1	31.5	2.4	8%
7.3	7.0	8.3	1.2	15%
5.6	6.3	4.6	(1.8)	-39%
7.0	8.4	10.9	2.4	22%
1.8	1.5	2.2	0.8	35%
3.8	3.4	4.0	0.6	16%

\$124.9	\$126.2	\$133.5	\$7.3	5%
---------	---------	---------	-------	----

TOTAL EXPENSE

\$90.0	\$89.5	\$99.4	\$9.9	10%
--------	--------	--------	-------	-----

SUBSIDY

Favorable/(Unfavorable)

28% 29% 26%

COST RECOVERY RATIO

YEAR-TO-DATE RESULTS:

Prior Year	Current Year		
Actual	Actual	Budget	Variance

\$66.0	\$65.7	\$61.2	\$4.5	7%
1.9	2.5	2.1	0.5	27%
1.9	3.8	5.2	(1.5)	-28%
0.8	0.9	0.9	(0.1)	-7%
0.1	0.0	0.1	(0.1)	86%
0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	

\$70.7	\$72.9	\$69.5	\$3.4	5%
--------	--------	--------	-------	----

\$125.4	\$127.1	\$129.3	\$2.2	2%
\$15.8	\$16.2	\$15.0	(\$1.2)	-8%
60.5	61.5	62.1	0.5	1%
13.1	12.4	16.5	4.1	25%
13.3	11.8	9.1	(2.7)	30%
15.7	18.9	21.8	2.9	13%
3.4	2.7	4.2	1.5	35%
7.7	6.7	8.1	1.4	17%

\$254.9	\$257.4	\$266.1	\$8.7	3%
---------	---------	---------	-------	----

\$184.2	\$184.5	\$196.5	\$12.0	6%
---------	---------	---------	--------	----

Favorable/(Unfavorable)

28% 28% 26%

REGIONAL BUS Operating Financials

December-11
FISCAL YEAR 2011
Dollars in Millions

QUARTER-TO-DATE RESULTS:

Prior Year	Current Year		
Actual	Actual	Budget	Variance

YEAR-TO-DATE RESULTS:

Prior Year	Current Year		
Actual	Actual	Budget	Variance

REVENUES:

\$26.6	\$26.7	\$24.4	\$2.2	9%	Passenger Fares	\$55.3	\$54.7	\$50.9	\$3.7	7%
1.5	2.1	1.5	0.6	42%	D.C. Schools	1.9	2.5	2.1	0.5	22%
1.3	2.1	2.8	(0.7)	-24%	Advertising	1.9	3.8	5.2	(1.5)	-28%
0.3	0.4	0.5	(0.1)	-13%	Other	0.8	0.9	0.9	(0.1)	7%
0.1	(0.0)	0.0	(0.0)	101%	Interest	0.1	0.0	0.1	(0.1)	86%
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0	

\$29.8	\$31.3	\$29.2	\$2.1	7%	TOTAL REVENUE	\$50.1	\$61.9	\$59.3	\$2.6	4%
--------	--------	--------	-------	----	---------------	--------	--------	--------	-------	----

EXPENSES:

\$50.8	\$51.6	\$53.2	\$1.7	3%	Salary/Wages	\$104.0	\$104.9	\$106.7	\$1.8	2%
\$6.2	\$6.5	\$6.2	(\$0.3)	5%	Overtime	\$13.1	\$13.4	\$12.4	(\$1.0)	-8%
25.3	24.0	26.0	2.0	8%	Fringe Benefits	50.2	50.8	51.2	0.4	1%
6.1	5.8	6.8	1.0	15%	Services	10.9	10.2	13.6	3.4	25%
4.7	5.2	3.8	(1.5)	-39%	Supplies	11.1	9.7	7.5	(2.2)	-30%
5.8	7.0	9.0	2.0	22%	Power/Diesel/ CNG	13.0	15.6	18.0	2.4	13%
1.5	1.2	1.9	0.7	35%	Utilities	2.8	2.2	3.5	1.2	35%
3.2	2.8	3.3	0.5	16%	Insurance/Other	6.4	5.5	6.7	1.1	17%

\$103.6	\$104.1	\$110.2	\$6.1	8%	TOTAL EXPENSE	\$211.4	\$212.4	\$219.6	\$7.1	3%
---------	---------	---------	-------	----	---------------	---------	---------	---------	-------	----

\$73.9	\$72.8	\$81.0	\$8.1	10%	SUBSIDY	\$151.4	\$150.5	\$160.3	\$9.7	6%
--------	--------	--------	-------	-----	---------	---------	---------	---------	-------	----

Favorable/(Unfavorable)

Favorable/(Unfavorable)

29% 30% 27%

COST RECOVERY RATIO

28% 29% 27%

NON-REGIONAL BUS

Operating Financials

December-11

FISCAL YEAR 2011

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year				Prior Year Actual	Current Year				
	Actual	Budget	Variance			Actual	Budget	Variance		
REVENUES:										
\$5.1	\$5.4	\$4.9	\$0.5	9%	Passenger Fares	\$10.6	\$11.0	\$10.2	\$0.8	7%
.0	.0	.0	.0		Other, SE Closure	.0	.0	.0	.0	
\$5.1	\$5.4	\$4.9	\$0.5	9%	TOTAL REVENUE	\$10.6	\$11.0	\$10.2	\$0.8	7%
EXPENSES:										
\$10.4	\$10.9	\$11.3	\$0.3	3%	Salary/Wages	\$21.4	\$22.2	\$22.6	\$0.4	2%
\$1.3	\$1.4	\$1.3	(\$0.1)	-5%	Overtime	\$2.7	\$2.8	\$2.6	(\$0.2)	-8%
5.2	5.1	5.5	0.4	8%	Fringe Benefits	10.3	10.8	10.8	0.1	1%
1.3	1.2	1.4	0.2	15%	Services	2.2	2.2	2.9	0.7	25%
1.0	1.1	0.8	(0.3)	-39%	Supplies	2.3	2.1	1.6	(0.5)	-30%
1.2	1.5	1.9	0.4	22%	Power/Diesel/CNG	2.7	3.3	3.8	0.5	13%
0.3	0.3	0.4	0.1	35%	Utilities	0.6	0.5	0.7	0.3	35%
.6	.6	.7	.1	16%	Insurance/Other	1.3	1.2	1.4	.2	17%
\$21.8	\$22.1	\$23.3	\$1.3	5%	TOTAL EXPENSE	\$43.4	\$45.0	\$46.5	\$1.5	3%
\$16.2	\$16.7	\$18.4	\$1.7	9%	SUBSIDY	\$32.8	\$34.0	\$36.2	\$2.3	6%
Favorable/(Unfavorable)					Favorable/(Unfavorable)					
24%	24%	21%	COST RECOVERY RATIO			24%	24%	22%		

METROACCESS

Operating Financials

December-11

FISCAL YEAR 2011

Dollars in Millions

QUARTER-TO-DATE RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year	Current Year		
Actual	Actual	Budget	Variance

Prior Year	Current Year		
Actual	Actual	Budget	Variance

REVENUES:

\$0.8	\$1.6	\$1.6	(\$0.0)	0%	Passenger Fares	\$2.1	\$3.9	\$3.2	\$0.7	22%
.1	.1	.0	.1		Other	.5	.2	.0	.2	
\$0.9	\$1.7	\$1.6	\$0.1	9%	TOTAL REVENUE	\$2.6	\$4.1	\$3.2	\$0.9	29%

EXPENSES:

\$0.9	\$0.9	\$1.2	\$0.2	21%	Salary/Wages	\$1.8	\$1.8	\$2.4	\$0.5	21%
\$0.0	\$0.0	\$0.0	\$0.0	30%	Overtime	\$0.0	\$0.0	\$0.0	\$0.0	38%
0.4	0.5	0.5	0.1	12%	Fringe Benefits	0.8	0.9	1.0	0.1	11%
24.7	23.9	26.9	3.0	11%	Services	51.3	48.4	54.5	6.1	11%
0.0	0.1	0.2	0.1	39%	Supplies	0.0	0.2	0.3	0.1	37%
0.0	0.0	0.0	0.0	46%	Utilities	0.0	0.0	0.1	0.0	22%
.3	.2	.3	.1	34%	Insurance/Other	.4	.3	.5	.2	35%
\$26.4	\$25.6	\$29.1	\$3.5	12%	TOTAL EXPENSE	\$54.3	\$51.7	\$58.8	\$7.1	12%

\$25.5	\$23.9	\$27.5	\$3.7	13%	SUBSIDY	\$51.8	\$47.6	\$55.6	\$8.0	14%
---------------	---------------	---------------	--------------	------------	----------------	---------------	---------------	---------------	--------------	------------

Favorable/(Unfavorable)

Favorable/(Unfavorable)

3%

7%

5%

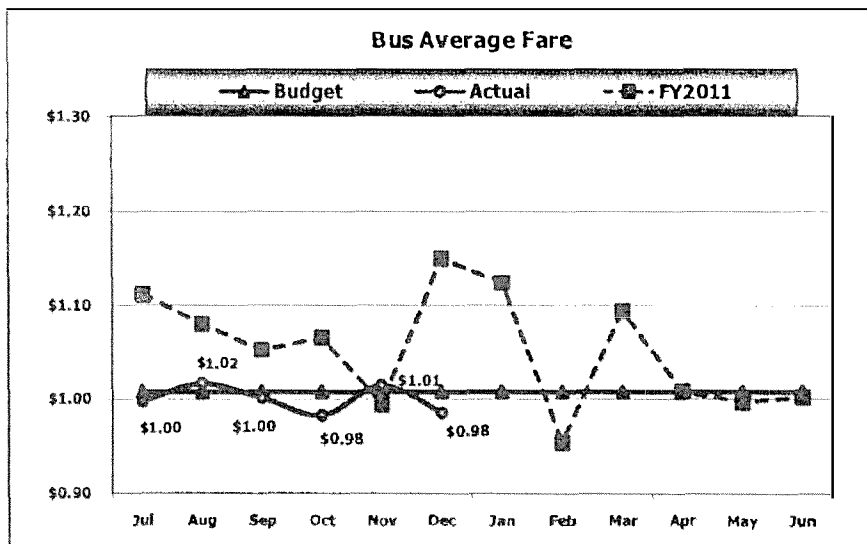
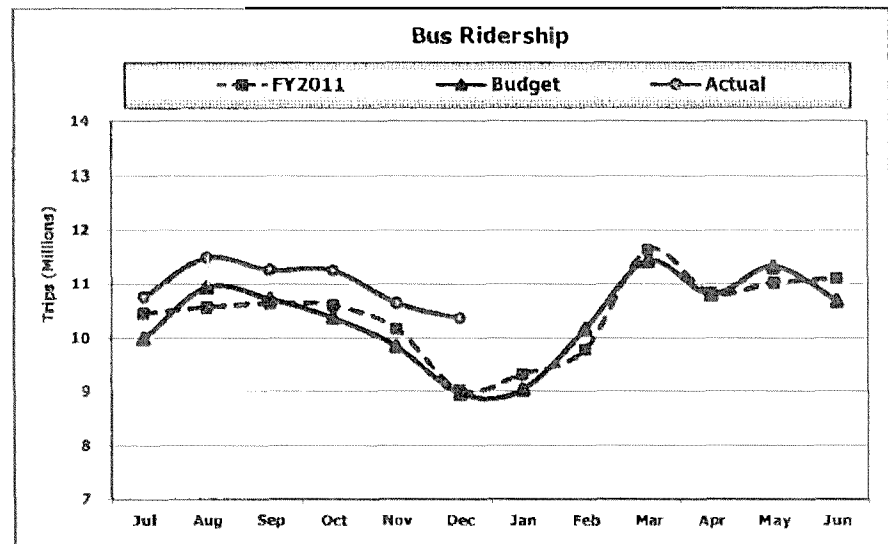
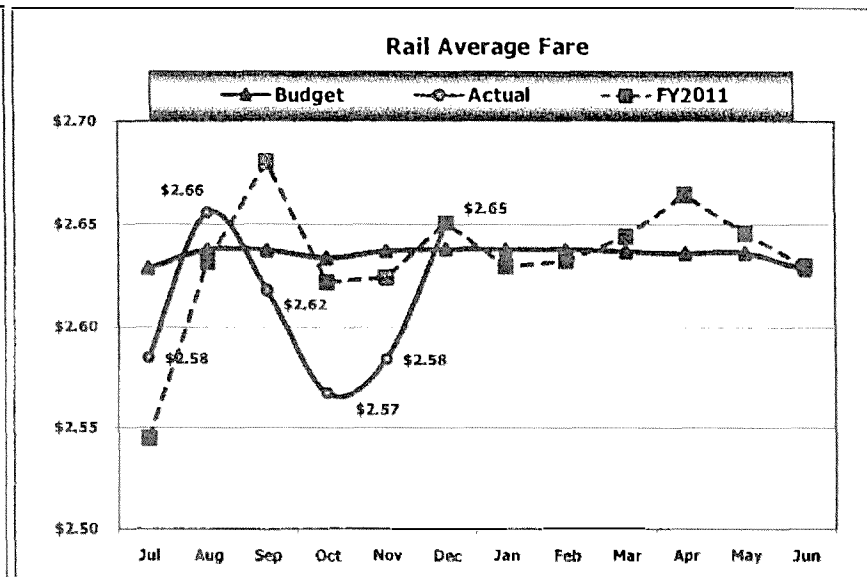
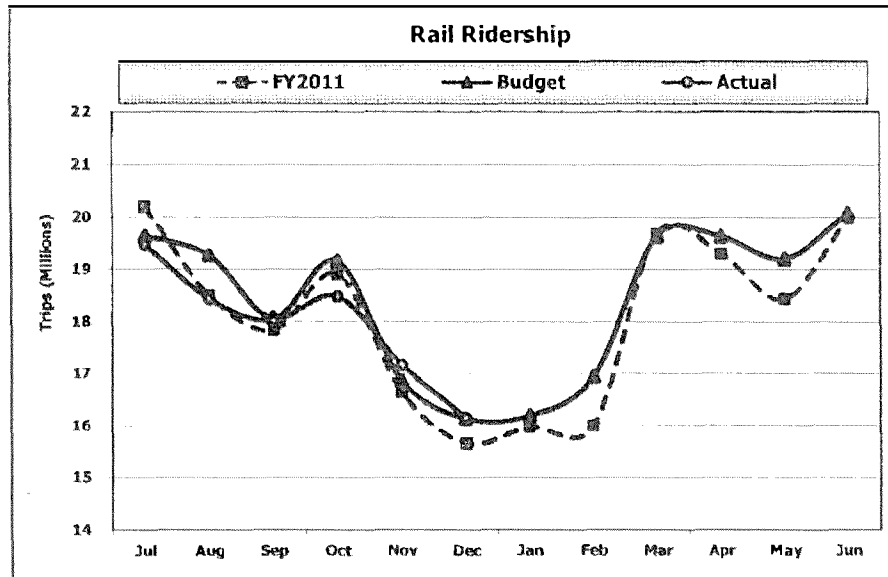
COST RECOVERY RATIO

5%

8%

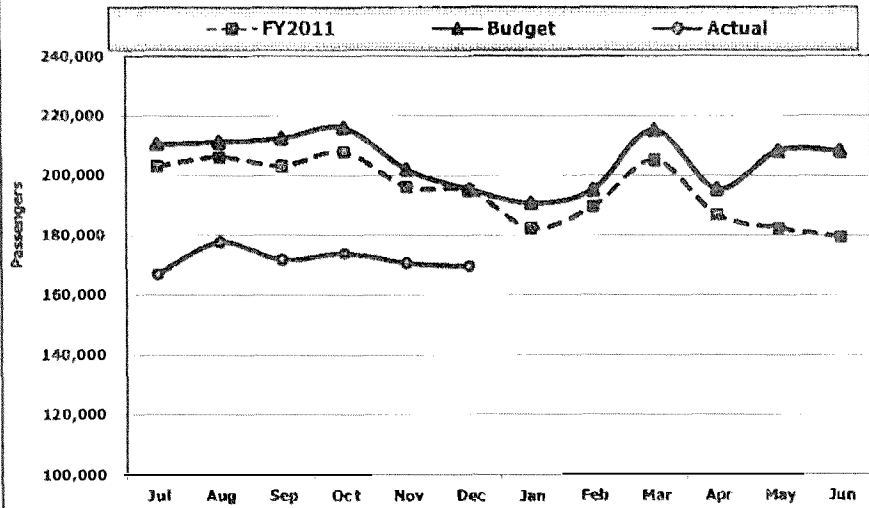
5%

RIDERSHIP and AVERAGE FARE ANALYSIS

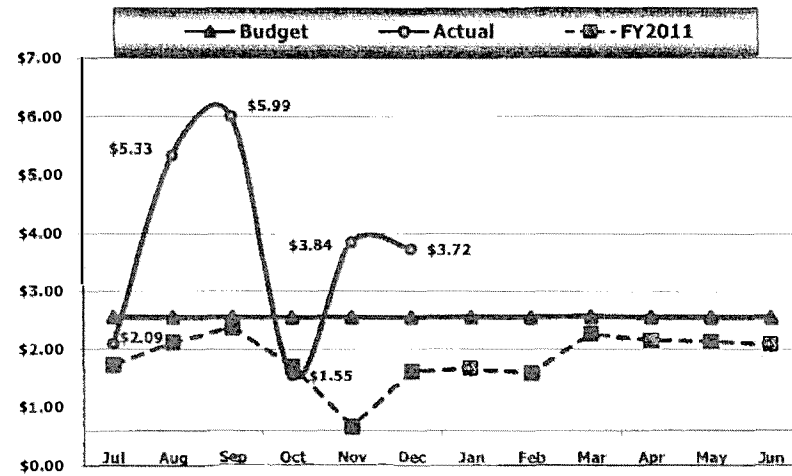


RIDERSHIP and AVERAGE FARE ANALYSIS

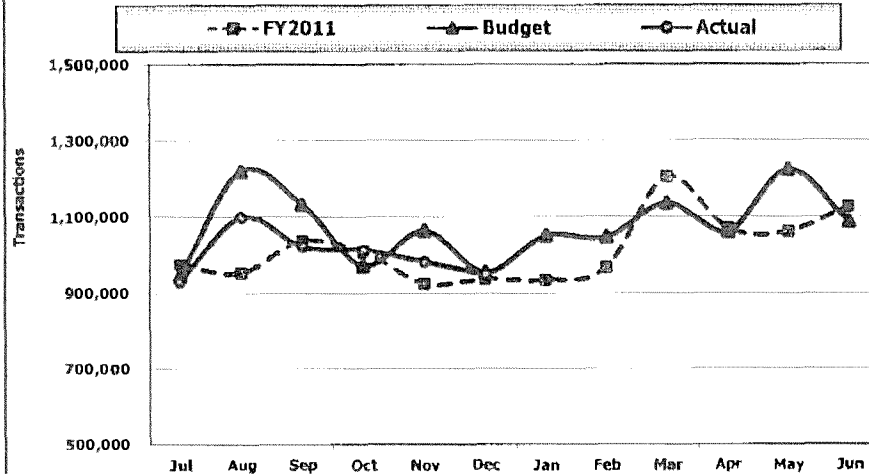
MetroAccess Ridership



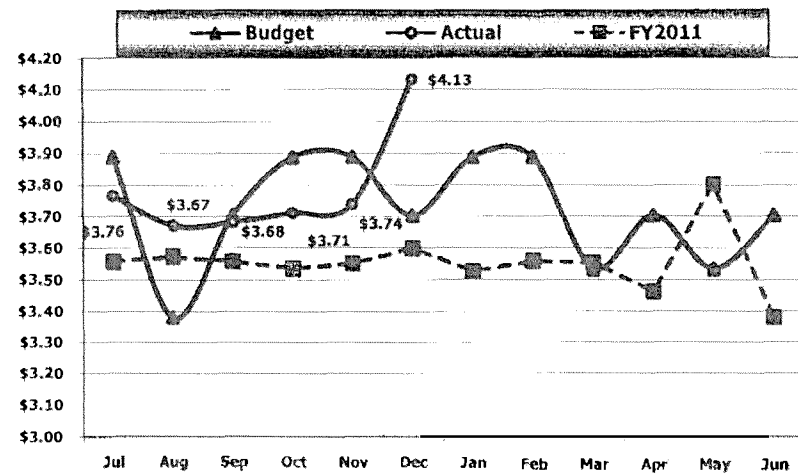
MetroAccess Average Fare



Parking Transactions



Parking Average Fee



**Ridership and Revenue Analysis: Quarter-to-Date
Q2 FY2012 - December 2011**

QTD Account Analysis						Modal Analysis					
	Last Year Actual	Actual	This Year Budget	Budget Variance		Actual vs Budget			This Year Actual vs. Last Year Actual		
a. Passenger Revenue											
MetroRail	\$134,714	\$134,565	\$137,428	(\$2,863)	(2%)						
Metrobus	\$31,723	\$32,045	\$29,355	\$2,689	9%						
MetroAccess	\$798	\$1,553	\$1,557	(\$4)	(0%)						
Monthly Total	\$167,235	\$168,163	\$168,341	(\$178)	(0%)						
b. Ridership											
MetroRail	51,182	51,788	52,136	(348)	(1%)						
Metrobus	29,778	32,252	29,152	3,099	11%						
MetroAccess	598	514	613	(99)	(16%)						
Monthly Total	81,558	84,553	81,902	2,651	3%						
c. Average Fare											
MetroRail	\$2.63	\$2.60	\$2.64	(\$0.04)	(1%)						
Metrobus	\$1.07	\$0.99	\$1.01	(\$0.01)	(1%)						
MetroAccess	\$1.33	\$3.02	\$2.54	\$0.48	19%						
Monthly Total	\$2.05	\$1.99	\$2.06	(\$0.07)	(3%)						
d. MetroRail											
Ridership				(\$918)	(1%)			\$1,594	1.2%		
Average Fare				(\$1,945)	(1%)			(\$1,743)	(1%)		
Budget Variance				(\$2,863)	(2%)			(\$149)	(0%)		
e. Metrobus											
Ridership				\$3,121	11%			\$2,635	8%		
Average Fare				(\$432)	(1%)			(\$2,314)	(7%)		
Budget Variance				\$2,689	9%			\$321	1%		
f. MetroAccess											
Ridership				(\$253)	(16%)			(\$113)	(14%)		
Average Fare				\$248	19%			\$868	127%		
Budget Variance				(\$4)	(0%)			\$755	95%		

* 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.

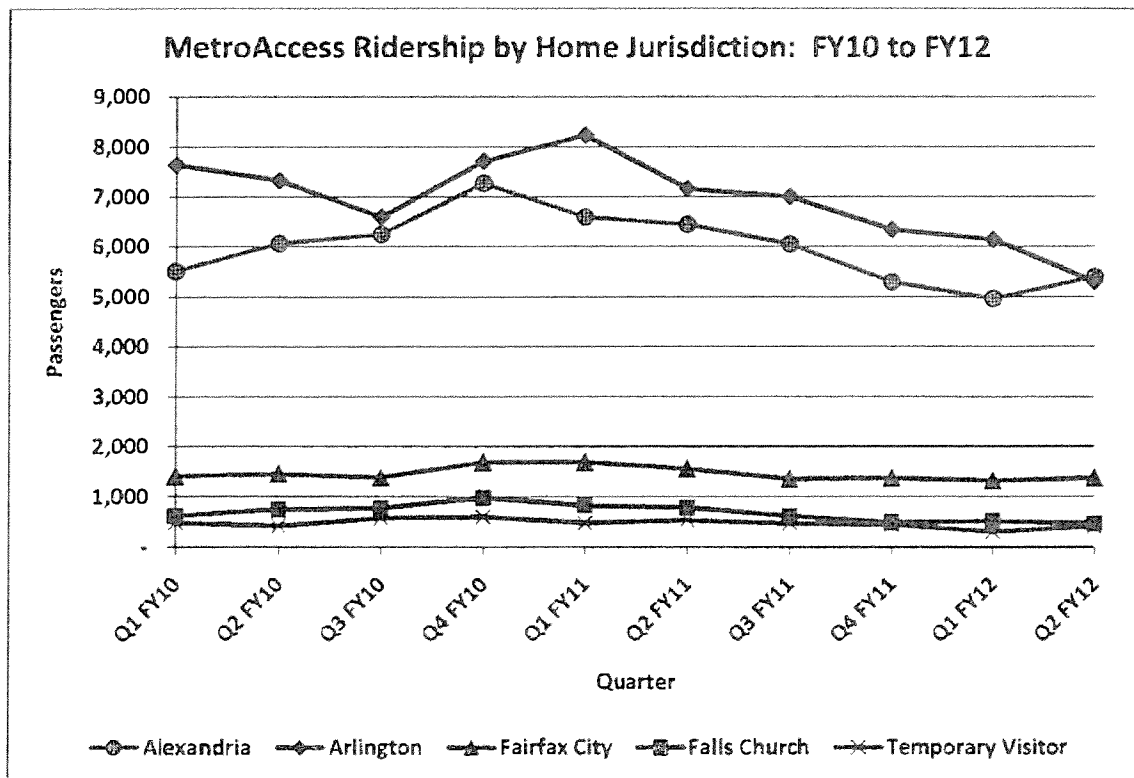
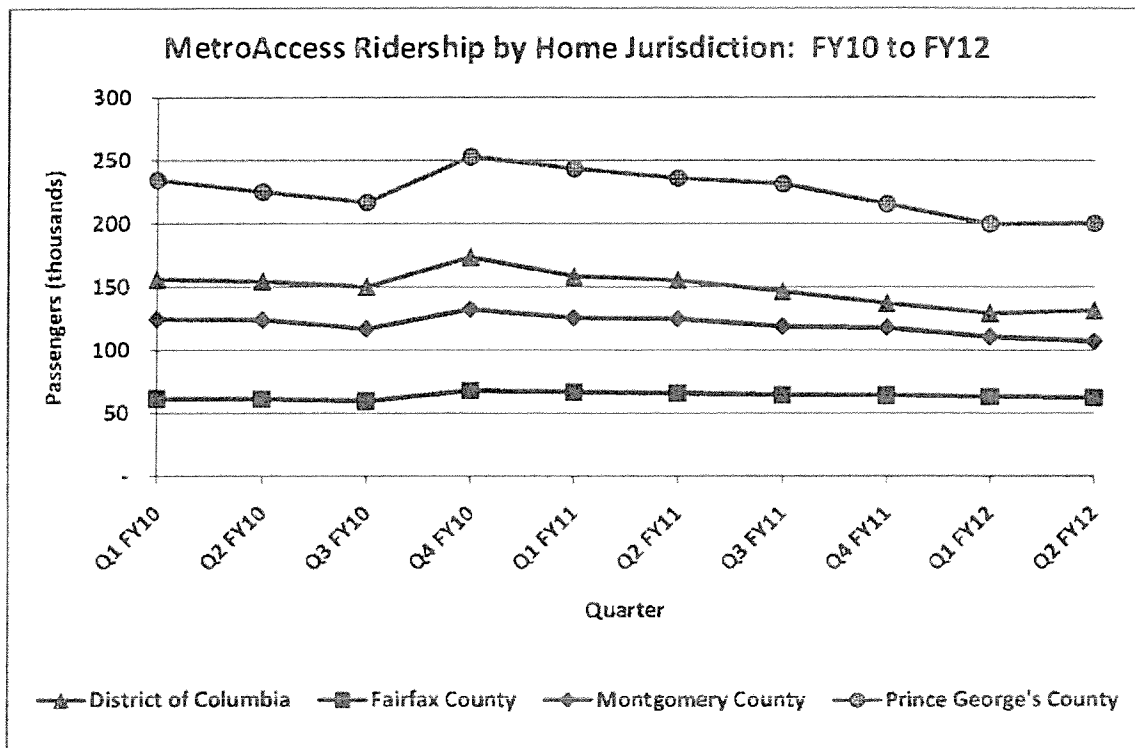
Ridership and Revenue Analysis: Year-to-Date FY2012 - December 2011

YTD Account Analysis						Modal Analysis			
	Last Year Actual	Actual	This Year Budget	Budget Variance		Actual vs Budget		This Year Actual vs. Last Year Actual	
a. Passenger Revenue									
Metrorail	\$282,580	\$280,950	\$287,484	(\$6,534)	(2%)				
Metrobus	\$65,951	\$65,680	\$61,195	\$4,485	7%				
MetroAccess	\$2,068	\$3,876	\$3,167	\$709	22%				
Monthly Total	\$350,599	\$350,506	\$351,847	(\$1,341)	(0%)				
b. Ridership									
Metrorail	107,709	107,689	109,099	(1,410)	(1%)				
Metrobus	61,440	65,729	60,773	4,956	8%				
MetroAccess	1,211	1,030	1,247	(217)	(17%)				
Monthly Total	170,360	174,447	171,119	3,329	2%				
c. Average Fare									
Metrorail	\$2.62	\$2.61	\$2.64	(\$0.03)	(1%)				
Metrobus	\$1.07	\$1.00	\$1.01	(\$0.01)	(1%)				
MetroAccess	\$1.71	\$3.76	\$2.54	\$1.22	48%				
Monthly Total	\$2.06	\$2.01	\$2.06	(\$0.05)	(2%)				
d. Metrorail									
Ridership	(\$3,716)	(1%)	(\$53)	(0.0%)					
Average Fare	(\$2,818)	(1%)	(\$1,577)	(1%)					
Budget Variance	(\$6,534)	(2%)	(\$1,630)	(1%)					
e. Metrobus									
Ridership	\$4,991	8%	\$4,604	7%					
Average Fare	(\$506)	(1%)	(\$4,875)	(7%)					
Budget Variance	\$4,485	7%	(\$271)	(0%)					
f. MetroAccess									
Ridership	(\$552)	(17%)	(\$309)	(15%)					
Average Fare	\$1,261	48%	\$2,118	120%					
Budget Variance	\$709	22%	\$1,808	87%					

* 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.

MetroAccess Ridership by Home Jurisdiction

Passengers - FY 2010	Q1	Q2	Q3	Q4	Total FY 2010
Alexandria	5,509	6,065	6,245	7,269	25,088
Arlington	7,637	7,324	6,592	7,711	29,264
District of Columbia	156,090	154,292	150,052	173,352	633,786
Fairfax County	61,598	61,371	59,621	68,084	250,674
Fairfax City	1,409	1,449	1,381	1,686	5,925
Falls Church	622	749	772	983	3,126
Montgomery County	124,702	124,050	116,927	132,380	498,059
Prince George's County	234,586	225,156	216,792	252,895	929,429
Sub Total:	592,153	580,456	558,382	644,360	2,375,351
Visitor:	482	420	573	597	2,072
Total Reported Ridership:	592,635	580,876	558,955	644,957	2,377,423
Passengers - FY 2011	Q1	Q2	Q3	Q4	Total FY 2011
Alexandria	6,589	6,441	6,052	5,293	24,375
Arlington	8,228	7,157	6,996	6,337	28,718
District of Columbia	158,476	155,324	146,588	136,980	597,368
Fairfax County	66,843	65,864	64,511	64,289	261,507
Fairfax City	1,682	1,555	1,352	1,370	5,959
Falls Church	823	783	616	491	2,713
Montgomery County	125,488	124,814	118,785	117,884	486,971
Prince George's County	243,609	235,969	231,552	215,460	926,590
Sub Total:	611,738	597,907	576,452	548,104	2,334,201
Other Eligible:	116	108	154	165	543
Temporary Visitor:	363	422	311	379	1,475
Total Reported Ridership:	612,217	598,437	576,917	548,648	2,336,219
Passengers - FY2012	Q1	Q2	Q3	Q4	Total FY 2012
Alexandria	4,963	5,394	-	-	10,357
Arlington	6,141	5,296	-	-	11,437
District of Columbia	129,223	131,186	-	-	260,409
Fairfax County	63,132	62,325	-	-	125,457
Fairfax City	1,315	1,369	-	-	2,684
Falls Church	512	467	-	-	979
Montgomery County	110,529	106,880	-	-	217,409
Prince George's County	199,640	200,138	-	-	399,778
Sub Total:	515,455	513,055	-	-	1,028,510
Other Eligible:	142	205	-	-	347
Temporary Visitor:	303	403	-	-	706
Total Reported Ridership:	515,900	513,663	-	-	1,029,563



WMATA PARKING FACILITY USAGE

STATION/LOT REGION	LOT CAP	Paid Utilization (% of Capacity)			
		FY 12 QUARTER 2	FY 12 Y-T-D	FY 11 QUARTER 2	FY 11 Y-T-D
<u>MONTGOMERY COUNTY</u>					
Grosvenor	1,894	99%	96%	94%	96%
White Flint	1,270	52%	49%	52%	48%
Twinbrook	1,097	66%	62%	70%	70%
Rockville	524	95%	98%	99%	89%
Shady Grove	5,745	91%	88%	86%	86%
Glenmont	1,781	98%	98%	87%	88%
Wheaton	977	49%	49%	50%	48%
Forest Glen	596	97%	96%	97%	98%
Montgomery County Total	13,884	85%	83%	81%	81%
<u>PRINCE GEORGE'S COUNTY</u>					
New Carrollton	3,519	89%	88%	86%	87%
Landover	1,866	51%	50%	39%	32%
Cheverly	500	90%	88%	91%	94%
Addison Road	1,268	61%	64%	62%	61%
Capitol Heights	372	80%	82%	78%	80%
Greenbelt	3,399	74%	77%	82%	82%
College Park	1,820	62%	62%	63%	66%
P.G. Plaza	1,068	49%	49%	47%	43%
West Hyattsville	453	93%	94%	95%	96%
Southern Avenue	1,980	73%	71%	73%	76%
Naylor Road	368	99%	99%	81%	76%
Suitland Garage	1,890	78%	81%	76%	75%
Branch Avenue	3,072	96%	95%	91%	90%
Morgan Blvd.	608	92%	85%	63%	51%
Largo	2,200	75%	75%	88%	81%
Prince George's County Total	24,383	76%	77%	76%	74%
Maryland Total	38,267	80%	79%	78%	77%
<u>DISTRICT OF COLUMBIA</u>					
Deanwood	194	58%	60%	44%	28%
Minnesota Ave.	333	67%	68%	43%	43%
Rhode Island Ave.	221	39%	18%		
Fort Totten	408	83%	82%	81%	84%
Anacostia Garage	808	67%	64%	56%	60%
District of Columbia Total	1,964	68%	67%	56%	57%
<u>Northern Virginia</u>					
Huntington	3,617	83%	83%	80%	81%
West Falls Church	2,009	96%	96%	94%	94%
Dunn Loring	1,326	99%	99%	99%	102%
Vienna	5,169	98%	98%	96%	95%
Franconia	5,069	85%	85%	88%	88%
Van Dorn	361	108%	101%	109%	106%
East Falls Church	422	117%	118%	98%	108%
Northern Virginia Total	17,973	92%	92%	91%	91%
System Total	58,204	83%	83%	81%	80%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast*	Obligated	Expended	Un-Expended (Forecast)	Obligation Rate (Forecast)	Expend Rate (Forecast)
A. Vehicles/ Vehicle Parts							
Replacement of Rail Cars							
CIP0057 1000 Series Rail Car Replacement	\$8,635.7	\$5,578.2	\$8,635.7	\$0.3	\$5,577.9	154.8%	0.0%
Subtotal	\$8,635.7	\$5,578.2	\$8,635.7	\$0.3	\$5,577.9	154.8%	0.0%
Replacement of Buses							
CIP0006 Bus Replacement	\$114,495.7	\$114,500.2	\$103,836.6	\$62,828.9	\$51,671.3	90.7%	54.9%
Subtotal	\$114,495.7	\$114,500.2	\$103,836.6	\$62,828.9	\$51,671.3	90.7%	54.9%
Rehabilitation of Rail Cars							
CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation	\$3,362.5	\$948.6	\$2,553.1	\$474.5	\$474.1	269.2%	50.0%
CIP0063 Rail Rehabilitation Program	22,915.8	22,917.5	22,915.8	11,585.1	11,332.4	100.0%	50.6%
CIP0064 1000 Series Rail Car HVAC Rehabilitation	2,152.0	3,183.6	1,832.9	407.3	\$2,776.3	57.6%	12.8%
CIP0067 Rail Car Safety & Reliability Enhancements	10,178.9	11,792.4	10,178.9	2,932.3	8,860.1	86.3%	24.9%
CIP0125 Rail Preventive Maintenance	55.1	0.0	0.9	0.0	0.0	0.0%	0.0%
CIP0142 Rail Lifecycle Overhaul	20,800.0	20,810.7	20,800.0	10,491.9	10,318.8	99.9%	50.4%
CIP0148 Repair of Damaged Railcars	7,908.7	2,193.8	667.7	(9.5)	2,203.3	30.4%	-0.4%
Subtotal	\$67,373.2	\$61,846.5	\$58,949.4	\$25,681.5	\$35,965.0	95.3%	41.8%
Rehabilitation of Buses							
CIP0005 Bus Rehabilitation Program	\$31,528.6	\$31,528.3	\$25,135.6	\$17,262.1	\$14,266.2	79.7%	54.8%
CIP0008 Bus Repairables	11,841.7	11,731.6	5,395.0	2,173.4	9,558.3	46.0%	18.5%
CIP0137 Bus Preventive Maintenance	47.3	0.0	0.0	0.0	0.0	0.0%	0.0%
CIP0143 Bus Lifecycle Overhaul	10,715.0	10,720.5	10,715.0	5,404.8	5,315.7	99.9%	50.4%
Subtotal	\$54,132.6	\$53,980.4	\$41,245.7	\$24,840.3	\$29,140.1	76.4%	46.0%
Replacement of MetroAccess Vehicles							
CIP0015 MetroAccess Fleet Replacement	\$11,558.6	\$11,391.9	\$2,452.2	\$1,303.3	\$10,088.6	21.5%	11.4%
Subtotal	\$11,558.6	\$11,391.9	\$2,452.2	\$1,303.3	\$10,088.6	21.5%	11.4%
Replacement of Service Vehicles							
CIP0009 Service Vehicle Replacement	\$7,569.9	\$7,606.6	\$1,317.3	\$721.5	\$6,885.1	17.3%	9.5%
Subtotal	\$7,569.9	\$7,606.6	\$1,317.3	\$721.5	\$6,885.1	17.3%	9.5%
Rail Car Fleet Expansion							
CIP0062 6000 Series Rail Car Procurement	\$5,490.7	\$4,634.7	\$3,679.4	\$349.3	\$4,285.5	79.4%	7.5%
Subtotal	\$5,490.7	\$4,634.7	\$3,679.4	\$349.3	\$4,285.5	79.4%	7.5%
Bus Enhancements							
CIP0002 Automatic Vehicle Location Equipment Replacement	\$8,174.7	\$8,328.5	\$4,879.4	\$1,362.3	\$6,966.1	58.6%	16.4%
CIP0007 Bus Camera Installation	489.4	1,287.3	489.4	337.2	950.1	38.0%	26.2%
Subtotal	\$8,613.6	\$9,615.8	\$5,368.8	\$1,699.5	\$7,916.2	55.8%	17.7%
Total: Vehicles/ Vehicle Parts	\$277,870.0	\$269,154.3	\$225,485.0	\$117,624.6	\$151,529.7	83.8%	43.7%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation Rate (Forecast)	Expend Rate (Forecast)
B. Rail System Infrastructure Rehabilitation							
<i>Rail Line Segment Rehabilitation</i>							
CIP0107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$48,720.5	\$59,613.6	\$48,720.5	\$35,370.6	\$24,243.0	81.7%	59.3%
CIP0110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	53,718.7	40,000.0	53,180.5	13,052.9	26,947.1	133.0%	32.6%
Subtotal	\$102,439.2	\$99,613.6	\$101,901.1	\$48,423.5	\$51,190.2	102.3%	48.6%
Total: Rail System Infrastructure Rehabilitation	\$102,439.2	\$99,613.6	\$101,901.1	\$48,423.5	\$51,190.2	102.3%	48.6%
C. Maintenance Facilities							
<i>Rehabilitation and Replacement of Bus Garages</i>							
CIP0084 Southern Avenue Bus Garage Replacement	\$30,640.2	\$26,612.8	\$4,423.7	\$1,433.0	25,179.7	16.6%	5.4%
CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)	30,311.8	19,338.2	6,642.4	1,830.0	\$17,508.2	34.3%	9.5%
CIP0086 Shepherd Parkway Bus Facility	22,719.2	6,913.4	630.2	34.5	6,878.9	9.1%	0.5%
Subtotal	\$83,671.2	\$52,864.4	\$11,696.2	\$3,297.5	\$49,566.9	22.1%	6.2%
<i>Maintenance of Bus Garages</i>							
CIP0119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$32,250.3	\$30,483.9	\$25,054.6	\$10,113.5	\$20,370.3	82.2%	33.2%
Subtotal	\$32,250.3	\$30,483.9	\$25,054.6	\$10,113.5	\$20,370.3	82.2%	33.2%
<i>Maintenance of Rail Yards</i>							
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$15,499.4	\$15,485.3	\$7,833.4	\$1,201.7	\$14,283.6	50.6%	7.8%
Subtotal	\$15,499.4	\$15,485.3	\$7,833.4	\$1,201.7	\$14,283.6	50.6%	7.8%
<i>Rail Maintenance Facilities</i>							
CIP0071 Test Track & Commissioning Facility	\$3,622.7	\$5,172.6	\$2,674.4	\$1,133.1	\$4,039.5	51.7%	21.9%
Subtotal	\$3,622.7	\$5,172.6	\$2,674.4	\$1,133.1	\$4,039.5	51.7%	21.9%
<i>Environmental Compliance Projects</i>							
CIP0010 Environmental Compliance Projects	\$823.0	\$593.4	\$446.7	\$171.1	\$422.3	75.3%	28.8%
CIP0011 Underground Storage Tank Replacement	4,658.3	4,989.3	2,092.9	589.9	4,399.4	41.9%	11.8%
Subtotal	\$5,481.4	\$5,582.7	\$2,539.5	\$761.0	\$4,821.7	45.5%	13.6%
<i>Maintenance Bus and Rail Facilities</i>							
CIP0126 Financial Planning, Project Administration, and System Wide Infrastructure Upgrades	\$2,079.4	\$1,577.5	\$964.6	\$695.7	881.8	61.1%	44.1%
CIP0127 Support Equipment - MTPD	1,029.8	1,238.4	751.1	286.6	\$951.8	60.6%	23.1%
CIP0145 Rail Yard Hardening and Bus Security	13,378.7	9,238.7	5,668.5	255.6	8,983.1	61.4%	2.8%
CIP0147 Electronic Countermeasures	351.0	350.2	120.0	20.2	330.0	34.3%	5.8%
Subtotal	\$16,838.8	\$12,404.9	\$7,504.1	\$1,258.1	\$11,146.8	60.5%	10.1%
<i>Expansion of Bus Garages</i>							
CIP0038 Bus Garage Capacity Enhancements	\$705.5	\$61.5	\$705.5	\$148.3	(86.8)	1146.5%	241.1%
CIP0078 Bladensburg Shop Reconfiguration	5,133.1	3,539.1	3,145.9	997.0	\$2,542.1	88.9%	28.2%
Subtotal	\$5,838.6	\$3,600.6	\$3,851.4	\$1,145.3	\$2,455.3	107.0%	31.8%
Total: Maintenance Facilities	\$163,202.2	\$125,594.4	\$61,153.7	\$18,910.3	\$106,684.1	48.7%	15.1%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un- Expended (Forecast)	Obligation Rate (Forecast)	Expend Rate (Forecast)
D. Systems and Technology							
Power System Upgrades - Rail							
CIP0077 8-Car Train Power Upgrades	\$107.7	\$74.0	\$107.7	\$107.7	(\$33.7)	145.6%	145.6%
Subtotal	\$107.7	\$74.0	\$107.7	\$107.7	(\$33.7)	145.6%	145.6%
Operations Support Software							
CIP0042 Bus & Rail Asset Management Software	\$4,358.9	\$4,556.7	\$4,358.9	\$2,519.7	\$2,037.0	95.7%	55.3%
CIP0043 Bus Operations Support Software	2,040.9	4,365.4	2,040.9	1,485.5	2,879.9	46.8%	34.0%
CIP0044 Customer & Regional Integration	8,859.3	7,474.0	8,399.5	2,857.9	4,616.0	112.4%	38.7%
CIP0045 Data Centers and Infrastructures	6,614.9	5,290.7	4,077.4	2,676.2	2,614.5	77.1%	50.6%
CIP0047 Enterprise Geographic Information System	3,625.6	3,029.0	2,001.7	682.7	2,346.4	66.1%	22.5%
CIP0051 Police Dispatch and Records Management	1,559.3	1,480.5	0.0	0.0	1,480.5	0.0%	0.0%
CIP0052 Network and Communications	5,515.6	5,659.1	4,568.7	2,226.2	3,432.9	80.7%	39.3%
CIP0053 Network Operations Center (NOC)	896.0	2,070.6	572.5	367.5	1,703.1	27.7%	17.7%
CIP0056 Rail Operations Support Software	2,824.2	2,366.4	1,204.3	387.7	1,978.7	50.9%	16.4%
CIP0128 Data Governance and Business Intelligence	1,559.3	3,630.8	847.5	200.4	3,430.5	23.3%	5.5%
CIP0140 Rail Mileage Based Asset Management	4,516.2	3,395.8	3,614.9	208.8	3,187.0	106.5%	6.1%
CIP0149 Transit Asset Management	3,000.0	1,375.0	245.6	0.0	1,375.0	17.9%	0.0%
Subtotal	\$45,370.1	\$44,694.0	\$31,931.8	\$13,612.7	\$31,081.3	71.4%	30.5%
Business Support Software & Equipment							
CIP0030 Currency Processing Machines	\$1,978.3	\$2,303.0	\$1,978.3	\$1,485.0	\$818.0	85.9%	64.5%
CIP0046 Document Management System	2,050.7	2,052.0	1,682.3	657.9	1,394.1	82.0%	32.1%
CIP0048 Sensitive Data Protection Technology	7,728.8	4,135.6	5,097.3	2,783.4	1,852.1	173.3%	55.2%
CIP0049 Management Support Software	25,780.7	18,727.4	13,518.4	7,063.7	11,663.7	72.7%	37.7%
CIP0050 Metro IT OneStop and Office Automation	3,175.1	4,051.0	2,683.0	1,867.9	2,183.1	66.2%	46.1%
CIP0054 Customer Electronic Communications & Outreach	3,191.1	3,133.7	3,191.1	1,331.3	1,802.3	101.8%	42.5%
CIP0103 Police Portable Radio Replacement	667.0	693.6	267.5	182.3	511.3	38.6%	26.3%
Subtotal	\$44,571.7	\$35,096.2	\$28,417.9	\$14,871.7	\$20,224.5	81.0%	42.4%
Rail Fare Equipment							
CIP0031 Debit/Credit Processing Requirements	\$1,121.9	\$886.6	869.3	416.5	470.1	98.1%	47.0%
CIP0032 Fare Media Encoders	913.3	516.2	913.3	0.0	516.2	176.9%	0.0%
CIP0091 Automatic Fare Collection Machines	1,074.8	919.0	320.1	4.7	\$914.3	34.8%	0.5%
CIP0092 Ethernet Wiring for Rail Fare Machines	1,756.0	1,362.1	1,756.0	146.6	1,215.5	128.9%	10.8%
CIP0093 Integrating regional NEXTFARE System	7,709.9	2,068.0	3,562.4	2,093.7	(25.8)	172.3%	101.2%
CIP0094 Improvements to Coin Collection Machines	2,166.9	2,167.0	1,866.7	86.6	2,080.4	86.1%	4.0%
CIP0097 Open Bankcard and Automatic Fare Collection Systems	2,793.7	2,858.0	1,971.1	913.8	1,944.3	69.0%	32.0%
Subtotal	\$17,536.5	\$10,776.8	\$11,258.9	\$3,661.9	\$7,115.0	104.5%	34.0%
Total: Systems and Technology	\$107,586.0	\$90,641.1	\$71,716.4	\$32,254.0	\$58,387.1	79.1%	35.6%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un-Expended (Forecast)	Obligation Rate (Forecast)	Expend Rate (Forecast)
E. Track and Structures							
<i>Track Rehabilitation</i>							
CIP0018 Track Welding Program	\$2,756.5	\$2,887.1	\$2,095.0	\$844.8	2,042.3	72.6%	29.3%
CIP0019 Track Floating Slab Rehabilitation	1,503.2	1,511.1	992.9	694.7	816.4	65.7%	46.0%
CIP0021 Track Pad/Shock Absorber Rehabilitation	4,097.0	2,569.2	2,374.9	1,198.7	1,370.5	92.4%	46.7%
CIP0022 Track Structural Rehabilitation	4,036.9	4,101.9	3,804.9	1,323.7	2,778.2	92.8%	32.3%
CIP0023 Third Rail Rehabilitation	5,517.4	5,012.0	476.9	328.1	\$4,683.9	9.5%	6.5%
CIP0024 Track Rehabilitation	50,413.7	51,161.0	47,740.1	24,818.4	26,342.6	93.3%	48.5%
CIP0089 Track Fasteners	3,553.2	3,614.1	3,553.2	1,418.2	2,195.8	98.3%	39.2%
CIP0141 Cheverly Abutment	1,546.9	254.3	1,546.9	283.7	(29.4)	608.3%	111.6%
CIP0146 Mainline #8 Switch Replacement Program	5,906.4	6,495.1	5,906.4	1,642.1	4,853.0	90.9%	25.3%
Subtotal	\$79,331.1	\$77,605.7	\$68,491.1	\$32,552.4	\$45,053.4	88.3%	41.9%
<i>Station/Tunnel Rehabilitation</i>							
CIP0026 Station/Tunnel Leak Mitigation	\$3,298.3	\$3,331.4	\$3,298.3	\$1,837.1	\$1,494.3	99.0%	55.1%
Subtotal	\$3,298.3	\$3,331.4	\$3,298.3	\$1,837.1	\$1,494.3	99.0%	55.1%
Total: Track and Structures	\$82,629.4	\$80,937.1	\$71,789.4	\$34,389.4	\$46,547.7	88.7%	42.5%
F. Passenger Facilities							
<i>Elevator/Escalator Facilities</i>							
CIP0077 Elevator Rehabilitation	\$5,425.4	\$4,714.9	\$4,909.8	\$944.9	\$3,770.0	104.1%	20.0%
CIP0073 Escalator Rehabilitation	17,501.6	15,836.7	11,437.1	5,380.9	10,455.8	72.2%	34.0%
CIP0132 Elevator/Escalator Repairables	4,825.3	4,622.1	975.4	782.4	3,839.7	21.1%	16.9%
Subtotal	\$27,752.3	\$25,173.6	\$17,322.4	\$7,108.2	\$18,065.4	68.8%	28.2%
<i>Maintenance of Rail Station Facilities</i>							
CIP0087 Station Rehabilitation Program	\$7,832.4	\$12,842.0	\$7,832.4	\$4,204.6	8,637.4	61.0%	32.7%
CIP0138 System-wide Infrastructure Rehabilitation	55,205.9	57,459.1	37,340.6	12,168.2	\$45,290.9	65.0%	21.2%
CIP0150 Fire Systems	2,160.0	2,166.0	1,646.9	87.6	2,078.4	76.0%	4.0%
CIP0151 Station Cooling Program	8,725.0	3,255.0	8,725.0	1,714.8	1,540.2	268.0%	52.7%
CIP0152 Parking Garage Rehabilitation	1,000.0	1,000.0	382.3	31.3	968.7	38.2%	3.1%
Subtotal	\$71,923.3	\$76,722.1	\$55,927.1	\$18,206.5	\$58,515.6	72.9%	23.7%
<i>Bicycle & Pedestrian Facilities</i>							
CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$1,690.6	\$1,556.2	\$1,350.9	\$505.9	\$1,050.3	86.8%	32.5%
CIP0036 Replacement of Bicycle Racks & Lockers	623.8	402.9	162.0	37.6	365.2	40.2%	9.3%
Subtotal	\$2,314.4	\$1,959.0	\$1,513.0	\$543.5	\$1,415.5	77.7%	27.7%
<i>Rail Station: Capacity Enhancements</i>							
CIP0039 Core & System Capacity Project Development	\$3,283.3	\$1,547.1	\$1,214.2	\$421.8	\$1,125.3	78.5%	27.3%
CIP0074 Installation of Parking Lot Credit Card Readers	2,750.1	5,476.7	2,508.0	0.0	5,476.7	45.8%	0.0%
Subtotal	\$6,033.3	\$7,023.8	\$3,722.2	\$421.8	\$6,602.0	53.0%	6.0%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast	Obligated*	Expended	Un-Expended (Forecast)	Obligation Rate (Forecast)	Expend Rate (Forecast)
Bus Priority Corridor Improvements							
CIP0037 Bus Priority Corridor Network Enhancements	\$8,546.9	\$4,443.9	\$2,721.3	\$525.8	\$3,918.1	61.2%	11.8%
Subtotal	\$8,546.9	\$4,443.9	\$2,721.3	\$525.8	\$3,918.1	61.2%	11.8%
Rail Station Equipment							
CIP0099 Police Emergency Management Equipment	\$981.6	\$585.6	\$547.8	\$523.9	\$61.7	93.5%	89.5%
Subtotal	\$981.6	\$585.6	\$547.8	\$523.9	\$61.7	93.5%	89.5%
Total: Passenger Facilities	\$120,551.8	\$115,908.1	\$81,753.8	\$27,329.7	\$88,578.3	70.5%	23.6%
G. Maintenance Equipment							
Rail Maintenance Equipment							
CIP0020 Replacement of Rail Track Signage	\$1,060.6	\$1,053.2	\$1,060.6	\$319.6	733.6	100.7%	30.3%
CIP0025 Track Maintenance Equipment	34,683.2	4,317.8	2,034.9	952.7	3,365.1	47.1%	22.1%
CIP0027 Switch Machine Rehabilitation Project	1,535.0	1,548.0	1,522.1	515.6	1,032.4	98.3%	33.3%
CIP0065 Geometry Vehicle	8,928.3	1,599.1	8,177.9	614.1	985.0	511.4%	38.4%
CIP0066 Rail Shop Repair Equipment	6,571.3	5,338.3	1,583.3	367.7	4,970.6	29.7%	6.9%
CIP0133 Wayside Work Equipment	5,232.1	3,687.4	2,024.4	700.5	2,986.9	54.9%	19.0%
CIP0135 Train Control Signal	5,347.1	2,514.6	2,759.8	267.9	2,246.7	109.8%	10.7%
CIP0136 FCC Radio Frequency Communication Charges	8,691.2	1,336.0	1,803.1	239.3	\$1,096.7	135.0%	17.9%
CIP0139 NTSB Recommendations	75,089.3	74,415.4	38,303.7	11,826.4	62,588.9	51.5%	15.9%
Subtotal	\$147,138.1	\$95,809.8	\$59,269.8	\$15,801.8	\$80,005.9	61.9%	16.5%
Bus Repair Equipment							
CIP0004 Bus Repair Equipment	\$7,790.7	\$7,789.5	\$4,578.0	\$18.7	\$7,770.7	58.8%	0.2%
Subtotal	\$7,790.7	\$7,789.5	\$4,578.0	\$18.7	\$7,770.7	58.8%	0.2%
Business Facilities Equipment							
CIP0028 Materials Handling Equipment	\$194.9	\$217.1	\$85.1	\$85.1	\$132.1	39.2%	39.2%
CIP0029 Warehouse Vertical Storage Units/Shelving	1,181.8	1,242.9	893.8	401.6	841.3	71.9%	32.3%
Subtotal	\$1,376.7	\$1,460.0	\$978.8	\$486.7	\$973.4	67.0%	33.3%
Total: Maintenance Equipment	\$156,305.6	\$105,059.3	\$64,826.7	\$16,309.2	\$88,750.0	61.7%	15.5%
H. Other Facilities							
Business Support Facilities							
CIP0033 Replacement of Revenue Facility Equipment	\$892.1	\$605.2	\$710.6	\$2.1	603.1	117.4%	0.4%
CIP0034 Revenue Collection Facility (RCF) Building Expansion	0.0	250.0	0.0	0.0	250.0	0.0%	0.0%
CIP0080 Jackson Graham Building Renovation	11,896.9	11,919.3	7,777.7	1,380.6	10,538.7	65.3%	11.6%
CIP0144 Bus Operations Control Center	269.3	3.7	269.3	3.7	\$0.0	7199.6%	100.0%
Subtotal	\$13,058.3	\$12,778.3	\$8,757.7	\$1,386.5	\$11,391.8	68.5%	10.9%
MTPD Support Facilities							
CIP0101 Police Substation New District 2/Training Facility	\$3,501.8	\$1,743.8	\$1,891.0	\$372.3	\$1,371.5	108.4%	21.3%
CIP0106 Special Operations Division Facility	9,530.2	10,823.2	8,966.2	8,872.8	1,950.4	82.8%	82.0%
Subtotal	\$13,032.0	\$12,567.0	\$10,857.2	\$9,245.1	\$3,321.9	86.4%	73.6%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

Capital Improvement Program*	Budget Authority*	Forecast	Obligated	Expended	Un- Expended (Forecast)	Obligation Rate (Forecast)	Expend Rate (Forecast)
Total: Other Facilities	\$26,090.3	\$25,345.3	\$19,614.9	\$10,631.6	\$14,713.7	77.4%	41.9%
I. Project Management and Support							
<i>Credit Facility</i>							
CIP0131 Credit Facility	\$5,441.4	\$4,783.5	\$686.0	\$666.5	\$4,117.0	14.3%	13.9%
Subtotal	\$5,441.4	\$4,783.5	\$686.0	\$666.5	\$4,117.0	14.3%	13.9%
Total: Project Management and Support	\$5,441.4	\$4,783.5	\$686.0	\$666.5	\$4,117.0	14.3%	13.9%
Grand Total: Capital Improvement Program	\$1,042,115.9	\$917,036.6	\$698,927.0	\$306,538.9	\$610,497.8	76.2%	33.4%

*NOTE: Included in these expenditures are those that were originally scheduled to occur in FY2011 but were not executed by the end of the fiscal year. The total budget authority for FY2012, defined as the \$889.9 million Board approved budget and the \$153.2 million unexpended at the end of FY2011 is \$1.042 billion.

Definitions

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

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

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

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

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - December 2011
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
<i>District of Columbia</i>								
CRB0001 Anacostia Light Rail Demonstration	\$16,973.8	\$16,636.0	\$15,826.0	\$7.3	\$15,833.4	\$1,140.4	98.0%	93.3%
CRB0002 DC Downtown Circulator Buses	18,850.0	17,734.9	17,643.7		17,643.7	1,206.3	94.1%	93.6%
CRB0003 New York Ave. Metrorail Station	109,950.0	109,673.2	109,622.9		109,622.9	327.1	99.7%	99.7%
CRB0004 Southeast Bus Garage Replacement	67,534.8	47,860.9	15,669.2	9,632.0	25,301.2	42,233.6	70.9%	37.5%
CRB0005 Project Development	10,784.8	10,784.8	7,045.4	488.0	7,533.4	3,251.4	100.0%	69.9%
CRB0027 Brentwood Rail Yard Expansion	2,390.3	2,390.3	2,339.0		2,339.0	51.3	100.0%	97.9%
CRB0031 DC Convention Center	29,938.9	29,938.9	29,822.1		29,822.1	116.9	100.0%	99.6%
CRB0036 Navy Yard Station Modification	19,585.4	19,543.5	19,499.1		19,499.1	86.3	99.8%	99.6%
CRB0045 DC Real Time Sign Bus Shelters	190.0	51.3	51.3		51.3	138.7	27.0%	27.0%
CRB0047 DC Student SmartTrip Pass	390.0	390.0	13.4		13.4	376.6	100.0%	3.4%
CRB0049 Union Row: U Str/Cardozo Station	1,500.0	1,008.7	1,008.7		1,008.7	491.3	67.2%	67.2%
CRB0052 U St Stat 14 St Bus Access Imp	500.0	500.0	480.7	19.3	500.0		100.0%	100.0%
CRB0056 Yellow Line Extension	1,500.0	914.1	609.1		609.1	890.9	60.9%	40.6%
CRB0073 Dupont Circle Artwork	112.0	111.7	111.7		111.7	0.3	99.7%	99.7%
CRB0078 Minnesota Avenue Public Hearing	50.0	50.0	20.4		20.4	29.6	100.0%	40.8%
CRB0096 DC Station Name Changes	219.3	219.3	218.6		218.6	0.7	100.0%	99.7%
CRB0100 Georgetown Streetscape	1,455.0	1,454.9	1,411.9		1,411.9	43.1	100.0%	97.0%
CRB0107 MCI Arena	18,384.4	18,384.4	18,096.4		18,096.4	288.1	100.0%	98.4%
CRB0119 DC Station Trailblazer Signs	130.8	123.8	93.9	0.0	94.0	36.8	94.7%	71.8%
CRB0121 Connecticut Avenue Streetscape	30.0	30.0				30.0	100.0%	
CRB0122 Union Station Metrorail Access and Capacity I	2,550.0					2,550.0		
DC Uncommitted Funds	1,118.6					1,118.6		
District of Columbia Total	\$304,138.2	\$277,801.0	\$239,583.4	\$10,146.7	\$249,730.2	\$54,408.0	91.3%	82.1%
<i>Maryland</i>								
Montgomery County								
CRB0006 Glenmont Parking Facility Design Work	\$30,121.0	\$26,610.0	\$9,450.2	\$12,241.6	\$21,691.8	\$8,429.2	88.3%	72.0%
CRB0007 Takoma Langley Park Center	6,700.0	1,339.5	1,339.5		1,339.5	5,360.5	20.0%	20.0%
CRB0043 Shady Grove Rail Yard Expansion	2,247.9	2,228.8	2,212.6		2,212.6	35.3	99.1%	98.4%
CRB0046 Silver Spring South Entrance	400.0	272.1	261.3		261.3	138.7	68.0%	65.3%
CRB0055 White Flint Parking Structure	17,390.0	17,382.8	17,373.2		17,373.2	16.8	100.0%	99.9%
CRB0062 Twinbrook Facility Relocation	1,000.0	525.6	525.6		525.6	474.4	52.6%	52.6%
CRB0106 Rockville MARC ADA	50.0	50.0	21.0		21.0	29.0	100.0%	42.0%
CRB0116 Shady Grove Parking II	60.0					60.0		
Subtotal	\$57,968.9	\$48,408.9	\$31,183.5	\$12,241.6	\$43,425.1	\$14,543.9	83.5%	74.9%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - December 2011
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
Prince George's County									
CRB0008	New Carrollton Rail Yard Expansion	\$70,375.0	\$69,884.4	\$69,410.2	\$3.2	\$69,413.4	\$961.6	99.3%	98.6%
CRB0034	Greenbelt Rail Yard Expansion	1,828.8	1,801.2	1,765.4		1,765.4	63.3	98.5%	96.5%
CRB0037	New Carrollton Parking Garage	23,115.0	22,417.4	22,417.1		22,417.1	697.9	97.0%	97.0%
	Subtotal	\$95,318.8	\$94,103.0	\$93,592.8	\$3.2	\$93,596.0	\$1,722.8	98.7%	98.2%
Maryland-wide									
CRB0009	Project Development	\$9,390.5	\$6,576.8	\$5,546.5	\$303.3	\$5,849.8	\$3,540.7	70.0%	62.3%
CRB0010	Largo Blue Line Extension	469,590.8	467,481.2	466,980.4		466,980.4	2,610.4	99.6%	99.4%
CRB0092	Bike Lockers	399.5	379.6	379.6		379.6	19.9	95.0%	95.0%
CRB0105	Largo Blue Line Extension - Prelim Engr	10,397.3	10,397.3	10,198.0		10,198.0	199.2	100.0%	98.1%
CRB0108	Maryland Station Name Change	514.4	305.0	305.0		305.0	209.4	59.3%	59.3%
	Subtotal	\$490,292.4	\$485,139.8	\$483,409.5	\$303.3	\$483,712.8	\$6,579.6	98.9%	98.7%
Maryland Total		\$643,580.1	\$627,651.7	\$608,185.7	\$12,548.1	\$620,733.8	\$22,846.3	97.5%	96.5%
Virginia									
Alexandria									
CRB0011	Eisenhower Station Entrance	\$1,800.0	\$304.1	\$125.7	\$102.9	\$228.6	1,571.4	16.9%	12.7%
CRB0012	King Street Station Bus Loop Reconfiguration	4,189.4	727.2	25.0	401.2	426.2	3,763.2	17.4%	10.2%
CRB0013	Potomac Yard Alt. Analysis	3,000.0	1,496.3	559.6	506.7	1,066.3	1,933.7	49.9%	35.5%
CRB0023	Alexandria Rail Yard - EA	200.0	138.6	94.1		94.1	\$105.9	69.3%	47.0%
CRB0032	Crystal City - Potomac (Alex)	300.0	70.0	49.4		49.4	250.6	23.3%	16.5%
CRB0075	King Street Station Improvements	16,600.0	16,363.7	16,349.0		16,349.0	251.0	98.6%	98.5%
CRB0113	Potomac Yards	228.1	228.1	187.1		187.1	41.0	100.0%	82.0%
	Subtotal	\$26,317.5	\$19,328.1	\$17,389.9	\$1,010.8	\$18,400.7	\$7,916.9	73.4%	69.9%
Arlington County									
CRB0015	Columbia Pike - NEPA and PE	\$4,060.0	\$3,392.5	\$2,027.2	\$499.4	\$2,526.6	1,533.4	83.6%	62.2%
CRB0016	Columbia Pike Super Stops	2,000.0	1,060.0	298.7	374.2	672.9	1,327.1	53.0%	33.6%
CRB0025	Ballston Station Improvements	14,763.4	14,674.7	14,640.9	1.0	14,641.8	121.6	99.4%	99.2%
CRB0042	Rosslyn Station New Entrance	5,089.0	4,344.5	3,973.2	86.3	4,059.5	1,029.5	85.4%	79.8%
CRB0044	Shirlington Bus Station	5,096.2	5,096.2	5,074.3		5,074.3	21.9	100.0%	99.6%
CRB0064	Arlington County Project Mgmt.	900.0	900.0	780.3		780.3	119.7	100.0%	86.7%
CRB0111	National Airport	4,960.7	4,960.7	4,510.3		4,510.3	450.5	100.0%	90.9%
CRB0117	Shirlington Garage Design Study	7.0	6.8	6.8		6.8	0.2	97.1%	97.1%
	Subtotal	\$36,876.4	\$34,435.5	\$31,311.7	\$960.8	\$32,272.5	\$4,603.9	93.4%	87.5%
City of Fairfax									
None									

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - December 2011
Dollars in Thousands

Reimbursable Projects		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
Fairfax County									
CRB0017	Vienna Station Mezzanine Stair	\$2,000.0	\$1,099.8	\$415.8	\$494.7	\$910.5	\$1,089.5	55.0%	45.5%
CRB0026	Bus Stop Signs 600 in Fairfax	96.0	10.0				96.0	10.4%	
CRB0035	Huntington Parking Structure	32,732.8	32,701.5	32,698.9		32,698.9	33.8	99.9%	99.9%
CRB0050	Vienna/Fairfax-GMU Parking Structure	1,000.0	866.3	733.5		733.5	266.5	86.6%	73.3%
CRB0051	Vienna Parking Structure	27,100.0	26,169.5	26,163.5		26,163.5	936.5	96.6%	96.5%
CRB0053	Vienna Station Improve - Pulte Home	350.0	350.0	48.5		48.5	301.5	100.0%	13.9%
CRB0054	West Falls Church Parking Structure	17,029.9	16,889.6	16,762.2		16,762.2	267.8	99.2%	98.4%
CRB0084	West Fall Church Bus Bays	2,750.0	2,667.6	2,569.7		2,569.7	180.3	97.0%	93.4%
ORB0006	Springfield Circulator	1,814.4	1,814.4	1,790.5		1,790.5	23.9	100.0%	98.7%
	Subtotal	\$84,873.0	\$82,568.7	\$81,182.5	\$494.7	\$81,677.2	\$3,195.8	97.3%	96.2%
Falls Church									
None									
Virginia-wide									
CRB0018	Project Development	\$7,941.5	\$7,941.5	\$5,932.9	\$315.8	\$6,248.7	\$1,692.8	100.0%	78.7%
CRB0019	Dulles Extension Design/Build	478,718.2	246,323.4	52,320.7	14,881.2	67,201.8	411,516.4	51.5%	14.0%
CRB0020	Dulles Phase 2 (PE)	3,500.0	2,609.0	617.5	207.0	824.4	2,675.6	74.5%	23.6%
CRB0029	Crystal City/Potomac Yard	1,505.8	1,443.2	1,267.9	7.2	1,275.0	230.7	95.8%	84.7%
CRB0059	Dulles Preliminary Engineering/NEPA	58,041.8	58,035.0	57,968.9		57,968.9	72.9	100.0%	99.9%
	Subtotal	\$549,707.2	\$316,352.1	\$118,107.8	\$15,411.1	\$133,518.9	\$416,188.3	57.5%	24.3%
Virginia Total		\$697,774.2	\$452,684.5	\$247,991.9	\$17,877.4	\$265,869.3	\$431,904.9	64.9%	38.1%
Regional									
CRB0021	6000 Rail Car Purchase - Base	\$120,000.0	\$119,988.2	\$118,961.0		\$118,961.0	\$1,039.0	100.0%	99.1%
CRB0022	Regional Travel Training ACCS	1,234.5	\$1,101.2	\$603.2	\$240.3	\$843.5	\$391.0	89.2%	68.3%
CRB0038	Precision Stopping	992.1	\$917.6	\$867.0		\$867.0	\$125.1	92.5%	87.4%
CRB0040	Bus Bike Racks	1,645.0	\$1,429.8	\$1,429.8		\$1,429.8	\$215.2	86.9%	86.9%
CRB0041	IT Communication Enhancement	1,562.5	\$1,425.3	\$1,425.3		\$1,425.3	\$137.2	91.2%	91.2%
CRB0060	Regional Fare Int. (MTA)	7,607.6	\$6,521.9	\$6,139.0		\$6,139.0	\$1,468.6	85.7%	80.7%
CRB0065	Precision Stopping Pilot Prog.	\$3,000.0	\$2,610.4	\$2,605.0		\$2,605.0	\$395.0	87.0%	86.8%
CRB0097	Dynamic Display System	10,261.4	\$10,226.7	\$10,226.7		\$10,226.7	\$34.7	99.7%	99.7%
MSC0005	Tax Advantage Lease Program	8,419.9	\$7,360.6	\$7,111.6	\$28.1	\$7,139.7	\$1,280.2	87.4%	84.8%
Regional Total		\$154,722.9	\$151,581.7	\$149,368.6	\$268.3	\$149,636.9	\$5,086.0	98.0%	96.7%
Total: Reimbursable Projects		\$1,800,215.4	\$1,509,718.8	\$1,245,129.7	\$40,840.6	\$1,285,970.2	\$514,245.2	83.9%	71.4%

Washington Metropolitan Area Transit Authority
Reimbursable Projects
Fiscal Year 2012 - December 2011
Dollars in Thousands

Reimbursable Projects	Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un-Expended	Obligation Rate	Expend Rate
Fully Expended Projects								
CRB0014 Royal Street Bus Garage Replacement	\$4,263.1	\$4,263.1	\$4,263.1		\$4,263.1		100.0%	100.0%
CRB0030 College Park Parking Structure	17,310.0	17,310.0	17,306.6		17,306.6	3.4	100.0%	100.0%
CRB0033 Franconia/Springfield Garage	16,609.0	16,609.0	16,608.5		16,608.5	0.5	100.0%	100.0%
CRB0039 Fiber Optic Cable Installation	2,500.0	2,500.0	2,500.0		2,500.0	0.0	100.0%	100.0%
CRB0057 DC Alternative Analysis	7,008.5	7,008.5	7,008.5		7,008.5		100.0%	100.0%
CRB0058 DC Starter Line	1,234.3	1,234.3	1,234.3		1,234.3	0.0	100.0%	100.0%
CRB0068 Clarendon Station Improvements	360.8	360.8	360.8		360.8		100.0%	100.0%
CRB0070 Crystal City Canopy	347.4	347.4	347.4		347.4		100.0%	100.0%
CRB0080 Rosslyn Access Improvements	130.0	130.0	130.0	0.0	130.0		100.0%	100.0%
CRB0082 TAGS Shuttle Buses	498.0	498.0	498.0		498.0		100.0%	100.0%
CRB0085 FDA Transit Center @ White Oak	71.0	71.0	71.0		71.0		100.0%	100.0%
CRB0120 VA Station Name Changes	779.9	779.9	779.9		779.9		100.0%	100.0%
Fully Expended Total	\$51,111.9	\$51,111.9	\$51,108.0	\$0.0	\$51,108.0	\$3.9	100.0%	100.0%
Total: Reimbursable Projects	\$1,851,327.4	\$1,560,830.8	\$1,296,237.7	\$40,840.6	\$1,337,078.3	\$514,249.1	84.3%	72.2%

Definitions

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

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

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

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

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>Vehicles & Vehicle Parts</i>									
ARA0021	Bus Replacement Components (ST26)	\$2,490.0	\$2,490.0	\$2,490.0		\$2,490.0		100.0%	100.0%
ARA0022	Preventative Maintenance	11,092.1	11,087.1	11,087.1		11,087.1	5.0	100.0%	100.0%
ARA0027	Replacement of Oldest Buses (ST02)	27,025.2	27,025.2	27,025.2		27,025.2		100.0%	100.0%
ARA0028	Service Vehicle Replacement (ST14)	5,992.7	5,992.7	5,992.7		5,992.7		100.0%	100.0%
ARA0030	MetroAccess Fleet Expansion and Replacement (ST10)	4,152.5	4,147.3	3,760.3	32.9	3,793.2	359.4	99.9%	91.3%
	Subtotal	\$50,752.6	\$50,742.4	\$50,355.3	\$32.9	\$50,388.3	\$364.4	100.0%	99.3%
<i>Maintenance Facilities</i>									
ARA0001	New Bus Body and Paint Shop (ST04)	\$21,400.0	\$21,286.0	\$17,861.4	\$2,538.6	\$20,400.0	\$1,000.0	99.5%	95.3%
ARA0002	Replacement of Southeastern Bus Garage (ST05)	30,000.0	29,985.5	15,606.0	14,360.0	29,966.1	33.9	100.0%	99.9%
ARA0003	Bus Garage Facility Repairs (ST11)	7,600.0	7,502.2	6,939.6	489.9	7,429.5	170.5	98.7%	97.8%
	Subtotal	\$59,000.0	\$58,773.6	\$40,407.0	\$17,388.5	\$57,795.6	\$1,204.4	99.6%	98.0%
<i>Passenger Facilities</i>									
ARA0004	Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$15,886.0	\$13,250.5		\$13,250.5	\$2,749.5	99.3%	82.8%
ARA0005	Update Platform Real-Time Signs (ST28)	2,500.0	2,133.5	126.8	274.5	401.3	2,098.7	85.3%	16.1%
ARA0006	Metro Center Sales Office Replacement (ST38)	1,200.0	1,200.0	140.0	5.8	145.8	1,054.2	100.0%	12.1%
	Subtotal	\$19,700.0	\$19,219.5	\$13,517.3	\$280.3	\$13,797.6	\$5,902.4	97.6%	70.0%
<i>Safety & Security</i>									
ARA0008	Additional Station Alarm/Chemical Sensors (ST48)	\$3,991.2	\$3,991.2	\$3,684.0	\$307.1	\$3,991.1	\$0.1	100.0%	100.0%
ARA0007	Bus Garage Security Update (ST23)	3,000.0	2,971.5	2,134.0	690.5	2,824.5	175.5	99.1%	94.2%
ARA0017	Communications Equipment for Operations Control Center (ST24)	3,000.0	3,000.0	2,953.3	0.0	2,953.3	46.7	100.0%	98.4%
ARA0025	Emergency Tunnel Evacuation Carts (ST30)	836.3	836.3	836.3		836.3	0.0	100.0%	100.0%
ARA0031	Underground Communications Radios (ST40)	868.7	868.7	868.7		868.7		100.0%	100.0%
	Subtotal	\$11,696.2	\$11,667.7	\$10,476.3	\$997.6	\$11,473.9	\$222.3	99.8%	98.1%
<i>Maintenance & Repair Equipment</i>									
ARA0009	Heavy Duty Locomotives for Maintenance (ST12)	\$4,998.9	\$4,998.9		\$4,998.9	\$4,998.9		100.0%	100.0%
ARA0010	60-Ton Crane for Track Work (ST17)	3,838.9	3,838.9	383.9	1,151.7	1,535.6	2,303.3	100.0%	40.0%
ARA0011	Heavy Duty Track Equipment (ST07)	10,508.1	10,508.1	7,652.7	2,084.8	9,737.5	770.7	100.0%	92.7%
ARA0012	Track Welding Program to Repair Defects (ST18)	3,900.0	3,900.0	3,106.4	737.8	3,844.2	55.8	100.0%	98.6%
ARA0020	Power Tool Equipment Replacement (ST31)	1,647.9	1,647.9	1,647.9		1,647.9	0.0	100.0%	100.0%
ARA0029	Track Pad/Shock Absorber Rehabilitation (ST37)	1,030.0	1,030.0	1,029.6	0.0	1,029.7	0.3	100.0%	100.0%
	Subtotal	\$25,923.8	\$25,923.8	\$13,820.4	\$8,973.1	\$22,793.6	\$3,130.2	100.0%	87.9%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

American Recovery & Reinvestment Act (ARRA)		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i>Operations Systems</i>									
ARA0013	Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$3,488.7	\$5,512.6	\$9,001.3	\$8,898.7	100.0%	50.3%
ARA0014	Bus Real-Time, Route, and Scheduling Systems (ST21)	2,999.8	2,965.3	1,415.9	826.4	2,242.3	757.5	98.8%	74.7%
ARA0018	Kiosk and Train Control Computers (ST41)	329.8	329.8	329.8		329.8	0.0	100.0%	100.0%
ARA0019	Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0	1,477.9	22.1	1,500.0	0.0	100.0%	100.0%
ARA0026	Additional SmarTrip Fare Machines (ST19)	2,220.8	2,220.8	2,220.8		2,220.8		100.0%	100.0%
	Subtotal	\$24,950.4	\$24,915.9	\$8,933.0	\$6,361.2	\$15,294.2	\$9,656.2	99.9%	61.3%
<i>Information Technology</i>									
ARA0015	Sensitive Data Protection Technology (ST16)	\$3,511.1	\$3,511.1	\$2,635.8	\$517.7	\$3,153.5	\$357.6	100.0%	89.8%
ARA0016	Financial System Integration (ST63)	5,000.0	5,000.0	5,000.0		5,000.0	0.0	100.0%	100.0%
ARA0024	Document Management System (ST32)	749.2	749.2	749.2		749.2		100.0%	100.0%
	Subtotal	\$9,260.3	\$9,260.3	\$8,385.0	\$517.7	\$8,902.7	\$357.6	100.0%	96.1%
TOTAL ARRA PROJECTS		\$201,283.2	\$200,503.2	\$145,894.4	\$34,551.4	\$180,445.8	\$20,837.5	99.6%	89.6%
<i>Miscellaneous Other</i>									
ARA0023	Program Management	\$550.0	\$424.5	\$196.2	\$96.0	\$292.1	\$257.9	77.2%	53.1%
	Subtotal	\$550.0	\$424.5	\$196.2	\$96.0	\$292.1	\$257.9	77.2%	53.1%
TOTAL ARRA PROGRAM		\$201,833.2	\$200,927.7	\$146,090.6	\$34,647.3	\$180,737.9	\$21,095.3	99.6%	89.5%

Definitions

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

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

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

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

Washington Metropolitan Area Transit Authority
Approved Capital Safety & Security Program Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

Safety & Security Program		Budget	Obligated	Prior Year Expended	FY12 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
<i><u>Security Program</u></i>									
SEC0001	Bus Garage Security	\$5,836.5	\$2,834.0	\$2,626.8	\$99.3	\$2,726.1	\$3,110.4	48.6%	46.7%
SEC0002	Cameras on Buses	6,410.0	5,912.3				6,410.0	92.2%	0.0%
SEC0003	Cameras on Rail Cars	7,139.7	221.6	6.5	3.5	10.1	7,129.6	3.1%	0.1%
SEC0004	CCV and Access Control	11,675.8	385.7	40.3	44.7	85.0	11,590.8	3.3%	0.7%
SEC0005_01	Chemical Detection	1,906.0	39.1				1,906.0	2.0%	0.0%
SEC0006	Metrorail Station Camera	2,774.0	553.6	35.4	82.4	117.8	2,656.2	20.0%	4.2%
SEC0007	Montgomery Garage	23.1					23.1	0.0%	0.0%
SEC0008	PG Radio Upgrade	500.0	405.4	405.4		405.4	94.6	81.1%	81.1%
SEC0009	Platform Security	6,517.8	1,282.4	38.4	88.3	126.7	6,391.1	19.7%	1.9%
SEC0010	PROTECT Systems	606.0	606.0	606.0		606.0		100.0%	100.0%
SEC0011	Radio Redundancy AOCC	5,900.0	543.0	218.7	236.3	455.0	5,445.0	9.2%	7.7%
SEC0012	Vent Intrusion Detection	11,500.0	443.0				11,500.0	3.9%	0.0%
SEC0030	Mobile Emergency Response Vehicle Cabinets	175.0	175.0	141.4	1.0	142.4	32.6	100.0%	81.4%
Total: Security Program		\$60,964.0	\$13,401.1	\$4,119.0	\$555.5	\$4,674.5	\$56,289.5	22.0%	7.7%

**Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands**

Passenger Rail Investment and Improvement Act (PRIIA)	Total FTA Approved	Obligated	Prior Year Expended	FY2012 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
A. Vehicles/ Vehicle Parts								
<i>Replacement of Rail Cars</i>								
CIP0057 1000 Series Rail Car Replacement	\$87,253.3	\$87,253.3	\$79,253.3	\$0.0	\$79,253.3	\$8,000.0	100.0%	90.8%
Subtotal	\$87,253.3	\$87,253.3	\$79,253.3	\$0.0	\$79,253.3	\$8,000.0	100.0%	90.8%
CIP0067 Rail Car Safety & Reliability Enhancements	\$14,546.5	\$14,546.5	\$9,827.1	\$2,464.1	\$12,291.2	\$2,255.3	100.0%	84.5%
CIP0063 Rail Rehabilitation Program	28,893.2	28,893.2	9,607.8	11,602.6	21,210.4	7,682.7	100.0%	73.4%
CIP0142 Rail Lifecycle Overhaul	40,820.3	40,820.3	20,000.0	10,491.9	30,491.9	10,328.4	100.0%	74.7%
Subtotal	\$84,259.9	\$84,259.9	\$39,434.9	\$24,558.6	\$63,993.5	\$20,266.4	100.0%	75.9%
<i>Rehabilitation of Buses</i>								
CIP0005 Bus Rehabilitation Program	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
Subtotal	\$1,400.0	\$1,400.0	\$1,400.0	\$0.0	\$1,400.0	\$0.0	100.0%	100.0%
<i>Bus Enhancements</i>								
CIP0002 Automatic Vehicle Location Equipment Replacement	\$8,570.6	\$5,135.8	\$1,770.0	\$29.5	\$1,799.4	\$6,771.2	59.9%	21.0%
Subtotal	\$8,570.6	\$5,135.8	\$1,770.0	\$266.2	\$1,799.4	\$6,771.2	59.9%	21.0%
Total: Vehicles/ Vehicle Parts	\$181,483.8	\$178,049.0	\$121,858.2	\$24,764.9	\$146,446.2	\$35,037.6	98.1%	80.7%
B. Rail System Infrastructure Rehab								
<i>Rail Line Segment Rehabilitation</i>								
CIP0107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	\$4,871.3	\$4,871.3	\$4,871.3	\$0.0	\$4,871.3	\$0.0	100.0%	100.0%
CIP0110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	55,231.1	54,385.1	33,690.8	12,883.8	46,574.6	8,656.5	98.5%	84.3%
Subtotal	\$60,102.4	\$54,385.1	\$38,562.1	\$12,883.8	\$51,445.9	\$8,656.5	90.5%	85.6%
Total: Rail System Infrastructure Rehabilitation	\$60,102.4	\$54,385.1	\$38,562.1	\$12,883.8	\$51,445.9	\$8,656.5	90.5%	85.6%
C. Maintenance Facilities								
<i>Maintenance of Bus Garages</i>								
CIP0119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18,878.6	\$18,878.6	\$18,878.6	\$0.0	\$18,878.6	\$0.0	100.0%	100.0%
Subtotal	\$18,878.6	\$18,878.6	\$18,878.6	\$0.0	\$18,878.6	\$0.0	100.0%	100.0%
<i>Maintenance of Rail Yards</i>								
CIP0116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$15,499.4	\$7,833.4	\$0.0	\$1,201.7	\$1,201.7	\$14,297.7	50.5%	7.8%
Subtotal	\$15,499.4	\$7,833.4	\$0.0	\$1,201.7	\$1,201.7	\$14,297.7	50.5%	7.8%
<i>Rail Maintenance Facilities</i>								
CIP0071 Test Track & Commissioning Facility	\$5,154.2	\$1,827.4	\$1,713.2	\$0.0	\$1,713.2	\$3,441.0	35.5%	33.2%
Subtotal	\$5,154.2	\$1,827.4	\$1,713.2	\$0.0	\$1,713.2	\$3,441.0	35.5%	33.2%
Total: Maintenance Facilities	\$39,532.1	\$28,539.4	\$20,591.8	\$1,201.7	\$21,793.5	\$17,738.6	72.2%	55.1%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

Passenger Rail Investment and Improvement Act (PRIIA)	Total FTA Approved	Obligated	Prior Year Expended	FY2012 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
E. Track and Structures								
Track Rehabilitation								
CIP0023 Third Rail Rehabilitation	\$5,517.4	\$476.9	\$0.0	\$328.1	\$328.1	\$5,189.3	8.6%	5.9%
CIP0089 Track Fasteners	4,114.9	4,114.9	2,061.7	1,402.7	3,464.4	650.5	100.0%	84.2%
CIP0019 Track Floating Slab Rehabilitation	3,137.3	2,682.4	1,486.3	687.4	2,173.7	963.5	85.5%	69.3%
CIP0021 Track Pad/Shock Absorber Rehabilitation	6,194.6	4,290.6	2,268.6	1,176.1	3,444.7	2,749.8	69.3%	55.6%
CIP0024 Track Rehabilitation	79,573.9	79,573.9	37,219.5	21,397.3	58,616.8	20,957.1	100.0%	73.7%
CIP0022 Track Structural Rehabilitation	4,017.4	4,017.4	2,242.9	1,302.7	3,545.6	471.8	100.0%	88.3%
CIP0146 Mainline #8 Switch Replacement Program	6,331.0	6,331.0	424.6	1,642.1	2,066.7	4,264.3	100.0%	32.6%
CIP0018 Track Welding Program	2,125.7	2,125.7	466.9	725.7	1,192.6	933.1	100.0%	56.1%
Subtotal	\$111,012.1	\$103,612.8	\$46,170.6	\$28,662.1	\$74,832.7	\$36,179.4	93.3%	67.4%
Station/Tunnel Rehabilitation								
CIP0026 Station/Tunnel Leak Mitigation	\$6,198.6	\$6,198.6	\$3,057.4	\$1,760.1	\$4,817.5	\$1,381.1	100.0%	77.7%
Subtotal	\$6,198.6	\$6,198.6	\$3,057.4	\$1,760.1	\$4,817.5	\$1,381.1	100.0%	77.7%
Total: Track and Structures	\$117,210.6	\$109,811.3	\$49,228.0	\$30,422.2	\$79,650.2	\$37,560.4	93.7%	68.0%
E. Passenger Facilities								
Elevator/Escalator Facilities								
CIP0072 Elevator Rehabilitation	\$6,292.7	\$5,811.7	\$1,182.8	\$684.9	\$1,867.7	\$4,425.0	92.4%	29.7%
CIP0132 Elevator/Escalator Repairables	3,772.4	917.6	0.0	763.6	763.6	3,008.8	24.3%	20.2%
CIP0073 Escalator Rehabilitation	17,413.0	13,450.5	4,099.9	3,294.3	7,394.2	10,018.8	77.2%	42.5%
Subtotal	\$27,478.1	\$19,262.1	\$5,282.7	\$4,742.8	\$10,025.5	\$17,452.5	70.1%	36.5%
Maintenance of Rail Station Facilities								
CIP0087 Station Rehabilitation Program	\$3,095.4	\$3,095.4	\$0.0	\$3,095.4	\$3,095.4	\$0.0	100.0%	100.0%
Subtotal	\$3,095.4	\$3,095.4	\$0.0	\$3,095.4	\$3,095.4	\$0.0	100.0%	100.0%
Rail Station Equipment								
CIP0099 Police Emergency Management Equipment	\$1,084.1	\$650.6	\$626.7	(\$0.3)	\$626.5	\$457.7	60.0%	57.8%
Subtotal	\$1,084.1	\$650.6	\$626.7	(\$0.3)	\$626.5	\$457.7	60.0%	57.8%
Total Passenger Facilities	\$31,657.6	\$23,008.2	\$5,909.5	\$7,838.0	\$13,747.4	\$17,910.2	72.7%	43.4%

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal Year 2012 - December 2011
Dollars in Thousands

Passenger Rail Investment and Improvement Act (PRIIA)	Total FTA Approved	Obligated	Prior Year Expended	FY2012 Expended	Total Expended	Un- Expended	Obligation Rate	Expend Rate
G. Maintenance Equipment								
Rail Maintenance Equipment								
CIP0136 FCC Radio Frequency Communication Changes	\$12,948.5	\$1,917.3	\$170.8	\$204.2	\$375.0	\$12,573.5	14.8%	2.9%
CIP0139 NTSB Recommendations (See note)	90,532.4	48,511.0	10,114.7	11,919.1	22,033.7	68,498.7	53.6%	24.3%
CIP0066 Rail Shop Repair Equipment	8,736.0	3,632.7	2,164.7	379.7	2,544.4	6,191.6	41.6%	29.1%
CIP0020 Replacement of Rail Track Signage	1,975.0	1,975.0	1,014.3	319.1	1,333.4	641.6	100.0%	67.5%
CIP0027 Switch Machine Rehabilitation Project	1,848.7	1,726.7	658.2	171.0	829.2	1,019.5	93.4%	44.9%
CIP0025 Track Maintenance Equipment (See note)	35,235.9	2,711.6	676.7	952.7	1,629.4	33,606.5	7.7%	4.6%
CIP0135 Train Control Signal	6,377.8	2,825.6	311.7	22.1	333.7	6,044.1	44.3%	5.2%
CIP0133 Wayside Work Equipment	7,109.3	2,901.8	1,101.2	476.6	1,577.9	5,531.4	40.8%	22.2%
Subtotal	\$164,763.7	\$66,201.7	\$16,212.4	\$14,444.5	\$30,656.9	\$134,106.8	40.2%	18.6%
Total: Maintenance Equipment	\$164,763.7	\$66,201.7	\$16,212.4	\$14,444.5	\$30,656.9	\$134,106.8	40.2%	18.6%
H. Other Facilities								
MTPD Support Facilities								
CIP0101 Police Substation- New District 2/Training Facility	\$3,819.8	\$2,209.2	\$642.2	\$48.3	\$690.5	\$3,129.3	57.8%	18.1%
CIP0106 Special Operations Division Facility	830.9	830.9	830.9	0.0	830.9	0.0	100.0%	100.0%
Subtotal	\$4,650.6	\$3,040.1	\$1,473.0	\$48.3	\$1,521.3	\$3,129.3	65.4%	32.7%
Total: Other Facilities	\$4,650.6	\$3,040.1	\$1,473.0	\$48.3	\$1,521.3	\$3,129.3	65.4%	32.7%
Grand Total: Capital Improvement Program PRIIA	\$599,401.0	\$463,034.9	\$253,834.9	\$91,603.4	\$345,261.5	\$254,139.4	77.2%	57.6%

Please note that this report reflects project budgets approved by FTA and does not reflect subsequent reprogramming that is pending grant amendment.

Definitions

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

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

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

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

Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal Year 2012 - December 2011
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
Total Received for TIIF	\$143,175.5				
<u>Restricted Funds:</u>					
Huntington Parking			\$12,900.0	\$12,808.8	\$91.2
White Flint Parking			4,421.7	4,404.9	16.8
FY05/06/07/08/09/10 Operating			12,000.0	12,000.0	0.0
FY11 Operating (continues thru FY12)			4,000.0	2,000.0	2,000.0
FY07/08/09/10 Safe, Clean Reliable			26,850.0	26,850.0	0.0
SmarTrip Program			9,600.0	0.0	9,600.0
CNG Buses Procurement			11,800.0	0.0	11,800.0
Precision Stopping			3,000.0	0.0	3,000.0
TSSM from Twinbrook to Shady Grove			1,000.0	525.6	474.4
Gallery Place Remediation			18.4	18.4	0.0
			\$85,590.1	\$58,607.7	\$26,982.4
Unrestricted Funds Available for Use:		(\$2,414.5)			
Total allocated to the Jurisdictions		\$60,000.0			
District of Columbia 36%		\$21,600.0			
<u>Use of Funds:</u>					
Tivoli			\$2,500.0	\$2,500.0	\$0.0
Anacostia Light Rail Program/Demonstration			10,000.0	9,009.3	990.7
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			500.0	497.4	2.6
Union Row /U Street			1,500.0	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,452.0	4,412.2	39.8
View 14 /U Street & 14Th			500.0	480.7	19.3
			\$21,102.0	\$18,667.2	\$2,434.8
Balance of DC Funds Available for Use:		\$498.0			
<i>DC Portion includes \$447,589 in uncommitted funds</i>					

Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal Year 2012 - December 2011
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
Maryland 37%		\$22,200.0			
<u>Use of Funds:</u>					
New Carrollton Parking			\$497.6	\$496.0	\$1.6
College Park Parking			9,514.7	9,512.2	2.5
Largo Parking			2,432.7	2,432.7	0.0
Largo Day Care Center			3,000.0	3,000.0	0.0
Takoma-Langley			6,744.3	1,339.5	5,404.8
			<u>\$22,189.3</u>	<u>\$16,780.4</u>	<u>\$5,408.9</u>
Balance of Maryland Funds Available for Use:		\$10.7			
Virginia 27%		\$16,200.0			
<u>Use of Funds:</u>					
Huntington			\$8,082.8	\$8,082.8	\$0.0
West Falls Church			2,000.0	2,000.0	0.0
Royal Street Bus Garage			100.0	100.0	0.0
Ballston (Multi-modal improvements)			1,032.2	909.6	122.6
Rosslyn Station Access Improve			798.1	691.2	106.9
Shirlington			1,978.0	1,978.0	0.0
Crystal City Potomac Yard Bus Way			522.0	284.2	237.8
Potomac Yard Station			1,500.0	558.5	941.5
			<u>\$16,013.0</u>	<u>\$14,604.2</u>	<u>\$1,408.8</u>
Balance of Virginia Funds Available for Use:		\$187.0			
Grand Total:	\$143,175.5	\$143,175.5	\$144,894.4	\$108,659.5	\$36,234.9

JURISDICTIONAL BALANCES ON ACCOUNT
AS OF SECOND QUARTER FISCAL YEAR 2012 - DECEMBER 31, 2011
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

JURISDICTION	OPERATING	NOTES
DISTRICT OF COLUMBIA		
DC Dept of Transportation	(0.003)	
DC Dept of Transportation	0.169	
DC	0.000	Station enhancements & Navy Yard improvement, excludes TIFF
DC Dept of Transportation	0.000	7th Street Bridge
DC Dept of Public Works	0.182	Joint and Adjacent Escort Services
DC Dept of Public Works	0.150	Joint and Adjacent Escort Services
Credits to be Applied to 3rd Quarter FY2012 Billing:		
Interest Earnings on CIP & PRIIA Contributions	0.000	
DC TOTAL	<u>\$0.498</u>	
MARYLAND		
Montgomery County	0.085	Pending receipt of operating & capital/CMAQ
Prince George's County	(0.155)	Pending receipt of operating & capital/CMAQ
Credits to be Applied to 3rd Quarter FY2012 Billing:		
Interest Earnings on PRIIA Contributions	0.000	
MD TOTAL	<u>(\$0.070)</u>	
VIRGINIA		
Alexandria	(0.101)	
Arlington	(0.660)	
City of Fairfax	(0.031)	
Fairfax County	(0.447)	
Fairfax County Dept. of Family Service	0.093	Access to Jobs
Falls Church	(0.000)	
Northern VA Transportation Comm.	(0.285)	
Virginia Department of Rail and Public Transportation	0.000	
Credits to be Applied to 3rd Quarter FY2012 Billing:		
Interest Earnings on CIP and PRIIA Contributions	0.000	
VA TOTAL	<u>(\$1.430)</u>	
GRAND TOTAL.....	<u>(\$1.002)</u>	

Washington Metropolitan Area Transit Authority (Metro)

Grant Activity for the Quarter ending December, 2011

Grant Program		Activity
ARRA	FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement	<p>\$201.8 million awarded, which includes \$11.1 million for Preventive Maintenance (PM). 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. Sixteen projects have been completed with a total value of \$89.7 million.</p> <p>To meet heightened reporting expectations</p> <ul style="list-style-type: none"> Submitted required 1512 reporting of jobs and project progress that is viewable by the public at www.recovery.gov.
	Department of Homeland Security Transit Security Grant	Anti-Terrorism Teams conducted Targeted Train and Bus Inspections, critical infrastructure inspections, area saturation patrols, and Security Inspection Points.
	Annual Formula Grants for Sections 5309 and 5307	<p>Metro FY2011</p> <ul style="list-style-type: none"> FFY2010 Section 5307 grant for \$139.4 million was awarded. FFY2010 Section 5309 grant for \$101.3 million was awarded. <p>Metro FY2012</p> <ul style="list-style-type: none"> FFY2011 Section 5307 grant for \$128.6 million was submitted and awarded. FFY2011 Section 5309 grant application for \$101.2 million was submitted and the certification has been received from the Department of Labor.
FTA	Passenger Rail Investment and Improvement Act (PRIIA)	<ul style="list-style-type: none"> From the FFY2010 \$150.0 million PRIIA grant, FTA has disbursed \$125.0 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)	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> FFY2010 Largo Extension Appropriation - The grant is expected to close in 2013 when right of way claims have been resolved. 96 percent of the projects have been completed.
	Competitive Programs	<ul style="list-style-type: none"> 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.
Safety & Security	Transit Security Grant Program (TSGP)	<ul style="list-style-type: none"> FFY2007 - Intelligence Analyst has begun work. Front line employee training continued. FFY2008 - Continued site visits for assessment. Proposals for CCTV on railcars under review. NTP on bus cameras issued. FFY2009 - K9 teams in service. Solicitations issued for various security technologies, bids received, and reviews begun. FFY2010 - Physical security 30% design review conducted. FFY2011 - Won \$12.7 million in TSGP funding and was awarded in September. Processes within MTPD for new positions begun to permit revised detailed budget submission to DHS for release of funding.
	Urban Areas Security Initiative (UASI)	<ul style="list-style-type: none"> FFY2008 - Metro Emergency Response Vehicle grant closed. FFY2009 - Completed Radio Upgrade project for Prince George's County. Final reimbursements submitted. FFY2010 - Requested additional funding due to changes in equipment requirements by FBI. Began procurement of specialized equipment.

Office of Procurement and Materials
Sole Source Awards = / > \$100,000
October - December 2011

[illegible]



Finance & Administration Committee

Fiscal Year 2012

**Financial Summary
and
Monthly Financial Report**

December 2011



Operating Budget Report

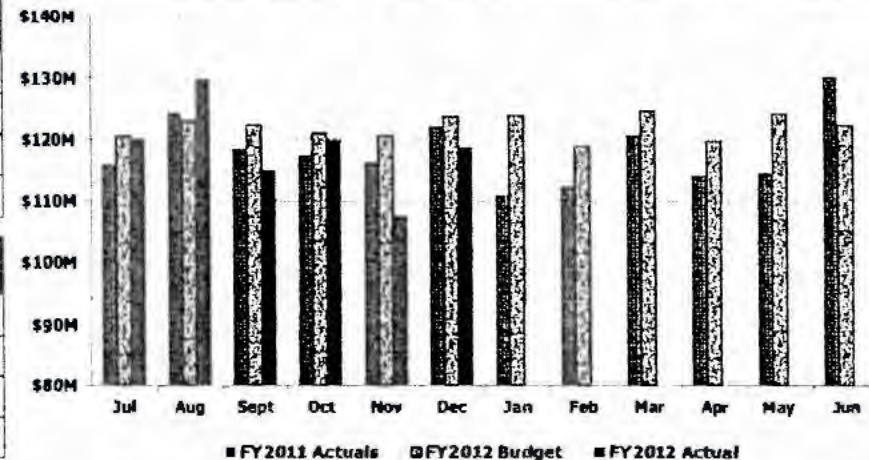
December FY2012

Operating Budget (\$ in Millions)

MTD	Dec-FY2011		Dec - FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 60		\$ 61	\$ 60	\$ 1	2%
Expense	\$ 122		\$ 119	\$ 124	\$ 5	-4%
Subsidy	\$ 63		\$ 58	\$ 64	\$ 6	-10%
Cost Recovery	49%		51%	48%		

YTD	FY2011		FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 395		\$ 397	\$ 401	\$ (4)	-1%
Expense	\$ 714		\$ 711	\$ 731	\$ 20	-3%
Subsidy	\$ 319		\$ 314	\$ 330	\$ 17	-5%
Cost Recovery	55%		56%	55%		1%

Operating Expenditures (\$ in Millions)



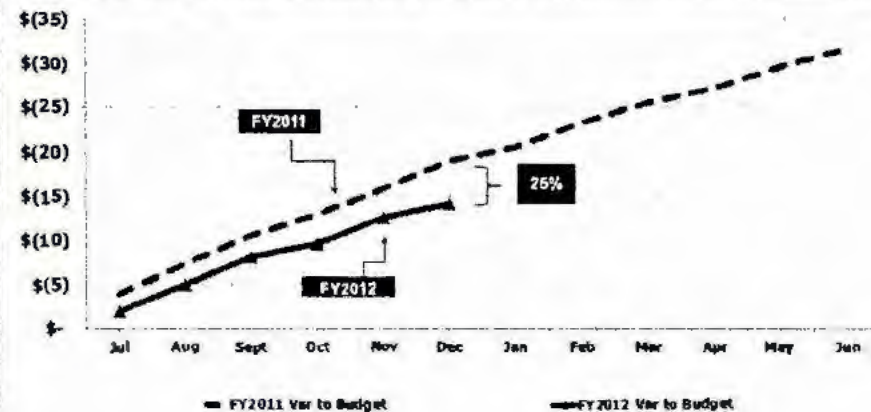
Operating Program Highlights

As of December YTD, Metro is **favorable to budget** by \$17M, or 5%

Year-to-date expenditures - \$20.1 M or 2.7% favorable to budget

- Salary & wages below budget by \$8.6 M due to vacancies and YTD capitalization of labor
- Overtime (\$14.1 M) and fringe benefits (\$1.8 M) over budget due to vacancies and leave coverage in TIES, RAIL and Bus
- Materials and Supply expenses (\$3.9 M) over budget due to expenses associated with the South East garage closure, and a lag in capitalization of brake and elevator parts
- Service of \$15.4 M were favorable due to savings in paratransit expenses, and timing delays in TIES contract utilization and processing awards for BUS
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$8.9 M and \$7.0 M respectively

YTD Overtime Variance to Budget (Cumulative, in \$ Millions)



Operating Budget Reprogramming Status

December: No reprogramming of operating funds

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees for Treasury.



Revenue and Ridership Report

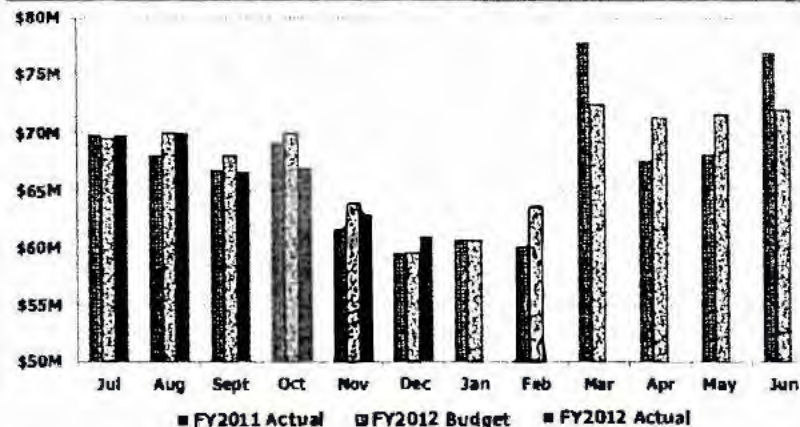
December FY2012

Ridership (trips in thousands)

MTD	Dec-FY2011	Dec - FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	15,656	16,148	16,133	3%	0%
Metrobus	9,012	10,367	8,949	15%	16%
MetroAccess	195	169	195	-13%	-13%
System Total	24,863	26,684	25,277	7%	6%

YTD	FY2011	FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	107,709	107,689	109,099	0%	-1%
Metrobus	61,440	65,729	60,773	7%	8%
MetroAccess	1,211	1,030	1,247	-15%	-17%
System Total	170,360	174,447	171,119	2%	2%

Revenue



Revenue and Ridership Highlights

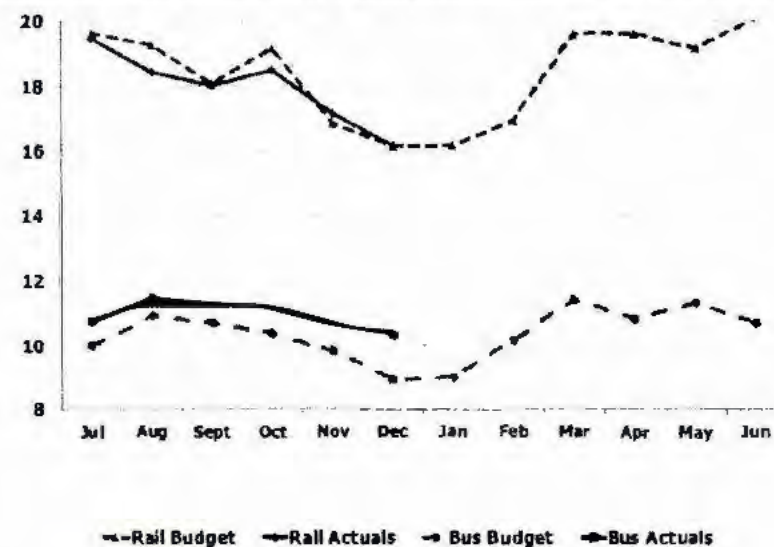
Year-to-date Revenue

- Year to date, Metro is (\$3.5 M) unfavorable to budget in revenue
- Rail passenger fares are (\$6.5 M) below budget. Revenue in December was favorable to budget due to high ridership, resulting in an average fare of \$2.65 for the month, \$2.62 year-to-date.
- Bus passenger revenue is \$4.5 M favorable. December was highly favorable due to strong ridership. Average fare year to date is \$1.00
- Total other revenue is (\$1.5 M) below budget

Year-to-date Ridership

- Rail ridership in December continued to show signs of improvement, exceeding projection slightly by 15,000. Similar to November, passenger trips were up during all weekday travel periods over the prior year; the largest increase occurring during the evening period. YTD ridership is 1.3% below projection.
- Bus ridership YTD is 5 M or 8.2% above budget, and 4.3 M or 7% above prior year. Average weekday ridership has been strong at 441,000 trips per day.
- Both Rail and Bus ridership were strong in December due to favorable weather. Compared to the prior two years, the warm temperatures and no snow encouraged people to utilize public transit.
- In addition, the holidays fell on the weekends, resulting in only one federal holiday in December. As a result, there was an increase in commuter trips over the prior year.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

December FY2012

Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$844	\$754	\$150	\$290	\$554
FY2012 CIP	\$1,042	\$917	\$515	\$510	\$533

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	34	22
Reimbursable	100	100	26	75
Total	\$213	\$213	\$60	\$153

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	Obl. Rate	Exp. Rate
FY2011 CIP	\$844	\$754	\$575	\$256	76%	34%
FY2012 CIP	\$1,042	\$917	\$699	\$307	76%	33%

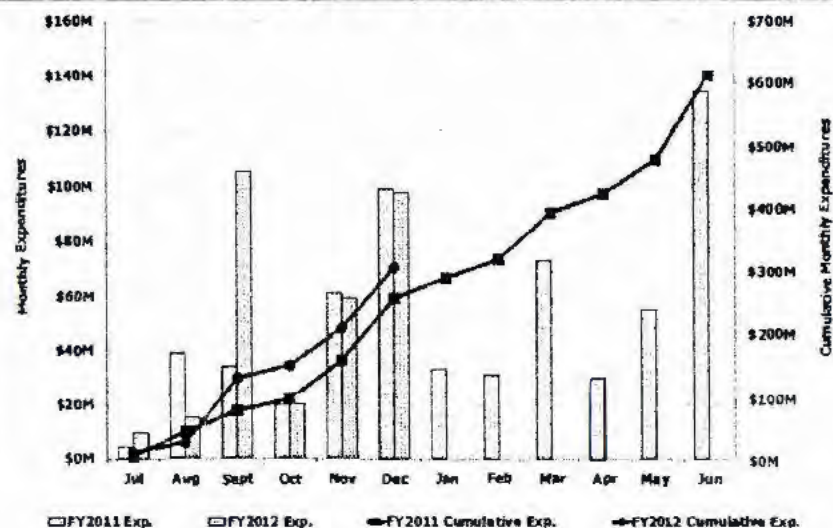
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	Obl. Rate	Exp. Rate
Safety & Security	\$57	\$9	\$1	16%	1%
ARRA	56	55	35	98%	62%
Reimbursable	100	85	41	84%	41%
Total	\$213	\$149	\$76	70%	36%

Capital Program Highlights

As of December 31st:

- The Capital Improvement Program (CIP) has expended \$307 million in FY2012. This is \$51 million, or 20 percent, more than the same period in FY2011.
- The current forecast is projecting expenditures of \$917 million for the fiscal year.
- 94 of the 100 FY2012 replacement buses have been received of which 48 have been placed into service.
- Major repairs were completed on escalators at the Largo Town Center and Minnesota Ave Metrorail stations.
- Rehabilitation/modernizations were completed on escalators at the Arlington Cemetery and Metro Center Metrorail stations.
- Station rehabilitations were completed at the Greenbelt Metrorail station.
- Track rehabilitation work completed YTD include the following: welded 523 open joints; retrofitted 1,375 in ft of floating slabs; replaced 542 "High Voltage" roadway safety signs; rehabilitated 6,696 in ft of grout pads; tamped 26 miles of track; repaired 597 leaks; and replaced 11,307 cross ties, 1,1680 fasteners, 4,729 insulators, 6.5 miles ft of running rail, 8,455 direct fixation fasteners, 16 turnouts

CIP Expenditures (\$ in Millions)



Capital Budget Reprogramming Status

There was no reprogramming action taken in the Capital Program during the month of December



HR Vacancy Report

December FY2012

Operating Vacancies

Budget Approved
Positions

Total Number Vacant

Vacancy Rate

Discussion

Total Operating Positions

10,226

558

5%

Departments with a large number of vacancies:

Transit Infra. & Engineering Services

3,115

159

5%

Bus Services

3,796

122

3%

Rail Transportation

1,499

112

7%

Information Technology

251

49

20%

Metro Police Department

635

23

4%

Rail Transportation

Rail hiring process is dependent on progress in Bus filling positions.

Capital Vacancies

Budget Approved
Positions

Total Number Vacant

Vacancy Rate

Discussion

Total Capital Positions

1,019

179

18%

Departments with a large number of vacancies:

Transit Infra. & Engineering Services

767

114

15%

Information Technology

37

25

68%

Procurement Capital Support

24

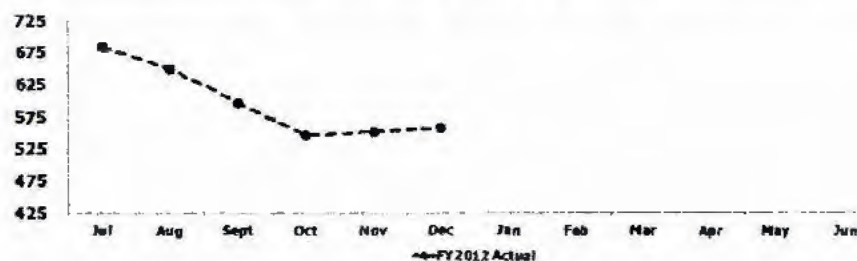
24

100%

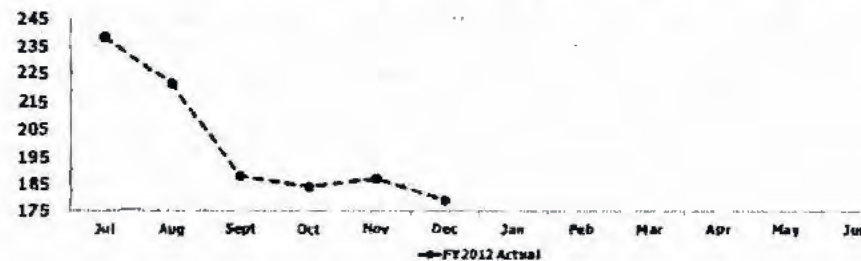
Initiative to convert contract positions to full-time employees is ongoing

Recruitment process has been initiated

Operating Vacancy Trend



Capital Vacancy Trend



M E M O R A N D U M



SUBJECT: January Monthly Financial Reports DATE: February 14, 2012

FROM: DGMA/CFO - Carol Dillon Kissal [REDACTED]

TO: GM/CEO - Richard Sarles [REDACTED]

I am enclosing for your review the January 2012 financial report, which is being published 11 working days from the prior month close. The improved timeliness is a direct result of the Financial Peoplesoft upgrade and system integration project (IFO). Our ultimate goal is to prepare the analysis and publish a report eight working days after the close, which we anticipate achieving by June. As a comparison, prior monthly reports had a cycle time of 21 days after the month close. Other financial work underway includes development of a new forecast for the end of the year. It will be provided in the March report.

Through the end of January, Metro's operating budget had a positive net position of \$18 million as a result of a \$3.0 million negative variance on revenues offset by a \$21 million positive expenditure variance. Total ridership through the end of January was 5.3 million higher than budget, or three percent, and 6 million higher than the same period last year.

Year-to-date, ridership was lower than budget on Metrorail by less than one percent or one million riders. January rail ridership showed improvement exceeding budget by three percent or 323,000 riders. Metrobus ridership continues to exceed budget for the twelfth consecutive month. Metrobus ridership year to date of 76.4 million was eight percent higher than the same period last year and nine percent higher than budget for the first five months of FY2012. Metro continues to monitor the impact of the Smartbenefits reduction from \$230 to \$125 a month and will report its effect on ridership and/or revenue, if any.

MetroAccess transported fewer passengers than during the same period last year and fewer than forecast for this year, 14 and 17 percent respectively with total passengers of 1.2 million. The decline is attributed to the successful implementation of demand management initiatives. Operating expense savings are occurring in conjunction with the lower passenger ridership.

Year-to-date operating revenues of \$458 million were one percent or \$3.1 million below forecast due to lower than forecasted Metrorail passenger revenues. For the year, Metrorail revenues were \$6.5 million lower than forecast however, in January Metrorail revenue came in modestly (\$31 thousand) above forecast. Metrobus continues to exceed forecast by \$5.9 million and MetroAccess generated \$872,000 more in revenues than forecasted. Non-passenger revenue

Washington
Metropolitan Area
Transit Authority

was off by \$2 million year-to-date mostly due to advertising revenue. This is attributable to the structure of the CBS advertising contract, which calls for a portion of the revenue to be reconciled at the end of the fiscal year. Accordingly, we anticipate that advertising revenue will be favorable to the budget by year end.

Operating expenditures through the end of January were \$21 million or two-and-a-half percent under budget. Overruns in overtime and fringe benefit costs, were offset by under runs in non-personnel expenses, particularly services (including paratransit and other contracted services) propulsion power, and electricity.

The capital program year-to-date expenditures are \$327 million with \$764 million in obligations. This represents a \$38 million increase in expenditures as compared to the same period last year and an obligation rate of 83% of available budget.

Project Milestones include:

- Major bus purchases have been completed in FY 2012 with acceptance of 95 of the 115 replacement buses planned for delivery in FY 2012. Of those buses, 75 have been placed into service.
- Major repairs were completed on escalators at the Addison Road-Seat Pleasant, Columbia Heights, Eastern Market, Grosvenor-Strathmore, Federal Triangle, Metro Center, and Stadium-Armory Metrorail stations.
- Rehabilitation/modernizations were completed on escalators at the Dupont Circle (2), Judiciary Square, and Metro Center Metrorail stations.

Attachment



Operating Budget Report

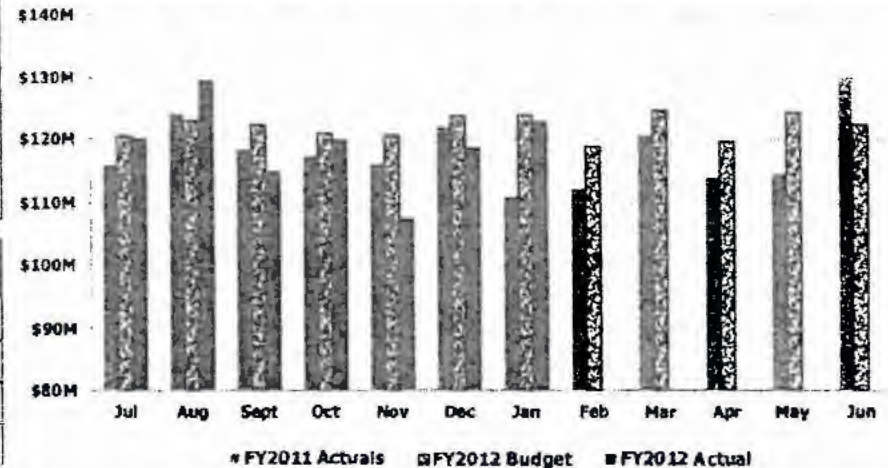
January FY2012

Operating Budget (\$ in Millions)

MTD	Jan - FY2011		Jan - FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 61		\$ 61	\$ 61	\$ 0	1%
Expense	\$ 111		\$ 123	\$ 124	\$ 1	1%
Subsidy	\$ 50		\$ 62	\$ 63	\$ 2	2%
Cost Recovery	55%		50%	49%		

YTD	FY2011		FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 456		\$ 458	\$ 461	\$ (3)	-1%
Expense	\$ 825		\$ 834	\$ 855	\$ 21	2%
Subsidy	\$ 370		\$ 375	\$ 393	\$ 18	5%
Cost Recovery	55%		55%	54%		1%

Operating Expenditures (\$ in Millions)



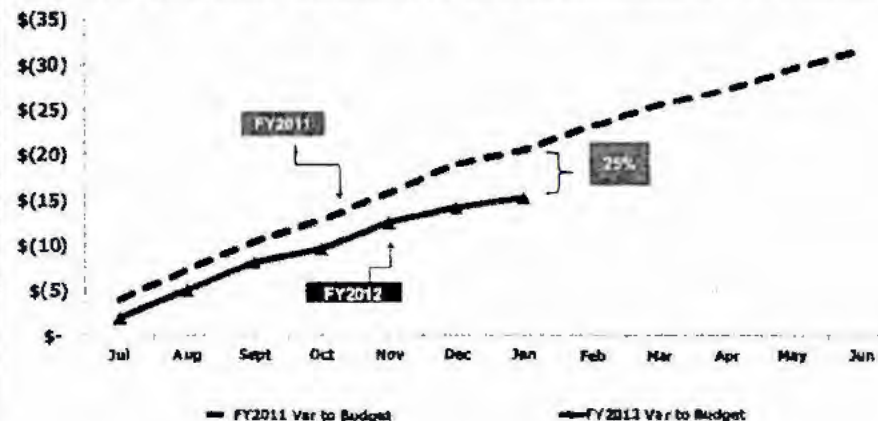
Operating Program Highlights

As of January YTD, Metro is **favorable to budget** by \$18M, or 5%

Year-to-date expenditures - \$21.2 M or 2.5% favorable to budget

- Salary & wages below budget by \$8.9 M due to vacancies
- Overtime (\$15.3 M) and fringe benefits (\$1.6 M) over budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES), RAIL and BUS
- Materials and Supply expenses (\$5.2 M) unfavorable due to under budgeted expenses for bus parts and a lag in capitalization of brake and elevator parts. Costs for brake and elevator parts will be capitalized in the coming months.
- Service expenses of \$15.9 M were favorable due to \$6.5M savings in paratransit expenses, timing delays in some TIES contract utilization, and timing of contracts by Labor Relations for arbitration negotiations. These costs are likely to be incurred before the end of the fiscal year.
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$11.1 M and \$7.3 M respectively

YTD Overtime Variance to Budget (Cumulative, in \$ Millions)



Operating Budget Reprogramming Status

January: \$800,000 reprogramming of operating funds between accounts within the DGMO department

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees for Treasury. Other reprogramming is intra-departmental.



Revenue and Ridership Report

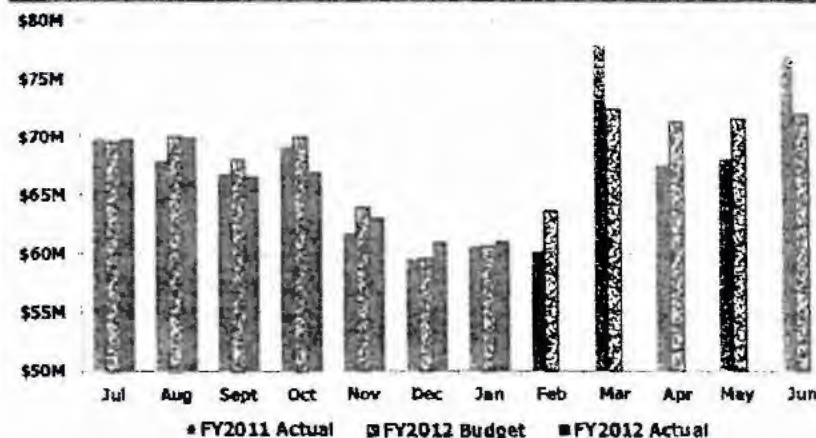
January FY2012

Ridership (trips in thousands)

MTD	Jan - FY2012	Jan - FY2012	Variance		
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	15,967	16,512	16,187	3%	2%
Metrobus	9,302	10,603	9,018	14%	18%
MetroAccess	182	169	191	-7%	-11%
System Total	25,452	27,284	25,395	7%	7%

YTD	FY2011	FY2012	Variance		
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	123,676	124,200	125,286	0%	-1%
Metrobus	70,742	76,416	69,790	8%	9%
MetroAccess	1,393	1,198	1,438	-14%	-17%
System Total	195,811	201,814	196,514	3%	3%

Revenue



Revenue and Ridership Highlights

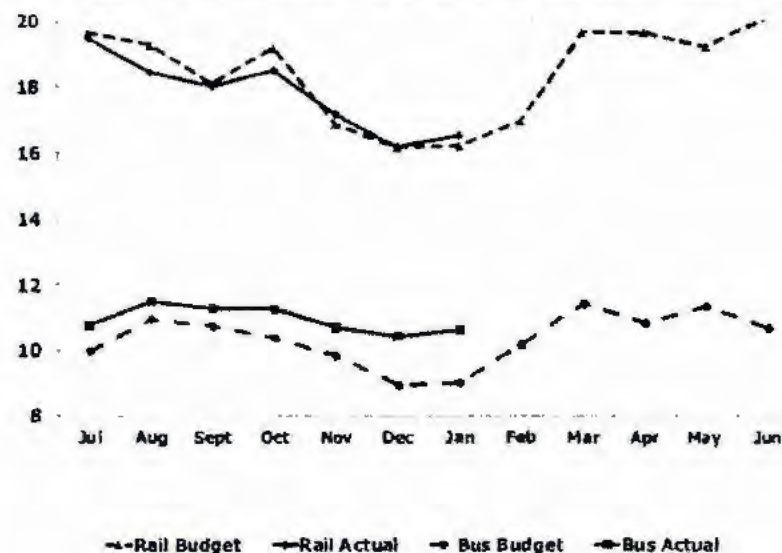
Year-to-date Revenue

- Total revenue is (\$3.1 M) below budget, an improvement of \$0.4 M due to favorable revenue in bus passenger fares
- While Rail passenger fares are (\$6.5 M) below budget YTD, January was above budget by \$31,000, which is the second month in a row of favorable performance.
- Bus passenger revenue YTD is \$5.9 M favorable as reflected in the strong ridership numbers
- MetroAccess is \$872,000 above budget, while parking revenue is \$1.3 M below budget
- Other revenue is (\$2 M) below to budget, mostly due to advertising revenue that will be received at the end of the fiscal year.

Year-to-date Ridership

- Rail ridership in January showed a third month of continued improvement, exceeding projection by 323,000 trips. The largest increases passenger trips were during the AM peak and evening periods compared to the prior year. The midday period had a slight decrease. YTD ridership is 0.9% below projection.
- Bus ridership YTD is 6.6 M or 9.5% above budget, and 5.7 M or 8% above prior year. Average weekday ridership has been strong at 437,000 trips per day.
- Both Rail and Bus ridership were strong in January due to continued favorable weather. January this year had only 7 days of temperatures below 40°F, compared to January 2011 that had 20 days below 40°F, and 14 days of temperatures above 50°F. The warm temperatures encouraged people to utilize public transit.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

January FY2012

Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$853	\$754	\$225	\$395	\$457
FY2012 CIP	\$1,042	\$917	\$528	\$435	\$607

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	34	22
Reimbursable	100	100	26	75
Total	\$213	\$213	\$60	\$153

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	Obt. Rate	Exp. Rate
FY2011 CIP	\$853	\$754	\$617	\$289	82%	38%
FY2012 CIP	\$1,042	\$917	\$764	\$327	83%	36%

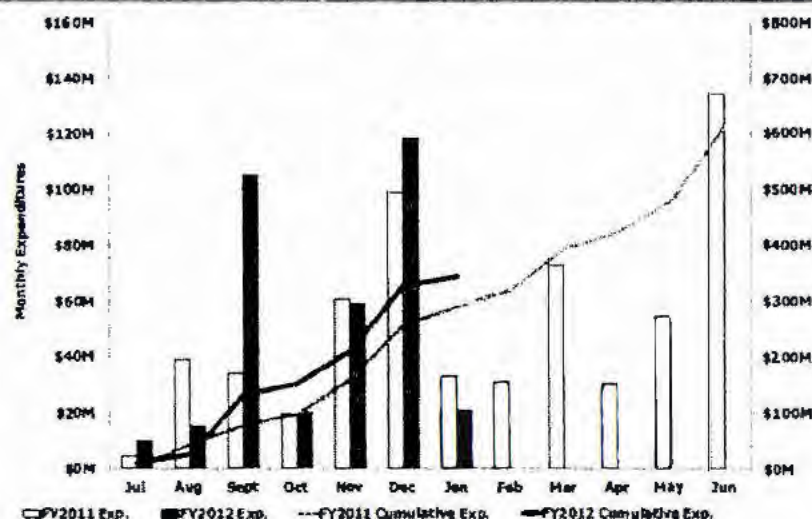
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	Obt. Rate	Exp. Rate
Safety & Security	\$57	\$10	\$2	17%	3%
ARRA	56	55	36	98%	64%
Reimbursable	100	85	45	84%	45%
Total	\$213	\$149	\$82	70%	39%

Capital Program Highlights

As of January 31st,

- The Capital Improvement Program (CIP) has expended \$327 million in FY2012. This is \$38 million, or 13 percent, more than the same period in FY2011.
- 95 of the 115 FY2012 replacement buses have been received of which 75 have been placed into service. Delivery of an additional 51 30-foot BRT Buses will commence in March. In addition, all 52 of the FY2011 replacements buses have been received as well.
- Major repairs were completed on escalators at the Addison Road-Seat Pleasant, Columbia Heights, Eastern Market, Grosvenor-Strathmore, Federal Triangle, Metro Center, and Stadium-Armory Metrorail stations.
- Rehabilitation/modernizations were completed on escalators at the Dupont Circle (2), Judiciary Square, and Metro Center Metrorail stations.
- Station rehabilitations were completed at the Grosvenor-Strathmore Metrorail station.
- Track rehabilitation work completed YTD include the following: welded 626 open joints; retrofitted 1,375 in ft of floating slabs; replaced 1,020 "High Voltage" roadway safety signs; rehabilitated 6,904 in ft of grout pads; tamped 26 miles of track; repaired 1,028 leaks; and replaced 12,061 cross ties, 5,903 fasteners, 5,422 insulators, 7.6 miles ft of running rail, 13,162 direct fixation fasteners, 20 turnouts

CIP Expenditures (\$ in Millions)



Capital Budget Reprogramming Status (\$ in millions)

Approved in January:

ERQM:

CIP0131: Credit Facility	(\$1.907)
CIP0086: Shepherd Parkway Bus Facility	(2.940)
	(\$4.747)

TQ:

CIP0097: Open Bankcard & Automatic Fare Collections Systems	\$0.490
CIP0132: Elevator/Escalator Repairables	1.917
CIP0074: Installation of Parking Lot Credit Card Readers	2.340
	\$4.747



HR Vacancy Report

January FY2012

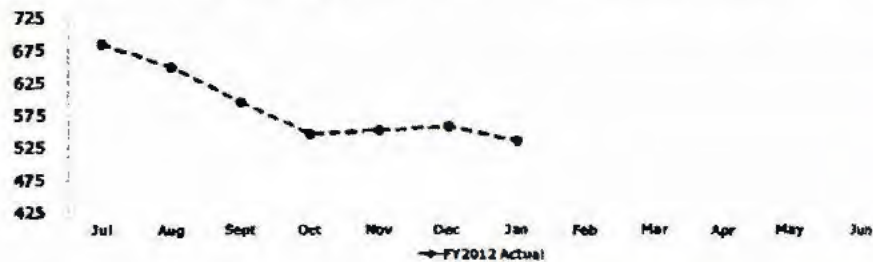
Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Operating Positions	10,250	535	5%	
Departments with a large number of vacancies:				
Transit Infra. & Engineering Services	3,120	143	5%	
Bus Services	3,807	112	3%	
Rail Transportation	1,499	113	8%	Rail hiring process is dependent on progress in Bus filling positions.
Information Technology	251	50	20%	
Metro Police Department	635	27	4%	

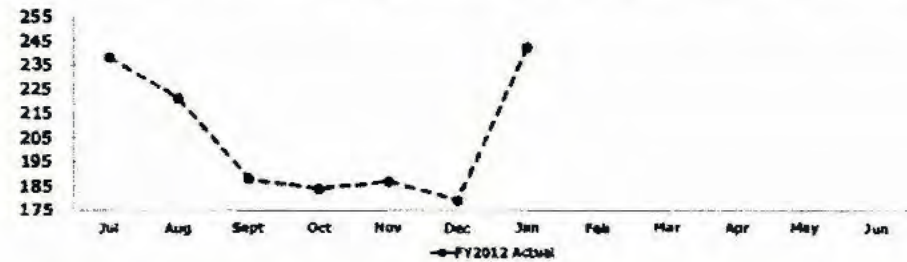
Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Capital Positions	1,201	242	20%	Reflects GM authorized increased headcount*
Departments with a large number of vacancies:				
Transit Infra. & Engineering Services	949	177	19%	
Information Technology	37	23	62%	Initiative to convert contract positions to full-time employees is ongoing
Procurement Capital Support	24	24	100%	Recruitment process has been initiated

Operating Vacancy Trend



Capital Vacancy Trend



*GM authorized 86 additional TIES headcount associated with ramp up of capital program. Recruiting will begin immediately with goal of filling positions by July 1, 2012.

Operating Financials

January-12
FISCAL YEAR 2012
Dollars in Millions

MONTHLY RESULTS:

Prior Year Actual	Actual	Current Year Budget	Variance	
\$42.0	\$42.7	\$42.7	\$0.0	0%
10.5	10.5	9.1	1.4	15%
0.3	0.6	0.5	0.2	34%
3.3	3.6	4.1	(0.5)	-11%
\$56.0	\$57.5	\$56.3	\$1.1	2%
\$0.7	\$0.6	\$0.7	(\$0.1)	-11%
1.5	1.1	1.2	(0.1)	-11%
0.7	0.4	0.5	(0.1)	-28%
1.3	1.1	1.2	(0.1)	-9%
0.4	0.5	0.6	(0.2)	-25%
0.0	0.0	0.0	(0.0)	-86%
0.0	0.0	0.0	0.0	
0.1	0.0	0.0	0.0	
\$4.7	\$3.6	\$4.3	(\$0.7)	-15%
\$60.7	\$61.1	\$60.6	\$0.5	1%

Favorable/(Unfavorable)

55% 50% 49%

YEAR-TO-DATE RESULTS:

Prior Year Actual	Actual	Current Year Budget	Variance	
\$324.6	\$323.7	\$330.2	(\$6.5)	-2%
76.4	76.1	70.3	5.9	8%
2.4	4.5	3.7	0.9	24%
24.0	26.2	27.5	(1.3)	-5%
\$427.4	\$430.6	\$431.6	(\$1.0)	0%
\$3.8	\$3.9	\$3.6	\$0.3	7%
7.5	6.7	9.0	(2.3)	-26%
3.5	3.6	3.8	(0.2)	-4%
8.3	8.3	8.7	(0.4)	-4%
4.7	5.1	4.3	0.8	19%
0.2	0.0	0.3	(0.3)	-93%
0.0	0.0	0.0	0.0	
0.5	0.0	0.0	0.0	
\$28.4	\$27.6	\$29.7	(\$2.0)	-7%
\$455.8	\$458.2	\$461.3	(\$3.1)	-1%
\$362.2	\$373.0	\$381.9	\$8.9	2%
\$49.0	\$49.0	\$33.8	(\$15.3)	-45%
176.2	181.9	180.3	(1.6)	-1%
104.7	102.0	117.9	15.9	14%
41.5	35.5	30.3	(5.2)	-17%
47.8	52.2	63.3	11.1	18%
19.7	19.7	27.1	7.4	27%
24.2	20.3	20.2	(0.1)	-1%
\$825.3	\$833.6	\$854.7	\$21.2	2%
\$369.5	\$375.4	\$393.5	\$18.1	5%

Favorable/(Unfavorable)

COST RECOVERY RATIO

55% 55% 54%

M E M O R A N D U M



SUBJECT: Fare Policy Issues

DATE: January 24, 2012

FROM: DGMA/CFO – Carol Dillon Kissal [REDACTED]

TO: GM/CEO – Richard Sarles [REDACTED]

As a follow up to the Finance and Administration Committee's discussions on fare concepts, I am providing further information for the Board's consideration to provide greater context on the capabilities and limitations of the existing fare collection system, as well as to identify additions to the docket that were not specifically addressed but have a dependency on other fare constructs.

Metro's fare system is based on a proprietary operating system (Nextfare), which is used to manage fare products, calculate fares and provide data on revenue and ridership. This system has the capacity to process fare products as designed to reflect Metro's current fare structure:

- Time and distance fare calculation using tap in and tap out, pay at exit
- Daily, Weekly and Monthly pass products; including DC Student, employee, regional bus pass
- Transfers between bus and rail, and regional operators bus systems
- Specialty products including the virtual tunnel, or rail to rail transfers; and
- Autoload functions

All of the above are developed and designed for a card-based system, meaning that all of the information is stored on a SmarTrip® card.

Under the current contract with Cubic, WMATA pays for the license of the base software system, in addition to any customized functionality to the system; e.g., SmartBenefits to manage Federal transit benefits.

To the extent that fare products and pricing can be developed within the parameters of the existing system, the proposed fare products can be implemented through a fare configuration process that WMATA controls. The fare changes outlined in the General Manager's proposed docket can be achieved by WMATA through the fare configuration approach.

Introducing fare concepts that are outside the capabilities of Nextfare necessitates software changes to the system, driving implementation costs and increasing time to market. Further, significant regression testing is required on WMATA's system, as well as systems of regional operators, to ensure reliability and performance. Therefore, introducing a new fare concept at this time would not be achievable by the start of the new fiscal year.

As the Board considers the concept of introducing customized monthly passes that reflect a regular commuter path and are designed and priced to promote trips within that route, this functionality is not within the construct of our current system. It would have to be developed and analyzed from a market perspective, quantified with respect to customer demand and priced effectively. In addition, a software change would have to reflect that design and capability. To some extent this would create many combinations that may complicate the system, but it could create simplification, if the goal was to move most of our riders to this construct. In summary, there are many things to think about before we move in that direction.

In the future with the introduction of the New Electronic Payment Program (NEPP), the monthly pass would become a workable option. Instead of today's card-based system using fare product applications on the card to drive transactions as the card is tapped to the reader, the new system will rely on a centralized fare engine -- a single cash register, if you will -- to calculate fare products and pricing.

The NEPP's fare payment architecture mimics the transactions processing of big-box retailers where the readers at the check-out lanes get their product pricing from a central pricing engine. This architecture will greatly simplify our fare payments system and provide far greater flexibility in designing fare products in the future. Based on our current schedule to award this summer, we plan to conduct proofs of concept in early 2013 and pilot programs in mid-2013. We expect to provide a procurement update to the Board in March 2012.

And finally, I wanted to bring your attention to a change that will be added to the docket that was not specifically discussed, but has an impact to our 7-day rail pass.

We recommend that the 7-day pass be placed on the docket at a price of \$57.50. This equates to 10 trips at maximum fare and would properly reflect potential increase for maximum fare at \$5.75.

M E M O R A N D U M



SUBJECT: Capital Reprogramming

DATE: 01/11/2012

FROM: DGMA/CFO - Carol Dillon Kissal

TO: GMGR/CEO - Richard Sarles

This past June, the Board of Directors granted the General Manager and Chief Executive Officer (GM/CEO) the authority to reprogram up to five percent of the Capital Improvement Program (CIP) budget in any given year. The approved FY2012 CIP budget is \$888.9 million, which results in GM/CEO reprogramming authority of \$44.445 million. To date, \$30.045 million of that authority has been reprogrammed leaving a balance of \$14.4 million of available reprogramming authority.

Keeping with Metro's expenditure-based capital budgeting philosophy, this reprogramming request is a result of actively managing project budgets to ensure Metro maximizes the use of available resources. All of the funds being reprogrammed will be spent in FY12. This reprogramming request, summarized below, would use \$4.747 million of the available authority leaving a balance of \$9.653 million.

Funds Being Reprogrammed From:

Two projects have identified \$4.747 million in FY12 funds that are available for reprogramming. Both of these projects are reducing their overall project budgets and will not require these funds in future years.

CIP0131 Credit Facility

Change in FY12 Budget: -\$1.907 million

The credit facility is setup to fund available lines of credit to finance capital cash flow needs. The credit lines have been reduced which has resulted in lower fees for the year. These funds are available to be reprogrammed and will not be required in future years.

CIP086 Shepherd Parkway Bus Facility

Change in FY12 Budget: - \$2.84 million

Due to economic conditions WMATA was able to enter into a contract for the construction of the Shepherd Parkway Bus Facility that was substantially below the project estimate and approved budget. As a result, the FY12 and overall project budget is being reduced. The funds being reprogrammed will not be needed in future years.

Funds Being Reprogrammed To:

Three projects have requested to have the \$4.747 million of available funds reprogrammed to their FY12 budgets. All three of these reprogramming requests represent projects that will be increasing their overall project budgets.

CIP0074 Installation of Parking Lot Credit Card Readers/Parking Automation

Change in FY12 Budget: \$2.34 million

Due to higher material costs and a series of requirements that were not anticipated in the project budget, additional funds are being requested for this project. The revised ROI for this project is 42 months, a little over one year longer than the original ROI of 28 months. The full implementation of this project will benefit WMATA by reducing operating costs by \$3.1 million annually. Without the reprogramming of additional funds, WMATA will only recognize \$1.5 million of these savings. The budget savings are anticipated to begin being recognized in the 2013 budget. It should be noted, beyond the \$2.34 million of FY12 funds being requested, an additional \$1.16 million is required in FY13. Those funds will be included in the FY13 Annual Work Plan if this request is approved.

CIP0097 New Electronic Payments Program


Change in FY12 Budget: \$0.49 million

The additional funds being requested are to cover costs for financial advisors and outside legal counsel to negotiate the financial terms of the contract, finalize transactional documents. These funds will also allow WMATA to hire two additional project employees who will coordinate design deliverables, manage deployment of a pilot program, and reduce our reliance on consultant staff.

CIP0132 Elevator/Escalator Repairables

Change in FY12 Budget: \$1.917

Escalator steps are deteriorating at a quicker rate than anticipated and the existing inventory cannot be rehabilitated indefinitely. Thus, the inventory of replacement steps has been substantially depleted. Additional resources are being requested to fund the purchase of escalator steps to replenish the inventory that was not identified in the approved FY12 budget. This request represents an increase in scope for FY2012. It should be noted, this program will also require additional funds in subsequent years, approximately \$2 million annually. The increase in the out years is related to an improved preventive maintenance program for escalators that focuses on reliability and recognizes that additional rehabilitation activities will need to be performed. These improvements will move WMATA toward a targeted component replacement schedule and away from the run-until-fail approach.

Approved  4/17/12

M E M O R A N D U M



SUBJECT: February Monthly Financial Reports DATE: March 16, 2012

FROM: DGMA/CFO – Carol Dillon Kissal [REDACTED]

TO: GM/CEO – Richard [REDACTED]

I am enclosing for your review the February 2012 financial report, which is being published 10 business days from the prior month close. Producing this report in 10 days is our most timely performance to date. We continue to improve our internal processes and are making progress toward our working goal of eight business days.

Through the end of February, Metro's operating budget had a positive net position of \$20.7 million as a result of a \$3.7 million negative variance on revenues offset by a \$24.4 million positive expenditure variance. Total ridership through the end of February was 5.6 million higher than budget, or three percent, and 7.6 million higher (three percent) than the same period last year.

February rail ridership was two percent below budget or 316,000 trips. Rail trips in February surpassed last year's total due to the leap-year. When removing this factor, ridership was actually .6% lower than the prior year. It is worth noting that February was the first month passengers would have seen the impacts of the reduction in their SmartBenefits. We are not prepared at this time to attribute the decline in ridership to this policy change. However, we will continue to monitor this issue in the coming months and will report back to you if this trend continues.

Metrobus ridership continues to exceed budget for the 13th consecutive month. Metrobus ridership year-to-date of 87.2 million was eight percent higher (6.7 million riders) than the same period last year and nine percent (7.3 million riders) higher than budget for the first eight months of FY2012. Year-to-date, ridership was lower than budget on Metrorail by one percent or 1.4 million riders.

MetroAccess transported 1.37 million passengers this year as compared to 1.58 million passengers in the same period last year. That represents a 13 percent reduction from last year and is 16 percent lower than forecasted. The decline is attributed to the successful implementation of demand management initiatives. Operating expense savings are occurring in conjunction with the lower passenger ridership.

Year-to-date operating revenues of \$521 million were less than one percent or \$3.7 million below forecast due primarily to lower than forecasted Metrorail passenger revenues. For the year, Metrorail revenues were \$7 million lower than forecast. However, most of that shortfall has been offset by Metrobus revenue

Washington
Metropolitan Area
Transit Authority

that continued to exceed forecast and is now \$6.3 million (eight percent) favorable to budget for the year. Non-passenger revenue was \$2.4 million (seven percent) less than forecasted year-to-date mostly due to advertising revenue. This is attributable to the structure of the CBS advertising contract, which calls for a portion of the revenue to be reconciled at the end of the fiscal year. Accordingly, we anticipate that advertising revenue will be favorable to the budget by year end.

Operating expenditures through the end of February were \$24.4 million or two-and-a-half percent under budget. Overruns in overtime and fringe benefit costs, were offset by under-runs in non-personnel expenses, particularly services (including paratransit and other contracted services) propulsion power, and electricity/utilities.

The capital program year-to-date expenditures are \$381 million or 47 percent of the most recent \$805 million forecast, \$781 million or 97% of the most recent forecast has been obligated. When compared to the same period last year, expenditures are \$61 million above where they were a year ago. Due to accelerated performance on phase rehabilitation of the Red Line, I anticipate advancing funds this quarter to support that investment. A reprogramming authorization may be requested from the board in April.

Capital Project Milestones include:

- Continued Red Line rehabilitation between Dupont Circle and Silver Spring stations. Started work to replace escalator at south entrance of Dupont Station and rehabilitate escalators at Metro Center;
- Major repairs were completed on escalators at Capitol South, Medical Center, Van Ness-UDC, and Mt. Vernon Square/7th Street-Convention Center Stations;
- Rehabilitation/modernizations were completed on escalators at Federal Center SW and Wheaton Stations;
- Station rehabilitation completed at Eastern Market, Navy Yard, Shaw-Howard Univ., and Waterfront-SEU Stations; and
- 136 of the 221 planned paratransit vans have entered production and 37 have been delivered.

I am also pleased to inform you that the Federal fiscal year FTA 5309 grant has been awarded. However, it is worth noting that despite Metro submitting the grant application in July, after a four month preliminary review by the FTA, the grant was not awarded until early March, eight months later. In recent weeks, my office initiated the process to audit our financial systems, the first step of the

financial statements audit. To that end, we will be providing the board a detailed memo on the status of the process with regard to our converted financial systems.

In the coming months we will be expanding the report to include information on the status of contracts in procurement, grants, draw downs and the agency's cash position.

Attachment



Operating Budget Report

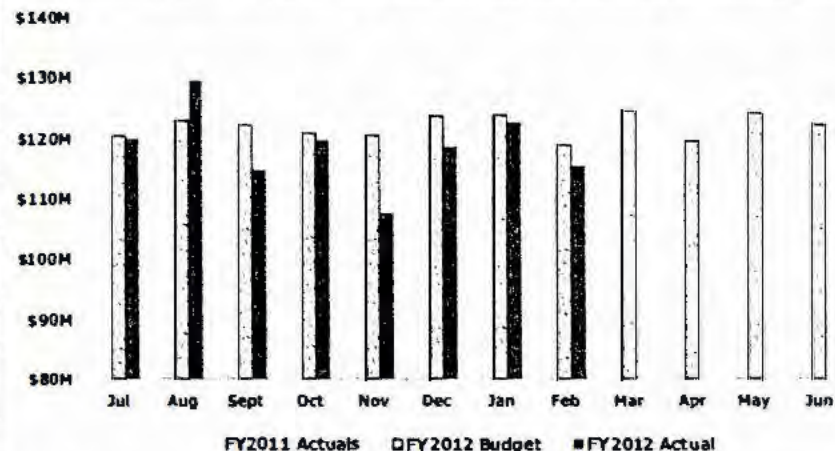
February FY2012

Operating Budget (\$ in Millions)

MTD	Feb-FY2011		Feb - FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 60		\$ 63	\$ 64	\$ (1)	-1%
Expense	\$ 112		\$ 116	\$ 119	\$ 3	3%
Subsidy	\$ 52		\$ 53	\$ 55	\$ 3	5%
Cost Recovery	54%		54%	54%		

YTD	FY2011		FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 516		\$ 521	\$ 525	\$ (4)	-1%
Expense	\$ 938		\$ 949	\$ 974	\$ 24	3%
Subsidy	\$ 422		\$ 428	\$ 449	\$ 21	5%
Cost Recovery	55%		55%	54%		

Operating Expenditures (\$ in Millions)



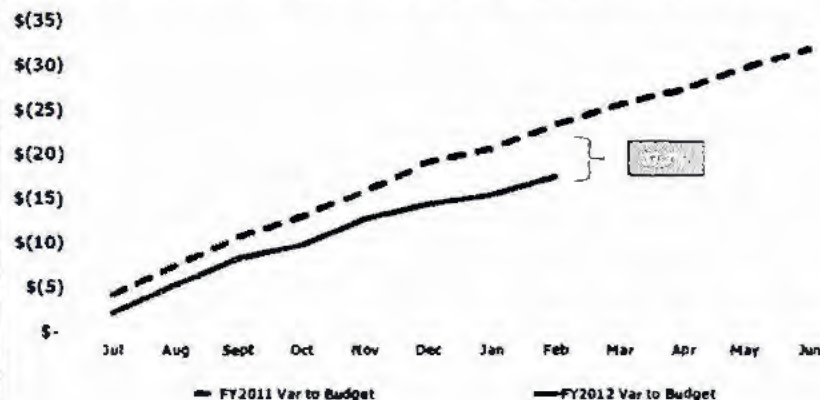
Operating Program Highlights

As of February YTD, Metro is **favorable to budget** by \$20.7M, or 5%

Year-to-date expenditures \$24.4 M or 2.5% favorable to budget

- Salary & wages below budget by \$9.2 M due to vacancies
- Overtime (\$17.3 M) and fringe benefits (\$1.5 M) over budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES), RAIL and BUS
- Materials and Supply expenses (\$5.1 M) unfavorable due to under budgeted expenses for bus parts and a lag in capitalization of brake and elevator parts. Costs for brake and elevator parts will be capitalized in the coming months.
- Service expenses of \$17.8 M were favorable due to \$7.2M savings in paratransit expenses, timing delays in some TIES contract utilization, and timing of contracts by Labor Relations for arbitration negotiations. These costs are likely to be incurred before the end of the fiscal year.
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$12.0 M and \$9.6 M respectively

YTD Overtime Variance to Budget (Cumulative, in \$ Millions)



Operating Budget Reprogramming Status

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees for Treasury. Other reprogramming is intra-departmental.



Revenue and Ridership Report

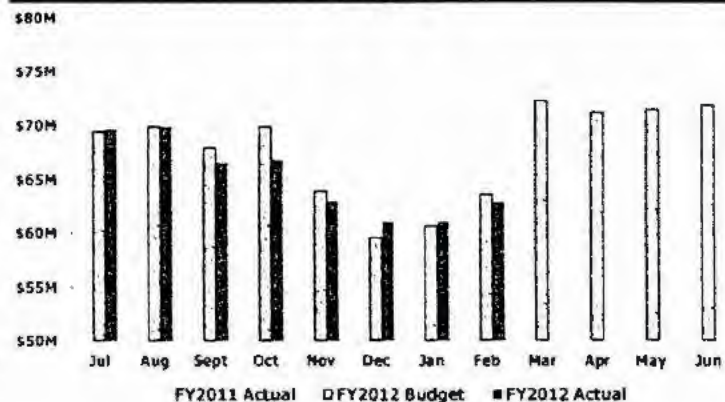
February FY2012

Ridership (trips in thousands)

MTD	Feb - FY2012			Variance	
	Actual	Actual	Budget	Prior Year	Budget
MetroRail	15,989	16,617	16,933	4%	-2%
Metrobus	9,779	10,749	10,159	10%	6%
MetroAccess	190	171	195	-10%	-12%
System Total	25,958	27,537	27,287	6%	1%

YTD	FY2011	FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
MetroRail	139,665	140,809	142,218	1%	-1%
Metrobus	80,521	87,232	79,950	8%	9%
MetroAccess	1,583	1,370	1,633	-13%	-16%
System Total	221,769	229,411	223,801	3%	3%

Revenue



Revenue and Ridership Highlights

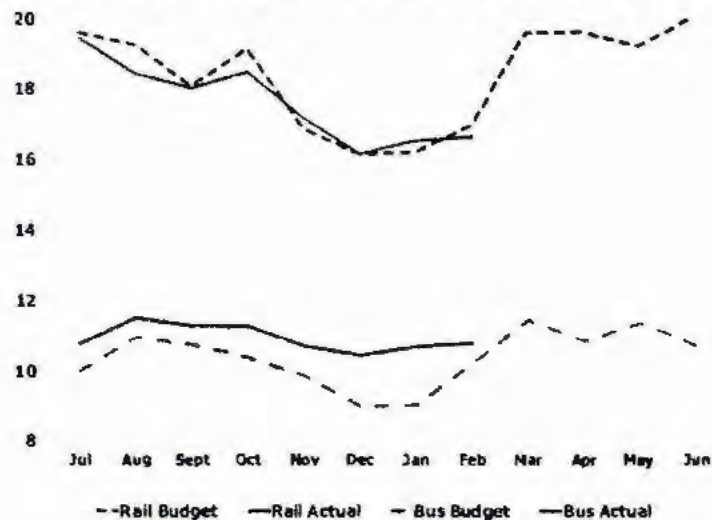
Year-to-date Revenue

- Total revenue is (\$3.7 M) below budget, 0.6%; Passenger fares plus parking is (\$1.3 M) and non-transit revenue is (\$2.4 M) below budget.
- Rail passenger fares are (\$7 M) below budget YTD due to lower than expect ridership; February average fare was \$2.66 compared to a budget of \$2.64; Parking revenue YTD is \$1.7 M below budget.
- Bus passenger revenue YTD is \$6.3 M favorable as reflected in the strong ridership numbers; Average fare declined slightly in February to \$0.99.
- MetroAccess was \$1 M above budget; Average fare YTD was \$3.79.
- Other revenue is (\$2.4 M) below to budget due to advertising revenue that will be received at the end of the fiscal year.

Year-to-date Ridership

- Rail ridership YTD is 1% below projection. February ridership MTD was below budget by 2%. Number of Feb rail trips were greater than prior year due to the leap-year. Removing this factor, ridership was slightly below last year by 0.6%. This is unexpected because of the favorable weather. It is reasonable to start looking at the reduction in Employee Transit Benefits as to why ridership is down. Metro did not experience a decrease in January because of remaining SmartBenefit balances on passenger SmartTrip® cards. By February, passengers would have started seeing the impacts of the policy changes.
- Bus ridership YTD is 7.2 M or 9% above budget, and 6.6 M or 8% above prior year. Average weekday ridership has been strong at 443,000 trips per day.
- Access ridership YTD is 213,000 or 13.5% below prior year. February was 10% below prior year. The largest decrease has been the average number of Sunday trips.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

February FY2012

Source of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Billed Amount	Awarded	Received	To be Rec.
FY2011 CIP	\$853	\$754	\$225	\$395	\$457
FY2012 CIP	\$1,042	\$917	\$528	\$445	\$598

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	37	19
Reimbursable	100	100	42	59
Total	\$213	\$213	\$79	\$134

Use of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2011 CIP	\$853	\$754	\$670	\$320	89%	42%
FY2012 CIP	\$1,042	\$805	\$781	\$381	97%	47%

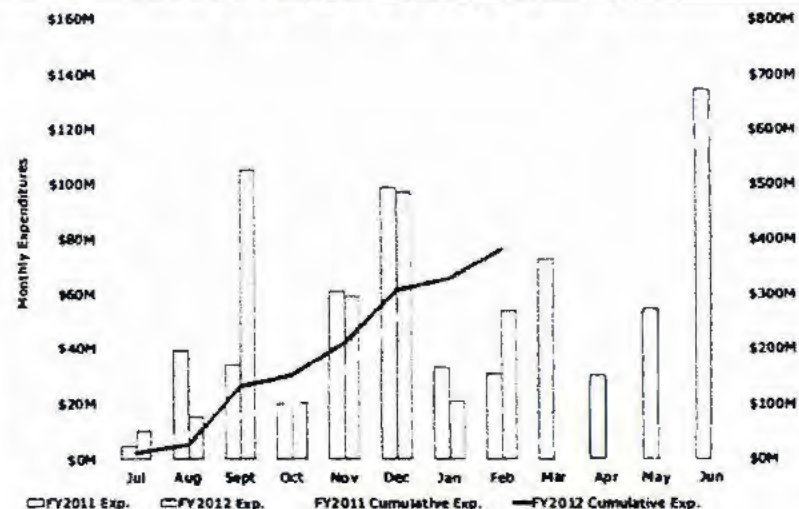
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$57	\$12	\$3	21%	5%
ARRA	56	55	38	98%	68%
Reimbursable	100	85	53	84%	53%
Total	\$213	\$151	\$94	71%	44%

Capital Program Highlights

As of February 29th,

- The Capital Improvement Program (CIP) has expended \$381 million in FY2012. This is \$61 million, or 19 percent, more than the same period in FY2011.
- The current forecast is projecting expenditures of \$805 million for the fiscal year.
- Continued red line rehabilitation between Dupont Circle and Silver Spring stations. Started work to replace escalator at South Entrance of Dupont Station, rehabilitate escalator at Metro Center
- 136 of the 221 planned paratransit vans have entered production and 37 have been delivered.
- Station rehabilitation completed at Eastern Market, Navy Yard, Shaw-Howard Univ., and Waterfront-SEU (Mini) Stations
- Major repairs were completed on escalators at Capitol South, Medical Center, Van Ness-UDC, and Mt. Vernon Square/7th Street-Convention Center Stations
- Rehabilitation/modernizations were completed on escalators at Federal Center SW and Wheaton Stations
- Track rehabilitation work completed YTD include the following: welded 1,046 open joints; retrofitted 1,375 in ft of floating slabs; replaced 1,382 "High Voltage" roadway safety signs; rehabilitated 6,992 in ft of grout pads; tamped

CIP Expenditures (\$ in Millions)



Capital Budget Reprogramming Status (\$ in millions)

There were no reprogrammings in February.



HR Vacancy Report

February FY2012

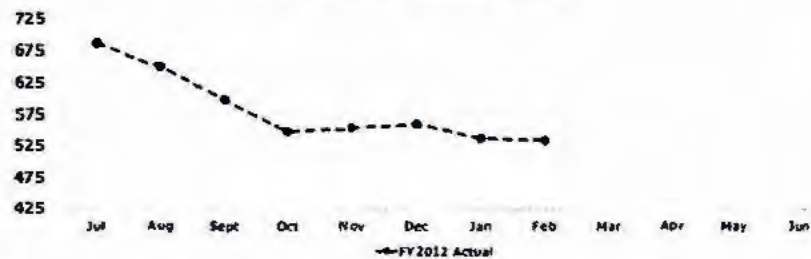
Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Operating Positions	10,250	532	5%	
Departments with a large number of vacancies:				
Transit Infra. & Engineering Services	3,120	140	4%	
Bus Services	3,807	105	3%	
Rail Transportation	1,499	113	8%	A training class for 29 train operators is underway. Next class begins March 25
Information Technology	251	51	20%	
Metro Police Department	635	29	5%	

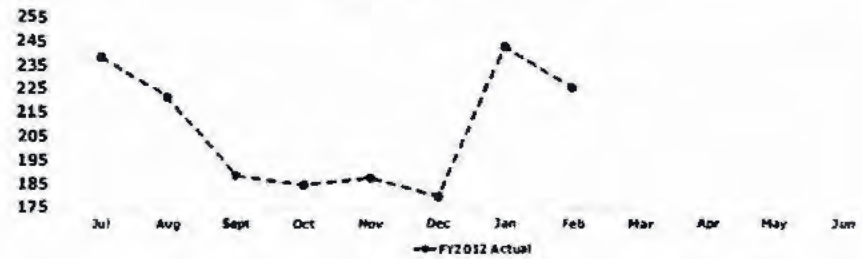
Capital Vacancies

	Budget Approved Positions			
Total Capital Positions	1,201	225	19%	Reflects GM authorized increased headcount*
Departments with a large number of vacancies:				
Transit Infra. & Engineering Services	949	168	18%	
Chief Financial Office	382	27	7%	
Information Technology	37	24	65%	Initiative to convert contract positions to full time employees is ongoing

Operating Vacancy Trend



Capital Vacancy Trend



*GM authorized 86 additional TIES headcount associated with ramp up of capital program. Recruiting will begin immediately with goal of filling positions by July 1, 2012.